

<b>MEETING:</b>	Full Council
<b>DATE:</b>	Thursday, 29 July 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	The Assembly Room - The Civic

## AGENDA

### REGISTER TO ATTEND

**Please note that in order to ensure that the meeting complies with current Covid-19 restrictions and public health advice, members of the public must pre-register if they wish to attend the meeting.**

**Anyone who wishes to attend should email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk), no later than 10.00am on Wednesday 28<sup>th</sup> July 2021.**

**1. Declarations of Interests**

To receive any declarations of interest of a pecuniary or non-pecuniary nature from Members in respect of the items on this agenda (other than those recorded within the Minutes submitted for consideration at this meeting).

**2. Minutes (*Pages 7 - 32*)**

To approve as a correct record the minutes of the meeting of the Annual Council held on 20<sup>th</sup> May and the Ordinary Council held on the 27<sup>th</sup> May, 2021.

**3. Communications**

To consider any communications to be submitted by the Mayor or the Chief Executive.

### **Substantive Items**

**4. Review of Parliamentary Constituency Boundaries 2021-23 (*Pages 33 - 36*)**

The Council will consider a report of the Executive Director Core Services providing a response on behalf of the Council to the Boundary Commission for England's initial proposals for Parliamentary Constituency boundaries.

**5. Appointments to Outside Bodies**

Barnsley Business Innovation Centre

Proposed – Councillors Andrews BEM, Cheetham and Howard

Shaw Lands Trust

Proposed – 1 vacancy

## Health and Well Being of Children in Care and Care Services Steering Group

Proposed – Cabinet Support Member for Children’s Services

### Migration Yorkshire

Proposed – Councillor Sir Steve Houghton CBE (Chair - two year appointment)

6. Local Government Act 1972: Section 85: Absence from Meetings of the authority: Councillor Gardiner

To seek approval, in accordance with Section 85 of the Local Government Act 1972, for the absence from meetings of the Authority on behalf of Councillor Gardiner on the grounds of ill health and pending the receipt of medical certification that he is fit to resume his duties.

### **Recommendations to Council**

*All reports detailed below are subject to Cabinet recommendation and are available to download from the Council’s website. The Cabinet Spokesperson for the Service in question will respond to any comments or amendments concerning these minutes.*

7. Royston Masterplan Framework - MU5 (Round 2 Adoption) (Cab.14.7.2021/12) (Pages 37 - 358)

### **RECOMMENDED TO COUNCIL:**

1. that the progress made in the development of the Royston Masterplan Framework (MU5) be noted; and
2. that the measures proposed relating to energy, sustainability and health and wellbeing be supported; and
3. the final version of the Masterplan Framework be adopted.

### **Minutes of the Regulatory Boards**

8. Audit and Governance Committee - 2nd June, 2021 (Pages 359 - 376)
9. Planning Regulatory Board - 8th June, 2021 (Pages 377 - 380)
10. General Licensing Regulatory Board - 23rd June, 2021 (Pages 381 - 384)
11. General Licensing Panel - Various (Pages 385 - 386)
12. Appeals, Awards and Standards - Various (Pages 387 - 392)

### **Minutes of the Health and Wellbeing Board**

13. Health and Wellbeing Board - 10th June, 2021 (Pages 393 - 400)



### **Minutes of the Scrutiny Committees**

14. Overview and Scrutiny Committee (Sustainable Barnsley Workstream) - 1st June, 2021 *(Pages 401 - 408)*
15. Overview and Scrutiny Committee (Growing Barnsley Workstream) - 29th June, 2021 *(Pages 409 - 414)*

### **Minutes of the Area Councils**

16. Central Area Council - 26th April, 2021 *(Pages 415 - 420)*
17. Dearne Area Council - 24th May, 2021 *(Pages 421 - 424)*
18. North Area Council - 24th May, 2021 *(Pages 425 - 428)*
19. North East Area Council - 27th May, 2021 *(Pages 429 - 432)*
20. Penistone Area Council - 3rd June, 2021 *(Pages 433 - 438)*
21. South Area Council - 25th June, 2021 *(Pages 439 - 442)*

### **Minutes of the Cabinet Meetings**

22. Cabinet Meeting - 19th May, 2021 *(Pages 443 - 446)*
23. Cabinet Meeting - 2nd June, 2021 *(Pages 447 - 450)*
24. Cabinet Meeting - 16th June, 2021 *(Pages 451 - 454)*
25. Cabinet Meeting - 30th June, 2021 *(Pages 455 - 458)*
26. Cabinet Meeting - 14th July, 2021 *(Pages 459 - 462)*

**(NB. No Cabinet decisions have been called in from these meetings)**

27. Questions relating to Joint Authority, Police and Crime Panel and Combined Authority Business

### **Minutes of the South Yorkshire Pensions Authority, South Yorkshire Fire and Rescue Authority, Sheffield City Region Combined Authority, and Police and Crime Panel**

*Any Member of the Council shall have the opportunity to comment on any matters referred to in the following minutes.*

*The relevant representatives shall then be given the opportunity to respond to any comments made by Members on those minutes.*

28. Sheffield City Region Mayoral Combined Authority Board (Annual Meeting) (Draft) - 7th June, 2021 *(Pages 463 - 476)*

29. Sheffield City Region Mayoral Combined Authority Board (Ordinary Meeting) (Draft) - 7th June, 2021 (Pages 477 - 478)
30. Police and Crime Panel (Annual Meeting) (Draft) - 7th June, 2021 (Pages 479 - 492)
31. Police and Crime Panel (Ordinary Meeting) (Draft) - 11th June, 2021 (Pages 493 - 496)
32. South Yorkshire Pensions Authority (Annual Meeting) (Draft) - 10th June, 2021 (Pages 497 - 502)
33. South Yorkshire Pensions Authority (Ordinary Meeting) (Draft) - 10th June, 2021 (Pages 503 - 510)
34. South Yorkshire Fire and Rescue Authority (Annual Meeting) (Draft) - 21st June, 2021 (Pages 511 - 518)
35. South Yorkshire Fire and Rescue Authority (Ordinary Meeting) (Draft) - 21st June, 2021 (Pages 519 - 536)
36. Questions by Elected Members

To consider any questions which may have been received from Elected Members and which are asked pursuant to Standing Order No. 11.

(a) Councillor Gillis

*'There are plans in place for a burger King and another coffee outlet on Stairfoot roundabout. Most if not all vehicles that pass through these outlets will have to transverse the said roundabout. Plans are also in place for 230 dwellings south of Bleachcroft Way near the old B@Q site. At present the only access and exit to this housing estate is via Stairfoot roundabout. I would like you to ask, what provision the highway department are going to put in place, to alleviate the traffic situation, bearing in mind the critical state of traffic backed up from the roundabout to, at times, the White Rose roundabout? A distance of 1.6 miles'.*

(b) Councillor Hunt

*"Part of the Council's Digital First project included the tracking of requests raised by residents through the council's website - for example reporting potholes, fly tipping and broken streetlights. Could a firm date be provided when residents will begin to get status updates of their requests?"*

(c) Councillor Kitching

*"There are ongoing concerns about high incidents of fly tipping across the borough, and we all understand that the team does its best to respond to and clear incidents as soon as possible. However, residents have raised concerns about the way this is reported - the quarterly report publicised in March reported 100% of incidents were cleared within 5 days; residents know that to not be the case from their own observations and so clearly this figure has caveats. Can the*

*Cabinet member please let us know how this 100% figure is reached?"*

**Question by a Member of the Public - for information only**

To note the following question received from a Member of the public together with the response provided by the Chair of the Planning Regulatory Board.

1 Mr J R - Staincross

A handwritten signature in black ink, appearing to read 'SNO', followed by a long horizontal line extending to the right.

Sarah Norman  
Chief Executive

Wednesday, 21 July 2021

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<b>MEETING:</b>	Full Council
<b>DATE:</b>	Thursday, 20 May 2021
<b>TIME:</b>	3.00 pm
<b>VENUE:</b>	Barnsley Civic

## MINUTES

### Present

The Mayor (Councillor Makinson)

- Central Ward - Councillors Bruff, M. Dyson and Risebury
- Cudworth Ward - Councillors Hayward, Houghton CBE and Wraith MBE
- Darfield Ward - Councillors Markham, Osborne and Smith
- Darton East Ward - Councillors Crisp and Hunt
- Darton West Ward - Councillors A. Cave, T. Cave and Howard
- Dearne North Ward - Councillors Cain and Gollick
- Dearne South Ward - Councillors Coates, Danforth and Noble
- Dodworth Ward - Councillors Fielding, Wray and Wright
- Hoyland Milton Ward - Councillors Franklin, Shepherd and Stowe
- Kingstone Ward - Councillors Mitchell, Ramchandani and Williams
- Monk Bretton Ward - Councillors Green and Richardson
- North East Ward - Councillors Cherryholme, Ennis OBE and D. Higginbottom
- Old Town Ward - Councillors Lofts, Newing and Pickering
- Penistone East Ward - Councillors Barnard and Hand-Davis
- Penistone West Ward - Councillors Greenhough, Kitching and Lowe-Flello
- Rockingham Ward - Councillors Andrews BEM and Lamb
- Royston Ward - Councillors Cheetham and McCarthy
- St. Helen's Ward - Councillors Leech, Platts and Tattersall
- Stairfoot Ward - Councillors Bowler, K. Dyson and Gillis
- Wombwell Ward - Councillors Eastwood, Frost and J. Higginbottom
- Worsbrough Ward - Councillors Bowser and Lodge

**1. Election of Mayor for the Municipal Year 2021/22**

Moved by Councillor Cheetham – Seconded by Councillor McCarthy; and

**RESOLVED** that Councillor Makinson be and is hereby elected Mayor of the Barnsley for the ensuing Municipal Year (2021/2022)

**2. Mayor's Declaration**

Councillor Makinson made her declaration prescribed by law and returned thanks for her election.

**3. Mayor's Response**

The Mayor thanked Members for her election for the Municipal Year 2021/22 and expressed gratitude for their kind words. It was hoped that restrictions due to the pandemic would continue to be lifted and there would be a return to the normal mayoral duties over the forthcoming year.

**4. Election of Deputy Mayor for the Municipal Year 2021/22**

Moved by Councillor Platts – Seconded by Councillor Leech; and

**RESOLVED** that Councillor Tattersall be and is hereby elected as Deputy Mayor of the Borough for the ensuing Municipal Year (2021/2022)

**5. Deputy Mayor's Declaration**

Councillor Tattersall made her declaration as prescribed by law.

**6. Young Mayor of Barnsley**

The Chief Executive reported that Ms M Stear had been appointed as the Young Mayor of Barnsley.

The Young Mayor of Barnsley then made her declaration as required.

**7. Local Government and Public Involvement in Health Act 2007**

Appointment of Cabinet Members, Cabinet Support Members and member Community Cohesion Champion

**RESOLVED** that appointment by the Leader, in accordance with the Local Government and Public Involvement in Health Act 2007, of the following Cabinet Members, Cabinet Support Members and Member Community Cohesion Champion be noted:-

<b>Portfolio</b>	<b>Cabinet Member</b>	<b>Cabinet Support Member</b>
Deputy Leader Without Portfolio Core	Councillor Andrews BEM Councillor Howard Councillor Gardiner	- Councillor Cherryholme Councillor Franklin

Adults and Communities	Councillor Platts	Councillor Eastwood
Children's Services Place (Environment and Transportation)	Councillor T. Cave Councillor Lamb	Councillor Tattersall Councillor McCarthy
Place (Regeneration and Culture)	Councillor Cheetham	Councillor Frost
Member Community Cohesion Champion	Councillor Mitchell	

## 8. Appointment of Chair Persons of Area Councils

**RESOLVED** that the appointment by the leader of the following Chairpersons of the Area Council's be noted:-

Central Area Council	Councillor Williams
Dearne Area Council	Councillor Noble
North Area Council	Councillor Leech
North East Area Council	Councillor Hayward
Penistone Area Council	Councillor Barnard
South Area Council	Councillor Markham

## 9. Allocation of Seats on the Overview and Scrutiny Committee and Regulatory Boards

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the number of seats on the Overview and Scrutiny Committee and Regulatory Boards, having been reviewed in accordance with Section 15 of the Local Government and Housing Act 1989, be allocated to the Political Groups on the basis as set out in Section 6 of the report now submitted, and that the changes in titles of the three Overview and Scrutiny Workstreams be approved.

## 10. Appointment of Overview and Scrutiny Committee

**RESOLVED** that the Overview and Scrutiny Committee be constituted as follows for the ensuing Municipal Year:

### Overview and Scrutiny Committee

Councillors Bowler, Bowser, Cain, Clarke, Coates, K. Dyson, Ennis OBE, Felton, Fielding, Frost, Gollick, Green, Hand-Davis, Hayward, D. Higginbottom, Kitching, Lodge, Lowe-Fiello, Markham, McCarthy, Mitchell, Newing, Noble, Osborne, Pickering, Richardson, Risebury, Smith, Stowe, Sumner, Tattersall, Wilson, Wraith MBE, and Wray, together with Co-opted Member Ms G Carter.

Sustainable Barnsley Workstream (to be drawn from the membership of the Overview and Scrutiny Committee)

Councillors Cain, K. Dyson, Ennis OBE, Frost, Gollick, Green, Hand-Davis, Hayward, Kitching, Richardson, Stowe and Wraith MBE.

Growing Barnsley Workstream (to be drawn from the membership of the Overview and Scrutiny Committee)

Councillors Bowler, Coates, Ennis OBE, Felton, Fielding, Lodge, Markham, McCarthy, Noble, Osborne, Pickering and Sumner.

Healthy Barnsley Workstream (to be drawn from the membership of the Overview and Scrutiny Committee)

Councillors Bowser, Clarke, Ennis OBE, D. Higginbottom, Lowe-Flello, Mitchell, Newing, Risebury, Smith, Tattersall, Wilson and Wray.

## 11. **Appointment of Chairpersons of the Overview and Scrutiny Committee, the Workstream Meetings and the Task and Finish Group Leads**

Moved by Councillor Howard – Seconded by Councillor Cherryholmel and

**RESOLVED** that the following Members be appointed as Chairperson to the Overview and Scrutiny Committees and Task and Finish Leads for the ensuing Municipal Year;

Overview and Scrutiny Committee and Work Stream Committees	Councillor Ennis OBE
Task and Finish Group 1	Councillor Newing
Task and Finish Group 2	Councillor Hand-Davis
Task and Finish Group 3	Councillor Fielding

Note: the meetings of the Overview and Scrutiny Committee to consider the business of Workstreams will all be Chaired by the Chair of the Committee.

## 12. **Appointment of Regulatory Boards**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the Regulatory Boards be constituted as follows for the ensuing Municipal Year:-

### Planning

Councillors Bruff, Cain, Coates, Crisp, Danforth, M. Dyson, Eastwood, Fielding, Frost, Gillis, Greenhough, Hand-Davis, Hayward, D. Higginbottom, Gollick, Leech, Lofts, Makinson, McCarthy, Mitchell, Noble, Richardson, Smith, Spence, Tattersall and Wright.



General Licensing (15 Members of whom will form the Statutory Licensing Regulatory Board)

Councillors Bowser, Bruff, A. Cave, Cherryholme, Clarke, Danforth, K. Dyson, Eastwood, Franklin, Green, Greenhough, J. Higginbottom, Hunt, Lodge, Markham, Newing, Osborne, Ramchandani, Shepherd, Spence, Stowe, Sumner, Tattersall, Wilson, Wraith MBE and Wray.

Statutory Licensing Regulatory Board

Councillors Bowser, Cherryholme, Clarke, Danforth, K. Dyson, Green, Greenhough, Hunt, Markham, Newing, Osborne, Shepherd, Tattersall, Wilson and Wraith MBE.

Appeal, Awards and Standards

Councillors Bowler, Bowser, Bruff, Cave, Cherryholme, Clarke, Crisp, K. Dyson, M. Dyson, Frost, Gillis, J. Higginbottom, Kitching, Leech, Lofts, Lowe-Flello, Makinson, Mitchell, Noble, Pickering, Ramchandani, Shepherd, Spence, Stowe, Wilson and Wright – together with Mrs J Cairns and Mr D Waxman Independent persons for the purposes of the relevant provisions of the Local Government Act 2000 as amended by the Localism Act 2011 with regard to the investigation of ethical standards complaints.

**13. Appointment of Chairpersons of Regulatory Boards**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the following Members be appointed as Chairpersons to the following Regulatory Boards as indicated for the ensuing Municipal Year:

Planning Regulatory	Councillor Richardson
General Licensing Regulatory	Councillor Green
Statutory Licensing Regulatory	Councillor Green
Appeals, Awards and Standards	Councillor Shepherd

**14. Appointment of Audit Committee**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the Audit Committee be constituted as follows for the ensuing Municipal Year:- Councillors Barnard, Hunt, Lofts and Richardson, together with Mrs K Armitage and Messrs S Gill, P Johnson and Mr M Marks (plus one vacancy).

**15. Appointment of Chairperson and Vice Chairperson of the Audit Committee**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that Councillor Lofts be appointed Chairperson and one member from the co-opted members as Vice-Chairperson of the Audit Committee for the ensuing Municipal Year.

**16. Appointment of Joint Employees Consultative Committee**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the Joint Employees Consultative Committee for the ensuing Municipal Year comprise of Councillors Andrews BEM, T. Cave, Cheetham, Gardiner, Sir Steve Houghton CBE, Howard, Kitching, Lamb and Platts.

**17. Appointment of Member Development Working Party**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the Member Development Working Party for the ensuing Municipal Year comprise Councillors Barnard, Bruff, A. Cave, Cherryholme, Eastwood, J. Higginbottom, Howard, Lodge, Richardson, and Williams.

**18. Appointment of Fostering Panel**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that Councillor Hayward be appointed to the Fostering Panel for the ensuing Municipal Year.

**19. Appointment of Corporate Parenting Panel**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the Corporate Parenting Panel for the ensuing Municipal Year comprise the Cabinet Spokesperson and Cabinet Support Member for Children's Services together with Councillors Coates, Greenhough, Mitchell, Osborne, Risebury, Shepherd, Williams, and Wilson.

**20. Appointment of Adoption Panel**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that Councillor Newing be appointed to the Adoption Panel for the ensuing Municipal Year.

**21. Appointment of Armed Forces Champion**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that Councillor Hayward be appointed as the Armed Forces Champion for the ensuing Municipal Year.

**22. Constitution of the Ward Alliances, and Area Council, Appointment of Joint Authority Representatives and Appointments to Outside Bodies**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the Ward Alliances and Area Councils as detailed below be established for the ensuing Municipal Year:-

## **Ward Alliances and Area Councils**

### **Ward Alliances\***

Each Ward Alliance to comprise all Members of the relevant Wards:

Central  
Cudworth  
Darfield  
Darton East  
Darton West  
Dearne North  
Dearne South  
Dodworth  
Hoyland Milton  
Kingstone  
Monk Bretton  
North East  
Old Town  
Penistone East  
Penistone West  
Rockingham  
Royston  
St Helen's  
Stairfoot  
Wombwell  
Worsbrough

\*Note: Ward Alliances also comprise Community Representatives.

### **Area Councils**

Each Area Council to comprise all Members from the relevant Wards based on the following groupings:

- **Central Area Council** – Central, Dodworth, Kingstone, Stairfoot and Worsbrough
- **Dearne Area Council** – Dearne North and Dearne South
- **North Area Council** – Darton East, Darton West, St Helen's and Old Town
- **North East Area Council** - Cudworth, Monk Bretton, North East and Royston
- **Penistone Area Council** – Penistone East and Penistone West
- **South Area Council** – Darfield, Hoyland Milton, Rockingham and Wombwell

### **Joint Committees and Bodies**

Moved by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the representatives on the following Joint Committees and Bodies be approved for the ensuing Municipal Year:-

South Yorkshire Fire and Rescue Authority

Councillors Frost (Section 41) and Smith

South Yorkshire Pensions Authority

Councillors Stowe (Section 41) and Wright

Sheffield City Region Combined Authority

Leader and Deputy Leader (Substitute) with the Cabinet Spokesperson for Core Services (Rotational Member)

Sheffield City Region Business, Recovery and Growth Board

Deputy Leader and Leader (Substitute)

Sheffield City Region Education, Skills and Employability Board

Cabinet Spokesperson Place (Regeneration & Culture and Cabinet Support Member Place (Regeneration & Culture) (Substitute)

Sheffield City Region Housing and Infrastructure Board

Cabinet Spokesperson Place (Regeneration & Culture and Cabinet Support Member Place (Regeneration & Culture) (Substitute)

Sheffield City Region Transport and the Environment Board

Cabinet Spokesperson Place (Environment & Transport) and Cabinet Support Member Place (Environment & Transport) (Substitute)

Sheffield City Region Combined Authority Audit and Standards Committee

Councillor Lofts and Councillor Richardson plus Councillors Clarke and Stowe (Substitutes)

Sheffield City Region Combined Authority Overview and Scrutiny Committee

Councillor Ennis and Councillor Newing plus Councillors Frost and Lofts (Substitutes)

**Outside bodies for the ensuing year**

Moved by Councillor Howard - Seconded by Councillor Cherryholme; and

**RESOLVED** that the following appointments be made to the Outside Bodies indicated for the ensuing Municipal Year:-

Barnsley Citizens Advice Bureau Trustee Board

Councillor Hayward and Councillor Richardson (Substitute)

Barnsley Health and Wellbeing of Children in Care Forum

Cabinet Support Member for Children's Services

Cooper Art Gallery

Councillors Makinson, Richardson and Shepherd

Joint Advisory Committee for the South Yorkshire Archaeology Service

Councillors Franklin and Richardson

Leeds City Region Advisory Partnership Committee

Leader and Deputy Leader (Substitute)

Local Government Association General Assembly

Leader, Deputy Leader, Cabinet Spokesperson without Portfolio and Councillor Hand-Davis

PATROL Adjudication Joint Committee

Cabinet Spokesperson Place (Environment & Transport)

Safer Roads Partnership

Councillor Leech

Yorkshire and Humber (Local Authorities) Employers Association

Cabinet Spokesperson for Core Services

Rural Service Network – Rural Assembly

Cabinet Spokesperson for Place (Regeneration and Culture) and Councillor Hand-Davis

Sheffield City Region Local Enterprise Partnership Board

Leader and Deputy Leader (Substitute)

South Yorkshire Joint Advisory Committee on Archives Service

Councillors Franklin and Richardson

South Yorkshire Police and Crime Panel

Councillors Cherryholme and Pickering plus Councillor Tattersall (substitute)

South Yorkshire Sub Regional Migration Group

Cabinet Spokesperson for Adults and Communities

South Yorkshire Trading Standards Committee

Councillors Howard and Cheetham and Councillor Gardiner (Substitute)

Welcome to Yorkshire

Cabinet Spokesperson Place (Regeneration & Culture)

Yorkshire Purchasing Organisation Management Committee

Councillors Barnard and Gardiner

Yorkshire Purchasing Organisation Audit and Scrutiny Sub Committee

Councillor Barnard

Yorkshire Purchasing Organisation JCC/Appointments Sub Committee

Councillor Gardiner

Yorkshire Purchasing Organisation Procurement Holdings Ltd

Councillor Gardiner

**Other outside bodies**

Proposed by Councillor Howard – Seconded by Councillor Cherryholme; and

**RESOLVED** that the following appointments be made to fill the vacancies on the following Outside Bodies indicated:-

Association for Public Service Excellence

Cabinet Spokesperson (Environment & Transport) and Cabinet Support Member (Environment & Transport)

Barnsley Children and Young People's Trust Executive Group

Cabinet Spokesperson Children's Services

Barnsley Children's Safeguarding Board

Cabinet Spokesperson Children's Services and Cabinet Support Member Children's Services

Barnsley Health and Wellbeing of Children in Care Forum

Cabinet Spokesperson Children's Services

Barnsley Health of Children in Care Leaver's Steering Group

Cabinet Spokesperson Children's Services

Barnsley Magistrates' Court Liquor Licensing Forum

Chair of Licensing Board, Deputy Leader and Councillors Bowser and Wraith.

Barnsley Premier Leisure Board

Cabinet Support Member Place (Environment & Transport)

Barnsley Safeguarding Adults Board

Cabinet Spokesperson Adults and Communities and Cabinet Support Member Adults and Communities

Captain Allots Charity

Leader, Deputy Leader, 3 Wombwell Ward Members and 3 Hoyland Milton Ward Members

Dodworth Miners Welfare Scheme

Councillor Wright and Councillor Wray

Friends of Locke Park

Councillor Williams and Councillor Mitchell

Hazelhead Liaison Committee

Penistone West Ward Members

Maurice Dobson Charity

Darfield Ward Members

Regional Network for Lead Members of Children's Services

Cabinet Spokesperson Children's Services and Cabinet Support Member  
Children's Services

South West Yorkshire Partnership NHS Foundation

Cabinet Support Member Adults and Communities

Virtual School Governors

Cabinet Spokesperson Children's Services, Cabinet Support Member Children's  
Services, Councillor Bowser, Councillor Lodge, Councillor Williams, Councillor  
Wilson plus 2 x Vacancies

Wombwell Town land Charities Trustees

Wombwell Ward Members plus Mr J Cooper

Yorkshire Libraries and Information Committee

Cabinet Support Member Adults and Communities

Yorkshire Regional Flood and Coastal Committee

Cabinet Spokesperson Place (Environment & Transport) and Cabinet Support  
Member Place (Environment & Transport)



**23. Terms of Reference of the Full Council, Regulatory Boards and Committees and functions Delegated to Officers**

Moved by Councillor Sir Steve Houghton CBE – Seconded by Councillor Andrews BEM; and

**RESOLVED** that the Terms of the Reference of the Full Council, Regulatory Boards and Committees and Functions Delegated to Officers as outlined in the document now submitted, be approved.

**24. Members' Code of Conduct**

Proposed by Councillor Sir Steve Houghton CBE – Seconded by Councillor Andrews BEM; and

**RESOLVED** that the reviewed and revised Members' Code of Conduct be approved.

**25. Council Timetable 2021/22**

Proposed by Councillor Sir Steve Houghton CBE – Seconded by Councillor Andrews BEM; and

**RESOLVED**

- (i) That the dates of the ordinary meetings of the Council for the Municipal Year 2021/22, all commencing at 10.00am, be confirmed;
- (ii) That the next Annual Meeting of the Council be held on Friday 20<sup>th</sup> May, 2022; and
- (iii) That the dates of the remaining meetings shown in the Council Calendar for 2021/22 be confirmed.

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Chair

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<b>MEETING:</b>	Full Council
<b>DATE:</b>	Thursday, 27 May 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	The Civic, Barnsley - The Civic

## MINUTES

### Present

The Mayor (Councillor Makinson)

- Central Ward - Councillors Bruff and Risebury
- Cudworth Ward - Councillors Hayward, Houghton CBE and Wraith MBE
- Darfield Ward - Councillors Markham, Osborne and Smith
- Darton East Ward - Councillors Crisp and Hunt
- Darton West Ward - Councillors A. Cave, T. Cave and Howard
- Dearne North Ward - Councillors Cain and Gollick
- Dearne South Ward - Councillors Coates, Danforth and Noble
- Dodworth Ward - Councillors Fielding, Wray and Wright
- Hoyland Milton Ward - Councillors Franklin, Shepherd and Stowe
- Kingstone Ward - Councillors Mitchell, Ramchandani and Williams
- Monk Bretton Ward - Councillors Felton, Green and Richardson
- North East Ward - Councillors Cherryholme, Ennis OBE and D. Higginbottom
- Old Town Ward - Councillors Lofts and Newing
- Penistone East Ward - Councillors Barnard, Hand-Davis and Wilson
- Penistone West Ward - Councillors Greenhough, Kitching and Lowe-Flello
- Rockingham Ward - Councillors Andrews BEM and Lamb
- Royston Ward - Councillors Cheetham and McCarthy
- St. Helen's Ward - Councillors Leech, Platts and Tattersall
- Stairfoot Ward - Councillors Gillis
- Wombwell Ward - Councillors Eastwood, Frost and J. Higginbottom
- Worsbrough Ward - Councillors Bowser and Lodge

## 26. Declarations of Interests

Councillor J Higginbottom declared a non-pecuniary interest in Minute 49 'Minutes of the Sheffield City Region Mayoral Combined Authority Board (Draft) of the 22<sup>nd</sup> March, 2021' in view of his employment for Mr D Jarvis MP who was also the Sheffield City Region Mayor.

## 27. Minutes

The minutes of the meeting held on the 1<sup>st</sup> April, 2021 were taken as read and signed by the Chair as a correct record.

## 28. Communications

### (a) Customer Service Excellence – Planning and Building Control Service

The Executive Director Core Services reported that the Planning and Building Control Service had recently been externally assessed for Customer Service Excellence and had again achieved this impressive accreditation.

In addition, they had also achieved 'Compliance Plus' in the following three areas:

- Masterplan Consultations
- Range, content and quality of verbal, published and web based information
- Interaction within wider communities and demonstrating the ways in which they supported those communities

This continued achievement was particularly impressive due to the unprecedented high volumes of applications received, and also the change in ways of working in which officers had had to adapt during the Covid pandemic.

This success wasn't possible without the work and input of all Planning Building Control and Support Team Officers, particularly Mark Caddick (Senior Planning and Building Control Assistant) who was in the meeting this morning), for co-ordinating the assessment submission and Tim Cliffe (Building Control Group Leader), Matthew Smith and Andrew Burton (Planning Group Leaders).

Councillor Richardson in his capacity as the Chair of the Planning Regulatory Board asked to place on record his own congratulations to all the Team for all their hard work, effort and dedication in achieving this accreditation in such difficult times.

Councillor Cheetham, Cabinet Spokesperson for Place (Regeneration and Culture) echoed the comments made and expressed his congratulations in achieving this accreditation in what was not only difficult but times but in a period of extraordinary business. This was a remarkable achievement and all staff were congratulated for their hard work and dedication.

The Mayor echoed the comments made and added her own personal congratulation to all members of staff concerned.

The Mayor and Members of the Council expressed their congratulations to all concerned in the usual manner.

(b) National Museums Heritage Awards – Nomination in the Best Digital Category

The Executive Director Core Services reported that the Barnsley Museums Service had been shortlisted in the best digital category in the National Museums and Heritage Awards. This was a brilliant reflection of the work and creativity of the whole Barnsley Museums Service, and the way in which everyone mobilised together for the communities of Barnsley in response to the Covid pandemic. All the others on the shortlist were ‘big institutions’ so the Service had done incredibly well to get this far and hopefully would be in with a chance of winning.

Other shortlisted institutions included:

- London Transport Museum
- The National Trust
- The British Museum
- National Portrait Gallery

Councillor Cheetham, Cabinet Spokesperson for Place (Regeneration and Culture) commented on the tremendous success of the Museums Service particularly over the last 18 months when some of the things undertaken had been innovative and remarkable. The Service had been recognised previously and had also been a case study for the Cabinet Office. The digital work undertaken had been tremendous and to be shortlisted along with such national institutions was truly remarkable and this was a true testament to the way in which the Service was currently performing. Congratulations were extended to all concerned.

The Mayor echoed the comments made and congratulated all staff on this achievement. She and Members of the Council expressed their thanks to all involved in the usual manner.

**29. Appointment to Regulatory Boards, Overview and Scrutiny Committee and Outside Bodies**

This item was withdrawn.

**30. Audit and Governance Committee - 17th March, 2021**

Moved by Councillor Lofts - Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Audit Committee held on the 17<sup>th</sup> March, 2021 be received.

**31. Audit and Governance Committee - 14th April, 2021**

Moved by Councillor Lofts - Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Audit Committee held on the 14<sup>th</sup> April, 2021 be received.

**32. Planning Regulatory Board - 13th April, 2021**

Moved by Councillor Richardson - Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Planning Regulatory Board held on the 13<sup>th</sup> April, 2021 be received.

**33. General Licensing Panel - Various**

Moved by Councillor Green – Seconded by Councillor Shepherd; and

**RESOLVED** that the details of the various General Licensing Regulatory Board Panels held in the last cycle of meetings together with their decisions be received.

**34. Appeals, Awards and Standards - Various**

Moved by Councillor Shepherd – Seconded by the Mayor (Councillor Makinson); and

**RESOLVED** that the details of the various Appeals, Awards and Standards Regulatory Board Panels held in the last cycle of meetings together with their decisions be received.

**35. Overview and Scrutiny Committee (Strong and Resilient Communities Workstream) - 23rd March, 2021**

Moved by Councillor Ennis OBE – Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Overview and Scrutiny Committee (Strong and Resilient Communities Workstream) held on the 23<sup>rd</sup> March, 2021 be received.

**36. Overview and Scrutiny Committee - 27th April, 2021**

Moved by Councillor Ennis OBE – Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Overview and Scrutiny Committee held on the 27<sup>th</sup> April, 2021 be received.

**37. Central Area Council - 1st March, 2021**

Moved by Councillor Williams - Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Central Area Council held on the 1<sup>st</sup> March, 2021 be received.

**38. Dearne Area Council - 15th March, 2021**

Moved by Councillor Noble – Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Dearne Area Council held on the 15<sup>th</sup> March, 2021 be received.

**39. North Area Council - 15th March, 2021**

Moved by Councillor Leech – Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the North Area Council held on the 15<sup>th</sup> March, 2021 be received.

**40. North East Area Council - 25th March, 2021**

Moved by Councillor Hayward – Seconded by Councillor Shepherd and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the North East Area Council held on the 25<sup>th</sup> March, 2021 be received.

**41. Penistone Area Council - 8th April, 2021**

Moved by Councillor Barnard – Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the Penistone Area Council held on the 8<sup>th</sup> April, 2021 be received.

**42. South Area Council - 23rd April, 2021**

Moved by Councillor Markham - Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the South Area Council held on the 23<sup>rd</sup> April, 2021 be received.

**43. South Area Council - 4th May, 2021**

Moved by Councillor Markham - Seconded by Councillor Shepherd; and

**RESOLVED** that the minutes as printed and now submitted of the proceedings of the South Area Council held on the 4<sup>th</sup> May, 2021 be received.

**44. Cabinet Meeting - 24th March, 2021**

Moved by Councillor Sir Stephen Houghton, CBE – Seconded by Councillor Andrews BEM; and

**RESOLVED** that the minutes as printed and now submitted of the Cabinet Meeting held on the 24<sup>th</sup> March, 2021 be received.

**45. Cabinet Meeting - 7th April, 2021**

Moved by Councillor Sir Stephen Houghton, CBE – Seconded by Councillor Andrews BEM; and

**RESOLVED** that the minutes as printed and now submitted of the Cabinet Meeting held on the 7<sup>th</sup> April, 2021 be received.

**46. Cabinet Meeting - 21st April, 2021**

Moved by Councillor Sir Stephen Houghton, CBE – Seconded by Councillor Andrews BEM; and

**RESOLVED** that the minutes as printed and now submitted of the Cabinet Meeting held on the 21<sup>st</sup> April, 2021 be received.

**47. Questions relating to Joint Authority, Police and Crime Panel and Combined Authority Business**

The Executive Director Core Services reported that he had received no questions from Elected Members in accordance with Standing Order No. 12.

**48. South Yorkshire Pensions Authority (Draft) - 18th March, 2021**

**RESOLVED** that the minutes be noted.

**49. Sheffield City Region Mayoral Combined Authority Board (Draft) - 22nd March, 2021**

**RESOLVED** that the minutes be noted.

**50. Police and Crime Panel (Draft) - 19th April, 2021**

**RESOLVED** that the minutes be noted.

**51. South Yorkshire Fire and Rescue Authority (Draft) - 26th April, 2021**

**RESOLVED** that the minutes be noted.

**52. Questions by Elected Members**

The Executive Director Core Services reported that he had received a number of questions from Elected Members in accordance with Standing Order No. 11.

(a) Councillor Fielding

*'The temporary new Trinity MAT secondary school to be located on Broadway is due to open in just 14 weeks' time and welcome the 180 students who chose this as their secondary school.*

*At the time of writing, no work has yet commenced on site and parents are understandably concerned that the school will not be ready in September.*

*Is the school expected to be ready to receive its new students in September, and in the event that it isn't ready, what plans are in place to provide a school place for these 180 students?'*

Councillor T Cave, Cabinet Spokesperson for Children's Services thanked Councillor Fielding for his question and commented that Trinity Academy St Edwards would be receiving pupils from September 2021 following the agreement of the Regional Schools Commissioner to establish a new secondary school in Barnsley to meet the need for additional school places in the central area.



The Department for Education, which was leading on the development, had confirmed that the opening of the temporary site at Keresforth Close was delayed due to unforeseen circumstances beyond the Council's control. However, Trinity MAT and the Department for Education had been working closely with partners to secure a town centre location to open to pupils on the first day of term. Pupils would temporarily attend the Eastgate House campus until the Keresforth site was ready.

Trinity MAT had written to parents and had invited them to face to face meetings on the 26<sup>th</sup> and 27<sup>th</sup> May, where they would be getting a full update on the site.

It was important that pupils' education was not disrupted and that they could attend a stable environment with the same teachers. Eastgate House campus had been deemed a safe, educational and functional setting.

Trinity MAT had held a series of events with parents and pupils over recent weeks. They would be holding further sessions with parents at the end of May to provide them with more details of the arrangements to ensure a smooth and successful transition to the new school.

Councillor Fielding thanked Councillor Cave for his response, however, he felt that it raised a number of questions for parents, but he was pleased to note that arrangements were in place to notify those parents of the changes. Parents would, nevertheless be disappointed at these changes. He then asked, as a supplementary question if the Cabinet Spokesperson could confirm that suitable arrangements had been put in place to accommodate the transport needs of getting the children to and from school including the parents getting the children to school in cars, on busses or on cycles.

Councillor Cave thanked Councillor Fielding for his supplementary question and for his understanding of the situation that was out of the Council's control. In relation to transport, the normal arrangements would be in place and further details would be provided outside this meeting.

(b) Councillor Greenhough

*'Over the last year there have been a large number of incidents at the borough's recycling centres. These incidents saw staff being verbally and physically abused. With the staff on these sites wearing body cameras, can the Council confirm whether any offenders have been reported to the police?'*

Councillor Lamb, Cabinet Spokesperson for Place (Environment and Transportation) thanked Councillor Greenhough for his question and he responded by stating that unfortunately, there had been instances where staff working at household waste recycling centres had been subjected to verbal and physical abuse including spitting. He stated, and felt that everyone would agree, that nobody should have to face this while doing their job.

There had been six recorded incidents where verbal or physical abuse had been reported to the police. One of these incidents was still progressing through the court.

These incidents predominantly occurred at the site on West Street, Worsborough.

The main actions from the police had included banning the offenders from the sites and there had been one occurrence where a Community Resolution Order had been issued. Councillor Lamb stated that people were this Council's most valuable resource and he wanted to make it abundantly clear that abuse, violence and aggression would not be tolerated against any staff of the Authority or working on the Authority's behalf. If such actions occurred appropriate action would be taken.

Councillor Greenhough thanked Councillor Lamb for his response and he joined wholeheartedly at the condemnation of such actions against staff. He then asked, as a supplementary question, if Councillor Lamb would reaffirm that if such actions were ongoing, the Council would take more measures to ensure the safety of the staff working at these sites given that in Doncaster, one of the neighbouring authorities, someone had been driven at with a car and such actions were putting people's lives at risk.

Councillor Lamb commented that the Authority had recently removed the restriction on the number of people using the sites and hopefully that would reduce some of the tension people were experiencing when queuing outside those sites. In addition, where there was any repetition or risk of members of staff or members of staff working for third parties being injured or abused all measures possible would be put in place to reduce that risk. Members of staff working at these sites were employed by an external contractor who also had their own procedures and processes, but an assurance was given that the Authority would work with those contractors in order to ensure the safety of their members of staff working on the Council's premises and sites.

(c) Councillor Hunt

*'It was recently reported that 1,700 littering fines were issued by the council in 2020 - 1,000 less than in 2019. In 2016 the number of fines issued totalled 8,594. Why have the number of fines issued reduced so much since 2016?'*

Councillor Platts, Cabinet Spokesperson for Adults and Communities thanked Councillor Hunt for the question and stated that in 2016, most of the borough had environmental enforcement contracts funded by the Area Councils, which meant more officers were out on the ground issuing environmental Fixed Penalty Notices or FPNs.

As the years have gone by, fewer Area Councils had chosen to fund this service, which meant fewer officers were available to issue environmental FPNs.

Since the start of contracted environmental enforcement in 2016, members of the public had become more aware of enforcement action being taken. This resulted in positive behavioural change and reduced offences, and the demand for enforcement capacity.

In response to public feedback, there had also been changes in the way enforcement was undertaken since 2016 including officers wearing visible uniform at all times. This had meant fewer offences were witnessed by officers due to their presence being known by the public.

Finally, 2020 had been the lowest figure due to the COVID19 pandemic. Few people were around during lockdowns, and services had been suspended due to the restrictions around face-to-face communication with people to reduce the risk of virus transmission. This service had re-commenced earlier this year.

Councillor Hunt thanked Councillor Platts for her response. He stated that there had been a clear increase in the amount of litter seen across the borough and this had resulted in many more volunteers picking it up. These volunteers were doing an excellent job and should be congratulated for their efforts. He then asked as a supplementary question whether or not the Cabinet Spokesperson considered there was a correlation between the reduction in fines being issued and the increase being seen in the amount of litter and he also asked what the Council's plans were to tackle this increase.

Councillor Platts responded by stating that she agreed that the amount of work volunteers were doing in litter picking and reporting fly tipping was amazing. Everyone had seen a lot of litter within their areas, however, from 2020 unfortunately because of the lockdown face to face services had been suspended. Appointments had been made to the new Community Warden Posts and appropriate clearance checks were now awaited. Those officers would be out on the streets as would local area SNT's and they would be able to issue Fixed Penalty Notices for anti-social behaviour, littering and dog fouling. Hopefully within the next couple of months additional officers would be seen within the area and this should go some way to addressing the problems encountered.

### **53. Members' Questions at Full Council Meetings**

#### **Notice of Motion submitted in accordance with Standing Order No 6.**

Moved by Councillor Kitching – Seconded by Councillor Hunt

This Council believes that:

- i) The ability of members to ask questions at Full Council meetings is essential for openness, engagement and transparency. It allows Cabinet members to respond to submitted written questions in a public forum.
- ii) The members' questions facility has become popular and well used in recent years, with both ruling and opposition group members using it to ask questions of Cabinet members at Full Council meetings
- iii) This has led to the session frequently over-running the allotted 30-minute time limit and being cut short.
- iv) When the session is cut short it is frustrating for members whose questions are missed, for Cabinet members who do not have the opportunity to respond and for officers who have spent time and effort in preparing responses.

Therefore, this council calls for:

- v) The current 30-minute time limit on members' questions at Full Council to be extended to 1 hour.
- vi) The Chief Executive to make the relevant constitutional changes to facilitate this.

**An amendment was submitted in accordance with Standing Order No 8.**

Moved by Councillor Sir Steve Houghton CBE – Seconded by Councillor Andrews BEM

This Council believes that:

- i) The ability of members to ask questions at Full Council meetings is essential for openness, engagement and transparency. It allows Cabinet members to respond to submitted written questions in a public forum.
- ii) The members' questions facility has become popular and well used in recent years, with both ruling and opposition group members using it to ask questions of Cabinet members at Full Council meetings
- iii) This has led to the session frequently over-running the allotted 30-minute time limit and being cut short.
- iv) When the session is cut short it is frustrating for members whose questions are missed, for Cabinet members who do not have the opportunity to respond and for officers who have spent time and effort in preparing responses.

Therefore, this council calls for:

- v) In order to further enhance an already excellent governance model and to strengthen accessibility, questions for full Council and their responses will be placed on the Council website immediately after the meeting.
- vi) The Chief Executive to make the relevant constitutional changes to facilitate this.

**Upon being put to the vote, the amendment was won.**

**The amendment was then put as the Substantive Motion and was:**

Moved by Councillor Sir Steve Houghton CBE – Seconded by Councillor Andrews BEM; and

**RESOLVED:**

- (i) That in order to further enhance an already excellent governance model and to strengthen accessibility, questions for full Council and their responses be placed on the Council website immediately after the meeting; and
- (ii) That the Chief Executive make the relevant constitutional changes to facilitate this.

.....  
Chair

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# Item 4

## BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Executive  
Director of Core Services

### Review of Parliamentary Constituency Boundaries 2021-23

#### 1. Purpose of report

- 1.1 To provide a response on behalf of the council to the Boundary Commission for England's initial proposals for Parliamentary Constituency boundaries.

#### 2. Recommendations

- 2.1 That the council approves the proposed response to the Boundary Commission on their proposals for Parliamentary Constituencies in the Barnsley Metropolitan Borough Council area.

#### 3. Introduction

- 3.1 The Parliamentary Constituencies Act 2020 provided for a new boundary review of Parliamentary constituencies replacing the 2018 review that was not implemented.
- 3.2 The Act requires there to be a fixed number of 650 constituencies for the whole of the UK. Having stated that no single constituency may be split between different parts of the UK, the Act 'protects' five specified island constituencies (two on the Isle of Wight for England, two for Scotland, and one for Wales), then provides a mathematical formula to determine how many constituencies each of the four parts of the UK should be allocated from the remaining 645, based on the electorate figures as at 2 March 2020. The number of constituencies allocated to England for the 2023 Review is 543 (including the two for the Isle of Wight).
- 3.3 The number of constituencies in the Yorkshire and Humber region will remain unchanged at 54. The UK electoral quota for the 2023 Review is, to the nearest whole number, 73,393. Accordingly, every recommended constituency (except the five 'protected' constituencies) must have an electorate as at 2 March 2020 that is no smaller than 69,724 and no larger than 77,062. The electorates of the present Barnsley Central and Barnsley East constituencies are both too small under these rules at 65,494 and 69,640 respectively. Penistone and Stocksbridge (71,377) and Wentworth and Dearne are both large enough to continue in their present form in this review.

- 3.4 The BCE's initial proposals were published on 8<sup>th</sup> June 2021. The proposals for the Barnsley area were to replace the Barnsley Central and East constituencies with two new constituencies of Barnsley North and Barnsley South. They propose no cross boundary constituencies with Rotherham MBC with the Wentworth and Dearne constituency replaced with a new constituency named Rawmarsh and Conisbrough and situated entirely in the Rotherham MBC area. The Penistone and Stocksbridge constituency remains unchanged. A table of the wards included in each constituency is below:

<b>Barnsley North Constituency</b>	<b>Electorate</b>	<b>Previous constituency</b>
Central	7646	Barnsley Central
Cudworth	8389	Barnsley East
Darton East	8831	Barnsley Central
Darton West	8575	Barnsley Central
Monk Bretton	8739	Barnsley Central
North East	9908	Barnsley East
Old Town	8304	Barnsley Central
Royston	8609	Barnsley Central
St. Helens	7793	Barnsley Central

<b>Barnsley South Constituency</b>	<b>Electorate</b>	<b>Previous constituency</b>
Darfield	7800	Barnsley East
Dearne North	8168	Wentworth and Dearne
Dearne South	9338	Wentworth and Dearne
Hoyland Milton	9332	Barnsley East
Kingstone	6997	Barnsley Central
Rockingham	8753	Barnsley East
Stairfoot	8787	Barnsley East
Wombwell	9263	Barnsley East
Worsbrough	7458	Barnsley East

- 3.5 The consultation on these proposals is open until 3<sup>rd</sup> August. As soon as practicable after this date all responses that have been received will be published on the BCE website for a 4 week period during which the public will be allowed to comment on the submissions. After this stage the proposals will be reformulated and published again for comments at some point in 2022 for a period of 8 weeks. After this consultation any final alterations will be made and the proposals will be finalised in Spring 2023 with the aim of achieving Parliamentary approval in Autumn 2023.
- 3.6 Whilst Barnsley MBC has no formal role in this process it is in a unique position to submit feedback on these proposals on behalf of our residents.



#### **4. Proposal and justification**

##### **4.1 That the council submits a response in support of the proposals for the Barnsley area and does not offer any alternative proposals**

4.2 Whilst the number of Members of Parliament for the area will be reduced from 4 to 3 the retention of two constituencies entirely in the Barnsley area is positive for the area. The Members of Parliament for the Barnsley Central and East constituencies are both broadly supportive of the new Barnsley constituencies.

4.3 Members are able to submit their own responses to this consultation and are encouraged to do so before the deadline on 3<sup>rd</sup> August.

#### **5. Consideration of alternative approaches**

5.1 Given the nature of the proposals and the parameters of the legislation it was not possible to devise an outcome for Barnsley that was significantly better than what is proposed.

#### **6. Implications for local people / service users**

6.1 Some wards will move between different constituencies and the council will need to communicate the changes to residents if this review is implemented.

#### **7. Financial implications**

7.1 None.

#### **8. Employee implications**

8.1 None

#### **9. Communications implications**

9.1 It is important that there are only limited communications from the council that go out through official channels to ensure that our role within this process is understood and that these boundary proposals do not come from the council and do not affect local authority or ward boundaries.

#### **10. Consultations**

10.1 None

#### **11. Background papers**

11.1 None.

Officer Contact: Shokat Lal, Telephone No: Ext 3001, Date: 5<sup>th</sup> July 2021

Financial Implications /  
Consultation .....

*(To be signed by senior Financial Services officer  
where no financial implications)*

# Item 7

## BARNSELEY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the council's definition and has been included in the relevant Forward Plan.

### Report of the Executive Director for PLACE

#### Royston Masterplan Framework (MU5)

#### 1. Purpose of report

- 1.1 To seek approval to adopt the Royston Masterplan Framework following Cabinet approval on the 14<sup>th</sup> July 2021.

#### 2. Recommendations

It is recommended that:

- 2.1 **Full Council supports the proposal to adopt the Royston Masterplan Framework; and**
- 2.2 **Full Council supports the measures proposed relating to energy, sustainability and health and wellbeing.**

#### 3. Introduction

- 3.1 The Council's Local Plan was adopted on 3<sup>rd</sup> January 2019. When the Local Plan was being examined it was agreed that for the larger, strategic sites it was necessary to prepare masterplan frameworks to ensure that sites could be developed in a comprehensive manner taking into account cumulative infrastructure requirements. Looking at large allocations in this way, rather than a piecemeal fashion dictated by land ownerships, ensures that we can make the best use of sites and secure sustainable and inclusive growth reflecting each of our corporate priorities.
- 3.2 Whilst each masterplan framework is bespoke to the area, the Local Plan prescribes that the Masterplan Frameworks shall contain the following:
- A planning policy summary, site location and description, land ownership, a summary of the existing evidence, site evaluation (opportunities and constraints), a 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, place-making framework (including design guides for character and neighbourhood areas where applicable), sustainability and energy use, health and wellbeing, design evolution, conceptual masterplan, infrastructure and delivery phasing.
- 3.3 The Local Plan also states that Masterplan Frameworks shall be subject to public consultation and be approved by the Council prior to the determination of any planning applications on the affected sites.

- 3.4 Following a six week public consultation exercise in June/July 2020, the draft Masterplan Framework has now been updated to include a Design Code that seeks to respond to the feedback received during the consultation and provide a clear guide for developers, stakeholders and the wider public.
- 3.5 Officers have also been working on updating the Barnsley Transport Model in order to provide the evidence to support the relief road proposals, together with updating the viability evidence relating to the site. This will enable the council to understand and justify the requirement for developer contributions towards the land acquisition costs for the relief road and distribution between the development phases.
- 3.4 This report seeks Full Council approval to adopt the Masterplan Framework for Royston (MU5). The site has the capacity to deliver 994 new homes (166 already under construction) together with a new primary school, community facilities and small scale retail facility.
- 3.5 The Masterplan Framework provides a significant opportunity to deliver corporate objectives relating to zero carbon and public health improvements.

#### 4. **Royston Masterplan Framework (MU5)**

- 4.1 The Royston Masterplan Framework encompasses the full extent of Local Plan Mixed Use Site MU5.
- 4.2 The Masterplan Framework has been funded by BMBC Local Plan underspend and is produced by Ove Arup Partnership and Gillespies who have co-ordinated all associated feasibility studies, masterplan concepts and consultations on behalf of BMBC. To date, works completed include: background evidence base and technical analysis, development of the Masterplan Framework document, ecology surveys, heritage assessments, green space analysis and early development options.

#### **Public consultation**

- 4.3 A public consultation exercise was undertaken in June/July 2020 for a period of six weeks. The aim of the consultation was to raise awareness of the proposals in the local community and gather feedback from the public and stakeholders about the proposed Masterplan Framework. This enabled the team to identify any comments or design suggestions about the Masterplan Framework principles, which could be addressed during design development.
- 4.4 The government have been clear that planning activity should continue during the current pandemic and that planning is critical to support economic recovery post COVID-19. Due to restrictions on holding public gatherings, we adopted a new approach, which involved:
- **A combination of traditional and digital methods** to ensure everybody has access to information. This ensured that information was available in different formats. Materials created were available online and as hard

copies on request and a telephone number was available for those who could not access digital materials.

- **Establishing and communicating new ways to interact** with stakeholders and the community due to COVID-19. While face to face engagement was not an option during this consultation, online engagement sessions offered the opportunity to allow engagement with the public through live Q&A sessions. Posters and flyers available in the community and letter notifications raised awareness about the new ways to get involved.
- **Extending the standard consultation period for a Masterplan Framework from four weeks to six weeks.** The consultation period for this Masterplan ran for a period of six weeks rather than the four-weeks identified in the Council's Statement of community Involvement in order to allow more time for people to access the information, to receive any requested hard copy materials and review these materials.

4.5 Full details of the public consultation exercise are provided within the Community Feedback Report which is presented at appendix C of this report. In summary, the public consultation included:

- Dedicated council hosted webpage and online consultation material including questionnaire
- Hard copy consultation packs hand delivered on request
- Press releases
- Social media campaign including Facebook and Twitter
- Letter drop to residents living within 250m of the Masterplan Framework site boundary (in excess of 700 properties)
- Email notification to internal and external consultees
- 11 site notices erected around the site, public rights of way and main routes around the site
- Flyers in local shops
- Online consultation events to replace physical drop in sessions
- Telephone consultations with those unable to access online resources

4.6 Feedback was received through the following channels:

- **Questionnaire** – Via a submission of the consultation form found on the BMBC website, which could be submitted online or by post. We received 105 completed questionnaires.
- **Master planning Inbox** – Via emailing feedback to the designated inbox.
- **Petition** – A petition was submitted at the Town Hall opposing the proposed development of the site which included 715 signatures

This petition covers the principle of the development and site allocation and, as such, is not within the scope of this consultation, which was consulting on the principles of the Masterplan Framework. The Statement of Community

Engagement will set out how this feedback has shaped the final Masterplan Framework.

4.7 Overall, the consultation exercise provoked a higher level of response to the questionnaire (105 responses) than the Hoyland North consultation (79 responses) which was undertaken last year utilising traditional methods of engagement, although a lower response rate than the MU1 Masterplan which received 213 responses (however this was always anticipated given the level of opposition to MU1 during the Local Plan process).

4.8 The table below outlines the level of engagement with online consultation material, demonstrating that overall there has been an increase despite the potential impact of Covid-19. Accordingly, whilst methods of engagement did differ as a result of lockdown (and therefore attracted some criticism), it is not considered that lockdown has materially impacted on levels of public participation.

	Launch Press Release	Facebook	Twitter	Website hits
MU1	633 pageviews / 477 unique pageviews	12 posts / Reach 25,697 / Engagements 1,174	14 posts / Impressions 18,931 / Engagements 271	Pageviews 768 / Unique pageviews 482
Hoyland South	658 pageviews / 472 unique pageviews	7 posts / Reach 36.7k / Clicks 3,410 / Reactions, comments shares 240	7 posts / Reach 10,907 / Engagements 326	Pageviews 1,989 / Unique pageviews 1,494
Hoyland West	1,037 pageviews / 694 unique pageviews	7 posts / Reach 34.4k / Clicks 1,820 / Reactions, comments shares 240	7 posts / Reach 10,985 / Engagements 288	Pageviews 1,115 / Unique pageviews 779
Royston	846 pageviews / 590 unique pageviews	5 posts / Reach 33.3k / Clicks 3,406 / Reactions, comments shares 237	6 posts / Reach 11,293 / Engagements 385	Pageviews 1,961 / Unique pageviews 1,461

4.9 The main thrust of the feedback received included:

- Disagree with the principle of development
- Concerns around traffic congestion
- Concerns around the Lee Lane/Wakefield Road junction
- Environmental impact
- Capacity of infrastructure to cope with extra demand from development
- Flood risk and drainage concerns
- Air pollution concerns

- Road safety concerns
- Residents would like to see improvements to existing PROW for safer walking and cycling
- Would like to see improved wildlife opportunities
- Would like to see improved energy efficiency/support climate change

Of the 105 responses, 31 strongly disagree with the proposed relief road whilst 29 strongly agree.

4.10 The feedback received has led to the following changes/development of the Masterplan Framework:

- The location of the entrance to the convenience store has been set back from Lee Lane together with improved parking provision to overcome concerns relating to highways safety due to users parking on Lee Lane close to the roundabout
- Proposed enhancements to the existing PROW's surrounding the site in order to ensure that the existing routes provide better active travel opportunities in accordance with the movement framework.
- Requirement for improved renewable energy opportunities and sustainability measures due to concerns over environmental impact and climate change agenda
- Commitment to provide Electric Vehicle Charging points for every dwelling together with design guidance on securing in plot charging that does not detract from the schemes overall appearance.
- Clear requirement to protect and integrate existing trees where appropriate in order to assist in carbon offset and retain landscape interest in response to concerns around loss of trees.

## **Sustainability**

4.11 The Masterplan Framework reflects the requirements of Local Plan policies relating to sustainable construction, climate change resilience, drainage and sustainable travel. It also requires 10% net gain to biodiversity. These matters and other planning considerations are then assessed in more detail when planning applications are considered

4.12 Following the declaration of the climate change emergency last year, the council have committed to ensuring that climate change features as a corporate priority with a commitment to delivering a zero-carbon borough. Reducing the impact of climate change is a key objective of the Barnsley Local Plan providing a policy framework that seeks to reduce the causes of and adapt to the future impacts of climate change by:

- Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques;
- Locating and designing development to reduce the risk of flooding;
- Promoting the use of Sustainable Drainage Systems (SuDS);
- Promoting and supporting the delivery of renewable and low carbon energy; and

- Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.
- 4.13 In 2019 the UK transport sector was responsible for 24 per cent of overall greenhouse gas emissions, whilst 19 per cent came from residents energy use. The biggest potential gains are therefore to be made in the way people travel, and in the energy demand and supply to buildings.
- 4.14 The Masterplan Framework reflects the requirements of Local Plan policies relating to sustainable construction, climate change resilience, drainage and sustainable travel. It also requires 10% net gain to biodiversity. These matters and other planning considerations are then assessed in more detail when planning applications are considered
- 4.15 An Energy Strategy has been commissioned to support the Masterplan Framework and provides an evidence base for energy and sustainability measures that can be introduced on the site. The section below demonstrates how the Masterplan Framework will assist in meeting the policy requirement and corporate objective in terms of zero carbon and adaptation to climate change.

#### *Flood Risk*

- 4.16 The Masterplan Framework includes a blue infrastructure framework that seeks to complement the green infrastructure framework for the site and deliver flood risk improvements by providing SUDs to slow surface water run-off and provide storage for flood water during periods of high rain fall. The blue infrastructure will provide amenity value to people and the design will enhance biodiversity opportunities.

#### *Promoting and supporting the delivery of renewable and low carbon energy*

- 4.17 The Energy Strategy includes a review of potential low carbon technologies and their applicability to the site. With regards to building performance, high fabric performance of a dwelling is key to reducing the space heating demand and the associated carbon emissions. The Energy Strategy sets targets for developers to meet in this regard and whilst these may seem ambitious, as technology and construction techniques improve and costs decrease, the targets may become more obtainable.
- 4.18 With regards to energy supply and distribution, the Energy Strategy sets recommended pathways for the site which were developed through an assessment of current building energy standards, energy demand estimates, low carbon technology options and an energy options appraisal alongside engagement with BMBC officers. The preferred pathway for Royston includes:
- Distributed Air Source Heat Pumps in all dwellings
  - Roof mounted PV panels with battery storage on dwellings with south-facing roofs, ad grid backup



- Grid supply to all other dwellings
- Roof mounted PV panels on the convenience store, and grid back up
- Roof mounted PV panels on the school, and grid backup
- GSHP in the school with electric boiler backup

4.19 The table below shows the equivalent carbon emissions from the preferred pathway in comparison to its 'Do nothing' scenario which would include meeting heating and electricity demand through gas boilers and grid electricity. This demonstrates the CO<sub>2</sub> savings that can be achieved by using the preferred pathway.

Table 2: Summary of equivalent CO<sub>2</sub> emissions for preferred pathways vs. 'Do nothing' scenarios

		Royston	
		Preferred Pathway	'Do nothing' Scenario
CO <sub>2</sub> e emissions (tonnes)	Construction (2022-2033)	4,100	12,000
	Operation from estimated site completion to 2045 (2034 -2045)	2,000	14,300
	Total	6,100	26,300

4.20 However, these pathways are limited to homes and buildings operation, and they do not consider emissions from transport, street lighting or development maintenance. These sources of emissions should be explored further as part of any planning applications that come forward on the site.

4.21 There are additional carbon saving methods highlighted in the Energy Strategy report, which could be implemented to reduce emissions and assist BMBC in becoming a net zero carbon borough by 2045. For Barnsley to reach its net zero goal, the remaining emissions should be offset. The developers will need to do this through investing in offsite renewables or rewilding and tree planting schemes which will be considered through the planning application process.

*Green Infrastructure/biodiversity net gain*

4.22 The Masterplan Framework will deliver high quality, varied green infrastructure opportunities that will seek to preserve and enhance existing positive landscape features such as trees and hedgerows together with delivering at least 10 % biodiversity net gain. The green infrastructure opportunities vary

from open space provision, green corridors to play and recreation opportunities.

### *Transport*

- 4.23 The overall aim of both the Local Plan and Masterplan Framework is to promote sustainable travel by firstly reducing the need to travel but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking and cycling or where necessary using public transport. The movement framework developed for the Masterplan Framework provides active travel opportunities connective to the wider area and landscape in order to encourage smarter choices and thus play a part in improving health, quality of life and reduce the impact of climate change. Every dwelling will be provided with an electric vehicle charging point. In addition to this, proactive travel planning on the part of the developers will reduce carbon emissions associated with transport from residents and occupiers of the scheme.
- 4.24 Transport modelling has identified that this development, combined with anticipated background traffic growth, will result in the Wells junction (in the centre of Royston) going over capacity during peak times. A number of options have been considered to look at improving the capacity of this junction but acquisition of third party land and demolition of buildings would likely be required to accommodate the additional traffic.
- 4.25 Various means are being explored to encourage modal shift away from the private car in order to reduce the demand at the Well junction and others within the vicinity of the site. More broadly, a range of initiatives and programmes are exploring ways to reduce the need to travel such as roll out of 5G to support home working and the Principal Towns programme to invest in district and local centres. Nonetheless, it would be optimal in place making terms to secure a relief road to divert traffic away from the centre of Royston and so this is identified as a likely strategic transportation project within the emerging Transport Strategy.
- 4.26 As this site will built out over the next 10-15 years, over its lifetime it may add to the capacity issues at the Wells Junction. Short term this is alleviated by the local junction improvements, but it is important to also consider the mid to long term operation. The Infrastructure Delivery Strategy therefore requires that phases 1 and 2 will contribute towards local junction improvements and the costs of acquiring the land (where necessary) for the relief road. They would also be expected to cover the costs of undertaking the feasibility work and preparing a full business case, which would be necessary to secure external funding for the scheme.
- 4.27 The land identified for the relief road has been valued at £375k. The starting point for securing this land in order to prepare a robust business case for external funding will be to get landowner consent to dedicate the land as highway. Where they are unwilling, the Council would instead have to acquire preferably through negotiation but, as a last resort, compulsory purchase may

be required. It is therefore necessary to ensure the contribution accounts for likely professional fees and costs associated with a compulsory purchase order and that costs of preparing a full business case are also covered. The estimated breakdown of the costs for securing the land for the relief road and submitting a full business case are therefore as follows:

-Acquisition cost £375k

-Business case and professional fees £200k

- 4.28 Ordinarily this overall cost would be split on an equitable basis and applied as a roof tax for each dwelling that comes forward. However, this presents a practical difficulty in that the phasing of the development expects the relief road to be delivered prior to phases 5 and 6 coming forward and given likely lead in times for delivering such a road, these contributions ought to be made as part of phases 1 and 2. Accordingly to ensure that each phase is equitable in terms of the contributions made it will be necessary to reduce the affordable housing ask on earlier phases in order to ensure that the required contributions for highways infrastructure are secured. This would mean later phases delivering in excess of the required 10% affordable housing to make up for earlier phases delivering less than 10% in order to fairly fund infrastructure required during earlier phases.

#### New Primary School

- 4.29 When the Local Plan was being prepared, a need was established for 3 new primary schools and a significant expansion of another based on pupil projections available at that time (2016). These are identified at Barugh Green as part of the MU1 site, Royston as part of the MU5 site off Lee Lane, Wombwell on the former High School site with the expansion proposed at Carlton.
- 4.30 Analysis undertaken by colleagues in Education has identified a need for a 210 place, single form entry primary school at Royston to meet the demand arising from this site and wider Local Plan growth.
- 4.31 The Masterplan Framework identifies a location for the primary school off Grange Road in the south east corner of the MU5 site which is in council ownership.
- 4.32 There is an ambition to deliver a zero carbon school as part of the Masterplan in order to support zero carbon ambitions as detailed in the section above. Further work needs to be undertaken through the Infrastructure Delivery Strategy in order to determine responsibility for delivery and funding mechanisms including Section 106 contributions.

#### **Health and Wellbeing**

- 4.33 Masterplan frameworks have an opportunity to influence future physical and mental health of communities and new residents in a positive manner. The proposed masterplan framework therefore seeks to contribute to the priorities of the Barnsley Public Health Strategy 2018-2021, particularly in relation to

residents living longer, healthier lives. A Health Impact Assessment has therefore been prepared to accompany the Masterplan Framework. This can be found at Appendix D.

- 4.34 Sustainable travel is at the heart of the Masterplan Framework, including green links, which link new development into existing rights of way and are safe and attractive rights of way for a variety of users. The Masterplan Framework has developed a hierarchy which prioritises active travel over vehicles to encourage sustainable travel and reduce the impact of private vehicles. The scheme design therefore considered access requirements for all users in the following order;
- Pedestrians
  - Cyclists/equestrians
  - Public transport
  - Specialist service vehicles
  - Private vehicles
- 4.35 The provision of active travel routes throughout the site, provide attractive, safe and direct links through the site, linking to local facilities and services. The promotion of active travel has the potential to contribute to healthy lives and obesity levels as well as having positive impacts on mental health. During COVID-19 restrictions, the importance of access to green space has been highlighted – the Masterplan Framework has created new areas of green space, links to existing communities and proposes the enhancement of existing spaces. The site is also capable of delivering signposted walking/running routes and a community garden/orchard which again has the potential to have a positive impact on the health of the community and assist in developing a sense of community.
- 4.36 Throughout the public consultation, questions were asked about the impact on health services as a result of the proposed developments. Throughout the development of the Masterplan Framework we have worked closely with the Clinical Commissioning Group to understand the implications on primary healthcare. Royston is covered by 4 GP practices. All 4 GPs practices covering the Lee Lane catchment area currently have open lists and are accepting new patient registrations (GP practices can only close their list to new registrations of their catchment population with the approval of the CCG). Whilst there are potential workforce capacity issues, the 5 GP practices across the North neighbourhood area have committed to the development of a neighbourhood plan to support resilience and ensure that they are prepared as early as possible for any further growth. The council will continue to work with the CCG and local health providers as planning applications come forward on the site. The CCG has advised that it is continuing to work with the GP practices to plan to minimise any potential risks around provision and timely access to local primary care services.

- 4.37 Road safety is a further public health consideration that was raised during the consultation. This is consistent with the findings of survey work undertaken by Public Health in 2019. As stated above, the starting point is to ensure the needs of pedestrians take priority over those of car users. Nonetheless, as car use will be unavoidable, the masterplan framework, combined with Local Plan policies and guidance in our Supplementary Planning Documents, will ensure that new roads are designed in accordance with relevant design standards. In addition, whilst Lee Lane is not flagged as an area of concern in terms of accident frequency or severity, we do have concerns about speeding on Lee Lane which is the reason for the proposed additional roundabout and design approach. In addition, road safety audits will be carried out where any works are required under S278 of the Highways Act (i.e. changes to existing highways).
- 4.38 In considering the location of uses on the site and how they relate to the existing settlement, the Masterplan Framework has also considered the locations of the school and community facilities in order to reduce the need to travel by private car, offering safe and direct routes that will encourage active travel.
- 4.39 Overall, whilst it is recognised that existing residents do have some inevitable concerns about large scale development, each of the Masterplan Frameworks has sought to prioritise health and wellbeing to ensure that impacts on the existing community are minimised as far as possible. They also seek to ensure the existing community is able to benefit from the required infrastructure, such as new sporting facilities and walking/cycling routes and that residents within the new development will benefit from living within a high quality and sustainable development.

## **5. Consideration of alternative approaches**

- 5.1 The council could have delayed work on the masterplan and left developers/landowners to work in collaboration to develop the Masterplan Framework, however the complex land ownership arrangements are prohibitive on this site. In addition, there is significant developer interest in this site with developers keen to gain permission for their schemes; the Masterplan Framework is needed to ensure that the scheme comes forward in a comprehensive manner and that all infrastructure is delivered and shared proportionally across the phases.

## **6. Proposal and justification**

- 6.1 It is recommended that Full Council approve the proposal to adopt the Royston Masterplan Framework.
- 6.2 The Masterplan Framework will allow development to come forward on this strategic site, ensuring that new development positively supports, and contributes to, existing communities, their services and infrastructure.

## **7. Implications for local people / service users**

- 7.1 The Royston Masterplan Framework will support the development of significant housing in Royston. The consultation process has allowed the local community and its stakeholders to help in the shaping and phasing of development in a comprehensive manner. The Masterplan Framework will address key issues raised through the public consultation
- 7.2 Ultimately, the aim of the Masterplan Framework is to ensure environmental, social and economic conditions are balanced in order to promote sustainable development for the benefit of local people and service users. The masterplan creates an appropriate framework to help achieve this, but it will be for Planning & Regulatory Board to decide whether future planning applications adhere to the Masterplan Framework, Local Plan policies and relevant Supplementary Planning Documents.

## **8. Financial implications**

- 8.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).
- 8.2 This report seeks approval to adopt the Masterplan framework for Royston which will ultimately see development of the area, in line with the Council’s Local Plan.
- 8.3 By agreeing this Masterplan Framework, the Council will be subject of significant financial implications in respect of “front funding” the primary school as discussed at paragraphs 4.24 through 4.27.
- 8.4 The provisional cost of construction of the primary school is estimated at, at this stage, approximately £6.1M which includes an investment to ensure that the school operates at a net zero carbon position, in line with the Council’s zero carbon aspirations. At this stage, it is uncertain in terms of timescales around the deliverability of the construction of the school, as a result of a number of variables such as timing of the housing developments. As a result, the estimated costs are subject to change.
- 8.5 There are no financial implications in terms of acquiring the land for the school as the current preferred site is currently in Council ownership.
- 8.6 Resources totalling £6.1M will be provisionally earmarked for this future investment within the Council’s Capital Investment Strategy / Capital Investment Programme. A further report will be brought forward in due course to update Members specifically on the expected cost of the primary school, at such a time where the Council has more certainty in terms of timescales of construction etc. Resources will be released with the approval of this subsequent report.
- 8.7 The capital investment in respect of the new school was identified in the Council’s 2021/22 Medium Term Financial Strategy, specifically the Capital Investment Programme (Cab.10.2.2021/6 refers) as a scheme to progress for further feasibility works. Should the proposal to “front fund” the primary school be agreed at this stage, then this means that the available resources for

capital investment will be committed to this project and therefore, will not be then available for the Council's other priorities.

- 8.8 The anticipated housing development as part of the adoption of the Master Plan framework is expected to generate Section 106 contributions for the Council as part of the associated planning conditions. Section 106 contributions are ordinarily paid at milestones during the housing development and it is expected that these would replenish the Council's capital resources over time. In order for this to happen, and to provide the Council with the flexibility in respect of how it can utilise these contributions, akin to the Council's current capital resources, it would require the specific agreement to be written in that way i.e. the contributions can be used as the Council sees fit.
- 8.9 Whilst unlikely, there is a risk to the Council that the housing development does not happen, either at all or in full and that the resources are never recouped. To mitigate this risk, a number of options are currently being pursued including potentially utilising S106 contributions from other sites within the Borough, that are currently uncommitted although this is subject to a thorough review of the conditions attached to this funding.
- 8.10 In addition to the above, it is expected that the adoption of the Masterplan Framework, if approved, will see development of both housing and retail units in the area. The Council will therefore benefit from the expected additional Council Tax and Business Rate income in the future, which have already been factored into the Council's Medium Term Financial Strategy.

Financial Implications/Consultation



.....  
(To be signed by senior Financial Services officer  
where no direct financial implications)

**9. Employee implications**

- 9.1 There are no issues arising directly from this report.

**10. Communications implications**

- 10.1 A communications strategy and Statement of Community Engagement has been produced for the Royston Masterplan Framework.

**11. Consultations**

- 11.1 Consultations have already been undertaken with the Portfolio Holder for PLACE, Local Members, statutory consultees as well as local residents and businesses through the public consultation exercise.

## **12. The Corporate Plan and the Council's Performance Management Framework**

- 12.1 The Local Plan is a key Council strategy document that will support the achievement of each of the five main priorities set out in our Council Plan and in working towards Barnsley 2030. The masterplan document will help ensure sustainable housing growth is achieved, integrating active travel and green space opportunities. In turn, this will support the Health and Sustainable Barnsley priorities together with the renewable and low carbon energy opportunities on the site. It will also provide a new primary school for local children that will support the priority of Learning Barnsley ensuring that existing and future residents have access to quality education close to where they live.

## **13. Tackling Health Inequalities**

- 13.1 A Health Impact Assessment was produced to consider the Local Plan proposals on health. This considered the impact of the various policies within the plan on the health of various communities as well as whether they contribute to the ambitions of the Corporate Plan and reduce health inequalities. It concluded that as a whole the plan would potentially improve the health of residents and help address health inequalities.
- 13.2 A Health Impact Assessment has been produced to support the Royston Masterplan Framework in consultation with Public Health representatives.

## **14. Climate Change & Sustainable Energy Act 2006**

- 14.1 Energy usage and sustainability will be a golden thread running through the Masterplan Framework document, with particular focus on sustainable movement framework including street hierarchy, pedestrian and cycle links, public transport provision and Travel Plan.
- 14.2 An Energy Strategy has been commissioned in support of the Masterplan Framework in order to support progression to achieving BMBC's ambitions relating to zero carbon and realising the opportunity to achieve low carbon development in the near term.

## **15. Risk Management Issues**

- 15.1 There is a risk that the Masterplan Framework is not well received by the local community. However, the community consultation exercise has presented an opportunity to involve local communities at an early stage to ensure that the Masterplan Framework addresses key concerns and is shaped by the views of the local community. In addition, the site was consulted upon as part of the Local Plan consultation process.



15.2 In preparing the Masterplan Framework, land owners have been consulted at key stages in order to understand their position and views on the emerging masterplan. In working through this process, it is apparent that one landowner is less willing than they were at Local Plan stage and this presents deliverability challenges for a small proportion of the site. The suggested approach to seeking up front funding for significant infrastructure requirements earlier in the development ensures that this will not undermine masterplan or infrastructure delivery.

## **16. Promoting Equality & Diversity and Social Inclusion**

16.1 The Local Plan was subject to an over-arching Equalities Impact Assessment which considered its policies and procedures. This concluded that all policies and proposals apply to all sectors of the community equally. The policies make provision for a range of housing types to meet differing needs. The design policy D1 also seeks to ensure that development is designed to be accessible to all. The SPD's and Masterplan Framework has been prepared in the context of these policies to ensure that equality, diversity and social inclusion are promoted.

16.2 An Equalities Impact Assessment has been undertaken and updated through the masterplan stages and can be viewed at Appendix E.

## **17. Conservation of Biodiversity**

17.1 In recognition of the consultation feedback and the Government's Environmental Bill, the Masterplan Framework requires a 10% net gain to biodiversity following completion of the development. This goes beyond current Local Plan requirements and fully reflects the Council's Statutory Biodiversity Duty.

## **18. List of Appendices**

### **Appendices:**

- Appendix A Masterplan Framework and Design Code (Split into two parts due to file size)
- Appendix B Delivery Strategy
- Appendix C Community Feedback Report
- Appendix D Health Impact Assessment
- Appendix E Equalities Impact Assessment
- Appendix F Energy Strategy

Officer Contact:	Stacey White	Date:	20/07/2021
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# ROYSTON MASTERPLAN FRAMEWORK

MASTERPLAN FRAMEWORK AND DESIGN CODE

DRAFT

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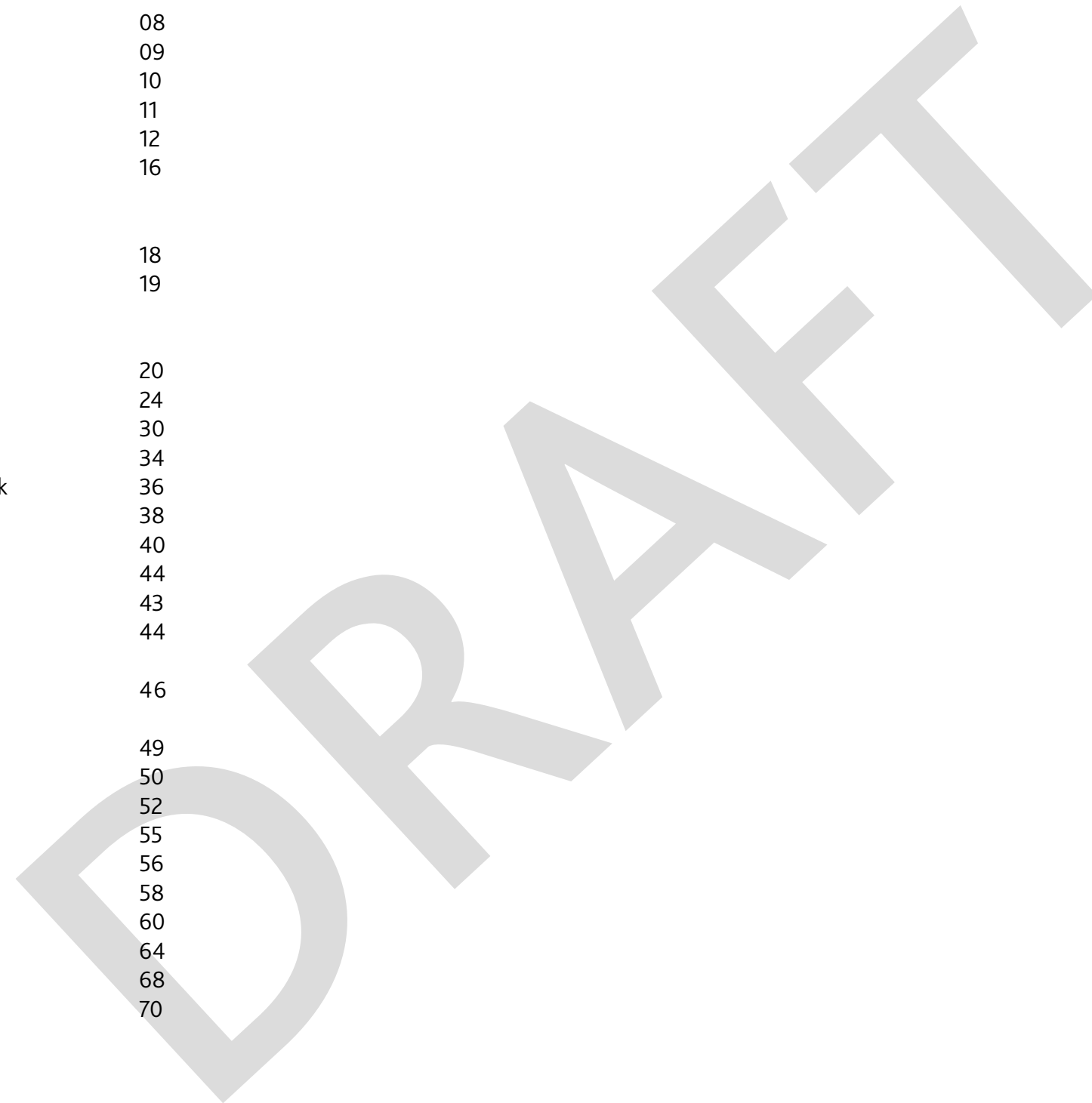
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## Glossary of Acronyms

BMBC	Barnsley Metropolitan Borough Council
GI	Green Infrastructure
LEAP	Local Equipped Area of Play
NEAP	Neighbourhood Equipped Area for Play
PRoW	Public Rights of Way
SuDS	Sustainable Drainage Systems
TPT	Trans Pennine Trail
NCN	National Cycle Network
DPH	Dwellings per Hectare
SPD	Supplementary Planning Document
POS	Public Open Space

## Glossary of terms

Active Travel	Walking, cycling and other forms of transport which include exercise
Green Belt	Land that is safeguarded from development around the periphery of a settlement
Placemaking	Developing in unique and characterful way that will bring identity to a development



\*This Masterplan Framework Report shall be read in conjunction with the following reports:

- Evidence Base Report
- Site and Context Analysis Report
- Statement of Community Engagement Report



# 1. INTRODUCTION

## 1.1 Background

The Barnsley Local Plan was adopted in January 2019 and required that a number of allocations were supported by Masterplan Frameworks to inform any future planning applications made. The Royston Masterplan Framework will need to be approved by Full Council prior to the approval of subsequent planning applications.

The Royston Masterplan Framework has been commissioned by BMBC. It will be responsible for setting the objectives for the development to ensure that it contributes towards BMBC's wider objectives and is aligned with the Local Plan. The framework will serve to coordinate sustainable development across a number of land parcels and ownerships, integrated with surrounding landscape and existing communities.

This Masterplan Framework incorporates feedback from public consultation held in Summer 2020. It has been developed in consultation with landowners as it has progressed. It should be read in conjunction with the adopted Local Plan and the SPDs.

This report presents the strategic framework and Design Code based on the preferred option. The report builds on research and analysis from the Stage 1 (Evidence Base) and Stage 2 (Site and Context Analysis) reports, and has been produced through a combination of input from the public and stakeholders, document reviews, OS mapping data, site surveys, professional analysis and collaborative work with the multi-disciplinary project team and BMBC.

This Masterplan Framework forms part of a wider programme of work to bring forward regeneration and

economic growth across Barnsley, including Royston. This includes improvements proposed through the Local Plan Spatial Strategy, Barnsley Transport Strategy and the Sheffield City Region Transport Strategy and associated Implementation Plans. Whilst this Masterplan Framework is focused on specific Local Plan site allocations, it is reflective of these wider initiatives which are being brought forward by the Council and its partners.



Fig. 1: Site Location Map MU5



DR

## 1.2 Overview

The Royston allocation has been designated to be a new mixed used development for 994 homes, a primary school and a small shop. The designated site is located west of Royston town centre, and surrounded by the Green Belt to the north, west and south.

On part of the site, 166 homes are already under development by Barratt Homes. A small local shop is proposed close to the new roundabout off Lee Lane, a new community hub is proposed to the southeast of the site including a new primary school and an informal recreational area. The site is well connected to existing PRoW and active travel links, connecting this community with Royston town centre, Carlton, Mapplewell and Athersley.

A network of green corridors is proposed across the site, connecting new neighbourhoods with open spaces, play areas, facilities and surrounding GI - including Notton Wood Local Nature Reserve to the northwest and TPT to the east.

BMBC have commissioned Arup and Gillespies to develop a Masterplan Framework and Design Code for this proposed development. The process has involved the analysis of issues and opportunities, exploration of options and intensive engagement and consultation.

## 1.3 Use of this Document

The purpose of this document is to ensure coordinated, comprehensive and quality development is brought forward at Royston. It will form material guidance in the determination of any planning applications on the site. Applicants are required to present each application to the Design Panel and demonstrate compliance with the Masterplan Framework and Design Code through

a Masterplan Framework Compliance Statement, which shall form part of the validation requirements for submission of a planning application, including any of the land edged in red in Figure 1. Where applicants judge that either the requirements cannot be complied with or they wish to put forward alternative proposals that they believe will continue to meet the aims of the Masterplan Framework, these shall be clearly set out in the Masterplan Framework Compliance Statement with supporting evidence setting out the rationale for this, to permit consideration by the Local Planning Authority as part of the determination process. It is recommended that any proposed departures from the Masterplan Framework are discussed with the Local Planning Authority as part of formal pre-application discussions and are included in pre-application public consultation.

The Masterplan Framework Compliance Statement shall set out:

- How the proposed application accords with the Masterplan Framework, by framework layer.
- How the proposed application accords with the Design Code, by Design Code principle.

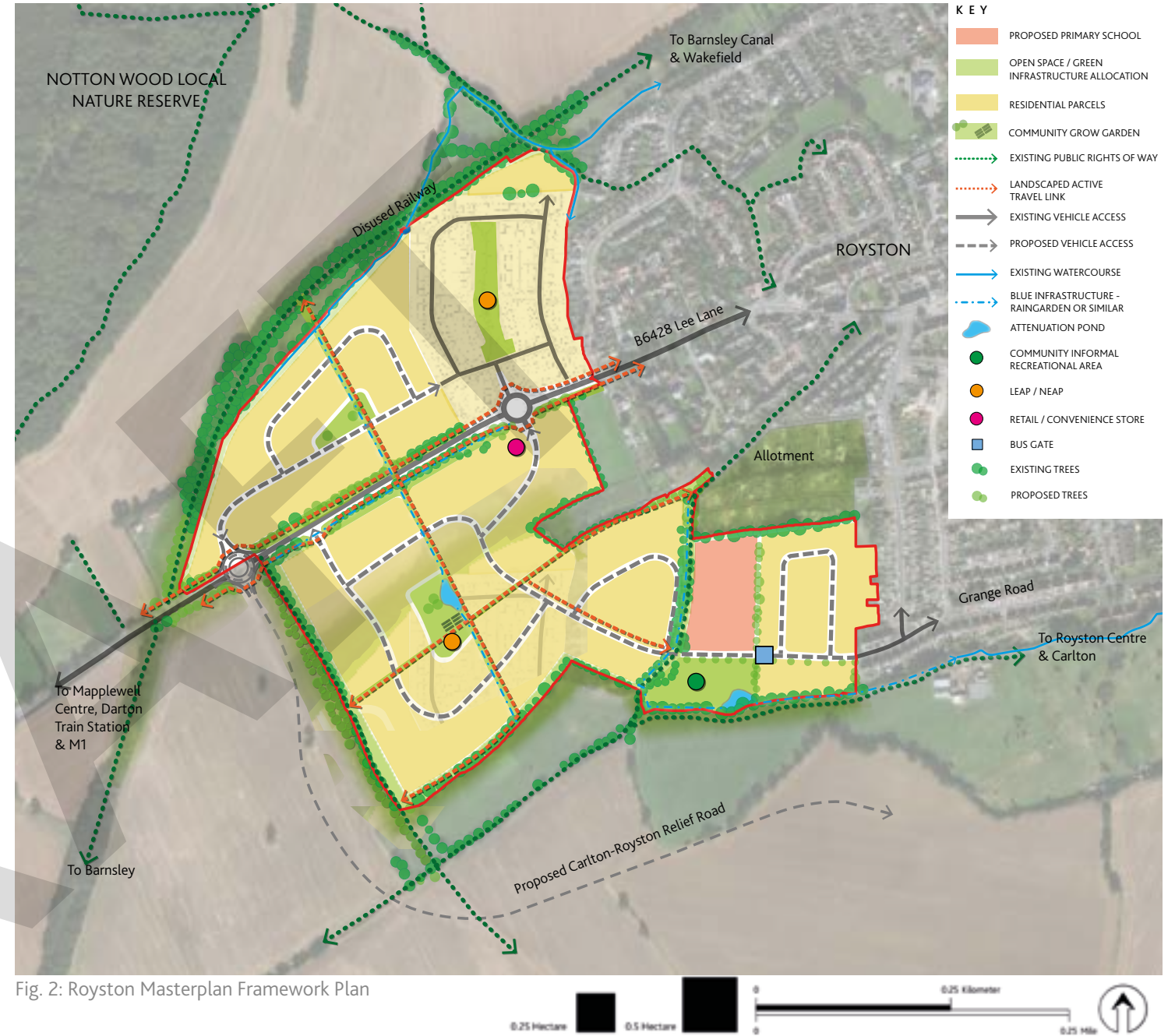


Fig. 2: Royston Masterplan Framework Plan



## 2. PLACEMAKING PRINCIPLES

The themes and concept for this Royston development have been developed from the baseline analysis, best practice and stakeholders engagement sessions.

8 strategic placemaking principles have been developed based on agreed objectives, and are supported by distinct design and development themes evolved through the baseline and tested through engagement sessions:

# Placemaking *For Royston*

Page 58



### Design quality and local character

High quality distinctive design that reflects the local character of Royston and the surrounding landscape, such as Notton Wood Local Nature Reserve



### Sustainable and active travel

A new part of the community with landscaped active travel links to Royston and the surrounding countryside including the Trans Pennine Trail



### Facilities and community hub

A place with a new primary school, with a park and facilities as a hub for the community. Also, a place with a small local shop on the main gateway



### Landscape, open space and wildlife

A new part of the community with a park at the heart of each neighbourhood, landscaped wildlife links, trees and play areas for all



### Housing mix and neighbourhood

A diverse new neighbourhood consisting of a rich mix of housing types and tenures, providing high-quality homes for all



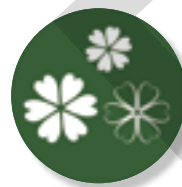
### Sustainability and carbon zero

A new part of the community that explores clean alternative energy usage and minimum carbon consumption



### Deliverability

Viability and delivery to be ensured for new housing and local facilities within the development



### Engagement and stewardship

Green space and grow gardens to be taken care of by the community. Pockets of nature in the development for all



Design quality and Local character - Goldsmith Street, Norwich



Design quality and Local character - Derwenthorpe, York



Facilities and Local hub - Blacon community hub



Engagement and Stewardship - Community allotment garden



Housing mix and Neighbourhood - Accordia Cambridge



Landscape, Open space and Wildlife - Port Sunlight river park, Liverpool



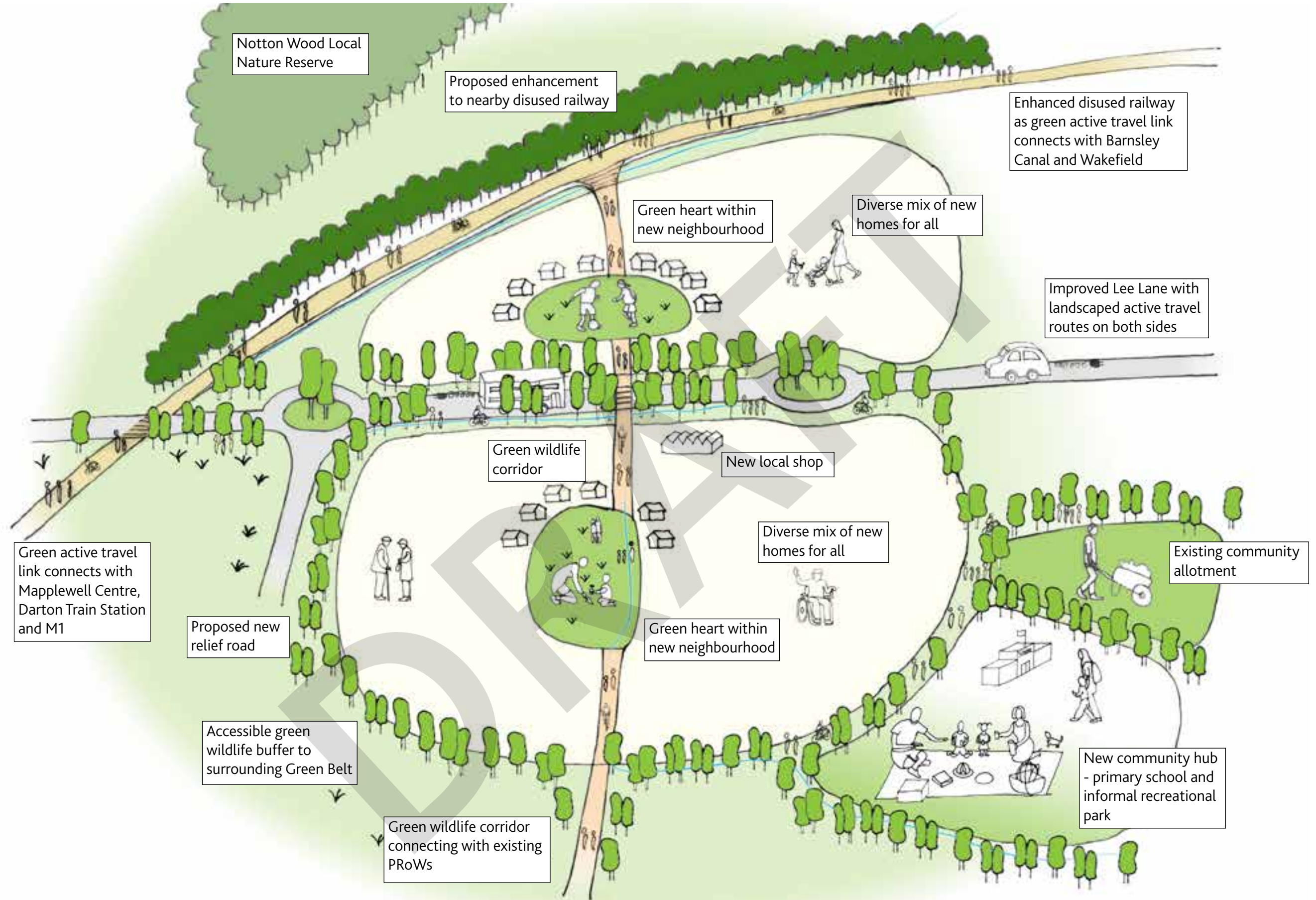


Fig. 3: Placemaking Concept for Royston Development



### 3. SITE CONSTRAINTS AND OPPORTUNITIES

#### 3.1 CONTEXT

Policy MU5 of the Barnsley Local Plan designates this 35.2ha site on the western edge of Royston for mixed use.

The site lies less than 1 km west of the centre of Royston, adjacent to a mostly residential area and is approximately 6.5km to the north of Barnsley. The site is accessible via the M1 (J38) and A637.

The site is bounded to the north, west and south by Green Belt and to the east by the existing boundaries of Royston. The MU5 site is bisected by Lee Lane (B6428), which is the main western entrance to Royston.

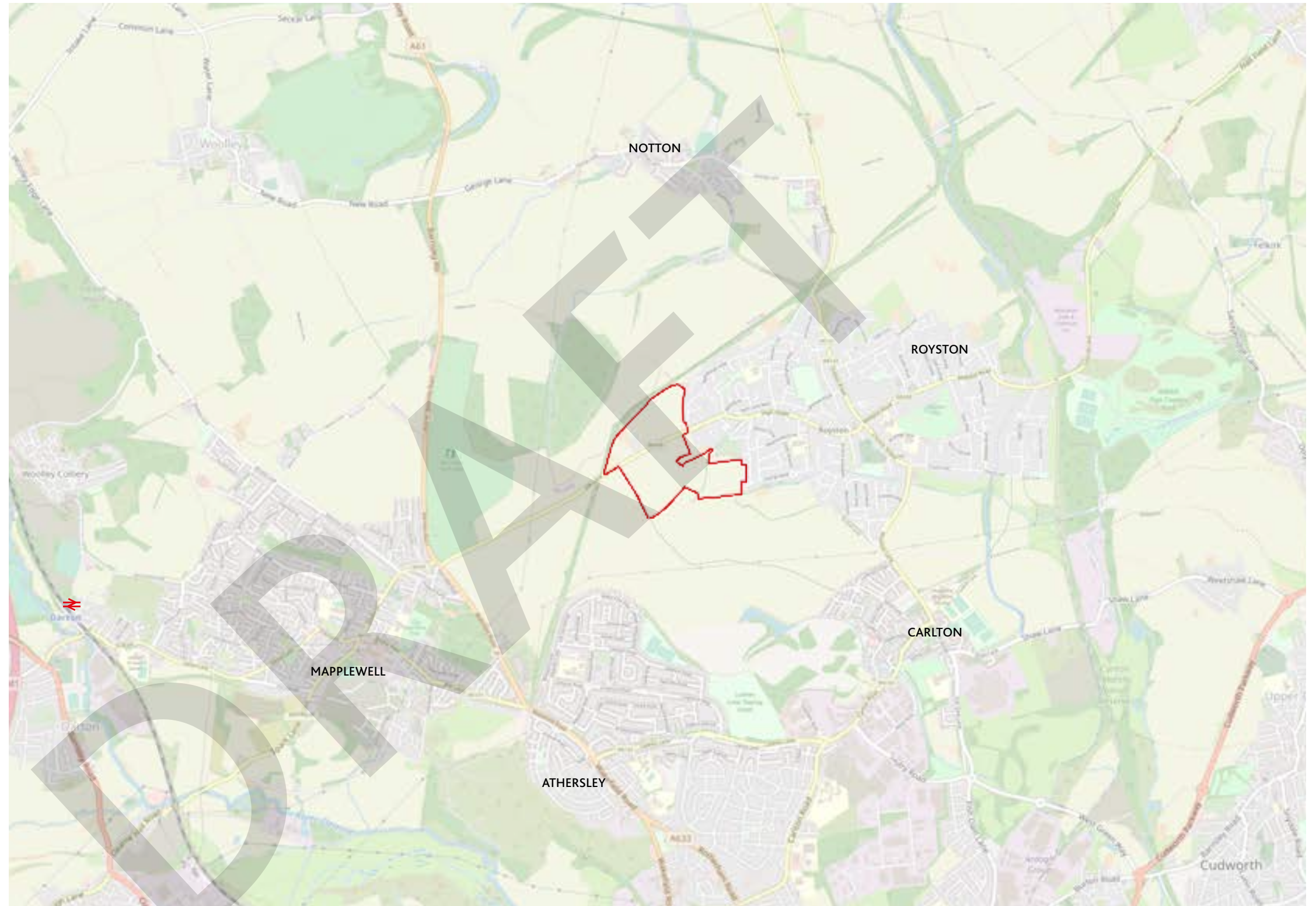
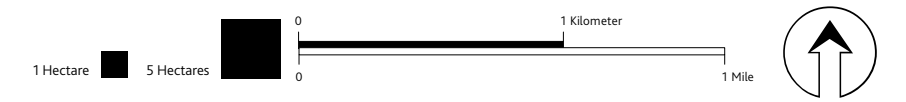


Fig. 4: Site Context Map





### 3.2 TOPOGRAPHY

The site sits on a relatively flat area with the highest point at the southwest end and the lowest point at southeast and northeast ends. It has a gentle level change of about 10m.

No main rivers are within or near to the site. There are small watercourses to the north and south east of the site.

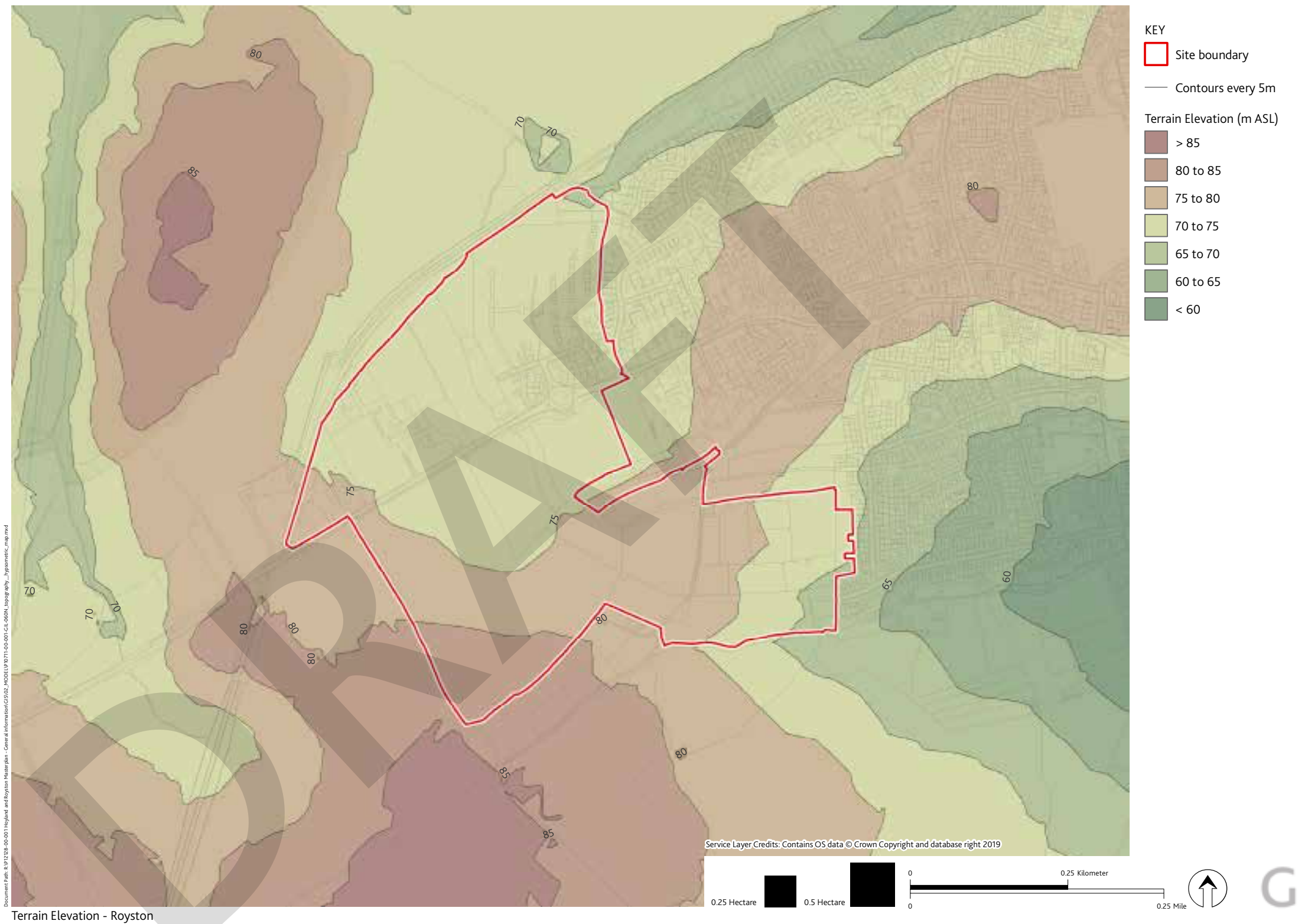


Fig. 5: Royston Existing Topography





### 3.4 SITE OWNERSHIP

The complex landownership within the development site, as shown in Fig 7, is also considered a key constraint.

There are 13 different land owners with varying sizes of land parcels between themselves as indicated. Of the land parcels, LO\_14 is owned by BMBC and planning permission has already been granted to LO\_15 for 166 dwellings and is currently under construction.

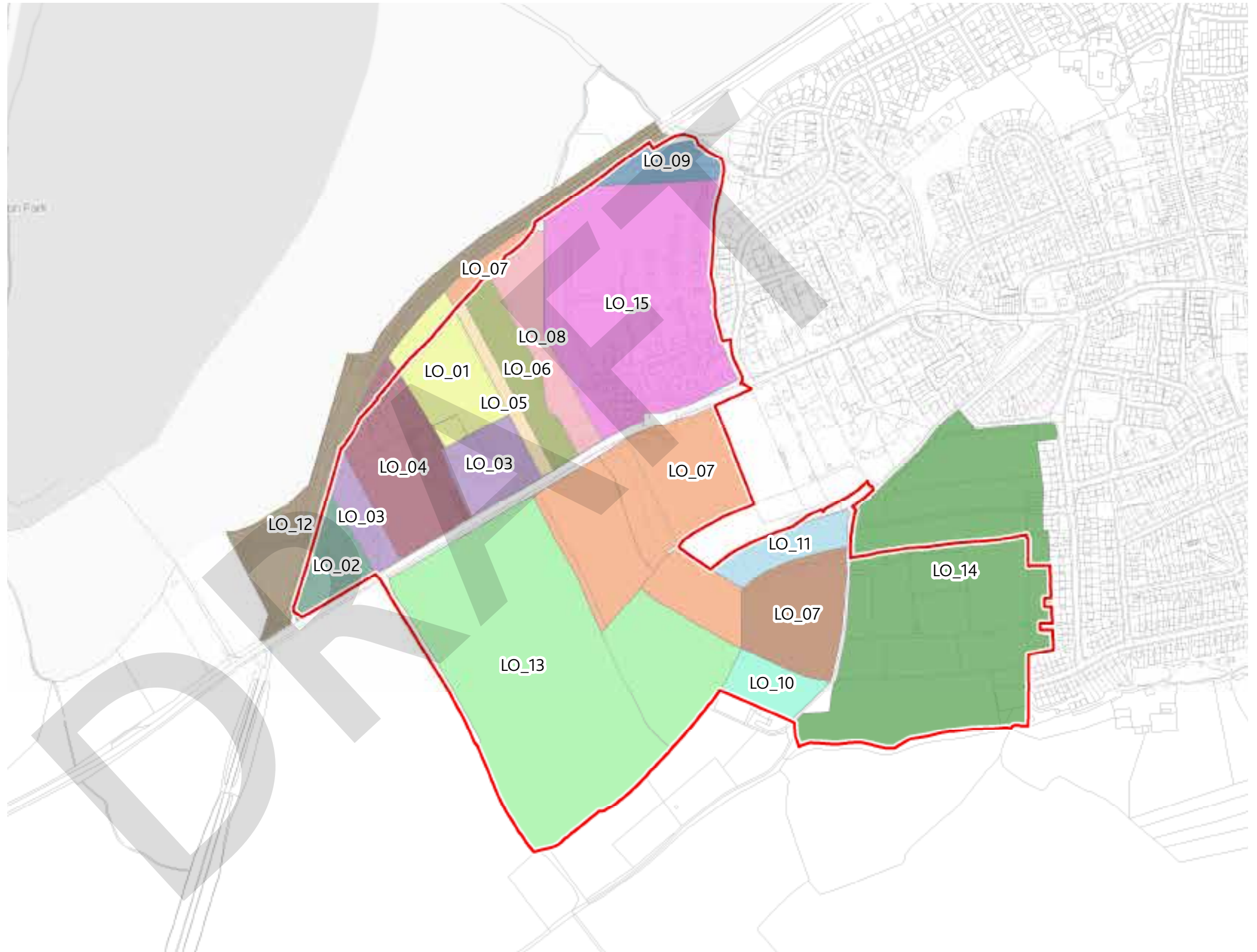


Fig. 7: Royston Landownership Plan

### 3. SITE CONSTRAINTS AND OPPORTUNITIES

#### 3.5 URBAN DESIGN ANALYSIS

It is essential to understand and analyse the site and its surrounding context to identify the various issues, opportunities and urban design cues for the development. A key summary of the analysis plan (Fig. 8) includes:

- The proposed development should integrate with Barratt Homes scheme to deliver a coherent masterplan.
- The proposed development should respond to local heritage and landscape characteristics of the surrounding context.
- The development should ensure good connection and interfacing with the existing edge of Royston to the east.
- Promote good public transport and safe active travel links to local employment, schools, leisure and community facilities around Royston centre.

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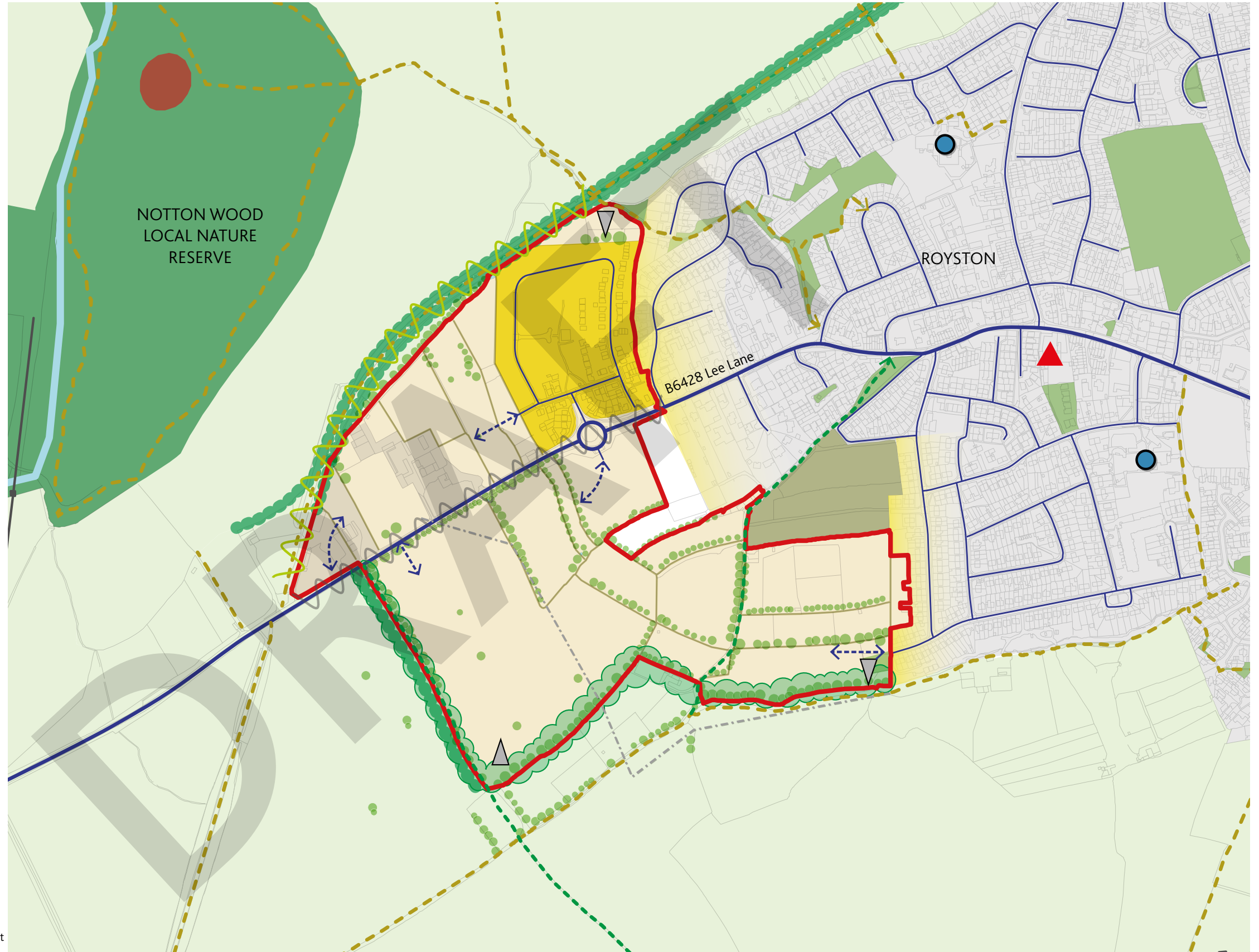
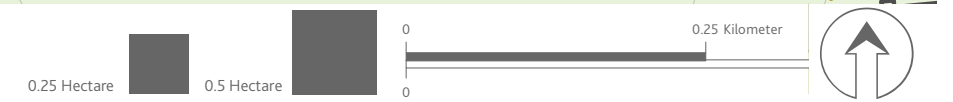


Fig. 8: Royston Urban Design Analysis





### 3.5 URBAN DESIGN ANALYSIS

#### Townscape Characters Review

The site and its surrounding areas have distinctive characteristics that help create placemaking strategies for the new development:

**1 ROYSTON CENTRE**

The traditional centre of Royston at the crossroads of Church St and High St. It is located approximately 1 mile to the east of the site boundary. The majority of the commercial buildings date from the late Victorian period with later 20th century and modern infill. Residential properties (1a & 1b) are again a mix of late Victorian and later development that follows a loose grid layout.

**2 COMMON LANE**

The residential area located around Common Lane is generally later 20th Century developer led housing following a perimeter block and grid layout.

**3 STRAWBERRY GARDENS**

Strawberry Gardens is an open plan estate with little definition between public and private gardens or front and backs of properties. The layout lacks a sense of order.

**4 THE OVAL**

A residential area consisting of public and prefabricated housing, following an oval form.

**5 EVERGREEN**

Area of mid / late 20th century public and developer housing following a loose grid layout.

**6 CHURCH HILL**

Church Hill is predominantly public housing with a small

area of late Victorian housing along Church Hill.

**7 NORTHLANDS**

Small area of council bungalows following a grid layout.

**8 NEW TOWN**

Mid 20th century public housing in an elongated grid layout.

**9 SUMMERFIELDS**

Late 20th century developer led housing. The layout is a disconnected grid that forms a large proportion of the northern edge of Royston.

**10 MEADSTEAD**

Mainly mid 20th century with modern infill, grid layout public housing and open plan estate.

**11 CHEVET**

Small area of mid 20th century public housing following a grid and crescent layout.

**12 PASTURES**

Developer led residential area of late 20th century and modern housing in a disconnected cul-de-sac layout.

**13 ATHERSLEY NORTH**

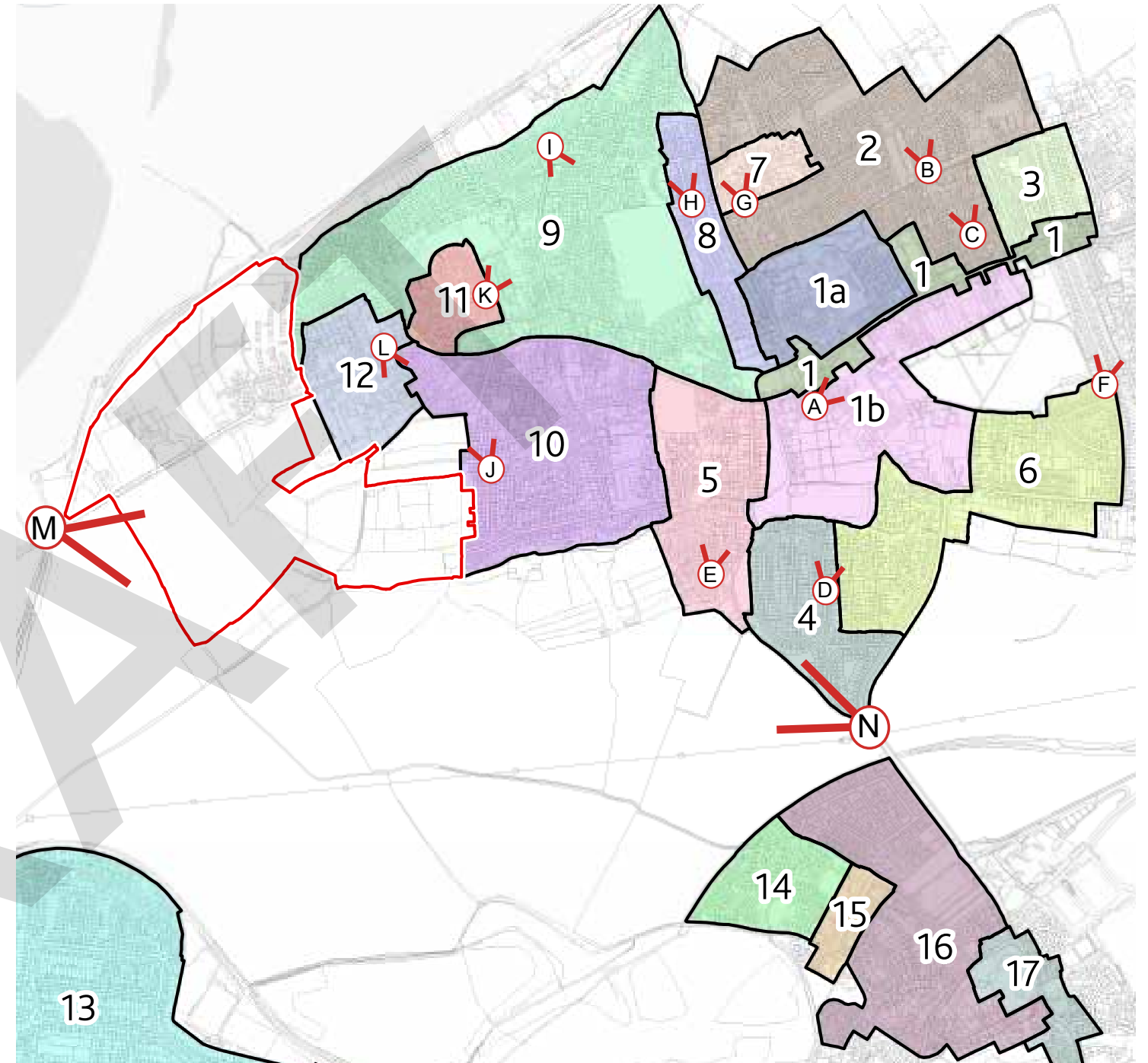
Mid 20th century public housing following a majority perimeter block layout.

**14 LYNWOOD**

Recent developer led edge of settlement extension following a disconnected grid form.

**15 GRAYS**

Small area of late Victorian terraces in a grid layout.



**16 CARLTON**

Mixed residential area to the south east of the site.

**17 CARLTON CONSERVATION AREA**

A small conservation area centred around the church. Predominantly stone built.



### 3. SITE CONSTRAINTS AND OPPORTUNITIES

#### 3.5 URBAN DESIGN ANALYSIS



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Fig. 10: Royston site photos (Source: google street view)



### 3.5 URBAN DESIGN ANALYSIS



Fig. 11: Landscape View M - View east from B6428/ disused railway



Fig.12: Landscape View N - View north west from B6132

#### CONCLUSIONS

The areas of Pastures and Summerfields are directly adjacent to the site, forming the eastern boundary and links to the town centre. They offer a weak typology to draw from as they predominantly consist of late 20th century developer-led housing that lack a sense of street hierarchy, permeability and distinctiveness. The area of Meadstead is adjacent to the southeastern boundary of the site, it consists mainly of mid 20th century grid layout public housing and lacks character and community focus.

The more historic areas of Carlton and Carlton Conservation Area are distant from the site, but they show how a local typology can be developed through the use of coherent materials and landscape treatment.

# 3. SITE CONSTRAINTS AND OPPORTUNITIES

## 3.6 BASELINE CONCLUSIONS

### Initial Land Take Estimates

Our initial high-level assessment of the broad land-take for a range of placemaking and development parameters for the new development are outlined below. This is an initial review based on site analysis and previous experience, and has informed the development of the Masterplan Framework.

<b>Site Area</b>	<b>Circa 35.2 ha</b>
<b>Homes</b>	<b>Circa 994 homes @ 40 dph (average) = 24.9 ha</b> Including a range of densities and 10 percent affordable housing
<b>Local shop</b>	<b>up to 0.1 ha</b> Including a small local shop and required parking and unloading facilities
<b>Education</b>	<b>One 210 place primary school = up to 2 ha</b> Including school buildings and associated play facilities. <i>(Requirement per national guide by Department for Education and info from BMBC)</i>
<b>Open space</b>	<b>At least 35.2 X 15 percent = 5.28 ha</b> Including recreational facilities, area for green and blue infrastructure. <i>(Requirement per BMBC Local Plan, 2019)</i>
<b>Pitches</b>	<b>N/A</b> Informal recreational area will be provided within site instead
<b>Surface water attenuation</b>	<b>0.93 ha</b> <i>(Require storage between 7,500 – 11,000m³. Assume max 1m depth)</i>

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### Summary Opportunities

- A new primary school and a small local shop to be included in the development.
- New community recreational space/ multi use game areas.
- The landscaped strip to the north and the hedgerows to the west offer existing green corridors, public footpath routes and bridleways.
- Promote active travel options, physical activities and sense of wellbeing within the new development.
- A newly constructed four arm roundabout provides main access and gateway to the site.
- Enhanced public transport and active travel links to provide safe routes to the new school and nearby town centres.
- New green corridors and open spaces to connect with existing GI network in the surrounding.
- To implement a minimum 10 percent BNG (Biodiversity Net Gain) to maintain and strengthen the immediate and surrounding ecology and wildlife
- Priority to retain existing hedgerows and trees on site
- Connect the new LEAP within the permitted scheme with other green/ open spaces within the site.
- Opportunity to use the sandstone bedrock for infiltration drainage.

### Summary Issues

- Need for a clearly defined boundary with the adjacent green belt land.
- Potential effects on landscape character and visual amenity
- Shortage of health facilities and local shops around the site.
- Complex allocation of land ownerships within the site.
- Potential issue of third party land and utility easements.
- Limited bus stops and services around the site.
- Uncertainty of Carlton-Royston Relief Road.
- Lack of high quality green spaces, play areas and sport pitches in close proximity to the study area.
- PRoW and cycleway network disconnected within and around the area.
- The elevated PRoW to the north and Lee Lane create barriers for permeable pedestrian network.
- Management and maintenance of green space.

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# 4. OPTIONS REVIEW

## 4.1 THREE CONCEPT OPTIONS

Baseline analysis including key issues and opportunities and initial stakeholder engagement has informed the generation of three concept options in Fig. 13.

### Option 1

Key elements of this option include:

- New local hub (including a primary school, small local shop and informal recreational space) located in the southeast of the site.
- Proposed relief road is not taken into consideration.
- Multiple green connections across the site to connect with surrounding active travel links

### Option 2

Key elements of this option include:

- New local hub (including a primary school and small local shop) located to the west of the site south of Lee Lane.
- Proposed relief road is taken into consideration.
- Multiple green connections across the site to connect with surrounding active travel links

### Option 3

Key elements of this option include:

- New local hub (including a primary school and play area) and new residential neighbourhood located in the southeast of the site.
- Small local shop located centrally in the site to the south of Lee Lane.
- Proposed relief road is taken into consideration.
- Multiple green connections across the site to connect with surrounding active travel links



Fig. 13: Royston Framework Spatial Options

## 4.2 THE PREFERRED OPTION

Based on the feedback gathered from various engagement workshops with stakeholders and BMBC, a preferred option was generated based on assessing the pros and cons of each option.

Fig. 14 shows the preferred concept option diagram, which is largely based on Option 3. It takes the proposed Carlton-Royston Relief Road into consideration, provides a new community hub (including a primary school and informal recreational space) to the southeast of the site, serving surrounding new neighbourhoods and existing community to the east. A small local shop is proposed south of Lee Lane offset from the newly constructed roundabout, this is to avoid congestion on Lee Lane while making the shop accessible to the surrounding communities. The preferred option has been further developed within this document to generate the Masterplan Framework.



Fig. 14: Royston Framework Preferred Option



## 5. MASTERPLAN FRAMEWORK

### 5.1 THE MASTERPLAN

The Royston Masterplan Framework is designed to meet the site specific requirements for policy MU5 in Barnsley's adopted Local Plan (2019). It aims to create a strong sense of place, which responds to the site and its surrounding context.

The site is bound to the north, west and south by Green Belt and connects the existing settlement of Royston to the east. Lee Lane (B6428) bisects the site and provides the main vehicular access into the site from Royston town centre. It is a key movement spine across the site and forms a network of streets that is permeable and well connected with the surroundings.

A strong framework of multifunctional landscape spaces will provide opportunities for a variety of activities including walking, running, natural play, informal sports and other recreational uses. It should protect and enhance the wildlife within the site.

A new local shop and community hub are included within the development. The local shop is located off the southern arm of the newly constructed roundabout adjacent to Barratt Homes scheme, where it will be easily accessible from the rest of Royston via Lee Lane. The community hub is located to the southeast of the site, where it integrates with the new primary school, informal recreational area, existing neighbourhoods and allotment to the east.

Four POS' (including a linear park in Barratt's scheme) are proposed within the development. They are in prominent and accessible locations within the site and are designed to appropriate scales providing a number of recreational uses and facilities. A NEAP/ LEAP is proposed in the open space south of Lee Lane alongside

the LEAP proposed in Barratt Homes scheme. The informal recreational area south of the new primary school shall accommodate a range of informal play areas that are incorporated in the open space.

The proposed east-west and north-south landscaped active travel links connect the neighbourhood open spaces with the rest of the development. The block structure and street formation of the development is based upon a loose grid responding to the existing layout of the site. The layout seeks to maximise active travel movement within and beyond the site, it should also reduce the need for car use by encouraging sustainable modes of transport.

The Masterplan Framework will make effective use of the site through appropriate scale, height and massing reflecting its relationship with the surrounding landscape settings. An integrated SuDS network should be implemented to mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change.



Fig. 15: Placemaking concept for Royston development



## 5.1 THE MASTERPLAN

The Royston Masterplan Framework plan is based on the preferred concept option sketch in Fig. 14. The key features of the Masterplan Framework include the provision of:

- 994 homes, including 166 homes in Barratt Homes scheme
- A new primary school
- A small local shop
- Multiple NEAP/ LEAPs, an informal recreational area, a community grow garden and neighbourhood open spaces
- A network of green wildlife corridors and active travel links
- Multiple residential neighbourhoods within various character areas

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Detail on specific design principles of this Masterplan Framework are discussed further in the Design Code section.



KEY	
	PROPOSED PRIMARY SCHOOL
	OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
	RESIDENTIAL PARCELS
	COMMUNITY GROW GARDEN
	EXISTING PUBLIC RIGHTS OF WAY
	LANDSCAPED ACTIVE TRAVEL LINK
	EXISTING VEHICLE ACCESS
	PROPOSED VEHICLE ACCESS
	EXISTING WATERCOURSE
	BLUE INFRASTRUCTURE - RAINGARDEN OR SIMILAR
	ATTENUATION POND
	COMMUNITY INFORMAL RECREATIONAL AREA
	LEAP / NEAP
	RETAIL / CONVENIENCE STORE
	BUS GATE
	EXISTING TREES
	PROPOSED TREES

Fig. 16: Royston Masterplan Framework Plan





# 5. MASTERPLAN FRAMEWORK

## 5.1 THE MASTERPLAN

Land use quantum are as follows:

Gross site area	35.2 ha
No. Homes	994 homes (including Barratt Homes' 166 homes) Average residential density: 40dph
Residential	24.7 ha
Local Shop	Up to 0.1 ha
Education	1.2 ha (assumed 210 place primary school)
Open space	5.8 ha POS in Barratt Homes Scheme - circa 0.53ha POS North of Lee Lane - circa 0.25ha POS South of Lee Lane - circa 0.45ha Informal Recreational Ground - circa 1ha Accessible Landscape Buffer/ Green Corridor - circa 3.6ha
Attenuation	Circa 0.93ha
Infrastructure	0.06 ha of car parking in the primary school 0.03 ha parking area for a small local shop

Residential land use is allocated into three density zones in order to achieve a diverse mix of housing types within different character areas (see Fig. 17):

- Low density zone 35-40 average dph
- Medium density zone 40-45 average dph
- High density zone 45-50 average dph

**KEY**

	LOW DENSITY: 35-40DPH
	MEDIUM DENSITY: 40-45DPH
	HIGH DENSITY: 45-50DPH
	PROPOSED PRIMARY SCHOOL
	AREA NUMBER

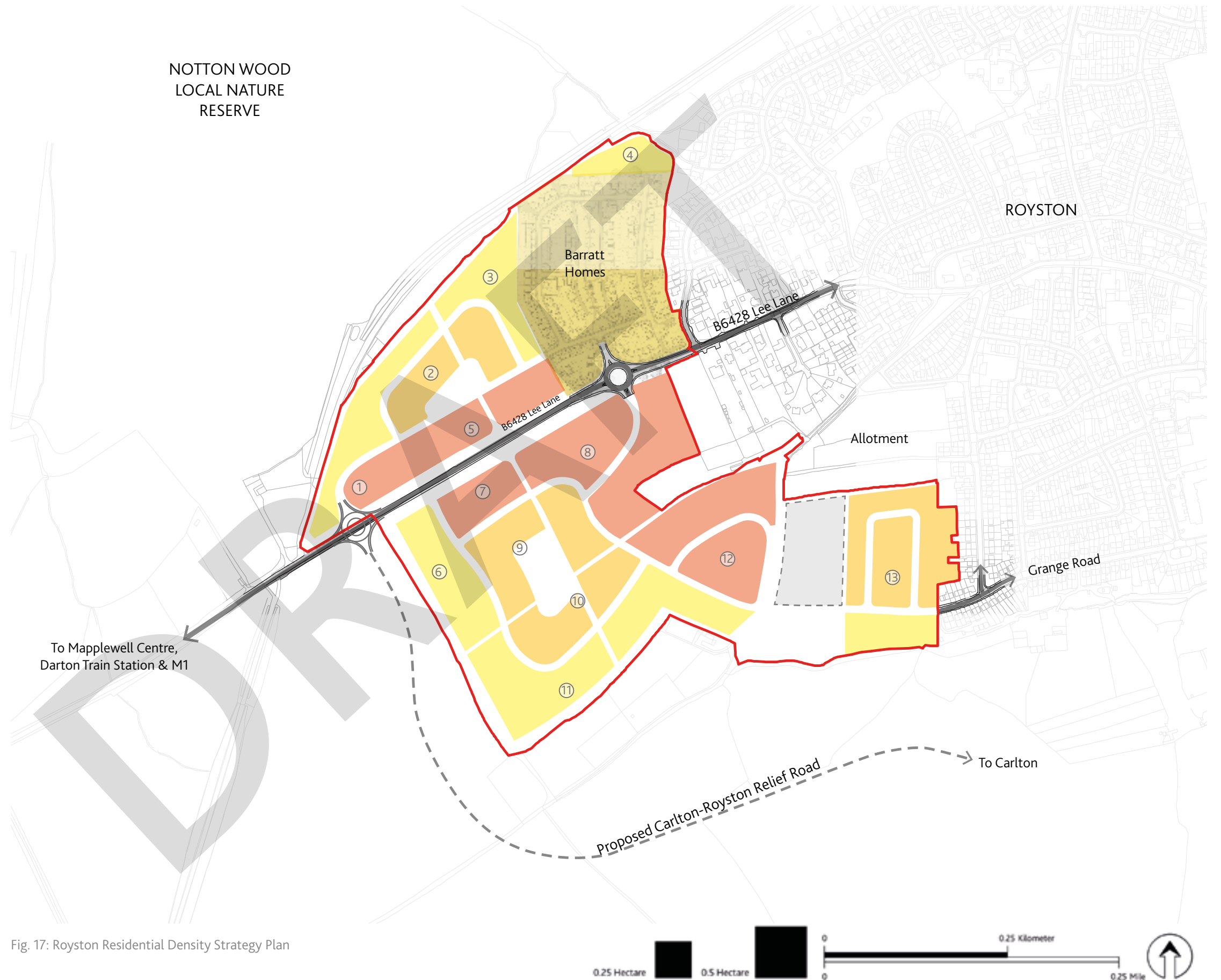


Fig. 17: Royston Residential Density Strategy Plan



The Masterplan Framework and other associated framework plans in this document are strategic, but have been informed by relevant statutory guidance and policies, detailed analysis of the site and its surrounding context, stakeholder engagement and public consultation.

The Masterplan Framework (see Fig. 16) meets the requirements of site specific policy for MU5 Royston site in the adopted Local Plan (2019), in that it delivers the necessary residential, education, commercial and open space requirements within the allocated site. Overall, the proposed development consists of the following components:

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### Housing

The development allows for the provision of up to 194 new homes at an average density of 40 dph. New housing should be delivered at various densities according to the different character areas within the development. A diverse mix of homes and tenures should be provided to meet different accommodation needs, including 10 percent affordable housing provision as indicated in the Local Plan. Details on housing design will be further elaborated in the Design Code (Section 7.3 of this document).

### Education

MU5 policy requires the provision of a new primary school on the site. The Masterplan Framework has included provision for a primary school, nursery and associated outdoor spatial requirements. It is located to the southeast of the site, integrated with the nearby community allotment, new informal recreational space and existing urban fringe of Royston to the East by Grange Road.

### Local Shop

A new community of circa 2,300 residents should generate a need for a new small local shop as indicated in Local Plan Policy TC5. It shall be part of the Lee Lane gateway, offset from the newly constructed roundabout to maximise passing trade.

### Open Space

The development will provide sufficient high-quality accessible open space in response to the requirements set out in the Local Plan. This should include the provision of POS, community gardens, natural and semi-natural greenspace, equipped play areas and informal recreational space.

### Movement Infrastructure

This includes a hierarchy of key and local vehicular routes with associated pedestrian and cycle paths, and a network of active travel links connecting with surrounding PRoWs throughout the development. Individual residential parking lots and designated off street parking zones for the local shop and primary school should also be included as part of this movement infrastructure land take.

### GI Network

As the site is surrounded by Green Belt and Notton Wood Local Nature Reserve, a well designed GI network is essential in providing a green and attractive environment within the development, it can also ensure existing wildlife and biodiversity to be enhanced across the site. This GI system includes a range of green wildlife corridors, SuDS and attenuation ponds, green roofs and accessible landscape buffers around the outskirts of the development.



A diverse mix of house types and tenures to be included - The Avenue, Saffron Walden



Well designed private gardens and communal green space - Goldsmith Street, Norwich



Well designed POS among proposed neighbourhoods



Proposed green active travel routes across the development



Informal recreational open space will promote sports and community activities



Community grow garden as part of the integrated community hub



# 5. MASTERPLAN FRAMEWORK

## 5.2 MOVEMENT FRAMEWORK

### Hierarchy of Routes

The movement strategy is based on a hierarchy of routes through the site, connecting with existing routes, communities and amenities. For existing active travel connections around the site, see Fig. 18.

The hierarchy comprises prioritising active travel modes over motor vehicles to encourage sustainable travel and reduce the impact of private vehicles. The scheme design considers access requirements for all users in the following order:

- Pedestrians;
- Cyclists/ Equestrians;
- Public transport;
- Specialist service vehicles – emergency services / refuse / delivery vehicles;
- Private vehicles.

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- |                                  |  |
|----------------------------------|--|
| Site Boundary                    | Primary Road   |
| Green Belt                       | Secondary Road   |
| Notton Wood Local Nature Reserve | Local Road   |
| Green Space                      | Proposed Vehicle Access  |
| Allotment                        | Public Rights of Way - Footpath                                      |
| Water Body                       | Public Rights of Way - Bridleway                                     |
| Existing Built Form              | Trans Pennine Trail (TPT) & Sustrans National Cycle Network (NCN 67) |
| School Ground                    | Sustrans Link Route  |
| Carlton Conservation Area        | Proposed Active Travel Link  |
| Local Centre                     | Existing Primary School  |
| Overhead Line and Pylon          | Existing Secondary School  |
| Listed Building / Monument       | New Primary School   |
|                                  | Community Recreational Facility                                      |
|                                  | Royston Leisure Centre   |



Fig. 18: Royston Active Travel Movement Connections



## 5.2 MOVEMENT FRAMEWORK

### Existing Connections

Within these modes the Movement Framework identifies existing connections, both existing transport routes within and surrounding the site, as well as existing local communities and amenities to/ from which transport links are important.

These are considered below for each mode for the site at Royston:

- PRow (Site) – A bridleway follows the western site boundary connecting with routes to the north and south for links between Royston, Athersley and Carlton. A further bridleway crosses the south east corner of the site providing a connection from rural areas to the south to Royston via a route adjacent to West End Crescent. These routes are retained as part of the proposed scheme and upgraded to include surfacing and lighting to be consistent with new proposed routes.
- PRow (Surrounding) – there is a network of footpaths surrounding the site – to the east, on local residential routes within Royston and in rural areas surrounding the site.
- Cycle network (Surrounding) – local routes are located to the south of the site in Carlton, connecting to Sustrans National Route 67 / TPT, which runs in a north-south direction along the disused Barnsley Canal to the east of Royston.
- There is an existing footpath along the north western site boundary on the disused rail line, providing strategic links to the Barnsley Canal / TPT to the north east and to Athersley, Mapplewell and Barnsley to the south west. BMBC is proposing to upgrade this footpath for cyclists and equestrians. The scheme will facilitate these improvements and provide links to this route from the site, thus

providing enhanced walking and cycling connections to Barnsley town centre and Transport Interchange, along with local centres and leisure opportunities.

- Local communities and amenities – within walking and cycling distance are a range of amenities in Royston including local primary schools, local commercial and retail provision and Royston Leisure Centre. To the south are the communities of Athersley, Carlton and Mapplewell providing further amenities. The Outwood Academy and Holy Trinity in Carlton provide local secondary schools. A number of parks and open spaces provide amenity for local residents. The Notton Wood Local Nature Reserve is located close to the site to the north and provides a key leisure amenity. The Rabbit Ings Country Park, to the east of Royston, also provides open space within walking and cycling distance of the site. Walking and cycling connections to these amenities will be provided with site links connecting to existing routes.
- Bus routes – existing surrounding bus routes include services through Royston B6428 High Street, B6132 Station Road and Summer Lane. New bus service routing through the site will connect with these routes.

Applicants are strongly recommended to engage with Officers regarding off site improvements to pedestrian or cycle routes, bus stops or facilities at Darton Rail Station as part of the pre-application process.

### Movement Framework

As a result of the review of the existing connections and hierarchy of modes, the Movement Framework comprises:

- Landscaped active travel routes
- Pedestrian links
- Cycle links
- Street hierarchy:
  - Principal streets – primary access routes – including for bus access
  - Local streets – secondary and tertiary access routes to plots

Further detail of these routes is provided below with information provided based on available guidance and best practice. The South Yorkshire Residential Design Guide provides some specification with respect to street design, although dated 2011, has been superseded by recent best practice in some areas.



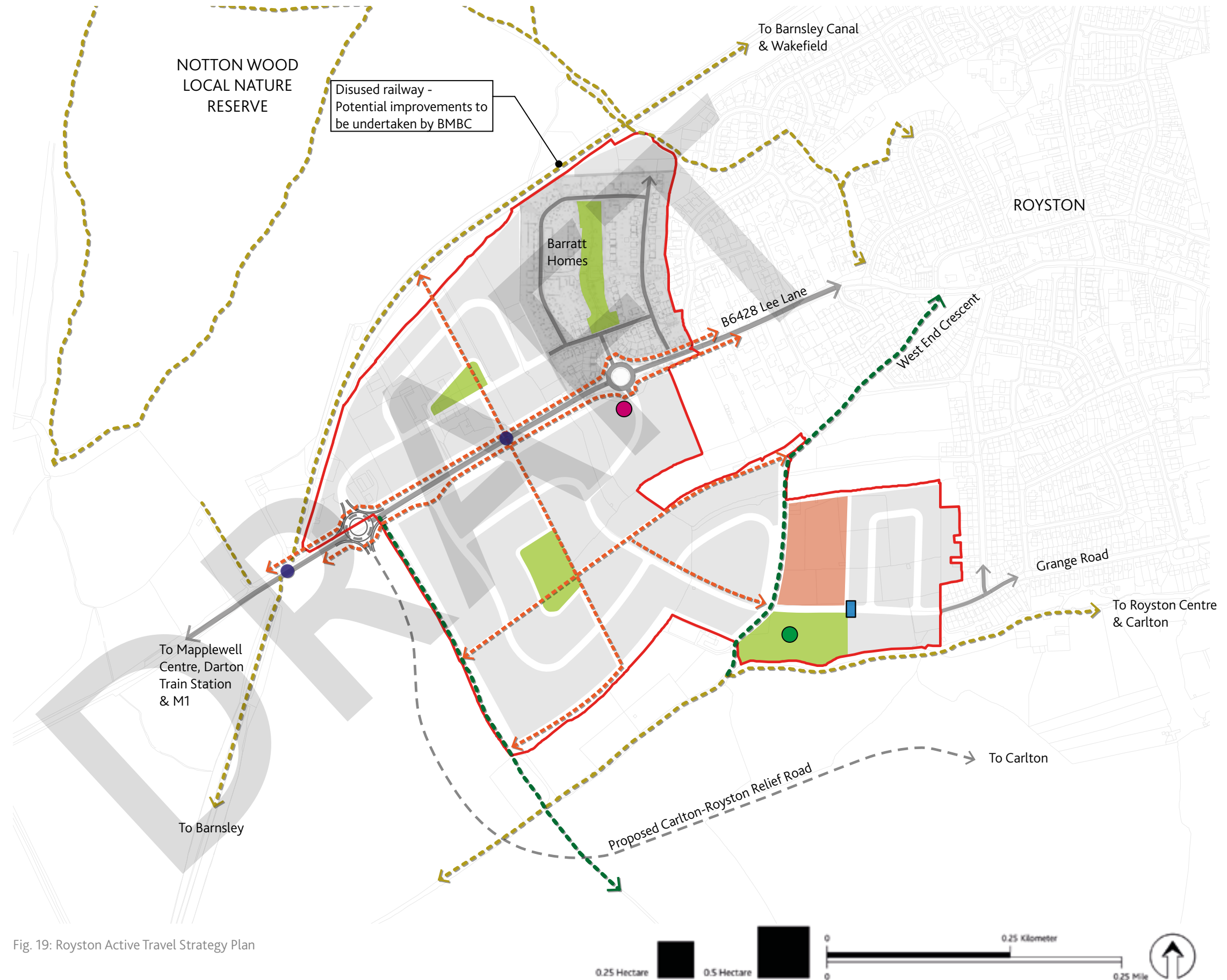
# 5. MASTERPLAN FRAMEWORK

## 5.2 MOVEMENT FRAMEWORK

There should be a network of landscaped active travel routes through the site. These provide generous, attractive, safe and direct traffic free links through the site linking to local facilities and services. Existing PRow through the site should be retained. These new and existing routes should connect with existing external PRow. Any new roads crossing existing PRow shall require safe crossing provision for users.

As shown in Fig. 19, the active travel movement framework for Royston comprises:

- Landscaped active travel routes
- Pedestrian links
- Cycle links





## 5.2 MOVEMENT FRAMEWORK

All routes should be wide, include planting and provide segregation between pedestrians, cyclists and horses where relevant. Safety considerations include that routes are overlooked for passive surveillance and lighting is provided. New walking/ cycling routes will also be fully accessible for all abilities. New routes not forming part of the adopted highway will become designated PRowS.

Crossing provision will prioritise the active travel modes over vehicles within these routes, any new roads crossing existing PRow will require safe crossing provision for users.

### Landscaped Active Travel Routes

The core routes within the site comprise north-south and east-west links through the site connecting with existing PRowS and existing communities surrounding the site. In a north-south direction, the core route runs centrally through the site, from the existing footpath on the northern site boundary, crossing over Lee Lane

with crossing provision made and continuing south to connect with the existing footpath that connects Royston with Mapplewell and Athersley.

Based on the Barratt's scheme proposals, a landscaped active travel route is identified running in a north-south direction centrally through the Barratt Homes site to the north of Lee Lane, also connecting with the existing footpath on the northern boundary for a connection to Notton Wood Local Nature Reserve and further north east towards Barnsley Canal / Trans Peninne Trail.

In an east-west direction landscaped active travel routes should run adjacent to Lee Lane to provide an attractive alternative to the road. An additional east west connection runs centrally through the southern area of the site, connecting the site with the existing bridleway route into Royston running adjacent to West End Crescent and the existing bridleway running along the western boundary of the site. The existing bridleways will be retained within and adjacent to the site.

### Pedestrian Links

In addition to the Landscaped active travel routes, additional footpath routes through the site provide a wide variety of direct routes for pedestrians. Desire lines include links to local communities and amenities in Royston to the east and leisure routes through the countryside to connect Royston with Mapplewell, Athersley and Carlton. Pedestrian links will connect all dwellings to the local and wider network, including to nearby bus stops.

The proposals include a number of connections to the existing footpath along the disused rail line along the north western boundary of the site, to integrate with BMBC proposals to upgrade the TPT / Barnsley Canal route for connections between Wakefield and Barnsley.

Regular crossings will be provided to link pedestrian routes, including across Lee Lane to link development parcels on either side.

### Cycle Links

Cycle provision is made along the landscaped active travel routes through the site. These will provide segregated facilities to provide legible, safe traffic free routes for pedestrians and cyclists and will link to existing routes around the site. In addition, the vehicular streets through the site will be designed to keep vehicle speeds low and enable cyclists to cycle on street. Connections to the existing route along the disused rail line on the north western boundary of the site will facilitate future provision of a cycle link for connections to the TPT along the disused Barnsley Canal to link Wakefield and Barnsley.



Cycle parking hubs to be located along active travel links throughout the development



Street trees and planters alongside pedestrian footpaths and crossing points



Street trees alongside pedestrian footpaths to enhance street scenes and provide shading



Designated cycle path with landscape segregation from vehicular route



# 5. MASTERPLAN FRAMEWORK

## 5.2 MOVEMENT FRAMEWORK

The vehicle access strategy plan (Fig. 20) shows the street network provide for vehicular access through the site and includes the below hierarchy:

- Lee Lane
- Principal streets - primary route/ bus route
- Local streets - secondary and tertiary routes

Pedestrians and cyclists should also be accommodated on all the above routes.

**KEY**

	DEVELOPMENT PARCEL		CARLTON - ROYSTON RELIEF ROAD
	OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION		EXISTING BUS ROUTE
	PROPOSED PRIMARY SCHOOL		PROPOSED BUS ROUTE
	PARKING AREA		FUTURE BUS ROUTE
	SMALL LOCAL SHOP		POTENTIAL ALTERNATIVE VEHICLE ACCESS
	COMMUNITY INFORMAL RECREATIONAL AREA		PROPOSED BUS GATE
	EXISTING VEHICLE ACCESS		INDICATIVE LOCATION FOR BUS STOP (DISTANCE BASED ON APPROX. 300M RADIUS APART)
	PRIMARY ROAD		
	SECONDARY ROAD		

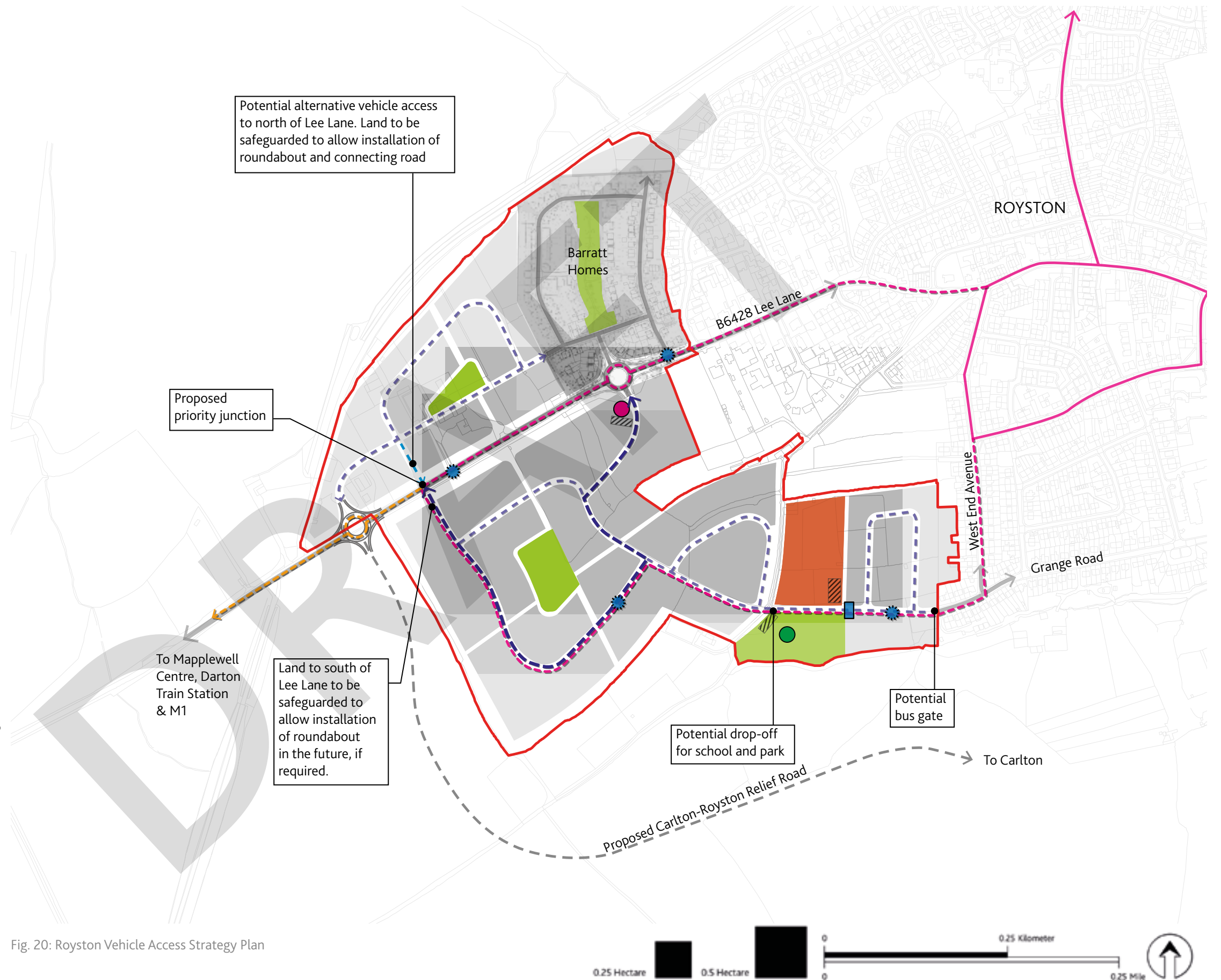


Fig. 20: Royston Vehicle Access Strategy Plan

## 5.2 MOVEMENT FRAMEWORK

### Carlton Royston Relief Road

An indicative alignment of the Carlton Royston Relief Road is shown within the Movement Framework.

Whilst this route does not form part of the Royston site proposals, there is a BMBC desire to deliver the scheme to reduce the impact of traffic on the existing communities of Carlton and Royston. The Masterplan Framework has been developed to be flexible with the access proposals considered both With and Without the Relief Road. The Carlton Royston Relief Road runs to the south and west of the site, with a four-arm roundabout provided at the junction with Lee Lane. The northern arm of the roundabout will provide access to the parcels north of Lee Lane.

### Lee Lane

The existing Lee Lane runs in an east-west direction through the site and will be integrated into the site. In addition to the landscaped active travel routes running adjacent to the road, new junctions will provide access to the site parcels, bus stops will be provided and crossing provision made. BMBC is progressing a Traffic Regulation Order (TRO) to reduce the existing national speed limit to 40mph. It is anticipated that within the site Lee Lane will become a 30mph road with design features included to encourage drivers to reduce their speeds. These design features will include:

- the two roundabouts on Lee Lane
- a toucan crossing for the landscaped active travel corridor with a 2m wide median
- localised carriageway narrowing at the bus stops, the priority controlled T-junction and the road crossings
- a change to the surface texture at the road crossings
- two more 1m wide medians between the two roundabouts to provide further pedestrian crossings

### Principal Streets - Primary Route / Bus Route

The Primary Route provides the main access route through the site connecting to the external network from Lee Lane. A roundabout junction with Lee Lane has recently been constructed to the east of the site as part of the Barratt Homes development. As part of the Masterplan proposals a second access junction is proposed from Lee Lane. A priority controlled T-junction, a right turn lane and pedestrian refuge will be provided to improve safety on Lee Lane. It is noted that if the Carlton Royston Link Road is not delivered, the form of this junction providing the additional access would need to be reviewed. The preferred option would be a four-arm roundabout in order to provide access to parcels north and south of Lee Lane and manage speeds on Lee Lane. The roundabout would be located in broadly the same location as the proposed priority T-junction. The land north of Lee Lane at this location is safeguarded to enable this to be implemented in the future. Detailed highway assessment of proposed new junctions as well as off site highway impacts and mitigation will be required as part of future planning applications for the site. The scope of these, and any traffic survey requirements, will need to be agreed with BMBC and Highways England.

The proposed Primary Route is circuitous, with a central loop through the site, to discourage potential rat running. Access requirements for the Primary Route are for all vehicles – buses, emergency services, refuse/ service vehicles and general traffic. A 20mph design speed is proposed. Pedestrian footways are to be provided on both sides of the carriageway. Cycle provision is on street, with relatively low traffic flows meaning cycle lanes are not considered necessary.

A Bus Route through the site is proposed to link with existing services through Royston. The bus route will follow the western section of the Primary Route loop with a connection to Grange Road through the south of the site. A bus gate is proposed at the connection to Grange Road to restrict general traffic and prevent potential rat running through the site. The Bus Route will provide bus access through the site, connecting to the new primary school, residential areas, amenities within Royston and destinations further afield including Barnsley Town centre.

The core Bus Route will be developed in consultation with Barnsley Bus Partnership (comprising BMBC, SYPTE and bus operators), including the suitability of Grange Road and West End Avenue to accommodate bus movements. An alternative Bus Route will be to / from Lee Lane following the Primary Route through the site. It is suggested that both routes through the site are designed to accommodate buses to enable flexibility of bus provision. Early liaison with Barnsley Bus Partnership stakeholders will be required to develop proposals and could include a range of bus service types such as M1 express services as well as local services.

Bus stops are to be provided at regular intervals to ensure all dwellings are within 400m walking distance, preferably 300m. Guidance indicates bus stops to be provided on street, however SYPTE/operators have indicated a preference for la-bys – this to be confirmed as the masterplan is progressed in further stages. Bus stops should include raised kerbs, seating, CCTV and real time information. Pedestrian footways to be min 3m at bus stops to cater for additional pedestrian movements. Bus stops should be connected to footways / cycleways

through the site to provide good links between bus and active travel modes.

It is also suggested there will be future bus service provision on Lee Lane connecting Royston and the site with communities to the west including Mapplewell and Darton.

The Primary Route will be adopted by BMBC.

### Local Streets – Secondary and Tertiary Routes

Secondary Routes provide links to development parcels from the Primary Route to the south of Lee Lane. A Secondary Route is also proposed to the north of Lee Lane, running in an east-west direction between the Barratt Homes site and the proposed Relief Road access roundabout. Access requirements are for emergency services, refuse / service vehicles and general traffic. A 20mph design speed is proposed. Pedestrian footways are to be provided on both sides of the carriageway. Cycle provision is on street.

Tertiary Routes / Local Accesses will provide local accesses to individual buildings / driveways. These are not shown on the Masterplan but are considered as part of the Movement Framework. Access requirements are for emergency services and general traffic, possibly also refuse / service vehicles. Short cul-de-sacs discourage vehicle through movements – although pedestrian and cycle links should connect streets. A 20mph design speed is proposed. Pedestrian footways are to be provided on both sides of the carriageway. Cycle provision is on street.

Secondary Routes will be adopted by BMBC. Adoption of tertiary routes and local accesses are to be determined.



# 5. MASTERPLAN FRAMEWORK

## 5.3 CHARACTER AREA FRAMEWORK

A number of different character areas must be created that respond to the local context, its distinctive landscape characteristics and the proposed land use for each area. The surrounding neighbourhoods and local landscape along with existing site constraints will help to shape a number of distinctive character areas.

The character areas identified (including area within Barratt Homes scheme) are as shown in Fig. 21:

- Green Crescent
- Urban Gateway
- Royston Green
- Royston Common

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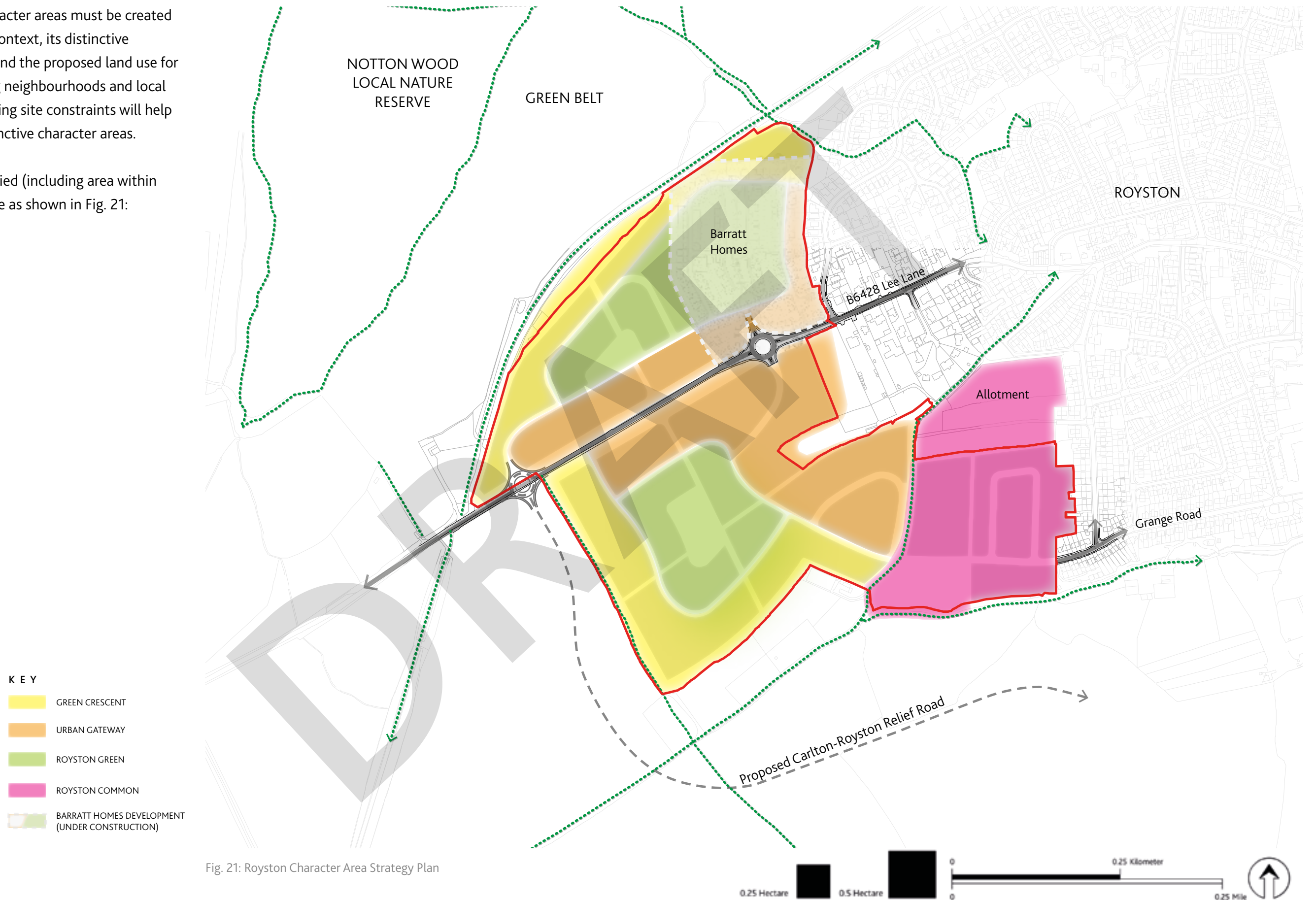


Fig. 21: Royston Character Area Strategy Plan



## 5.3 CHARACTER AREA FRAMEWORK

### Royston Common

This character area is located to the southeast of the development, where a new primary school, informal recreational ground and residential neighbourhood are integrated with the existing allotment to the north and urban fringe of Royston to the east. This new community heart will be easily accessible from the rest of the development via active travel links and well connected with existing PRowWs around the site.

The new primary school is located within an area of higher ground within the site and will be relatively visible from neighbourhoods to the east. The school building should be kept to maximum 2 storey tall, and should be surrounded by green perimeter fencing to soften potential visual impact. The informal recreational ground will provide high quality green space that is well connected with West End Crescent PRowW and the allotment to the north. Residential development will be of medium density (40-45 dph) north of Grange Road, and of low density (35-40 dph) where it is facing the open fields to the south. New dwellings should overlook the informal recreational ground and open fields where possible, and should comprise high quality detailing and materials (good quality brick in similar red tone to nearby Meadstead area) in order to create a residential environment that integrates well with nearby communities. Dwellings should include a mix of family oriented house types such as detached, semi detached and terraces, and should include high quality and well maintained landscaping which softens the transition between the built form and green space.



Informal recreational open space as new community heart in 'Royston Common'.



New residential development to be well integrated with existing Meadstead area east of 'Royston Common'.

### Urban Gateway

This area is characterised by its close adjacency to Lee Lane and the urban edge of Royston east of the site. It comprises a new local shop south of the completed Lee Lane roundabout and Barratt Homes' scheme. Lee Lane will be enhanced with green active travel routes incorporated on both sides. Residential development in this area adjoins existing neighbourhoods and green fields to the east, the street grain will integrate with existing patterns of Royston centre where a grid provides a strong perimeter block typology. This area will also be well connected with primary streets and bus routes providing easy access to Royston centre.

The density in this area will be the highest within the site (45-50 dph), corner landmark buildings up to 2.5-3 storeys tall will be located at urban gateways on both ends of Lee Lane, framing the urban core of this development. The landmark building to the east will incorporate the new local shop on ground level to create an active streetscene. Dwellings should be setback (up to 10m) from both sides of Lee Lane to incorporate landscaped tree buffers and active travel routes. Residential development should include a diverse mix of higher density house types such as apartments, terraces and townhouses. It should also include high quality detailing and materials and well maintained landscaping.



New small local shop to be integrated on the ground level of a multi-storey housing unit in 'Urban Gateway'



A diverse mix of house types - including higher density homes can be found in 'Urban Gateway'



## 5.3 CHARACTER AREA FRAMEWORK

### Royston Green

This character area is located in the centre of the northern and southern half of the site, comprising the residential area around the two central neighbourhood green spaces. This area is well connected with good active travel links to the new local shop, primary school and informal recreational ground. The street grain will integrate with the nearby 'Urban Gateway' area where the grid pattern extends to a perimeter block typology. The two central green spaces will provide high quality POS, a community grow garden and equipped play area that are all easily accessible by residents across the site.

Residential development will be of medium density (40-45 dph) up to 2-2.5 storeys tall, it should overlook the two neighbourhood green spaces and surrounding streets where possible. Dwellings should comprise well designed detailing and materials in order to create a high quality and green residential environment. They should include a mix of family oriented house types such as semi detached and terraces. Residential development should also include high quality and well maintained landscaping which softens the transition between the built form and the neighbourhood green spaces.



Medium density housing facing onto POS in 'Royston Green'



Street trees, green strips and front gardens in 'Royston Green'

### Green Crescent

This character area stretches along the northern and southern periphery fringes of the development, where housing feathers into open fields and Green Belt. Dwellings should front onto open fields or active travel links including the enhanced disused railway north of the site. The residential layout will be more organic and informal as it integrates with the open fields to the south. Dense tree lines along the edges will provide a min. 15m wide accessible landscape buffer to Green Belt and mitigate disruptions from nearby roads.

Residential development will be of lowest density (35-40 dph) and comprise most generous front gardens to increase landscape and tree planting. Street trees and generous front and back gardens will help feathering the built form into the surrounding green fields. Dwellings should include a mix of suburban family house types such as detached and semi detached, and should be no taller than 2 storeys and comprise well designed detailing and materials in order to create a high quality green residential environment.



Housing development adjacent to the open countryside in 'Green Crescent'



Disused railway to be enhanced as part of the active travel link around 'Green Crescent'

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# 5. MASTERPLAN FRAMEWORK

## 5.4 PLACEMAKING/ URBAN DESIGN FRAMEWORK

The placemaking framework should promote a distinct identity and strong sense of place for the site. It should facilitate the creation of a cohesive community that sits comfortably within its context and is well integrated with the surrounding landscape and neighbourhoods.

The proposed placemaking and urban design framework for Royston is as shown in Fig. 22.

- KEY**
- LOW RESIDENTIAL DENSITY
  - MEDIUM RESIDENTIAL DENSITY
  - HIGH RESIDENTIAL DENSITY
  - NEW PRIMARY SCHOOL
  - EXISTING BUILT FORM
  - EXISTING SETTLEMENT EDGE
  - GREEN BELT
  - LANDSCAPE BUFFER TO THE GREEN BELT
  - OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
  - EXISTING VEHICLE ACCESS
  - PRIMARY ROAD/ BUS ROUTE
  - SECONDARY ROAD
  - EXISTING PUBLIC RIGHTS OF WAY
  - BIODIVERSITY / WILDLIFE CORRIDOR
  - KEY VISTA
  - PRIMARY FRONTAGE
  - LANDSCAPE FRONTAGE
  - GATEWAY
  - COMMUNITY HUB
  - LANDMARK BUILDING/ STRUCTURE
  - PROPOSED BUS GATE

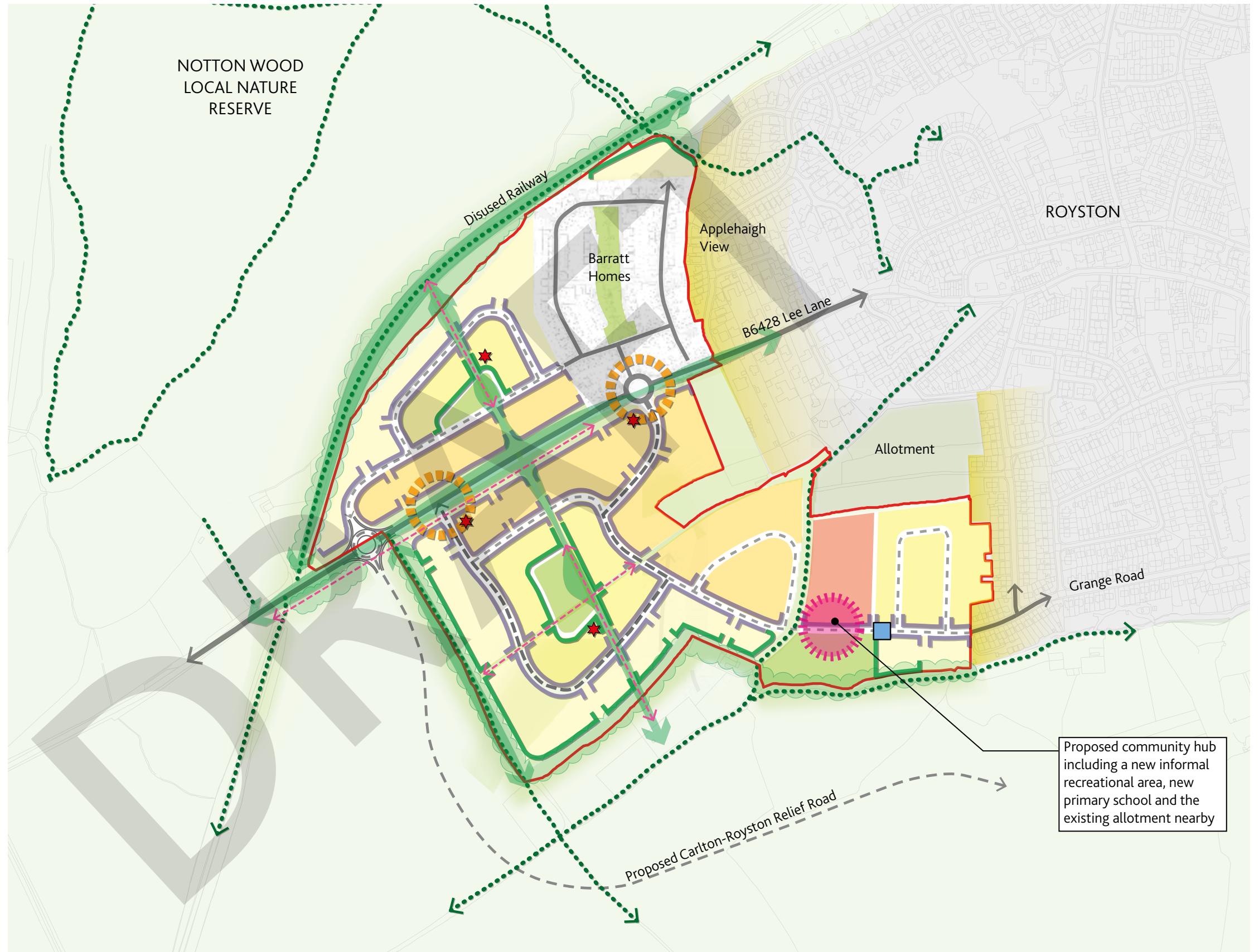


Fig. 22: Royston Placemaking / Urban Design Strategy Plan



## 5.4 PLACEMAKING/ URBAN DESIGN FRAMEWORK

As shown in the placemaking framework plan (Fig. 22), the site sits within a context of Green Belt and Notton Wood Local Nature Reserve, and is adjacent to the outskirts of Royston centre to the east. It is important to ensure the layout, appearance, built form and materials used across the site must fit in with Royston's existing urban fabric and its natural surroundings. It is also essential to retain and protect key vistas towards the open fields and Notton Wood Local Nature Reserve from the proposed development.

Lee Lane should serve as the primary vehicular connector into the site, two entry gateways are located to the east and west end of the site. These two gateways should comprise landmarks and focal points, this will be elaborated further in the Design Code section (see section 7 of this document). A new small local shop should be part of the eastern gateway along Lee Lane south of Barratt Homes scheme.

As per the adopted Local Plan at least 15 per cent of the site area should be open space, two green hearts can be found north and south of Lee Lane to offer landscape and recreational provision among the new neighbourhoods. A community hub consisting of a new primary school and an informal recreational space is located to the southeast corner of the site. It is well connected with the existing allotment nearby and the PRoWs to the south along West End Crescent. All existing PRoWs around the site should be enhanced and connect with new green links across the development. The new primary school will sit on relatively high ground within the site, it should be kept to max. 2 storeys tall to minimize potential visual impact to the east.

Development blocks are established within the site based on the proposed street and green links structure. High, medium and low residential densities should be allocated across the site based on character areas (see residential density strategy map in Fig. 17). Residential frontages and edges of different characters can be found based on their locations and adjacencies within the site, this will be further elaborated in the Design Code section (see section 7.2).

To summarise the placemaking and urban design framework of Royston, the new development should follow the below overarching framework principles:

- Provide a variety of different Character Areas which reflect variations in landscape and housing, as well as the role and function of different parts of the community;
- Create walkable neighbourhoods with vibrant centres and green hearts that are accessible to all;
- Co-locate school, community hub and open spaces close to the urban fringe of Royston to support vitality and community identity;
- Design streets as places that encourage social interaction as well as walking, cycling and public transport;
- Create a place that is easy to find your way around with a clear hierarchy of streets and spaces, landmark features and views;
- Set development within an interconnected, easily accessible network of attractive streets, GI, green corridors and open spaces to act as wildlife corridors and active travel links;
- Incorporate trees, gardens and green spaces throughout the development to provide shade, form new ecological habitats and encourage informal recreational activities;
- Support health and well-being through opportunities for active lifestyles and living in close contact with nature.



View looking onto the open fields along the southern periphery of the site



Existing terraced housing along Lee Lane consisting of sandstone and slate roofs



A variety of different character areas should reflect variations in housing and landscape across the site



Well designed GI and POS' among new residential neighbourhoods



Walkable neighbourhoods with street trees and active travel routes integrated



# 5. MASTERPLAN FRAMEWORK

## 5.5 GREEN INFRASTRUCTURE/ PUBLIC REALM FRAMEWORK

The development should adopt a holistic approach to planning and design with integrated GI, public realm, open spaces and play areas. The proposed framework should retain and enhance existing vegetation, create green links, enhance play and recreation provision and neighbourhood open spaces across the site. It should also promote a distinct sense of place, health and well being and enhance the biodiversity of the site.

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- KEY**
- PROPOSED DEVELOPMENT
  - PROPOSED PUBLIC OPEN SPACE
  - COMMUNITY INFORMAL CREATIONAL AREA
  - COMMUNITY GROW GARDEN
  - NEIGHBOURHOOD PUBLIC OPENSACE
  - GREEN BELT
  - EXISTING PUBLIC RIGHTS OF WAY - FOOTPATH
  - EXISTING PUBLIC RIGHTS OF WAY - BRIDLEWAY
  - PROPOSED GREEN LINKS / ACTIVE
  - EXISTING VEHICLE ACCESS
  - EXISTING WATERCOURSE
  - BLUE INFRASTRUCTURE - RAINGARDEN OR SIMILAR
  - ATTENUATION POND
  - LEAP / NEAP
  - EXISTING HEDGEROWS / TREES
  - PROPOSED HEDGEROWS / LANDSCAPE BUFFER

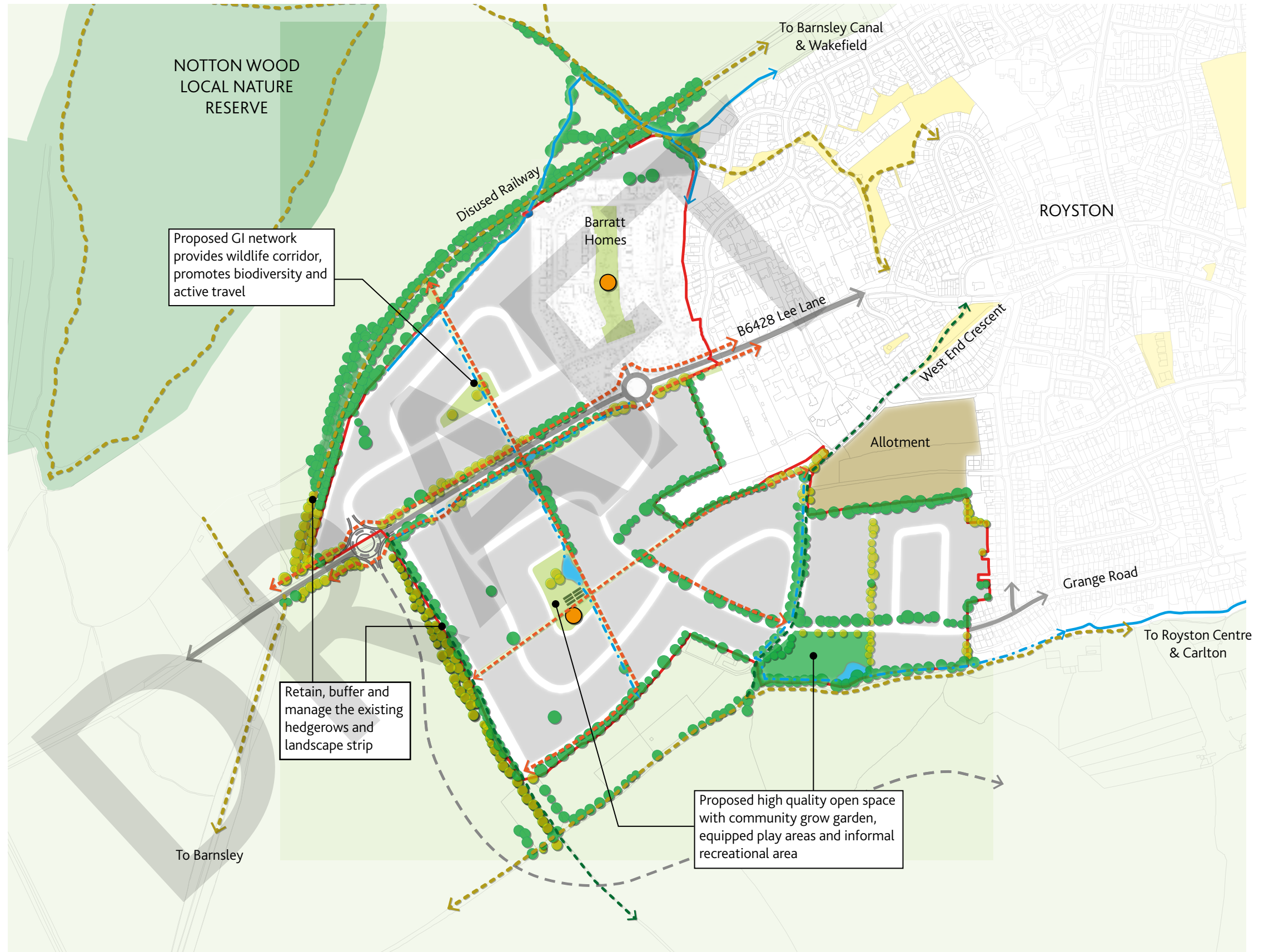


Fig. 23: Royston GI / Public Realm Strategy



## 5.5 GREEN INFRASTRUCTURE/ PUBLIC REALM FRAMEWORK

The GI and public realm framework of the site draws cues from its surrounding landscape character, it should retain and enhance existing hedgerows and trees and provide a minimum of 15 per cent open space in line with Local Plan policy.

Key drivers of the GI strategy are as follows:

- Climate change adaptation and mitigation. By delivering a well connected GI framework, people should be encouraged to travel in a more sustainable way.
- Connected GI creates wildlife corridors which provides increased permeability through the landscape. Installation of attenuation features should reduce the risk of flooding and provide aquatic habitat to increase biodiversity. Recreation and Health. By providing recreational opportunities close to people's homes, such as community grow garden and equipped play areas, there should be a positive impact on local health and well being.
- Education. With a new primary school there is opportunity to provide an area to promote sport, physical fitness and social activities.

### Open Space Provision

The development will provide sufficient high-quality accessible open space in line with the Local Plan. The open space network should respect and enhance the existing natural features and create new ones. They should manifest as a response to existing drainage, land form, ecology and recreation.

### Green Corridors

Corridors of trees, green spaces, pedestrian and cycle ways should connect with surrounding PRoW network.

These corridors form the green spine of the site and additionally reduce the impact of climate change, offer sustainable active travel options and enable connected wildlife corridors to increase permeability through the site.

### Play and Recreation

Informed by the Local Plan, equipped areas that provide a wide range of facilities, such as play equipment and informal play by the new primary school, must be created for children and young people. Community grow gardens should be included within key open space to provide fruit and vegetables growing opportunity.

### Neighbourhood Green Space

The GI framework should accommodate a series of green spaces along the key green corridors. These should be managed and vary in scale and location to ensure recreational opportunities across the development.

### Biodiversity Net Gain

Biodiversity Net Gain (BNG) looks to leave biodiversity in a better state than before. As stated in the Local Plan the development should achieve at least 10 per cent Biodiversity Net Gain.

### Management and Stewardship

The management, governance and stewardship of the proposed green and blue infrastructure opportunities have only been considered in principle at this stage.

The likely option shall be for the new residents to enter into a service charge arrangement run by the Land Trust and Yorkshire Wildlife Trust (YWT) who specialise in maintaining open space provision, detention basins and swales. When determining the management

arrangement structure, the following should be adhered to:

- Making sure that there should be opportunities to secure biodiversity gains;
- Community engagement shall deliver added social value;
- Include management of hard and soft landscaping;
- Purpose, power, responsibilities, financial arrangements and internal procedures of the open space owner(s)/manager (management body/entity/organisation);
- Annual reporting to the council for the first five years of management;
- Incorporation of information boards and signage to educate residents;
- Stewardship on par with those being implemented for garden communities.

This approach shall be subject to further work including assessing the scope and management required and the feasibility of management models, funding sources and legal structures.

Developers should engage with the Land Trust and YWT at an early stage so that they can input into the design of green and blue infrastructure.

The vision for transferring green and blue infrastructure to a land management arrangement is based around core principles for residents and occupiers:

- They should be instrumental in the major decisions that affect their new community;
- They should have an ongoing role in 'co-producing' the planning, decision and commissioning of services;
- They should make sure that the benefits of



Children's play area and informal recreational open space as new green hearts



Green active travel routes to be implemented across the site

biodiversity enhancements are continued in perpetuity;

- They should be the beneficiary of the initiatives funded by the management organisation and are therefore best placed to evaluate the impact of these initiatives.



# 5. MASTERPLAN FRAMEWORK

## 5.6 LANDSCAPE/ ECOLOGY FRAMEWORK

The landscape and ecology framework should retain and enhance the existing high value vegetation within the site. See Fig. 24 for the proposed approach to planning and design with integrated strategies on wildlife and ecology.

- KEY**
- PROPOSED PRIMARY SCHOOL
  - PROPOSED PUBLIC OPEN SPACE
  - COMMUNITY GROW GARDEN
  - GREEN BELT
  - ALLOTMENT
  - NOTTON WOOD LOCAL NATURE RESERVE
  - EXISTING PUBLIC RIGHTS OF WAY - FOOTPATH
  - EXISTING PUBLIC RIGHTS OF WAY - BRIDLEWAY
  - PROPOSED ACTIVE TRAVEL LINKS
  - KEY VISTA
  - EXISTING WATERCOURSE
  - BLUE INFRASTRUCTURE - RAINGARDEN OR SIMILAR
  - ATTENUATION POND
  - EXISTING HEDGEROWS / TREES
  - EXISTING BROADLEAVED PARKLAND / SCATTERED TREES
  - PROPOSED HEDGEROWS / LANDSCAPE BUFFER
  - BIODIVERSITY / WILDLIFE CORRIDORS



Fig. 24: Royston Landscape/ Ecology Strategy Plan





## 5.6 LANDSCAPE/ ECOLOGY FRAMEWORK

The overarching principle for the landscape and ecology framework ensures all future developments to achieve 10 per cent biodiversity net gain across the site. The key drivers for the proposed strategy are as follows:

- A strong landscape and ecology framework should enhance the local distinctiveness and sense of place of Royston when related to the existing landscape.
- Create connected green corridors for wildlife through the site.
- Retain and enhance the existing landscaped strip to the north and existing hedgerows to the west.

Existing species rich hedgerows and existing trees within the site to be retained where possible. All the trees and hedges will need to be properly assessed and the findings reflected in the final proposals put forward at the application stage with regards to proposed retention and removals.

- Create accessible landscape buffer between the development and surrounding Green belt to protect sensitive landscape and ecological value.
- Key long distance views in and out of the site should be protected, enhanced or created. Key views looking into Green Belt to the south and west, and vista looking into Notton Wood Local Nature Reserve to the north should be retained along all green corridors.
- Existing hedgerows and mature trees should be protected, enhanced and managed appropriately to ensure they continue to provide suitable habitat for species identified in the Evidence Base, such as bats

and breeding birds. Any creation or enhancement of hedgerows should utilise native species of local provenance where possible.

- Any open areas of grassland should use a proprietary wildflower grassland mix of native species.
- The addition of attenuation ponds and SuDS (see Fig. 24) should include suitable native planting and management to enhance the aquatic biodiversity across the site.
- Future developers should be required to achieve at least 10 per cent Biodiversity Net Gain, leaving the biodiversity of the site in a better state than before. This is in line with the forthcoming Environment Bill.
- Incorporate bird and bat boxes on suitable trees and buildings, where appropriate to enhance the site.
- Consider the use of green and brown roofs on buildings where appropriate to increase biodiversity by providing additional habitats.



View A - View of bridleway and hedgerows along the west side of the site



View B - View of public footpath and hedgerows adjacent to the disused railway line at the north of the site



View C - View towards the site and existing broadleaved parkland / scattered trees from southwest corner



View D - Existing trees and hedgerows along the south boundary of the site



View E - View of the existing hedgerows and trees along Lee Lane



View F - View of bridleway and hedgerows bisecting the southeast part of the site



# 5. MASTERPLAN FRAMEWORK

## 5.7 BLUE INFRASTRUCTURE FRAMEWORK

The proposed blue infrastructure framework should integrate and compliment the GI framework of the site. It shall provide amenity value to people. The blue infrastructure should enhance and increase biodiversity on the site, including with native aquatic and marginal planting. Attenuation ponds should also seek to provide some standing water in places for amphibian species.



example of green swales as SuDS feature



Sunken planters as rain garden as part of SuDS

KEY	
	DEVELOPMENT PARCEL
	OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
	PROPOSED VEHICLE ACCESS
	ATTENUATION
	SWALE ABOVE GROUND
	EXISTING WATERCOURSE
	INDICATIVE SURFACE WATER DISCHARGE AREAS
	CATCHMENT AREAS
	PARCEL NUMBER

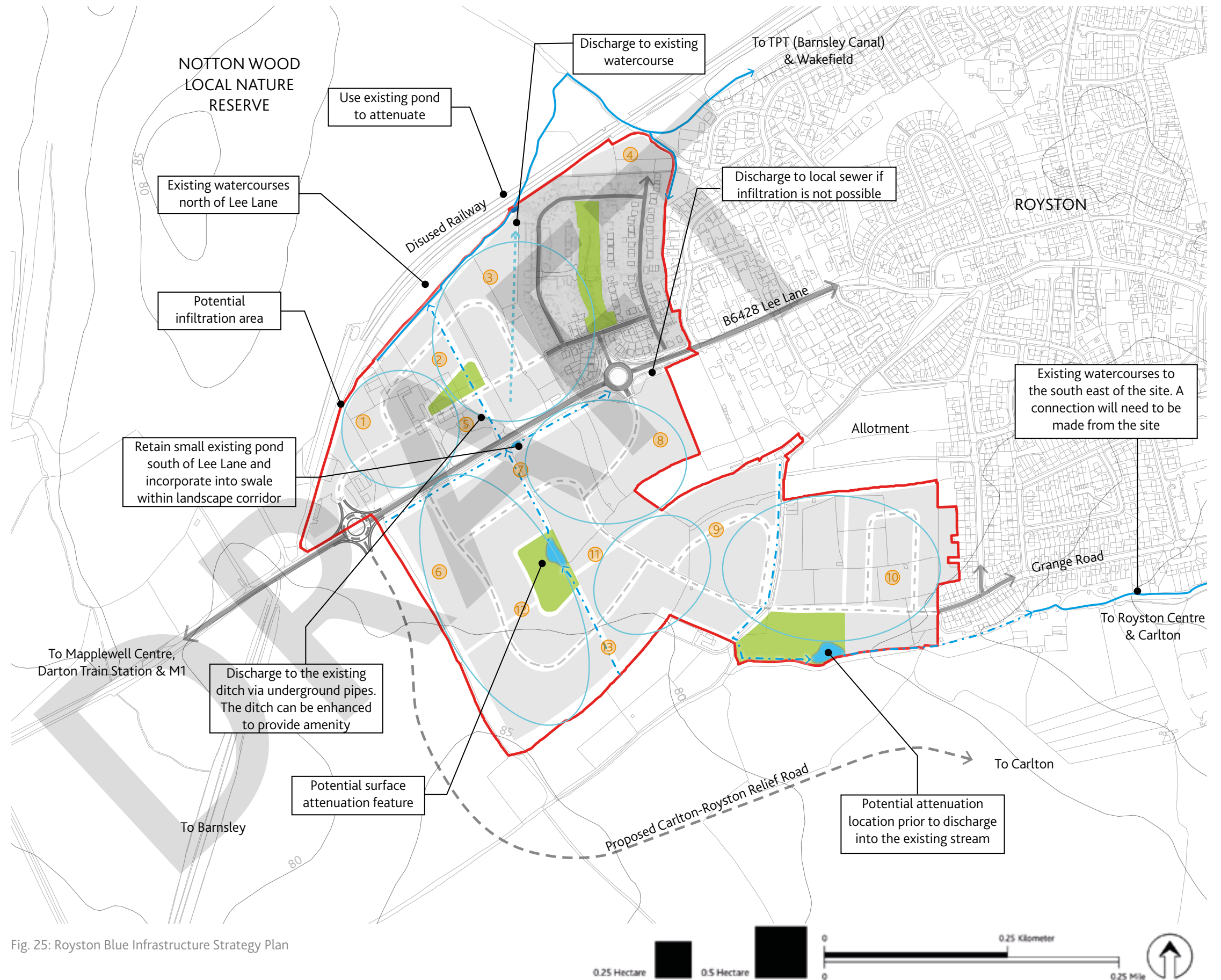


Fig. 25: Royston Blue Infrastructure Strategy Plan

## 5.7 BLUE INFRASTRUCTURE FRAMEWORK

### Hierarchy for Discharging Surface Water

The developer should use the following drainage hierarchy for discharging the site's surface water:

#### A. Maximise the use of infiltration

Ground investigation from the northeast of the site indicates sandstone bedrock at shallow depth, within 2m of the ground surface, with a sufficiently high infiltration rate. There is therefore an opportunity to use the sandstone bedrock for infiltration drainage. This may require attenuation upstream and pre-treatment to prevent groundwater pollution. It may be possible to use infiltration in other areas of the site; however, this will depend on the permeability of the underlying strata (glacial till can prove impermeable due to clay content). Further testing will be required by the developer to determine the suitability of infiltration.

#### B. Discharge into existing watercourses

If tests indicate that infiltration is not possible, drainage to the watercourses with flow controls is recommended. There are no main rivers within or near to the site, however smaller watercourses are identified on the plan. A flow restriction would need to be imposed, requiring surface water attenuation on the site and upstream of the flow restrictor to safeguard against downstream flooding. Potential attenuation areas have been indicated on the framework.

#### C. Discharge to Yorkshire Water Sewers

Where discharge via infiltration or to a watercourse is not possible, connection to sewers should be investigated with Yorkshire Water. A likely location for this is plots 7 and 8, which may need to be connected to the Yorkshire Water sewers on Lee Lane, potentially via a pumped connection.

### High level drainage strategy

In accordance with South Yorkshire Interim Local Guidance for SuDS, the high-level strategy for the site's surface water is defined below. The incorporation of SuDS will provide amenity value to people and increase biodiversity on site. The approach based on available information for each plot is summarised in Table 1.

#### 1. Maximise the use of source control features

Where infiltration is not possible, SuDS will be used. This will help to keep surface water on or as close to the surface as possible, prevent below ground drainage becoming too deep and reduce the need for large below ground attenuation tanks. It can include networks of shallow swales, rills or rain gardens through the development.

Under Sewers for Adoption 8th Edition (now known as Design and Construction Guidance document (DCG)) these can be adopted by Yorkshire Water from April 2020, as long as it can be demonstrated that the majority of the surface water is coming from houses rather than the roads. Therefore separate development and highway drainage systems should be used. Drainage within adopted highway boundaries, including SuDS, will need to be adopted by the Highway Authority and an agreement will need to be reached with the Highway Authority if any SuDS are to be incorporated. SuDS within the new development will become part of the GI network, helping to achieve the targeted biodiversity net gain and offering amenity value, providing a positive impact to the health and wellbeing of residents and the local community.

#### 2. Convey water to discharge locations through small open channels or underground pipes depending on the context

to be demonstrated for each planning application and managed within the design of each drainage catchment and the design of the landscape.

#### 3. Use flow restrictors to limit the rate of discharge and safeguard against downstream flooding

The drainage design will need to address the areas of localised surface water flooding issues on the site.

#### 4. Attenuate run-off prior to discharge- using a combination of surface features such as ponds if applicable and below ground attenuation tanks

#### Future Planning Applications

As planning applications are developed, the applicant will need to carry out further surveys and testing to validate and further develop the strategy set out here, particularly to test the infiltration viability across the site. Engagement should be undertaken with the Lead Local Flood Authority and Yorkshire Water.

#### Estimated attenuation volumes

The total site area of 35.2 ha would discharge greenfield runoff at 109 l/s for a 1 in 30 year storm. If a conservative 70per cent (24.6 ha) of the site is assumed to be impermeable, the total attenuation storage required across the site to meet the 1 in 30year greenfield runoff rate is estimated at between 7,500 m<sup>3</sup> and 11,000 m<sup>3</sup>. This would include any run-off attenuated within ponds and below ground tanks; storage provided upstream in SuDS features; and any infiltration.

In addition, the site would need to accommodate a 1 in 100year storm event within the site boundary, without causing any negative off-site impacts. This will need

#### Foul Water Drainage Strategy

The developers will need to confirm the capacity of the Yorkshire Water sewers adjacent to the site prior to developing the foul water drainage strategy for the site. It is anticipated that the strategy will be for gravity systems for the developments with a rising main to discharge into the Yorkshire Water sewer system. Multiple connections to the existing system will be required at different points to better service the site and to reduce the length of the rising mains due to the relatively flat topography of the site.

Plot	Assumed Approach
1	Infiltration / discharge to watercourse north of the site
2,3,4,5	Discharge to watercourse north of the site
6,12,13	Gravity system to discharge to ditch north of Lee Lane (potential pumping requirement at the downstream depending on levels) If use of the ditch is not viable, discharge to the existing Yorkshire Water sewer in Lee Lane.
7,8,11	Gravity system to discharge into existing Yorkshire Water sewers – likely to require pumping at the downstream end to discharge to the Yorkshire Water sewers.
9,10	Discharge to watercourse adjacent to Grange Road

Table 1: Assumed Drainage Strategy for each Plot



# 5. MASTERPLAN FRAMEWORK

## 5.8 HERITAGE

The site is an area of historically agricultural land to the west of Royston. Within the site there are fragments of an historic field pattern of small, narrow strip-fields. Aerial photographs and geophysical survey indicate that there are possibly prehistoric archaeological features below the ground, alongside traces of now-lost field boundaries.

While there are no designated heritage assets within the site there are a number of listed buildings and two scheduled monuments in the wider area. The closest of these, the scheduled late prehistoric enclosed settlement located within Notton Wood Local Nature Reserve, is screened from views of the site by woodland. The other designated assets in the vicinity are within Royston and their settings, which are formed by the streetscapes around them, would not be adversely impacted.

It is likely that further archaeological investigation will be required to ensure that no archaeological remains are removed by construction without being appropriately recorded. There are also potential opportunities to retain aspects which contribute to the historic landscape character.

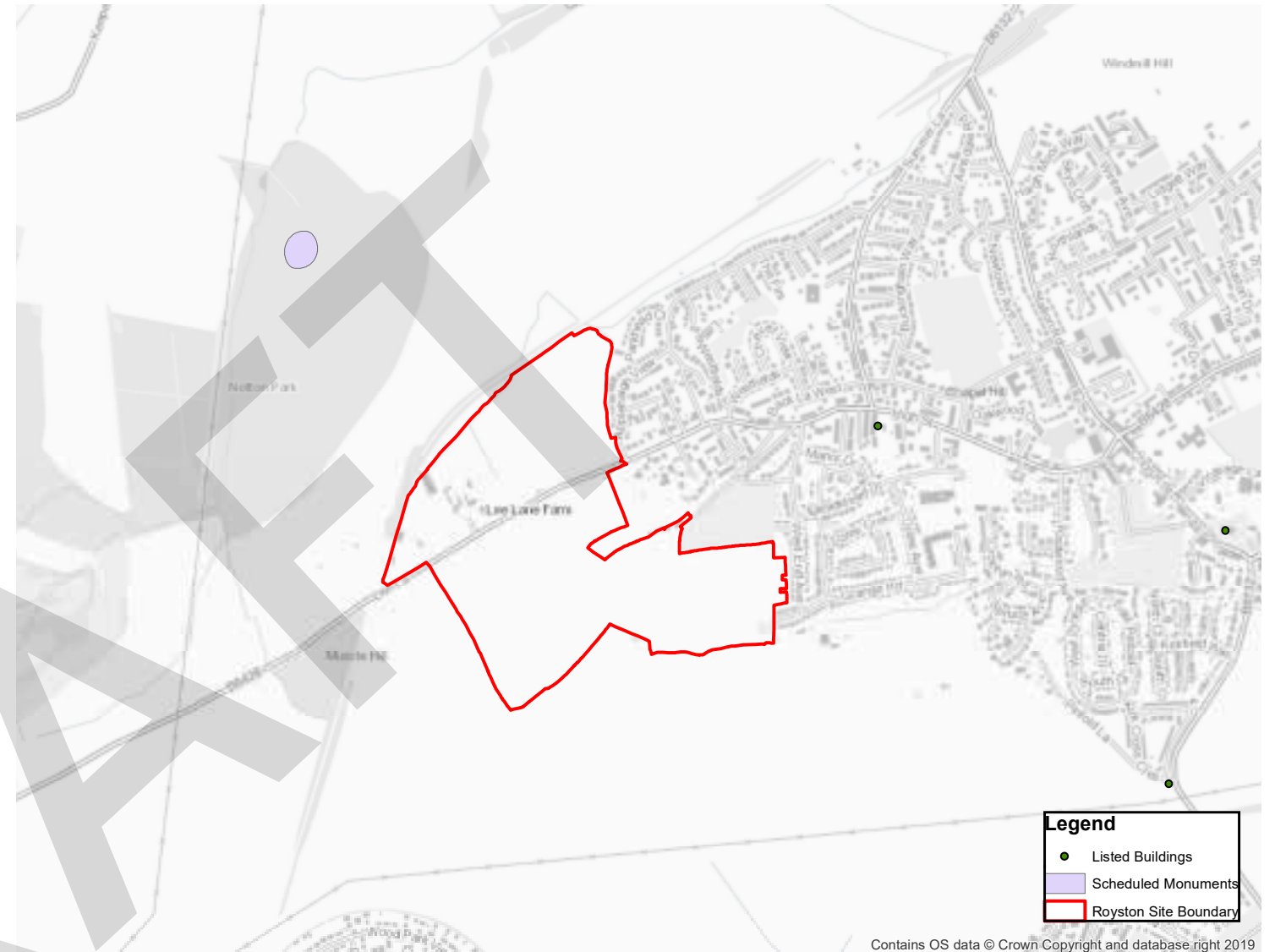


Fig. 26: Royston Heritage Plan

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Heritage Asset	Potential Impact	Strategy
Evidence of possible buried archaeological remains have been identified from geophysical survey in the northern and western parts of the site. There may also be previously unrecorded archaeological remains in other parts of the site.	Construction activities could remove buried archaeological remains, leading to a loss of the significance held within them.	Further archaeological investigation should be carried out, including geophysical survey and, possibly, pre-determination trial trenching (evaluation). Should archaeological remains be identified they would need to be investigated and recorded archaeologically prior to construction.
Surviving traces of medieval strip-fields.	Construction is likely to remove these historic field boundaries.	While unlikely to pose a constraint to development, there is an opportunity to preserve the traces of strip fields within the site, retaining elements of the historic rural character.
Designated heritage assets in the vicinity of the site	Due to the existing settlement layout, and areas of woodland which screen views, it is unlikely that development within the site would adversely impact designated heritage assets.	NA

Table 2: Heritage Strategy

# 5. MASTERPLAN FRAMEWORK

## 5.9 HEALTH AND WELLBEING

The promotion of health and wellbeing principles are considered and embedded within the Masterplan Framework. The Masterplan Framework promotes sustainable development to support the creation of strong, vibrant and healthy communities. Planning for healthy and successful communities requires the provision of homes, jobs and services that people need whilst designing these places to facilitate healthy, active lifestyles alongside minimal environmental risk. The Health Impact Assessment has identified the key health and wellbeing challenges that the Royston site and wider ward face. The following health and wellbeing priorities have been embedded into the Masterplan Framework addressing the key challenges identified:

- Air quality, noise, and neighbourhood amenity - improving air quality both outdoors through encouraging use of sustainable transport and low emission vehicles, and indoors through use of modern building systems.
- Accessibility and active travel - encouraging people to move more with the mental and physical health benefits this brings. Access to wider Royston Ward to encourage a feeling of rootedness and belonging.
- Crime reduction and community safety – safe routes for school children that are legible and well lit. Design safe routes to key facilities within Royston.
- Access to healthy food – opportunities to link with the existing allotments adjacent to the site to encourage community food growing projects for all ages.
- Access to work and training – digital connections for people to work and learn at home, whilst also allowing them to connect with family and loved ones. Access to both local and regional employment opportunities – offering the potential for financial security, personal fulfilment and purposefulness.
- Social cohesion and lifetime neighbourhoods - defined hubs and focal points, including school, within the Masterplan Framework that will allow the community to come together, encouraging belonging and togetherness and helping those in need while connecting with the wider ward.

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Housing design and quality – providing space, screening and buffers to reduce noise and encourage peacefulness. Promotion of sustainable development and net zero carbon development.

- Access to healthcare services and social infrastructure – clear access routes and links to the existing healthcare services and shops within the Royston ward. Provision of a small local shop to cater for the local community.
- Access to open space and nature – opportunities for spaces to exercise, provision of recreational facilities for all users to have fun and de-compress. A strong landscape strategy reflecting the urban and rural boundaries of the site and allowing people to connect with nature and appreciate biodiversity encouraging mindfulness.



# 5. MASTERPLAN FRAMEWORK

## 5.10 SUSTAINABILITY AND ENERGY USAGE

Recognising the climate emergency declared by BMBC in 2019, and the goal to become a net zero carbon Borough by 2045, sustainability and energy usage have been intrinsically considered in the development of this Masterplan Framework.

### Sustainable Travel

In 2019, the UK transport sector was responsible for 34per cent of overall greenhouse gas emissions, whilst 19per cent came from the residential energy use. A smaller proportion, estimated to be around 3.6per cent, came from construction. Therefore, the biggest gains are to be made in the way people travel, and in the energy demand and supply to buildings. Notwithstanding this, driving down “embodied carbon” in the construction sector also has a key role to play.

As set out elsewhere in this document, the use of sustainable transport is promoted, including walking, cycling, bus services, connections to railway stations and electric vehicle charging points in every home. This, alongside proactive travel planning on the part of developers, will reduce the carbon emissions associated with transport from residents and occupiers of the scheme.

### Digital Communications Infrastructure

Furthermore, provision of high-speed digital fibre connections to the site will allow people the option of working from home, reducing the need to travel.

Advanced, high-quality and reliable digital communications infrastructure is essential for economic growth and social well-being (NPPF Paragraph 112). Local Plan policy I1 confirms that developments must be supported by appropriate infrastructure, including

provision for broadband. The deployment of gigabit-capable full fibre digital infrastructure from a range of providers to new developments will support this approach.

Developers should consider installing gigabit-capable full fibre infrastructure from two suppliers in order to provide choice and competition to consumers. A variety of infrastructure providers are keen to deploy gigabit-capable full-fibre infrastructure on employment and residential sites. Various incentives may be available such as payments made to the developer for the right to deploy, and deployment offered free of charge to the developer.

Developers should engage with infrastructure suppliers at an early stage to confirm that gigabit-capable full-fibre broadband can be delivered to all new development in a timely manner. Developers should consider the infrastructure requirements of the wider Masterplan Framework area in order to avoid prejudicing future infrastructure delivery and creating a need for retrospective works. Occupiers should be able to access broadband (ideally from a choice of at least two providers) upon occupation of the premises. Developers should also consider their ability to upgrade infrastructure in the future in order to minimise disruption to occupiers/users.

In developing detailed proposals, developers should consider the following design principles:

- Minimise and/or mitigate against the visual presence of infrastructure on the façade of buildings;
- Minimise physical obstructions on footpaths and cycle ways;

- Maximise the use of recessed infrastructure;
- Carefully consider the location of cabinets to minimise visual clutter in the streetscene.

### Sustainable Construction

The reduction of embodied carbon is encouraged. This is achievable by, for example, far more extensive use of timber from certified sustainable sources than traditionally seen in UK housebuilding; use of modular products that reduce wastage; and greater use of both natural and recyclable materials alongside adoption of circular economy principles. It is required that developers will utilise the RICS Whole Life Carbon Assessment for the Built Environment framework to reduce the embodied carbon of housing on this site and will transparently publish details of the outcome of this assessment as part of the marketing process.

### Energy Strategy

An Energy Strategy has been undertaken to develop energy pathways for Royston, as part of the Masterplan Frameworks, that aim to help Barnsley in their transition to becoming a net zero carbon emissions borough, by 2045.

### Building Fabric Performance

High fabric performance of a dwelling is key to reducing the space heating demand and the associated carbon emissions.

In order to assist BMBC in becoming a net zero carbon borough by 2045, developers should meet the aspirational standards outlined below in Table 3 . Whilst the aspirational targets may seem ambitious, as technology and construction techniques improve and costs decrease, these targets will become more readily achievable.

### Energy Supply and Distribution

Developers should follow the recommended pathways with regards to energy supply and distribution. These were developed through an assessment of current building energy standards, energy demand estimates, low carbon technology options and an energy options appraisal alongside engagement with BMBC officers. The preferred pathways for Royston are listed below:

- Distributed air source heat pumps (ASHPs) in all dwellings
- Roof mounted photovoltaic (PV) panels with battery storage on dwellings with south-facing roofs, and grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, and grid backup
- Roof mounted PV panels on the school, and grid backup
- Ground source heat pump (GSHP) in the school with electric boiler backup

As shown in Table 4, the equivalent carbon emissions from the preferred pathways are significantly lower compared to a counterfactual scenario, which would meet the heating and electricity demand through gas boilers and grid electricity.

However, these pathways are limited to homes and buildings operation, and they do not consider emissions from transport, street lighting or development maintenance. These sources of emissions should be explored further by both developers and BMBC as the scheme progresses.

In 2045, it is estimated the development will emit 115 tonnes CO2e combined. This could be reduced through implementation of further emission reduction approaches, with further detail on this provided in the Energy Strategy report. For Barnsley to reach its net zero goal, the remaining emissions should be offset. Developers will need to do this through investing in offsite renewables or rewilding and tree planting schemes.

#### SuDS

The blue infrastructure strategy for the site follows SuDS principles to manage surface water run-off from the site, by maximising the use of source control features, slowing the flow, attenuating runoff and discharging at a restricted rate (to be agreed with Yorkshire Water and the Lead Local Flood Authority).

#### Future Applications

Future applicants should note that the council's local validation checklist requires the submission of an Energy Statement for residential schemes over 10 dwellings and non-residential schemes of 1,000sqm plus. The Energy Statement should clearly set out measures that will be included to deliver a net zero carbon development and the supporting evidence that underpins the proposed approach. If net zero carbon cannot be achieved, developers should demonstrate why this has not been possible and explain what steps have been taken in the provision of infrastructure and the design of individual properties to permit net zero carbon through retrofit at a future point.

Fabric performance area	Performance value			
	Recommended minimum standard	Recommended minimum standard source	Recommended aspirational standard	Recommended aspirational standard source
Air permeability	≤ 5 m <sup>3</sup> / (h.m <sup>2</sup> ) @50Pa	Building Regulations Part L1A (2013)	≤ 1 m <sup>3</sup> / (h.m <sup>2</sup> ) @50Pa	LETI Design Guide
Roof U-value	≤ 0.15 W/m <sup>2</sup> . K	Passivhaus standards	≤ 0.11 W/m <sup>2</sup> . K	Part L 2020
Wall U-value	≤ 0.15 W/m <sup>2</sup> . K	Part L 2020 LETI Design Guide Passivhaus standards	≤ 0.13 W/m <sup>2</sup> . K	LETI Design Guide (lower boundary)
Floor U-value	≤ 0.15 W/m <sup>2</sup> . K	LETI Design Guide Passivhaus standards	≤ 0.11 W/m <sup>2</sup> . K	Part L 2020
Window U-value	≤ 1.2 W/m <sup>2</sup> . K	Part L 2020	≤ 0.8 W/m <sup>2</sup> . K	Part L 2020 LETI Design Guide Passivhaus standards








Table 3: Recommended fabric performance standards for dwellings

Timeframe	CO <sub>2</sub> e emissions (tonnes)	
	Preferred Pathway	Counterfactual Scenario
During estimated construction period (2022-2033)	4,100	12,000
Operation from estimated site completion to 2045 (2034 -2045)	2,000	14,300
<b>Total</b>	<b>6,100</b>	<b>26,300</b>

Table 4: Summary of equivalent CO<sub>2</sub> emissions for preferred pathways vs. counterfactual scenarios

## 6. PHASING AND DELIVERY

It is expected that development of the site will come forward in a series of phases. Illustrative phasing is depicted in figure 27. It is noted that phases will not necessarily be delivered sequentially, however the delivery of certain phases will be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site. The phasing strategy for the site has been developed as follows:

- K E Y**
-  PHASE 1
  -  PHASE 2
  -  PHASE 3
  -  PHASE 4
  -  PHASE 5
  -  PHASE 6
  -  AREA NUMBER

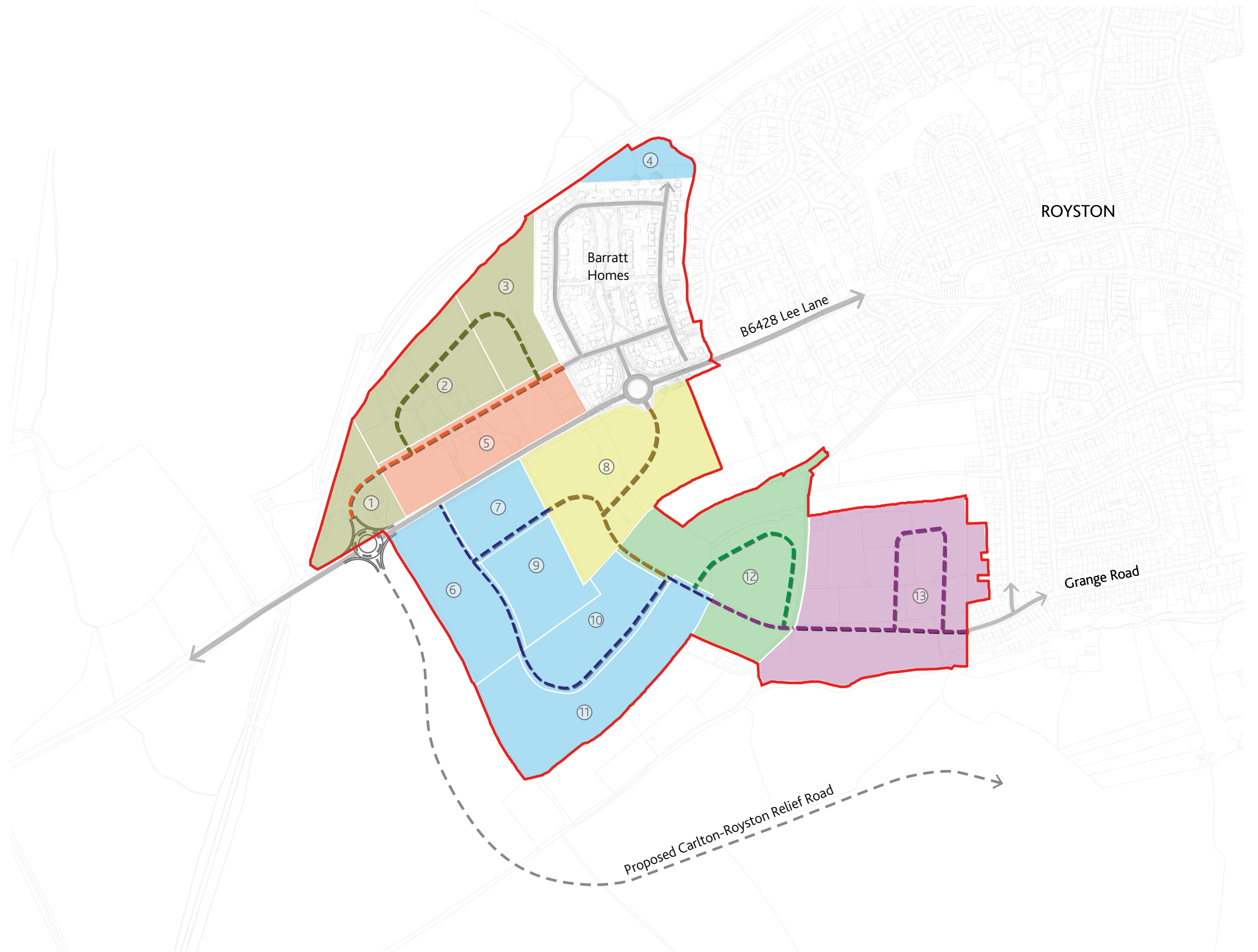


Fig. 27: Royston Phasing Strategy Plan



**Phase 1**

Plot 4 forms a natural extension to the Barratt Homes scheme already underway, and is therefore assumed to come forward early on. Bellway Homes is seeking to bring forward development of Plots 6, 7, 9, 10 & 11. Plots 6 & 7 are adjacent to existing infrastructure and therefore assumed to come forward first, followed by Plots 9, 10 & 11.



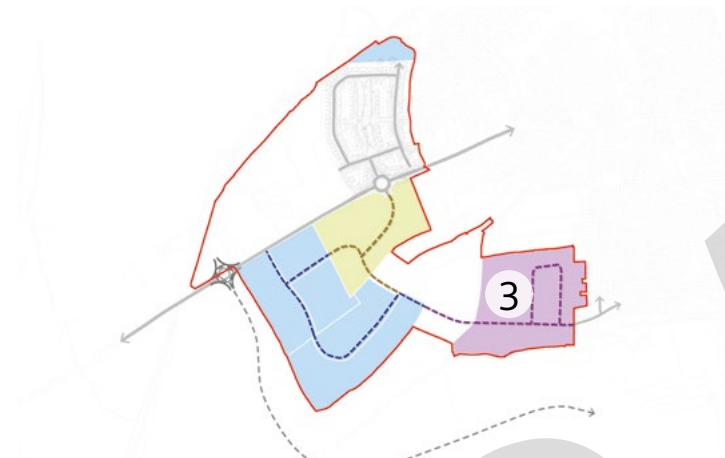
**Phase 2**

Plot 8 will form part of the next phase, benefiting from access off Lee Lane via the roundabout constructed by Barratt Homes.



**Phase 3**

A primary school will be delivered on Plot 13 to serve the new housing on the site. The housing on Plot 13 will be brought forward concurrently. The section of road linking Plots 11 & 13, through Plot 12, will be constructed in tandem with development of these plots to allow bus services to be delivered and provide safe access to the primary school and Royston.



**Phase 4**

Plot 12 will come forward thereafter, completing development south of Lee Lane.



**Phase 5**

The nature of the land ownership north of Lee Lane means that land assembly will be required to deliver a coordinated development in this area. For this reason, it is assumed that this area will come forward in later phases. However, should land assembly progress expediently, development in this area could feasibly occur in tandem with some of the phases listed above. Plot 5 is assumed to come forward in this area first, as it is closest to the existing infrastructure networks in Lee Lane.



**Phase 6**

Plots 3, 2 and 1 are assumed to follow Plot 5, working east to west away from the existing housing in the Barratt Homes scheme.





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# ROYSTON MASTERPLAN FRAMEWORK

MASTERPLAN FRAMEWORK AND DESIGN CODE

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## Glossary of Acronyms

BMBC	Barnsley Metropolitan Borough Council
GI	Green Infrastructure
LEAP	Local Equipped Area of Play
NEAP	Neighbourhood Equipped Area for Play
PRoW	Public Rights of Way
SuDS	Sustainable Drainage Systems
TPT	Trans Pennine Trail
NCN	National Cycle Network
DPH	Dwellings per Hectare
SPD	Supplementary Planning Document
POS	Public Open Space

## Glossary of terms

Active Travel	Walking, cycling and other forms of transport which include exercise
Green Belt	Land that is safeguarded from development around the periphery of a settlement
Placemaking	Developing in unique and characterful way that will bring identity to a development

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\*This Masterplan Framework Report shall be read in conjunction with the following reports:

- Evidence Base Report
- Site and Context Analysis Report
- Statement of Community Engagement Report



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## 7. DESIGN CODE

### Purpose of the Design Code

This Design Code has been prepared by Gillespies and Arup to support the delivery of a development of quality in Royston (MU5 Site in the Local Plan). The purpose of this Design Code is to set out the key urban design, public realm, landscape and placemaking principles that should be applied across the site to create a distinctive and attractive place where people will want to live, work and visit.

The Design Code has been prepared in accordance with the Royston Framework Masterplan, and should be read and applied in conjunction with Local Plan policy and SPDs.

The Design Code seeks to provide the necessary guidance on how these placemaking principles can be developed and applied across the site to support the delivery of the overall vision. It does this by setting out the design principles that should be applied in relation to key elements of the Masterplan Framework and by providing guidance on how the character of different parts of the proposal should be developed in order to create distinctive places defined by their landscape and built form.

This Design Code reflects the placemaking objectives set out in the Masterplan Framework (see Section 2 of this document) and draws on the principles set out in many national urban design best practice documents as well as in Building for Life 12. The principles also reflect our appreciation of the placemaking characteristics observed in a range of attractive places within the Metropolitan Borough of Barnsley and located close to Royston.

The design principles that are considered to be fundamentally important to the development of Royston are listed below:

1. Character
2. Urban form
3. Homes
4. Facilities and Services
5. Connections
6. Streets
7. Landscape and Biodiversity
8. Parking and Accessibility



Homes - Well designed modern homes should be well integrated with open space and nature



Facilities and services - New local hub as gathering spot for the community



Connections - Well design green active travel links to connect with surrounding communities and facilities

# 7. DESIGN CODE

## 7.1 CHARACTER

This principle ensures the new development will create a place with a locally inspired or otherwise distinctive character in its contextual setting. A number of character areas should be provided that respond to the specifics of the immediate vicinity in terms of form and materials.

### 1. Consider existing factors - surrounding development and existing GI

Royston is identified as a Principal Town in the Local Plan's defined Settlement Hierarchy, it has a rich variety of existing factors both within and around the site that should be used to create a locally inspired identity.

#### 1.1 Barratt Homes Development

Located to the northeast of the site, this development accommodates a range of dwellings in similar monotonous architectural styles. A linear green space running north-south in the middle of the development with the properties at its perimeter fronting onto it. All future developments within the site are expected to be designed and delivered to a higher standard than this scheme.



Recently completed housing by Barratt Homes - monolithic street scene of red bricks and grey tiled roofs

### 1.2 Surrounding and historical influences

Local character will inform new development. Cues can be taken from surrounding buildings, towns and the landscape around Royston, including Carlton Conservation Area.

The site is directly adjacent to the western boundary of Royston, which is largely characterised by cul-de-sac residential development leading off more minor roads and streets. The properties along either side of Lee Lane to the east show a variety of ages and sizes with large front gardens. Dominating materials are red and buff bricks, white render and grey slate roof tiles.

Carlton Conservation Area is approx. 1.5 miles south-east of the site and contains many iconic Grade II listed buildings - these are a key part of Royston's heritage. General construction materials consist of stone, with a variance in roofing materials, including stone, slate and tile.



Historic street side buildings in gold and dark stones along Lee Lane, east of the site

### 1.3 Landscape influences

Within the development, mature trees should be retained as much as possible and located within publicly accessible space to create focal points. Development should aim to promote the restoration and management of key hedgerows as described in the Local Plan and retain boundary walls, to better define roads and fields. Using trees and general planting helps define the boundaries of new developments and adds depth to the landscape setting, helping the development to blend into the landscape setting and provide distinctive features.

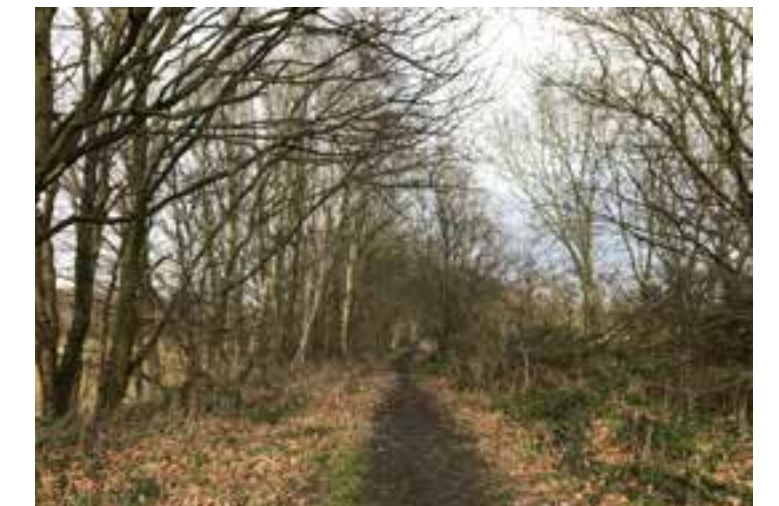
GI both within the development boundary and around the site should be used to influence the built character. Development should actively front onto GI to create safe, attractive and well used open space. The character of development fronting GI should change depending on the character of the GI. Naturalistic settings like the green belt and surrounding open fields should have a "softer" character with larger front gardens, more generous spacing between houses (garages or side parking) and a more informal appearance with a variety of natural materials and form. Development fronting more formal GI should create a strong sense of enclosure with defined building lines, similarity of materials and coherent boundary treatments.

### 2. Locally inspired identity and characters

By working with the existing factors, Royston has the opportunity to create a locally inspired identity that fits into the existing landscape.

The elevated disused railway along the northern periphery and the PRowWs along the south and west boundaries of the site create natural buffers between the development and Green Belt. The distinctive landscape character along these buffers should be retained, managed and promoted.

Key vistas are connected through the north-south landscape spine and east-west Lee Lane landscaped corridors to the open countryside and Notton Wood Local Nature Reserve. Dwellings should be designed with large windows to make the most of the views, benefit from solar orientation and provide a distinctive character to the built form. The existing topography within the site offers opportunities in providing areas for SuDS that should be incorporated within GI creating strong character within the development.



Disused railway line along the northern periphery of the site



### 3. Landscaping traditions and boundary treatments

Locally there are three main boundary treatments. Hedges make up the majority of field boundaries in rural locations, while stone walls and brick walls are predominantly used along road edges and urban areas. This principle should be adapted and applied to the boundary treatments of development.

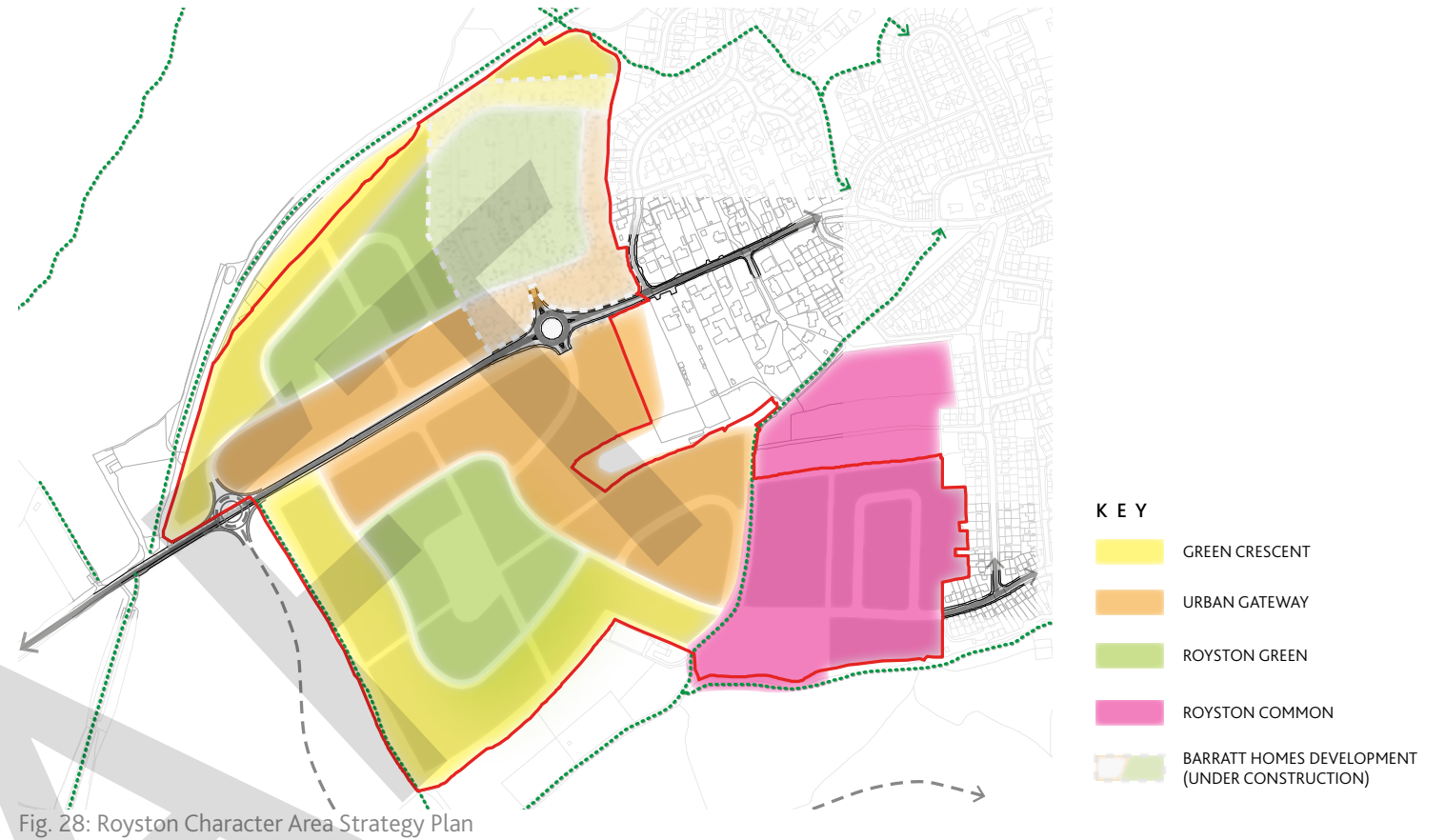
Stone and brick walls should be used as the front boundary treatment along primary and secondary vehicle routes as well as around the main gateways to the site and along existing roads. Hedges should be used along rural frontages and tertiary streets, as well as dividing boundaries between properties.

Hedges adjacent to rural fringe and designated habitats should include mixed native planting. Hedges dividing properties and located within development can be more formal and of single species.

### 4. Variations in density, built form and appearance

This design principle should correspond to Section 5.3 (Character Framework) of the Masterplan Framework, where the various character areas and local conditions provide a structure to create different densities of development. The density along Lee Lane around character area of 'Urban Gateway' should generally be higher, between 40 and 45 dph, the built form should be more formal with defined building lines and a strong limited palette of materials.

Residential development in other character areas such as 'Royston Green', 'Green Crescent' and 'Royston Common' should follow design guidance on materials and built form as set out in section 5.3, where high quality materials and detailing will be promoted. Towards the north, south and west of the site adjacent to the green belt, residential density will gradually reduce to around 35 dph with a more informal built form and a more varied palette of natural materials.



#### DESIGN CODE SUMMARY - CHARACTER

- Residential development should follow principles set out in 'Character Area Framework' in Section 5.3 of the Masterplan Framework.
- High quality, locally historic and natural materials to be used for material pallet.
- Retain existing mature trees and hedgerows as set out in the local plan. Improve hedges with a mix of native species where gaps occur.
- Buildings fronting Green Belt to have a building set back of more than 15 metres from the front boundary.
- Buildings should actively front open space with main entrances or habitable windows overlooking open space.
- Boundary treatments should consist of stone walls

- fronting primary and secondary streets with a mix of hedge and stone walls for tertiary streets. Open space should be fronted with hedges.
- Native and local planting species should be used adjacent to existing hedgerows and open fields within Green Belt.
- Dwelling densities should be varied across the site with higher densities (45-50 dph) located closer to the local shop and public transport routes with lower densities (30-35 dph) located adjacent to the outskirts of the site facing Green Belt.
- Landscape and Visual Impact Assessments (LVIA) to be included in future planning applications



Local stone wall used as boundary treatment in Royston with wide street side grass verge



Example of integrated local shop on ground level of multi storey housing



# 7. DESIGN CODE

## 7.2 URBAN FORM

This design principle aims to influence the key aspects of the built environment of Royston. These are reflected in the Masterplan Framework at a strategic level and planning applications shall provide a further level of detail to demonstrate how these have been embedded in development proposals.

### 1. Development blocks

Development blocks can vary in shape and size according to the configuration of the Masterplan Framework layout (see Section 5.1 and Fig. 16 of this document). A perimeter block structure provides clarity between the fronts and backs of buildings, between public and private spaces, and enables continuous overlooking of the street or open space. Creating variation in the shape and size of perimeter blocks helps to generate interesting and distinctive character areas.

The use of perimeter blocks must be consistent throughout the Royston development. Their sizes and shapes should respond to the use, existing landscape features, topography, character and density. Fig. 29 (Royston Framework Placemaking / Urban Design Strategy plan) shows the different configurations of perimeter blocks and how they respond to the surrounding context and characters in Royston.

### 2. Edges

The interface of development edges to Green Belt, open space, green links or boundaries of the site has a critical role in defining the character and quality of the place.

At all the edges of the Royston development, buildings must positively address the public realm, providing a natural surveillance. The building scale, mass and typologies must respond to the topography, existing

landscape and its context. Architectural and public realm material should be chosen sympathetically to the existing landscape character. Where buildings face the Green Belt, a sensitive approach must be followed with appropriate setbacks, building heights, roof typologies and the use of materials (See Fig. 42, typical section of single sided development). Along the Green Belt edges, ecologically sensitive lighting must be used.

Three main types of development edges established in Royston (primary, green and countryside) can be found in Fig. 29.

### 3. Fronts and backs

Designing development blocks with a clear distinction between residential fronts and backs is crucial in order to achieve best practice in placemaking, and to create secure and coherent streets and places.

In Royston, a clear distinction should be made between public fronts and private/ semi-private backs. The primary access of the buildings should align with the public spaces to create activity, while private or semi-private frontages – such as service areas and gardens - should be located at the back. Fronting the public space with blank walls, high fences and hedges which block the view of the public spaces must be avoided. Ambiguous spaces that are neither fully public nor fully private should be avoided. Blocks that contain narrow lanes and pedestrian and cycle routes should ensure that they are overlooked in order to create natural surveillance and a sense of security.

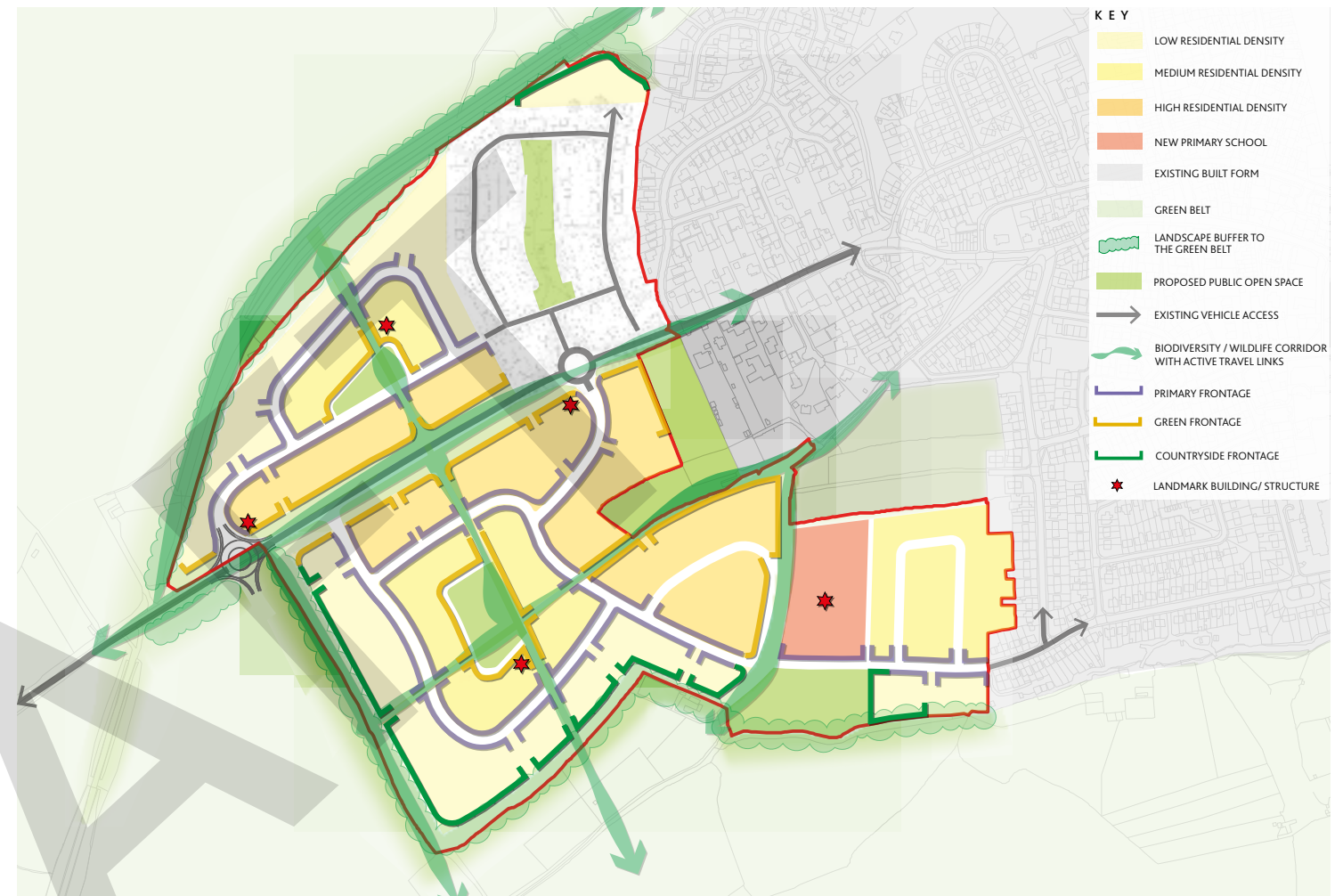


Fig. 29: Perimeter blocks and residential frontages as established in the Royston Placemaking/ Urban Design Strategy Plan



Urban fabric consists of perimeter blocks around Royston centre



Precedent of well designed active frontage and residential street



## 7.2 URBAN FORM

### 4. Building lines and setbacks

Building lines and setbacks are important to the overall character of the area and the sense of enclosure of the streets and public realm. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide sense of enclosure to the public spaces. Where buildings step back from the building line, this should be designed in order to create usable and attractive spaces.

Neighbourhoods with higher residential density are proposed along Lee Lane and around the local shop. Building lines should be continuous with consistent small setbacks of a 1m to 3m private strip, to accommodate a small garden or area for plantation. The small local shop should be adjacent to the pavement edge without any setback. See Fig. 31 for example residential layout with high density.

The adjacent properties along either side of Lee Lane to the east of the site generally have large front gardens with building line setbacks up to 30m from the edge of Lee Lane. Responding to this context, the development setback along Lee Lane will be generous to accommodate wider public landscaped strips with minimum offset width of 10m and provide a safer and more attractive active travel route.

At low to medium density residential areas, setbacks can vary in width in order to accommodate wider front gardens or landscaped strips. This can also better respond to the character and the landscape context of the area. Front gardens can be much deeper along the peripheries of the development in order to create a softer transition between the Green Belt, POS' and

built environment. See Fig. 32 and Fig. 33 for example residential layouts with medium and low density.

### 5. Well-defined public and private space

Buildings fronting the streets and open spaces give life to the public realm, therefore primary access and principal frontages should always face onto public spaces. In the Royston development, spacing between principal habitable rooms should be sufficient to avoid them being intrusively overlooked and avoid the need for curtains and blinds to be drawn. Setbacks from the street and front garden landscaping should seek to balance privacy for front living rooms with the need for a view of the streets.

The minimum distance between the backs of dwellings should be 21m to provide the required level of privacy. Where this is not achievable, the layout should be a back-to-side arrangement, or use single-aspect buildings to avoid creating overlooking issues.

Appropriate boundary treatments including hedges, low walls, fences and railings should be incorporated into design layouts to clearly distinguish public and private space.

### 6. Corner treatment

It is an important design principle on urban form to appropriately address the corner of a development block. In Royston where corners of development plots are visually prominent, dual aspect buildings - buildings with more than one entrance and two active frontages - should be implemented with prominent entrances and windows.

In lower-density areas closer to the peripheries of the development, continuous built frontage should address the corner by using a series of linked dwellings where possible. When a terrace, detached or semi-detached house faces out onto the corner, the buildings should have the main entrance and habitable room windows facing both sides to create activity, and will provide natural surveillance by overlooking the street. This building can also be taller or have a distinctive architectural element, to ensure a greater presence than the neighbouring buildings to articulate the corner.

### DESIGN CODE SUMMARY - URBAN FORM

- Perimeter blocks should be used to ensure that there is a distinction between public and private space and to ensure that the public realm is overlooked.
- Buildings must positively address public realm by ensuring it is overlooked by windows from habitable rooms and / or access doors.
- Building setbacks should respond to the context. Dwellings fronting primary streets should have limited setbacks of up to 6 metres and provide strong building lines.
- Buildings fronting Secondary and Tertiary Streets can have a more varied building line with deeper setbacks.
- Buildings fronting Green Belt should have a building setback of at least 15 metres.
- Buildings located on street corners should be dual aspect and designed to address both streets spatially.



Fig. 30: Development edges, setbacks and their various characters as established Royston Placemaking/ urban design framework plan



Precedent of well designed corner typology in residential plot. It is taller, dual aspect and has a more distinctive presence



Precedent of residential frontages and appropriate setbacks from street



# 7. DESIGN CODE

## 7.2 URBAN FORM

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Fig. 31: Example Royston Residential Layout (High Density)

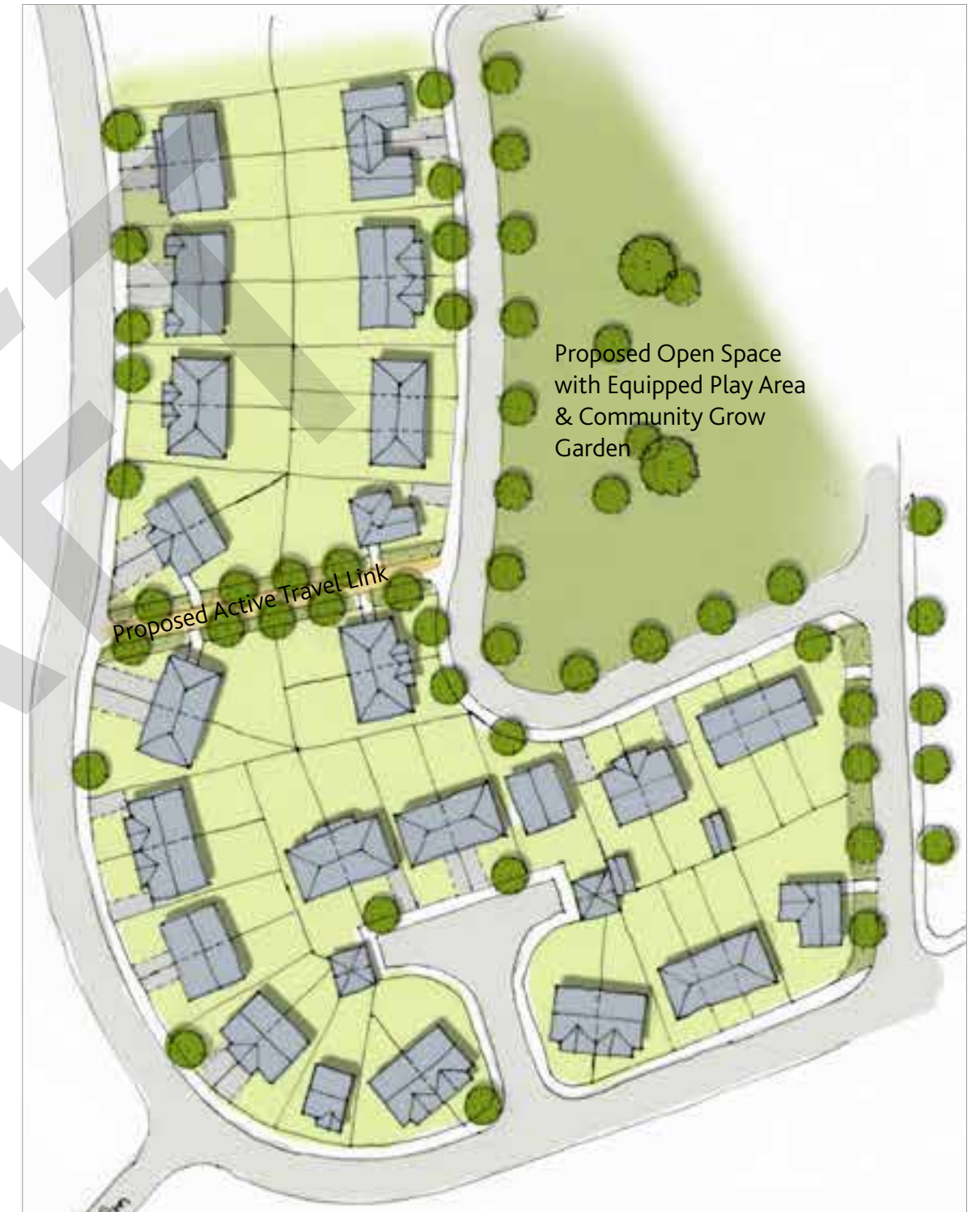


Fig. 32: Example Royston Residential Layout (Medium Density)





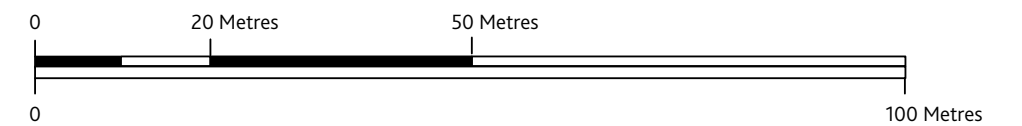
Fig. 33: Example Royston Residential Layout (Low Density)

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- High density example, Fig. 31
- Medium density example, Fig. 32
- Low density example, Fig. 33



Location Plan for Example Layout





# 7. DESIGN CODE

## 7.3 HOMES

This principle will ensure the new development has a mix of housing types and tenures that suit local requirements, and therefore building a diverse and balanced community.

### 1. A suitable housing mix

Below are housing policies from the Barnsley Local Plan (2019) that are relevant to this site:

- Policy H6: Housing mix and efficient use of land - This policy states that a density of 40 dph will be expected in urban Barnsley and Principals Towns where the Royston site is situated.
- Policy H7: Affordable Housing - Housing developments of 15 or more dwellings will be expected to provide affordable housing. In Royston 10per cent affordable housing is expected. Barnsley Local Plan SPD Design of Housing Development (adopted May 2019)

The average residential density of the Royston development is 40 dph as proposed currently in the Masterplan Framework (Section 5.1 of this document), as suggested in the adopted Local Plan. Densities of individual residential parcels should vary in line with the various character areas within the development (see Fig. 17 for density strategy plan and Fig. 21 for character areas strategy plan). Parcels with higher densities (45-50 average dph) with 2.5 - 3 storey dwellings are located adjacent to existing development and along Lee Lane. Parcels with lower densities (35-40 average dph) are located at development edges facing the Green Belt, this helps to limit impact and create a "feather" edge to development.

### 2. Type and tenure

To fit within the surrounding residential context of Royston, the proposed dwellings within the development should vary in size from 2-2.5 storey detached, semi-detached and terraced housing. The majority of the dwellings should range from 2-4 bedrooms family houses, with some higher density 3 storey blocks along Lee Lane, allowing for smaller sized apartments (potentially 1-2 bedroom apartments) accompanied by local shop/ mixed use on the ground floor. These smaller homes close to the Lee Lane gateway can be suitable homes for starter homes or downsizing households. Brown and green roofs to be considered on buildings where appropriate.

The proposed dwellings within the development will provide a broad mix, offering a range of options such as Starter Homes, accessible and Lifetime Homes (LTH) and affordable homes for young people, families and the elderly. As per Policy H7 of the Barnsley Local Plan, 10 percent affordable housing is expected in the Royston development. The proposed Lifetime Homes should be of a high quality and well maintained with possibilities for elderly and specialist accommodation.

### 3. Tenure-blind neighbourhood

As suggested above, a mix of homes can help to provide a more diverse and balanced community. The proposed neighbourhoods within the Royston development should be tenure-blind and avoid differentiation of dwelling types. It is also recommended to avoid neighbourhoods that only provide homes for one market segment. Exterior features of dwellings, landscaped boundary treatment and parking provision should differ to prevent easy identification of various tenure types within the development.

### DESIGN CODE SUMMARY - HOMES

- Building for Life standards should be applied to development
- Dwelling densities should be varied across the site. Higher densities (45-50 dph) located closer to local shop and public transport routes. Medium densities (40-45 dph) located adjacent to POS. Development along the out skirt of the site facing Green Belt should have low density (35-40 dph)
- The type and ratios of affordable housing are stated in Barnsley Local Plan SPD Design of Housing Development (adopted May 2019) and Affordable Housing (adopted May 2019).
- Affordable housing should be tenure blind and indistinguishable from other dwellings, they should be delivered to same spatial standard and high quality materials as the rest of the development.
- The development will provide a broad mix of housing options such as Starter Homes, accessible and Lifetime Homes (LTH) and affordable homes for young people, families and the elderly.
- Developers are expected to use house types that are location and site specific.



Officers Field, Dorset, where homes provide a modern take on traditional family homes in a variety of terraced, semi and detached types.



Derwenthorpe, York, where houses are designed to comply with the requirements of Lifetime Homes



# 7. DESIGN CODE

## 7.4 FACILITIES AND SERVICES

### Facilities and Services

This design principle will ensure provision close to new or existing community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés. The new development should integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the site.

Royston town centre is within 1,200 m of the site boundary and provides services and amenities within a 15 minute walk for most residents. In addition to this, the development will provide an appropriate bus route to Royston town centre and in the longer term to Mapplewell Centre to allow for improvements to the public transport network (See Fig. 8 for facilities mapping within local context).

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### Local Shop

As outlined in the Local Plan, the development should include provision of a small local shop of up to 500m<sup>2</sup> retail space serving new and existing residents. To ensure that this meets local needs and is viable, it should be located in close proximity to Lee Lane and existing neighbourhoods to the east, and should be well connected with the rest of the site with sufficient parking, drop off and loading area.

High quality design for the shop frontage, façades and signage is essential to improve the appearance and reputation of this new local shop.

### Community Hub

A community hub is proposed to the southeast of the development, consisting of a new primary school, an informal recreational area and is adjacent to an existing

allotment, all integrated by landscaped active travel routes to create a new community focus.

A community grow garden is proposed within the neighbourhood open space in the centre of the development south of Lee Lane. It is well connected to the allotment to the east by the east-west green corridor (along West End Crescent). It should be run as a community asset and managed and maintained by local residents.

The public realm around both the local shop and community hub should be high quality with a mixture of quality hard surfacing and landscaping to create more inviting and pleasant spaces where local residents would want to meet and socialise.

### Parking

Designated off-street parking areas for both vehicles and bicycles should be provided at both the local shop and primary school with an emphasis on quality and secured cycle shelters to promote active travel both within the site and further afield.

### Play

In addition to the permitted LEAP provision in Barratt Homes development, another area of NEAP/ LEAP should be provided within the development south of the Lee Lane. Residential frontages should be facing onto these new play areas to maximise natural surveillance, secure by design should be promoted and ensure play safe surfacing and equipment are being implemented.

Secure by design and natural surveillance should also be promoted in the informal recreational area, where flexible activities and sports can take place.

Trim trails and appropriate lighting should be provided around the perimeter of development and along the landscaped active travel links on Royston Masterplan Framework Plan (see Fig. 16) to promote active lifestyles.

### DESIGN CODE SUMMARY - FACILITIES AND SERVICES

- Development is expected to provide a small local shop (up to 500 sqm of retail floorspace) as set out in the adopted local plan. This should be located close to the newly constructed roundabout on Lee Lane to provide good accessibility from Royston and rest of the site.
- A community hub should be located close to the existing allotment, integrated with the new primary school and informal recreational area to the south east corner of the site.
- This integrated community hub should be well connected with green active travel links and existing PRowS in the surrounding.
- A community grow garden and LEAP/ NEAP should be included in the neighbourhood open space south of Lee Lane.



Example of informal recreational open space for flexible activities



Example of community grow garden for fruit and veg growing



Blacon community hub with designated off street parking area



Example of cycle parking facilities along active travel routes



# 7. DESIGN CODE

## 7.5 CONNECTIONS

### Connections

It is essential to ensure that the new development integrates into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site.

#### 1 Ease of movement – permeability, walking, cycling, and accessibility with a clear hierarchy

A highly permeable active travel network is essential to encourage sustainable modes of transport within the site and to local facilities and services. Active travel routes should be provided to local services and facilities within the site and connect to existing routes around the site. See Fig. 18 active travel links for connections to off site.

#### 2 Well-designed green network - Improve safe movements and recreational opportunities.

The existing PRoW network should be incorporated within the proposed GI network (see Fig. 23) through the site. The green network should be well overlooked by development with natural surveillance, creating a safe and pleasant green network connecting habitats, communities and facilities.

#### 3 Improved connectivity to nearby centres and surrounding facilities

For this new community to integrate with the existing neighbourhoods, it is essential to ensure strong connection with existing centres and facilities as well as provide new facilities for existing residents. New vehicle access should be provided off Lee Lane, linking through the site providing a primary route for traffic. The existing PRoW network should be retained and improved to promote active travel for multi-users within and around

the site. A key active travel route with wildlife landscape corridor should be provided along the north-south axis, linking the site with the disused railway link, the green belt, the existing PRoW network and surrounding neighbourhoods.

#### 4 Landmarks, vistas and focal points

Well-designed open spaces, streets and public realm together with built forms are crucial for placemaking. Landmarks, vistas and focal points are the tools to help residents and visitors to easily orientate themselves within this new development. (See Fig. 34 Placemaking and Urban Design Framework plan)

##### 4.1 Focal points

It is important to create rhythm in the urban fabric with sequences of spaces in order to ensure well designed places. This can be achieved by creating a number of focal points and gateways with landmarks, public realm and other landscaping features, or simply by pulling back the building line and increasing the green space. Residential areas should also include a number of focal points in order to create attractive and distinctive places. Focal points should be created at the gateways to the development at the two new roundabouts on Lee Lane, addressing the entry points in the east and west ends. The new small local shop opposite to Barratt Homes scheme and the new primary school should both be focal points within the development.

##### 4.2 Landmarks

Landmarks are used to emphasise the hierarchy of a place and often form part of focal points, to create a visual guide to help users navigate through places and reinforce the sense of identity. They are not limited to taller or large scale buildings. Public art, a tree with



Fig. 34: Royston Placemaking/ Urban Design Strategy Diagram



Examples of active travel routes in park and alongside streets



a distinctive quality, a strong landscape feature with quality materials and rich planting, an architectural element or an ornament on a building can be considered landmarks.

Within the development new landmarks should respect the existing landscape setting. Landmarks should be located at key positions throughout the site and will form part of the way-finding strategy. These will include the main gateways at the main access points to the developments to the north and the south of Lee Lane. There are also good opportunities to create landmarks along the north-south green/ wildlife corridor, especially at key corners overlooking the two central open spaces. See Fig. 34 Placemaking Strategy Diagram.

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### 1.3 Vistas

Views and vistas should be used effectively to reinforce the distinctiveness and the legibility of the place.

This can often be achieved by using higher structures on buildings, atypical architectural materials, a large distinctive tree or a public art feature.

Creating short-distance views broken by buildings, trees or landmarks helps to create memorable routes. Creating views and vistas allows easily usable links between places. Vistas should be aligned along green and wildlife corridors looking south, north and west to the open countryside. See Fig. 34 Placemaking Strategy Diagram.

#### DESIGN CODE SUMMARY - CONNECTIONS

- Existing PRowS (footpaths and bridleways) should be retained. Where required, minor diversions (adding up to 10 percent additional overall distance when measured within the boundary of the site) may be permitted to accommodate development.
- New landscaped active travel routes should be created that link into the existing network.
- Vistas should be aligned along green and wildlife corridors looking south, north and west to the open countryside.
- If cul de sac's are proposed, they must be connected at both ends with foot and cycle paths to the wider foot and cycle network.
- Minimum widths for PRow
  - 2 metres for public footpaths
  - 3 metres for unenclosed bridleways
  - 4 metres for enclosed bridleways
- Active travel routes should have segregated cycle lanes of 2.5m in addition to the footpath



Example of open space, historic feature and distinctive tree as focal point



Example of key vista to open countryside with impact on topography



Example of pocket green space as connector for neighbourhood green links - Derwenthorpe, York

# 7. DESIGN CODE

## 7.6 STREETS

### Streets

Within the new development, buildings will be designed and positioned with landscaping to define and enhance streets and spaces. Well connected street formation with a clear and thematic street hierarchy is the fundamental structure of the Masterplan Framework.

#### 1. Permeable and interconnected street network

New residential neighbourhoods must provide permeable layouts within the development sites, as well as connecting to the wider area and to active travel networks beyond. In particular, it will provide direct and secure connections between neighbourhoods and local facilities, such as the local shop, schools and public transport links, for pedestrians and cyclists. This will be through the provision of traffic free landscaped active travel corridors as well as the street network. A permeable layout generates a higher level of pedestrian/cycle activity, which makes social interactions more likely and increases the level of security. Vehicular routes will provide access to residential neighbourhoods and facilities within the site but should not be direct; a more circuitous route will make driving less appealing and encourage the sustainable modes of travel.

The design of the street network should establish a clear and legible layout with a strong structure and avoid being formed around the technical demands of traffic. The layout should respond to the topography, natural desire lines and access to the site. It should avoid creating long cul-de-sacs and indirect pedestrian and cycle routes. The new streets should not create routes that attract through traffic, to ensure lower traffic levels on minor roads and to encourage the use of sustainable movement alternatives. Pedestrians and cyclists must be able to move freely between all parts of the

development and have easy access to the surrounding street networks and key destinations. Space should be allocated within the highway corridor to create a functional balance between vehicles and pedestrians/cyclists, avoiding domination of the streetscape by vehicles.

#### 2. Active frontages

Active frontages are important in terms of bringing life and activities to streets and public realm. Introducing regular doors, windows, front gardens and front parking can stimulate activity and social interactions. Narrow frontages with a vertical rhythm can create a more attractive and urban streetscape, while articulation on façades and use of bays and porches can create a more residential feeling.

In the development, exposing blank walls to the public realm and use of passive and blank façades must be avoided. In residential areas there should be a minimum 6 to 10 doors and windows every 100m to achieve a good level of activity within the public realm.

#### 3. Street design

To be read in conjunction with section 5.2 Movement Framework in this document.

##### 3.1 Lee Lane

Reconfigured Lee Lane will provide main access to the site parcels with a new bus stop and crossing provision. As described in the Movement Framework, design measures will be needed to manage vehicular speed on Lee Lane and to provide a better environment for other road users.

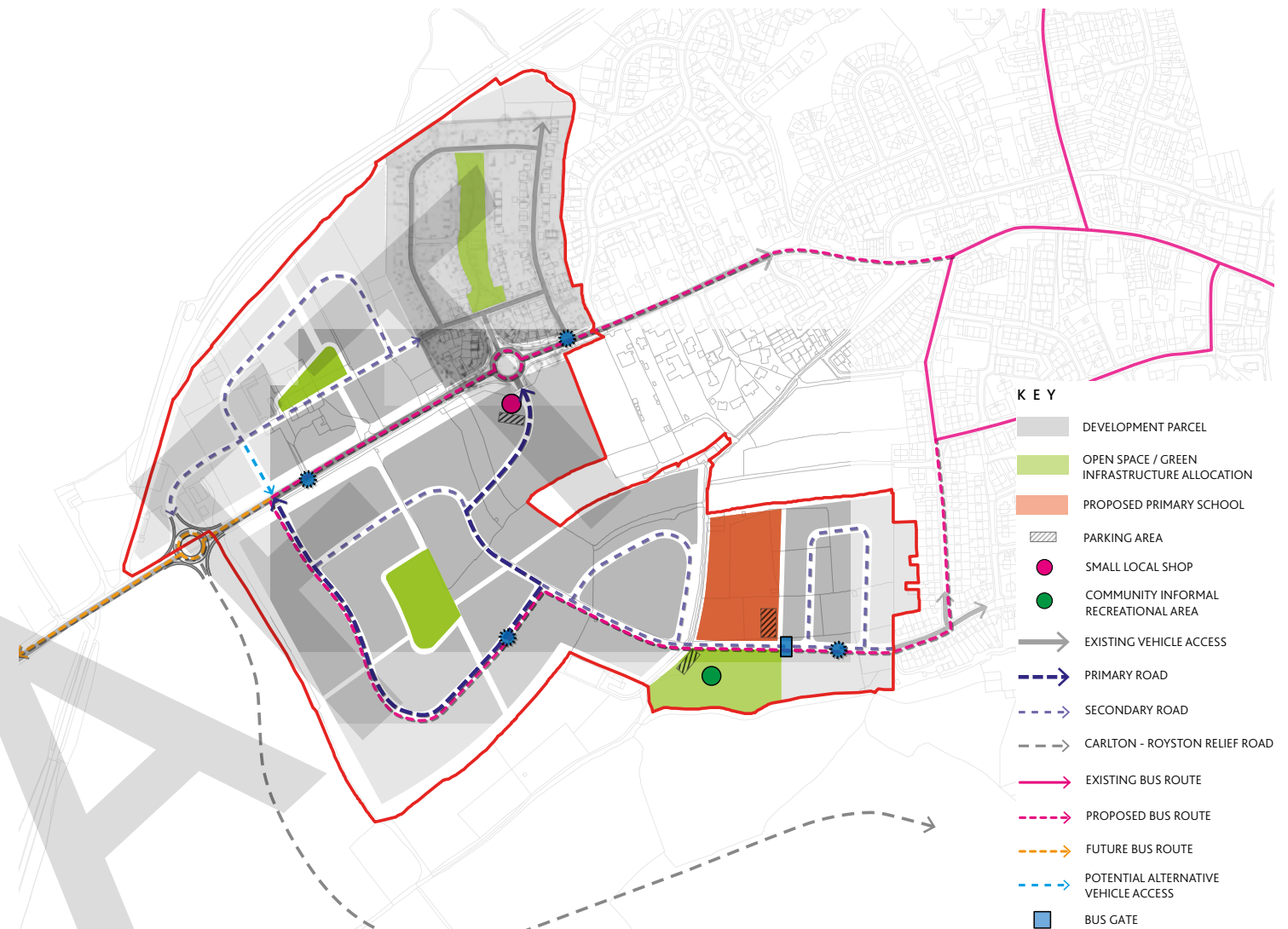


Fig. 35: Royston Movement and Access Strategy Plan



### 3.2 Primary route

The circuitous primary route provides the main access route through the site connecting to the external network from Lee Lane.

- Design requirement = min 5.5m (6.75m where it is a Bus Route – see 3.2), 20mph design speed proposed.
- Pedestrian footways – min 2m width, to be provided on both sides of the carriageway.
- Cycle provision is on street (segregated cycle lanes to be provided along Lee Lane).
- Typical street section see Fig. 37

### 3.3 Bus route

Additional to a new bus stop along Lee Lane, a new bus route through the development is also proposed to link with existing services east of the site, via Lee Lane and Grange Road. See typical street section in Fig. 38.

Design requirement = 6.75m min width for buses.

Bus stops are to be provided at regular intervals to ensure all dwellings are within 400m walking distance, preferably 300m.

- Guidance indicates bus stops to be provided on street, however SYPT/ operators have indicated a preference for laybys – this to be confirmed as planning applications are progressed.
- Pedestrian footways to be min 3m at bus stops to cater for additional pedestrian movements.
- A bus gate is proposed at the connection to Grange Road to restrict general traffic and prevent potential rat running through the site.

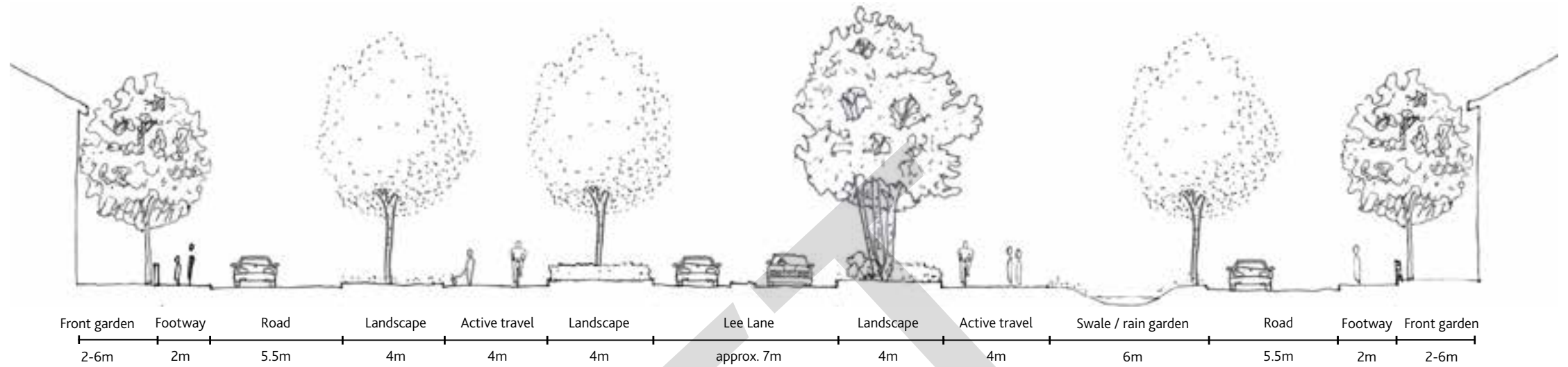


Fig. 36: Typical street section 01 - Lee Lane

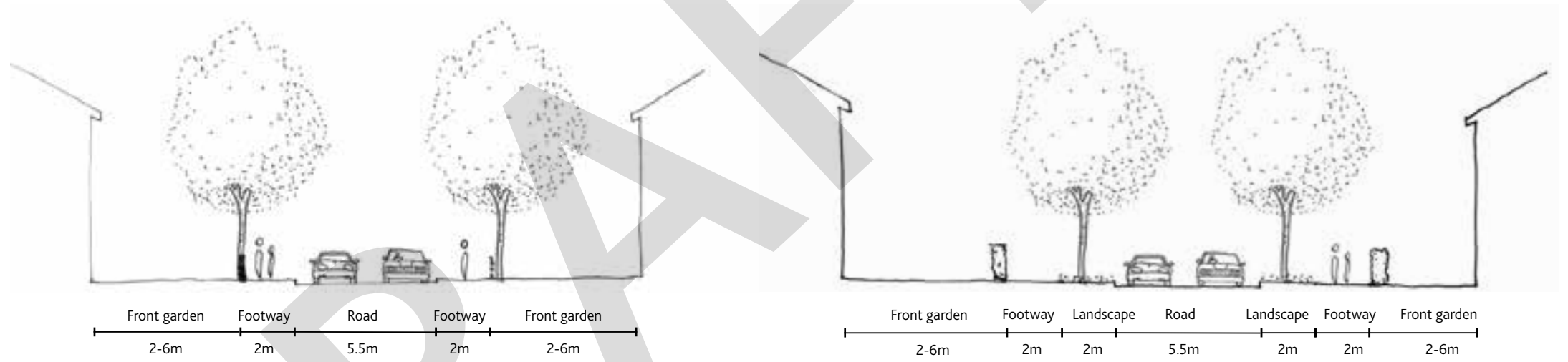


Fig. 37: Typical street section 02 - Primary Route without / with landscape strips

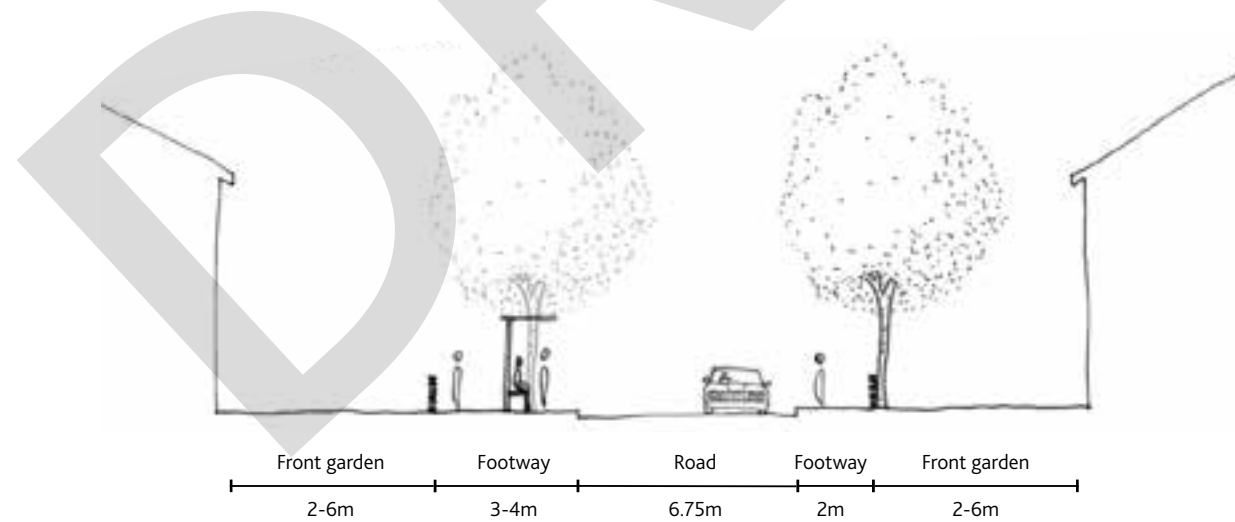


Fig. 38: Typical street section 03 - Bus Route



Fig. 39: Typical Section Key Plan



# 7. DESIGN CODE

## 7.6 STREETS

### 3.4 Secondary route

Secondary Routes provide links to development parcels from the primary routes. See Fig. 40.

- Design requirement = 5.5m min, 20mph design speed.
- Pedestrian footways are to be provided on both sides – min 2m width.
- Trees should be provided within front gardens.

### 3.5 Tertiary route / local access

Tertiary routes provide local accesses to individual buildings/ driveways.

- Design requirement = min 5.5m, 20mph design speed.
- Pedestrian footways are to be provided on both sides – min 2m width.
- A 20m max distance cul-de-sac can be provided without a turning head – requirement for emergency vehicle access.

The site accesses and internal junctions will be designed to appropriate design standards (DMRB, MfS2, South Yorkshire Residential Design Guide, BMBC Design of Housing Development SPD) in agreement with BMBC.

### 3.6 Single sided development

Where PRoW are on the periphery of the site, the development should face the active travel routes to provide natural surveillance.

- Design requirement = min 5.5m, 20mph design speed.
- Pedestrian footways are to be provided on developed side – min 2m width.

- A 20m max distance cul-de-sac can be provided without a turning head providing access for up to 5 properties from a private drive – requirement for emergency vehicle access.
- Cul-de-sacs along open space should be connected with active travel (Pedestrian and Cycle) links to improve permeability.
- Typical street section see Sections 10 and 11.

### 3.7 On-street parking

Where on street parking is proposed (Fig.41), it should be in designated parallel bays maximum 5 bays long. Where on street parking is proposed it should be in combination with Street trees at not more than 5 bays apart based on urban design best practice.

The car parking provision will comprise a mix of curtilage and on-street parking to break up the linear nature of street design and act to reduce vehicle speeds.

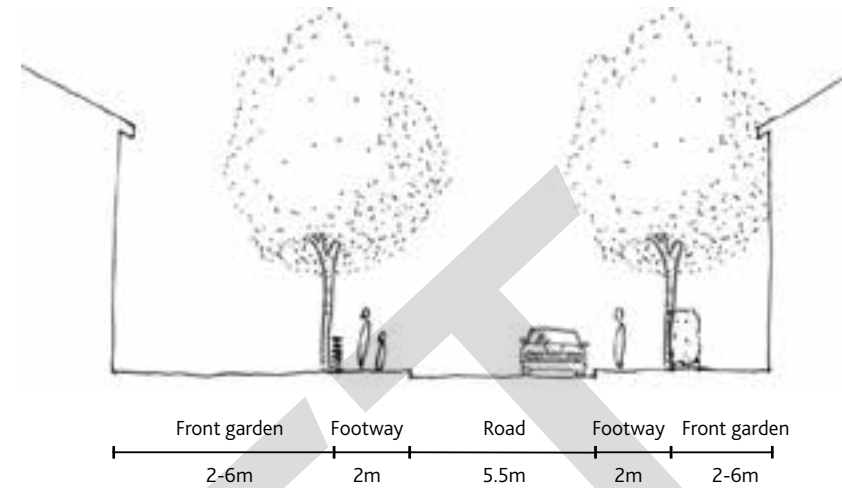


Fig. 40: Typical street section 04 - Secondary Route

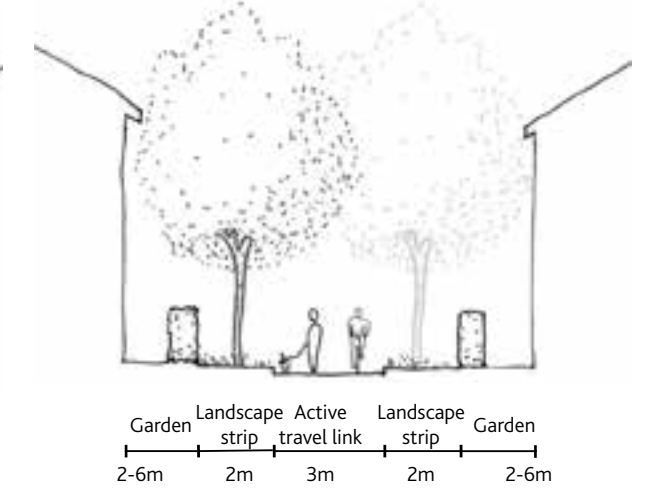


Fig. 42: Typical street section 06 - Active Travel Route

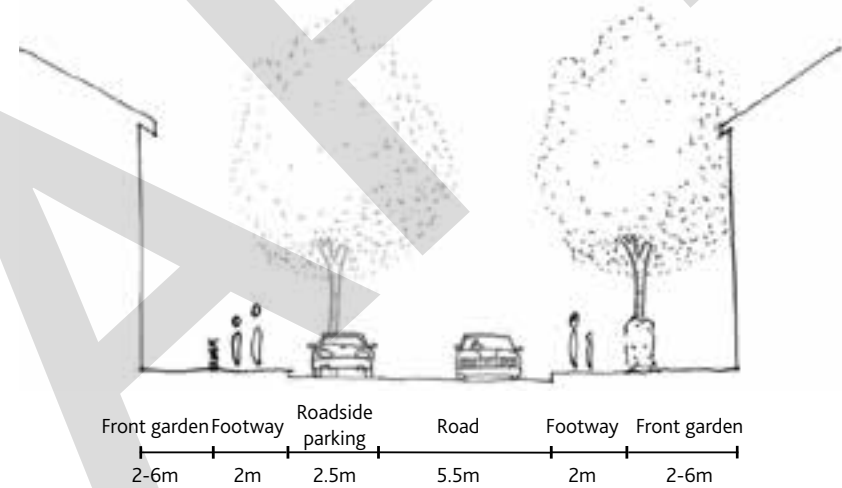


Fig. 41: Typical street section 05 - street with on-street parking

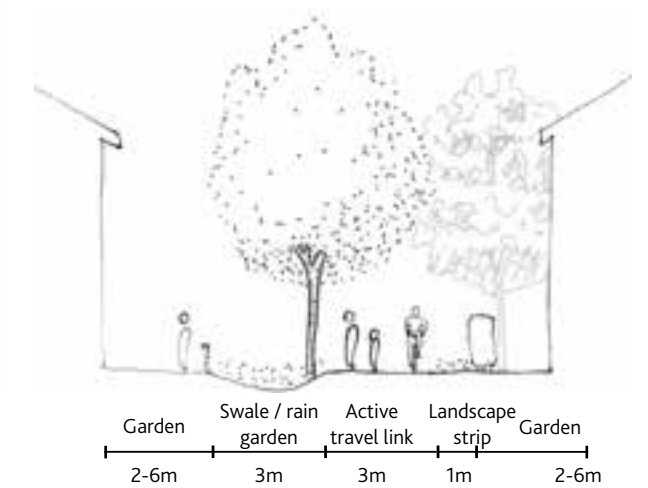


Fig. 43: Typical street section 07 - Active Travel Route

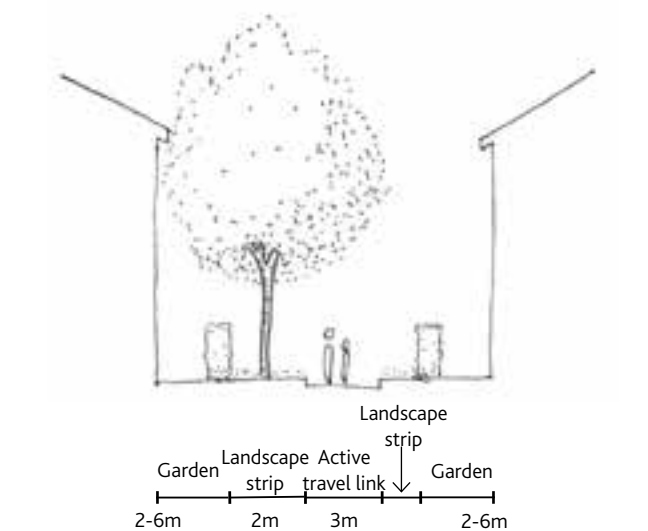


Fig. 44: Typical street section 08 - Active Travel Route

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Precedents of development edge facing countryside or parklands



#### 4.0 Landscaped active travel routes

A network of landscaped active travel routes provides generous, attractive, safe and direct traffic free links throughout the development. The key active travel routes include:

- The north-south link: running centrally through the site, connecting the existing PRoW route along the north site boundary with the existing PRoW network to Royston, Carlton, Mapplewell and Athersley, crossing Lee Lane with proposed crossing provision. See Fig. 46.
- Lee Lane: segregated active travel routes running either side of the reconfigured Lee Lane provide an attractive alternative to connect the development to Royston town centre and the existing PRoW network. See Fig. 36
- East-west link: running centrally through the southern area of the site, connecting the development with the existing bridleway route along the west side of the site to the one adjacent to the existing allotment to the east of the site into Royston town centre. (Fig. 44, 45 & 47)

They should be:

- New walking/ cycling routes designed for multi-users and fully accessible for all abilities.
- At least 3m wide, include planting and provide segregation between pedestrians and cyclists.
- Routes overlooked by housing frontages and that are well lit.
- Active travel prioritised crossing provisions, rather than vehicles, within these routes.
- Varied widths with high quality landscape design, which will enrich users' travel experience.

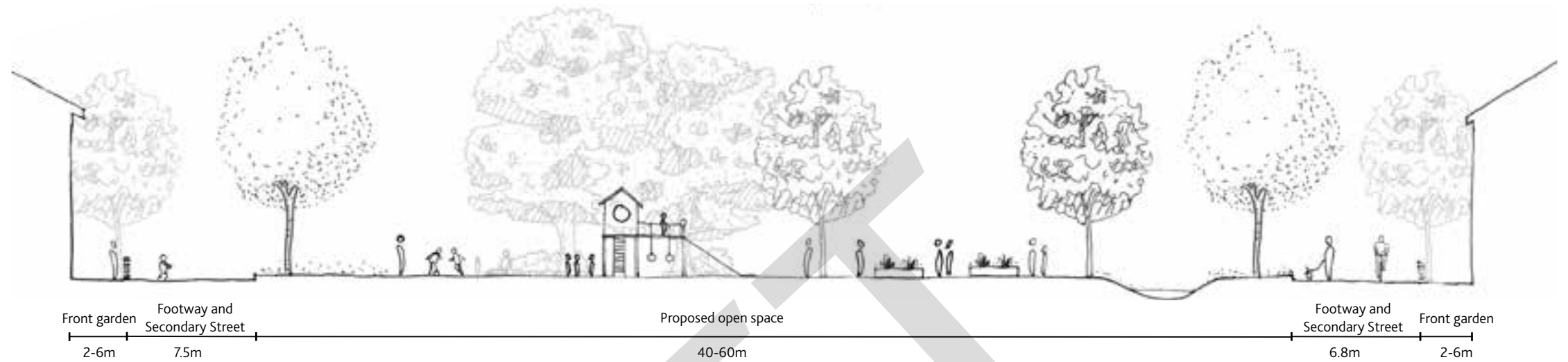


Fig. 45: Typical street section 9 - Active Travel Route linking proposed open space

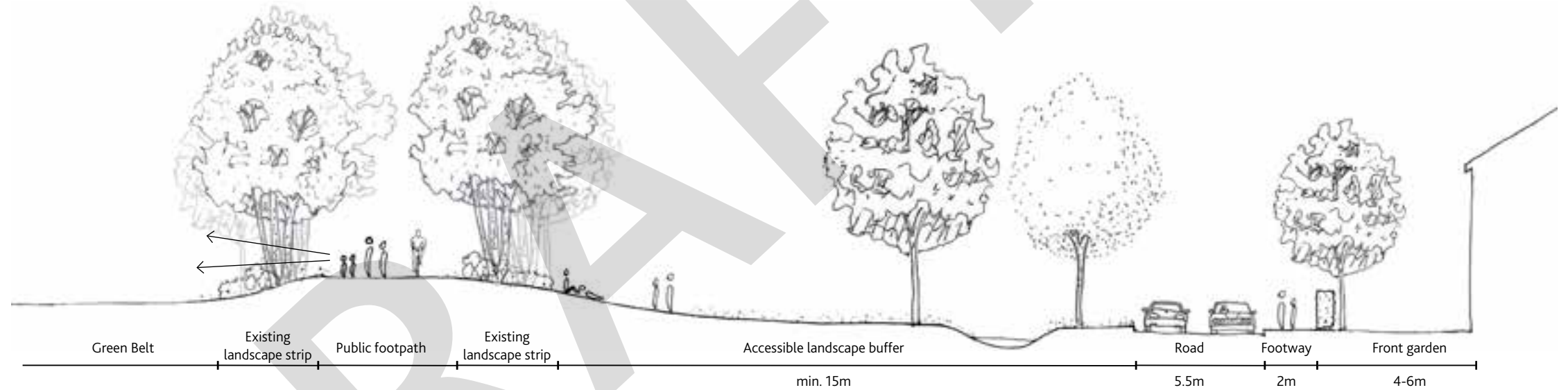


Fig. 46: Typical street section 10 - Active Travel Route linking the disused railway line at the north of the site

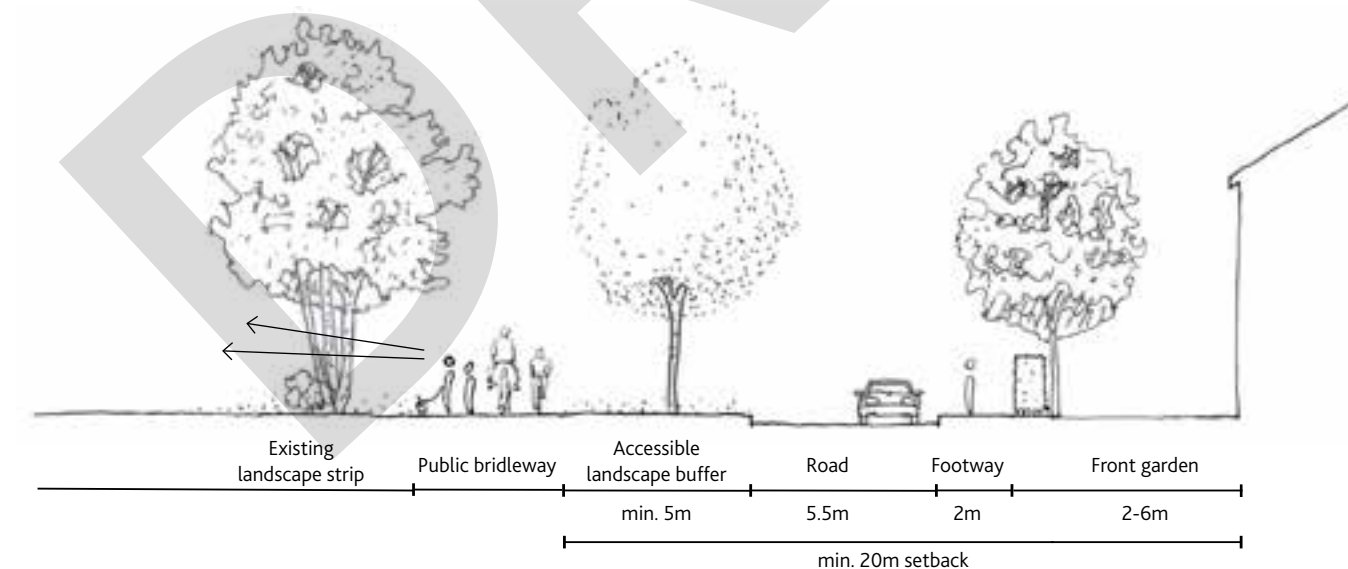


Fig. 47: Typical street section 11 - typical street section in Rural Fringe area.



Fig. 48: Typical Section Key Plan



# 7. DESIGN CODE

## 7.7 LANDSCAPE AND PUBLIC REALM

Royston is set within a landscape of surrounding Green Belt, Notton Wood Local Nature Reserve and protected hedgerows. A GI network of well vegetated active travel routes and semi-natural green spaces are provided across the site, promoting health and well being and a unique sense of place for any new development.

### 1. Strategic green/ wildlife links

A network of strategic green wildlife links is proposed in the Royston development. It connects streets, new local and community hub, open spaces and public transport routes with a series of active travel links extending out into the surrounding countryside. It also enhances existing landscape and wildlife features such as woodlands, hedgerows and trees to create connections across the area, reducing habitat fragmentation, enhancing biodiversity and providing recreation opportunities.

The strategic green links connect directly into the existing extensive network of footpaths, byways and bridleways beyond Royston, encouraging new and existing residents to use the multifunctional traffic-free routes to access the wider countryside and key facilities around Royston and nearby towns. See Fig. 50 for Royston GI/ public realm strategy plan.

For typical sections of green link see Fig. 42-44.

### 2. SuDS

The Blue Infrastructure Framework in the Royston Masterplan Framework Report identifies the recommended drainage hierarchy for discharging the site's surface water (see Section 5.7 blue infrastructure framework).

SuDS components are incorporated within the GI to increase the multi-functionality and benefits of green space. SuDS components incorporated within the GI network across Royston should include:

- Attenuation ponds
- Below ground water attenuation crates/ pipes
- Permeable paving.
- Green roofs should be applied onto flat roofed buildings where possible within the site, such as the new primary school.
- Small swales and rain gardens within open spaces and alongside roads and active travel links.

SuDS components should be designed into the GI network and public realm, this can help create suitable conditions to increase biodiversity. In Royston attenuation ponds are located within two of the neighbourhood open spaces. Rain gardens and shallow swales should be included alongside all green links and Lee Lane to collect surface run offs. Permeable paving and below ground attenuation systems should be located among development blocks and public realm, where hardscape materials are needed and ground conditions allow.

Management of SuDS is essential to ensure functionality and to maintain any associated habitat, particularly in rain gardens and attenuation ponds.

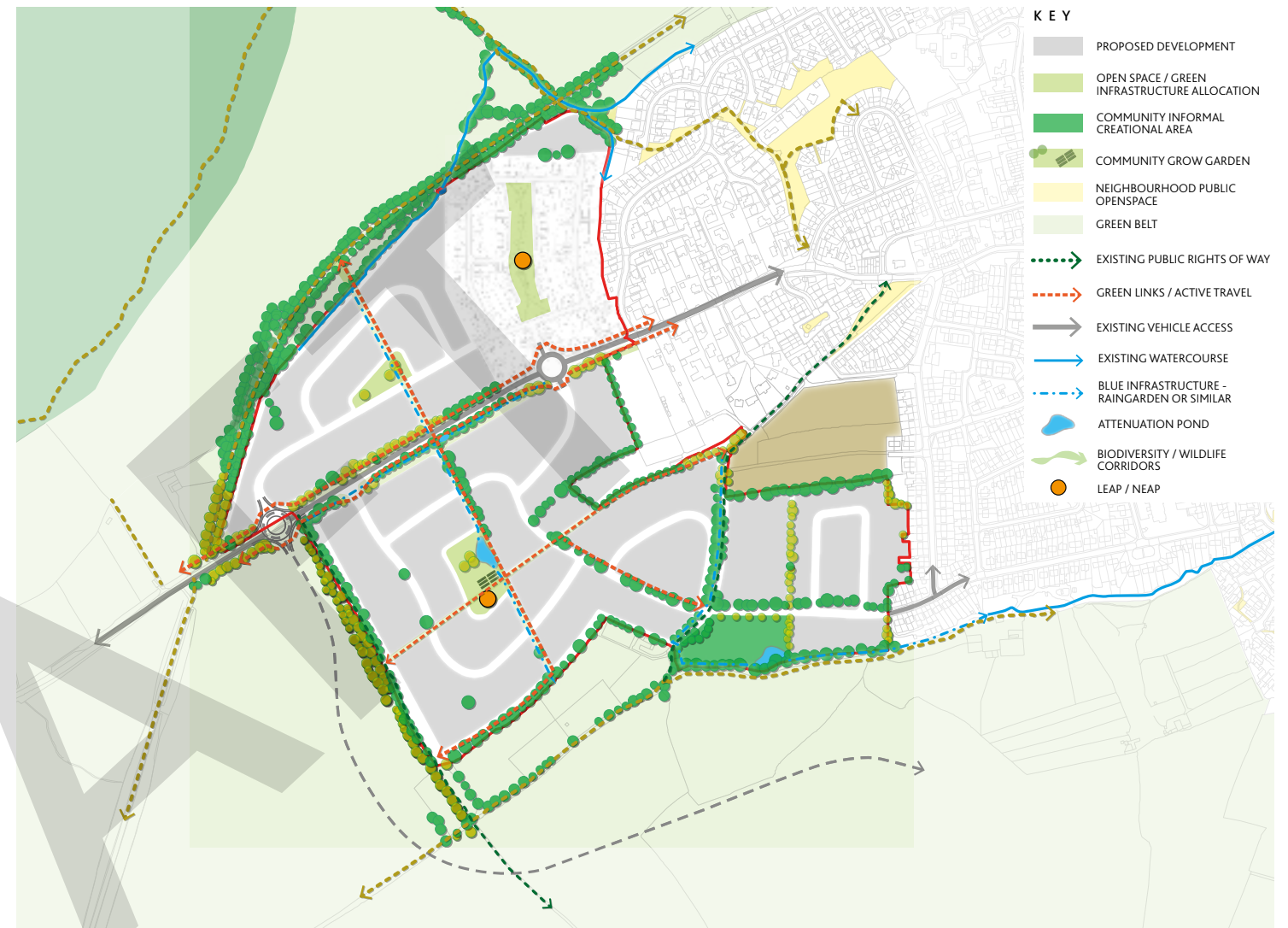


Fig. 49: Strategic green links and neighbourhood green spaces. Royston GI/ public realm strategy plan



Strategic green links and neighbourhood greenspaces. Royston GI/ public realm strategy plan (Contains information from Esri)



### 3. Neighbourhood open spaces

Additional to the linear open space in Barratt Homes Development, three large neighbourhood open spaces are proposed in accessible locations providing multifunctional recreational uses.

Each of the open spaces should have a distinct identity to reflect the character area where it is located. All of them should be connected by GI and active travel links to the surrounding existing landscape setting:

- A NEAP/ LEAP and a community grow garden to the south of the Lee Lane;
- An informal recreational area as part of the community hub, located to the southeast of the development;
- A central POS to the north of the Lee lane.

All the proposed open spaces should retain and enhance the existing landscape where possible, integrating landscape features into the layouts, safeguarding existing habitats present and continuing wildlife corridors. The below design principles should be applicable to all new neighbourhood open spaces within the development:

- Retain, buffer and enhance the existing landscaped strip to the north and existing hedgerows and trees at the west side of the site, in line with the requirement for Site MU5 in Adopted Local Plan (2019).
- All existing good quality hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced with improved management.
- New trees, grassland and shrubs to be planted to supplement existing vegetation. Planting mixes to

be based on the species identified for the character area.

- Habitats to be enhanced through appropriate management and habitat creation.
- Wildlife corridors to be continued through the parks and green links and connected to corridors and habitats off site.
- Provide accessible landscape buffer between the development and surrounding green belt.
- SuDS features to be integrated into landscape and native aquatic and marginal planting in attenuation ponds to increase habitat diversity.
- Footpaths, benches, signs and other furniture including low level lighting to be installed to make accessible for all. Lighting shall be designed to consider sensitive adjacent habitats.
- Provide cycle parking in secure locations.
- Provide a small designated car parking area for the community informal recreational area.



Disused railway line north of site enhanced as multi use active travel route



Existing trees and plantings to be retained and enhanced as green and wildlife corridors



View of existing PRoW along trees and hedgerows to be preserved and enhanced



Example of landscaped active travel route alongside open space



Example of quality open space offering community recreational provision - Port Sunlight River Park, Wirral



Example of well overlooked open space with integrated recreational area - Croppings Park, Lightmoor



# 7. DESIGN CODE

## 7.7 LANDSCAPE AND PUBLIC REALM

### 4. Play areas

Areas for play are provided throughout Royston and consist of equipped play areas and informal play space located within neighbourhood and local open spaces. As identified in the 'Existing Recreational Facilities Map' in the Site and Contextual Analysis Report, there is a shortage in equipped play facilities in close proximity to the site especially to the south and west. This development will provide the opportunity to enhance play provision.

It is crucial to ensure all areas identified for play located within easy reach of the strategic green links, and have good levels of natural surveillance from neighbouring areas. Shaded areas with seating and cycle parking space should also be provided in all equipped play areas.

In addition to the permitted LEAP in Barratt Homes Development, a new equipped play area is proposed to the south of Lee Lane (see Fig. 50) and would require further confirmation by BMBC to determine whether it should be a NEAP or LEAP. A new community informal recreational area should be located to the southeast of the development as part of the community hub. They should be well connected to the green active travel network and in close proximity to neighbouring residential blocks. Specific definitions and requirements for NEAP/ LEAP are as below:

#### NEAP – Design Principles:

- A NEAP is an unsupervised site, equipped mainly for older children.
- NEAP to be located within 15 minutes walking time from every home (1,000m walking distance).
- An activity area of a minimum of 1,000m<sup>2</sup> to be provided.

- A 30m minimum buffer zone to be created between it and the boundary of the nearest residential property, to minimise any disturbance to nearby houses.
- A kick-about area and opportunities for wheeled play to be incorporated.

#### LEAP – Design Principles:

- A LEAP is an unsupervised play area equipped for children of early school age (4-8 years old).
- LEAP to be located within 5 minutes walking time from every home (400m walking distance).
- An activity area of a minimum of 400m<sup>2</sup> to be provided.
- A 20m minimum buffer zone to be created between it and the habitable room façade of dwellings. This buffer zone can include footpaths and planted areas.
- LEAP to be positioned in areas that enjoy a large degree of natural surveillance.

### 5. Gardens and green roofs

All dwellings within the development should include private/ communal outdoor spaces such as balconies, courtyards and gardens. Installation of green and brown roofs should also be promoted throughout the development.

New trees, grassland and shrubs should be planted where possible in private or communal gardens to supplement existing vegetation. SuDS features should be integrated into the proposed green roofs within the development. All these elements can help increasing the biodiversity of the area and maintaining continuous wildlife corridors.

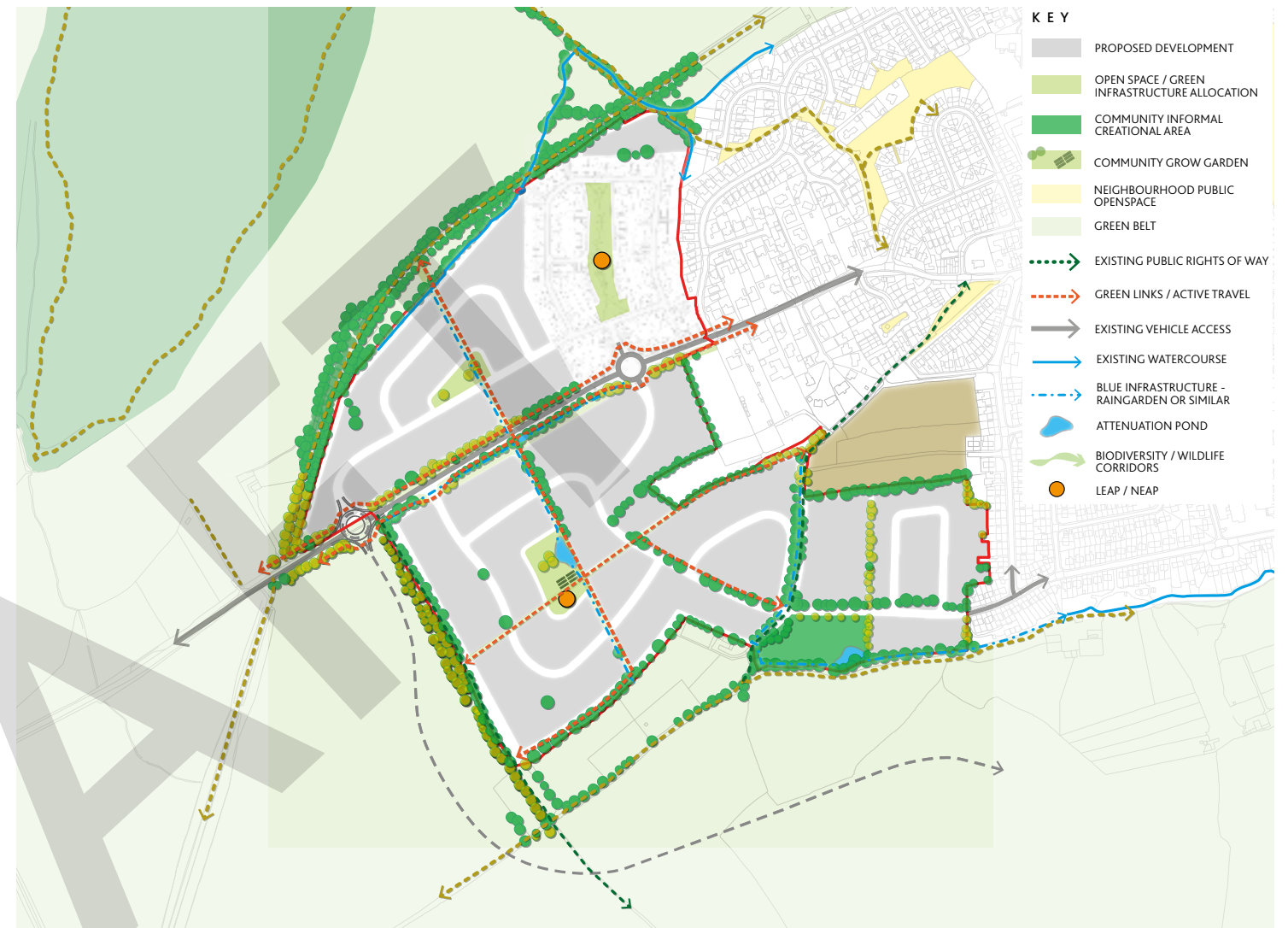


Fig. 50: Strategic green links and neighbourhood greenspaces. Royston GI/ public realm strategy plan



Informal play features in open space to allow flexible children's play and activities



Example of green equipped play area overlooked by housing - Accordia Cambridge



**6. Community Grow Garden**

Together with the proposed equipped play facility, a community grow garden should be provided as part of the community offer in the central neighbourhood open space. It should connect with the existing PRow and allotment east of the site. This is to encourage participation in food production and enhance a sense of well-being and community spirit within this new development. Managed vehicular access and cycle parking / storage area should be provided in close proximity. Management and maintenance of the existing allotment will be enhanced by a local community group to ensure security and tidiness of the area.

**7. High quality public realm**

A consistent approach for designing public realm within the streets and public spaces of Royston should be adopted. A robust and durable design language that draws on the characteristics of the character areas and local vernacular should be promoted. Sustainability should also be embedded where materials are sparingly used and recycled, durable and responsive to local conditions.

Design language of the public realm within the development should be consistent, and it should respond to key characteristics of the character areas within the development. It is also recommended to consider the whole life cost and embodied carbon in material choice to encourage sustainable use of natural resources, use of recycled materials and reducing quantity of materials and material waste.

Best practice guidance for inclusive design should be followed including furniture configuration which promotes accessible use by all. Materials, street

furniture and lighting should require minimum maintenance to promote sustainability.

**8. Lighting**

The lighting strategy for Royston should promote the efficient and sustainable use of lighting in the public realm. Lighting design addresses the issues of security for vehicles and pedestrians, providing focused areas of illumination to highlight distinctive areas and features. Having lighting also enhances use of the public realm in the evenings, but should be controlled to limit light pollution and impacts on local habitat.

It is important to consider view of the night-time sky to limit or omit any light spill into the sky with design. Wildlife and sensitive habitats should be protected with lighting located to avoid disruption. For the disused railway line to the north of the site, appropriate low ground lighting for safe travelling rather than overhead lighting is recommended. Glare or light spill into private property should also be avoided.

**DESIGN CODE SUMMARY - LANDSCAPE AND PUBLIC REALM**

- All existing hedgerows should be retained within the site. Existing trees should be retained where possible.
- Across the development, a network of strategic green links must be provided to include active travel and biodiversity connections.
- SuDS should be implemented as part of the GI network across the development. Green and brown roofs should be implemented where possible on buildings with flat roofs.
- Two neighbourhood POS' should be provided within the site, one to the north and south of Lee Lane each. The one to the south should cover a larger area and include a NEAP/ LEAP and community grow garden.
- An Informal recreational space should be located south of the new primary school
- Residential frontages should face onto POS', informal recreational area and NEAP/ LEAP to provide natural surveillance.
- Maintenance arrangements for open space and SuDS will be required to determine planning applications.
- Consistent design language should be applied to all public realm areas across the site, and should be delivered to high quality with low carbon/ sustainable materials.
- Inclusive design should be implemented in all public realm areas.
- Appropriate lighting strategy should be considered across the development. Wildlife and sensitive habitats should be protected with lighting located to avoid disruption.



Examples of high quality and well designed public realm, neighbourhood pocket parks and grow garden



## 7. DESIGN CODE

### 7.8 ECOLOGY AND BIODIVERSITY

The main areas of biodiversity interest are the hedgerows, tree, scrub and poor semi-improved grassland. These habitats are likely to support bats, breeding birds and badgers, as identified in the Evidence Base. The future development of the site should ensure key habitats are retained, or if lost, recreated. The following actions are required recommended to safeguard and enhance biodiversity. They will work in combination to inform future design.

#### **Preliminary Ecological Appraisal (PEA)**

A PEA will be undertaken of the site during the development of the masterplan for the site and will confirm the requirement for any further protected species surveys. This will inform design and appropriate mitigation as well as ensuring regulatory compliance and management of risk, in line with recommended guidelines and Policy BIO1 Biodiversity and Geodiversity, Barnsley Local Plan.

#### **Biodiversity Net Gain (BNG)**

BNG is an approach to development that leaves biodiversity in a better state than before. Habitat retention, enhancement and creation will be required within the scheme landscaping strategy to ensure a gain in biodiversity units post-development. Consequently, the main areas of biodiversity interest, as identified by the PEA, will be a key focus and the results of the BNG assessment will feed into the design. The BNG metric will be undertaken with regard to the good practice principles for development.

A habitat management plan will be provided to ensure the success and efficacy of mitigation. This will include planting at appropriate times of year to ensure successful establishment and growth. Species selected

for planting will be native and of local provenance, where suitable. Any non-native species utilised will, where possible, provide a nectar resource for invertebrates. Flowering plants will provide sequential foraging resources throughout the year. Consultation must be sought from a suitably qualified ecologist to support the integration of ecological mitigation within the site design.

#### **DESIGN CODE SUMMARY - ECOLOGY AND BIODIVERSITY**

- Development is expected to achieve 10 per cent biodiversity net gain. This should be provided on site
- Mature hedge rows as defined in the local plan should be retained and enhanced. Where appropriate these should be included within the openspace network to provide wildlife corridors that are not blocked by boundary treatments.
- Mature trees should be retained as part of the openspace network to provide habitat and "Stop off" points for wildlife passing through.
- A number of trees and hedgerows are likely to merit retention in their own right and not just due to associations with other considerations and that all the trees and hedges will need to be properly assessed and the findings reflected in the final proposals put forward at the application stage with regards to proposed retention and removals.
- A Maintenance and Management plan shall be provided for the openspace and SuDS.

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## 7. DESIGN CODE

### 7.9 PARKING AND ACCESSIBILITY

This design principle ensures sufficient resident and visitor parking that are well integrated in the neighbourhoods, so that cars should not dominate the streets and it should be easy to find your way around within the development.

#### 1.1 Policy compliance

The Parking SPD (2019) provides guidance in relation to the level of car parking, including disabled parking, for development land uses. These maximum levels must be adhered to. Disabled parking design standards are also specified. The level of car parking provision will be agreed with BMBC through the planning process.

In addition, the Parking SPD sets out that for 30mph streets any parking should be longitudinal, for 20mph streets parking can be longitudinal, echelon or at right angles. The car parking provision will comprise a mix of curtilage and on street parking to break up the linear nature of street design and act to reduce vehicle speeds.

#### 1.2 On street parking

On street parking should be incorporated in areas around the local shop or around mid-terrace dwellings within the development. Street trees and SuDS plantings can prevent the streets from being dominated by cars. With tree planting and material changes the proposed street parking can make for a better street scene. This type of parking also allows for larger distances between the dwelling and road margin or the creation of tighter street frontage in certain areas.

#### 1.3 On plot parking

Parking to the side of plots is a practical way of creating front gardens and distance between plots, usually allowing space for up to two cars. It also allows the properties to be brought forward to create a formal

street, potentially broken up by a boundary treatment or planting.

#### 1.4 Integral parking

Proposed dwellings in neighbourhoods of lower density may include integral garages, in which the drive will be running up to the house frontage, although this house type does not follow examples in the area it can densify a residential parcel due to its width and therefore create a fuller street scene; certain lower density areas within the development could respond well to this.

#### 1.5 Electric Vehicle Charging

Electric Vehicle charging provision should be made for all dwellings. The Sustainable Travel SPD sets out the minimum requirements for charging points which will be required and must be adhered to. Additional charging points for visitors should be provided, at a level to be agreed with BMBC through the planning process.

#### 1.6 Cycle parking

Secure covered cycle parking should be provided for all dwellings and for school students and staff. The Parking SPD sets out the minimum cycle parking requirements. In addition, short stay cycle parking provision will be made within the community hub and local shop areas. The level of cycle parking across the site will be agreed with BMBC through the planning process.



Designated off street parking area for mixed use local centres in Royston



Example of on plot parking and landscaped strips for privacy



Example of dwellings with well designed integral parking space



## 2. Legibility and wayfinding

When places are legible and well signposted, they are easier for the public to comprehend and likely to both function well and be pleasant to live in or visit. It is easier for people to orientate themselves when the routes are direct, visual articulations and landmarks can also emphasise the hierarchy of the place.

The Royston development should have a clear and straight forward urban layout, enabling residents and visitors to easily navigate to where they live, work and play. It should contain memorable and recognisable landmark buildings, places and open spaces. Landmarks, gateways and focal points should be clearly identified in order to create visual links, and a clear hierarchy should be established between places. The street network and active travel routes should be direct and easy to navigate.

Residential areas should be designed around a series of nodal points, and variety in the types of articulations should help them to be more memorable. Landmarks should be created around gateways and key open spaces by using taller buildings/ structures and distinctive architectural elements.

The quality of signage for the new primary school and local shop should contribute to the identity and legibility of the areas.

Artwork can also be used throughout Royston to help create distinctive character areas. Community buildings such as a new primary school and a new small, local convenience retail facility should emphasise the identity of the area and create focus for community engagement.

A clear wayfinding system should be established throughout the whole development, especially along the key multi-user active travel routes and linking with existing PRowWs around the site to promote security and legibility. A range of signposts and public realm elements such as street furniture and lampposts should be introduced.

### DESIGN CODE SUMMARY - PARKING AND ACCESSIBILITY

- Parking provision across the development should be compliant with the Parking SPD (2019).
- A range of parking provisions including on street and on plot should be considered across the development. Density and street scenes should be considered when designing parking for residential blocks.
- Electric vehicle charging provision should be made for all dwellings. Additional charging points for visitors to be agreed with BMBC.
- Secure covered cycle parking should be provided for all dwellings and school students and staff. Short stay cycle parking should be provided in the community hub and local shop areas.
- Public art can form part of the way-finding strategy providing identifiable locations throughout the development.
- A strategy for wayfinding signage shall be produced and implemented by developers and in line with any planning conditions imposed by BMBC.



Various examples of well designed signposts



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Barnsley Metropolitan Borough  
Council  
**Royston Masterplan Framework**  
Delivery Strategy

Issue 1 | 20 July 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 273286-00

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# Document verification

<b>Job title</b>		Royston Masterplan Framework		<b>Job number</b> 273286-00	
<b>Document title</b>		Delivery Strategy		<b>File reference</b>	
<b>Document ref</b>					
<b>Revision</b>	<b>Date</b>	<b>Filename</b>			
Draft 1	16 Sep 2020	<b>Description</b>	First draft		
			Prepared by	Checked by	Approved by
		Name	Phil White		
		Signature			
Draft 2	30 Sep 2020	<b>Filename</b>	2020-09-30 Infra Strategy_Royston_DRAFT 2.docx		
		<b>Description</b>	Updated following initial review by BMBC		
			Prepared by	Checked by	Approved by
		Name	Phil White		
		Signature			
Draft 3	21 Oct 2020	<b>Filename</b>	2020-10-21 Delivery Strategy_Royston_DRAFT 3.docx		
		<b>Description</b>	General update / S.106 example added		
			Prepared by	Checked by	Approved by
		Name	Rachael Wade	Phil White	
		Signature			
Issue 1	20 July 2021	<b>Filename</b>	2021-07-20a Delivery Strategy_Royton		
		<b>Description</b>	Update after BMBC discussions regarding S106 contributions. Remove S106 example. Updating phasing.		
			Prepared by	Checked by	Approved by
		Name	Milly Hennayake	Phil White	Phil White
		Signature			
<b>Issue Document verification with document</b>					<input checked="" type="checkbox"/>

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## Appendices

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# 1 Introduction

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The purpose of this document is to set out the proposed delivery strategy for the Royston Masterplan Framework.

It sets out the roles and responsibilities of the various landowners and developers involved in the scheme alongside Barnsley Metropolitan Borough Council (BMBC) as both the Local Planning Authority and Highway Authority.

The following issues are considered:

1. Planning strategy.
2. Phasing strategy.
3. Infrastructure Requirements.
4. Infrastructure Delivery.



## 2 Planning Strategy

---

The Royston site allocation provides for 994 homes alongside a 210-place primary school.

Of the 994 homes, it is noted that:

- 164 homes are already consented through a full planning application and under construction as part of the Barratt Homes scheme. Ref. parcel LO\_15 in Figure 1;
- 250 homes were subject to a full planning application (refused, decision upheld at appeal) by Bellway Homes Ltd. Ref. parcel LO\_13 in Figure 1; and
- 100 homes and a convenience store are subject to an outline planning application (under consideration) by Johnson Mowat. Ref. LO\_07 parcels fronting Lee Lane in Figure 1.

Given the complexity of the land ownership on the site and the differing size of various land parcels, it is difficult to either propose or assume a definitive planning strategy for the site.

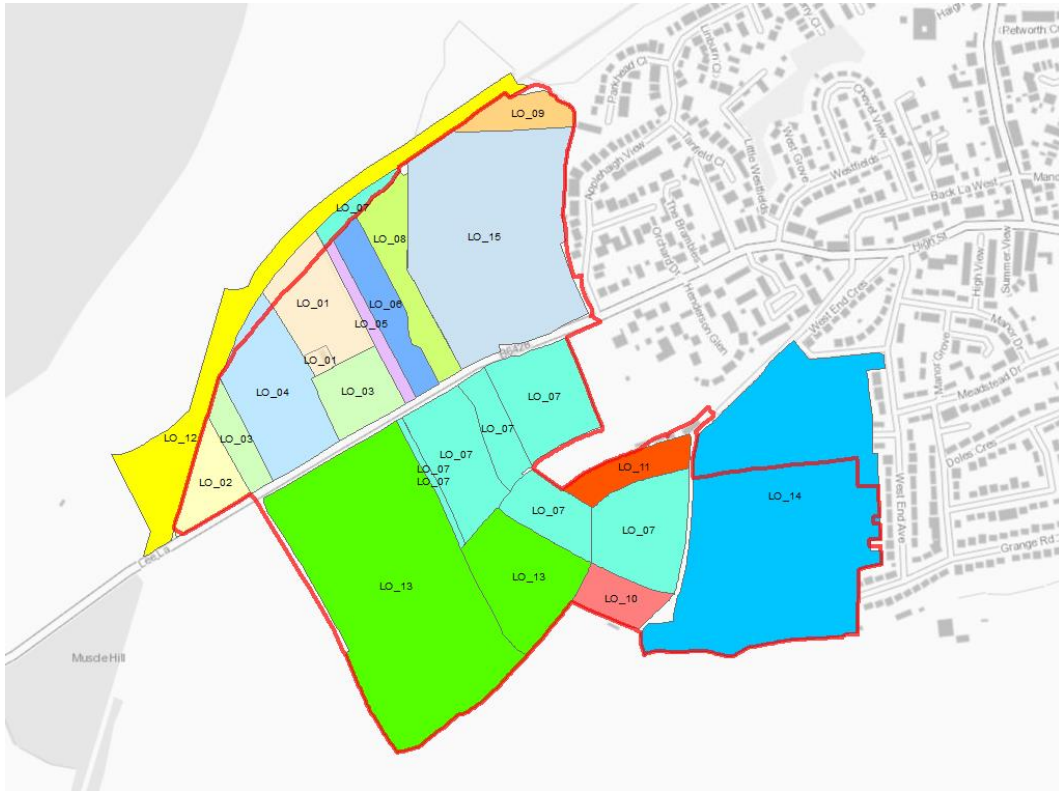
The Masterplan Framework should provide an increased level of certainty for applicants and allow them to more readily develop proposals and therefore submit full applications. However, it is anticipated that they may in some cases pursue strategies that support them in increasing land value with a view to disposal or entering into a partnering arrangement, or testing the acceptability of certain proposals through the planning process whilst limiting their initial outlay.

Therefore, it can be expected that a combination of both full and outline applications will come forward, with differing degrees of underlying intent to deliver the scheme.

It can be reasonably assumed that the primary school will come forward through a full planning application given the relative simplicity of the scheme, proposed timetable for delivery and ability to understand the full requirements for the scheme at the point of submission.

Developers are encouraged to engage with BMBC in their function as Local Planning Authority during preparation of planning applications, through the pre-application process.

Figure 1: Royston Land Ownership Parcels



### 3 Phasing Strategy

It is expected that development of the site will come forward in a series of phases. Illustrative phasing is depicted in Figure 2. It is noted that phases will not necessarily be delivered sequentially, however the delivery of certain phases will be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site.

Figure 2 Illustrative Phasing Strategy



The phasing strategy for the site has been developed as follows:

#### Phase 1

Plot 4 forms a natural extension to the Barratt Homes scheme already underway, and is therefore assumed to come forward early on.

Bellway Homes is seeking to bring forward development of Plots 6, 7, 9, 10 & 11. Therefore, these plots are assumed to come forward first, with Plots 9, 10 & 11 assumed to follow Plots 6 & 7.

The developers should set out in their planning application, via the transport assessment, how public transport will be provided for new residents on both an interim and permanent basis, taking account of the proposed phasing arrangements and the Masterplan Framework proposals.



**Phase 2**

Plot 8 will form part of the next phase, benefitting from access off Lee Lane via the roundabout constructed by Barratt Homes. The developers should set out in their planning application, via the transport assessment, how public transport will be provided for new residents on both an interim and permanent basis, taking account of the proposed phasing arrangements and the Masterplan Framework proposals.

**Phase 3**

A primary school will be delivered on Plot 13, in tandem with the development on Plot 13, to serve the new housing.

The section of road linking Plots 11 & 13, through Plot 12, will be constructed in tandem with development of Plot 13 to allow bus services to be delivered and provide safe access to the primary school and Royston.

**Phase 4**

Plot 12 will come forward thereafter, completing development south of Lee Lane.

**Phase 5**

The nature of the land ownership north of Lee Lane means that land assembly will be required to deliver a coordinated development in this area. For this reason, it is assumed that this area will come forward in later phases. However, should land assembly progress expediently, development in this area could feasibly occur in tandem with some of the phases listed above.

Plot 5 is assumed to come forward in this area first, as it is closest to the existing infrastructure networks in Lee Lane.

**Phase 6**

Plots 3, 2 and 1 are assumed to follow Plot 5, working east to west away from the existing housing in the Barratt Homes scheme.

## 4 Levies & Charges

---

### 4.1 Overview

A brief overview of applicable levies and charges that could be used to fund infrastructure is provided below.

### 4.2 Section 106

Section 106 (“S.106”) allows for funding of smaller impacts caused by development. Examples of Section 106 conditions include access roads to housing estates, small areas of open space and play parks.

### 4.3 Community Infrastructure Levy

Barnsley has not adopted the Community Infrastructure Levy (CIL) and so no payments will be required from any of the phases.

### 4.4 Planning White Paper Infrastructure Levy

The ‘Planning for the Future’ White Paper<sup>1</sup> consultation proposes reforms of the planning system to streamline and modernise the planning process.

As part of this there are proposals for CIL and planning obligations to be reformed as a nationally set, value based flat rate charge called ‘the infrastructure levy’. To take effect, this will require a new Planning Bill to be enacted. At the time of writing this document, there is uncertainty regarding content and timing of the Planning Bill as well as any transitional arrangements but if any phases come forward after the Bill has been enacted and the transitional arrangements have ended, they would be liable to pay the new levy but as an alternative to Section 106 payments.

The levy would:

- Be charged on the final value of a development based on the applicable rate at the point planning permission is granted;
- Be levied at point of occupation;
- Include a value-based minimum threshold below which the levy is not charged. Therefore, if the value of development is below the threshold then no levy would be charged, but where the value is above the threshold, the levy would only be charged on the proportion of the value that exceeded the threshold;
- Apply to all uses.

<sup>1</sup> Planning for the Future – White Paper (MHCLG, August 2020)

The levy also allows local authorities to borrow against Infrastructure Levy revenues so that they could forward fund infrastructure.

The Infrastructure Levy will deliver affordable housing provision and local authorities would be able to use funds raised through the levy to secure affordable housing. This could be secured through in-kind delivery on-site and under this approach a provider of affordable housing could purchase the dwelling at a discount from market rate. The difference between the price at which the unit was sold to the provider and the market price would be offset from the final cash liability to the Levy.

It is currently unknown how on-site facilities such as schools and road infrastructure will be secured through the proposed new Infrastructure Levy.

Where infrastructure is identified as being needed to support the Masterplan Framework it is proposed that any future Infrastructure Levy contributions generated from the Royston site will be ringfenced for use for this site, and/or will make use of surplus Infrastructure Levy funds generated from elsewhere in the Borough.



## 5 Infrastructure Requirements

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### 5.1 Overview & Terminology

To deliver the Royston site, a range of infrastructure provision is required across multiple infrastructure sectors; namely:

- Transport;
- Green infrastructure;
- Public open space;
- Blue infrastructure;
- Utilities;
- Foul sewerage;
- Primary school; and
- Small local shop.

In the following sections the following terminology applies:

- The term “developer” is used to denote the legal entity responsible for carrying out development on the site under an approved planning consent.
- The term “utilities” encompasses electricity, potable water and a choice of telecommunications provider.

### 5.2 Plots North of Lee Lane

In the case of land parcels north of Lee Lane, it is noted that the complexity of the land ownership, scale and orientation of the parcels is such that a land assembly exercise will be required to enable development to be brought forward. Without having details of the resultant land ownership position following such an assembly exercise, it is difficult to determine how infrastructure would be best delivered in this area, and therefore limited detail is provided in this strategy.

It is noted that land assembly could be brought forward in one of the following ways, or a combination thereof:

1. Through private treaty between landowners and one or more private sector developers (e.g. national housebuilders).
2. Through private treaty between landowners and the public sector, e.g. BMBC or national agencies such as Homes England.
3. Through Compulsory Purchase Order by BMBC, noting that whilst this would not be the first option exercised, it may prove necessary to allow sufficient land to be made available for housing supply to be achieved.

## 5.3 General Plot Infrastructure

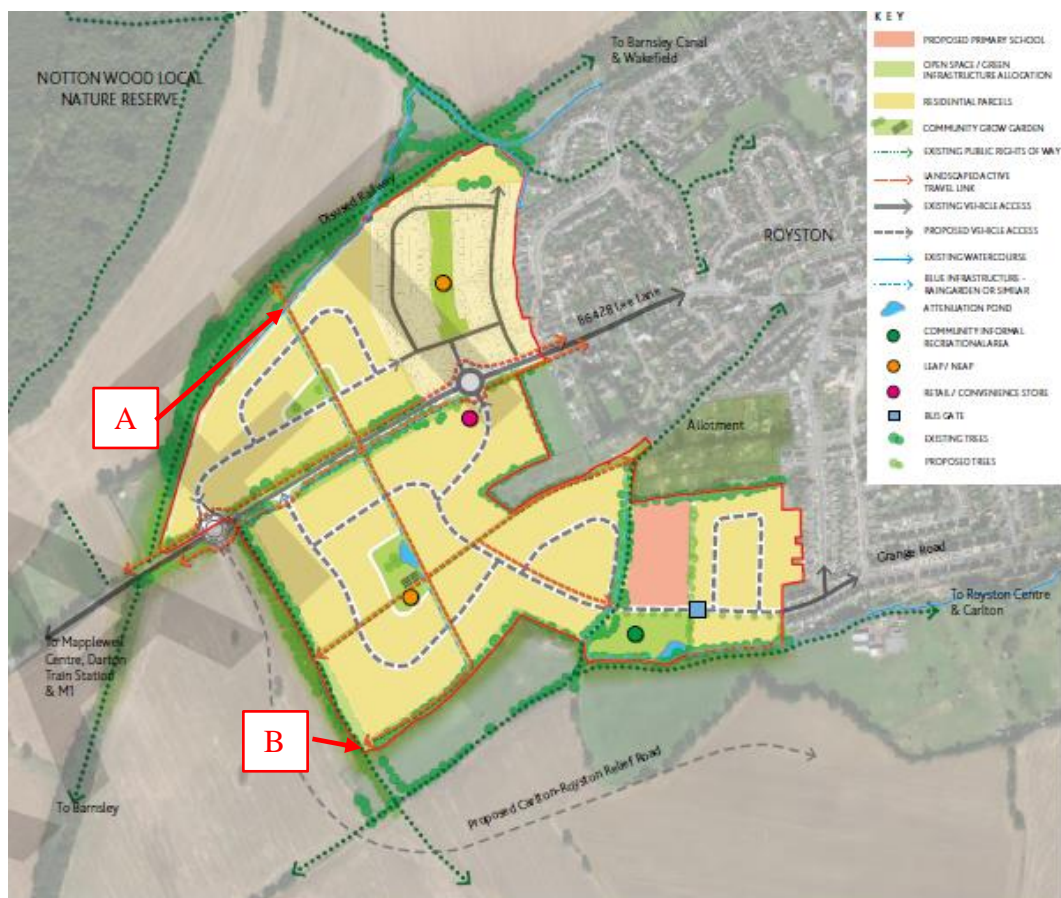
Some infrastructure elements will be delivered by developers as an intrinsic part of their scheme, as set out in Table 1.

Table 1 General Plot Infrastructure

Infrastructure Sector	General Plot Infrastructure Element	Party Responsible for Delivery
Transport	Site roads that fall within development parcels.	Relevant developer except as set out in Table 2.
	Access junctions from existing roads that enter development parcels.	To be delivered as per requirements in Section 5.5.
	Improvements to Lee Lane	
	Active travel routes that fall within development parcels, including: <ul style="list-style-type: none"> <li>• Landscaped Active Travel Link – East/West (North of Lee Lane)</li> <li>• Landscaped Active Travel Link – East/West (South of Lee Lane)</li> <li>• Landscaped Active Travel Link – East/West (to West End Crescent)</li> <li>• Landscaped Active Travel Link – North/South between points A and B on Figure 3.</li> </ul>	
Bus stop infrastructure that falls within development parcels.		
Green Infrastructure	Green Infrastructure	Relevant developer except as set out in Table 2.  To be delivered as per requirements in Section 5.5.
Public Open Space	Public open space.	Relevant developer except as set out in Table 2.  To be delivered as per requirements in Section 5.5.
Blue Infrastructure	Blue infrastructure including Sustainable Drainage Systems	Relevant developer except as set out in Table 2.  To be delivered as per requirements in Section 5.5.

Infrastructure Sector	General Plot Infrastructure Element	Party Responsible for Delivery
Utilities	Utility networks required to serve development plots.  Note that provision of gas has not been considered in line with the aspiration to achieve net zero carbon development.	Relevant developer, taking account of requirements set out in Section 5.5.
Foul sewerage	Foul sewerage network required to serve development plots.	Relevant developer, taking account of requirements set out in Section 5.5.
Primary school	210 place primary school	Free School (via BMBC). Refer Section 5.4.
Small local shop	Small local shop in line with Local Plan Policy TC5	Developer of parcel ref. LO_07.

Figure 3 Reference Plan – General Plot Infrastructure





## 5.4 Common Infrastructure

Certain infrastructure elements will have a wider benefit across the Royston site and in these cases can be termed “common infrastructure”. A schedule of common infrastructure for Royston is set out in Table 2.

Table 2 Common Infrastructure

Infrastructure Sector	Ref.	Common Infrastructure Element	Party Responsible for Delivery	Funding Arrangement
Transport	T001	Improvements to the Wakefield Road / Shaw Lane / Lee Lane junction.	Developer of phase 1	Delivered directly via a section 278 /Section 106 agreement
	T002	Improvements to The Wells junction in Royston town centre.	Developer of phase 2	Delivered directly via a section 278 /Section 106 agreement
	T003	Secure land for a relief road as per the alignment shown on Figure 5.	Developers of phases 1- & 2	S.106 contributions
	T004	Any other off site highways works required to make the development acceptable in planning and highways terms	Developers	S.106 contributions
	T005	Landscaped Active Travel Link – North/South between points C and D on Figure 4.	BMBC to seek to establish PRow (bridleway).	S.106. Refer Section 6.
	T006	Section of site road between points E and F on Figure 4.	BMBC (default position) or Developer (alternative position)	S.106 obligation to be placed on developers for parcel refs. LO_07 and LO_10 or their constituent parts on a pro-rata basis.  Alternatively, the developer of either LO_07 or LO_10

Infrastructure Sector	Ref.	Common Infrastructure Element	Party Responsible for Delivery	Funding Arrangement
				could construct this section of road.
Public Open Space	POS001	Recreation area next to primary school	BMBC	S.106. Refer Section 6.
	POS002	Formal recreation areas	BMBC	S.106. Refer Section 6.
Primary school	SCH001	210 place primary school	Free School (via BMBC)	S.106. Refer Section 6.

Figure 4 Reference Plan – Common Infrastructure

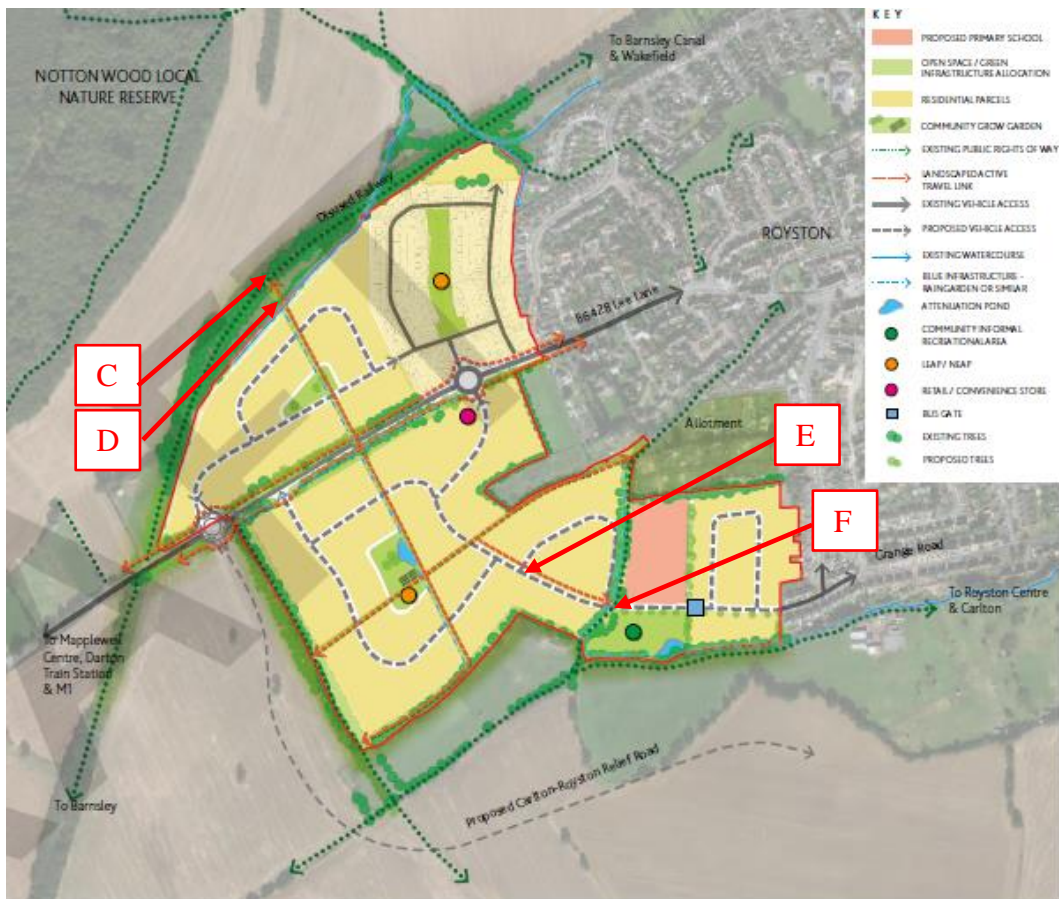
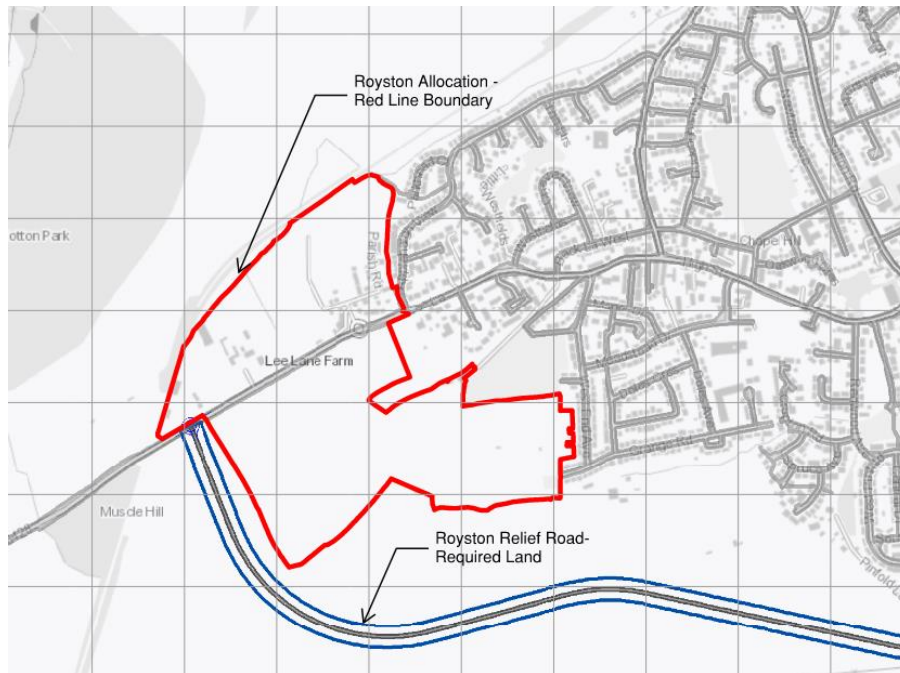


Figure 5 Reference Plan - Royston Red Line Boundary and land required for Royston Relief Road alignment



## 5.5 Specific Infrastructure Delivery Requirements

Specific infrastructure delivery requirements are set out below. These are not necessarily exhaustive and further requirements may be conditioned through the planning process.



Figure 6 Reference Plan - Specific Infrastructure Delivery Requirements



### 5.5.1 LO\_01 Area

Specific requirements to be placed on land parcel ref. LO\_01 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO\_04 and LO\_05 via parcel LO\_01.  
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- To provide the Landscape Active Travel Link to the boundary with parcel ref. LO\_12.  
Reason: to promote active travel as part of the development scheme.
- Prior to occupation of any dwelling within parcel LO\_01 the public open space shown on the Masterplan Framework within this parcel shall be completed.  
Reason: to provide amenity space for site occupants and the local community.

- The surface water drainage system provided in parcel LO\_01 shall also cater for surface water runoff from parcel LO\_03 (East) based on a maximum permissible surface water runoff rate of 5l/s/Ha.  
Reason: to ensure that surface water can be drained from parcels LO\_03 (East) in line with the surface water drainage strategy presented in the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO\_01, the developer shall make provision for utility supply to parcels LO\_02 – LO\_06 & LO\_08 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel ref. LO\_04 & LO\_05.  
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO\_01, the developer shall make provision for foul sewerage to parcels LO\_02 – LO\_04 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

## 5.5.2 LO\_02 Area

Specific requirements to be placed on land parcel ref. LO\_02 in relation to infrastructure delivery are as follows:

- To provide a new access junction off Lee Lane in a form to be agreed with the Highway Authority, if required, and to permit access through to parcel ref. LO\_03.  
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO\_02, the developer shall make provision for utility supply to parcels LO\_01, LO\_03 – LO\_06 & LO\_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.

### 5.5.3 LO\_03 Area (East)

Specific requirements to be placed on land parcel ref. LO\_03 (East) in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO\_04 and LO\_05 via parcel LO\_03.  
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO\_03 (East), the developer shall make provision for utility supply to parcels LO\_01 – LO\_03 (west), LO\_04 – LO\_06 & LO\_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO\_04 & LO\_05.  
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO\_03 (East), the developer shall make provision for foul sewerage to parcels LO\_02 - LO\_04 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

### 5.5.4 LO\_03 Area (West)

Specific requirements to be placed on land parcel ref. LO\_03 (West) in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO\_02 and LO\_04 via parcel LO\_03 (West).  
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- The developer shall extend the existing watercourse south of the disused railway to serve parcel LO\_02 except in the event that the developer of parcel LO\_02 confirms that this is not necessary having proven that infiltration is feasible.  
Reason: to ensure that surface water can be drained from parcel LO\_02 in the event that infiltration proves infeasible.



- In planning, designing and installing the utility supply to parcel LO\_03, the developer shall make provision for utility supply to parcels LO\_01 – LO\_02, LO\_03 (East), LO\_04 – LO\_06 & LO\_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel ref. LO\_02.  
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO\_03 (West), the developer shall make provision for foul sewerage to parcel LO\_02 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

### 5.5.5 LO\_04 Area

Specific requirements to be placed on land parcel ref. LO\_04 in relation to infrastructure delivery are as follows:

- To provide a new access junction off Lee Lane in a form to be agreed with the Highway Authority, if required, and to permit access through to parcel refs. LO\_01 & LO\_03 (East & West).  
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- The developer shall extend the existing watercourse south of the disused railway to serve parcel LO\_03 (West) except in the event that the developer of parcel LO\_03 (West) confirms that this is not necessary having proven that infiltration is feasible. In extending the watercourse the developer shall take account of drainage requirements for plots further upstream (i.e. LO\_02).  
Reason: to ensure that surface water can be drained from parcel LO\_03 (West) in the event that infiltration proves infeasible.
- In planning, designing and installing the utility supply to parcel LO\_04, the developer shall make provision for utility supply to parcels LO\_01 - LO\_03 (East & West), LO\_05 - LO\_06 & LO\_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available

infrastructure to permit provision of these services to parcel refs. LO\_01 & LO\_03 (East & West).

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

- In planning, designing and installing the foul sewerage provision to parcel LO\_04, the developer shall make provision for foul sewerage to parcels LO\_02 & LO\_03 (West) for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

### 5.5.6 LO\_05 Area

Specific requirements to be placed on land parcel ref. LO\_05 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO\_01 and LO\_06 via parcel LO\_05.

Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.

- In planning, designing and installing the utility supply to parcel LO\_05, the developer shall make provision for utility supply to parcels LO\_01 - LO\_04, LO\_06 & LO\_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.

- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO\_01, LO\_03 & LO\_06.

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

- In planning, designing and installing the foul sewerage provision to parcel LO\_05, the developer shall make provision for foul sewerage to parcels LO\_01 – LO\_04 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

### 5.5.7 LO\_06 Area

Specific requirements to be placed on land parcel ref. LO\_06 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO\_05 and LO\_08 via parcel LO\_06.  
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO\_06, the developer shall make provision for utility supply to parcels LO\_01 - LO\_05 & LO\_08, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO\_05 & LO\_08.  
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO\_06, the developer shall make provision for foul sewerage to parcels LO\_01 – LO\_05 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

### 5.5.8 LO\_07 (Clayton Ownership)

Specific requirements to be placed on land parcel ref. LO\_07 in relation to infrastructure delivery are as follows:

- To complete upgrades to Lee Lane to improve road safety and reduce vehicle speeds, in conjunction with Traffic Regulation Orders to be pursued by BMBC to reduce the speed limit.  
Reason: to improve highway safety.
- To provide site roads between Points K & M on Figure 6 with the timing of this to be agreed as part of the planning application process.  
Reason: to provide a safe means of travel to school for pupils and access to community recreation areas including from parcel ref. LO\_07 and parcels north of Lee Lane.
- In planning, designing and installing the electricity supply to parcel LO\_07, the developer shall make provision for electricity supply to parcel LO\_11, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that parcel LO\_11 can be supplied with electricity.



- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel ref. LO\_11.  
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO\_07, the developer shall make provision for foul sewerage to parcels LO\_10 & LO\_11 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels LO\_10 & LO\_11 can be provided with foul sewerage.

### 5.5.9 LO\_08 Area

Specific requirements to be placed on land parcel ref. LO\_08 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority to permit access between parcel LO\_06 and LO\_15 via parcel LO\_08.  
Reason: to provide means of access and egress to the development scheme in line with the Masterplan Framework.
- In planning, designing and installing the utility supply to parcel LO\_08, the developer shall make provision for utility supply to parcels LO\_01 - LO\_06, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be supplied with utilities.
- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel LO\_06.  
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel LO\_08, the developer shall make provision for foul sewerage to parcels LO\_02 – LO\_06 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.  
Reason: to ensure that development parcels north of Lee Lane can be provided with foul sewerage.

### 5.5.10 LO\_13 (Bellway Homes Site)

Specific requirements to be placed on land parcel ref. LO\_13 in relation to infrastructure delivery are as follows:

- To provide a new access junction off Lee Lane in a form to be agreed with the Highway Authority and to be designed so as to permit modification to allow access to parcels north of Lee Lane.

Reason: to provide means of access and egress to the development scheme without prejudicing the ability of plots north of Lee Lane to achieve the same.

- To provide site roads between Points J and L via Point K on Figure 6 with the timing of this to be agreed as part of the planning application process.

Reason: to provide a safe means of travel to school for pupils, access to community recreation areas and a public transport route through the site.

- To complete upgrades to Lee Lane to improve road safety and reduce vehicle speeds, in conjunction with Traffic Regulation Orders to be pursued by BMBC to reduce the speed limit.

Reason: to improve highway safety.

- To complete the public open space shown on the Masterplan Framework within this parcel with the timing of this to be agreed as part of the planning application process.

Reason: to provide amenity space for site occupants and the local community.

- The developer is encouraged to provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site, and to make available infrastructure to permit provision of these services to parcel refs. LO\_10 and LO\_14.

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

### 5.5.11 LO\_14 (BMBC Ownership)

Specific requirements to be placed on the BMBC owned land parcel ref. LO\_14 in relation to infrastructure delivery are as follows:

- Prior to occupation of the school the site road between Points N and P on Figure 6 shall be provided.

Reason: to provide a safe means of travel to school for pupils, access to community recreation areas and a public transport route through the site.

- To complete the recreation area which forms public open space, with the timing of this to be agreed as part of the planning application process.

Reason: to provide recreational space for site occupants and the local community.

- The surface water drainage system provided in parcel LO\_14 shall also cater for surface water runoff from parcels LO\_07 (part), LO\_10 & LO\_11 based on a catchment area as defined by the current topography of the site and a maximum permissible surface water runoff rate from each of the upstream parcels of 5l/s/Ha.

Reason: to ensure that surface water can be drained from parcels LO\_07 (part), LO\_10 & LO\_11 in line with the surface water drainage strategy presented in the Masterplan Framework.

- In planning, designing and installing the utility supply to parcel LO\_14, the developer shall make provision for utility supply to parcel LO\_10, for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that parcel LO\_10 can be supplied with utilities.

## 5.6 Practical Considerations

It is noted that where infrastructure crosses land ownership boundaries, the coordination of this in line and level will need to be ensured through the planning process.

In the case of the section of road through parcel ref. LO\_10 that will serve both LO\_10 and LO\_07, it is recommended that BMBC make reasonable endeavours to coordinate the design of this with the relevant landowners or developers to provide access to those land parcels.

In the case of the section of road through parcel ref. LO\_10 it is noted that BMBC will need to reach agreement with the landowner to construct adopted highway across their land, or failing this acquire this land through private treaty or compulsory purchase order (CPO).

In the case of the common infrastructure elements of the Landscaped Active Travel Link – North/South corridor it is noted that the ability to create these is subject to BMBC being able to secure a right of access across third party land and creation of a PRoW.

In the case of the public open space in parcel ref. LO\_14 it is noted that BMBC own this land and therefore this is readily deliverable by BMBC through S.106 payments.

The site would benefit from an overarching wayfinding strategy produced by BMBC and which can be implemented by developers.

It is noted that there remain risks in terms of how foul and surface water will be discharged from the site, along with how utilities will be provided in a coordinated manner. A coordinated approach to utility and sewerage provision across the site would be of benefit to developers. This includes:



- The planning application submitted by Bellway Homes covering parcel ref. LO\_13 included a Flood Risk Assessment<sup>2</sup>. This outlines the proposed surface water drainage strategy which relies on discharge to an existing watercourse north of the site. It appears that this may seek to make use of parcel ref. LO\_05 which does not align with the Masterplan Framework and therefore an alternative arrangement will need to be established which could rely on provision of new surface water sewers in Lee Lane.
- The foul water drainage strategy prepared by JPG on behalf of BMBC<sup>3</sup> sets out a proposed strategy for discharge of foul water from the development which relies on pumped outfalls to Grange Road and Lee Lane. The JPG proposals suggest a number of parallel rising mains in Lee Lane and note that the outfall point to the Yorkshire Water network is subject to a capacity study by Yorkshire Water. It is also noted that a single rising main is likely to be preferable to Yorkshire Water and this would benefit from a more coordinated approach.

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<sup>2</sup> Flood Risk Assessment – Lee Lane, Royston (Walker Ingram Associates, October 2018).

<sup>3</sup> FW Drainage Strategy Plan Development Plots [Drg ref. 5592-JPG-SW-00-DR-D-1410 Rev. P01] (JPG, April 2020)

## 6 Section 106 Contributions

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In the absence of a CIL charging structure and noting that the proposals on the Infrastructure Levy remain at White Paper stage, it is proposed that S.106 contributions will be pooled by BMBC and utilised to fund the common infrastructure elements.

The basis for calculating S.106 contributions is set out below. This applies at the time of writing and it is noted that this may be subject to change in light of changes to legislation or the infrastructure needs that are established in further detail as planning applications come forward.

### 6.1 Basis for Calculating S.106 Contributions

#### 6.1.1 Transport

##### **Royston Relief Road**

–T003

Transport modelling has identified that this development, combined with anticipated background traffic growth, will result in the Wells junction (in the centre of Royston) going over capacity during peak times. A number of options have been considered by the Council to look at improving the capacity of this junction but acquisition of third-party land and demolition of buildings would likely be required to accommodate the additional traffic.

Various means are being explored to encourage modal shift away from the private car in order to reduce the demand at the Wells junction and others within the vicinity of the site. More broadly, a range of initiatives and programmes are exploring ways to reduce the need to travel such as roll out of 5G to support home working and the Principal Towns programme to invest in district and local centres. Nonetheless, the Council considers that it would be optimal in place making terms to secure a relief road to divert traffic away from the centre of Royston and so this is identified as a likely strategic transportation project within the emerging borough-wide Transport Strategy.

As this site will be built out over the next 10-15 years, over its lifetime it may add to the capacity issues at the Wells Junction. Short term this is alleviated by the local junction improvements, but it is important to also consider the mid to long term operation. Table 2 is clear that phases 1 and 2 must contribute to local junction improvements. Given that this development will add to the capacity issues at the Wells junction, it is considered necessary for contributions to be sought towards the provision of a relief road. Viability work has identified that this is possible, but it is accepted that it would be unreasonable and unviable for the MU5 site to fully fund the delivery of the relief road. Instead, the developers of phases 1 & 2 as per cabinet report would be required to contribute towards the cost of acquiring the land (where necessary) for the relief road. They would also be expected to cover the costs of undertaking the feasibility work and preparing a full business case, which would be necessary to secure external funding for the scheme.

The land identified for the relief road has been valued at £ 375k. The starting point for securing this land in order to prepare a robust business case for external funding will be to get landowner consent to dedicate the land as highway. Where they are unwilling, the Council would instead have to acquire preferably through negotiation but, as a last resort, compulsory purchase may be required. It is therefore necessary to ensure the contribution accounts for likely professional fees and costs associated with a compulsory purchase order and that costs of preparing a full business case are also covered. The estimated breakdown of the costs for securing the land for the relief road and submitting a full business case are therefore as follows:

- Acquisition Costs =£375k
- Business case and professional fees = £200,000

In order to ensure that contributions are provided in a timely manner and that they are equitable across the phases, it may be necessary to reduce the affordable housing demands in earlier phases. This would be made up in later phases of the development with the precise figures negotiated at the time that planning applications are submitted.

### **Landscape Active Travel Link – North/South**

Contributions to the proposed Landscaped Active Travel Link – North/South (ref. T005) are required from all development parcels based on the size of development parcels as a proportion of the overall site (excluding the area already developed by Barratt Homes).

It is proposed that these will form part of the Financial Contributions towards Public Transport and Active Travel as set out in the Supplementary Planning Document: Sustainable Travel<sup>4</sup>.

### **Site Road Network**

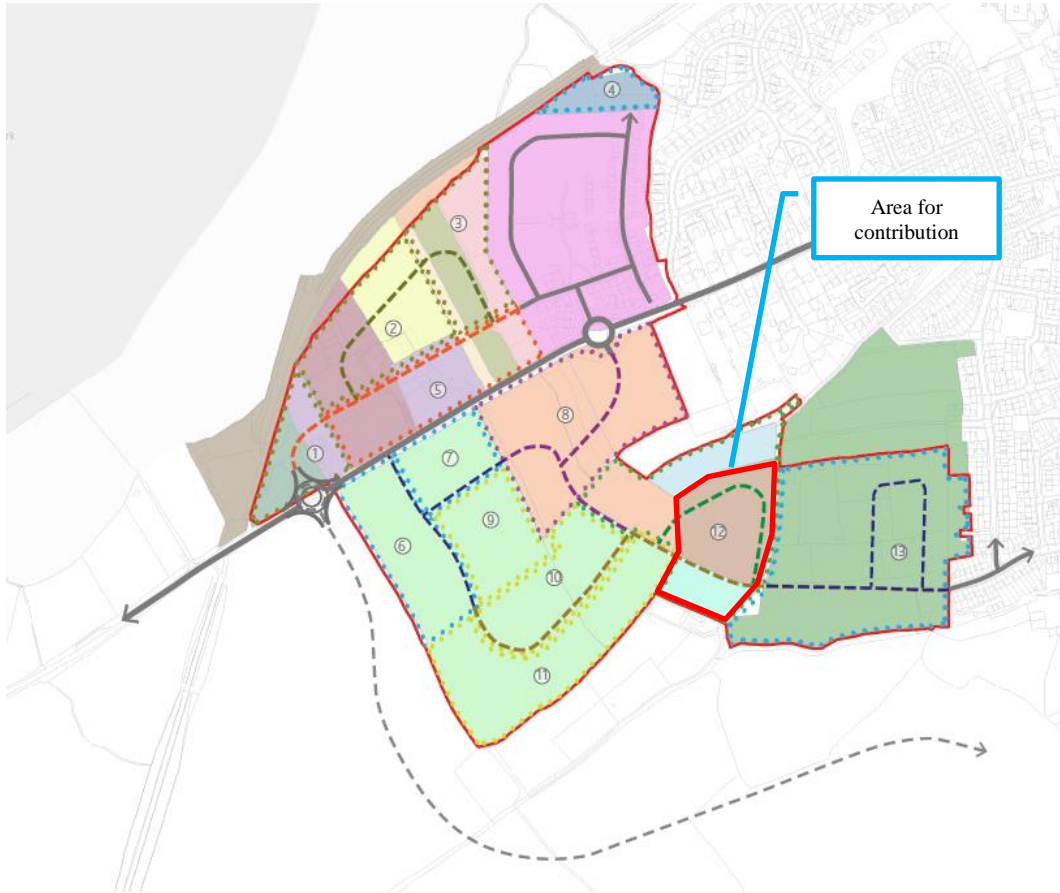
Contributions to the proposed section of site road network (ref. T006) are required for parcel refs. LO\_07 and LO\_10 or their constituent parts on a pro-rata basis, as a proportion of the combined area of the elements of LO\_07 and LO\_10 shown in Figure 7.

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<sup>4</sup> Supplementary Planning Document: Sustainable Travel (BMBC, November 2019).



Figure 7 Areas to Contribute to Site Road Network (S.106)



## 6.1.2 Public Open Space

### Equipped Children's Play Areas

Equipped children's play areas are to be funded by developers and provided within the relevant development plots as set out in Section 5.

### Informal Play Space and Informal Landscaped Areas

Contributions to the proposed recreation area (ref. POS001) are required based on the size of development parcels as a proportion of the overall site (excluding the area already developed by Barratt Homes). The approach to this is informed by the information in Table 3.

Table 3 Approximate Informal POS Area Schedule

POS Area	Approx. Informal Open Space Area (Ha)	% of Overall Total Informal Open Space POS	Approx. Parcel Area vs. Total Area Parcels LO_01 – LO_14 within Site Allocation
(A)	(B)	(C)	(D)
Public open space – parcel ref. LO_01	0.22	13%	4.54%
LO_02	0	0%	0.84%
LO_03 (East)	0	0%	1.47%
LO_03 (West)	0	0%	2.81%
LO_04	0	0%	6.69%
LO_05	0	0%	1.19%
LO_06	0	0%	3.02%
LO_07	0	0%	11.58%
LO_08	0	0%	3.5%
LO_09	0	0%	1.86%
LO_10	0	0%	1.19%
LO_11	0	0%	2.18%
Public open space – parcel ref. LO_13	0.51	31%	30.2%
Public open space – parcel ref. LO_14	0.93	56%	28.8%
<b>Total</b>	<b>1.66 ha</b>	<b>100%</b>	<b>100%</b>

On the basis of the information provided in Table 3:

- Parcel LO\_01 is contributing proportionally more informal open space than the size of this parcel relative to the overall site area. Therefore, this parcel will be exempt from contributions toward informal play space. For clarity, it is assumed that the equipped play area in this parcel will also be provided by the developer of this parcel.

As noted in Section 5.2, it is likely that a land assembly exercise will be required to bring forward development north of Lee Lane, and on this basis development of parcel LO\_01 would occur in conjunction with other land parcels. This would allow the cost of providing the informal open space and equipped play area in this parcel to be distributed across other parcels. In this case, the contributions set out in the BMBC Open Space Provision SPD for informal open space will apply to any application where the application area exceeds 13% of the overall site area, levied on a proportional basis.

- The informal open space within LO\_13 is aligned with the size of parcel LO\_13 as a proportion of the overall site area. Therefore, it is assumed that there is no requirement for parcel LO\_13 to contribute toward informal open space. For clarity, it is assumed that the equipped play area in this parcel will also be provided by the developer of this parcel.
- Parcel LO\_14, along with all other parcels, will contribute toward the cost of delivering informal open space based on the number and size of dwellings to be provided within each parcel in line with the BMBC Open Space Provision SPD.

## Formal Public Recreation Areas

Financial contributions will be required towards formal public recreation areas, as set out in the Supplementary Planning Document: Open Space Provision on New Housing Developments<sup>5</sup>.

### 6.1.3 School Provision

#### Primary School Places

Financial contributions will be required towards a new primary school. Based on advice from BMBC's education team, the indicative contribution required per dwelling to a new primary school on the site is £6,136.

This is based on values taken from the National School Cost Benchmarking publication for construction of new primary schools and takes account of the S.106 contribution already secured from Barratt Homes.

These costs are indicative only at this stage and subject to confirmation by BMBC. They exclude land value costs which may be added in addition.

#### Secondary School Places

Financial contributions will be required towards secondary school places, as set out in the Supplementary Planning Document: Financial Contributions to Schools<sup>6</sup>.

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<sup>5</sup> Supplementary Planning Document: Open Space Provision on New Housing Developments (BMBC, May 2019).

<sup>6</sup> Supplementary Planning Document: Financial Contributions to Schools (BMBC, May 2019).



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# 1 Introduction

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The Barnsley Local Plan was adopted by Barnsley Metropolitan Borough Council (BMBC) in January 2019. This was the culmination of five years' work including several public consultations and a two-year public examination. When the Local Plan was being examined it was agreed that for some of the larger, strategic sites it was necessary to prepare Masterplan Frameworks to make sure that sites could be developed in a comprehensive manner, taking into account all of the infrastructure requirements.

This report focuses on one specific Masterplan Framework, the Royston Masterplan Framework. The framework covers land at the MU5 site at Lee Lane, Royston. The site has been allocated for development within the Local Plan and the Masterplan Framework will support the development of a diverse new neighbourhood with a mix of housing types and tenures, creating around 994 high-quality new homes. Alongside housing, the Masterplan Framework also includes a new primary school, a small shop, new infrastructure and open green space with wildlife corridors, watercourses and key pedestrian and cycle paths.

As a result of the Covid-19 circumstances and following best practice, a series of virtual drop-in sessions were held. The purpose of the online drop-in sessions was to mimic the dialogue between members of the public and the project team that happens at physical consultation events. Additionally, it enabled the design team to inform and demonstrate the current design and gather feedback on the draft Masterplan Framework.

## 1.1 Purpose of the Report

The purpose of this document is to outline the approach to public engagement and report on the feedback received from the engagement events. The report is set out as follows:

- Section 2: approach to Engagement and Communication Methods;
- Section 3: presents the analysis of feedback received and response to key themes raised regarding the design of the Masterplan;
- Section 4: provides a short conclusion to this report; and
- Appendices A, B and C: include publicity and event materials and submitted feedback.

## 2 Approach to Engagement and Communication Methods

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### 2.1 Approach

This section sets out the approach to consulting with the community in the local area about the proposed Royston Masterplan Framework. The engagement was developed with BMBC, in line with the engagement strategy for this project and the standard approach for consulting on Masterplan Frameworks.

#### 2.1.1 Objectives

The aim of the consultation was to raise awareness of the proposals among the local community and to gather feedback from the public and stakeholders about the proposed Masterplan Framework. This enabled the team to identify any comments or design suggestions about the Masterplan Framework principles, which could be addressed during design development.

In light of the current pandemic, it is important to continue with project delivery and associated consultations to support economic recovery, but also equally important to ensure consultations are accessible to everyone.

Due to restrictions imposed by COVID-19 on holding public gatherings, we adopted a new approach, which involved:

- **A combination of traditional and digital methods** to ensure everybody has access to information. This ensured that information was available in different formats. Materials created were available online and as hard copies on request and a telephone number was available for those who could not access digital materials.
- **Establishing and communicating new ways to interact** with stakeholders and the community due to COVID-19. While face to face engagement was not an option during this consultation, online engagement sessions offered the opportunity to allow engagement with the public through live Q&A sessions. Posters and flyers available in the community and letter notifications raised awareness about the new ways to get involved.
- **Implementing a six-week consultation period for the Masterplan Framework.** The consultation period for this Masterplan ran for a period of six weeks to ensure consistency with previous Masterplan Frameworks, to allow more time for people to access the information, to receive any requested hard copy materials and review these materials.

### 2.2 Publicity

Table 1 provides information about awareness-raising activities undertaken prior to the consultation.

Table 1: Awareness-raising activities

Communication channel	Who	Summary
Social media posts e.g. Facebook and Twitter	General public	A number of social media posts published on BMBC's Twitter and Facebook channels promoted the consultation and encouraged people to provide feedback.
Press release on BMBC website	General public	A press release introducing the proposals and advertising the consultation was disseminated by BMBC's Press Office.
Dedicated webpage	General public	A dedicated webpage on BMBC's website was established: <a href="https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-new-local-plan/royston-masterplan-framework/">https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-new-local-plan/royston-masterplan-framework/</a>  This provided details of the scheme, advertised the online Q&A sessions, included a copy of the iPDF and the questionnaire. This webpage was updated throughout the consultation period to provide recordings of some of the Q&A sessions and updated Frequently Asked Questions (FAQs). A copy of the iPDF can be found in Appendix B.
Newspaper notice in Barnsley Chronicle	General public	Advert placed in the Barnsley Chronicle raising awareness about the upcoming consultation.
Email notification to BMBC existing contact list	Stakeholders	Email notification sent from BMBC masterplanning inbox to notify key stakeholders about the consultation.
Posters and flyers	General public	Prior to the online Q&A sessions, posters and flyers advertising the consultation were placed in key community facilities open to the public. Locations included local shops and convenience stores, Aldi, Asda, Co-op, post office. Refer to Appendix A for a copy of the poster.
Notification letters	Residents and businesses within 250m of the site	Prior to the consultation starting, letters of invite were sent by email and post to residents and businesses within 250m of the site. A copy of the letter of invite can be found in Appendix A.
Site notices	General public	Site notices were posted around the Royston Masterplan Framework boundary.

### 2.2.1 Statistics for Online Publicity

Table 2 sets out the statistics for online publicity.

Table 2: Online publicity statistics

Type	Statistics
Number of visits to webpage	1,961 pageviews 1,461 unique pageviews
Number of visits to the launch press release	846 pageviews 590 unique pageviews



5 posts on Facebook	33.4k reach 3,406 clicks 237 reactions, comments/ shares
6 posts on Twitter	11, 293 reach 385 engagements
Boosted post for Topical Discussions	June 29 – July 2 duration £32.37 spend 15,736 reach 902 clicks 19, 815 impressions 81 reactions, comments/ shares
Boosted post for webpage	July 2 – July 8 duration £60 spend 24,584 reach 1,530 clicks 37,245 impressions

## 2.3 Consultation Activities

### 2.3.1 Councillor Briefing Session

A Councillor briefing session was held on 9 June 2020 and included a presentation of the proposals and a Q&A session to provide Councillors the opportunity to speak with members of the consultant team.

### 2.3.2 Online Drop-in Sessions

Online drop-in sessions were held for the public via Microsoft Teams during the evenings on a range of days. The dates, timings and attendance of these events are set out in Table 3. These sessions provided an interactive alternative to usual face-to-face public drop-in sessions, while continuing to offer an opportunity to find out more about the scheme and ask the project team any questions the public may have had.

Members of BMBC, Arup and Gillespies were available on the drop-in sessions to inform the public of the Masterplan Framework proposals and answer any questions.

Table 3: Session details

Event	Date	Time	Number of Attendees
Royston Masterplan Framework – Live Q&A session <b>A brief summary of discussion points was issued to attendees. A recording of this session was made available on the webpage post-session.</b>	Wednesday 17 <sup>th</sup> June	18.00 – 19.15	15
Royston Masterplan Framework Topical Discussion – Urban Design	Tuesday 30 <sup>th</sup> June	17.00 – 18.00	5
Royston Masterplan Framework Topical Discussions – Transport	Tuesday 30 <sup>th</sup> June	18.00-19.00	7
Royston Masterplan Framework Topical Discussions – Landscape and Ecology	Tuesday 30 <sup>th</sup> June	19.00-20.00	2
Royston Topical Discussions - General Session	Wednesday 1 <sup>st</sup> July	17.00-18.00	2
Royston Topical Discussions - General Session	Wednesday 1 <sup>st</sup> July	18.00-19.00	0
Royston Topical Discussions - General Session	Thursday 2 <sup>nd</sup> July	17.00-18.00	2
Royston Topical Discussions - General Session	Thursday 2 <sup>nd</sup> July	18.00-19.00	2

### 2.3.3 Consultation Materials

Consultation materials sought to provide the public with insight into the proposals to enable them to provide their feedback and to facilitate discussions between the public and the project team. The following materials were provided online and made available in hard copy as requested:

- Interactive PDF;
- Feedback form; and
- FAQ's available on the website.

The Interactive PDF provided information about the proposed Masterplan Framework, including placemaking principles, constraints & opportunities, proposed design, urban design & character, movement framework, landscape & biodiversity and phasing & delivery.

The FAQs provided answers to frequently asked questions and were available on the scheme webpage.

## 3 Feedback Analysis

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We received 105 questionnaire responses during the consultation period. The following section provides analysis of questionnaire responses, feedback received via email and a response to key consultation themes.

### 3.1 Types of Feedback

Feedback was received through the following channels:

**Questionnaire** – Via a submission of the consultation form found on the BMBC website, which could be submitted online or by post.

**Masterplanning Inbox** – Via emailing feedback to the designated inbox.

**Petition** – A petition was submitted at the Town Hall opposing the proposed development of the site. It is noted that the electronic change.org collected 692 signatures and 68 written signatures on the paper version, with the version submitted to and received by BMBC collecting 647 electronic signatures and 68 written signatures on the paper version. The difference in signatures between the two version may be due to the date the electronic change.org was printed off and submitted to BMBC.

This petition covers the principle of the development and site allocation and, as such, is not within the scope of this consultation, which was consulting on the principles of the Masterplan Framework.

### 3.2 Questionnaire Analysis

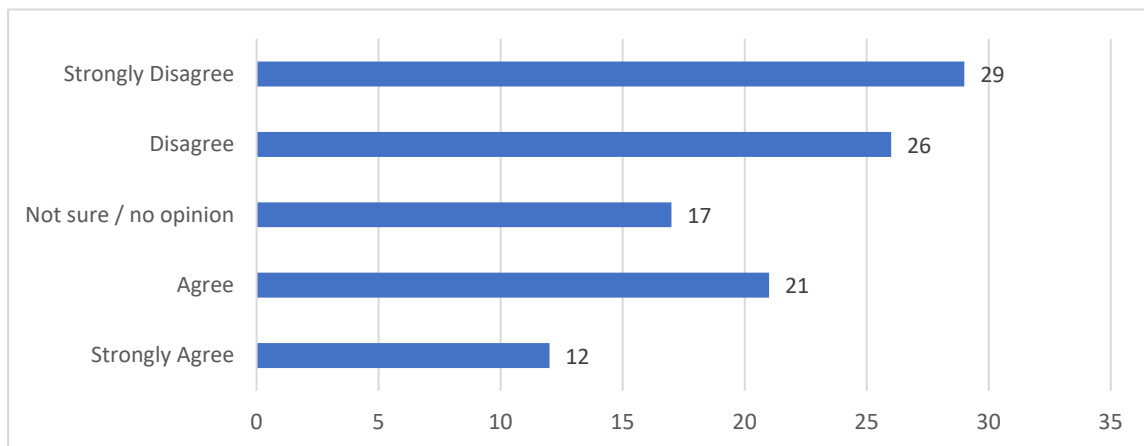
#### 3.2.1 Placemaking Principles

- 1. Our Masterplan Framework for Royston is based around eight placemaking principles designed to create a sense of place and a distinctive built environment. As explained in the iPDF, these eight principles are design quality and local character; facilities and local hub; housing mix and neighbourhood; deliverability; sustainable and active travel; landscape and open space; sustainability and carbon zero; engagement and stewardship. Do you agree with the placemaking principles for the site?**

Of the 105 responses to this question, 21 respondents agree, and 12 respondents strongly agree with the placemaking principles for the site.



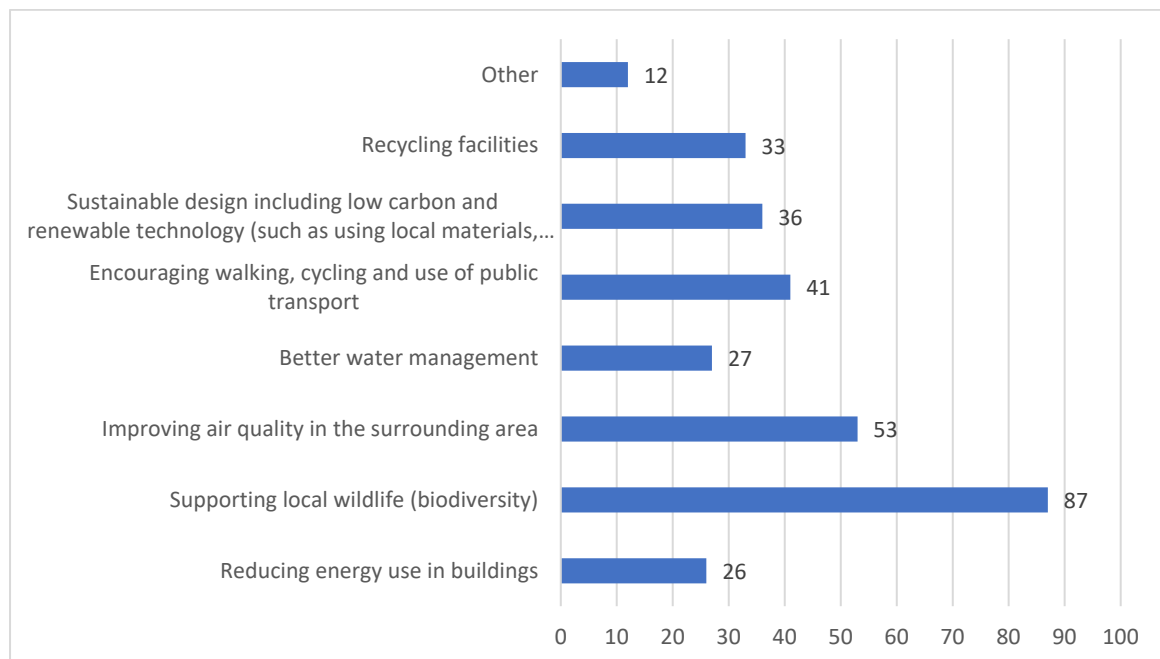
Figure 1: Frequency of responses to Question 1



**2. BMBC has declared a climate emergency, with the aim for the borough to achieve carbon zero by 2045. What do you think should be included to encourage an environmentally friendly masterplan? Please tick three options.**

Of the 105 responses, 87 respondents would like to see supporting local wildlife included, 53 respondents would like to see improving air quality in the surrounding area and 41 respondents think including walking, cycling and use of public transport would create an environmentally friendly masterplan.

Figure 2: Frequency of responses to Question 2



12 respondents specified “other” options that would encourage an environmentally friendly masterplan. A summary of the analysis of those responses can be found in Table 4.

Table 4: Main themes captured in "other" in Question 2

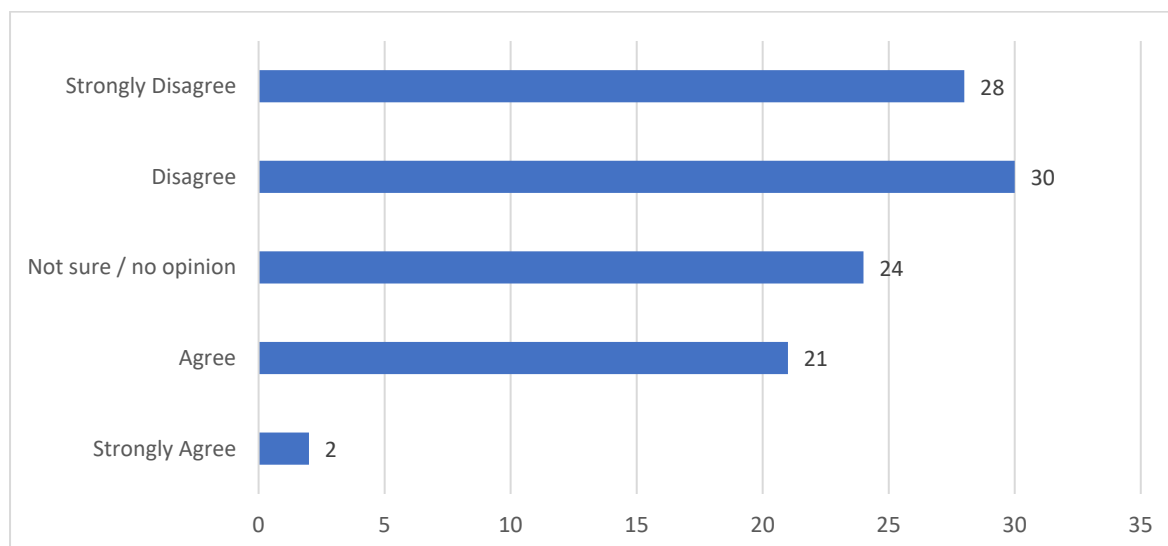
Other	Frequency
Opposed to development	7
Request for further tree planting	2
Transport suggestions	2
Solar panel for housing	1
Work to Government climate change policies and building regulations	1

### 3.2.2 Constraints and Opportunities

#### 3. How do you feel the draft Masterplan Framework proposals respond to the constraints set out?

Of the 105 responses to this question, 21 agree that the Masterplan Framework proposals respond to the constraints set out and 24 are not sure or have no opinion.

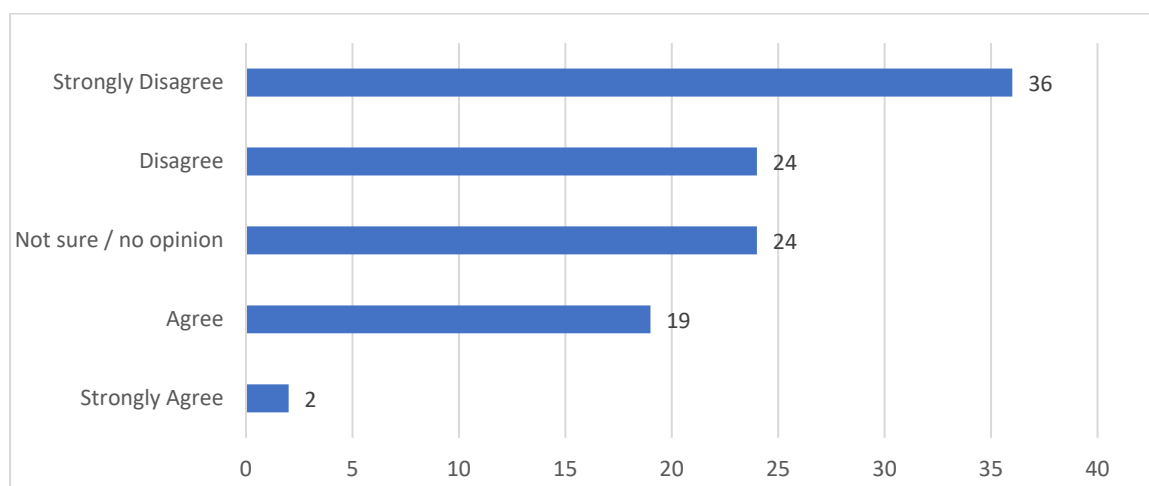
Figure 3: Frequency of responses to Question 3



#### 4. Do you think we've made the most of the opportunities offering by this site?

Of the 105 responses to this question, 36 respondents do not think the opportunities for the site have been taken advantage of and 19 respondents think that they have as noted in Figure 4.

Figure 5: Frequency of responses to Question 4



### 5. Please share any thoughts you may have on constraints and opportunities.

Of the 57 respondents to this question, the most frequently noted comments on the constraints and opportunities are noted in Table 5.

Table 5: Main themes captured in Question 5

Comments on constraints and opportunities	Frequency
Traffic congestion concerns	21
Lee Lane junction concerns	18
Design suggestions	17
Environmental impact concerns	15
Opposed to development	13
Community facilities and local amenities concerns	12
Healthcare facilities	11
Flooding and drainage	9
Air pollution concerns	6
Housing types, mixes and density	3
Road safety	2



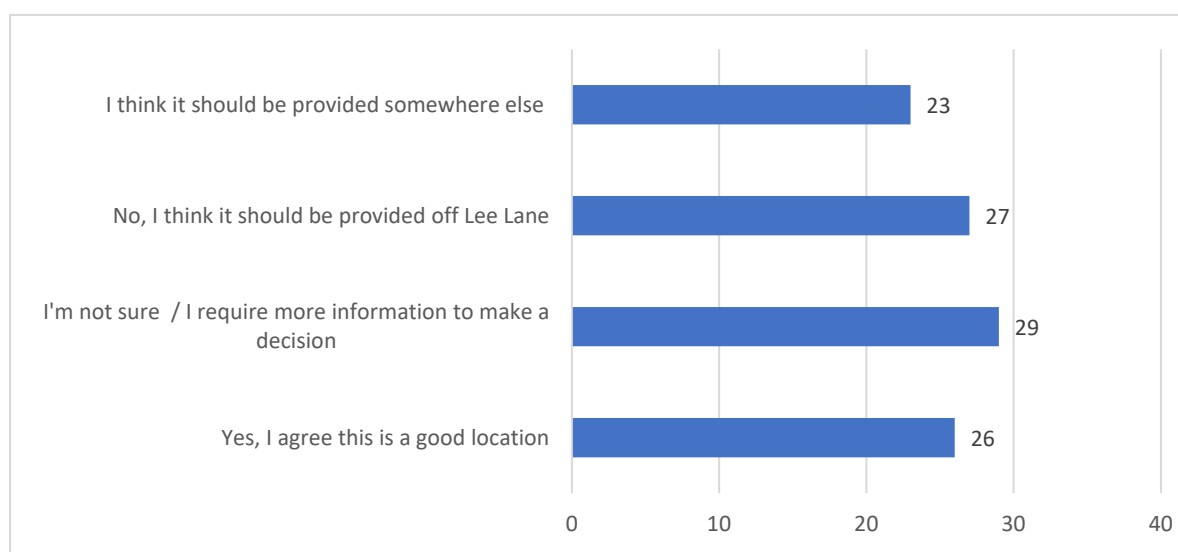
Public transport connectivity concerns	2
Support for masterplan	1

### 3.2.3 Draft Masterplan Framework

#### 6. The Local Plan says a primary school should be provided on this site. Do you agree with the proposed location of the school?

Of the 105 responses that answered, 26 respondents agree that it is a good location and 29 respondents said they are not sure or require further information to make a decision.

Figure 6: Frequency of responses to Question 6



23 respondents think the school should be provided elsewhere and provided a free text response. A summary of themes identified in these responses this can be found in Table 6.

Table 6: Other suggested locations for where the school should be provided

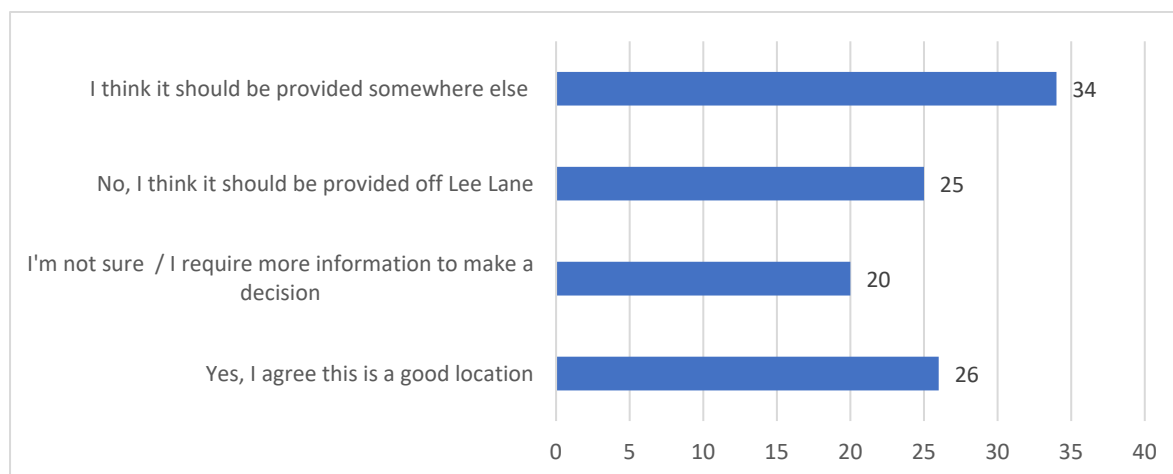
Other locations for primary school	Frequency
No school	10
Use other fields	3
Design suggestions	3
Traffic congestion concerns	2
Lee Lane junction concerns	2

Opposed to development	2
Use more central location	1
Flooding and drainage	1
Invest in other schools	1

### 7. The Local Plan says a small convenience retail store should be provided on this site. Do you agree with the proposed location of this?

Of the 105 responses to this question, 26 respondents agree with the proposed location, 25 respondents think that it should be provided off Lee Lane and 20 respondents are not sure or require further information to make a decision.

Figure 7: Frequency of responses to Question 7



34 people think that it should be provided at an alternative location. A summary of themes identified in these responses this can be found in Table 7.

Table 7: Other suggested locations for where the shop should be provided

Other locations for retail store	Frequency
More retail shops are not needed	22
Away from Lee Lane	5
Opposed to development	4
Traffic congestion concerns	3
Lee Lane parking concerns	2

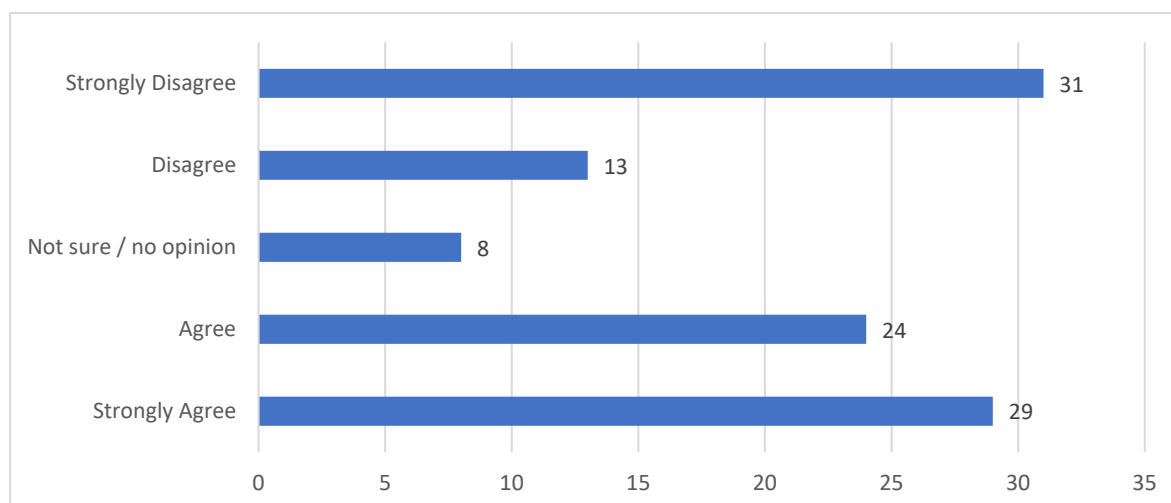
Other locations for retail store	Frequency
Air pollution concerns	2
Housing types, mixes and density	1
Healthcare facilities	1
Community facilities and local amenities concerns	1
Anti-social behaviour concerns	1
Phasing needs to be considered	1

### 3.2.4 Movement

**8. To address future congestion during peak periods at The Wells crossroads in the centre of Royston, if there are no safe, desirable and deliverable ways of tackling this, to what extent do you agree to considering a relief road to ensure the impact on the road network resulting from the development of the Masterplan area is acceptable?**

Of the 105 responses to this question, 29 respondents strongly agree about considering a relief road while 31 respondents strongly disagree with the option of putting in a relief road.

Figure 8: Frequency of responses to Question 8

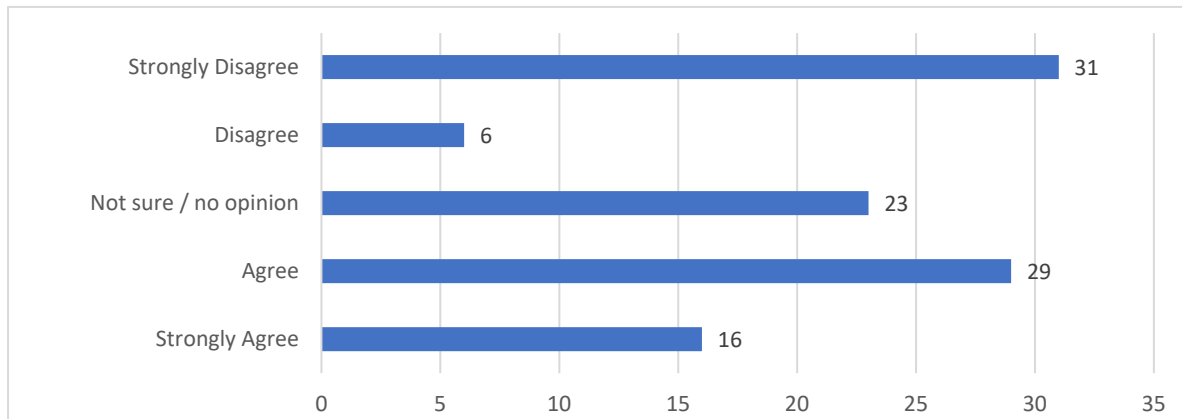


**9. We are proposing a potential bus gate off Grange Road to stop cars going through the site and improve bus services. Do you agree with this approach?**

Of the 105 responses to this question, a total of 45 respondents agree or strongly agree with a potential bus gate while a total of 37 respondents disagree or strongly disagree with a bus gate.



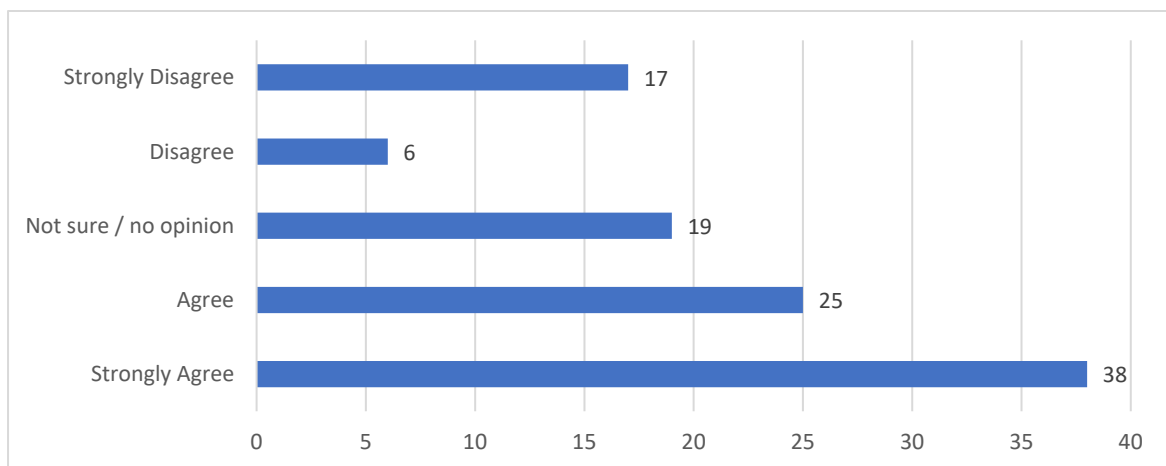
Figure 9: Frequency of responses to Question 9



**10. Do you agree with improvements to the old railway, such as new surfacing and lighting?**

Of the 105 responses to this question, 63 respondents strongly agree or agree with improvement to the old railway and 23 strongly disagree or disagree with improvements.

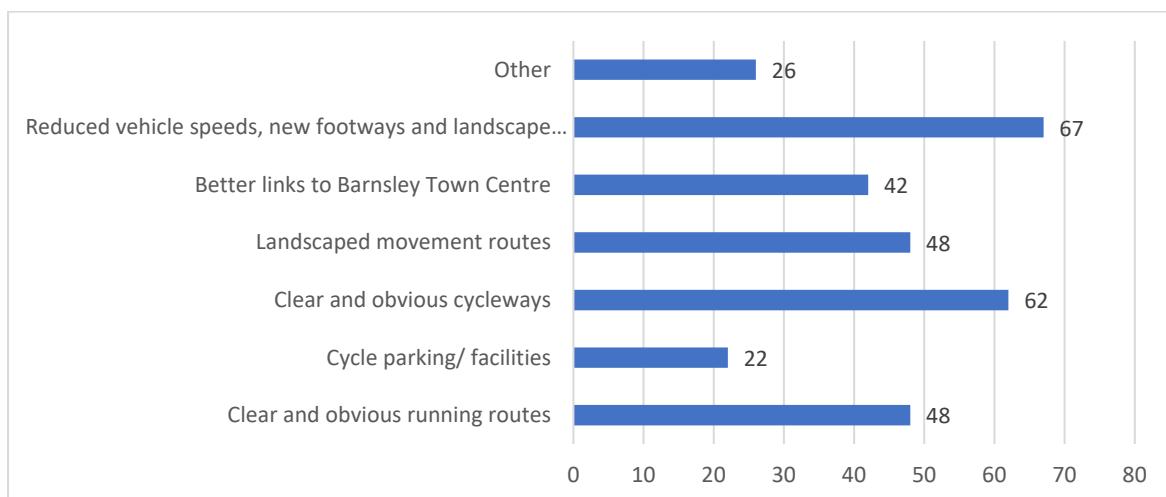
Figure 10: Frequency of responses to Question 10



**11. What can we provide to encourage walking, running and cycling (please tick three options)?**

Of the 105 responses to this question, 67 respondents would like to see reduced vehicle speeds, new footways and landscape on Lee Lane, 62 respondents would like clear and obvious cycleways, and 48 respondents would like to see clear and obvious running routes and landscaped movement routes.

Figure 11: Frequency of responses to Question 11



26 respondents selected “other” and provided a free text response, with the most frequently raised comments noted in Table 8.

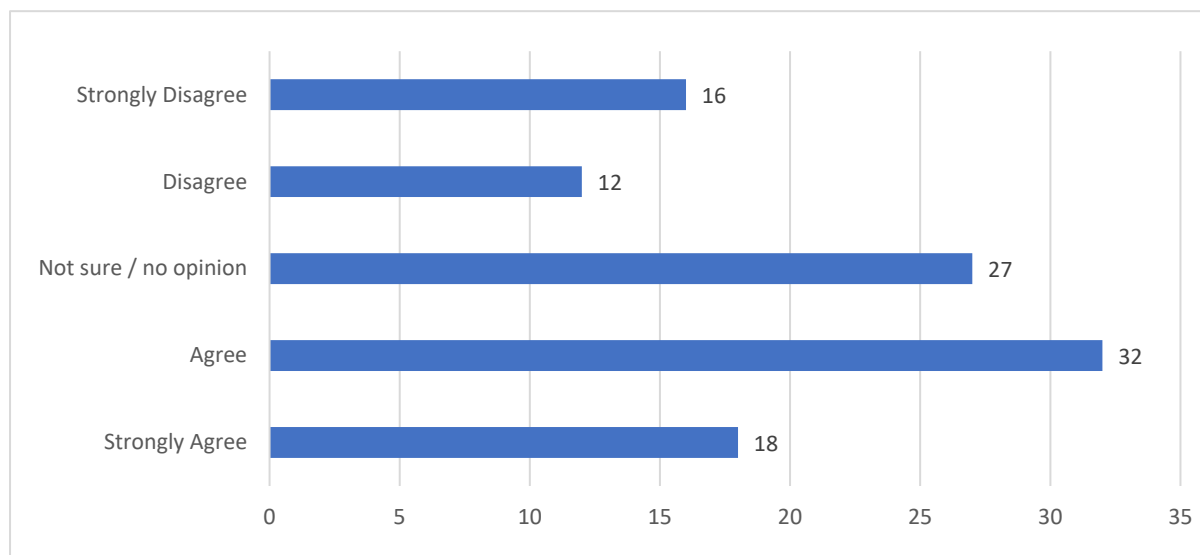
Table 8: Additional options respondents noted that would encourage walking, running and cycling

Other options to encourage walking, running and cycling	Frequency
Opposed to development / building	14
Existing pathways are already well used	6
Footpath suggestions	4
Design suggestion	4
Suggestions for transport	2
Housing mix, density and types	1
Safety concerns	1

### 12. The Council is considering a wider network of running routes, which could be included through the site. Would you like to see this?

Of the 105 responses to this question, 50 respondents agree or strongly agree with a wider network of running routes, while a total of 28 respondents strongly disagree or disagree with this idea.

Figure 12: Frequency of responses to Question 12



### 13. Please share any other comments on the Movement Strategy.

There were 53 responses to this question and these were analysed to understand the most frequently raised themes. These themes can be found in Table 9.

Table 9: Most frequently raised themes about the Movement Strategy

Comments	Frequency
Traffic congestion concerns	22
Road and pedestrian safety	13
Lee Lane junction concerns	12
Consider wide traffic impacts / relief road	9
Design suggestion	9
Environmental impact concerns	6
Opposed to development	6



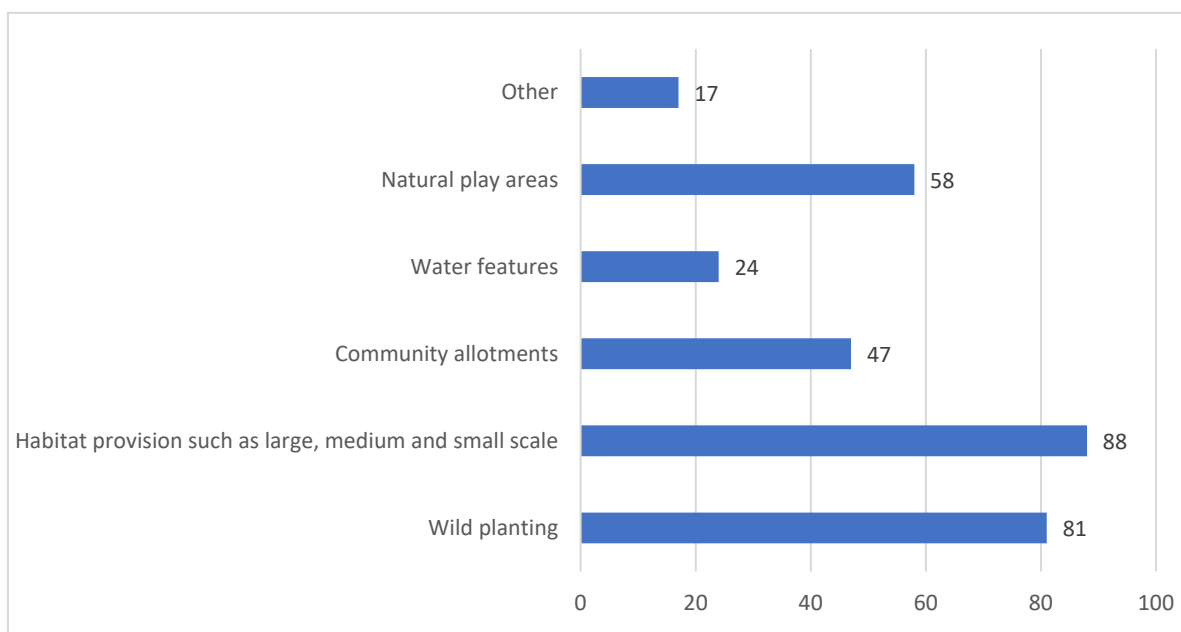
Comments	Frequency
Public transport connectivity concerns	4
Detailed traffic modelling needs to be undertaken	4
Sustainable travel provision not clear	4
Flooding and drainage	2
Healthcare facilities	1
Community facilities and local amenities concerns	1

### 3.2.5 Landscape and Biodiversity

#### 14. What natural features would you like to see reflected in the development (please tick three options)?

Of the 105 responses to this question, 88 respondents would like to see habitat provision such as large to medium scale native planting or wildlife meadows and smaller scale wildlife ponds or gardens; 81 respondents would like to see wild planting and 58 respondents would like to see natural play areas reflected in the development.

Figure 13: Frequency of responses to Question 14



17 respondents chose “other” and provided a free text response. The most frequently raised themes from the free text responses can be found in Table 10.

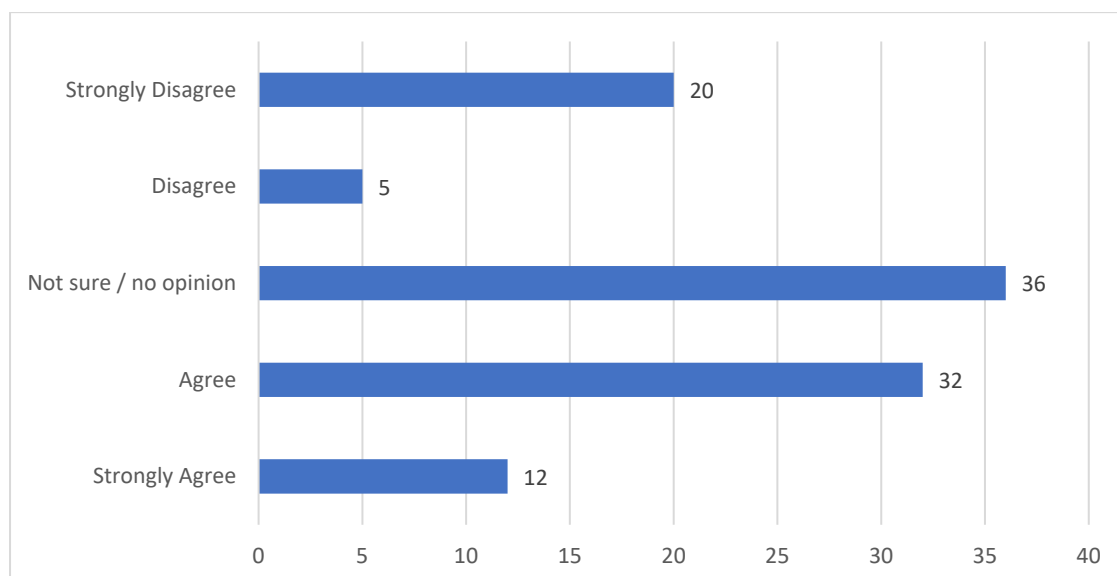
Table 10: Most frequently raised themes to be included in response to Question 14

Other natural features	Frequency
None	8
Opposed to the development	2
Design suggestion	2
Solar panels	1
Fields	1
Trees	1
Housing mix, density and types	1

### 15. Do you support the proposed recreation facility off Grange Road?

Of the 105 responses to this question, 44 respondents strongly agree or agree, while a total of 25 respondents strongly disagreed or disagreed with the proposed recreation facility off Grange Road.

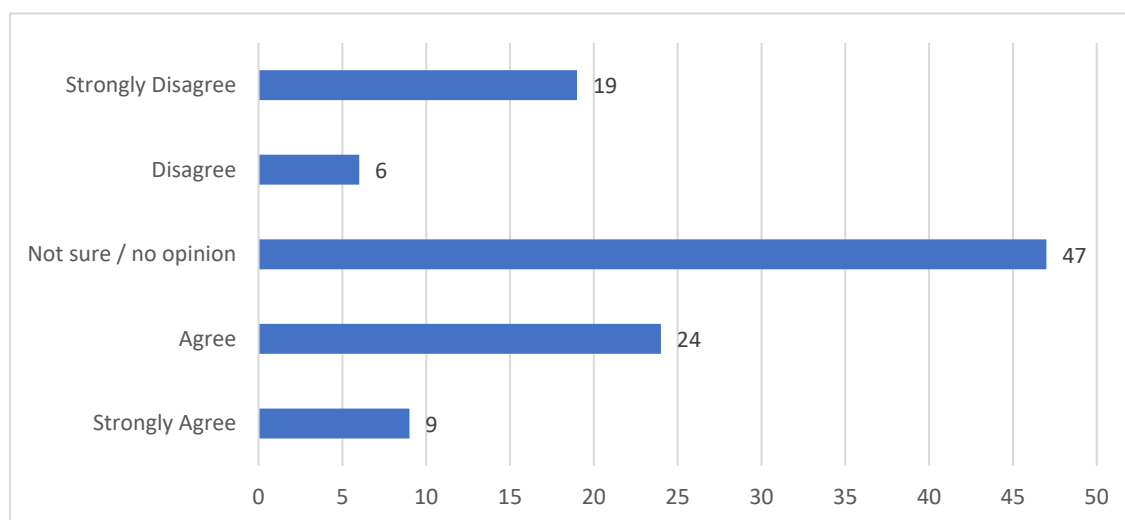
Figure 14: Frequency of responses to Question 15



**16. Do you agree with the location of the proposed play areas?**

Of the 105 responses to this question, the majority of respondents (47) were not sure or had no opinion and a total of 33 strongly agreed or agreed with the location of the proposed play areas.

Figure 15: Frequency of responses to Question 16



**17. What age range should the play areas cater to, to suit your household? Please rank in order from 1-4 with 1 being most important.**

Of the 105 responses, the age ranges of 2-5 years and 6-12 years were tied for the top rank. A full explanation of the rankings is shown in Table 11.

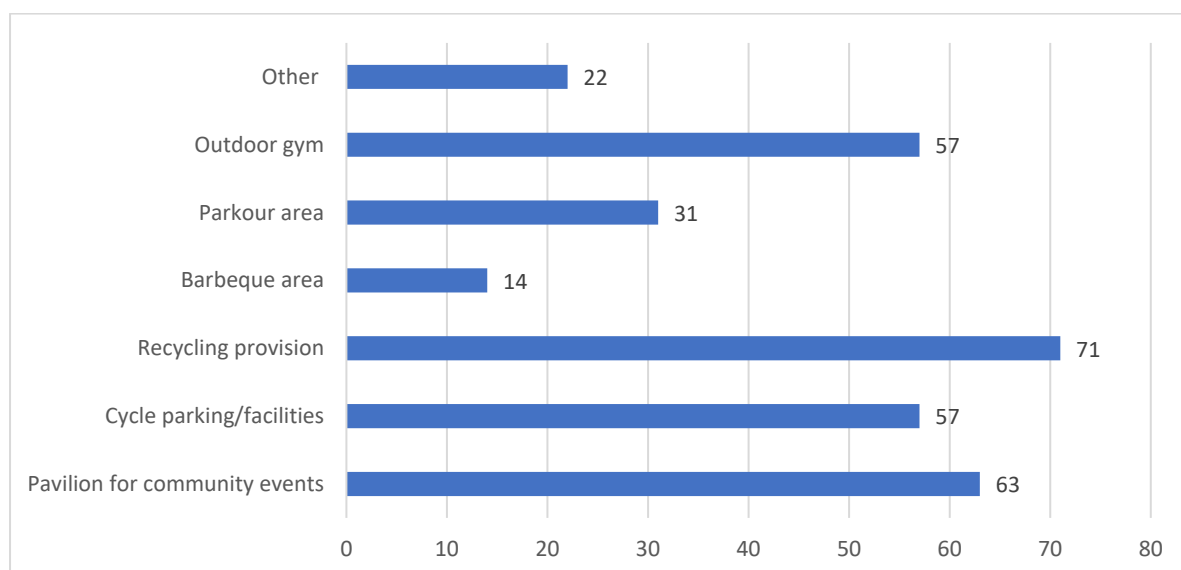
Table 11: Order of rankings based on the feedback from Question 17

Age range	Overall rank
2-5 years	1
6-12 years	1
6-23 months	3
13+ years	4

**18. What furniture and facilities would you like to see in recreation spaces (please tick three options)?**

Of the 105 responses, 71 selected recycling provision, 63 selected pavilions for community events, 57 chose cycling parking / facilities and 57 chose outdoor gym in recreation spaces.

Figure 16: Frequency of responses to Question 18



22 respondents selected “other” and provided a free text response; the most frequently raised comments for “other” furniture and facilities can be found in Table 12.

Table 12: Additional furniture and facilities respondents feel should be included in the recreation area in response to Question 18

Other	Frequency
None	6
Opposed to development	3
Design suggestion	3
Rubbish and recycling bins	2
Improve existing facilities	2
Any facilities would encourage anti-social behaviour	2
Skate park	1
Allotments	1
Pond	1
Wildlife areas	1



**19. Please share any other comments you may have on Landscape and Biodiversity.**

There were 33 responses to this question and the themes most frequently raised for this question can be found in Table 13.

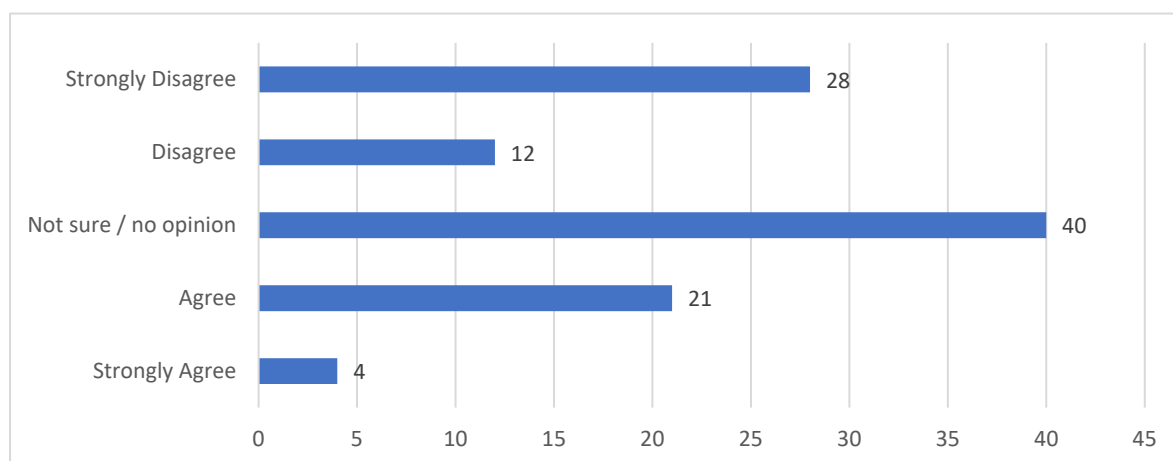
Table 13: Further comments on Landscape and Biodiversity in response to Question 19

Comments	Frequency
Wildlife concerns	12
Design suggestion	9
Concerns about anti-social behaviour	9
Other comments	6
General environmental impact concerns	5
Opposed to development	2
Leave the environment how it is	2
Concerns about maintenance	3
Request for more information	1
Air pollution	1
Landscape and visual impact concerns	1
Community facilities and local amenities concerns	1
Improve NMU safety	1
Make improvements to existing park	1

**3.2.6 Delivery and Phasing****20. Do you agree with the indicative approach to phasing of the scheme?**

Of the 105 responses to this question, 40 respondents were not sure or had no opinion, 28 strongly disagreed with the phasing and 21 respondents agree with the indicative phasing of the scheme.

Figure 17: Frequency of responses to Question 20



**21. If you have any particular comments on the proposed delivery and phasing approach, please include them in the box below.**

There were 28 responses to this question and the most frequently raised themes on the proposed delivery and phasing approach can be found in Table 14.

Table 14: Frequently raised themes regarding the proposed delivery and phasing approach

Comments	Frequency
Concerns about phasing approach / suggestions for phasing	10
Traffic congestion concerns	9
Existing access need improving first	8
Opposed to development	5
Order of phasing is incorrect	4
Consider further consultation prior to development	3
Design suggestion	3
Construction suggestions	3
Flooding and drainage concerns	2
Environmental impact concerns	1
Air pollution concerns	1

Comments	Frequency
More information / surveying required	1
Concern about developing individual sites separately and not as a whole	1
GP services	1

### 3.2.7 Other Comments

#### 22. Are there any other comments you would like to make? If so, please include them in the box below.

Of the 69 responses to this question, the most frequently raised comments can be found in Table 15.

Table 15: Most frequently raised comments to Question 22

Comments	Frequency
Traffic congestion concerns	33
Environmental impact / green space concerns	27
Design suggestion	25
Opposed to development	22
Community facilities and local amenities concerns	18
Healthcare facilities	16
Lee Lane junction concerns	14
Road safety NMU concerns	8
Other comments	8
Anti-social behaviour	7
Concerns about consultation	6
Flooding and drainage	6

Comments	Frequency
Air pollution concerns	5
Housing types, mixes and density	4
Public transport connectivity concerns	3
Support for masterplan	2

### 3.3 Masterplanning Inbox Key Themes

Feedback received via the masterplanning inbox was reviewed for high-level themes and this is presented in Table 16.

Table 16: High-level topics raised in masterplanning inbox feedback

Organisation / Name	Topics mentioned
Yorkshire Wildlife Trust	Support for inclusion of blue infrastructure, biodiversity enhancements and amenities for local community Support for including 10% Biodiversity Net Gain Consider further connectivity for biodiversity corridors
Environment Agency	Biodiversity net gain suggestions Support for 8 placemaking principles Design suggestions
North Neighbourhood GP Practice	Concern about existing healthcare facilities provision Request for further discussion with local authority
South Yorkshire Passenger Transport Executive	Transport connectivity such as adequate public transport provision and links to Darton Station
Wakefield Council	Supports improvements to disused railway line Supportive of production of masterplan to ensure a well-planned and sustainable extension to Royston Access to open space in Wakefield Road network impacts
Superfast South Yorkshire	Broadband infrastructure comments Government requirements for developers
National Grid	No comment Offers advice as required regarding their assets
Natural England	No comment
Bellway	Comments on their recent application and appeal decision Developer contributions and S.106 Infrastructure suggestions



Organisation / Name	Topics mentioned
	Affordable housing Zero carbon development suggestions Community grow gardens and management Junction improvement suggestion Support of phasing and delivery Biodiversity Net Gain
Highways England	Supportive of Masterplan Framework and promotion of active travel and enhanced public transport links
Trans Pennine Trail	Tree maintenance responsibilities Suggestion to upgrade footpaths to bridleway status where possible Active travel suggestions
Cool Kidz R Us	Childcare facilities request
Member of the Public	Road infrastructure could be placed elsewhere Welcomes further discussions with BMBC
South Yorkshire Police	Design standards
Strategic Land Group	Sustainable Urban Drainage suggestions Road infrastructure Vehicular access suggestions Design suggestions No need for the link road Phasing needs to be considered for this land
Member of the Public	Traffic and road safety concerns Community facilities and local amenities concerns about existing primary schools Public transport connectivity concerns
Member of the Public	Public right of way Design suggestions Lee Lane concerns
Member of the Public	Environment and wildlife impact concerns Traffic concerns Concerns about approach to consultation
Clayton Trustees	Phasing and delivery of land
Member of the Public	Existing traffic concerns on Lee Lane Impacts on local road network
Member of the Public	Affordable housing request Request for protection of green spaces Design suggestions Quality design required Prioritise brownfield land development
Member of the Public	Existing traffic concerns on Lee Lane Healthcare provision concerns

### 3.4 Response to Consultation Themes

In response to feedback received, a number of positive changes have been incorporated into the design. Table 17 notes these changes provides a response to frequently raised themes.

Table 17: Frequently raised themes and the postive changes that have been incorporated into the design

Feedback themes	BMBC Response
Opposed to the development and building out of the site	<p>Opposition to the development and building out of the site is noted.</p> <p>The principle for development was established through the Local Plan site allocation process. When the Local Plan was being examined, it was agreed that for some of the larger, strategic sites it was necessary to prepare Masterplan Frameworks to make sure that sites could be developed in a comprehensive manner, taking into account all of the infrastructure requirements.</p> <p>The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications. It is not a planning application. Planning applications will be prepared and consulted upon before any further development comes forward on the site. The Masterplan Framework should be read in conjunction with the adopted Local Plan and the Supplementary Planning Documents.</p>
Impact on existing green landscape	<p>The Masterplan Framework requires that as much of the existing green infrastructure as possible is retained, including the species rich trees and hedgerows present on the site. Additionally, the Masterplan Framework requires the enhancement of existing features to ensure that there are green habitat corridors so that wildlife can get through the site.</p> <p>In terms of drainage, the strategy includes capturing surface water where it falls and using surface ponds, with native planting, and underground crates to slow down the surface water run-off from the development. These will reduce the risk of flooding and the ponds will create more diverse habitats. The Drainage Strategy ensures that the development will not release any more water than is currently being released into the existing watercourses.</p> <p>Key long-distance views in and out of the site will be protected, enhanced or created.</p>
Impact on wildlife in the proposed site and surroundings	<p>The Masterplan Framework includes maintaining the accessible landscape and ecology buffer between the Green Belt and Notton Wood Local Nature Reserve to protect sensitive landscape and ecological value, minimising the impact.</p> <p>The Masterplan Framework requires that existing hedgerows and trees will be protected, enhanced and managed appropriately to ensure they continue to provide suitable habitat for species such as bats and breeding birds. Any creation or enhancement of hedgerows will be required to utilise native species of local provenance where possible. The addition of attenuation ponds and SuDS (sustainable urban drainage systems) will include suitable native planting and management to enhance the aquatic biodiversity within the site. Any planting will include native seed mixes.</p> <p>Green corridors through the site will provide connectivity of habitats for wildlife.</p> <p>Developers will be required to achieve a 10% increase in Biodiversity Net Gain, which ensures that there will be in an increase in the quantity of quality habitats. Additionally, the Masterplan Framework requires at least 15% open space, which is in line with the Local Plan requirement for this area and offers scope for habitat creation.</p>

Impact on local road network and traffic	<p>The principle for development was established through the Local Plan, and as part of the Local Plan process, traffic modelling was completed to confirm the potential traffic impact. In developing the Masterplan Framework, further traffic modelling has not been undertaken but as part of any planning application that comes forward, there will be a requirement to look at traffic in much more detail through a Transport Assessment.</p> <p>The Masterplan has been developed to encourage journeys, local trips in particular, by sustainable modes such as walking and cycling. The Masterplan provides high quality pedestrian and cycle routes, aiming to reduce the number of journeys by car.</p> <p>Applicants will be required to work with the Barnsley Bus Partnership to improve bus services to the site and wider Royston area. A Travel Plan will be prepared as part of any future planning application to promote and encourage access by sustainable modes of travel.</p> <p>It is acknowledged that the development will result in additional traffic on local roads. When future planning applications are submitted for the site, the council will require the submission of a Transport Assessment which will assess the implications of the development on the highway network. The scope of assessment and junctions to be assessed will be agreed with BMBC and Highways England. Full operational assessment in the morning and evening peak hours will be carried out to forecast future operation of the junctions. Any necessary highway improvements will be secured where necessary as part of the approvals process.</p> <p>The planning process for the Royston – Carlton Relief Road is not connected to this Masterplan Framework, however it makes allowance for the relief road and the delivery strategy will account for the uncertain timings for the relief road. More detailed transport assessment will be undertaken to consider the relief road as necessary.</p>
Lee Lane concerns	<p>Existing concerns along Lee Lane are noted.</p> <p>The design of Lee Lane is intended to encourage drivers to reduce their speeds with the introduction of new junctions, bus stops, pedestrian crossings and landscaping. In addition, the development will provide wide, safe, segregated foot and cycleways along Lee Lane for a safer and more attractive environments for pedestrians and cyclists.</p>
Health/ GP infrastructure provision	<p>BMBC worked with infrastructure providers throughout the Local Plan process to determine whether there was sufficient capacity within the existing health infrastructure or whether new facilities are needed – no additional need was identified at this stage. BMBC are continuing to work closely with the Barnsley Clinical Commissioning Group (CCG) to determine whether any additional GP and Dentist services are required.</p> <p>Although it is not the Council’s responsibility to deliver GP and Dentist practices, there is a need to ensure that when sites come forward, they have the necessary infrastructure in place to support that growth. It is therefore important that BMBC continue to work closely with CCG to make sure they are aware of the development and the potential timings so that they are able to identify any capacity issues and expand these provisions when necessary.</p> <p>Good active travel links (pedestrian and cycle ways) and bus routes connecting the new development with Royston town centre have been proposed to ensure good linkage with existing health/ GP facilities.</p>
Convenience store location	<p>The Local Plan requires that a small-scale convenience retail facility is provided in compliance with policy TC5.</p> <p>Multiple locations for the local shop have been explored and assessed during Option Stage. The location off Lee Lane remains the proposed location as it will avoid through traffic on local residential roads and has been intentionally located</p>

	<p>some distance from the primary school to address concerns over links between a shop and childhood obesity.</p> <p>However, this location can be reviewed by setting back the shop slightly from Lee Lane roundabout to mitigate against impacts on traffic on Lee Lane.</p>
Public open space	<p>The Masterplan Framework requires at least 15% public open space, which is in line with the Local Plan requirement for this area. The suggestions from the public consultation has been logged. The Masterplan Framework will set out the requirements of the public open space, such as being accessible, safe for all, with a variety of uses. The maintenance and management strategy of the proposed open space has been set out in the Masterplan Framework and associated Design Code. Public realm design requirements including urban furniture, bins and lighting has also been included in the Design Code.</p>
Connectivity	<p>The request for dog walking routes, safe walking routes and access to through and around the site have been noted. Existing Public Rights of Way (PRoWs) will be enhanced to encourage people to be active and will provide connectivity to local green space, nearby villages and facilities. Access to the existing PRoWs will be retained at Grange Road and West End Crescent. In addition, there will be access for pedestrians and cyclists to the disused railway north of the site, providing connectivity toward Wakefield and the canal.</p> <p>The movement framework prioritises pedestrians and cyclists and the active travel corridors bisect the site, providing more direct access through the site compared to the vehicular routes.</p>
Rail Connections	<p>Re-opening the old train station is outside of the scope of the Masterplan Framework but has been noted. The movement framework aims to provide connectivity from the development to surrounding areas and this will include any rail stations if they open nearby.</p>



## 4 Conclusion

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In total, 105 questionnaires were received with additional feedback received via the Masterplanning inbox. The approach taken to the consultation process has aimed to be transparent, inclusive and comprehensive. The online Q&A sessions were publicised in advance of the consultation through various digital and traditional methods.

The findings from these questionnaires have been fed into the next stage of Masterplan Framework development to reflect the views given. Following this consultation, it is recommended to continue with development of the Masterplan Framework, working towards Council approval and final publication of the Masterplan Framework.

## Appendix A: Publicity materials

Figure 18: Poster

**BARNSELY**  
Metropolitan Borough Council

# ROYSTON MASTERPLAN FRAMEWORK PUBLIC CONSULTATION

**Additional ways to get involved**

As part of the community consultation exercise to gather views on the draft Masterplan Framework, we will be launching a series of online Q&A sessions as we are unable to hold drop-in sessions due to Covid-19 restrictions. The online Q&A sessions will provide an opportunity to find out more about the proposal and ask the project team any questions you may have. **To find out more, please join one of our upcoming live Q&A sessions:**

Type	Date	Time
**Main Q&A with Panel	Wednesday 17 June 2020	6pm – 7:15pm
Urban Design	Tuesday 30 June 2020	5pm – 6pm
Transport	Tuesday 30 June 2020	6pm – 7pm
Landscape & Ecology	Tuesday 30 June 2020	7pm – 8pm
General Session	Wednesday 1 July 2020	5pm – 6pm
General Session	Wednesday 1 July 2020	6pm – 7pm
General Session	Thursday 2 July 2020	5pm – 6pm
General Session	Thursday 2 July 2020	6pm – 7pm

\*\*If you are unable to join this session, a recording will be made available afterwards on our website.

**To register for the launch session or any of our online sessions, please visit:**

[www.barnsley.gov.uk/royston](http://www.barnsley.gov.uk/royston)

For further information or if you are unable to access the internet, please contact:

[masterplanning@barnsley.gov.uk](mailto:masterplanning@barnsley.gov.uk)  
01226 773555

Figure 19: Flyer

**BARNSELEY**  
Metropolitan Borough Council

## ROYSTON MASTERPLAN FRAMEWORK PUBLIC CONSULTATION

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**Wednesday 17 June 2020, 6pm – 7:15pm**  
*If you are unable to join this session, a recording will be made available afterwards on our website.*

Please see reverse for a full list of live sessions. To register for the launch session or any of our online sessions, please visit:  
[www.barnsley.gov.uk/royston](http://www.barnsley.gov.uk/royston)

For further information or if you are unable to access the internet, please contact:  
[masterplanning@barnsley.gov.uk](mailto:masterplanning@barnsley.gov.uk)  
 01226 773555


**Upcoming live Q&A discussions**

To register for any of our online sessions below, please visit:  
[www.barnsley.gov.uk/royston](http://www.barnsley.gov.uk/royston)

Type	Date	Time
Main Q&A with Panel	Wednesday 17 June 2020	6pm – 7:15pm
Urban Design	Tuesday 30 June 2020	5pm – 6pm
Transport	Tuesday 30 June 2020	6pm – 7pm
Landscape & Ecology	Tuesday 30 June 2020	7pm – 8pm
General Session	Wednesday 1 July 2020	5pm – 6pm
General Session	Wednesday 1 July 2020	6pm – 7pm
General Session	Thursday 2 July 2020	5pm – 6pm
General Session	Thursday 2 July 2020	6pm – 7pm

**BARNSELEY**  
Metropolitan Borough Council

Figure 20: Letter invite to residents



**BARNLSLEY**  
Metropolitan Borough Council

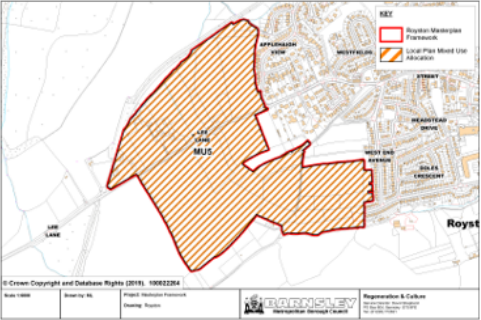
**Planning & Building Control Service  
Development Management**  
Westgate Plaza  
PO Box 634, Barnsley, S70 9GG  
Head of Service: Joe Jenkinson

	My Ref:	Royston MF
	Your Ref:	
	Date:	01 June 2020
	Enquiries to:	Stacey White
	Direct Dial:	01226 773555
	E-Mail:	<a href="mailto:masterplanning@barnsley.gov.uk">masterplanning@barnsley.gov.uk</a>

Dear Resident,

**ROYSTON MASTERPLAN FRAMEWORK PUBLIC CONSULTATION**

I am writing to notify you of a public consultation regarding a Masterplan Framework covering an area of land known as 'MU5', Land at Lee Lane, Royston.



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Scale 1:6000    Sheet No.    Project: Royston Framework    Planning Status:       Regeneration & Culture    Planning & Building Control Service    Planning & Building Control Service    Planning & Building Control Service

CUSTOMER SERVICE EXCELLENCE

In our Local Plan (adopted in January 2019) the land is allocated for 'Mixed Use' development (Site MU5, Land at Lee Lane, Royston) which includes around 994 new homes, a new primary school and supporting infrastructure.

The Local Plan requires a Masterplan Framework to be produced for the site to ensure that it is sufficiently planned, that the correct supporting infrastructure is delivered and that we consider the overall impact to maximise benefits and minimise disruption. Given that the land is allocated for mixed use development in the Local Plan, this public consultation is not about whether the site should be developed – it is about what sort of framework should be in place in order help assess future planning applications for the site and make sure that development comes forward in the right manner.

We recognise that at this current time, residents and communities are mostly concerned with the current Coronavirus (COVID-19) crisis, but the Government have been clear that they expect the planning process to continue, assisting with our economic recovery once the current crisis ends. We are therefore proceeding with a public consultation, so that residents and local businesses can influence the content of the Masterplan Framework and share comments on the various infrastructure options.

The Royston Masterplan Framework Public Consultation will open on **Wednesday 3 June 2020 at 10am** for a six-week period, closing on **Wednesday 15 July 2020 at 5pm**.

The consultation documents can be found at [www.barnsley.gov.uk/royston](http://www.barnsley.gov.uk/royston)

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](mailto:masterplanning@barnsley.gov.uk) to let us know.

If you have no access to email or the internet, please contact me on 01226 773555.

Yours sincerely

*Stacey White*  
Spatial Planning Project Manager

PO Box 634, Barnsley, South Yorkshire S70 9GG



## Appendix B: Consultation materials

Figure 21: A copy of the iPDF



INTRODUCTION PLACEMAKING PRINCIPLES CONSTRAINTS & OPPORTUNITIES MASTERPLAN FRAMEWORK URBAN DESIGN & CHARACTER MOVEMENT FRAMEWORK LANDSCAPE & BIODIVERSITY PHASING & DELIVERY FEEDBACK & NEXT STEPS

The Barnsley Local Plan, was adopted in January 2019 and required that a number of allocations were supported by Masterplan Frameworks to inform any future planning applications. The Masterplan Framework will need to be approved by Full Council prior to the approval of subsequent planning applications.

The Royston Masterplan Framework should be read in conjunction with the adopted Local Plan and the Supplementary Planning Documents.

Site M05 at Royston was designated for mixed use development. It provides for 994 homes and a new primary school, which would offer much needed housing for the borough along with new school places. Planning permission has already been granted for 166 of the 994 homes, under planning reference 2016/1490.

This consultation document sets out draft proposals for the Masterplan Framework for Royston. It has been produced by Barnsley Metropolitan Borough Council.

Thanks for taking the time to read this document. The consultation will close at 5pm on Wednesday 15 July, we would like to hear your feedback on the draft proposals to shape the final Masterplan Framework.



Site Location Map - Royston M05

Click here for **GLOSSARY**

START PLACEMAKING PRINCIPLES

INTRODUCTION PLACEMAKING PRINCIPLES CONSTRAINTS & OPPORTUNITIES MASTERPLAN FRAMEWORK URBAN DESIGN & CHARACTER MOVEMENT FRAMEWORK LANDSCAPE & BIODIVERSITY PHASING & DELIVERY FEEDBACK & NEXT STEPS

# Placemaking For Royston

Our Masterplan Framework for Royston is based around eight placemaking



**Design quality and local character**

High quality distinctive design that reflects the local character of Royston and the surrounding landscape



**Sustainable and active travel**

A new part of the community with landscaped active travel links to Royston and the surrounding countryside including the Trans Pennine Trail



**Facilities and local hub**

A place with a new primary school with a park and facilities as a hub for the community. Also a place with a small local shop on the main gateway



**Landscape and open space**

A new part of the community with a park at the heart of each neighbourhood, landscaped links, trees and play areas for all



**Housing mix and neighbourhood**

A diverse new neighbourhood consisting of a rich mix of housing types and tenures, providing high-quality homes for all



**Sustainability and carbon zero**

A new part of the community that explores clean alternative energy usage and minimum carbon consumption



**Deliverability**

Viability and delivery to be ensured for new housing and local facilities within the development



**Engagement and stewardship**

Green space and grow gardens to be taken care of by the community. Pockets of nature in the development for all

Click here for more on **SUSTAINABILITY**

INTRODUCTION CONSTRAINTS & OPPORTUNITIES



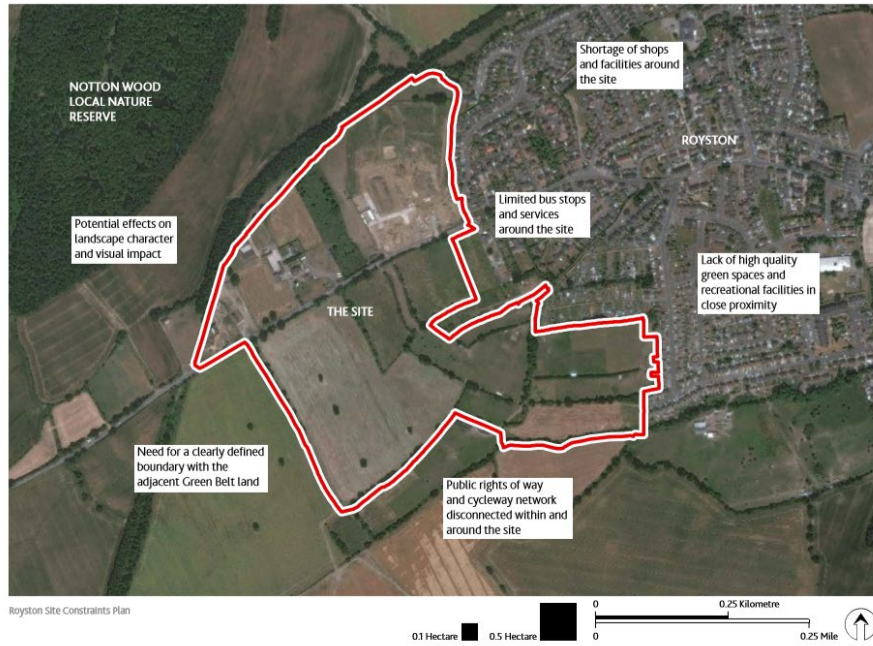
INTRODUCTION PLACEMAKING PRINCIPLES CONSTRAINTS & OPPORTUNITIES MASTERPLAN FRAMEWORK URBAN DESIGN & CHARACTER MOVEMENT FRAMEWORK LANDSCAPE & BIODIVERSITY PHASING & DELIVERY FEEDBACK & NEXT STEPS

This plan shows the constraints that have been considered in developing the Masterplan Framework, and highlights the below opportunities available to enhance the proposals.

Summary Opportunities

- Provision of a new primary school and a small local shop.
- Promote active travel options, encourage physical activities and sense of well-being within the new community.
- A newly constructed roundabout provides main access and gateway to the site.
- Enhanced public transport link to provide safe routes to the new school and nearby town centres.
- New facilities will encourage the integration of new and surrounding existing neighbourhoods.
- New green corridors and open spaces to connect with existing green infrastructure network in the surrounding area.
- Provide accessible landscape and ecology buffer to the surrounding Green Belt.

Click here for more on **HERITAGE**



Royston Site Constraints Plan



PLACEMAKING PRINCIPLES MASTERPLAN FRAMEWORK

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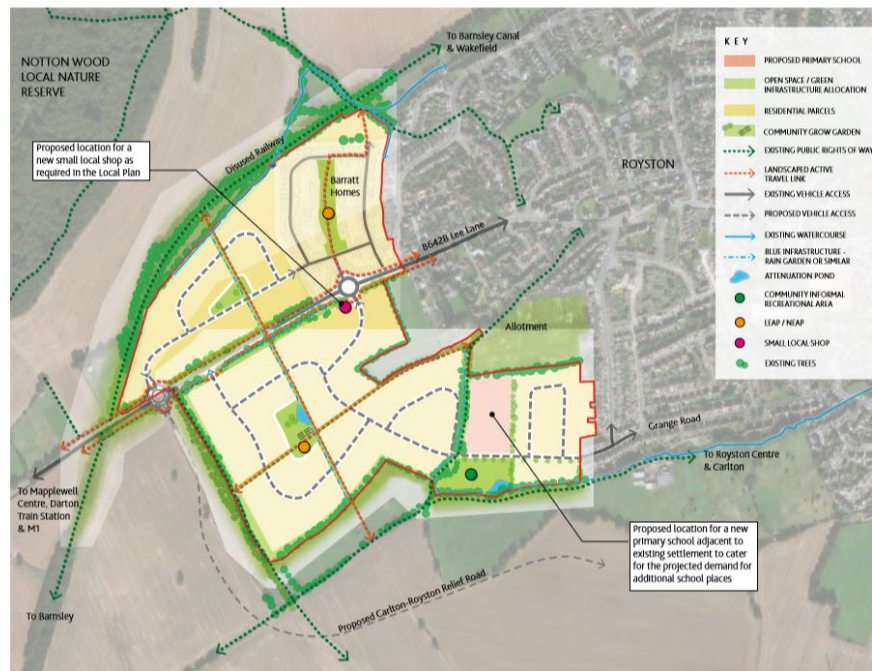
The Royston allocation has been designated to be a new mixed used development for 994 homes, a primary school and a small shop. The designated site is located west of Royston town centre, and surrounded by the Green Belt to the north, west and south.

On part of the site, 166 homes are already under development by Barratt Homes. A new local hub is proposed to the southeast of the site including a new primary school and an informal recreational area. The site is well connected to existing Public Rights of Way (PRow) and active travel links, connecting this community with Royston town centre, Carlton, Mapplewell and Athersley.

A network of green corridors is proposed across the site, connecting new neighbourhoods with open spaces, play areas, facilities and surrounding green infrastructure including Notton Wood Local Nature Reserve to the northwest and Trans Pennine Trail (TPT) to the east.

The framework masterplan to the right covers the proposed concept framework for the site, and will be further elaborated in the below sections:

- Urban design and character
- Movement
- Landscape and biodiversity
- Delivery and phasing



Royston Masterplan Framework

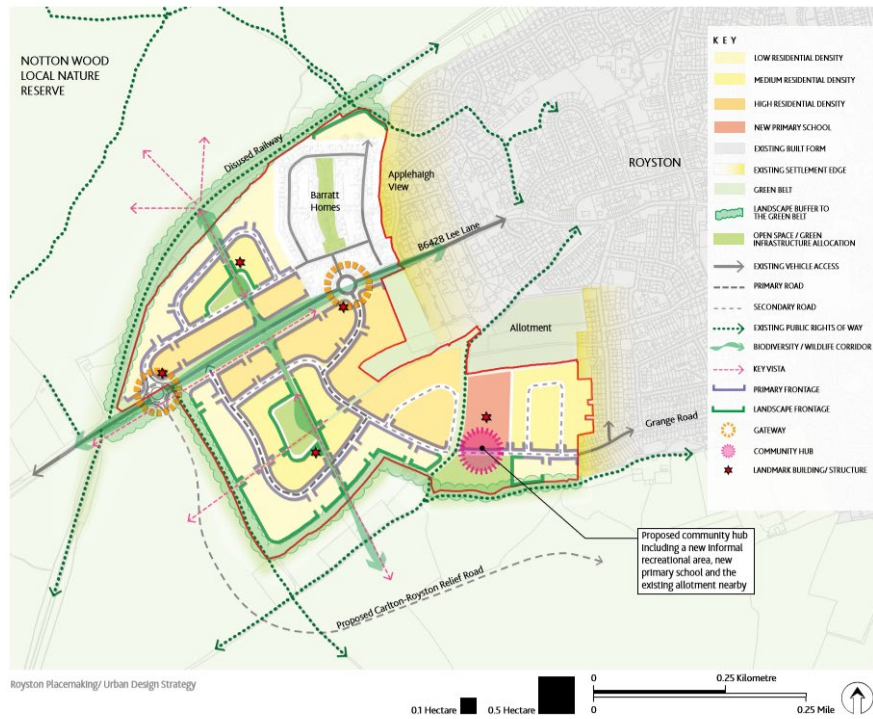


CONSTRAINTS & OPPORTUNITIES URBAN DESIGN & CHARACTER



INTRODUCTION | PLACEMAKING PRINCIPLES | CONSTRAINTS & OPPORTUNITIES | MASTERPLAN FRAMEWORK | **URBAN DESIGN & CHARACTER** | MOVEMENT FRAMEWORK | LANDSCAPE & BIODIVERSITY | PHASING & DELIVERY | FEEDBACK & NEXT STEPS

The masterplan approach has sought to integrate a placemaking framework that will promote a distinct identity and strong sense of place. It aims to facilitate the creation of a cohesive community that sits comfortably within its context and is well integrated with the surrounding landscape and existing local settlements.



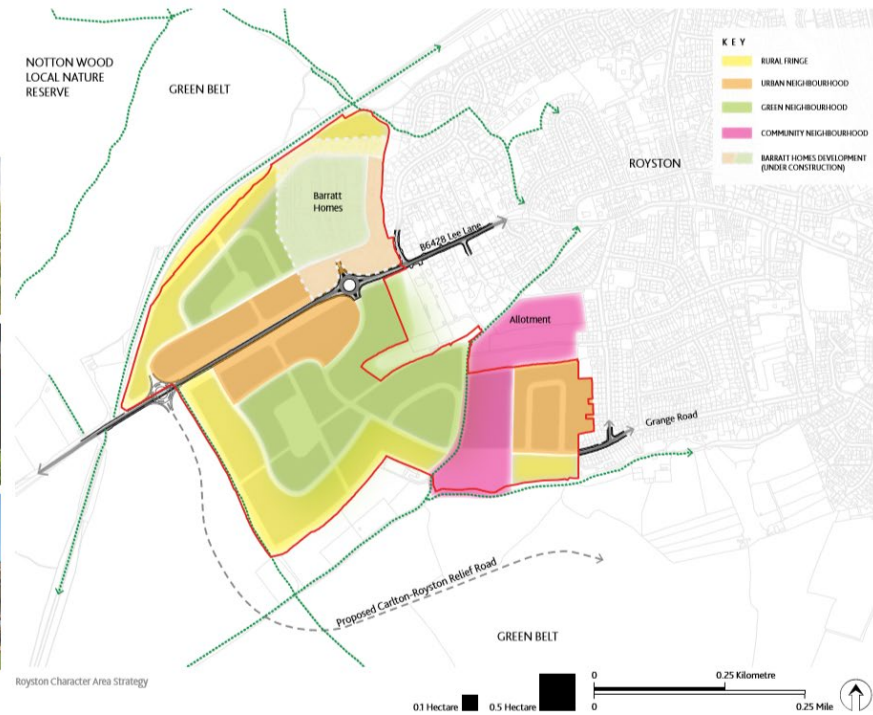
Click here for more on **DESIGN CODE**

Royston Placemaking/ Urban Design Strategy

MASTERPLAN FRAMEWORK | **URBAN DESIGN & CHARACTER**

INTRODUCTION | PLACEMAKING PRINCIPLES | CONSTRAINTS & OPPORTUNITIES | MASTERPLAN FRAMEWORK | **URBAN DESIGN & CHARACTER** | MOVEMENT FRAMEWORK | LANDSCAPE & BIODIVERSITY | PHASING & DELIVERY | FEEDBACK & NEXT STEPS

The proposals set out to create a number of different character areas that respond to the local context, distinctive site characteristics and land use for each area. These character areas help to identify the different aspects of the development - central hearts, green edges and community neighbourhoods.



Royston Character Area Strategy

**URBAN DESIGN & CHARACTER** | MOVEMENT FRAMEWORK



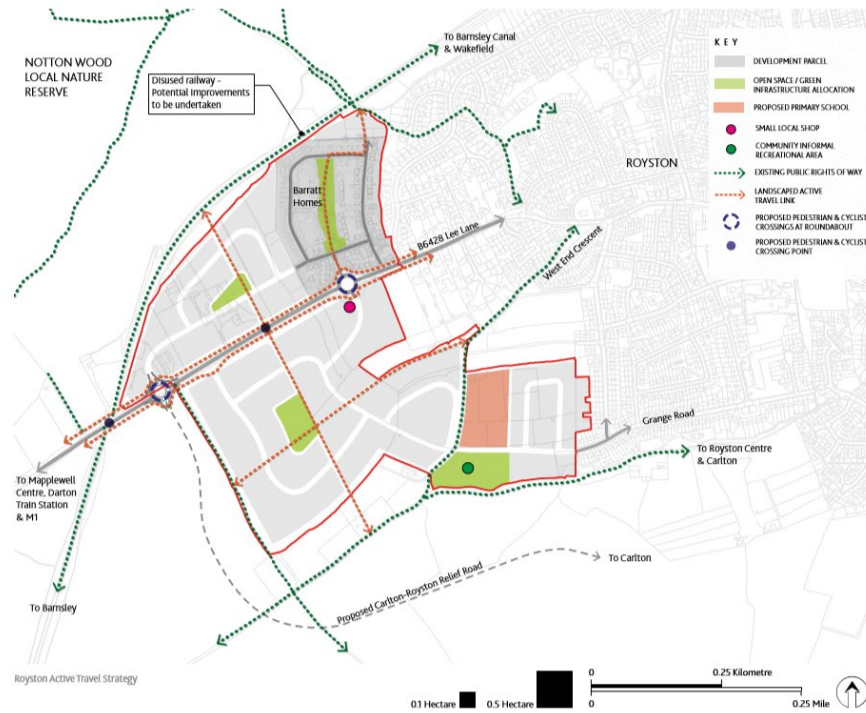
INTRODUCTION PLACEMAKING PRINCIPLES CONSTRAINTS & OPPORTUNITIES MASTERPLAN FRAMEWORK URBAN DESIGN & CHARACTER **MOVEMENT FRAMEWORK** LANDSCAPE & BIODIVERSITY PHASING & DELIVERY FEEDBACK & NEXT STEPS

The movement strategy is based on a hierarchy of routes through the site, connecting with existing routes, communities and amenities.

The hierarchy prioritises walking, cycling and public transport over motor vehicles to encourage sustainable travel and reduce the impact of private vehicles. The scheme design considers access requirements for all users in the following order:

- Pedestrians;
- Cyclists;
- Public Transport;
- Specialist service vehicles – emergency services, refuse and delivery vehicles;
- Private vehicles.

The proposed provision for pedestrians and cyclists is shown in the image on the right. New connections from the site to the disused railway are proposed. The council is exploring options to provide new surfacing and lighting on the disused railway to allow this to be used more. This would improve walking and cycling connections to the Trans Pennine Trail and Barnsley town centre.



URBAN DESIGN & CHARACTER **MOVEMENT FRAMEWORK**

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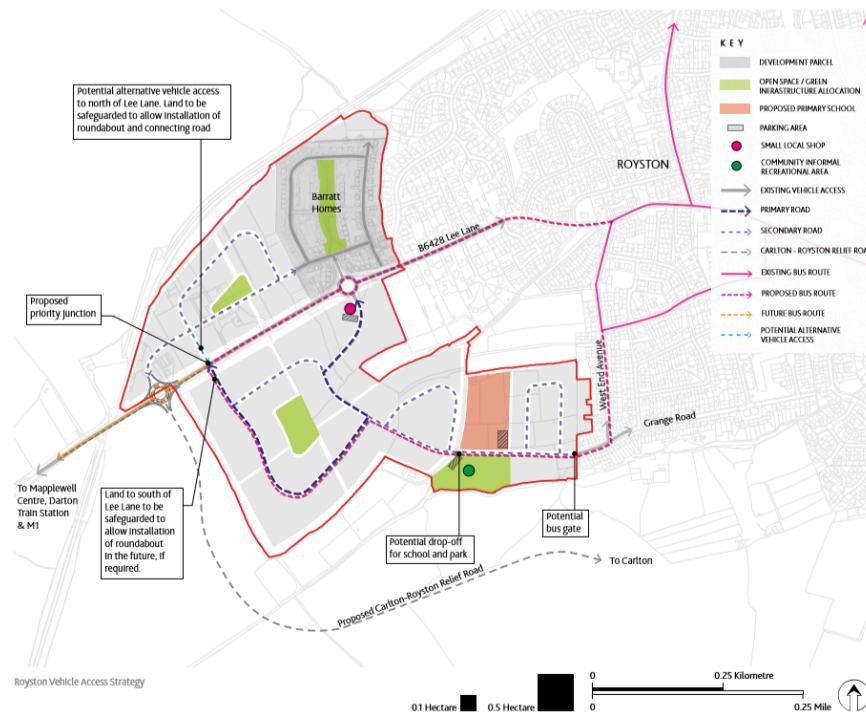
The street network provides for vehicular access through the site and includes the below hierarchy:

- Lee Lane
- Principal streets - primary route/ bus route
- Local streets - secondary and tertiary routes

Pedestrians and cyclists should also be accommodated on all the above routes.

It is proposed to extend bus services from Royston through the site. A bus gate could be included on Grange Road to limit traffic flow through local streets and avoid "rat running" through the site.

Detailed transport modelling indicates a capacity issue at the Wells crossroads in the centre of Royston. Through application of Local Plan transport policies which seek to encourage and provide the opportunity for active travel the council is hopeful that this situation can be alleviated to a degree. Our aspiration is to reduce traffic going into the centre of Royston to improve the environment and encourage walking and cycling along Lee Lane and the high street. The relief road is suggested as an opportunity to allow this. Such a relief road would also be an active travel route helping better link different parts of the accessibility improvement zone.



**MOVEMENT FRAMEWORK** LANDSCAPE & BIODIVERSITY

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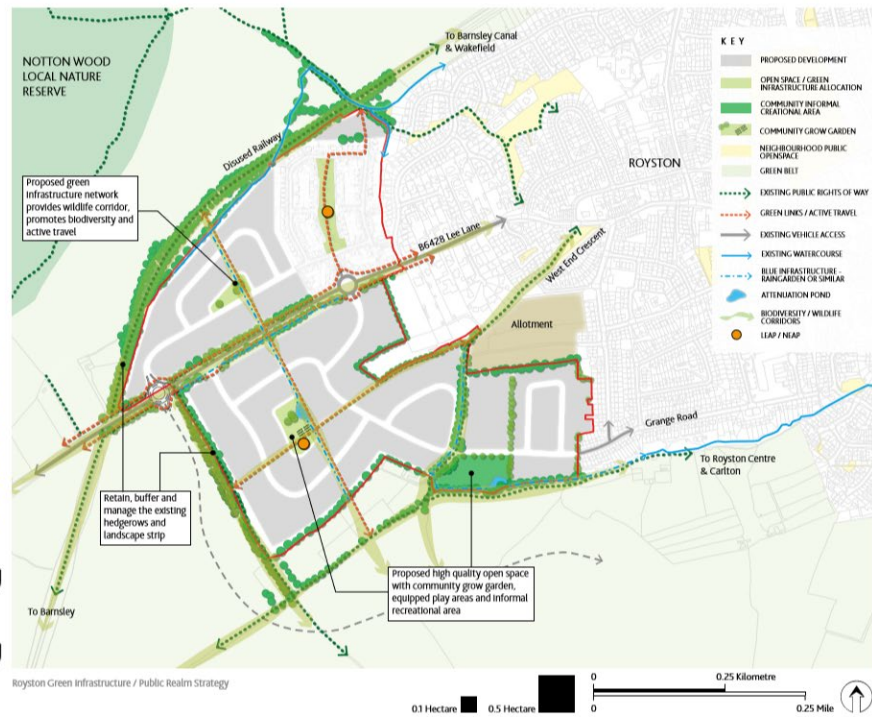
We are proposing to retain and enhance the existing higher biodiversity-value vegetation within the site. The development will adopt a holistic approach to planning and design with integrated green infrastructure, public realm and play area. The proposals retain and enhance existing vegetation, create green links, provide play and recreation provision and neighbourhood parks among other strategies. All these strategies will promote a sense of place, health and well being and enhance the biodiversity of the area.

The landscape proposals include a minimum of 15 per cent open space in line with Local Plan policy and which developers will be required to provide.



[Click here for more on BLUE INFRASTRUCTURE](#)

[Click here for more on ECOLOGY & BIODIVERSITY](#)

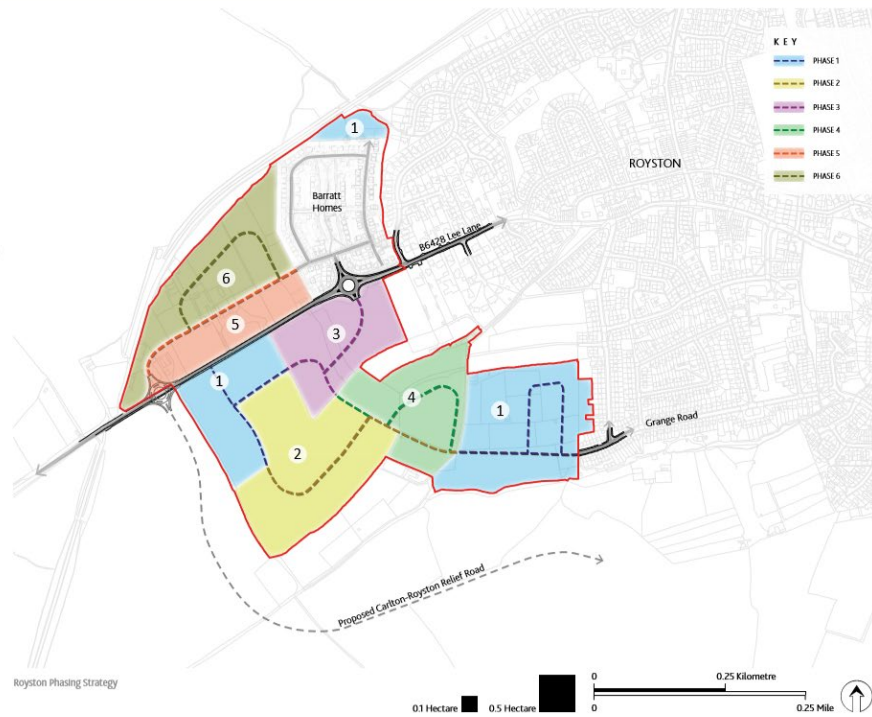


MOVEMENT FRAMEWORK | **PHASING & DELIVERY**

INTRODUCTION | PLACEMAKING PRINCIPLES | CONSTRAINTS & OPPORTUNITIES | MASTERPLAN FRAMEWORK | URBAN DESIGN & CHARACTER | MOVEMENT FRAMEWORK | LANDSCAPE & BIODIVERSITY | **PHASING & DELIVERY** | FEEDBACK & NEXT STEPS

It is expected that development of the site will come forward in a series of phases. Illustrative phasing is depicted in the diagram on the right. It is noted that phases will not necessarily be delivered sequentially, however the delivery of certain phases will be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site.

Early phases seek to make use of existing infrastructure and transport connections, and reflect the degree of complexity of different land ownerships in the area. There is a projected need for a primary school early in the scheme.



LANDSCAPE & BIODIVERSITY | **FEEDBACK & NEXT STEPS**

INTRODUCTION	PLACEMAKING PRINCIPLES	CONSTRAINTS & OPPORTUNITIES	MASTERPLAN FRAMEWORK	URBAN DESIGN & CHARACTER	MOVEMENT FRAMEWORK	LANDSCAPE & BIODIVERSITY	PHASING & DELIVERY	FEEDBACK & NEXT STEPS
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Thank you for taking the time to read this document. Your views are really important to us in shaping the Masterplan Framework for Royston.

**Feedback**

To share your feedback, please complete the questionnaire on the consultation at [barnsley.gov.uk/Royston](https://barnsley.gov.uk/Royston).

To hear more about the proposed Masterplan Framework, please read the [Frequently Asked Questions](#), or join one of our engagement sessions:

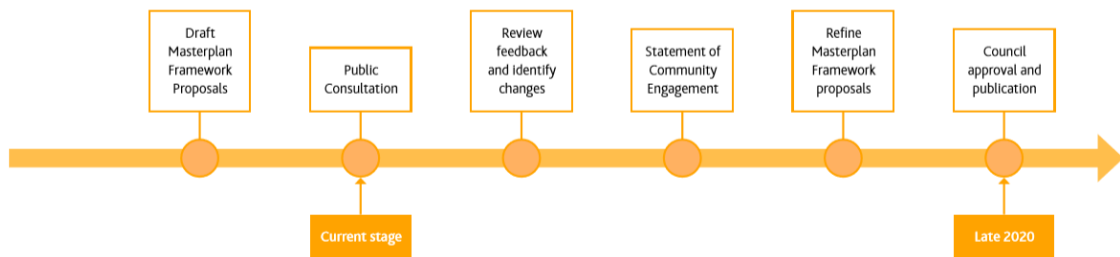
- A live webinar, where members of the project team will share further information and hold a question and answer session.
- Discussion groups with members of the project team.

**Next Steps**

Once the consultation closes at 5pm on Wednesday 15 July, all the feedback received will be reviewed and used to inform the Masterplan Framework for Royston.

We will set out the key themes from this consultation, and actions taken from the feedback received, in a Statement of Community Engagement. Following council approval, this will be published alongside the Masterplan Framework in late 2020.

Click here for the  [CONSULTATION WEBPAGE](#)



## Appendix C: Submitted feedback comments

**2. BMBC has declared a climate emergency, with the aim for the borough to achieve carbon zero by 2045. What do you think should be included to encourage an environmentally-friendly Masterplan? Please tick three options.**

Other comments below: (12 responses)

1	Keep green belt land
2	Saving green spaces and planting trees should be priority!
3	Managing traffic through village areas, by pass required to motorway.
4	stop building on green belt
5	Not building on green land
6	Not building anymore houses Royston carnt take anymore
7	Solar panel for housing
8	preserve the trees as these offset carbon emissions. Trees absorb carbon dioxide to produce oxygen and wood.
9	A regulated bus system that connects communities rather than a privatised system that is entirely radial - villages 2 miles apart require a bus journey in and then out of Barnsley
10	Do not build on this site. These houses aren't needed with over 1500 long-term empty houses already in the Barnsley area
11	The Government has a similar climate change target (2050) and the Royston Masterplan should work to the policies of the adopted Plan and building regulations. To attempt to insert alternative targets into a Masterplan simply creates confusion.
12	Don't build 900 houses because obviously this isn't going to help improve the climate.. also what about the people of royston and their health with the increasing traffic and pollution the build will bring?



**5. Please include any other comments on constraints and opportunities.**

1	The transport links are very limited, how will the majority of the new residents get to work, what are the employment opportunities. The main centres of employment are in Sheffield or Leeds, what train services are there. There is no alternative but to use the car. The junction of Lee lane and Wakefield Rd is poor and has long ques leading to pollution. The road infrastructure to the motorway is inadequate.
2	I run an out of school club that covers the 4 schools in Royston. We desperately need new premises especially now a new school is coming along. You have proposals for retail premises in the new build but what about a much needed space for our out of school club? We open all year round & have over 100 children on our books. Our landlord is wanting to demolish the building & put yet more houses on the site. Where will our parents & children go then? The new school will be a fantastic addition to the village but you also need to think about wrap around care for the parents. There is nowhere in the surrounding area that is suitable or even available. We desperately need new premises. Could you please look into planning in a building that would be suitable for our use? I employ 7 staff at present. The last thing I want is to see them out of work & parents with no childcare facilities. This really is a serious issue that needs addressing.
3	Allotment site at the back so would have to give up my rare breed poultry as people in new houses won't tolerate the noise of the birds. We have had these birds for 14 years and are trying to keep the breed going as they are slowly dying out. If this were to happen we would move out of the area where my husband has lived for 30 years absolutely ruining the town and wanting to keep pollution down how will this help when you will be tripling the amount of traffic passing through Royston. Those allotments have been there for 50 plus years and will ruin many people's hobbies
4	This area has always been a green open space full of wildlife and green fields. It is appalling that you are taking away this area to build houses. The area has always been flooded during periods of heavy rain. The increase in traffic this will cause is unnecessary. It will have a huge impact on the wildlife in the area, increase pollution to the area and further destroy an area of beauty.
5	The junction at the top of Lee Lane and Wakefield Road has already become very congested due to the newly introduced Barretts development. The road needs to be widened to two lanes to allow traffic to turn left onto Wakefield Road. I made this clear during the last consultation but no works were undertaken and the residents of Royston are now suffering from long queues down Lee Lane due to the time it takes cars turning right to exit the junction.

**5. Please include any other comments on constraints and opportunities.**

	<p>This road alteration needs to be undertaken as soon as possible and definitely before anymore houses are built.</p>
6	<p>The buildings are set to be built on land that is known for flooding. I personally live on the estate on Redwood which floods every time we have bad rain, the drainage system cannot cope already. Houses get flooded so you are planning to build homes for people which will flood!!</p> <p>There is no plan set out for a doctors or dentist. This is the biggest flaw to the plan! The doctors in Royston are very poor, with long waiting times already how do you expect them to cope with the extra demand with no new facilities being planned!</p> <p>There is a plan for a shop - the village already has several shops - supermarkets and small local shops - why would we need another! Use this space for a doctors etc.</p> <p>Many people in the village travel to neighbouring villages to take their children to child friendly pubs/restaurants with a play area to have a meal etc - I would thought with this kind of development we would have got the amenities that are at Manvers with a pub, chip shop, cafe etc but no!</p> <p>These houses say they will be built for all types of people however I imagine the prices will be the same as all the other new estates in Royston - £200k plus for a generic poorly built house which people just can not afford!</p> <p>The village already struggles with traffic management, adding this number of additional houses will only add to this.</p>
7	<p>They is not enough doctors in Royston for the people that already live here. This needs to be addressed. Also the land is completely bogged with water where is this water meant to to?</p>
8	<p>The road structure on Lee Lane can not support the traffic as it stands never mind constructing over 900 houses. The road (high street) is always very busy and does not need more traffic, Royston does not have enough dentists, doctors to support this</p>
9	<p>The fields are floodplains and the water has no where to drain. This is important to keep the wildlife we have in the area.</p>
10	<p>Strongly disagree with the building of this estate, leave the land alone!</p>
11	<p>The number of houses that are being proposed in the site will bring more pollution to the area and be built on a flood plain - disturbing wildlife and moving the flood waters on to become a problem elsewhere - if you were to limit housing to the side of the road for phase 1 then it would be a compromise</p>

**5. Please include any other comments on constraints and opportunities.**

12	<p>Traffic within Royston and junction with Lee lane and Wakefield Road is atrocious at rush hour and more houses will only add to the traffic. Also area suggested for phase 2 of the houses is flooded most of the time so adding impermeable surface will only make the issue even worse. Adding another primary school (that will be 4) is great but what about the secondary schools Outwood Academy Carlton will soon be at full capacity so where are the children supposed to go after that, our children will have to travel further to get to school. Within 5 years of me living in Royston 3 lots of new housing developments have already been built.</p>
13	<p>Future house building plans do not take into account the struggling area - Royston does not have the infrastructure required for the number of houses current or future.</p> <p>The area does not have enough green area, schools, facilities</p> <p>We need to get Royston right before anymore is added</p>
14	<p>I feel the traffic flow in and out of Royston is not manageable at present so by building these plans it will only add more pressure. Some mornings or tea times it can take up to 30minutes to get out or in via lea Lane or subsequently a longer way through Notton. How will you deal with this issue?</p>
15	<p>I have studied the map of the plan for building off lee lane at royston and have seen a problem for myself and others.</p> <p>The public right of way that runs parallel to grange road is accessed by the playing field at the top of grange road. Your plan uses that land and access will be taken away. Originally access was through a gate by grange farm, but that access was blocked by the owners of that farm. Buildings and other obstructions have been put over the right of way by the farmer and access would not be of any use to us now at that point. We should have access to that right of way. If access was given at the top of grange road it would be appreciated.</p> <p>Please consider this if you are able.</p>
16	<p>No thought for the existing infrastructure of the village. There just seems to be a build build build mentality in royston to real detriment to green space. Its appalling at the lack of consideration to existing villagers.</p>
17	<p>I am writing as a long-standing Royston resident. Royston only has two GP Surgeries and one dentist... whilst the plan looks good on paper and has provided for a much needed additional primary school, the infrastructure has completely FAILED to make provision for additional GP, Dental, or other health/medical</p>

**5. Please include any other comments on constraints and opportunities.**

services. Royston has had a massive influx of new housing during the past 10 years and both the schools and GP surgeries simply do NOT have capacity to cope with any additional residents. Consideration very much needs to be given to this as in "normal" times it is now extremely difficult to get a GP or dental appointment. Other concern - increased road traffic/pollution from additional cars in the area, travelling to and from LARGER local shops such as Asda and Aldi or the Co-op - the area along High Street and Midland Road already gets very congested and I fear this will make it worse. I accept there is a proposed route to Carlton but how long will this take to build? Also, as is already the case outside schools in Royston - parents in cars will be parking up and causing congestion in THAT area.

- |    |  |
|----|--|
| 18 | The junction at the top of Lee lane will be massively affected   |
| 19 | Significant concerns about the level of additional traffic that will use Lee Lane and access to Barnsley Road at the four lane ends junction and overspill into neighbouring Notton which will become even more of a rat run for cars accessing Barnsley Road and through to the motorway. The proposal of another roundabout onto Lee Lane will not mitigate this problem, this will only serve to filter traffic in and out of the new development to reduce the congestion at the end of Lee Lane and people looking for alternative routes. This has already been evidenced from the increase in traffic following the new Barrett Homes recently built.   |
| 20 | The traffic can be quite heavy and noisy on the main road, we live on the new Barratt estate and there is ALOT of speeding cars that can make it unsafe in a built up area. The main road ques for a long time. It would be good to see traffic management and speed camera or checker signs for the speed limit.  |
| 21 | Why isn't the impact on other villages considered in the constraints   |
| 22 | In order to attract more people to Royston Money should be spent on improving the existing properties in the town. The local businesses on the main road, are in buildings that are old and in need of modernisation. Preserving the character of Royston makes it what it is, The local community have worked non-stop on clearing litter and keeping the town in a clean state, attractive, and safe for the residents during the recent Covid-19 crisis, I believe they deserve more support from BMBC. I do not believe that housing developments planned, would enhance the town as a whole. it would, in fact, bring more traffic problems to an already busy road through Royston, making it dangerous for the residents and particularly the Children attending Parkside School. |



**5. Please include any other comments on constraints and opportunities.**

23	The roads need updating there is to much traffic using royston as a short cut to park springs and the A1
24	<p>I live off Darton Lane, have done 30 yrs. The vehicles passed our house as risen dramatically, both in numbers and in speed. The road network has not been improved in all this time. The junction in Mapplewell four lane ends, Darton Church wereneverbuilt to take this amount of traffic. At peak times queueing traffic is already an issue. Transport in barnsley, cycle lanes, paths are not going to impact for residents who live and work outside the boundary,. I raise annually safety issues with Ibberrson memorial garden hedge which obstructs the pavement and makes unsafe in a major route joining villages and you pay lip service, theres no money, no issue since no one killed. As I walk around with covid restrictions houses have 2-3 cars in the family house. You allow individual growth of 300houses here and 500 there and no one invests in roads, health, greenspace or schools.</p> <p>This consultation, the language used is too hard to follow.</p> <p>Anita Hill, anitahill1966@yahoo.co.uk</p>
25	Site is currently green space surrounded by fields large mature trees and well used local footpaths. Any development should take into account low density housing, energy efficient housing, use of renewables, solar energy, . I note the plan for a Carlton relief Road which is welcomed, however that does not solve the congestion at the top of Lee Lane and the increased transport to and from the M1 at Junction 38 causing substantially increased traffic through Staincross. It is already known that substantial numbers of commuters use Lee lane and I see no proposals to alleviate the issue. People will not walk or cycle down a very busy fast moving road
26	The area of green fields surrounding Lee Lane should not be built on as it will destroy wild life habitat and green spaces.
27	Current agreed planning permission for the first phase of housing mainly consists of 4 bed detached and very little social housing, dropped in a corner. Would like to see more social housing on the site and more of a mix of housing other than 3/4 bed detached such as apartments, terrace and semi-detached.
28	Air quality will not be improved for residents of Staincross when the traffic waiting at Lee Lane /Wakefield Road crossroad is even longer than it is alresdy
29	I am concerned of the impact of extra homes will have on transport infrastructure, in particular the junction of Lee Lane and Staincross. I am also

**5. Please include any other comments on constraints and opportunities.**

	<p>concerned about the impact on local GP services. I am impressed about the planned primary school.</p>
30	<p>I own the only piece of land left in the area - on two sides residential development has been planned, the school will be on one side lower down and higher up will be a road.</p> <p>Some of the green open space is not the property of the council and I have been on this site since year 2000.</p> <p>Over the years arsonists have set fire to my haystack and all of my belongings (over 10 years collection) were destroyed in a fire of my container. Vandalism, drug taking, youths have all been problematic over the last 10 years and I feel will only get worse.</p>
31	<p>I like the idea and proposals set out however Royston is lacking amenities such as restaurants and attractive bars/gastro-pubs. Masses of takeaways however nothing attractive/distinct that will encourage buyers and new entrants to the village.</p>
32	<p>I believe that there should be more investment in local amenities such as pubs/restaurants in the area. There are shed loads of takeaways and a good selection of stores now that Aldi has been built which is a great addition to the area. Barugh Green and Mapplewell have these which make them attractive areas and also impact on integrating communities with the Crown &amp; Anchor/The Royal etc.</p>
33	<p>The site that you are proposing to build on is land that I have seen mature over the last 30 years.</p> <p>This has encouraged the wild life to breed, foxes, pheasants, blue tits, red kites, magpies to name just a few.</p> <p>Lee lane is already congested at peak times and if 994 houses were built this would mean at least another 994 cars in the village causing more congestion and pollution.</p> <p>If 994 houses one primary school would not be enough. The primary schools are already full to capacity.</p> <p>We only have two doctors surgeries which are both full and it is extremley difficult to get an appointment so if 994 houses are built this will only compound this problem.</p> <p>Lee Lane is constantly being dug up for water leaks, electric faults and gas faults if more houses were to be built this would mean Lee Lane would be a constant building/repair site</p>

**5. Please include any other comments on constraints and opportunities.**

34	Area already suffering local flooding with the old railway flooded for 8 weeks to a depth of 3 ft. Field flooded over 5 ft for 8-12 weeks. extensive issued with the waterworks on lee lane.
35	I totally object to the building on the top of Grange road Royston
36	I don't believe that there should be any more houses built on Lee Lane Royston.
37	As the owner of Muscle Hill Farm, this development will close our local business and force our employees into un employment!
38	Royston has enough houses
39	Don't build
40	You have completed swamped the site with housing with very little space given Over to infrastructure, community space, green areas. Those areas of green round the roads do not provide adequate space for community use or wildlife. The site is over development.
41	We believe that building up to a 1000 new homes on this site will increase the traffic along Staincross Common. Most houses will have at least 2 cars...that's possibly 2000 more cars using Staincross Common to access the M1 at Haigh. This is not a thorough fare for everyone to use including all the heavy goods vehicles that now using it. It is becoming unbearable with the noise, pollution and speed. We would welcome alternative routes for traffic to access the motorways if this has to go ahead and make Staincross Common not accessible to them. Also what impact is it going to have on other services such as doctors...it's impossible to get an appointment as it is. Not happy about this going ahead at all
42	I personally see the master plan as a great addition to the village with a shop and school been built
43	Living on notton wood view plot 13 lee lane, this is on the front of the main road. A shop would really disturb and Invade our quality of life
44	Any amenities such as shops should be pushed back from Lee Lane to avoid both congestion along the road and disruption to the residents nearby. Alongside this, the residents of Notton Wood View are currently required to pay for the upkeep of the planned park in the centre. If this should be made available to the wider

**5. Please include any other comments on constraints and opportunities.**

	public, then the responsibility to pay for the park's upkeep shouldn't be placed solely on the residents of Notton Wood View.
45	Royston has only two doctors practices. One of these practices tries to serve 6000 patients with only two doctors. Royston needs better services for its existing residents, not more residents. Until not long ago Lee Lane was designated as green belt, giving access to Notton woods for exercise and serving to improve bio diversity. Any new development will destroy this local resource.
46	It looks like there isn't much green space. It would be great to add more
47	Don't build there
48	There are two doctors surgeries in Barnsley, if you plan to build more homes and bring in more families, you absolutely must create another surgery, to maintain a good standard of care to local residents, something that is borderline poor at the moment.
49	You should not mix a council rented homes site with new houses, it causes trouble with residents, as the new houses don't want council residents among them and via versa, it has already caused trouble on Grange Road with the field directly behind the top of Grange Road, also the new proper road to Charlton would make it a lot mouser for residents at the top of Grange Road,
50	<p>I see absolutely no opportunities offered by this site. I can only see the major problems with it.</p> <p>1/Using this land to develop on will have a direct impact on the habitat of the wildlife. The site is immediately adjacent to a Nature Reserve. Bats and Newts are living and breeding on this land and they are both protected species. I can evidence the bats living on West End Avenue. I understand from yourselves that a full ecology survey has not been completed and I would raise this as a concern in moving forward.</p> <p>2/The proposed site is on a known flood plane at the bottom of Lee Lane therefore surely this is unsuitable land to build houses on and could lead to major flooding problems for new and existing residents. Again I can provide photographs to evidence this point.</p> <p>3/The proposed site would increase pollution to the local area as there would be more cars in the area and associated traffic congestion would be an issue at the top of Lee Lane A61 junction and at the Wells in the centre of Royston in particular.</p>



**5. Please include any other comments on constraints and opportunities.**

4/The mature trees and hedgerows on the site are a natural form of offsetting carbon emissions. The council explains that it declared a climate emergency in 2019. If the council is seriously committed to its plan to reduce its carbon emissions by 2040/45 then all trees should be left alone and not be removed for development to take place. To remove the trees from this site would not be in line with BMBCs wider plan in respect of the agreed strategy to become 'zero carbon'. Taking trees down makes no sense at all.

51 Missed opportunities to help create an integrated transport system that connects our villages and suburbs with existing and proposed rail links

52 You are looking to decimate a huge natural habitat which will have massive negative implications in all areas:  
 -there is little or token bare minimum requirement being considered to look after the wildlife whose homes will be destroyed including endangered species such as bats and newts  
 -The road infrastructure will not hold the amount of traffic created by all these homes-it is barely sustainable now and will impact immensely on the roads of Royston and surrounding areas  
 -These green areas are a lifeline for the mental health of people living in the area that they can enjoy and find some peace of mind and tranquility. 994 houses, a school and a token patch of grass for the ""locals"" does not cut it. ""Green corridors"" are frankly a line of trees; nothing more  
 -the entire town and surrounding areas will be gridlocked and disrupted for years. putting up the initial 250 houses on Lee Lane over the last few years was chaos. Times that by 4 for the rest of this project  
 -

53 The Masterplan fails to react and respond to the multiple land ownership issues and how these impact on the constraints of highway infrastructure. The Masterplan needs to insert text on the highway infrastructure constraint and how the Council will take a lead role in resolving this. The A61 Junction in particular needs referencing.

54 The plan does not take into account the knock on effect of traffic through mapplewell and Staincross which is already dangerous to pedestrians particularly on blacker Road. The situation is exacerbated when there is an issue on the M1 whic funnels additional traffic through the village. Blacker Road has very narrow pavements which make walking to school a no-go for children unaccompanied.

55 Too dense housing - makes no allowance for local services,wildlife, impact on local community, traffic.

**5. Please include any other comments on constraints and opportunities.**

- |    |  |
|----|--|
| 56 | <p>I think you have tried to respond to the constraints set out in the masterplan. I'm just disappointed that so many house are being built. It is lovely to leave the village and see greenspace, this is now being reduced.</p> <p>I don't think the road infrastructure can stand the amount of cars the housing is going to bring to the area.</p> <p>I also don't think the junction onto the A61 can take the amount of traffic that is going to increase from Lee Lane. The junction is extremely busy now and this is only going to increase. A new junction onto the main road needs to be considered.</p>  |
| 57 | <p>The site is totally unsuitable in its attempt to build so many houses on green belt land which has a reputation for flooding over the years. The assumption that Lee Lane traffic into Royston town centre is not soundly based. The congestion at the junction of Lee Lane and Wakefield Road has already increased substantially with the Barratt Homes houses. The flow of traffic on Wakefield Road is already at a dangerous level. The access to the proposed school will undoubtedly result in rat runs with traffic going to and from Lee Lane and existing houses in Royston. There is already a capacity problem with doctors surgeries within Royston which has been overlooked in the proposals. The proposed site will undoubtedly adversely affect the wildlife that currently exists in these open spaces and the air quality will also deteriorate which goes against your outline proposals.</p> |

**6. The Local Plan says a primary school should be provided on this site. Do you agree with the proposed location of the school?**

I think it should be provided somewhere else (if so please state where in the box below):  
(23)

- |   |   |
|---|---|
| 1 | An area of brown space should be used elsewhere   |
| 2 | Should be more centrally placed to encourage people to walk their children to school rather than use their cars |
| 3 | There are already 4 good primary schools in the village. Invest in those to increase capacities                 |
| 4 | I dont agree with plan let alone another school   |

**6. The Local Plan says a primary school should be provided on this site. Do you agree with the proposed location of the school?**

5	Another village, don't build!!
6	The location will flood - only build on the side already under construction
7	Another school adding to divide the town
8	Lee lane is a very busy road, and a school would make this worse.
9	Is it the right place? Ask those in local schools and where children will feed to. Can they walk to the school, will in provide the right school numbers and for right age range, what's nursery provision like.
10	You are planning to build 994 houses this would mean more children in Royston and the schools we have can not accommodate the children we have now. Building a new school will not solve the problem
11	I don't think we need another primary school, there are already 4 in the village plus playgroups
12	Too many houses already in Royston
13	In the bin
14	Other fields away from the front of notton wood view estate. Parents will be parking around the new houses disturbing residents already moved in like myself
15	The entire project should not be built.
16	I think it is out of the providing the roads do t get too busy. Lee Lane tends to que quite abit as it is
17	Don't build there at all
18	There are 4 primary schools within royston already
19	I do not think a school should be built on these fields at all.
20	there needs to be consultation about the type of school. I do not support Free Schools or Academies and would not wish to see a school built at public expense then handed over to one of these. A Retained Local Authority school, please!
21	I do not think a school should be built here at all

**6. The Local Plan says a primary school should be provided on this site. Do you agree with the proposed location of the school?**

- |    |   |
|----|---|
| 22 | If it were placed on Wakefield Road it could serve Royston Staincross and mapplewell  |
| 23 | The location has no obvious access other than already congested roads. This will produce greater traffic and thus increase pollution. |

**7. The Local Plan says a small convenience retail store should be provided on this site. Do you agree with the proposed location of this?**

I think it should be provided somewhere else (if so please state where in the box below): (34 responses)

- |    |  |
|----|--|
| 1  | We don't need more shops. There are plenty in Royston.   |
| 2  | We already have stores in village no more required   |
| 3  | We don't need another shop!! Use the space for something required!   |
| 4  | There is enough shops in Royston coop asda aldi and several independant retailers  |
| 5  | There is already a well established store. Another will ruin this business   |
| 6  | No don't build this  |
| 7  | We already have a small family run convenience store on High street  |
| 8  | The houses are going to ruin the area, already struggling  |
| 9  | I don't think for such a large development, that a small convenience store is enough. Better family friendly facilities would be more appropriate. The village doesn't have facilities such as family pubs, village halls etc. |
| 10 | Rather than a Shop I would insist on a new Dr's surgery along with Dentists and other health care facilities.  |
| 11 | In the centre of the village   |
| 12 | It needs to join with local footprint and depends on target audience elderly bungalows need a corner shop  |



**7. The Local Plan says a small convenience retail store should be provided on this site. Do you agree with the proposed location of this?**

13	Royston has already got sufficient shops including a new supermarket
14	We already have small retail stores in Royston as well as the Coop, Asda and a new Aldi I do not think we need another retail store
15	support what is already there
16	We have an Asda, co-op, Aldi and a couple of small convenience stores, we don't need anymore
17	Royston has enough shops and far too many houses
18	The addition to traffic and noise pollution is unacceptable when there was planning to push further back towards the school / without the housing section.
19	Too many local shops around, needs to be based away from new estate
20	This should be away from the front of Lee Lane, the traffic will become noisy and backed up disturbing Notton Wood View residents on the front of the main road. If I had been told of this I would not have bought my house on the front of Notton Wood View Barratts
21	There are enough stores locally, I don't think one is required
22	The entire project should not be built.
23	There are already a number of convenience stores/supermarkets in walking distance of the proposed site. An additional store should be placed more in the heart of the new housing development planned, or closer to the school, rather than being on the peripheries of the site. I am concerned about the impact of people being tempted to park on Lee Lane to access it, which would cause traffic issues. I also don't think it is a convenient site for the majority of the new homes planned - it should be closer to the hub/school to maximise accessibility and use. We don't need another shop off Lee Lane.
24	Don't build there at all
25	Do you even need one, plenty of local shops in Royston already!
26	Further into the new houses as it will conflict with the shops we have just off Lee Lane

**7. The Local Plan says a small convenience retail store should be provided on this site. Do you agree with the proposed location of this?**

27	Enough shops already in Royston
28	I do not think a shop should be built at all.
29	There is no need for such a store. see my written submission. It will create an accident blackspot and be a magnet for anti-social behaviour.
30	A shop should not be built at all
31	The need for a convenience store needs to be market tested. The document contains no evidence on market testing. The location is shown off the Lee Lane roundabout in 'Phase 3'. If the Council is keen to improve deliverability of the shop, the Phasing needs to be amended to allow for time to market and construct.
32	There are enough retail stores in Royston
33	Don't see any need for one at all - there's a very good local shop about 200 yds up the road, AND a new Aldi
34	The provision of a convenience store in that location will increase traffic flow thus adversely affecting the atmosphere and leading to added pollution.

**11. What can we provide to encourage walking, running and cycling (please tick three options)?**

Other (please specify): (26 responses)

1	Dog walking paths
2	People will still drive anyway! Better links to out of Barnsley Centre would be more appropriate as many people work much further afield than Barnsley town centre
3	Enough people already use lee lane and the surrounding bridleways through the fields for walking/running
4	Leave the green space as it is the paths are already well used by runners, cyclists and it is a registered and use bridle way

**11. What can we provide to encourage walking, running and cycling (please tick three options)?**

5	Don't build at all!! Save the land that way people can still enjoy the countryside we have left for mental health reasons
6	People already walk, cycle and run along the routes through the woods and lee lane
7	Leave the area as it is
8	Open up right of way not accessible off grange road
9	Footpaths up lee lane
10	Stop building everywhere!
11	Some people cant walk, or haven't the time - get real. We need clean transport.
12	The priority should be to reduce speeds in the town of Royston its self. Although at 20mph limits exists it is rarely adhered to .,
13	Less density housing more open green social space
14	Not building on green spaces. This development would be better on the old industrial land to the east side of the village.
15	do not build 994 houses on green belt land destroying walking paths
16	Clear the footpath and Lee Lane footpaths
17	Don't build anything else please
18	Reduce traffic build no more houses
19	Stop off road motorcycle and quads
20	cleaner fresher air . ie dont develop the natural countryside.
21	Leave the countryside and green areas alone
22	people already walk run and cycle on this land and footpaths.Please note I did not want to tick the first 2 options

**11. What can we provide to encourage walking, running and cycling (please tick three options)?**

- |    |  |
|----|--|
| 23 | level all of the hills in Barnsley! This is not easy cycling country!  |
| 24 | Leave it s it is-no improvement needed to encourage this   |
| 25 | Leave the land as it is it is currently beautiful, unspoilt and well used for walking running and cycling. Houses nearby will spoil that as the paths won't be as scenic to go on.   |
| 26 | The only safe way to encourage these fitness opportunities is to improve the safety of Lee Lane which has a history of accidents and fatalities in recent years. The existing walkways are very narrow and the vegetation restricts safe walking and running. It needs to be cut back and better maintained. |

**13. Please share any other comments on the Movement Strategy.**

- |   |   |
|---|---|
| 1 | How is this going to get residents out of cars and enable them to get to work?  |
| 2 | We desperately need a building for our out of school club. Please consider this. A lot of parents are going to be in a desperate situation if our landlord demolished our present building.   |
| 3 | Perhaps a secondary school with primary attached might serve Royston better.  |
| 4 | All in favour of improving walking/running/cycling routes provided local wildlife and green space is protected  |
| 5 | Don't understand why you assume traffic at peak times will flow into Royston. A lot of additional traffic will travel from Lee Lane to Wakefield Road. Do you have plans for traffic lights at the turnpike crossroads? If not, why.  |
| 6 | Think it's a terrible idea leave the village alone !!!!!!!!!!!  |
| 7 | As previously stated this is a terrible plan which I have only just been made aware of. I have lived in royston all my life and out of courtesy all residents should have been informed personally of this proposal. This proposal will have a huge impact on the village and the people currently living in the village. The increase in traffic to an already congested village which only has limited access will be a disaster. When one of the exits / entries to the village is restricted it can |



**13. Please share any other comments on the Movement Strategy.**

	take a ridiculous amount of time to enter or leave the village. Back roads will become race tracks to avoid main roads. The impact on the environment will be catastrophic. I cannot see anything good about this plan. Surely there is brown space which could be utilised for building housing on a smaller scale in the area. The old coking plant could be used if cleared. This village was previously surrounded by beautiful countryside which is slowly being eroded.
8	The paths on Lee Lane are narrow. Cars still come speeding down despite the new roundabout and speed back up before and after it. Two cars have crashed into our wall due to speeding. I am Scared walking my little one down Lee Lane to Applehaigh View. You really need to slow the traffic down.
9	Would a safe route to the new school be considered, particularly from the northern side of Lee Lane, which could be tied in with cycling/running routes, e.g. similar to the one from Carlton Community College to Athersley? Good crossing facilities across Lee Lane would be required to encourage walking, cycling, etc.
10	N/a
11	Safety needs to be considered there are a lot of children commuting from primary and secondary schools and the amount of traffic now is bad
12	The current paths are used and sufficient. If you build these will simply be paths running on the backs of houses, schools or shops. These are not the country paths which create mental wellbeing and encourage healthier lifestyles.
13	Stop taking over all our green spaces with houses - there would be enough houses built if you stay on the side you already started on - leave the opposite side to nature and the flooding that occurs EVERY year
14	The whole area is a well know flood area, insurance will be difficult and searches will show the flooding. Locals will not buy these houses.  This will divide Royston further - the state of the roads in Old Royston is disgraceful- the council should be ashamed
15	I feel you need to closely look at ensuring congestion is not added to as this is bad enough in Royston at present
16	More consideration needs to be given to the provision of additional GP services, Chemists, and any other health care services as Royston is already overwhelmed

**13. Please share any other comments on the Movement Strategy.**

with additional housing development in the past ten years - i.e. on the site of the former High School, to name but one. It is virtually impossible to get a GP appointment in 'normal' times, will get worse with additional housing/residents.

Royston also has an ageing population and I would ask that any future housing development includes the provision of a number of BUNGALOWS. This would have the added benefit of providing housing for those with mobility needs or disabilities, and benefit the community by having a 'mix' of age groups, experience, and helping to foster a sense of community, instead of it all being young families. WILL THERE BE SOCIAL OR AFFORDABLE HOUSING ON SITE? - a lot of people in Royston are excluded from buying property through no fault of their own.

17 Please see earlier response at point 5, include here.

18 The road is so busy through Lee Lane at the moment and the congestion leading into Mapplewell is pretty bad at peak times. There a lot of loud cars and drivers not paying consideration to the speed limitations. Implementing wider walk ways, speed check and signs. Building a through road will help relief traffic

19 The impacts on the wider road network are not being considered in this consultation. The direct road to Carlton and the additional housing is going to bring even more congestion on the Staincross Common, green side junction. Mapplewell cross roads and potentially Dartons link to Huddersfield road. No further housing should be built in the north of Barnsley until proper access to junction 38 of the M1 is resolved.

Added to that if you want to get people off the roads, serious work is required to address the rail access in Barnsley and particularly Darton.

20 Why is the only concern regarding traffic congestion centred on The Wells in Royston In the masterplan there is a proposal for a new Carlton to Royston Relief road but no mention of any improvements to the already busy roads in Mapplewell and Staincross.and as someone who lives on the already busy Windhill Lane which has seen an already huge increase in traffic and speeding traffic (the fixed speed camera which was a deterrent has disappeared to be replaced by a hit and miss randomly appearing camera van) To infer that the massively increased traffic which will surely come will only travel via the centre of Royston is absolute rubbish.

21 A relief road would only serve to take traffic away from Royston and place the congestion somewhere else. it would also occupy valuable land between Royston and Carlton. Royston Lane already is a congested area due to the

**13. Please share any other comments on the Movement Strategy.**

	<p>Ooutwood Academy at peak times.</p> <p>If you must progress with your plans for Lee Lane site development, I suggest that Lee lane be improved right up to it's junction with Wakefield Road. This would allow traffic, from the new development, easier access to motorways and main routes through Barnsley.</p>
22	<p>Speeding motorists are a problem on lee Lane royston Lane midland road and church street this needs to be addressed and permanent measures put in place before any work starts</p>
23	<p>See earlier</p>
24	<p>Lee Lane is very busy and fast moving it requires wider footpaths and a better access road to Junction 38 taking into consideration the number of houses and the school proposed directly off Lee Lane, together the new housing already being built of Midland Road, Royston</p>
25	<p>The congestion would be at the junction of Lee Lane and Wakefield road where it already exists.</p>
26	<p>There is already too much traffic going from Lee Lane and through Mapplewell. Building so many new houses will only increase this, therefore I feel that a relief road should definitely be provided otherwise the village of Mapplewell will be like a bottleneck.</p>
27	<p>Many more residents of proposed housing will make their way to the M1 for work than go into Barnsley. Traffic on Lee Lane towards motorway will increase enough to affect Staincross residents</p>
28	<p>The building of a relief road and a bus gate off Grange road will have no impact what so ever on the congestion that building 994 house will have on the village. Lee Lane is gridlocked at peak times and is constantly busy, trying to get out of Lee Lane onto Wakefield road is a nightmare.</p> <p>School start times and home times completely bring the village to a halt more houses being built will only add to this problem</p>
29	<p>Re-opening the old train station would encourage many Royston residents to commute to work using public transport and could also boost tourism to the area</p>
30	<p>Lee Lane to Wakefield road already un-manageable due to traffic volume. Adding 900+ homes which will commute that was will cause tremendous congestion and traffic issues. Issues with lack of dog pooh bins. Area not managed currently. Cars on pavements and grassed areas. Not enough parking or</p>

**13. Please share any other comments on the Movement Strategy.**

	managed parking on the pasture and estate at the end of Lee lane destroying the grass and spaces not managed.
31	Please please stop building on green land, we don't need anymore house's, schools, shop's, I live at the top of Grange road and it will be a race track if it becomes open, we as neighbours at the top of Grange road are not impressed at all
32	This development including the link road will close local companies, if the current road network cannot take the extra congestion then why build them! There is more adequate areas across the borough that would be far easier to develop that could be used!
33	Don't build or I'll knock them down with my tractor
34	If the development proceeds consideration needs to be given to the traffic immediately outside of royston so the Top of Lee lane with Wakefield road, and onto Staincross Common.
35	See previous comments
36	Paths for walking looked after better and stop flooding on old railway
37	A path through the site might encourage unwanted guests/noise dependant on location. If located away from houses but still well lit for darker months it could be a good idea
38	The Entire project should be abandoned.
39	I think we may end up with blocked footpaths and blocked main road due to the connivence store. The paths needs to be widened as Lee Lane is a busy road and it hard to pass other pedestrians. More parking for the shop further in the estate
40	I am concerned about the impact of these additional houses on the congestion at the top of Lee Lane where it meets the A61. At peak times this is a difficult junction to navigate, resulting in long queues and people taking risks to get out of the junction due to frustrations. How do you plan to reduce this with increased numbers of people trying to use that junction in the future? We don't all work locally, so travelling to work by public transport, or cycling, is not an option. I live in Royston but work in Bradford, so have no choice currently but to use my car. A number of residents also travel to Leeds, Sheffield and beyond. A local train station would help encourage people to use public transport. Lee Lane also



**13. Please share any other comments on the Movement Strategy.**

	needs speed restrictions and wider footpaths. It is not a pleasant walk up there at the moment with cars speeding past very close to the narrow footpath. There are also a larger number of lorries using the road since Aldi opened which almost pull you off the pavement.
41	Na
42	We on Grange Road bought our houses mainly because it was a no through route for cars and buses, we like the quietness of the countryside and wanted a rural community not to be included in a great big estate, if we wanted this we would have bought our houses elsewhere, we were not informed as you say we were, I also don't buy the chronicle, so didn't know anything about this till a lady a resident knocked on my door and informed me, I am an oap and don't need to be upset by your proposals, I was quite happy as I was, I think you should put a bigger gap between our estate and the new proposed one with No through road at all, which will be a danger to our young children and oaps alike, take your road off Lee Lane and leave Grange Road alone.
43	The movement strategy is very limited to traffic in Royston and the links to the town centre and relief road to Carlton. New developments in Royston has already had a negative impact on traffic through Mapplewell and Staincross as it has become a 'rat run' to the motorway. This included an increase in road traffic accidents at the top of Haigh Lane. Further development in Royston will not have a positive impact on movement in the region. As a resident of Staincross and directly impacted by the already increase in traffic I oppose them strongly.
44	I have taken part in the Q & A sessions and in your words ""West End Avenue will become a rat run"" you have admitted that you have got considerably more traffic modelling and studying to do. It is my view that you should rethink the movement strategy before you go any further with any of this. Detailed traffic modelling is needed first and foremost, not as a secondary and 'after' thought. The impact of this proposals on traffic is huge and not to be underestimated. How can you possibly proceed without the appropriate traffic modelling being done first? Again this makes no sense at all.  ""the junction at Lee Lane is already of concern and will need more detailed study"" I quote you from one of the live Q & A sessions.
45	Re relief Road: These proposals are myopic in that they do not look at the larger picture, e.g. the traffic congestion at the junction of the B6428 & the A61. Currently, at peak times, there are delays exiting Royston. Adding almost a thousand homes in Royston, with 2 cars apiece, will exacerbate the problem, This cannot be viewed in isolation.

**13. Please share any other comments on the Movement Strategy.**

46	<p>There has been absolutely no work or any surveys done to even consider the impact the building of this site will have on the travel network and traffic in and around Royston.</p> <p>There is so much irony in you asking how you can encourage walking, cycling &amp; running in this area-this is what people already do here and who would want to do the same through a housing estate, sorry, a group of residential parcels.</p> <p>Traffic in Royston is already chaotic at the best of times and you are looking at adding so many more 100's of cars, wagons and buses to this problem. People will continue to use the ""shortest"" route not a relief road, making the streets even more dangerous for local pedestrians.</p> <p>I'm curious on how you would actually ""encourage"" people to only have one car in these properties to reduce the traffic.</p> <p>The majority of people who would buy these houses would be commuting out of Royston and walking or cycling would not be an option</p>
47	<p>While the Bus Gate may be a worthwhile suggestion, it requires a revision to the Phasing strategy as the current phasing suggestion is in conflict with the Bus Gate.</p>
48	<p>Put our limited resources to better use don't waste it on cosmetic projects which will be of no benefit in the long term</p>
49	<p>It is unclear how the relief road will assist in traffic flow at the Wells Crossroads. There is no mention in the Masterplan Frameworks of the Turnpike Crossroads at the junction with the A61. This junction is already over capacity. Surely one of the fundamental principles of the Masterplan Framework should be that this junction is upgraded to comply with future traffic projections prior to development of the site.</p>
50	<p>Unless the junction of Lee Lane and the A61 is radically changed (i.e. through the introduction of a major roundabout) then traffic will back up at peak times. Introducing more housing as this proposal suggests will just worsen the problem.</p> <p>Then VAST majority of Royston residents commute to Sheffield and Leeds - requiring access to the A61 and in most cases, the M1 via Staincross Common.</p> <p>This junction is fundamental to ANY increase in population within Royston and the immediate area.</p>
51	<p>The strategy sounds good in theory, then you look at the plans for example, for the 'green infrastructure network' and they are an absolute joke. With so many house all around, what wildlife do you think will use a tiny little path???</p>

**13. Please share any other comments on the Movement Strategy.**

52	<p>The housing development is going to go ahead no matter what comments are made. With that in mind my major concern is the amount of traffic that will flow through the village especially if the relief road isn't built. As per my previous comments the junction from Lee Lane onto the A61 really does need to be considered. At peak times there is a considerable queue to get out of this junction, this is going to increase with more houses being built. As people get impatient to get of the junction risks are going to be taken and accidents are going to happen.</p> <p>Please look at this junction from the top of Lee Lane onto the A61.</p>
53	<p>Your aspiration to reduce traffic going to the centre of Royston will never be achieved with these proposals. The additional houses will undoubtedly lead to greater traffic levels on Lee Lane and at the junction with Wakefield Road.</p>

**14. What natural features would you like to see reflected in the development (please tick three options)?**

Other (please specify): (17 responses)

1	Leaving original landscape where wildlife is thriving due to its natural state
2	Leave the land alone! Do not build
3	Leave it as it is!!
4	Make sure the houses have solar panels!! Its not rocket science, every new house is trashing our planet
5	None. there is already an established wildlife habitat in that area.if I have to tick 3
6	What ever is agreed needs to include long term maintenance proposal which keeps track with inflation and is addition to council monies and ring fenced
7	Leave as is. Don't destroy the natural features already there.
8	to not build and leave what nature has created in the past 30 years I have lived here. Why do you want to cut everything down

**14. What natural features would you like to see reflected in the development (please tick three options)?**

9	How can you have these when you are going to build on the land
10	Green fields !
11	Totally disagree with the entire development
12	Wooded area/trees
13	I do not want this development on these fields
14	Leave it exactly as it is
15	Take care on alternative uses. The sites is not sufficiently sized to take the focus away from housing. If these uses are introduced, they need to operate within the Greenspace requirements.
16	
17	far less dense buildings, with lots of land left natural

**18. What furniture and facilities would you like to see in recreation spaces (please tick three options)?**

Other (please specify): (22 responses)

1	Allotments
2	If recycling this would need to be well managed or rubbish and overflowing items would be unsightly
3	None
4	Pond



**18. What furniture and facilities would you like to see in recreation spaces (please tick three options)?**

5	These will be damaged due to lack of thought throughout Royston - Royston drug levels should be noted!!
6	not sure
7	More dog poo bins, linked walk signs to wakefiled
8	There is already Park facilities in Royston . Improve those and save money on new areas.Why Must I tick 3 when I don't agree with any ?
9	I have ticked the above because they would help Royston but not because I agree with your proposed plan
10	Skate park
11	We already have a pavilion
12	Wild life
13	None
14	Totally disagree with the entire development
15	Nothing
16	none i do not want it
17	defibrillator
18	None of the above-you don't leave an option to tick none. Very unfair and unconstitutional
19	If all homes have a garden, you don't need a bbq area. Parkour could lead to antisocial behvoir.
20	
21	Definitely NOT a barbecue area!!
22	Safe surfacing around slides, swings etc

**19. Please share any other comments you may have on Landscape & Biodiversity.**

1	This is currently beautiful countryside full of wildlife which this plan is going to totally destroy.
2	There needs to be somewhere for teenagers otherwise they will congregate in the recreational areas and ruin them for others and they will be spoilt and there will be large gangs and this will lead to anti social behaviour and police involvement
3	Leave it how it is we do not need anything building on our green space. Make improvements to the outdoor parks we already have
4	Changing the landscape is going to have a massive impact on the wildlife.
5	Leave one side of lee lane free of housing
6	The area is an area of natural beauty for the local of people if Royston to enjoy - develop it for them!!
7	A multi use such as tennis court area or skate Park section.
8	<p>Design out crime. Ensure adequate lighting throughout. Limit the use of shrubs in open spaces which in five or ten years time will have grown out of control and provide hiding spaces for suspicious activity, or worse - vermin. They also tend to attract and hold on to drifting LITTER. There need to be sufficient litter bins and dog bins on site and I feel very strongly about the provision of recycling facilities too.</p> <p>Consider planting that attracts pollinators and provide housing for insects and wildlife too.</p> <p>Maintenance of public outdoor spaces - who will be responsible for maintaining these? - cutting back shrubs, etc.</p>
9	Adding a walking path up Lee Lane and slowing traffic to make it safe for kids. We are quite out of the way at the moment with limited links to highschoools
10	<p>Too many houses going up in one place!</p> <p>That land should be made green belt..... throughout the master plan there is no mention of prioritising any new green spaces and making them safe this side of the borough. It's all about making money through development and</p>

**19. Please share any other comments you may have on Landscape & Biodiversity.**

	business. No protection at all the areas current wildlife and habitat, totally disregarded! Area should be made green belt.
11	New developments always affect the landscape and biodiversity of the area.
12	The open area and play areas will need patrolling due to the amount of vandalism and off road motor bikes in the area
13	Consideration given on how to prevent fly tipping and litter
14	There is currently lots of fires, destruction of existing parks, how will you prevent this
15	The landscape has already been developed over many years with wildlife thriving, why do you want to cut all of this down and start again because you want to build 994 houses
16	More housing would significantly destroy the biodiversity of the area, including 3+ owl species
17	I believe there should be more wild life areas. No link roads as cars cause pollution and aren't we suppose to be reducing this?
18	Kool
19	Don't build
20	Providing land for wildlife and trees
21	football nets for young kids
22	Introduction of wildlife to the area is essential. Protected areas for wildlife to nest and feed would be great
23	Questions on this page are biased towards the development. There should be no development on what was green belt. Ignore answers to questions 14, 17 and 18 these were only answered because your biased survey forces me to answer them.
24	Making the area nice is important the other local parks have vandalism and pavilions out of use we do not want gangs gathering with such dense housing

**19. Please share any other comments you may have on Landscape & Biodiversity.**

- |    |   |
|----|---|
| 25 | Who would be responsible for maintaining these planted areas? They must have good up-keep, otherwise will quickly look scruffy and run down. I love the idea of encouraging community events and all of the facilities mentioned above, but would be concerned about anti-social behaviour and the people it may attract into the site. What would be done to ensure it remained a safe place for residents?  |
| 26 | These questions are assuming the whole idea is passed and you are not really bothered whether people object or not this plan is what you are going to do.   |
| 27 | As I said a bigger space between the council houses and new development, no through road thru Grange Road, maybe a new road could be made from where the allotments are now on westend crescent, to the new houses then on to Lee Lane, leave Grange Road as a dead end,  |
| 28 | <p>I am aware that you have not done an ecology survey. This should have been done in order to fully inform this consultation. You are asking people to give their views without all the information available about the landscape and biodiversity.</p> <p>As a resident I can share with you that there are many species of animals living on the land<br/>Rabbits, squirrels, pheasants, foxes, badgers, deer, birds, bats. These animals are entitled to live on this land - it is their world too. They have been here for years and years.</p> <p>Bats live in the trees in the fields. They are a protected species:</p> <p>""All bat species, their breeding sites and resting places are fully protected by law - they're European protected species.</p> <p>You may be able to get a licence from Natural England if you cannot avoid disturbing them or damaging their habitats, or if you want to survey or conserve them."" <a href="http://www.gov.uk">www.gov.uk</a></p> |
| 29 | All this is fine at the construction stage but who is to maintain it and at whose cost? Please, NO Service Agreements with third parties where the annual charge is left to the discretion of the third party. Such agreements are often traded on the 'market' and residents can end up paying the price. Nuild this into the Local Authority Budget.  |



**19. Please share any other comments you may have on Landscape & Biodiversity.**

30	There is absolutely nothing you can do to this area that would leave it the same or improve it. It is a beautiful natural habitat with huge amounts of flora and fauna that cannot be replaced with whatever is in your masterplan. It's despicable that you enforce people to ""tick 3"" options when you disagree with them which is the only way to complete this survey and this is very disingenuous and dishonest of you. You are basically destroying the biodiversity; not enhancing it, not improving it. You are destroying it
31	
32	Your ideas are a joke - this area has great crested newts nearby, and bats living in the area and a development of this size will be the end of them. The green corridors are a waste of time as they aren't big enough. If you have barbecue areas, it will invite idiots to light fires which could get out of control, or to have large gatherings of youths getting drunk. They have plenty of space for that already
33	The palm will spoil the landscape which is currently open fields. This will undoubtedly affect the biodiversity and will lead to the destruction of wildlife.

**21. If you have any particular comments on the proposed delivery and phasing approach, please include them in the box below.**

1	Construction traffic to use Lee Lane (A61) and not thru Royston itself.
2	Avoid building homes near allotments & put the school there
3	I do not believe this plan should take place on such a large scale to destroy a large amount of green land.
4	Road provision for entry and exit at Wells traffic lights and the top of Lee Lane onto Wakefield Road need to be in place prior to any houses being built as traffic has considerably worsened since the new Barrett houses have been built and now Aldi has opened.

**21. If you have any particular comments on the proposed delivery and phasing approach, please include them in the box below.**

5	Please consider the people you are affecting. The roadways since the developments on the old high school site and where already built are damaging our air quality and putting strain on roads that are not maintained well.
6	Leave one side of lee lane free of housing
7	Consultation should occur at the start of such s development and be visible
8	The phases would they effect the closing of lea Lane?
9	Manage traffic and surrounding residents
10	As Phase 1 involves the School being built 1st I am assuming that access to that land will be via Grange Road. This will create a mess for the residents on that road and a danger to the parked vehicles and children playing in that area.by the necessary large vehicles using it.
11	Means that larger changes need not be made. Shops, Greenspace should occur in phase 1
12	The existing access to Royston both from the motorway and Barnsley town centre needs improving before any further large scale housing is developed. Building first only creates additional road management and pollution problems for anyone living at the Lee lane and of Royston and households in Staincross Mapplewell
13	You intent to build on mature land, destroying mature trees, destroying wildlife habitats, destroying places where people can go to relax. I feel you need to look at what you will be destroying
14	As the owner of Muscle Hill Farm & Country Stores Ltd, we are disgusted in the way BMBC have taken their approach on this development! We have made our feelings very clear, in various meetings held at the town hall. Yet BMBC have continued to publish our property as though it is for development! Our property is not for sale, and will never be! We do not want any further part in this development, we aren't opposing it on other surrounding fields but ours will not be developed on! If owners of surrounding fields want development on their property and the development requires a road network then they should be the ones to utilise their property to provide it!
15	Don't build

**21. If you have any particular comments on the proposed delivery and phasing approach, please include them in the box below.**

16	I think that the council should wait and see the affects of the existing site once fully occupied before it considers granting planning for more area
17	Drop the whole development. Why weren't residents informed by post of this development ,so that opinions could be obtained sooner.
18	Local residents will get alot of dust on the main roads, review traffic operations during the build as Lee Lane is really busy.
19	My main concern is minimising disruption and inconvenience to existing residents, who had to endure substantial roadworks for the new roundabout being put in on Lee Lane last year and it looks like there will be similar disruption again for the second roundabout. There was also a closure recently for Yorkshire Water to replace pipes on Lee Lane. Has the infrastructure already been put in place for the new developments, or will there be further roadworks to allow mains services to be linked into the new site? Can we please ensure that these are planned to minimise disruption and done concurrently, not consecutively?
20	Leave the phase one approach till last start at Lee Lane first, coming downwards later on
21	<p>It is very clear that the proposed delivery and phasing approach is premature and there are a number of areas of particular concern:</p> <p>The traffic modeling study and the ecology survey have not been completed.</p> <p>Nor has there been appropriate consideration given to the potential flooding concerns.</p> <p>My final comment around the approach adopted is that this consultation is really only partially informed;</p> <p>Residents living within 250 m did not receive the letters dated 1st June. This is not acceptable when these were promised.</p> <p>1/Most of the residents I have spoken to knew nothing about it due to never receiving the letter- some of the residents of Royston have been shielding due to Covid 19.This means that unless they buy the Barnsley Chronicle they probably still don't know about the consultation.</p> <p>2/The information provided by you to residents has been very sparse to say the least. Even on the Q &amp; A sessions these appeared to be more like business</p>

**21. If you have any particular comments on the proposed delivery and phasing approach, please include them in the box below.**

	meetings between yourselves and the developers than information awareness sessions. I would question how appropriate this was.
22	I am concerned that the site will be developed piecemeal and each developer will attempt to maximise their profit by cramming as many houses as possible onto the site. There is a chronic shortage of high-value houses in Barnsley and the inward investment strategy of the Council will fail if there is not sufficient suitable housing for the management staff of incoming companies. When the local Plan was first broached with Local Elected Members this was said to be a priority for the site - i.e. to build attractive high-value housing on a site which (should) have easy access to the motorway system. Furthermore, how ill the relief road and improvements at the B6428/A61 junction be funded if the development proceeds piecemeal?
23	<p>This consultation has been anything but a consultation. I feel this consultation has been done in a very underhand way. Despite how many times the counsellors insist, nobody on our street (the one directly next to your proposed masterplan) has never received a letter. It was pure chance i found out about this masterplan and I feel that modesty aside, I am an intelligent and well-informed individual. You have not ""consulted"" with the residents by letter and to this day, 13th July 2020, no one on West End Avenue has received a letter. I cannot speak for the rest of the area you should have consulted but you have deceived West End Avenue; not just because of the letter, but by timing this consultation to coincide with the lockdown where residents have not been free to walk past the lampposts, especially the numerous vulnerable and elderly people on this street who are shielding. Not everyone reads the Barnsley Chronicle either and I feel you have gone out of your way to say you have consulted residents but have not actually done any work in ensuring the residents this affects the most are informed.</p> <p>Your timing has meant that there has been no consultation meetings that people can attend to challenge you in person but by using online platforms which, for someone who knows there way around IT, even I found difficult to access; there are many other people in the area who are elderly and vulnerable and wouldn't know how to access the online events. That's all academic anyway, because as you have not posted anyone a letter through their letter box and placed posters on lampposts that people would not see because of the lockdown, why would people know to attend these online consultation meetings if they didn't even know about your masterplan.</p>
24	The Lee Lane area off the newly built roundabout needs to be in Phase 1 as this is an obvious start to delivering South of Lee Lane - especially if a Bus Gate it placed at Grange Road.



**21. If you have any particular comments on the proposed delivery and phasing approach, please include them in the box below.**

25	Again, further to my previous comment regarding Lee Lane/A61 junction. Provision must be made to improve this before the scheme commences. To NOT do this will radically increase the likelihood of accidents and congestion at this location.
26	If the development goes ahead, the school needs to be built very early on before the current schools are overloaded. You also need to assess the impact of the current Barratt development on 1/ the water levels, particularly in winter (as this land has flooded every year for the last few years, and there may be a knock on effect around Applehaigh View) and 2/ the traffic along Lee Lane, particularly at the A61 junction before proceeding with a massive new development. What plans have you made for GP services - there are currently only 2 GP practices in the village and Barnsley isn't exactly a prime location to recruit GPs.
27	I would like to see the Royston Relief road being part of phase 1
28	There is no specific information on what is proposed for Lee Lane to improve traffic flow. Similarly the proposed relief road contains no information - where will it go and where will the road end. This information is crucial to the question.

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

1	Please please please consider our Club. This really does need sorting for the whole village.
2	Public house pub would be good as this side of Royston has nothing
3	Royston is already a small town NOT a village any more. We do not need more houses adding more traffic to roads that are already too busy. We dont need more excuses we dont need to be ignored, everybody local knows that land floods most people dont want yet more houses thrown up. The houses will get built no matter what the people think and the minimum if anything at all will get done with the roads in and around the village. Lee lane every morning and every afternoon/evening has a queue half way down the road EVERY day who ever made up the survey used made it up, more houses will only make this worse.

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

4	Too many houses proposed on small space. Unfair allocation to poorer areas such as Royston by BMBC for example Cawthorne would never see this type of development. No provision apparent for GPs or Dentists. Need to keep some of the open fields, cannot build on every patch of land.
5	Absolutely disgusting plan especially when they have been there 50 plus years and we are trying to breed birds which are a rare breed. Will move out of village as it will be too congested
6	Fully in support of the proposals providing the surrounding road infrastructure is improved
7	<p>I strongly disagree with the building of this enormous housing estate in Royston. The idea that a small shop and a primary school is enough facilities to support 944 new properties is beyond me. As a local resident of 30 plus years I believe that if the development was agreed, we need a new secondary school, at least one new doctors surgery and improved bus timetables. I also do not agree to building on Green Belt land, it is bad enough that 2 bungalows have been built in the field posed as shed or storage buildings for a while then converted. Also another development is not yet finished, across the road and already there has been a development on the old school site (midland Road) surely there is another part of Barnsley which needs this type of development. I cannot see a proposal for any social housing either in the plans.</p> <p>The road and traffic lights at the wells have always struggled with the traffic without adding to the difficulties by putting more traffic through.</p>
8	There are too many new houses been built in the village. We need more job opportunities and to keep our green fields. Royston is becoming a town, way too big. We need to look after what is already here. We need more traffic calming areas in place. Pedestrian crossings are need especially at the new aldi and junctions with oakwood and meadstead. Someone is going to get seriously injured there.
9	This housing site is not needed. The land is bog land. There is a wide variety of wildlife that live in this area. And there is no provision for a doctors surgery which is needed more than anything
10	Royston is a small village but the council insist of adding new houses to make it bigger, Royston's road structure can not deal with the traffic as it is especially Lee Lane which is horrendous on a morning, High street has a large amount of traffic already with through traffic coming from surrounding villages. There is

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

issue with teenagers and nothing for them to do so adding more to the village is not sensible. There is not enough doctors and dentists to support the people of Royston as it is and only 1 secondary school in accessible reach which is over subscribed (no transport to Darton) so adding more children will make getting places harder. Certain patches of land where the proposed houses are to be built floods regularly so getting house insurance for those who buy on there maybe difficult. The new Barratt houses are small and over priced and the persimmon ones near Asda poorly built, there are many of the Barratt ones still for sale so why build more when there are unsold houses already? With the current situation people are not moving and with finances tight building more houses does not make sense. There is plenty of other places where these houses could go with better transport links, more schools and dentists and doctors why Royston?

11 We do not need this here. We have lost so much green space. There is pressure on the local school system. There is huge pressure on the local doctors/dentist surgeries. You talk about creating good space and better air quality yet you want to build 994 houses with the average of 2 cars per household this is not promoting air quality. The residents of royston are happy to fight this development.

12 This area is fine as it is  
It is constantly flooded  
Royston does not need more housing we have been swamped with new houses and to no benefit to Royston  
These houses are targeted to people who want access to the M1  
We need more doctors and support for our village needs like crime and a place for the kids to go eg youth club then they don't congregate in parks so not enabling young families to use them

13 The impact of this development on the wildlife will be unthinkable. The housing already built has impacted significantly and for more to be built on the opposite side on yet more green belt is ludicrous.

The current village is already over populated with schools and Gp already over subscribed. The additional planned school will only address one area of concern. The proposed plan of a convenience store will ruin the already established and well used family store located near summer lane.

The land near Grange road is already well used with farming and livestock. What is the proposed plan to support the tenants and farmers.

What is the rationale for using green belt land. Is the idea of green belt land protected.

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

	<p>There appears to be a focus on meeting the demand to build houses but limited consideration for the significant impact on the existing village, residents, tenants, farmers, wildlife. The list is endless</p>
14	<p>The site should be left alone, the wildlife, animals and countryside is all we have to enjoy around here. For the children to enjoy the outdoors and your taking all this away. This will really effect people's mental health, including mine.. to which point I would have suicidal thoughts if you where to continue with this . Just leave it be</p>
15	<p>We need green space heading into royston on Lee lane - the fields flood - by building on there you are going to force the flood waters elsewhere and cause problems Leave the unbuilt on side of lee lane free of housing as a compromise</p>
16	<p>Please don't ruin Royston further</p>
17	<p>Royston is a massively overcrowded village, without the appropriate facilities. Primary schools are overcrowded. Developments such as these are renowned for making promises to make the area better, but then everything changes and all that is built is houses. This village is fast becoming a soulless place to live, with an increasingly reducing amount of green space. One of the few benefits of living in Royston is that we have green areas. Taking this away takes away the assets of the village.</p> <p>In addition to this, there are not enough gp facilities, healthcare facilities, infrastructure, etc. The roads are narrow, and busy.</p> <p>There is not enough community support. There are no recreational facilities such as pubs and cafes.</p> <p>I live near a recent housing development where promises were made regarding gps/pubs/supermarkets. None of it transpired and it is full of houses and unusable small green areas that are not child friendly.</p>
18	<p>Have you thought about the congestion and pollution in the village. The shops that are already shutting down and areas they could have money spent on them such as on midland Road. The park areas that are not cleaned, cut or maintained fully in the village. About another junior school is great but what about Doctors as you can't get an appointment already for the ones we have. Or dentists or High schools. Added pressure and not enough facilities to go round by bringing more houses into the village without forward thinking.</p>



**22. Are there any other comments you would like to make? If so, please include them in the box below.**

- |    |  |
|----|--|
| 19 | <p>I have studied the map of the plan for building off lee lane at royston and have seen a problem for myself and others.</p> <p>The public right of way that runs parallel to grange road is accessed by the playing field at the top of grange road. Your plan uses that land and access will be taken away. Originally access was through a gate by grange farm, but that access was blocked by the owners of that farm. Buildings and other obstructions have been put over the right of way by the farmer and access would not be of any use to us now at that point. We should have access to that right of way. If access was given at the top of grange road it would be appreciated.</p> <p>Please consider this if you are able.</p> |
| 20 | <p>Once again, provision of additional GP and Dental services HAS to be considered if there is to be any more housing in the area. Equally, the primary school needs to be sufficiently large and well equipped enough to accommodate a large number of children (safely) and also be open and accessible to children from ALL parts of Royston, not just the development.</p>   |
| 21 | <p>Traffic through Staincross/Mapplewell/Darton Will see a large increase on already congested roads. Junction at top of lee Lane will become even more dangerous and relief is needed for the areas above as traffic flows towards the M1</p>   |
| 22 | <p>Traffic management<br/>Links to Wakefield<br/>Links to high schools<br/>Bus route<br/>Take aways and delivery areas for super markets are limited ie Sainsburys and Morrison's don't deliver here</p>   |
| 23 | <p>I have no faith in BMBC to protect our environment. You (largely Labour Councillors) let houses be built without energy efficiency measures, and without solar panels. It's not rocket science. House builders are destroying the environment and you are guilty for letting them with your misguided developer friendly approach.</p> <p>Get a grip. You must have children what are they going to do when we have wrecked the climate?? God help us all...</p>  |
| 24 | <p>This development is going to have a negative impact on other local communities such as those in Staincross. As a resident in Staincross, the increase in traffic from recently built developments towards the M1 is appreciable and increasing. Staincross Common/Windhill lane/Woolley Edge Lane will be the main route for</p>  |

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

	<p>any commuters living in this proposed development wanting to access the M1 Northbound and Southbound. This will not only cause problems with the local infrastructure but also increase risk to local residents, have a negative impact on our quality, increase noise levels and (if events from the past few years are anything to go by) increase the amount of litter being thrown from passing cars.</p>
25	<p>The proposed development of over 900 houses is absolutely wrong it is virtually impossible to get doctors appointments now why is there no mention of a health practice? The added traffic is of great concern as the proposed area is only 1 mile from Staincross/Mapplewell and the roads in these areas are already chockablock and there is no mention of any improvements to these roads.</p>
26	<p>With over 900 houses planned, there is no provision in the plan to increase any services to care for the health needs of the residents .i.e Doctors/Dentists and associated accommodation. The population would increase to at least 1,800 more people to add to the just 2 existing surgeries in Royston. There are 10,728 residents currently in Royston which, already, is quite a demand for the current medical practices in the town.</p> <p>The planned shop on the existing Roundabout would be a disaster waiting to happen. There is a supermarket not half a mile away and many shops in the existing town of Royston. Car parking in the center of Royston is also a priority. especially for the disabled.</p>
27	<p>A community self build scheme should have been considered as should more social housing on the site</p>
28	<p>See start, no reflection in the plans on the vehicle impact, health or schooling in neighbouring villages.</p>
29	<p>While I welcome the addition of a new primary school and additional housing within the Barnsley framework, I feel not enough additional thought has been given . Firstly the current Road infrastructure: The traffic situation from Royston, via Staincross, Mapplewell is dreadful at peak times ( Coronavirus has made this much quieter) Secondly access to health care: Doctors and Dentist appointments are incredibly difficult to obtain in Royston and the surrounding areas. With a proposed 990 houses where will the occupants and current population of Royston be able to access health care.</p>

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

	<p>Where will parking be allocated for parents collecting children from the proposed school, or will they be allowed to park outside peoples home therefore creating less space for walking and cycling.</p> <p>I agree in an ideal world encouragement should be given to walking and cycling. I myself use the foot paths off Lee lane several times a week, but by saying one will provide them does not necessarily mean they will be used. Please note the Barrett estate already partially complete already owners are widening drives to accommodate more than one car or parking additional cars on the pavement. If the proposal is for over 900 homes that will not mean an increase of 900 vehicles but more like 1800 using the roads around Royston most days. Surely this defeats the nature of a Green environment development</p>
30	<p>The development would destroy the character of the village and make the traffic and flooding problems much more severe It forms a green boundary between Royston and Staincross safeguarding the countryside from encroachment to the west of the village. The loss of our natural open countryside would be lost forever to the detriment of us and our future generations. The infrastructure cannot take more traffic, more light pollution and more flooding. More consideration should be given to the impacts of this proposed development and its disturbance to wildlife.</p>
31	<p>As previously stated, this development will increase traffic way too much and therefore a relief road needs to be provided.</p>
32	<p>Housing mix is poor. Mainly consists of 4 bed detached at present, need more apartments, terrace and semi-detached. Lack of social housing on the site and is in some way segregated, more mix required.</p>
33	<p>How can you include some of my land without consulting me</p> <p>How can you include land you do not own that is not occupied by me</p> <p>Why have you left my piece of land as the only field in the whole of the vicinity - it will increase vandalism, fires, drug taking etc in my area,</p> <p>It looks like a red dashed line runs through my land - what is this? why have I not been consulted?</p>
34	<p>Really happy to see that there will be investment in the area as I think it would make Royston a desirable place to live being on the outskirts of Barnsley and so close to the Wakefield border (best of both worlds) with the upgrades set out in the masterplan. I do however think that more needs to be done at the opposite</p>

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

end of Royston near the old coal implant as it is clear that maintenance and investment is required (more so) than where the proposed development is set out.

Will there be plans to regenerate this side of the village as it does let the area down?

- 35 Really happy that there is investment happening in this part of Barnsley as Royston is in a great area to attract new buyers and it has a lot of potential due to the surrounding countryside and links to Wakefield. I do however think that there needs to be more done at the opposite end of the town, near the old coal implant. This is very derelict and disused. This part of the village also has clear road and pavement disrepairs and I feel lets the rest of the area down as it is clearly in need of some investment by the council.

Please can you advise if there are any plans to regenerate this side of the village?

- 36 I have lived in Royston for 30 years and in this time I have seen the wild life thrive at the back of my home.  
I have seen trees become mature trees supporting an abundance of wildlife, blue tits, woodpeckers, red kites, magpies, pheasants to name just a few. I have seen hedgerows grow and encourage foxes, hedgehogs.  
We also have bats that will have their habitat destroyed if you proceed with this development.  
Lee Lane is congested and the village becomes gridlocked at work times and school times so building 994 house will only compound to this problem. If everyone who moves into the 994 houses has a car this would mean a further 994 cars in Royston. This increase in the number of cars will also increase the pollution in the village that the people and children who live here will have to breath in every day.  
We only have two Doctor surgeries in Royston who find it difficult at this moment in time dealing with the patients who already live in the village, building 994 house will put even further strains on the surgeries.  
The schools are already full in Royston and building 994 homes will only add to this problem, building one primary school is not going to solve the problem, not building 994 homes will.  
The few houses that have been built on Lee Lane have caused problem after problem over the last year and a half.  
We have had Lee Lane constantly being dug up to repair burst water pipes, replace old water pipes that can't cope, repair and replace electricity cables and repair, update gas supplies.  
I am sure that there are other areas in Barnsley that could accommodate the



**22. Are there any other comments you would like to make? If so, please include them in the box below.**

	building of 994 houses without having to destroy wildlife, create congestion, increase pollution and destroying an entire village.
37	I love living in Royston and feel if done well, this expansion will be a positive thing for residents. I think it is particularly important that there are green communal spaces and community facilities. I am pleased to see that consideration is being given to the environment and wildlife.
38	You obviously don't live on Grange road, it is perfect just the way it is, Royston is ok as it is, there is a bit of crime and I think this will probably increase by building more house that are not needed, why not build where there are land that's not in use, our fields are used by the Grange road farmer and also by horse people and that's how we like it
39	I don't believe this development should go ahead. There are enough houses in Royston. Royston can't handle any more traffic ! The houses are not affordable for most families. Lee Lane looks perfect as it is. Plenty of green fields , small family businesses, public foot/bridle paths , woodlands. Building more houses is going to have a huge affect on the wildlife that already live there. All I would say to change is the speed limit as lots of families walk up and down this road to access the public footpaths.
40	Royston doesn't need any further houses the village cannot take anymore development
41	Don't build
42	The infrastructure is already under pressure such as schools and local amenities. 1000 houses will add to this problem. Traffic will increase thus causing poorer air quality. Totally not been thought through and as usual no consideration to the local public and wider area as well as wild life etc.  Piss poor
43	Please see previous comments
44	Royston needs another doctor's surgery better public transport links including railway link to Sheffield Wakefield Barnsley and Leeds and another petrol station.

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

45	I would like walking and cycling paths that go around the new development and join up to the other villages, etc
46	please don't put a shop opposite our estate, this wasn't advertised when we were buying. This may cause anti social behaviour and parking will be come a nightmare. Place the shop near the proposed school this will keep parking and excess traffic away from the entrance to the estate
47	Do not put shop near barrat estate entrace!!
48	I have just moved into the barratts notton wood view estate. My house is on the front of lee lane and a shop would really ruin my standard of life. If i knew about these plans before i would not have bought a house and relocated in barnsley at all. This area is lovely and green and making it like a wakefields city fields will destroy its beauty. A shop will have teens hanging around till late at night, make traffic que and Not make the area a nice place to be
49	<p>The site pays a fee for the maintenance of the roads, proposed parks and public areas. Should the site invite guests with running and cycling routes and a public park it would make the residents pay for other people's mess. Possible littering, waste, and noise could also come with this.</p> <p>It's unfair that the residents should have to pay for upkeep when it's essentially a free for all. It would be great to add things to the site to encourage social areas but not at a cost to the residents should this become a public area. I have no problem paying for a private area where I feel more respect would be kept for the items in the area and maintenance.</p> <p>My main issue would be littering in a public park, not only is it unsightly, it encourages rodents. Who would be expected to clean up mess of people who don't live on site</p>
50	<p>Drop the whole development. Why weren't residents informed by post of this development ,so that opinions could be obtained sooner.</p> <p>There should have been consultation prior to the project commencing. Local residents have not been adequately informed of the proposal. Residents are bombarded with letters of support for labour councilors at local elections, so why weren't residents better informed.</p>
51	<p>I am worried about how busy Lee Lane will be especially with school traffic, the junction and management at the top of Lee Lane needs consideration and reducing speed limits, policing.</p> <p>I am concerned about the parking for the shop and where the shop is. The shop</p>

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

further down the road has people parking lazily on the main road and it blocks through traffic.

The shop should be further in the estate to stop problems with the main road.

Introduce more visitor parking as it is limited especially around the school area to prevent others parking outside the houses.

More green space to encourage wildlife and sense of community.

Traffic management at busy times.

- 52 Have you consulted with people in Carlton who will be affected by the proposed position of the new link road? I had thought that the link road would come of the new Barratts estate roundabout. Is there a reason for it being sited further up? Developing new walk ways would be good. How do you plan to improve the footpath on Lee Lane? It is very narrow and often has overhanging vegetation. People drive at idiotic speeds up and down Lee Lane and I often don't feel safe on the narrow footpath with my dogs. Are you planning to widen the pavement up Lee Lane? What traffic calming measures are you planning on making? The speed needs to be no more than 40 in my opinion. Will there be speed cameras? Increased public use of the area and increased traffic will increase the risk of accidents and fatalities if you do not address these issues. I strongly disagree with the shop being placed just off Lee Lane. There is an existing convenience store in walking distance to the proposed site, as well as Aldi, Coop and Asda in walking distance. We are saturated with shops. Parking outside the existing High Street Store is problematic and causes congestion with street parking. Regardless of you building in parking bays to a new store, if it is placed on the proposed site, people will park on Lee Lane, or on the approach road off the roundabout, either of which will cause serious traffic issues/increase the risk of accidents etc. The store in my opinion should be closer to the exercise/entertainment hub you wish to create, or the school. This will increase accessibility and use. Placing it close to Lee Lane does not do this. I am also concerned about the noise from the proposed site, particularly if it is open until late in the evening. This will be disruptive to existing houses - it should be built sympathetically within the later phases, where it can be placed carefully to minimise nuisance. Anyone purchasing a house close to it does so with full knowledge they are buying a house near a store. I bought a Barratts house overlooking Lee Lane and was advised by them that it would be residential properties in the fields opposite. I would not have spent a substantial amount of money to buy my property had I known I would have a convenience store opposite and all of the associated antisocial noise it will create. I am concerned what effect this will have on the value of our houses. If built within later phases this can be taken into account by

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

	the planners and builders when agreeing which houses re built and how close etc and appropriate sale prices considered.
53	<p>Very concerned about the amount of green that is being replaced by brick in Barnsley. And your complete lack of respect for the opinion of residents in Royston.</p> <p>Please, please take note of the comment about an additional doctors surgery, believe me, it is very much needed.</p>
54	as an allotment tennant om the west end cresent site i am very worried about the impqact or destruction of the allotments that have had so much effort and time and money put into them.
55	This will affect all villages surrounding Wakefield Road which is already full to capacity and this will be a 'rat run' through Paddock Road, Shaw Lane and Staincross Common, impacting on the residents who live there at present.
56	We do not want a new development near our council estate or a bus route through Grange Road, our children are not used to traffic, so we feel it would be dangerous for them, to now have to learn to live in the middle of a giant estate instead of the good quiet environment we are all used to and love, I suppose this is all a waste of time and effort on my part as you the council do not have to live here leave our green and lovely fields alone, I'm sure when I was growing up the land between Carlton and Grange Road was green belt land, for farming not building houses on,
57	<p>Please could you highlight any proposals to minimise NOISE POLLUTION from the relief road to the surrounding houses.</p> <p>From the vague sketch provided it would appear that homes between Carlton and Royston which are within estates adjacent to Royston Lane would suffer an increase in noise from the proposed road. Would there be some form of barrier to minimise the impact? It presents as potentially being a rat run for fast and inconsiderate drivers which reminds me of the roads created around the Hemsworth area that suffered a great tragedy due to their likeness of a race track. Thank you</p>
58	There is no evidence provided that increasing the number of homes in Royston will improve its economic status. Buyers of these homes will not stay in Barnsley and the surrounding areas instead commuting to Leeds, Sheffield and beyond. The focus for the development of Barnsley should be on making it a greener and



**22. Are there any other comments you would like to make? If so, please include them in the box below.**

more pleasant space, even with the development in the town centre it is intimidating to walk through some areas due to anti social behaviour

This side of Barnsley has little if no opportunities to build sufficient relief roads to divert traffic to the motorways and major road links, the result being increased traffic congestion and impact on the environment.

Barnsley needs more sustainable leisure and retail activities to make the town attractive the current development of the town centre is a start but more is needed to energise communities - this isn't achieved through building more houses with a few green spaces. The financial benefit for the council is not lost but it is the residents of the town who need to have their voice heard and to stop the loss of green space and add to the impact on public services and traffic.

59 Expected traffic load increase on bleakley lane, Notton lane cross road as a result of potential route to Wakefield. This is already a very busy junction and notorious traffic accident spot.

60 I do not support this extremely large development. The local roads are already dangerous for vehicles and pedestrians due to the high volume of traffic and excessive speeds. This is a particular problem with traffic heading towards the A61 to access the M1 motorway. This development would inevitably lead to an even greater increase in traffic and make the surrounding roads more dangerous for everybody. How can that be a good idea?

61 Due to residents not receiving the letters from BMBC dated 1st June 2020 I feel it would only be right and proper to extend the consultation so that all our residents can have their say. Particularly the elderly community who are less likely to have the internet so may not know about the Masterplan.

I would also like to know how have you communicated with residents who may not be able to read or write? or English is not their first language?

Healthcare for the residents of Royston has not been considered. There are approximately 10,500 people living in this village. There are 2 GP practices and they are already stretched. When you were asked about this in the Q&A session the answer was not very satisfactory that your duty was only to inform the CCG of the plans. There has been no plan that I have seen that details the inclusion of the CCG in this consultation.

On the subject of health - I have asked you about whether you have considered the potential impact the loss of this land could have on mental health of resident?

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

The country is currently in crisis in respect of the mental health of the nation. Suicide and self harm have recently increased which is real concern. All local authorities are supposed to have Local Suicide Prevention Plans and I would be interested to see BMBCs plan in response to this. Mental Health is vastly improved by access to wide open green spaces such as the one you are proposing to develop. The loss of this particular green space on the community would be significant I believe. It is so precious to many of us. During lockdown residents have accessed the beautiful landscape to take their daily exercise and this has increased their resilience and wellbeing and kept them well.

I have run four separate face to face information sessions to increase awareness of the consultation and to gather peoples views.

People have also been given the option to sign a signature if they wish, if they are against the development. I currently have 618 signatures ready to hand in on 15/6/2020.

When talking to residents these are their main concerns in summary:

They are upset that they did not get the letter and had heard of it through conversation with others. I have spoken to 70 people individually at the events and no one has had the letter you assert you have sent.

1/Residents are concerned about the impact on the local GP Practices - that they wont be able to manage more 2000 people and what this will mean for getting an appointment.

2/Traffic coming in and out of the village. This is a major concern for residents.

3/Wildlife and the impact on their natural habitat. Many villagers enjoy the nature of the fields and surrounding area

4/What Royston means to people in terms of history. Residents have told me stories about their childhood playing in these fields and walking to Mapplewell to visit relatives. I have spoken with many who would be very sad to lose this land due to the memories they hold dear.

62 Transport and Connectivity

Under Zero Carbon the proposals mention connectivity to railway stations. The nearest existing station is in the village of Darton, some distance away, and the proposed new bus routes do nothing to connect Royston to it.

It is likely that many of the residents of the 994 new houses will be economic refugees from West Yorkshire, driven South to Royston by high house prices there and attracted to Royston because of accessibility to the M1 motorway and the A61 as well as lower house prices. The proposed revised bus route merely extends the existing Stagecoach service 57 through the new development and then routes it back into Royston to follow its outward route back to Barnsley. This is an opportunity to address the fundamental problem with bus routes in

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

Barnsley, i.e. they are all radial and provide no interconnectivity between the villages and suburbs within the Borough. A better solution would be to extend the service 57, after leaving the new development, along the B6428 to Staincross, Mapplewell and Darton, then back to Barnsley via Wilthorpe, thus providing a link to the Railway system as well as joining communities.

The proposals also make no mention of the initiative currently being actively pursued by the South Yorkshire Metropolitan City Mayor, Dan Jarvis MP, to reinstate a passenger train service on the existing railway line that runs through Royston, giving access to Wakefield and beyond to Leeds.

The junction of the B6428 with the A61 at Staincross has not been addressed in these proposals and yet they will have a major impact on it. At present, at peak times, it can take a considerable time to cross or join the A61 from Royston.

Building almost a thousand new homes, most of which will have two cars, will only exacerbate this congestion, with adverse effects on air quality in the area. Barnsley, with its hills, is not East Anglia and not a friendly cycling Borough for the average citizen.

#### Heritage Assets

The proposals include the protection of existing historical assets. One of the more prominent of these is the former railway line that forms the Western Boundary of the site. Already 'agricultural development' has encroached onto this line adjacent to where it crosses the B6428 and parts of the embankment that lie further towards Notton have been partially removed. Is it intended to restore these and surface the route into Barnsley?

Who will live in these houses?

In this section the proposals talk of the provision of 10% of affordable housing "in Hoyland". Is this a typographical error?

#### Proposed Retail development

There is no evidenced or likely demand for this proposal. There are three medium-sized Supermarkets within Royston, within reasonable distance, as well as numerous independent retailers. There is also a 24-hr petrol station, with a medium-sized retail shop on the A61 in Staincross at its junction with the B6428. There is a small Supermarket on High Street in Royston within easy reach of the proposed site of the retail unit. The proposed site, on a roundabout, will pose an accident opportunities and the recent pandemic and trends in retailing show that individuals are relying much less on physical shopping and more on internet retailing. Far better to retain retail outlets within the existing retail area in the village. There are other areas of Royston – notably the East End – which survive without small retail shops. It has been raised, at Royston PACT meetings, that retail premises in nearby Lundwood act as magnets for anti-social behaviour and as one of the driving forces in developing the Lee Lane area was to increase the stock of higher-value houses in the Borough, to provide accommodation for the

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

managerial staff of firms relocating into Barnsley, such behaviours would only negate the efforts of BMBC's inward investment strategy.

It is telling that there are no proposals to include a Public House within the development. Fifty years ago this would have been considered essential yet in recent years many such establishments built at that time have been closed and the land redeveloped as social habits change.

#### New School

There is no mention in these proposals of how residents of the Ward can have their say over what type of school they wish to see, nor how it will be funded. My understanding is that, at present, by Government diktat, all new schools must be Free Schools. What options can be put to residents who do not wish to see further inroads into Royston of Academy Trusts? Will the new school have to be built and maintained at the Local Authority's expense but immediately handed over to such a Trust? These are issues that deserve effective consultation before becoming faits accomplis.

#### Effective Consultation

Although I live in the Royston Ward and my house overlooks the proposed site I only found out about this consultation process by accident. It is unfortunate that the Pandemic has limited the opportunity for Public Meetings and I appreciate the efforts made to conduct sessions on-line. I have been told, however, that one of these sessions only had one participating member of the public. I did not find locating the consultation or accessing it easy. The design of the questionnaire directs answers in particular directions and not all sections give the opportunity for comment

There are some 5400 dwellings in the Royston Ward and approximately 8700 residents. If your consultation produces less than a 10% response then I believe the exercise must wait until more positive efforts are made to involve the whole community. When Barnsley MBC held a referendum on Devolution in South Yorkshire they wrote to every household and achieved a response around 30%+. These proposals will have a significant impact on life in the village, which still retains a strong cultural identity despite recent population increases, as do many of the other villages that make up the Borough of Barnsley. Adding almost 20% to the housing stock deserves strenuous efforts to obtain effective consultation, rather than ticking a box.

Malcolm Clements  
10 July 2020

63

-You have not done a proper consultation with the residents and the consultation period should be extended so that, now the lockdown is lifting, the council



**22. Are there any other comments you would like to make? If so, please include them in the box below.**

should get out and fully inform each and every resident of this masterplan. There is scope in council buildings, once you have properly consulted people, to hold meetings residents can attend in a covid-safe manner.

- Aside from that, the masterplan is ill-judged-you are looking to destroy a huge and beautiful natural habitat to build 100s of houses when there are over 1500 long-term empty properties in the Barnsley area. I'm sure this number would be significantly higher for those properties empty but not considered long-term.

This is not a masterplan-This is a plan on a piece of paper, but no plan regarding the impact on:

-The environment

-traffic

-pollution

-wildlife, including endangered species

,-peoples mental health

-current resources within Royston

Having sat in on the online consultations, I was staggered by the long uncomfortable pauses when questions were asked regarding the above, followed by the unsatisfactory answers that seemed to avoid the question that was asked. These online consultations, however, did seem to be an excellent platform for housing developers to discuss the plan with the council representatives who appeared much more in the know of ""The Masterplan""

64 The Masterplan phasing is a concern - it needs amending.  
The lack of a costed Infrastructure Delivery Plan is equally concerning. This needs to be inserted and the various llandowners need to be consulted on it.

65 Further work is required on the traffic generation from the site and the impact of this in Royston and neighbouring areas. Of particular concern is the Turnpike crossroads and access to the M1 at Haigh via Shaw Lane and Staincross Common. I would suggest traffic surveys are carried out to ascertain traffic volumes now (normalised for Covid impact) and these include neighbouring areas including Mapplewell and Staincross. The existing capacity issues as Turnpike Crossroads and Wells crossroads need to be dealt with as part of this framework. An approved masterplan framework should cover such infrastructure works to accommodate the predicted increases in traffic with a fair share agreement between parts of the MU5 allocation.

I have concerns over the adequacy of this consultation. I have heard that residents living very close to the site were unaware of its existence.

**22. Are there any other comments you would like to make? If so, please include them in the box below.**

66	Repeating my point regarding end of Lee Lane/A61 junction. I feel extremely strongly about this.
67	<p>The size of this development will be a tragedy for Royston. It is currently has a 'village' feel and there is a good community spirit but imposing this size of development will mean Royston just merges into the rest of Barnsley.</p> <p>The beautiful drive along Lee Lane, which was always gave a lovely green view of fields and trees will now just be an eyesore of modern rabbit hutch houses, and as for the wildlife - the deer, hare, buzzards, etc, well we can say goodbye to them.</p>
68	Please see my previous comments
69	<p>Before any detailed proposals are taken forward the council needs to carry out a full archeological investigation of all the proposed sites. In addition there should be full details, proposals and consultation on the following:</p> <ul style="list-style-type: none"> <li>The impact on doctors surgeries</li> <li>Lee Lane improvements</li> <li>The junction of Lee Lane and Wakefield Road</li> <li>Road safety</li> <li>Pollution level</li> <li>Detrimental impact on the wildlife and air quality</li> <li>The recent flooding of the area over many years</li> </ul>

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**Subject** Royston Masterplan Framework

**Date** 16 September 2020

**Job No/Ref** 273286-00

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## Royston Health Impact Assessment

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### 1 Introduction

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This health impact assessment (HIA) considers the health and wellbeing implications identified in relation to the Royston Masterplan Framework. The assessment has been based on the information available at this stage of preferred option Masterplan Framework.

The HIA ensures health and wellbeing principles are properly considered and embedded within the Masterplan Framework. The HIA promotes sustainable development to support the creation of strong, vibrant and healthy communities. Planning for healthy and successful communities requires the provision of homes, jobs and services that people need whilst designing these places to facilitate healthy, active lifestyles alongside minimal environmental risk. This assessment considers a range of health determinants for Royston and assesses the Masterplan Framework against these.

The HIA should be read in conjunction with the Royston Masterplan Framework.

### 2 Description of development and site context

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The Royston site is located within the Royston ward to the North of Barnsley. It is a 35.2 ha site and is allocated for mixed-use development in the Barnsley Local Plan (2019). The site lies less than 1km west of Royston Town Centre and is adjacent to a predominantly residential area.

The proposed Royston Masterplan Framework has an indicative capacity of 994 new homes generating approximately 2,286 residents. The development proposes a new community hub, new primary school and an informal recreational area. The development incorporates open spaces, play areas, facilities and a small local shop.

The site is defined to the north, west, and south by the Green Belt and to the east by the existing boundaries of Royston. Lee Lane runs through the site allocation. As highlighted within the context analysis study the area is assessed to have a shortfall of health facilities and local shops, with the nearest shop being 1,200m away from the site. There are four primary schools within 800m of the site, however the nearest secondary school is over a 15-minute walk. There is a lack of high-quality play areas and sport pitches in close proximity to the site.

There is an ancient woodland and local nature reserve, Notton Wood Nature Reserve, 190m north of the site. A Public Right of Way crosses the site to the south and there is a dismantled railway bordering the north of the site which is also a Public Right of Way that links to the Barnsley Canal / Trans Pennine Trail. The Sustrans National Cycle Network link runs in a north south direction along the Barnsley Canal to the east of Royston.



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## 3 Baseline

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A review of the existing policy and evidence base relating to the site is set out below. These have been taken into consideration and have fed into the key challenges and priorities for Royston.

### 3.1 Local policy review and strategies

#### **Barnsley Local Plan (2019)<sup>1</sup>**

The vision for Barnsley is “Working together for a brighter future, a better Barnsley.”

A key objective of the Local Plan is to improve the conditions in which people live, work, travel and take leisure. The Local Plan promotes sustainable development and communities.

Policy SD1: Presumption in favour of Sustainable Development states that a positive and proactive approach to sustainable development should be considered in development proposals.

#### **Joint strategic needs assessment<sup>2</sup>**

A Joint Strategic Needs Assessment (JSNA) has been carried out by Barnsley MBC and the Primary Care Trust to draw together various strategies and statistics on the determinants of health. It sets out the overarching objectives to improve the population’s health and wellbeing and reduce health inequalities by ensuring improvement is fastest for those with greatest need.

*The Royston Ward Profile 2019<sup>3</sup> sets out the following statistics:*

- The overall population of the Royston ward as of 2017 was 11,242 with 51.2% females and 48.8% males.
- Royston (22.8%) has a slightly high proportion of 0-18 year olds than both Barnsley (21.7%) and England (22.5%) in 2017.
- In the 2011 census around 97.9% of residents in Royston were White British.
- One of the LSOAs (Lower Super Output Areas) within the Royston ward was in the 10% most deprived in England for IMD (Indices of Multiple Deprivation) 2019.
- The percentage of pupils achieving a good level of development in 2018 was 73.3% for Royston compared to Barnsley at 70% and England at 71.5%.
- The percentage of pupils in primary school eligible for free school meals in 2018 was 18.6% for Royston compared to 18.3% for Barnsley and 13.7% for England.
- The percentage of pupils in secondary school eligible for free school meals in 2018 was 19.4% for Royston compared to 16.5% for Barnsley and 12.4% for England.
- Life expectancy for males as of 2017 was 79.9 years compared to 79.6 years in England. Life expectancy for females as of 2017 was 82.8 years compared to 83.1 years in England.

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<sup>1</sup> <https://www.barnsley.gov.uk/media/9924/local-plan-adopted.pdf>

<sup>2</sup> <https://www.barnsley.gov.uk/services/our-council/research-data-and-statistics/barnsley-joint-strategic-needs-assessment/>

<sup>3</sup> <https://www.barnsley.gov.uk/media/11578/hoyland-milton-ward.pdf>

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- Under 75 mortality due to respiratory diseases (rate per 100,000 population) was 29.5 for 2015-2017 compared to England at 34.3.
- Under 75 mortality due to Cardiovascular diseases (rate per 100,000 population) was 77.5 for 2015-2017 compared to England at 72.5.
- Under 75 mortality due to Cancer (rate per 100,000 population) was 137 for 2015-2017 compared to England at 134.6.
- The figure for excess weight for 4-5 year olds in 2018 was at 32.1% compared to England at 22.4%. For 10-11 year olds in 2018 it was at 34.5% compared to England at 34.3%.
- Within the Royston ward in 2011 66.9% of properties were owned, 10.3% were privately rented, and 20.7% were socially rented.
- In 2018 55.4% of properties within the Royston ward were valued within Council Tax Band A.
- The total crime rate per 1,000 of the population in 2018 was 76.9 for Royston which is lower than England at 87.0.

#### **Barnsley Public Health Strategy 2018-2021<sup>4</sup>**

Barnsley Public Health Strategy sets out short term priorities to focus on, to contribute to achieving the long-term public health outcomes:

- Our residents will start life healthy and stay healthy
- Our residents will live longer healthier lives
- We narrow the gap in life expectancy and health between the most and least healthy
- We protect our communities from harm, health incidents and other preventable health threats.

The six short term public health priorities include: food, alcohol, emotional resilience, oral health of children, smoke free generation, and physical activity. Each priority will have a comprehensive action plan developed in consultation with partners and other stakeholders.

#### **Design for Housing Development SPD (2019)**

The SPD sets out the criteria that development proposals must meet in regard to the design of housing development:

- High standards of privacy, light and outlook.
- Meet external and internal spacing standards.
- Development must respect local context, history, built heritage, character and communities.
- Layouts to improve the health and wellbeing of the residents of new development. Initiatives such as walking and cycling routes and creation of green corridors could be factored in.
- Measures to design out crime.
- Design and layout of streets.
- Landscape design.

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<sup>4</sup> <https://www.barnsley.gov.uk/media/9278/public-health-strategy-2018-21.pdf>

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- Public Rights of Way.
- Drainage and Flood Risk.
- Recycling / waste provision.

## 3.2 Other indicators

### Indices of Multiple Deprivation 2019<sup>5</sup>

Barnsley is the 38<sup>th</sup> most deprived Local Authority area in England out of 317, with 21.77% of Barnsley's LSOAs in the 10% most deprived LSOAs in England.

In relation to the seven domains set out in the IMD 2019 the rankings are set out below for Barnsley (1=most deprived, 317=least deprived):

- Income deprivation – 43<sup>rd</sup>
- Employment deprivation – 27<sup>th</sup>
- Education, skills and training – 15<sup>th</sup>
- Health deprivation and disability – 22<sup>nd</sup>
- Crime – 31<sup>st</sup>
- Barriers to housing and services – 311<sup>th</sup>
- Living environment - 304<sup>th</sup>

The following table sets out the domains of deprivation for the two LSOAs the Royston site lies within. The score for each domain relates to the deprivation deciles. These range from the most deprived 10% (Decile 1) of LSOAs nationally to the least deprived 10% (Decile 10) of LSOAs nationally.

Table 1: Domains of deprivation for the Royston site (2019)<sup>6</sup>

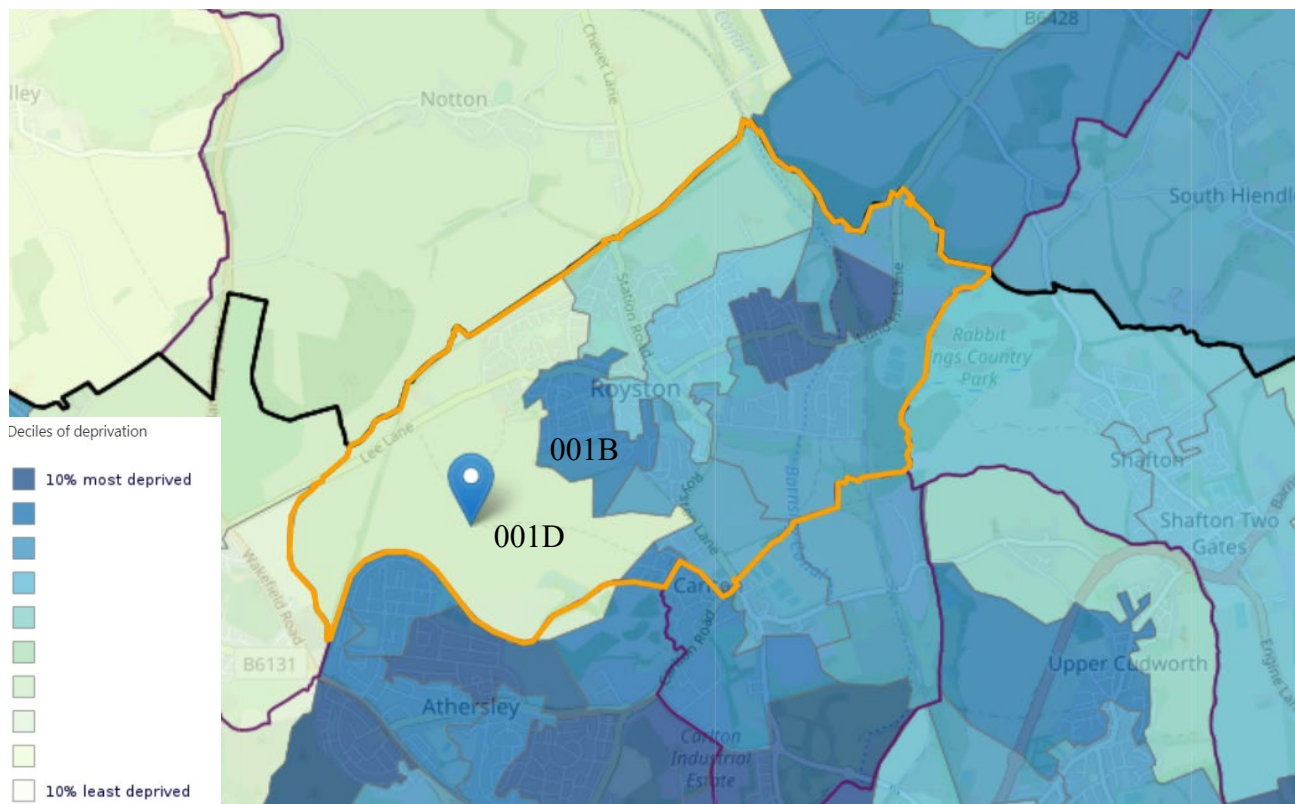
LSOA	Income	Employment	Education, skills, training	Health and disability	Crime	Barriers to housing and services	Living environment
Barnsley 001D	6	5	5	5	2	10	10
Barnsley 001B	1	1	1	1	2	10	10

The following map provides the overall deprivation for the two LSOAs the Royston site lies within. The blue pin shows the broad location of the Royston site.

<sup>5</sup> <https://www.barnsley.gov.uk/media/12029/imd2019.pdf>

<sup>6</sup> [http://dclgapps.communities.gov.uk/imd/iod\\_index.html#](http://dclgapps.communities.gov.uk/imd/iod_index.html#)

Figure 1: Map of overall deprivation for the Royston site (2019)<sup>6</sup> (To be updated with site boundary on it)



### Public Health England Local Health indicators<sup>7</sup>

This Public Health indicator tool provides different statistics on health indicators for the Royston ward, in addition to the ones identified in the ward profile in the JSNA.

- In 2018 the percentage of pupils achieving 5 GCSE grades A\* to C including maths and English was at 46.2% compared to England at 56.6%.
- In 2015 child poverty in the ward was at 25.4% compared to England at 19.9%.
- In 2018 the percentage of working age population claiming out of work benefit was at 2.1% for the Royston ward compared to England at 1.9%.
- In 2018 the percentage of households experiencing fuel poverty was at 11.9% for Royston compared to England at 11.1%.

<sup>7</sup><https://www.localhealth.org.uk/#bbox=405073,425587,63205,39735&c=indicator&selcodgeo=E05000984&view=map>  
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## 4 Approach to assessment

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### 4.1 Summary of community health profile and key challenges

The evidence base has identified the key health indicators to provide a profile of the demographic and health status of the population around the Royston site located within the Royston ward.

There is a slightly above average proportion of 0-18 year olds within the ward and the population is primarily White British and therefore not a diverse population.

The Royston site has a shortfall of nearby health facilities and local shops resulting in poor accessibility to essential services. There are high levels of employment deprivation including high levels of education, skills and training deprivation. It will therefore be important for the site to provide strong links to employment sites in the surrounding area.

The site is in close proximity to a local nature reserve to the north. It also has access to cycling and walking routes with potential to enhance the dismantled railway corridor to the north. However, there is evidence that there is a lack of quality playing areas and sport facilities within the area. There is also a relatively high prevalence of excess weight in 4-5 and 10-11 year olds. The site is within one of the most deprived LSOAs in health and disability and crime within the Barnsley borough, with an above average rate of deaths related to cancer and cardiovascular disease.

The area is predominantly a residential area with good access to housing and a relatively high proportion of owned properties. The majority of residential properties within Royston are within Council Tax Band A which is the lowest value band. Lee Lane runs through the site resulting in potential noise and air quality pollution around the site.

The indicators have identified that there is a high percentage of secondary school pupils eligible for free school meals and child poverty is a slightly higher in comparison to England.

In summary the key health challenges for the area are related to access to essential facilities, employment and skills deprivation, lack of quality outdoor sports and playing facilities, crime and child poverty. There is a high prevalence cardiovascular disease and overweight children, linked with high levels of health and disability deprivation highlighting the need to facilitate more active lifestyles. Providing access to employment sites, essential facilities and social infrastructure will be crucial to dealing with employment and skills deprivation within the area.

### 4.2 Methodology

The promotion of health and wellbeing is inherently embedded in the Masterplan Framework. The Masterplan Framework promotes sustainable development to support the creation of strong, vibrant and healthy communities.

The health impact assessment takes into consideration nine broad determinants of health using the HUDU Rapid Health Impact Assessment Toolkit<sup>8</sup> as a guide. The nine determinants are used to identify how health and wellbeing is likely to be affected as a result of the preferred Masterplan

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<sup>8</sup> <https://www.healthyrbandevelopment.nhs.uk/wp-content/uploads/2019/10/HUDU-Rapid-HIA-Tool-October-2019.pdf><https://www.healthyrbandevelopment.nhs.uk/wp-content/uploads/2013/12/HUDU-Rapid-HIA-Tool-Jan-2013-Final.pdf>

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Framework option. The assessment is based on the evidence available and challenges identified above. The likely health impacts are based on the information contained in the proposed Masterplan Framework at the time of writing. Since the details of the design are not available at this stage, this reflects a realistic worst-case scenario. Mitigation and enhancement measures are identified, which have the potential to improve health outcomes from those identified in the assessment.

### 4.3 Assessment criteria

The following nine priorities taken from HUDU Rapid Health Impact Assessment Toolkit set out the key objectives and assessment criteria for the HIA. They provide a description of the criteria that will be used to assess the Royston Masterplan Framework.

#### **The nine health determinants for Royston**

##### *Priority 1: Housing design and affordability*

Provide mixed tenure and types that are affordable and high quality as well as providing screening and buffers to mitigate potential noise issues. Ensure housing is designed for all ages and abilities. Promotion of sustainable development and highly energy efficient housing.

##### *Priority 2: Access to health and social care services and other social infrastructure*

Provide access routes and links to existing community facilities and schools. Provide social infrastructure such as schools, nurseries, health and social care facilities and community facilities to meet the additional demand generated by the development. Ensure new social infrastructure is accessible to existing communities.

##### *Priority 3: Access to open space and nature*

Provision of recreational and sports facilities to serve the new and existing population. High quality green space accessible for all with links to wider open spaces. Opportunities for different landscaped areas across the development. Promote engagement with nature and biodiversity through creating community gardens.

##### *Priority 4: Air quality, noise and neighbourhood amenity*

Ensure good air quality and noise conditions in residential properties, both outdoors and indoors, through encouraging use of sustainable transport, modern building systems, and suitable buffers and screening. Provide attractive public realm, including consideration of air quality, noise, visual environment and greening. Minimise impacts of the development on air quality, noise, visual amenity and traffic for existing communities.

##### *Priority 5: Accessibility and active travel*

Improve links and access to wider areas and facilities while encouraging people to move more through provision of safe pedestrian and cycle routes. Ensure equal access for people with mobility problems or a disability to shared spaces and buildings. Prioritise walking and cycling infrastructure and ensure access to public transport connections.

##### *Priority 6: Crime reduction and community safety*

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Incorporate elements to design out crime. Ensure access routes are legible and well-lit with visible multi use community spaces that are accessible for all users.

*Priority 7: Access to healthy food*

Provide opportunities and space for allotments and community food growing projects. Provide active travel routes and public transport to food shops, including smaller affordable shops.

*Priority 8: Access to work and training*

Provision of digital connections allowing people to work and learn at home. Access and links to local and regional employment opportunities.

*Priority 9: Social cohesion and inclusive design*

Provision of defined hubs and focal points as well as a mix of uses to encourage social interaction, potentially including a school. Inclusive environments for all, including age-friendly environments, connecting to the wider area and existing communities, promoting community engagement and social inclusion. Provide a mix of housing sizes and tenures throughout the site, with equal access to community facilities, transport and green space for all tenures.

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## 4.4 Assessment

The following table sets out a high-level assessment of the Masterplan Framework against the nine priorities. The potential health impact is ranked as either positive (will contribute to improving people’s health), neutral (will not change from the baseline) or negative (will have a negative impact on people’s health). The Masterplan Framework and Design Code have been assessed against these priorities and this assessment has informed the development of these documents. Therefore, the recommendations in the table below are made in relation to future planning applications on the site.

Health and wellbeing priorities	Has it been considered within the Masterplan Framework?	Likely health impact?	Evidence and recommended enhancement measures
Priority 1: Housing design and affordability	Yes	Positive	<p><b>Evidence</b></p> <p>The Masterplan Framework has included a range of housing densities to promote a mix of tenure and housing types. The requirement for quality design and architecture that reflects the local character and vernacular is embedded within the Design Code.</p> <p>10% affordable housing will be required as per the Local Plan.</p> <p>Sustainable energy is promoted for the site considering measures to incorporate highly energy efficient building fabric alongside a net zero carbon approach to energy for residential dwellings.</p> <p>Landscape screens and buffers are proposed at the edges of the site to mitigate the impact of traffic noise, including safeguards against the potential future Carlton-Royston Relief Road.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Promotion of energy efficient housing to minimise fuel poverty levels within the area.</li> </ul>



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Health and wellbeing priorities	Has it been considered within the Masterplan Framework?	Likely health impact?	Evidence and recommended enhancement measures
			<ul style="list-style-type: none"> <li>- Ensure good design through the layout and orientation of housing.</li> <li>- Ensure access to public and private open space for all housing, as shown within the Masterplan Framework.</li> </ul>
Priority 2: Access to health and social care services and other social infrastructure	Yes	Positive	<p><b>Evidence</b></p> <p>The Masterplan Framework includes for provision of a small local shop. This addresses the current shortfall of local shops within the area.</p> <p>Active travel links, vehicle access routes, and a new proposed bus route to Royston Town Centre have been provided from the site, integrated with existing Public Rights of Way and movement routes.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Ensure access links, as shown within the Masterplan Framework, are provided to existing health facilities and local centres.</li> <li>- BMBC are working closely with the Barnsley Clinical Commissioning Group (CCG) to determine whether any additional GP and Dentist services are required. This should be further considered at planning application stage.</li> </ul>
Priority 3: Access to open space and nature	Yes	Positive	<p><b>Evidence</b></p> <p>Multiple footpaths and green corridors are proposed to run through the site connecting to the surrounding green spaces. Green neighbourhoods have been integrated into the Masterplan Framework providing central green parks. A landscaped spine runs through the site providing biodiversity and wildlife corridors as well as a series of small parks for the community. There is a landscaped buffer around the site providing screening. A community grow garden is proposed at the centre of the site.</p>

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Health and wellbeing priorities	Has it been considered within the Masterplan Framework?	Likely health impact?	Evidence and recommended enhancement measures
			<p>Provision of local and neighbourhood equipped areas for play (LEAP/ NEAP) located across the site as well as a community informal recreational area near the proposed primary school, providing high quality play areas that the area currently does not have.</p> <p>Open space and play facilities are located at appropriate intervals across the site providing spaces for exercise and spaces for people to connect with nature.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Ensure clear, accessible links to open space and play facilities should be provided to the wider Royston community to ensure everyone can benefit. Ensure the spaces are welcoming and safe.</li> <li>- Promote engagement with nature and biodiversity, through the provision of the community grow garden as shown in the Masterplan Framework.</li> </ul>
Priority 4: Air quality, noise and neighbourhood amenity	Yes	Neutral	<p><b>Evidence</b></p> <p>The Masterplan Framework provides green buffers around the housing plots helping to reduce noise pollution. Green corridors have been provided along Lee Lane which runs through the site providing a buffer between the road and the houses. Similarly, a landscape buffer is proposed to offer screening to the potential future Carlton-Royston Relief Road.</p> <p>Active travel routes and the inclusion of electric vehicle charging points in each home are required, and the Masterplan Framework promotes sustainable transport including making provision for a bus gate which would prioritise public transport over the private car and deter rat running through the site. These will support improvements in air quality within the area and contribute to reducing carbon emissions.</p> <p>Proposals for highly efficient building fabric will also reduce noise levels within dwellings.</p>

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Health and wellbeing priorities	Has it been considered within the Masterplan Framework?	Likely health impact?	Evidence and recommended enhancement measures
			<p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- It is recommended that consideration and mitigation of the potential noise and air quality issues from Lee Lane and potential future Carlton-Royston Relief Road are determined as part of future planning applications.</li> </ul>
Priority 5: Accessibility and active travel	Yes	Positive	<p><b>Evidence</b></p> <p>The Masterplan Framework promotes active travel through various walking and cycling routes encouraging people to walk and get outside for recreation, access to local amenities and commuting purposes. This includes integration with existing Public Rights of Way and movement routes to provide access to Royston Town Centre, alongside access to the disused railway to the north of the site, connecting to the Trans Pennine Trail. Pedestrian and cycle crossings have been integrated into the Masterplan Framework. Landscape Active Travel Routes are proposed alongside Lee Lane on an east-west axis, and bisecting the site on a north-south axis.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Ensure the development limits traffic speeds within the area, particularly on Lee Lane.</li> <li>- Provide the appropriate parking ratios (i.e. those set out in the Parking Supplementary Planning Document and seek to achieve lower ratios where possible).</li> </ul>
Priority 6: Crime reduction and community safety	No	Neutral	<p><b>Evidence</b></p> <p>Public open spaces within the Masterplan Framework have been designed to ensure that they are overlooked by neighbouring houses, offering passive surveillance.</p>

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Health and wellbeing priorities	Has it been considered within the Masterplan Framework?	Likely health impact?	Evidence and recommended enhancement measures
			<p>Specific crime measures have not been considered within the Masterplan Framework at this stage and it is expected that these will be developed in further detail as planning applications are brought forward.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Measures to minimise the risk of anti-social behaviour should be integrated into the design, for example passive surveillance and lighting. This should include designing houses with aspects to overlook public open spaces.</li> <li>- Community spaces should be designed to be accessible to all demographics so that they will be used at varying times of the day.</li> <li>- The character area framework has identified distinctive character areas which should be designed to be diverse to encourage community cohesion.</li> <li>- There are high levels of crime deprivation within the area and future planning applications should ensure mitigation measures are implemented to minimise crime levels.</li> </ul>
Priority 7: Access to healthy food	Yes	Positive	<p><b>Evidence</b></p> <p>There are existing allotments to the east of the site for the existing Royston community to use. Within the Masterplan Framework a community grow garden is proposed in the centre of the site to provide more space for local food production and encourage healthy eating. The Masterplan Framework provides links to the existing allotments from the site. A small local shop is proposed within the site and has deliberately been located away from the proposed primary school to reduce the risk of childhood obesity.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Ensure access links to the allotments, community grow garden and local centre are provided for the wider Royston community.</li> </ul>



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Health and wellbeing priorities	Has it been considered within the Masterplan Framework?	Likely health impact?	Evidence and recommended enhancement measures
Priority 8: Access to work and training	Yes	Positive	<p><b>Evidence</b></p> <p>The Masterplan Framework has considered access routes into Royston Town Centre through proposed new bus routes, vehicle routes, and pedestrian/cycle routes. It has also considered vehicular links into Barnsley, nearby train stations and the M1 motorway to reach local and regional employment sites.</p> <p>A new primary school is proposed within the Masterplan Framework.</p> <p>Developers are required to provide digital infrastructure to permit access to high-speed digital fibre for residents.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Identify opportunities to provide small work spaces within the site for local people and start-ups.</li> </ul>
Priority 9: Social cohesion and inclusive design	Yes	Positive	<p><b>Evidence</b></p> <p>Defined hubs and focal points have been designed into the Masterplan Framework. They are located at appropriate intervals across the site encouraging social interaction. The Masterplan Framework has been designed to include spaces for children, young people and families. There are a range of public spaces and landscaped areas to encourage social interaction with the wider community.</p> <p><b>Recommendations for future planning applications to enhance health outcomes</b></p> <ul style="list-style-type: none"> <li>- Ensure equal access for people with impaired mobility or a disability to shared spaces and buildings.</li> </ul>

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Health and wellbeing priorities	Has it been considered within the Masterplan Framework?	Likely health impact?	Evidence and recommended enhancement measures
			<ul style="list-style-type: none"><li>- Ensure the phasing of development is appropriately timed to encourage social cohesion. Therefore, it will be important to include the community spaces and facilities in the early phases alongside the housing to establish community networks early.</li><li>- Ensure the existing community is engaged at all stages including the design process for facilities and open space to promote a sense of belonging and ensure the existing community are connected to the new community.</li></ul>

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# Equality Impact Assessment

## Royston Masterplan Framework

### Stage 1 Details of the proposal

<b>Name of service</b>	Place
<b>Directorate</b>	Culture and Housing

<b>Name of officer responsible for EIA</b>	Stacey White
<b>Name of senior sponsor</b>	

<b>Description / purpose of proposal</b>	<p>A Masterplan Framework has been prepared for Royston (Local Plan Allocation MU5). A public consultation exercise was undertaken in June/July 2020</p> <p>A Statement of Community Engagement report was prepared following the public consultation exercise and seeks to set out what feedback was received and how this has helped to shape the final version which is being presented to Cabinet/Full Council for approval to adopt as a policy document.</p> <p>The Masterplan Framework will help guide development proposals on the site and ensure that development comes forward in a comprehensive manner and with the correct supporting infrastructure.</p>
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<b>Date EIA started</b>	04/10/2019
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<b>Assessment Review date</b>	23/06/21
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### Stage 2 - About the proposal

<b>What is being proposed?</b>	As part of the development of the Masterplan Framework, a 6 week public consultation was undertaken in June/July 2020. The consultation included dedicated webpages on the council website, hosting the proposed masterplan information, online
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questionnaire and monitoring form, consultation events with paper copy information available on request for those who were unable to use digital methods. There were online Q & A's hosted that provided stakeholders with the opportunity to ask questions of the project team. The results of the public consultation exercise was analysed and presented in a Statement of Community Engagement report that helped shape the final Masterplan Framework. In addition the equalities monitoring form allowed a breakdown of the results to support preparation of the EIA and an understanding of how the policy document could impact on referenced groups/individuals.

<b>Why is the proposal required?</b>	The Barnsley Local Plan was adopted in January 2019 and provides local planning policy to 2033. Some of the site allocations require the production of a Masterplan Framework. When completed, the Masterplan Framework should be robust enough to clearly influence and coordinate future planning applications, conditions and Section 106/Section 278 obligations. The public consultation exercise was important as it enabled the existing community to be included in the development of future housing plans for the area.
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<b>What will this proposal mean for customers?</b>	The Masterplan Framework once adopted will guide future planning applications on the site and ensure that development comes forward in a comprehensive manner and with the correct supporting infrastructure.
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### Stage 3 - Preliminary screening process

<b>Use the Preliminary screening questions to decide whether a full EIA is required</b>
<input checked="" type="checkbox"/> Yes - EIA required (go to next section) <input type="checkbox"/> No – EIA not required (provide rationale below including name of E&I Officer consulted with)

### Stage 4 - Scoping exercise - What do we know?

**Data: Generic demographics**

What generic data do you know?

For Royston ward, almost 99% of the population is white, and 98% were born in the UK. 72.6% of residents have a religion, with christianity being the majority. Only 0.5% of households contain nobody whose main language is English.

**Data: Service data / feedback**

What equalities knowledge do you already know about the service/location/policy/contract?

10,728 people live in Royston, or 4.6% of Barnsley's total population. 63.9% of residents are of working age and 17.2% are of pensionable age. 32% of Royston residents have no qualifications, over 10% more than the national average but slightly fewer than the borough average.

**Data: Previous / similar EIA's**

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

EIA's have been undertaken during the Hoyland North Masterplan Framework and Barnsley West Masterplan Framework, which were adopted December 2019. The Hoyland West Masterplan Framework adopted during September 2020, followed by the Hoyland South Masterplan Framework adoption in November 2020. EIAs have also been started for Goldthorpe which was subject to public consultation during 2021 and Carlton which is due to public consultation during summer 2021.

**Data: Formal consultation**

What information has been gathered from formal consultation?

We asked the following equality, diversity and inclusion questions to help us better understand the impact of the changes:

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?*
2. *The Local Plan says a primary school should be provided on this site. Do you agree with the proposed location of the school?*
3. *To address future congestion during peak periods at The Wells crossroads in the centre of Royston, if there are no safe, desirable and deliverable ways of tackling this, to what extent do you agree to considering a relief road to ensure the impact on the road network resulting from the development of the Masterplan area is acceptable?*
4. *Do you agree with the location of the proposed play areas?*

To help answer these questions we did the following things (e.g. service user or staff consultation, data analysis, research etc):

1. Present the vision within the public consultation questionnaire, quantify the number of respondents that answer 'Strongly Agree, Agree, Disagree, Strongly Disagree or Not sure'
2. Present the strategy and within the public consultation, quantify the number of respondents that answer 'Strongly Agree, Agree, Disagree, Strongly Disagree or Not sure'
3. Present the strategy and within the public consultation, quantify the number of respondents that answer 'Strongly Agree, Agree, Disagree, Strongly Disagree or Not sure'

4. Present the potential location of a new primary school within the public consultation, quantify the number of respondents that answer 'Yes, No, Not sure/require more information'

## Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Positive and negative impacts identified will need to form part of your action plan.

Protected characteristic	Negative '-'	Positive '+'	No impact	Don't know	Details
Sex			x		It is not anticipated that the proposals would impact on gender.
Age				X	Consultation responses will be monitored as a wide range of responses is hoped for.
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, invisible illness, Mental Health etc</i>				X	Consultation responses received from people with a disability will be monitored to see if the consultation has been representative of this group and if there are any common themes emerging.
Race				X	Consultation responses will be monitored against the baseline demographics to ensure that we reach all members of the community to see if the consultation has been representative of this group and if there are any common themes emerging.
Religion & Belief			X		
Sexual orientation			X		
Gender Reassignment			X		
Marriage / civil partnership			X		
Pregnancy / maternity			X		

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services				x	The inclusion of affordable housing within the proposal may be welcomed.
Lower socio-economic		x			The proposals within the masterplan framework will include affordable housing. This may be welcomed by some individuals.
Other ...					

### Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at )

If not, move to Stage 7.

Please use the action plan to ensure that reasonable adjustments be taken to ensure the new service complies with the minimum access standards.

Not yet live

The proposal will meet the minimum access standards.

The proposal will not meet the minimum access standards. –provide rationale below.

### Stage 7 – Action plan

#### To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date
Community engagement with groups that are underrepresented within consultation responses – this will be established through monitoring responses weekly	Stacey White	Community engagement team were unable to offer support due to COVID-19 resourcing issues. All community groups that were known of were informed of the consultation. 03/06/2020



Consider consultation events having longer sessions to ensure that as many people as possible can attend eg outside of work hours	Stacey White	Consultation events were held online and over the telephone for those without internet access/unsure of the technology. These were held on a variety of days and times to maximise attendance.  03/06/2020-15/07/2020
Offer information in different formats on request	Stacey White	03/06/2020-15/07/2020
Requests for hard copy information	Stacey White	Due to COVID-19, as post delivery was slower, copies were handed delivered to those who requested copies. Last copies were delivered prior to the closure of the consultation. 03/06/2020 – 15/07/2020
Clarity over the masterplan framework proposals	Stacey White	A contact number was available to discuss the plans with an officer. Telephone appointments were offered when accessing the information was difficult. 03/06/2020 – 15/07/2020
Ensure all physical locations hosting information are accessible - ensure that one copy of the information is in large format	Lucie McCarthy	All physical locations accessible, contact details left with organisations to request additional copies. Contact details on publicity material to request alternative versions. These had to be takeaway options due to COVID-19 restrictions.

		03/06/2020 – 15/07/2020
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**To improve or mitigate the equality impact . . .**

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Increase social media presence if responses from younger age categories are low	Stacey White	Social media was used extensively throughout the consultation period. Pushed social media posts were also used to increase awareness of the consultation. 03/06/2020 – 15/07/2020
Encourage households without English as a main language to contribute through targeted sessions	Stacey White	All materials provided contact details to request the information in alternative formats. 03/06/2020- 15/07/2020

**To meet the minimum access standards . . .(if relevant)**

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra ‘accessibility’ funding, produce separate MAS action plan, etc.

Action we will take:	Lead Officer	Completion date

## Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

### Summary of equality impact

By ensuring that the consultation exercise is available to as many people as possible, in a variety of formats, it is envisaged that the impact on protected groups will be minimal.

### Summary of next steps

The consultation was successful in its aim of making the community aware of the masterplan framework proposals. The consultation received 110 completed surveys which is comparable with Hoyland West ( 113) which was also consulted on during summer 2020 and more than Hoyland South (79) which was out to consultation at the same time as this proposal.

Whilst the masterplan framework was not supported, this has arisen from the principle of developing the site not being supported, rather than the content of the masterplan framework. Therefore a section will be included in the Masterplan Framework which confirms that the sites have been allocated in the Local Plan and that this vision relates to the Masterplan Framework.

Sex – The majority of male respondents strongly agree/agree with the masterplan framework vision. They do not support the location of the primary school and may require more information to enable them to fully answer this question. There is support for the consideration of a relief road to reduce the impact of traffic congestion. The group also support the proposed locations of children’s play areas.

Female respondents – the majority disagree/strongly disagree with the masterplan framework vision. Support for the location of the primary school is mixed as is the consideration of a relief road. However there is overall support for the proposed locations of play areas.

Disability – Those identifying as being limited a little by disability support the vision of the masterplan framework. There is no support for the location of the primary school as proposed within the document and mixed support over the consideration of a relief road. Respondents do support the location of the proposed play areas.

Those respondents identifying as being impacted a lot by disability support the masterplan framework vision but would prefer to see the primary school located elsewhere within the site. There is support for the consideration of a relief road and play areas.

Ethnicity - Feedback from BME people was limited. It is anticipated that this is low due to the level of ethnic diversity in this area.

Those identifying as British, English, Northern Irish, Scottish or Welsh broadly support the masterplan framework vision. There is support for the consideration of a relief road and for the location of play areas. However, the group are unsure/unsupportive of the location of the primary school.

Those identifying as White Irish, Welsh Indian do not support the masterplan framework vision, would wish to see the primary school located elsewhere within the site and do not support consideration of the relief road or location of play areas.

Age - *Lowest support from age group 35-44.* The sites are allocated in the Local Plan therefore the principle of development has been established. It is anticipated that there is perhaps a misconception that resistance to the overall vision of the Masterplan Framework will stop development.

<b>Signature (officer responsible for EIA)</b>	Stacey White
<b>Date</b>	19/05/21

## Stage 9 – Assessment Review

### What information did you obtain and what does that tell us about equality of outcomes for different groups?

Q1. Our Masterplan Framework for Royston is based around eight placemaking principles designed to create a sense of place and a distinctive built environment. As explained in the iPDF, these eight principles are design quality and local character; facilities and local hub; housing mix and neighbourhood; deliverability; sustainable and active travel; landscape and open space; sustainability and carbon zero; engagement and stewardship. Do you agree with the placemaking principles for the site?

The overall response (110 respondents) was split between ‘Strongly agree’ (12), ‘Agree’ (22), ‘Disagree’ (26), ‘Strongly Disagree (30) and ‘Not sure/ no opinion’ 20). We suspect that the underlying reason for the negative response relates to individuals objection to the principle of development rather than the vision of the Masterplan Framework.

- Gender:
- 11 male respondents - Strongly Agree x2, Agree x5, Disagree x3, Strongly Disagree x1
  - 21 female respondents – Strongly Agree x1, Agree x5, Disagree x3, Strongly Disagree x5, Not sure/no opinion x3
  - 82 respondents preferred not to share their gender – Strongly Agree x9, Agree x11, Disagree x19, Strongly Disagree x24, Not sure/no opinion x 17

Age:



- Highest level of support from age group 45-54 and 65+
- Lowest level of support from age groups 35-44

Disability:

- Those identified as 'not affected by disability' by disability - Strongly Agree x1, Agree x6, Disagree x4, Strongly Disagree x5, Not sure/no opinion x2
- Respondents identified 'limited a little' by disability support the vision – Strongly Agree x2, Agree x2, Disagree x1
- Respondents 'limited a lot' support the vision – Agree x1

Ethnicity:

- The majority of people identifying as British, English, Scottish, Welsh, or Northern Irish broadly support the vision (Strongly Agree x3, Agree x10, Disagree x5, Strongly Disagree x5, Not sure/no opinion x2)
- Those identifying as White Irish Welsh Indian do not support the vision (Strongly Disagree x1)

*The Local Plan says a primary school should be provided on this site. Do you agree with the proposed location of the school?*

Gender:

- 11 male respondents – Yes x1, No x4, Not Sure x3, locate elsewhere within site x3
- 17 female respondents – Yes x6, No x2, Not sure x3, Locate elsewhere within site x6
- 82 respondents preferred not to share their gender – Yes x19, No x 22, Not sure x26, Locate elsewhere in site x15

Age:

- Highest level of support from age group 45-54 and 25-34
- Lowest level of support from age groups 65+

Disability:

- Those identified as 'not affected by disability' by disability – Yes x5, No x2, Not sure x6, Locate elsewhere within site x5
- Respondents identified 'limited a little' by disability – Yes x1, No x2, Not sure x0, Locate elsewhere within site x2
- Respondents 'limited a lot' – Located elsewhere within site x1

Ethnicity:

- The majority of people identifying as British, English, Scottish, Welsh, or Northern Irish – Yes x6, No x5, Not sure x6, Locate elsewhere within the site x8
- Those identifying as White Irish Welsh Indian – Locate elsewhere within the site x1

*To address future congestion during peak periods at The Wells crossroads in the centre of Royston, if there are no safe, desirable and deliverable ways of tackling this, to what extent do you agree to considering a relief road to ensure the impact on the road network resulting from the development of the Masterplan area is acceptable?*

Gender:

- 11 male respondents - Strongly Agree x3, Agree x4, Disagree x0, Strongly Disagree x3, Not sure/no opinion x1
- 17 female respondents – Strongly Agree x4, Agree x4, Disagree x2, Strongly Disagree x7, Not sure/no opinion x0

- 82 respondents preferred not to share their gender – Strongly Agree x22, Agree x18, Disagree x11, Strongly Disagree x23, Not sure/no opinion x 8

Age:

- Highest level of support from age group 65+
- Lowest level of support from age groups 45-54

Disability:

- Those identified as ‘not affected by disability’ by disability - Strongly Agree x5, Agree x5 , Disagree x2, Strongly Disagree x6, Not sure/no opinion x0
- Respondents identified ‘limited a little’ by disability-- Strongly Agree x1, Agree x1 , Disagree x0, Strongly Disagree x2, Not sure/no opinion x1
- Respondents ‘limited a lot’ – Agree x1

Ethnicity:

- The majority of people identifying as British, English, Scottish, Welsh, or Northern Irish - Strongly Agree x6, Agree x8, Disagree x2, Strongly Disagree x8, Not sure/no opinion x1
- Those identifying as White Irish Welsh Indian - Strongly Disagree x1

*Do you agree with the location of the proposed play areas?*

Gender:

- 11 male respondents - Strongly Agree x1, Agree x3, Disagree x0, Strongly Disagree x1, Not sure/no opinion x6
- 17 female respondents – Strongly Agree x2, Agree x3, Disagree x1, Strongly Disagree x3, Not sure/no opinion x8
- 82 respondents preferred not to share their gender – Strongly Agree x7, Agree x18, Disagree x5, Strongly Disagree x17, Not sure/no opinion x 35

Age:

- Highest level of support from age group 65+
- Lowest level of support from age groups 35-44

Disability:

- Those identified as ‘not affected by disability’ by disability - Strongly Agree x2, Agree x2 , Disagree x1, Strongly Disagree x3, Not sure/no opinion x10
- Respondents identified ‘limited a little’ by disability –Strongly Agree x1, Agree x2, Disagree x0, Strongly Disagree x1, Not sure/no opinion x1
- Respondents ‘limited a lot’ - Agree x1

Ethnicity:

- People identifying as British, English, Scottish, Welsh, or Northern Irish - Strongly Agree x3, Agree x7, Disagree x1, Strongly Disagree x3, Not sure/no opinion x12
- Those identifying as White Irish Welsh Indian - Strongly Disagree x1


Barnsley Metropolitan Borough  
Council

**Masterplan Framework**

Energy Strategy – Hoyland South  
and Royston

Issue | 4 September 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 273286-06

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## Executive Summary

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This energy strategy study developed energy pathways for two new developments in Barnsley, as part of Masterplan Frameworks that aim to help Barnsley in their transition to becoming a net zero carbon emissions borough, by 2045.

The Hoyland South development is expected to consist of 1,064 houses, a community hub and a convenience store. The site has an estimated annual heating demand of 5,400MWh and annual electricity demand of 3,000MWh, once the development is completed.

The Royston development will comprise of 994 new homes (including 166 homes currently being built by Barratt Homes), a community hub, a convenience store and a new primary school. Royston is expected to have an annual heating demand of 4,400MWh and annual electricity demand of 2,400MWh, once the development is completed. These values exclude the Barratt Homes dwellings.

The recommended pathways for both sites were developed through an assessment of current building energy standards, energy demand estimates and an energy options appraisal alongside engagement with BMBC officers.

This methodology has resulted in the following recommended pathways:

### Hoyland South Pathway:

- Distributed ASHPs in all dwellings
- Roof mounted PV panels with battery storage on dwellings with south-facing roofs, and grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, and grid backup

### Royston Pathway:

- Distributed ASHPs in all dwellings
- Roof mounted PV panels with battery storage on dwellings with south-facing roofs, and grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, and grid backup
- Roof mounted PV panels on the school, and grid backup
- GSHP in the school with electric boiler backup

The recommended pathways are expected to emit 7,400 tonnes CO<sub>2e</sub> from Hoyland South and 6,100 tonnes CO<sub>2e</sub> from Royston, between the start of construction (estimated 2021) until 2045. In 2045, it is estimated the developments will emit 250 tonnes CO<sub>2e</sub> combined. For Barnsley to reach its net zero goal, these remaining emissions should be offset.

The carbon emissions from these pathways are significantly lower compared to a counterfactual scenario, that would meet the heating and electricity demand through gas boilers and grid electricity. The counterfactual scenario would result in 32,500 tonnes CO<sub>2e</sub> being emitted from Hoyland South and 26,500 tonnes CO<sub>2e</sub> being emitted from Royston, over the same period (2021-2045).

However, these pathways are limited as they do not consider emissions from transport, street lighting or development maintenance. These sources of emissions should be explored further as part of Barnsley's next steps.

# 1 Introduction

---

In September 2019, Barnsley Metropolitan Borough Council (BMBC) declared a climate emergency and have since made a commitment to fight climate change by setting the goal of becoming a net zero carbon borough by 2045.

The aim of this study is to assess a range of low carbon technology options that could be implemented across two new developments, Hoyland South and Royston, to help move Barnsley towards their net zero carbon goal. The study has been commissioned by BMBC as a component of the Masterplan Frameworks, being conducted by Arup and Gillespies, as part of the Barnsley Local Plan adopted in January 2019.

This report documents the methods and assumptions used in order to identify low carbon pathways for both sites. The methodology and assumptions are followed by an exploration of current and future energy building standards for dwellings, to allow building standards recommendations to be made.

Energy benchmarks were then established, allowing the sites' energy demands to be estimated and emissions from a counterfactual scenario to be calculated. Following these calculations, an energy supply options appraisal was conducted to highlight the most suitable energy supply technologies for dwellings, shops and schools within the development.

The most suitable technologies were then combined to create a low carbon pathway for Hoyland South and Royston, that will aid Barnsley in moving towards a net zero carbon future. Other factors, such as infrastructure constraints and further carbon reduction measures have also been investigated as part of the study.



## 1.1 Hoyland South

Hoyland South is a new residential development located south of central Hoyland and will include 2- to 4-bed homes, a community hub, a convenience store and potentially a new primary school. Since a decision to build the primary school has not been made at this stage, it has been assumed that 1,064 houses are built on this site, across the residential parcels and the potential primary school site. The land for this development is owned by two separate parties, including BMBC. This development is planned to be delivered in six phases as per the Masterplan Framework. It is assumed this takes place between 2021 and 2033. A breakdown of the site and phases is shown in Figure 1.



Figure 1: Phasing plan for Hoyland South.

## 1.2 Royston

Royston is a new mixed-use area in this study. The site is situated west of Royston central area and will comprise of 994 new 2-, 3- and 4-bed homes, 166 of which are currently being constructed by Barratt Homes. This development will also include a community hub, a convenience store and a new primary school. The land required for this development is owned by multiple parties. The development is planned to be delivered in six phases, excluding houses being built by Barratt Homes, as shown in Figure 2. It is assumed this takes place between 2021 and 2033.

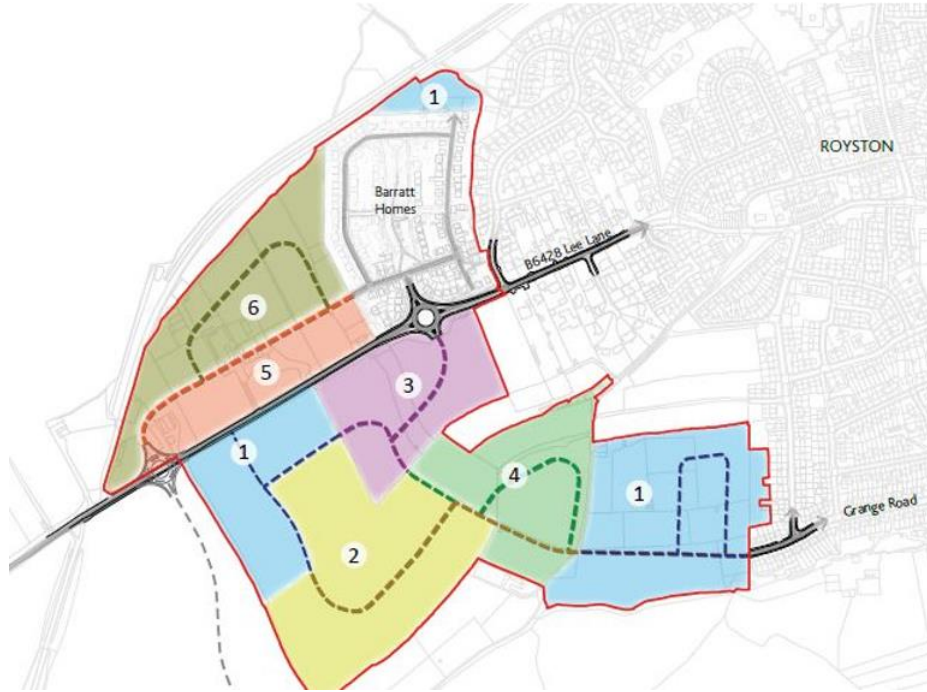


Figure 2: Phasing plan for Royston.

## 2 Methodology and assumptions

A summary of the methodology is shown in Figure 3 and described below. All assumptions made during the project are documented in Appendices A to G.

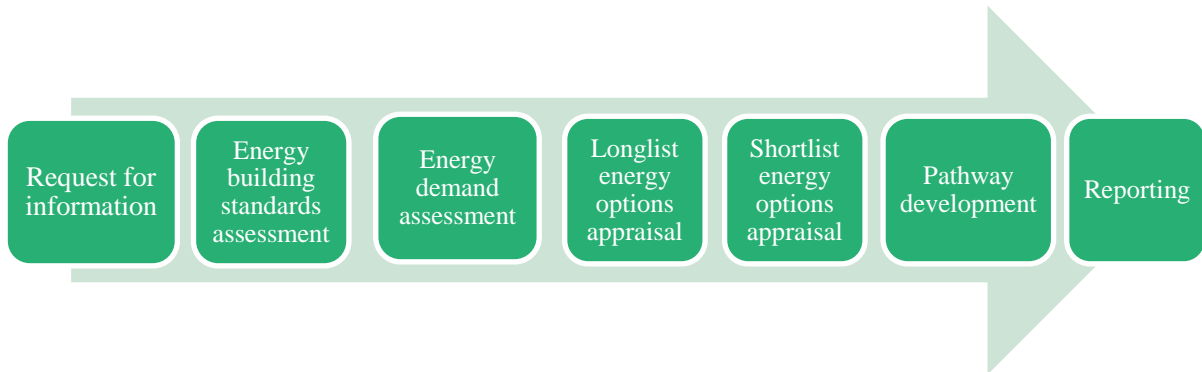


Figure 3: Summary of methodology.

Following exchange of information about the sites, Arup performed a literature review of energy building standards in order to establish appropriate building assumptions for the new developments. Energy benchmarks were selected to follow the chosen building quality and standards, allowing the energy demand for both sites to be determined.

Following these assessments, Arup created a longlist of energy supply options (heat and electricity) which were assessed against criteria that reflected the needs of the new developments and BMBC's net zero carbon goals. The longlist of options and assessment criteria, along with the building standards and energy benchmarks, were discussed in a workshop held at this stage of the project. The slides from Arup's workshop 1 presentation are presented in Appendix A.

All shortlisted options were explored further assessing the technology suitability, carbon emissions and economics. The results from the analysis were used to create an Integrated Risk Matrix (IRM) which was used to determine the preferred technology options. These were developed into a pathway for each development. A second workshop was held at this stage to present the preferred pathways and obtain BMBC's input and agreement. The presentation slides from the second workshop are presented in Appendix B.

The key outcomes from this work are presented in this report.

### 3 Energy building standards

Industry standards have been used to inform and develop the recommended energy performance standards for both dwellings and schools within the new developments. This study has reviewed the following standards:

- Building Regulations Part L1A (2013): Conservation of fuel and power in new dwellings
- The Future Homes Standard consultation
- LETI Climate Emergency Design Guide
- Passivhaus

The recommended energy performance standards go beyond the current Building Regulations limiting requirements in order to help future-proof the developments and support the transition of the borough to be zero carbon by 2045.

#### 3.1 Fabric performance

The review of the standards listed above can be summarised as follows:

- Air Permeability



- Roof U-values



- Wall U-values



- Floor U-values



- Window U-values



High fabric performance of a dwelling is key to reducing the space heating demand and the associated carbon emissions. Whilst systems can be modified in the future, it is much more difficult and costly to make alterations to improve the performance of the fabric. High performing fabric will help to reduce heat losses, and the costs of heating the dwellings. This includes minimising air infiltration and lower U-values for the different elements of construction.

Setting fabric performance standards should be a minimum when specifying building standards for dwellings in the new developments. The recommended fabric performance standards for dwellings are documented in Table 1.

Table 1: Recommended fabric performance standards for dwellings.

Fabric performance area	Performance value			
	Recommended minimum standard	Recommended minimum standard source	Recommended aspirational standard	Recommended aspirational standard source
Air permeability	$\leq 5 \text{ m}^3/(\text{h}\cdot\text{m}^2)$ @50Pa	Building Regulations Part L1A (2013)	$\leq 1 \text{ m}^3/(\text{h}\cdot\text{m}^2)$ @50Pa	LETI Design Guide
Roof U-value	$\leq 0.15 \text{ W/m}^2\cdot\text{K}$	Passivhaus standards	$\leq 0.11 \text{ W/m}^2\cdot\text{K}$	Part L 2020
Wall U-value	$\leq 0.15 \text{ W/m}^2\cdot\text{K}$	Part L 2020 LETI Design Guide Passivhaus standards	$\leq 0.13 \text{ W/m}^2\cdot\text{K}$	LETI Design Guide (lower boundary)
Floor U-value	$\leq 0.15 \text{ W/m}^2\cdot\text{K}$	LETI Design Guide Passivhaus standards	$\leq 0.11 \text{ W/m}^2\cdot\text{K}$	Part L 2020
Window U-value	$\leq 1.2 \text{ W/m}^2\cdot\text{K}$	Part L 2020	$\leq 0.8 \text{ W/m}^2\cdot\text{K}$	Part L 2020 LETI Design Guide Passivhaus standards

It is recommended that, at least, the minimum fabric performance standard is met. To meet Barnsley's net zero carbon emission goal, it is advised that new dwellings aim to meet the aspirational standards outlined in Table 1. Whilst the aspirational targets may seem ambitious, as technology and construction techniques improve and costs decrease, these targets may become more obtainable. Therefore, as the development progresses over time, it is more likely developers will be able to build dwellings in line with the aspirational targets.



## 3.2 Energy performance

In addition to the fabric performance standards, energy performance metrics can be used to set the energy standards in these developments. This can be in the form of an EPC rating and/or an energy use targets.

### 3.2.1 EPC rating

An Energy Performance Certificate (EPC) is a rating given to buildings to indicate a buildings energy efficiency with an A rating being the most energy efficient and G being the least energy efficient. EPC ratings for dwellings built in Barnsley since 2015 are shown in Table 2.

Table 2: EPC ratings achieved by new dwellings in Barnsley since 2015.

EPC rating	Number of houses achieving rating
A	50
B	3,899
C	4,694

A minimum EPC A rating can be set as an energy performance target for dwellings within the new developments. This will reduce the energy demand from each dwelling, significantly reducing the overall energy demand for the new developments, aiding Barnsley's transition to a net zero carbon emissions future.

### 3.2.2 Energy use

The total energy use is the annual measure of all the energy consumed by a dwelling. It includes both regulated energy (heating, hot water, cooling, ventilation and lighting) and unregulated energy (small power loads, white kitchen goods, IT/AV equipment).

The LETI Climate Emergency Design Guide (published in 2020) provides guidance for designing new buildings to meet UK climate change targets. For dwellings, it recommends that the total energy use is limited to 35 kWh/m<sup>2</sup>.yr with space heating being limited to 15 kWh/m<sup>2</sup>.yr. For schools, it recommends that the total energy use is limited to 65 kWh/m<sup>2</sup>.yr with space heating being limited to 15 kWh/m<sup>2</sup>.yr. However, it is important to note that this is very new guidance and these low benchmarks may be difficult to achieve.

## 4 Energy demand assessment

The energy demands for Hoyland South and Royston have been calculated in the following sections. The energy demands for both developments were calculated based on benchmarks, informed by the building standards outlined in Section 3.

### 4.1 Energy benchmarks

The energy benchmarks for dwellings, shops and schools were developed through a review of energy consumption in new domestic buildings from 2017, cost optimal assessment of energy performance requirements for the UK, CIBSE Guide F, Department for Education energy benchmarks, and energy data from Barnsley schools.

This study assumes that by 2025, dwellings will be built to a higher fabric performance standard. Dwellings built from 2025 onwards will have a lower space heating demand. The benchmarks used throughout this study are summarised in Table 3.

Table 3: Heating and electricity benchmarks.

Building type	Heating benchmark (kWh/m <sup>2</sup> )	Electricity benchmark (kWh/m <sup>2</sup> )
Housing (pre-2025)	77	31
Improved housing (post-2025, inclusive)	44	31
Small food shop (all electric)	0	550
Primary school	71	64

### 4.2 Hoyland South energy demand

The energy demand for Hoyland South was estimated using the benchmarks above and hourly profiles for heat and electricity, for each building type. Hoyland South is to be built in six phases as shown in Figure 1. For this study, the larger phase 3 has been divided into 3a and 3b. The timing, duration and number of buildings assumed to be developed in each phase is listed in Appendix C.

The highest potential energy demand for the development has been calculated in line with the phasing plan.

As the Hoyland South site has been allocated for residential use in the Local Plan, and a decision to pursue a primary school on site has not been made, it has been assumed that the full housing allocation will be provided. This assumption can of course be re-visited at a later date.

This has resulted in an estimated annual heating demand (space heating and hot water) of 5,400MWh and peak of 3MW. The annual electricity demand is 3,000MWh, with a peak of 0.6MW, once the development has been completed. A breakdown of the heating and electrical annual demand are shown in Figure 4 and Figure 5, respectively.

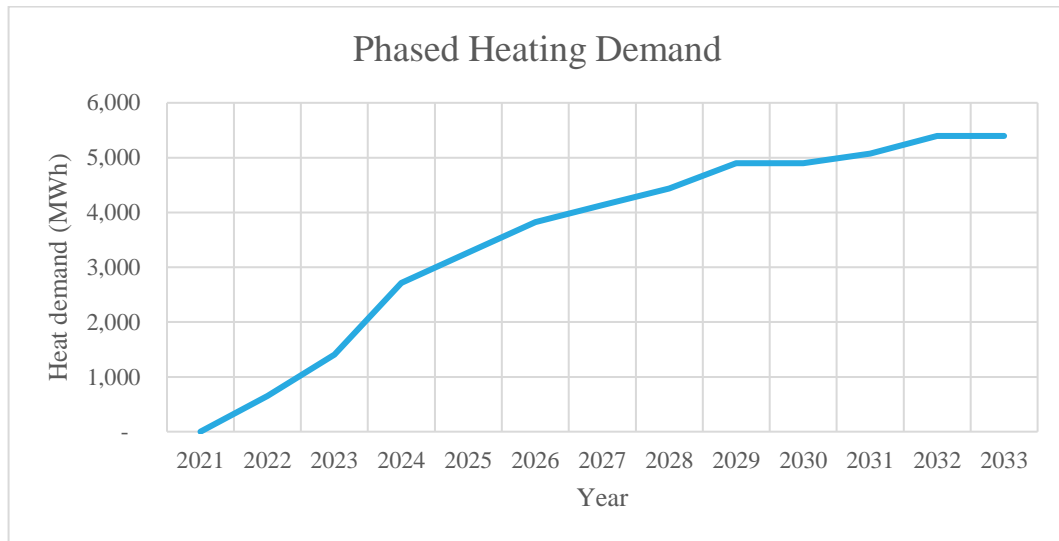


Figure 4: Phased heating demand for Hoyland South throughout the construction of the development.

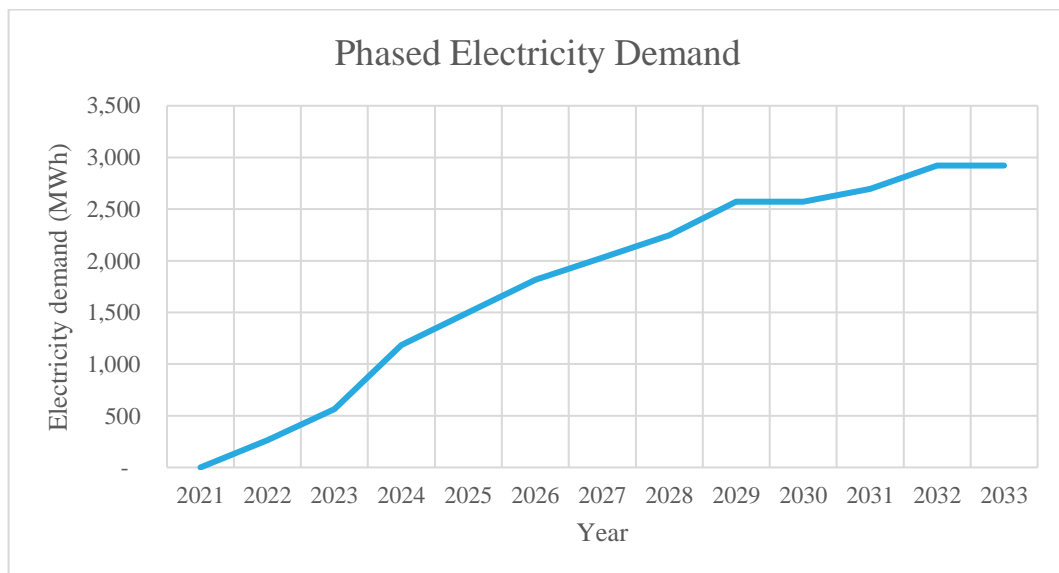


Figure 5: Phased electricity demand for Hoyland South throughout the construction of the development.

### 4.3 Royston energy demand

The energy demand for Royston was estimated using the benchmarks in Section 4.1 and hourly profiles for heat and electricity, for each building type. Royston is to be built in six phases as shown in Figure 2. For this study, phase 1 has been divided into 4 parts. Assumptions were made regarding the timing, duration and

number of buildings developed in each phase. A breakdown for each phase of Royston’s new development is shown in Appendix C.

The highest potential energy demand for the development has been calculated in line with the phasing plan. This has resulted in an estimated annual heating demand of 4,400MWh and peak of 2.4MW, and an annual electricity demand of 2,400MWh, with a peak of 0.5MW, once the development has been completed. These estimations exclude energy demands from the Barratt Homes development. A breakdown of the heating and electrical annual demand are shown in Figure 6 and Figure 7, respectively.

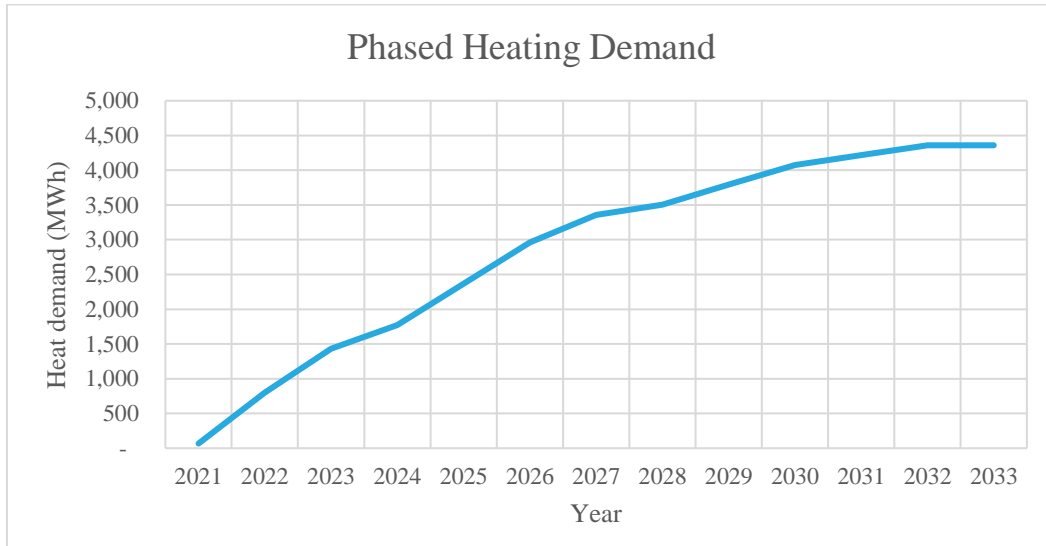


Figure 6: Phased heating demand for Royston throughout the construction of the development.

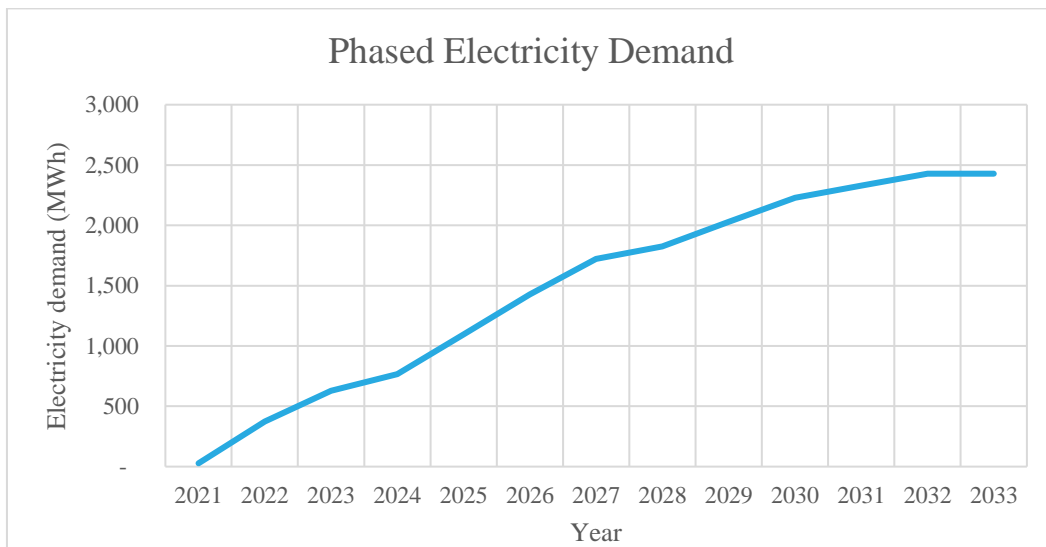


Figure 7: Phased electricity heating demand for Royston throughout the construction of the development.

The estimated annual energy demands for both sites will be used to determine the carbon emissions for a counterfactual scenario and emissions associated with the implementation of low carbon energy options.

## 5 Counterfactual scenario

As a base case, it was established that the heating and electricity demand of the homes in these new developments is to be met by a gas boiler and a connection to the grid respectively. These are both carbon intensive methods of meeting a dwelling’s energy demand. The counterfactual scenario was produced to show the carbon emissions associated with supplying the new developments heat demand with distributed gas boilers, and electricity demand with a connection to the grid. The emissions from the counterfactual scenario, up to 2045, are shown in Figure 8 and Figure 9 for Hoyland South and Royston, respectively.

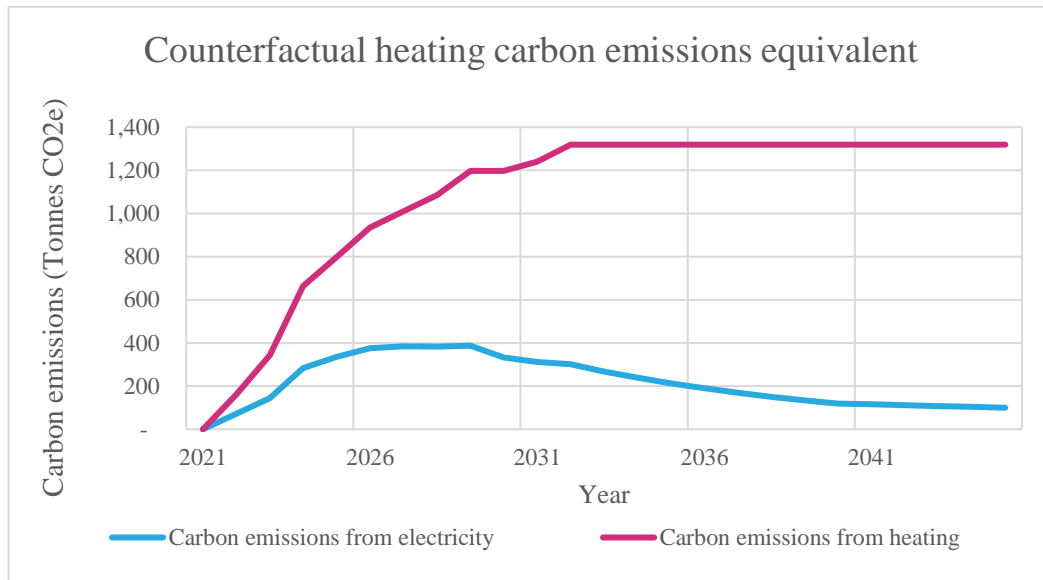


Figure 8: Hoyland South counterfactual carbon emissions.

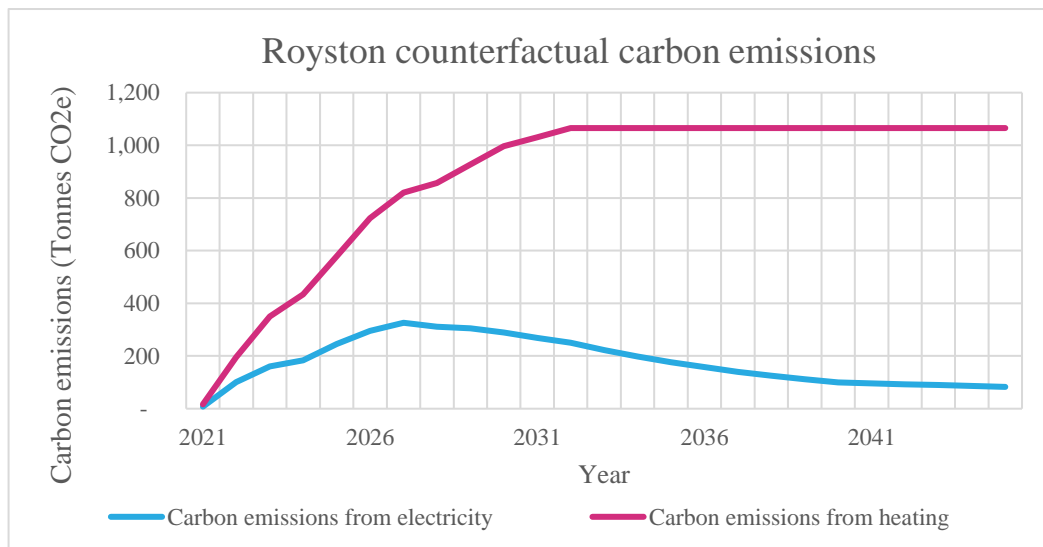


Figure 9: Royston counterfactual carbon emissions.

In the counterfactual scenarios, the heating demand is the largest source of carbon emissions, accounting for over 90% of the total emissions emitted in 2045, for both sites. This scenario assumes a constant carbon factor for the use of gas.



However, the gas network could be partially decarbonised in the future by blending up to 20% of hydrogen into the gas network. Alternatively, the gas network could be fully replaced by a hydrogen network, offering the potential to completely decarbonise heating if green hydrogen is used. The move towards a green hydrogen network is hard to predict and very unlikely to be implemented in time to be utilised in the new developments. Thus, other low carbon heating technologies should be explored to assist Barnsley in its transition to a net zero carbon future.

Despite the grid decarbonising, Hoyland South and Royston's electricity demand combined will still emit nearly 200 tonnes of equivalent carbon emissions in 2045. Although this is only a fraction of the site's overall emissions, it is still a significant amount of carbon. Therefore, low carbon electricity generation technologies should also be explored with any carbon offsetting measures being used as a last resort.

## 6 Utility infrastructure

---

The development of both Hoyland South and Royston will require the local electricity networks to be developed further. Northern Powergrid (NPG) is the local distribution network operator (DNO) for both sites. NPG's online records were reviewed in June 2020 to assess spare capacity in the local areas. Hoyland South and Royston both have existing 11kV infrastructure within the sites. More information is required to understand their suitability to supply electricity to the new developments.

There are two substations less than 2km away from the Hoyland South site. These substations are Elsecar 11kV substation and Tankersley Park 11kV substation. Both substations have more than 2MVA spare capacity with no additional demand being accepted, currently, at either substation. It is estimated that there is a combined spare capacity of 15MVA.

There are three substations, Monckton 11kV substation, Fish Dam Lane 11kV substation and Smithy Green 11kV substation all less than 3km away from the Royston development. All three substations have a spare capacity of over 2MVA and currently have no other accepted demand. It is estimated that there is a combined spare capacity of 20MVA.

It is expected that the Future Homes Standards, set to be introduced by 2025, may see the implementation of a gas boiler ban in new homes. It is unlikely that the developments will be connected to the gas network as gas heating and cooking methods are very carbon intensive and therefore do not align with BMBC's net zero carbon emission ambitions. This can potentially generate savings in the development of these new sites, if no gas infrastructure is required. It is recommended that all gas technologies are discounted.

## 7 Energy options appraisal

An initial longlist of energy options (heat and electricity) was produced in order to explore low carbon technologies for the sites. All technologies were assessed as part of a high-level analysis, taking the most preferable options forward to create a shortlist of options. The shortlisted options were modelled and analysed in more detail to highlight the most suitable options for each development. The preferred energy supply options were then used to develop a pathway for each site, to assist Barnsley's transition to a low carbon future.

### 7.1 Initial longlist options appraisal

Initially, a longlist of potential energy supply technologies was produced, with each technology being assessed against key criteria that aligned with BMBC's key drivers. The initial longlist of energy supply options includes:

#### Distributed options

Electrical options:

1. Roof mounted solar PV
2. Roof mounted solar PV with battery

Heating options:

3. Electric radiators
4. Electric boiler and wet heating system
5. Air source heat pump (ASHP)
6. Ground source heat pump (GSHP)
7. Biomass boiler
8. Hydrogen boiler
9. Hydrogen fuel cell CHP
10. Micro gas CHP boiler
11. Solar thermal hot water

#### Centralised options

Electrical options:

12. Ground mounted PV (Hoyland South only)
13. Ground mounted solar PV with battery (Hoyland South only)
14. Wind turbines
15. Wind turbines with battery
16. Hydro power
17. Geothermal power

Heating options:

18. District heating with electric boiler
19. District heating with biomass boiler
20. District heating with water source heat pump (WSHP)
21. District heating with ASHP
22. District heating with GSHP
23. District heating with mine water and heat pump
24. District heating with gas CHP
25. District heating with gas CHP and battery
26. District heating with biomass CHP
27. District heating with biomass CHP and battery
28. District heating with hydrogen boiler
29. District heating with hydrogen fuel cell CHP
30. District heating with hydrogen fuel cell CHP and battery
31. District heating with solar thermal

The assessment criteria used to explore each option included:

- **Technology suitability:** Suitability of the technology to meet site demand whilst complying with site specific constraints.
- **Spatial requirements:** The space occupied on site (within homes or centrally) by the technology.
- **Development risk:** The risks associated with technology from the planning stage to installation and commissioning.
- **Renewable energy contribution:** The amount of energy the technology can generate as part of the site's overall energy demand.
- **Carbon emissions reduction on site, offsetting potential and savings:** The potential for the technology to reduce emissions on site, offset other emissions and allow for carbon savings to be realised across the developments.
- **Incentives and grant funding potential:** The potential for each technology to receive grants and/or incentives.
- **Future expansion:** The potential to increase the technologies capacity.
- **Technology flexibility:** The ability for each technology option to adapt in the future or be replaced by a similar technology with little infrastructure changes.
- **Ownership:** The risk associated with the council, developer or homeowner owning the technology.
- **Cost commentary:** Potential costs associated with each technology.
- **Opportunities to expand:** The potential for a technology to be expanded to other sites or increase generation to meet higher demands.

Each technology option was ranked high, medium or low against each of the above criteria. A detailed record of the analysis can be found in Appendix D.

This process discounted a number of technologies including all electricity generation methods except roof mounted PV with battery, due to spatial requirements and limited resource availability. The potential for ground mounted PV outside of the site boundary was assessed for Hoyland South. However, the land surrounding Hoyland South is classified as Green Belt therefore, it is unlikely the implementation of ground mounted PV would be permitted.

Technology options for providing heat, including water source heat pumps, were also discounted as a heating method due to insufficient water availability. Minewater heat was not considered as an option for the Royston site due to the lack of mines in close proximity to this development. All gas CHP options were also discounted, as they are a carbon intensive technology, which does not align with Barnsley's net zero carbon goal. All hydrogen options were discounted due to the market being in the early stages of development, the lack of a hydrogen network available in the immediate future, and the high costs of transporting hydrogen to site by tankers.

All remaining energy generation options were taken forward to create the shortlist of options, described in Section 7.2.

## 7.2 Shortlist options appraisal

A shortlist of energy supply options for dwellings in both, Hoyland South and Royston developments, was created from the successful longlist options. The shortlists for both sites are listed in Sections 7.2.2 and 7.2.3 for Hoyland South and Royston, respectively.

An Integrated Risk Matrix (IRM) was used to assess each energy supply option further. The IRM assessed each option against three categories: sustainability, technical/operational and economic. Each category was split into the assessment criteria that aligned with BMBC's goals. Each category was given a weighting in order to prioritise the criteria and subsequent scores. The IRM criteria are outlined below with their corresponding weighting.

- **Sustainability (weighting: 40%):**
  - **CO<sub>2</sub>e savings from the site completion to 2045 (weighting: 40%):** The CO<sub>2</sub>e savings from phases 2, 3, 4 from the end of construction of these phases (2030) until 2045 (net zero carbon goal).
- **Technical/operational (weighting: 35%):**
  - **Technology suitability (weighting: 20%):** Suitability of the option to the site, including security of supply, risks to development and land ownership risks.
  - **Operational complexity (weighting: 15%):** Level of difficulty for homeowner or Council to operate and maintain the technology plant.
- **Economic (weighting: 25%):**
  - **Capex (weighting: 10%):** The capital investment required to implement the option.
  - **Opex (weighting: 10%):** The annual operational costs including operational, maintenance and fuel costs required to implement the option.
  - **Annual cost of heat (weighting: 5%):** The cost of heat to the homeowner and Council (irrespective of owner), including Opex and repayment of Capex (centralised and distributed). For centralised solutions, this assumes the heat network costs are passed on to consumers from the Council via a break-even heat tariff.

The results from the IRM are also shown in Sections 7.2.2 and 7.2.3 for Hoyland South and Royston, respectively. A low carbon pathway for each development can then be made, based on the most suitable energy options determined by the IRM.



## 7.2.1 Development phasing risks

The Framework outlines plans to develop both sites in six stages. Developing the site in phases creates potential risks for the energy strategy and potential energy supply options. Firstly, there are risks regarding the ownership of both sites. Currently, the Hoyland South site is divided between two landowners whereas the Royston site is divided between 13 landowners. Developing sites with multiple landowners may require a land assembly exercise to be completed and may affect the ability to construct the site in line with the phases outlined in the Framework. Constructing the site in phases also leads to risks around the timing and completion of dwellings, making it difficult to accurately predict the sites' energy demands at each stage of the development.

The uncertainty created by both the phasing and landownership makes implementing a centralised heating solution and subsequent heat network a high-risk option. To mitigate the risk of not knowing when each dwelling would be complete and require heating, a heat network and centralised heating system could be fully built at the beginning of the project. However, this would require a large capital investment and whilst, the site is running at less than full demand, any centralised system and heat network would be less efficient and carry operational risks. The construction of dwellings after the heat network is installed could also damage the trenched pipework, posing a further risk.

At Royston, these phasing risks and the multiple live planning applications for the site lead to no centralised heating solution being assessed further for Royston. At Hoyland South, centralised solutions will be explored further for phases 2, 3 and 4 due to the low number of landowners, expected phasing sequence, high density of houses and geographical location.

## 7.2.2 Hoyland South shortlist options

The shortlist of potential energy supply technologies for dwellings and the shop in Hoyland South includes:

### Distributed options

Electrical options:

1. Roof mounted solar PV with battery

Heating options:

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>2. Electric radiators</li> <li>4. Air source heat pump</li> <li>6. Solar thermal hot water</li> </ol> | <ol style="list-style-type: none"> <li>3. Electric boiler and wet heating system</li> <li>5. Ground source heat pump</li> </ol> |
|--|---|

### Centralised options

Heating options:

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>7. District heating with electric boiler</li> <li>9. District heating with ASHP</li> <li>11. District heating with mine water and heat pump</li> </ol> | <ol style="list-style-type: none"> <li>8. District heating with biomass boiler</li> <li>10. District heating with GSHP</li> </ol> |
|---|---|

To allow a comparison of both the centralised and distributed energy options, the IRM only assesses the options across phases 2, 3 and 4 for Hoyland South as a centralised solution is unsuitable across other phases.

## Heating energy supply options

There is potential for a heat network and centralised heating technology to supply heat for dwellings across phases 2, 3 and 4. Thus, both distributed and centralised technologies have been taken forward for further assessment across these phases. However, due to the phasing plan, housing density and topography of the site, a heat network would be unsuitable for phases 1, 5 and 6. Therefore, only distributed options will be assessed for these phases.

Each shortlisted technology has been assessed further using an IRM. To allow a comparison across all options, the IRM scores have been calculated for only phases 2, 3 and 4 of the development but the distributed scores are relevant for phases 1, 5 and 6. The IRM criteria and results are presented in Table 4. Further detail regarding the scoring of each technology against the assessment criteria can be found in Appendix E.

The majority of district heating options scored lower than distributed options due to the high capital costs and operational complexity. Therefore, all district heat networks and centralised heating technologies have been discounted from the study and will not be explored further in the pathway development.

Overall, the IRM has highlighted distributed heat pumps, specifically ASHP, as the most suitable technology to meet the heating demand of all dwellings across Hoyland South. Distributed ASHPs offer high carbon savings with low operational complexity, achieving a higher score than any centralised technology. Although GSHPs are more efficient than ASHPs, allowing GSHPs to realise higher carbon savings, GSHPs have higher capital costs and a higher annual cost of heat. Therefore, ASHPs will be taken forward to meet dwellings heating demand as part of Barnsley's pathway to a low carbon future.

The IRM rated electric radiators as next best heating option behind heat pumps. Electric radiators have lower capital costs compared to heat pumps however, they have higher operational costs and lower carbon savings. Electric radiators are popular with developers and will be explored further as part of an alternative pathway to allow comparison between the two electrified heating options.

Table 4: IRM for distributed and centralised heating technologies for Hoyland South.

Criteria Category	Sustainability	Technical/Operational		Economic			Total Score			Total Score	Ranking
Category Weighting	40%	35%		25%			Sustainability	Technical/Operational	Economic		
Criteria	CO2e savings from site completion to 2045	Technology suitability	Operational complexity	Capex	Opex	Annual cost of heat					
Weighting	40%	20%	15%	10%	10%	5%	40%	35%	25%		

**Distributed and Centralised Systems - Phases 2, 3 and 4**

System	Sustainability	Technical/Operational	Economic	Sustainability	Technical/Operational	Economic	Total Score	Ranking
Electric radiators	3	5	5	1.20	1.75	0.70	3.65	3
Electric boiler with wet heating system	3	5	5	1.20	1.75	0.55	3.50	4
ASHP	5	5	4	2.00	1.60	0.80	4.40	1
GSHP	5	4	4	2.00	1.40	0.65	4.05	2
Solar thermal + gas boiler	1	4	4	0.40	1.40	1.05	2.85	7
DH + Electric/electrode boilers	2	4	3	0.80	1.25	0.45	2.50	10
DH + Biomass boilers	3	3	1	1.20	0.75	0.65	2.60	9
DH + ASHP	4	3	2	1.60	0.90	0.60	3.10	5
DH + GSHP	4	2	2	1.60	0.70	0.65	2.95	6
DH + Minewater and heat pump	4	1	2	1.60	0.50	0.55	2.65	8

## Electricity energy supply options

Roof mounted PV paired with a battery was the only electricity generation technology taken forward to the shortlist. This option will be taken forward to the pathway development for the dwellings and shop at Hoyland South.

### 7.2.3 Royston shortlist options

The shortlist of potential energy supply technologies for dwellings, a school and a shop in Royston includes:

#### Distributed options

Electrical options:

1. Roof mounted solar PV with battery

Heating options:

2. Electric radiators
3. Electric boiler and wet heating system
4. Air source heat pump
5. Ground source heat pump
6. Solar thermal hot water

## Heating energy supply options

The shortlisted technology options above have been identified as potential options to supply heat to both the dwellings and school within Royston. All centralised heating options have been discounted for Royston due to land ownership complications, current developments and planning applications, phasing layout and topography of the site. Therefore, only distributed heating options have been brought forward to the shortlist for further analysis.

The shortlisted heating options for both dwellings and the school have been assessed further using an IRM. The IRM results for the dwellings and school are shown in Table 5 and Table 6 respectively.

Table 5: IRM for distributed heating technologies for dwellings in Royston.

Criteria Category	Sustainability	Technical/Operational		Economic			Total Score			Total Score	Ranking	
Category Weighting	40%	35%		25%			Sustainability	Technical/Operational	Economic			40%
Criteria	CO2e savings from site completion to 2045	Technology suitability	Operational complexity	Capex	Opex	Annual cost of heat						
Weighting	40%	20%	15%	10%	10%	5%						
<b>Distributed Systems</b>												
Electric radiators	3	5	5	5	1	2	1.20	1.75	0.70	3.65	3	
Electric boiler with wet heating system	3	5	5	4	1	1	1.20	1.75	0.55	3.50	4	
ASHP	5	5	4	3	3	2	2.00	1.60	0.70	4.30	1	
GSHP	5	4	4	1	5	1	2.00	1.40	0.65	4.05	2	
Solar thermal + gas boiler	1	4	4	2	4	5	0.40	1.40	0.85	2.65	5	

Table 6: IRM for distributed heating technologies for a school in Royston.

Criteria Category	Sustainability	Technical/Operational		Economic			Total Score			Total Score	Ranking	
Category Weighting	40%	35%		25%			Sustainability	Technical/Operational	Economic			40%
Criteria	CO2e savings from site completion to 2045	Technology suitability	Operational complexity	Capex	Opex	Annual cost of heat						
Weighting	40%	20%	15%	10%	10%	5%						
<b>Centralised Systems</b>												
Electric boilers	3	5	5	5	1	1	1.20	1.75	0.65	3.60	3	
ASHP	5	5	4	3	4	3	2.00	1.60	0.85	4.45	1	
GSHP	5	4	4	1	5	3	2.00	1.40	0.75	4.15	2	



Similar to the results for Hoyland South’s IRM, distributed heat pumps have been highlighted as the most suitable technology to meet the heating demand of dwellings and schools within the Royston development. ASHPs will be included in Barnsley’s pathway to a low carbon future to meet the dwellings heat demand. For comparison, electric radiators will also be explored further as part of an alternative pathway.

A GSHP (with electrical boiler as backup) is to be included in the pathway to meet the school’s heat demand. This would lower its carbon emissions (further than an ASHP) to align with the Council’s objective of a net zero carbon school where possible.

### **Electricity energy supply options**

Roof mounted PV paired with a battery was the only electricity generation technology taken forward to the shortlist. This option will be taken forward to the pathway development for the dwellings, shop and school at Royston.

## 8 Pathways

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A preferred pathway for Hoyland South and Royston has been developed, to support Barnsley as they aim to become a net zero carbon borough by 2045. All pathways start from 2021, when the developments are assumed to start construction, until 2045.

The preferred pathways are based on the outcome of the IRM analysis with an alternative pathway also being described for comparison. It is assumed that all technology options will be installed as part of the construction process. For Barnsley to achieve their net zero carbon goal, any remaining carbon emissions should be offset through other means. Further carbon reduction and offsetting measures are explored in Section 9.

The pathways for Hoyland South and Royston are presented in the following sections.

### 8.1 Hoyland South pathway

The preferred pathway for Hoyland South includes the implementation of:

- Distributed ASHPs to supply heat in all dwellings
- Roof mounted PV panels with battery storage on dwellings with south-facing roofs (assumed as 33% of all dwellings), with grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, with grid supply backup

There is sufficient spare electrical capacity at nearby substations to support the preferred pathway. This pathway does not require gas network infrastructure on the site for supply of heat.

A number of assumptions have been made throughout the development of this pathway regarding the implementation, size and operation of these technologies. A list of these assumptions can be found in Appendix G.

### 8.1.1 Carbon emissions

The total equivalent carbon emissions emitted during the construction period (2022-2033) from the preferred pathway is 5,000 tonnes CO<sub>2</sub>e, and 2,400 tonnes CO<sub>2</sub>e from the site completion (2034) to 2045. A breakdown of these emissions, from construction to 2045 is presented in Figure 10.

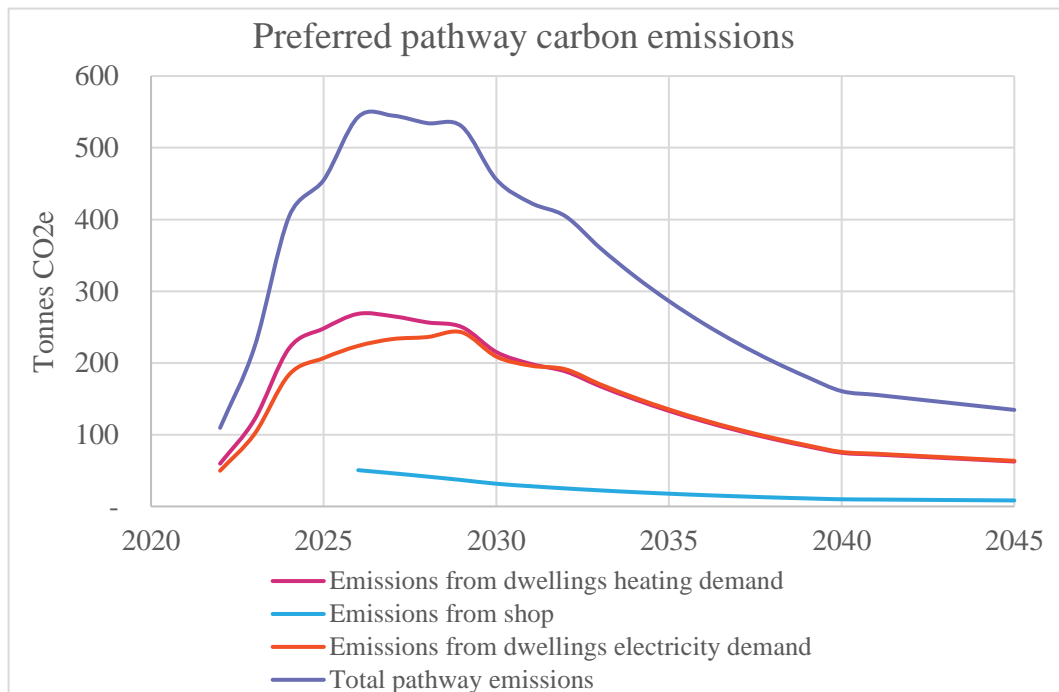


Figure 10: Equivalent carbon emissions emitted from Hoyland South's preferred pathway.

The counterfactual scenario at Hoyland South produced 14,900 tonnes CO<sub>2</sub>e during the construction period, and 17,500 tonnes CO<sub>2</sub>e from site completion to 2045.

Under this pathway, it is estimated the Hoyland South development will emit 135 tonnes CO<sub>2</sub>e emissions in 2045. For Barnsley to achieve its goal of becoming a net zero carbon emissions borough by 2045, these emissions will have to be offset. Other carbon reduction methods have been explored in Section 9.

### 8.1.2 Costs to developers

The cost of installing the low-carbon heating and renewable electricity measures in dwellings is estimated in Table 7. This consists of distributed ASHPs in all dwellings, and installing PV panels and batteries in a third of the dwellings.

Table 7: Cost to developers for pathway options at Hoyland South.

Dwellings pathway options	No. dwellings with technology	Capex (£m)
Distributed ASHP	1,064	9.1
Roof mounted PV with battery storage and grid backup	355	4.5
<b>Total dwelling intervention costs</b>	-	<b>13.6</b>

An alternative pathway for the decarbonisation of heat is electric radiators in all dwellings. This would offer an electrified heating solution with a lower capital investment of £1.6m.

### 8.1.3 Costs for homeowners

A breakdown of the annual costs to homeowners for the preferred pathway is presented in Table 8. This includes annual Opex for each option (fuel and maintenance costs), and an annual cost of heat or electricity which reflects Opex plus a repayment of the Capex over the lifetime of the technology.

The values in Table 8 are based on dwellings built after the improved building standards have been implemented, as it is expected the majority of dwellings will be built to better standards.

Table 8: Annual costs to homeowner for heat and electricity interventions at Hoyland South.

Dwellings pathway options	Annual Opex (£/dwelling)	Annual cost of heat/electricity (£/dwelling)
Distributed ASHP	300	900
Roof mounted PV with battery storage and grid backup	50	850
<b>Total dwelling intervention costs</b>	<b>350</b>	<b>1,750</b>

An alternative pathway for the decarbonisation of heat consists of the implementation of electric radiators in all dwellings. The operational costs for electric radiators would be £600 per year per dwelling, compared to £300 for an ASHP. The cost of heat would be £700 per year (which reflects the smaller Capex invested), and is slightly lower than the ASHP solution of £900 per year. However, an alternative pathway using electric radiators would result in 10,500 tonnes CO<sub>2</sub>e being emitted between 2022-2045 (from heating only), almost 3 times the emissions from ASHPs which would emit 3,500 tonnes CO<sub>2</sub>e for the same period.

Regarding electricity, it is estimated that the dwellings with a PV panel and battery would have annual Opex of £50, compared to £450 for a typical home

with all electricity met by the grid. The annual cost of electricity of £850 reflects the additional Capex required for the PV panel and battery, which will need to be replaced after 25 years and 15 years respectively.

To assist BMBC in reaching zero carbon emissions by 2045, it is suggested that the preferred pathway, consisting of ASHPs and roof mounted PV with a connection to the grid, is followed across the Hoyland South development. Whilst other decarbonisation methods may offer cheaper installation and operation, the combination of ASHPs and roof mounted PV allows significantly lower emissions. To reach net zero emissions, the emissions from supplying heat and electricity across the site should be offset.

## 8.2 Royston pathway

The preferred pathway for Royston includes the implementation of:

- Distributed ASHPs to supply heat in all dwellings
- GSHP in the school with electric boiler backup
- Roof mounted PV panels with battery storage on dwellings with south-facing roofs (assumed as 33% of all dwellings), with grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, with grid backup
- Roof mounted PV panels on the school, with grid backup

There is sufficient spare electrical capacity at nearby substations to support the preferred pathway. This pathway does not require gas network infrastructure on the site for supply of heat.

This pathway does not include interventions for houses under construction in the Barratt Homes development. Further assumptions have been made throughout the development of this pathway and can be found in Appendix G.

### 8.2.1 Carbon emissions

The total equivalent carbon emissions emitted during the construction period (2021-2033) from the preferred pathway is 4,100 tonnes CO<sub>2e</sub>, and 2,000 tonnes CO<sub>2e</sub> from the site completion (2034) to 2045. A breakdown of these emissions, from construction to 2045 is presented in Figure 11.



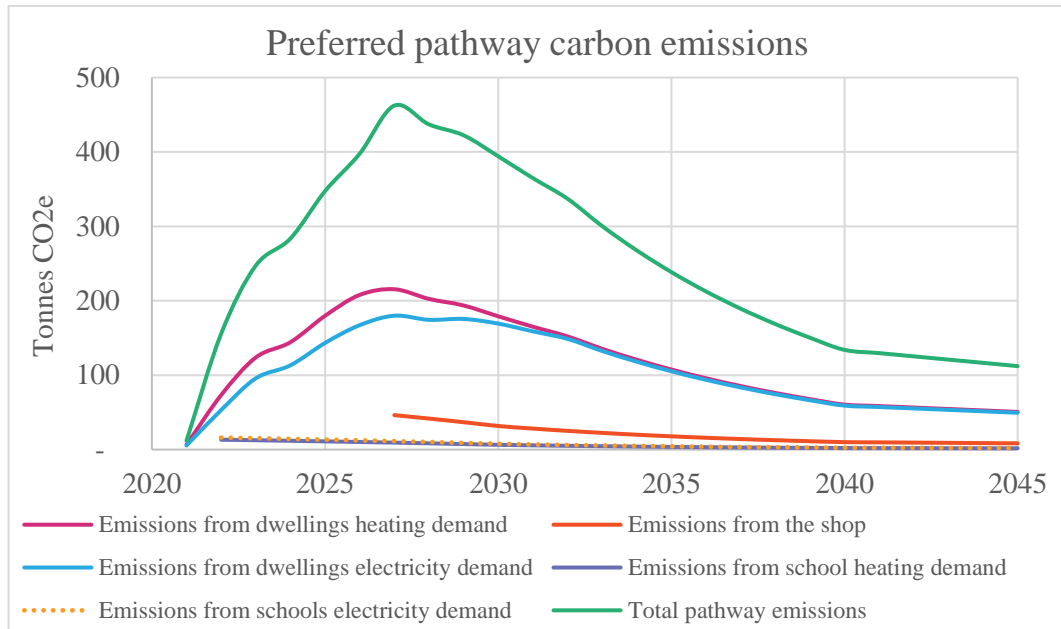


Figure 11: Equivalent carbon emissions emitted from Royston's preferred pathway.

The counterfactual scenario at Royston produced 12,000 tonnes CO<sub>2</sub>e during the construction period, and 14,300 tonnes CO<sub>2</sub>e from site completion to 2045.

Under this pathway, it is estimated the Royston development will emit 115 tonnes CO<sub>2</sub>e emissions in 2045. For Barnsley to achieve its goal of becoming a net zero carbon emissions borough by 2045, these emissions will have to be offset.

### 8.2.2 Costs to developers

The cost of installing the low-carbon heating and renewable electricity measures in dwellings is estimated in Table 9. This consists of distributed ASHPs in all dwellings, and installing PV panels and batteries in a third of the dwellings.

Table 9: Cost to developers for pathway options at Royston.

Dwellings pathway options	No. dwellings with technology	Capex (£m)
Distributed ASHP	828	7.1
Roof mounted PV with battery storage and grid backup	276	3.5
<b>Total dwelling intervention costs</b>	-	<b>10.6</b>

The alternative of electric radiators in all dwellings has an estimated capital cost of £1.3m.

### 8.2.3 Costs for homeowners

A breakdown of the annual costs to homeowners for the preferred pathway is presented in Table 10. This includes annual Opex and annual cost of heat or electricity to the customer. These values are the same as those for Hoyland South.

The values in Table 10 are based on dwellings built after the improved building standards have been implemented, as it is expected the majority of dwellings will be built to better standards.

Table 10: Annual costs to homeowner for heat and electricity interventions at Royston.

Dwellings pathway options	Annual Opex (£/dwelling)	Annual cost of heat/electricity (£/dwelling)
Distributed ASHP	300	900
Roof mounted PV with battery storage and grid backup	50	850
<b>Total dwelling intervention costs</b>	<b>350</b>	<b>1,750</b>

The alternative pathway for the decarbonisation of heat with electric radiators has associated operational costs of £600 per year per dwelling, twice as much as those estimated for an ASHP. The annual cost of heat of £700 per year (which accounts for Capex and Opex) is slightly lower than the ASHP solution which would cost the homeowner £900 per year. However, an alternative pathway using electric radiators would result in 8,500 tonnes CO<sub>2e</sub> being emitted between 2021-2045 (heating only), almost 3 times the emissions from ASHPs which would emit 2,900 tonnes CO<sub>2e</sub> for the same period.

Regarding electricity, it is estimated that the dwellings with a PV panel and battery would have annual Opex of £50, compared to £450 for a typical home with all electricity met by the grid. The annual cost of electricity of £850 reflects the additional Capex required for the PV panel and battery, which will need to be replaced after 25 years and 15 years respectively.

To assist BMBC in reaching zero carbon emissions by 2045, it is suggested that the preferred pathway, consisting of a combination of ASHPs, GSHP and roof mounted PV panels with a connection to the grid is followed across the Royston development. Whilst other decarbonisation methods may offer cheaper installation and operation, the combination of ASHPs, GSHPs and roof mounted PV panels allow significantly lower emissions. To reach net zero emissions, the emissions from supplying heat and electricity across the site should be offset.

## 8.3 Pathways limitations

The pathways described in Sections 8.1 and 8.2 have some limitations. This study only considers equivalent carbon emissions from dwellings, shops and schools

within the developments. However, there will be emissions emitted from other sources such as street lighting, public transport and the day to day maintenance of the development (e.g. waste disposal collections). Emissions associated with these sources should be explored further. A brief description of supplementary carbon reduction measures is presented in Section 9.

The equivalent carbon emissions for each development are based on developers constructing the sites in line with the phasing plan proposed in the Masterplan Framework documents. The emissions associated with electricity from the grid are based on the grid decarbonising as predicted by BEIS.

The pathways were also developed with respect to the current uncertainty around the hydrogen market. Thus, it has been assumed there is no hydrogen network established locally at the start of the construction period. However, a hydrogen network may be established in the future. Decarbonising heat via blending hydrogen into the gas network has not been explored in this study as it is still a carbon intensive process and is also in the early stages of development.

## 9 Further carbon reduction measures

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Additional carbon saving methods could be implemented to reduce emissions and assist BMBC in becoming a net zero carbon emissions borough by 2045. The additional measures include, but are not limited to:

- **Smart devices at home:** Smart devices such as thermostats and lighting controls can be implemented as part of smart homes. Smart devices have the potential to reduce the energy (heat and electricity) demand of dwellings and the associated emissions.
- **EV home charging:** Promoting the uptake of electric vehicles by providing in-built electric vehicle charging capabilities in the dwellings, could reduce transport emissions within Barnsley. It is noted this is already a BMBC policy. An increased uptake of electric vehicles would also reduce the developments' negative impact on local air quality.
- **Vehicle-to-Grid scheme:** The vehicle-to-grid scheme is a smart charging system that also allows energy stored in batteries of electric vehicles to be injected back into the grid when required.
- **Microgrids:** a localised energy grid for these developments would provide control capability, and can be powered by generators, batteries and renewable sources. It can operate autonomously or alongside the grid.
- **Demand side response (DSR):** DSR refers to the process of managing energy more efficiently through modifying the energy requirements of consumers. This can be achieved through incentives or behavioural change. The new developments could implement a DSR system to maximise the use of onsite energy generation. Consumers can switch to use the local energy source, the grid or local energy storage at different times.
- **LED streetlights and streetlighting controls:** The energy required for street lighting can be reduced by installing LED streetlights with flexible controls. Streetlighting controls allow lights to only be switched on when required and offer inter-seasonal flexibility.
- **At schools:** a building energy management system (BEMS) along with smart meters can be used to plan and deliver reductions in energy consumption and carbon emissions. Renewable electricity can be purchased in bulk to reduce the unit price of low-carbon power. Training for operation of new heating systems should be provided to staff and the school curriculum presents opportunities for education of greener technologies.
- **Power purchase agreement (PPA) for green electricity:** A PPA can be established between an electricity provider and BMBC or a third party to provide renewable electricity to the new school. This could provide a lower carbon alternative to the electricity supplied by the grid in the preferred pathways.

- **Using hydrogen:** The potential to decarbonise heat through the use of hydrogen is currently being explored in the UK through the Hy4Heat programme. This scheme aims to assess the potential to use hydrogen for heating and cooking. Locally, the H21 programme is studying projects in the north of England to test the feasibility of a hydrogen gas network. Whilst hydrogen may not be a suitable option for these developments currently, it could be an option for the future.

## 9.1 Offsetting carbon emissions

Carbon offsetting is a method of reducing carbon emissions in one location, to compensate for carbon emissions emitted elsewhere. Carbon emissions can be offset by investing in renewable energy projects offsite and tree planting schemes.

By following the proposed pathways, the Hoyland South and Royston developments will still emit approximately 135 tonnes CO<sub>2</sub>e and 115 tonnes CO<sub>2</sub>e annually in 2045, respectively. These values are linked to the predicted grid electricity carbon factors by BEIS, which flattens to a constant value from 2050.

Planting trees is one of the options to offset carbon emissions while providing local habitat to wildlife. Carbon dioxide absorbed by the tree is converted into stored carbon. The amount of carbon dioxide a tree can offset depends on the type of tree, space available to grow, and age. Estimates to offset 1 tonne CO<sub>2</sub> range between one broad leaf tree across 100 years, to four mature trees (at least 10 years old).

Using a conservative approach, it is estimated that 1,000 mature trees would be required to offset the carbon emitted over one year from heating and electricity by these developments.

Any offsetting activity has to demonstrate that they are not “counted” twice by different entities to benefit from the carbon offset.

Another option is to use “allowable solutions” to counteract carbon emissions with offsite measures. As explained by the Zero Carbon Hub in Figure 12, developers can pay into a carbon fund at a defined rate per tonne of CO<sub>2</sub>, to be invested into carbon saving projects (Allowable Solutions projects).



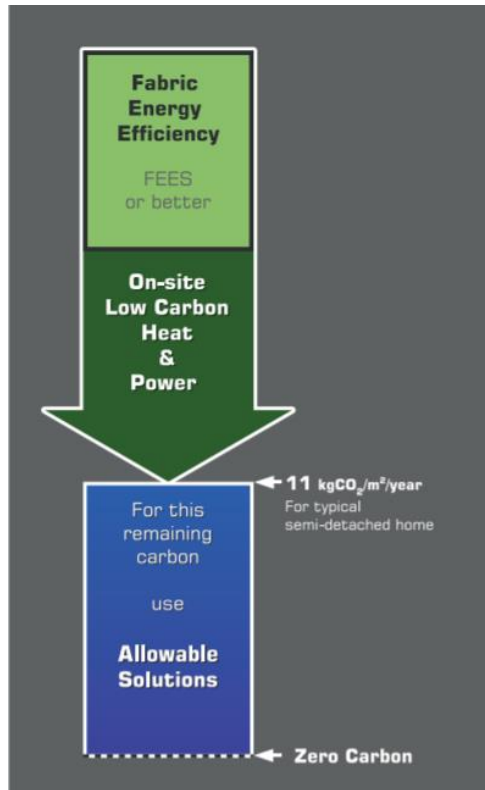


Figure 12: Balanced approach (Source: Zero Carbon Hub).

## 10 Conclusion and Recommendations

This study has identified preferred, low-carbon energy pathways for Hoyland South and Royston developments, in order to aid Barnsley’s transition to becoming a net zero carbon borough by 2045. Hoyland South is a new residential development which will include 1,064 houses, as well as a community hub and a convenience store. The Royston development will comprise 994 new homes a community hub, a convenience store and a new primary school.

The study began by reviewing current and future energy building standards which informed the building recommendations for these new developments. This review included an assessment of buildings fabric performance and energy performance standards. The review found that standards are likely to improve throughout the development’s construction period, thus two standards have been recommended. The recommendations are summarised in Table 11. Other energy performance metrics (EPC rating A, or energy use intensity) can also be used to set the energy standards in these developments.

Table 11: Recommended building standards.

Fabric performance area	Performance value	
	Recommended minimum standard	Recommended aspirational standard
Air permeability	$\leq 5 \text{ m}^3/(\text{h.m}^2) @50\text{Pa}$	$\leq 1 \text{ m}^3/(\text{h.m}^2) @50\text{Pa}$
Roof U-value	$\leq 0.15 \text{ W/m}^2. \text{ K}$	$\leq 0.11 \text{ W/m}^2. \text{ K}$
Wall U-value	$\leq 0.15 \text{ W/m}^2. \text{ K}$	$\leq 0.13 \text{ W/m}^2. \text{ K}$
Floor U-value	$\leq 0.15 \text{ W/m}^2. \text{ K}$	$\leq 0.11 \text{ W/m}^2. \text{ K}$
Window U-value	$\leq 1.2 \text{ W/m}^2. \text{ K}$	$\leq 0.8 \text{ W/m}^2. \text{ K}$

Following the building performance standards review, an energy demand assessment was conducted. The energy demand for each site was calculated based on energy benchmarks suitable for new builds. This has resulted in an estimated annual heating demand (space heating and hot water) of 5,400MWh and annual electricity demand of 3,000MWh for Hoyland South, once the development has been completed. It is estimated Royston will have an annual heating demand of 4,400MWh and an annual electricity demand of 2,400MWh, once the development has been completed.

An energy supply options appraisal was then conducted. This included the development of a longlist of distributed and centralised heating and electricity supply options. The longlist was used to create an individual shortlist energy supply options, for each site. These options were explored further through an IRM assessment based on BMBC’s priorities, in order to highlight the most suitable technologies. The energy options appraisal resulted in distributed heat pumps and roof mounted PV panels to be the most suitable technologies for implementation across both sites.

The results of the IRM were used to create the following preferred pathways for each development:

**Hoyland South Pathway:**

- Distributed ASHPs in all dwellings
- Roof mounted PV panels with battery storage on dwellings with south-facing roofs, and grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, and grid backup

**Royston Pathway:**

- Distributed ASHPs in all dwellings
- Roof mounted PV panels with battery storage on dwellings with south-facing roofs, and grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, and grid backup
- Roof mounted PV panels on the school, and grid backup
- GSHP in the school with electric boiler backup

Throughout this study it has been assumed the energy supply options in the preferred pathways are replaced like for like. However, the installation of ASHPs in all dwellings will result in a wet heating system being installed as part of construction. This provides flexibility in the future to install other, lower carbon technologies in dwellings, if required.

The preferred pathways for both sites do not require any gas network infrastructure. There is sufficient spare electrical capacity at nearby substations to support the preferred pathways.

The preferred pathways would result in 7,400 tonnes CO<sub>2e</sub> being emitted from Hoyland South and 6,100 tonnes CO<sub>2e</sub> from Royston, between the start of construction (2021) until 2045. In 2045, it is estimated the developments will emit 250 tonnes CO<sub>2e</sub> combined. For Barnsley to become a net zero carbon emissions Borough by 2045, the remaining carbon emissions would have to be offset. This could be done through investing in offsite renewables or rewilding and tree planting schemes.

The preferred pathways and subsequent emissions only focus on buildings within the new developments. The pathways do not include emissions from transport within the developments, street lighting or continued maintenance of the sites. It is recommended that these areas are investigated further in order to manage emissions and assist Barnsley in becoming net zero carbon emissions by 2045.

As the response to the climate emergency evolves, the low carbon technologies available may change and become more accessible. For example, hydrogen may be supplied through the gas network and hydrogen technologies may become a more suitable option. BMBC should watch emerging technologies and keep moving towards a zero-carbon future.

## Appendix A

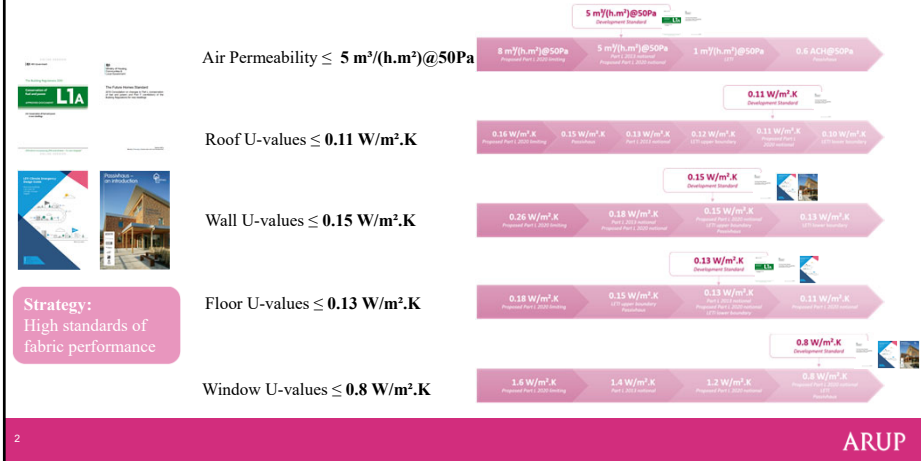
### Workshop 1 slides

# Energy Strategy – Hoyland South and Royston Workshop 1

16 June 2020

1

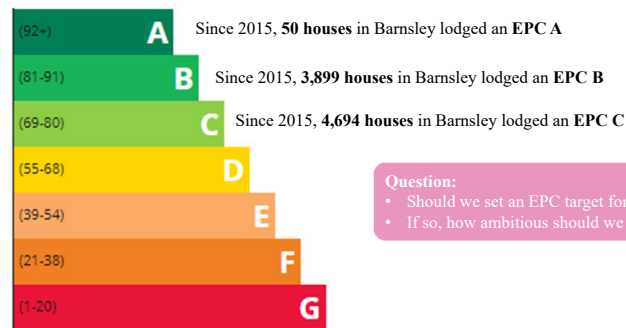
## Fabric performance standards for houses



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## Energy performance standards



Question:

- Should we set an EPC target for the homes?
- If so, how ambitious should we be?

3

## Overarching energy consumption targets

Reduce energy consumption to:



Energy Use Intensity (EUI) in GIA, excluding renewable energy contribution

Reduce space heating demand to:



Question:




- Should we set Energy Use Intensity targets, in line with LETI?
- Should we set space heating demand targets, in line with LETI?



4



## Energy benchmarks for energy model

	Heat (kWh/m <sup>2</sup> .year)	Electricity (kWh/m <sup>2</sup> .year)	
 Residential	77	31	<i>Statistics for new builds, EPC B (2017)</i>
 School	71	74	<i>DfE Output Specification benchmarks (2019)</i>
 Convenience store	-	550	<i>Data from CIBSE Guide F (2004)</i>

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## Long list of options

### Building-integrated options:

1. Roof mounted solar PV
2. Roof mounted solar PV with battery
3. Electric radiators
4. Electric boiler and wet heating system
5. Air source heat pump
6. Ground source heat pump
7. Biomass boiler
8. Hydrogen boiler
9. Hydrogen fuel cell CHP
10. Micro gas CHP boiler
11. Solar thermal hot water

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## Long list of options

### Centralised options:

- |  |  |
|--|--|
| 12. Ground mounted solar PV                    | 24. DH with Gas CHP                            |
| 13. Ground mounted solar PV with battery       | 25. DH with Gas CHP and battery                |
| 14. Wind turbines                              | 26. DH with Biomass CHP                        |
| 15. Wind turbines with battery                 | 27. DH with Biomass CHP and battery            |
| 16. Hydro power                                | 28. DH with Hydrogen boiler                    |
| 17. Geothermal power                           | 29. DH with Hydrogen fuel cell CHP             |
| 18. District heating (DH) with Electric boiler | 30. DH with Hydrogen fuel cell CHP and battery |
| 19. DH with Biomass boiler                     | 31. DH with solar thermal                      |
| 20. DH with WSHP                               |  |
| 21. DH with ASHP                               |  |
| 22. DH with GSHP                               |  |
| 23. DH with minewater and heat pump            |  |

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## Short list of options

### Building-integrated

1. Roof mounted solar PV with battery
2. Electric radiators
3. Electric boiler and wet heating system
4. Air source heat pump
5. Ground source heat pump
6. Solar thermal hot water

### Centralised

7. Ground mounted PV (Hoyland South)
8. District heating (DH) with Electric boiler

### 9. DH with Biomass boiler

10. DH with ASHP
11. DH with GSHP
12. DH with minewater and heat pump (Hoyland South)
13. DH with Biomass CHP
14. DH with Biomass CHP and battery
15. DH with Hydrogen boiler
16. DH with Hydrogen fuel cell CHP
17. DH with Hydrogen fuel cell CHP and battery

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### Evaluation criteria

Category	Criteria	Priority
Technical	Technology suitability Operational complexity	2
Economic	Capex Opex Simple payback period (building-integrated)	3
Environmental	CO2 savings Air quality impact Alignment with UK strategy for carbon neutrality Lifetime carbon savings (£/kg CO2)	1
Strategic	Security of supply Flexibility of technology	4
Planning	Development risk	

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### Phasing of development

- Hoyland South



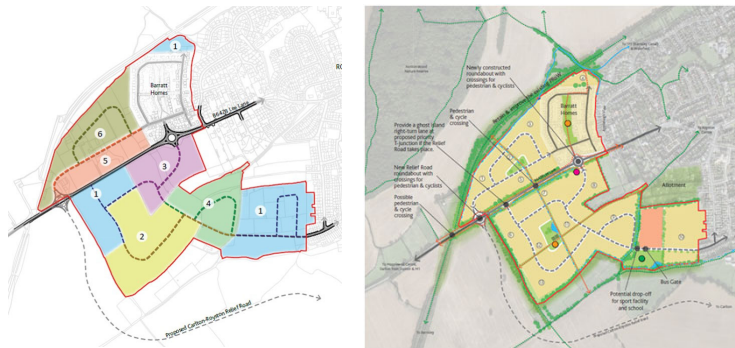
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### Phasing of development

- Royston



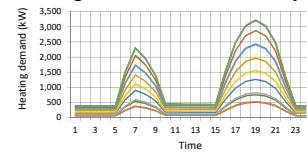
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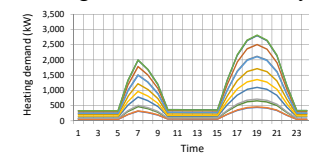
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### Energy demand estimates – whole site

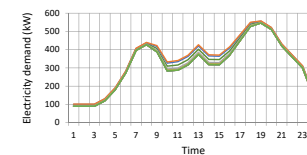
Hoyland South  
Heating demand: 6,000 MWh/year



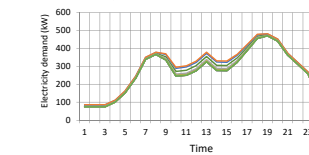
Royston (exc. Barratt Homes)  
Heating demand: 5,200 MWh/year



Electricity demand: 2,800 MWh/year



Electricity demand: 2,400 MWh/year



- January
- February
- April
- May
- June
- July
- August
- September
- October
- November
- December

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### Next steps

- Evaluation of shortlisted options
- Pathways to net zero carbon by 2045
- Workshop 2 (pathways presentation)

## Appendix B

Workshop 2 slides

# Energy Strategy – Hoyland South and Royston Workshop 2

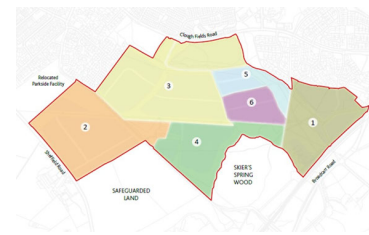
17 July 2020

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## Heat networks

- Risks of implementation over a phased development



Hoyland South

Heat network for phases 2, 3 and 4?



Royston

No heat network investigated

2

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## Hoyland South - Evaluation

Criteria Category	Sustainability	Technical/Operational		Economic			Total Score		Total Score	Ranking	
Category Weighting	40%	35%		25%			Sustainability	Technical/Operational			Economic
Criteria	CO2e savings from site completion to 2045	Technology suitability	Operational complexity	Capex	Opex	Annual cost of heat	40%	35%	25%		
Weighting	40%	20%	15%	10%	10%	5%					
<b>Distributed and Centralised Systems - Phases 2, 3 and 4</b>											
Electric radiators	3	3	3	3	1	2	1.20	1.75	0.70	3.65	3
Electric boiler with wet heating system	3	3	3	4	1	1	1.20	1.75	0.95	3.90	4
ASHP	3	3	4	3	4	2	1.00	1.60	0.80	4.40	1
GSHP	3	4	4	1	5	1	2.00	1.40	0.65	4.05	2
Solar thermal + gas boiler	1	4	4	3	5	3	0.40	1.40	1.05	2.85	7
DH + Electric/electrode boilers	2	4	3	3	4	4	0.80	1.25	0.85	2.90	10
DH + Biomass boilers	3	3	1	2	3	3	1.20	0.75	0.85	2.80	9
DH + ASHP	4	3	2	2	3	2	1.60	0.90	0.80	3.10	5
DH + GSHP	4	2	2	2	3	3	1.60	0.70	0.85	2.95	6
DH + Minewater and heat pump	4	1	2	2	3	1	1.60	0.50	0.85	2.95	8

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## Hoyland South - Evaluation

### Short List

- ASHP
- GSHP
- Electric radiators
- Electric boiler with wet heating system
- DH + ASHP
- DH + GSHP
- Solar thermal + gas boiler
- DH + Minewater and heat pump
- DH + Biomass boilers
- DH + Electric/electrode boilers

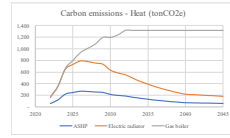
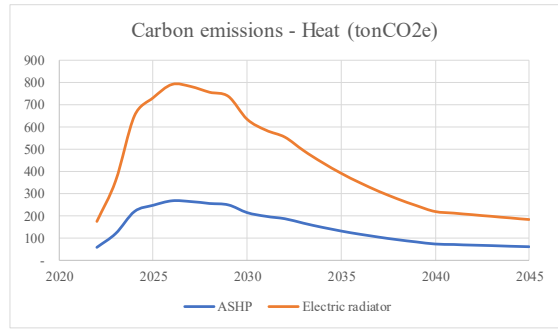
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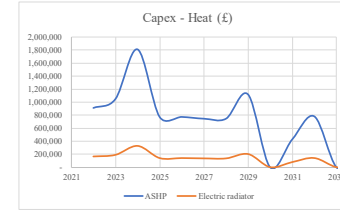
### Hoyland South – Heat decarbonisation pathways



### Hoyland South – Heat decarbonisation costs

	ASHP		Electric radiators	
	Pre-2025	Post-2025	Pre-2025	Post-2025
Annual Opex (£)	500	300	1,100	600
Annual cost of heat (£)	1,050	900	1,150	700
Total Capex (£m)	9.1		1.6	

\*Cost of heat includes Opex and recovery of Capex over lifetime of technology



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### Royston - Evaluation

Criteria Category	Sustainability		Technical/Operational		Economic			Total Score				
Category Weighting	40%		35%		25%			Sustainability	Technical/Operational	Economic	Total Score	Ranking
Criteria	CO2e savings from site completion to 2045		Technology suitability	Operational complexity	Capex	Opex	Annual cost of heat	40%	35%	25%		
Weighting	40%		20%	15%	10%	10%	5%					
<b>Distributed Systems</b>												
Electric radiators	3	5	5	5	5	1	2	1.20	1.70	0.70	3.65	1
Electric boiler with wet heating system	3	5	5	5	4	1	1	1.20	1.70	0.50	3.50	4
ASHP	5	5	4	4	5	5	2	1.00	1.00	0.70	4.50	1
GSHP	5	3	4	4	1	5	1	1.00	1.00	0.65	4.05	2
Solar thermal + gas boiler	1	4	4	4	2	4	5	0.80	1.00	0.50	2.85	5

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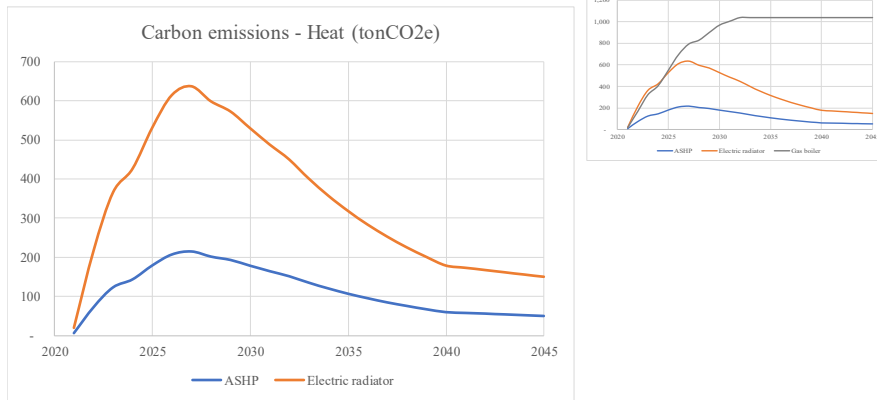
### Royston - Evaluation

#### Short List

- 1 ASHP
- 2 GSHP
- 3 Electric radiators
- 4 Electric boiler with wet heating system
- 5 Solar thermal + gas boiler

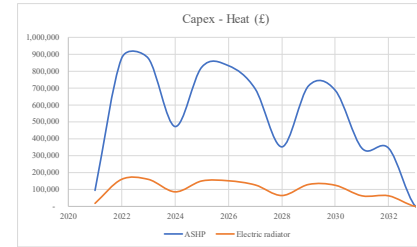
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### Royston– Heat decarbonisation pathways



### Royston – Heat decarbonisation costs

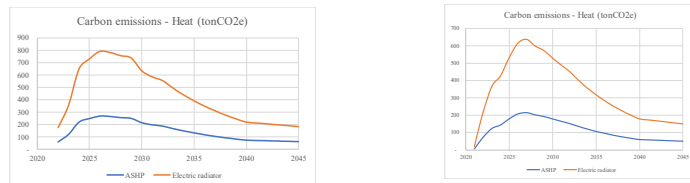
	ASHP		Electric radiators	
	Pre-2025	Post-2025	Pre-2025	Post-2025
Annual Opex (£)	500	300	1,100	600
Annual cost of heat (£)	1,050	900	1,150	700
Total Capex (£m)	7.1		1.3	



### Solution for heat decarbonisation

...that is still economical for investor and homeowner

- 100% homes with ASHPs?
- 100% homes with electric radiators?
- Compromise?



### Royston school – Heat decarbonisation

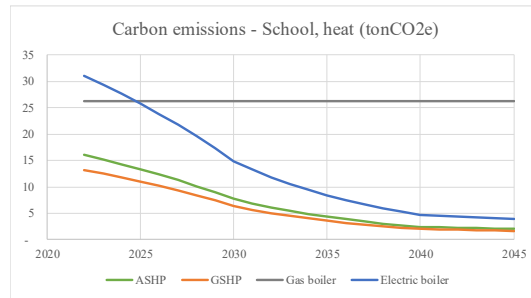
Criteria Category	Sustainability	Technical/Operational	Economic			Total Score					
Category Weighting	40%	35%		25%							
Criteria	CO2e savings from site completion to 2045	Technology suitability	Operational complexity	Capex	Opex	Annual cost of heat	Sustainability	Technical/Operational	Economic	Total Score	Ranking
Weighting	40%	20%	15%	10%	10%	5%	40%	35%	25%		

Centralised Systems	Electric boilers	ASHP	Gas boiler	Electric radiators	ASHP	Gas boiler	Electric radiators	Electric boilers	ASHP	Gas boiler	Electric radiators	Electric boilers	ASHP	Gas boiler	Electric radiators
Score	3	5	5	5	3	4	3	1.25	0.95	0.85	3.55	3	5	5	
Weighted Score	1.2	2.0	2.0	1.75	1.2	1.4	1.5	1.25	0.95	0.85	4.15	1	5	5	
Ranking	3	1	1	2	3	2	3	1	2	2	1	1	1	1	

### Royston school – Heat decarbonisation

**Short List**

- 1 ASHP
- 2 GSHP
- 3 Electric boilers



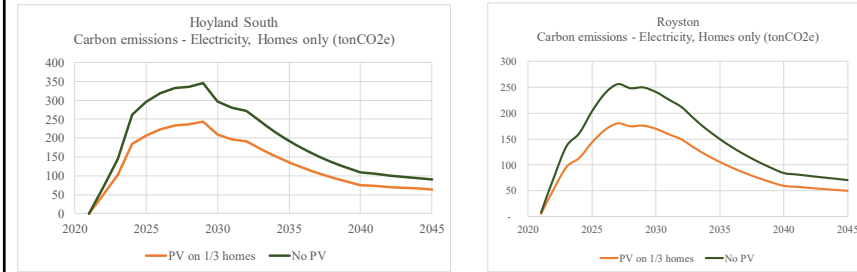
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### Electrical demand decarbonisation (PV & battery)



Save 30% grid imports by installing PV & batteries in 1/3 of total homes  
 Save 30% carbon emissions (against no PV)

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### Electrical demand decarbonisation - Costs

	No PV	PV + battery	
Annual Opex (£)	450	50	
Annual cost of electricity (£)	450	850	
Total Capex Hoyland (£m)	-	4.5	355 homes
Total Capex Royston (£m)	-	3.5	276 homes

*Requirement or suggestion to install PV panels in a x% of homes?*

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### Other carbon reduction measures

- Smart devices at home
- LED street lighting
- EV chargers at home
- Vehicle to grid charging
- Demand side management
- Purchase of renewable electricity
- Hydrogen?

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### Other information required

- PV in school for electricity generation
- PV in shops
- Council decision on:
  - housing standards
    - fabric performance ✓
    - EPC rating A?
    - energy consumption targets (LETI or other)?
  - school performance: net zero? DfE design guidance?

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### Next steps

- Draft report – w/c 27 July
- Council review period – *2 weeks?*
- Final Issue - August
- Sustainability and Energy Use input to Masterplan framework documents  
(4 September, with Masterplan Framework Documents Draft)

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## Appendix C

### Assumptions



## C1 Phased build-out

The following assumptions were made regarding the phasing of the two sites:

Hoyland South	Phase						Total	
	1	2	3a	3b	4	5		6
Year	2021-2022	2022-2024	2023-2026	2026-2028	2028-2029	2030-2031	2031-2032	2021-2032
<i>Number of buildings per type</i>								
Dwellings	106	243	270	174	130	50	91	1,064
Convenience store	0	0	1	0	0	0	0	1
<i>Heating energy demands (kWh)</i>								
Dwellings	655,000	1,500,000	1,670,000	615,000	460,000	175,000	320,000	5,400,000
Convenience store	0	0	0	0	0	0	0	0
<i>Electricity energy demands (kWh)</i>								
Dwellings	265,000	605,000	675,000	435,000	325,000	125,000	225,000	2,700,000
Convenience store	0	0	275,000	0	0	0	0	275,000

Royston	Phase									Total
	1a	1b	1c	1d	2	3	4	5	6	
Year	2021	2021-2022	2021-2023	2021-2023	2023-2026	2024-2027	2026-2029	2028-2030	2029-2032	2021-2032
<i>Number of buildings per type</i>										
Dwellings	11	0	118	86	166	122	124	81	120	828
Convenience store	0	0	0	0	0	1	0	0	0	1
Primary school	0	1	0	0	0	0	0	0	0	1
<i>Heating energy demands (kWh)</i>										
Dwellings	70,000	0	730,000	530,000	1,025,000	755,000	440,00	285,000	425,000	4,300,000
Convenience store	0	0	0	0	0	0	0	0	0	0
Primary school	0	105,000	0	0	0	0	0	0	0	105,000
<i>Electricity energy demands (kWh)</i>										
Dwellings	30,000	0	295,000	215,000	415,000	300,000	310,000	200,000	300,000	2,100,000
Convenience store	0	0	0	0	0	275,000	0	0	0	275,000
Primary school	0	95,000	0	0	0	0	0	0	0	95,000

The total number of dwellings has been divided between 2, 3 and 4 beds using the % splits below:

Housing type	Percentage of dwellings (%)
2-bed house	20
3-bed house	41
4-bed house	39

## C2 Cost assumptions

---

The following assumptions were made in the development of the energy model costs:

- No contingency has been added to the costs of distributed options.
- No incentives applied to heat generating options (distributed or centralised)
- Coefficient of performance for distributed heat pumps is the same for dwelling pre- and post- fabric improvement.
- GSHP systems are based on closed loop, vertical boreholes.
- Centralised technologies use electric boilers as peaking plant as back-up, to maximise carbon savings. While it is expected that they will operate for a small part of the year, the electrical connection to the energy centre will need to be sized to satisfy the peak electric boiler's demand in case of main plant failure.
- Capex and cost of heat for centralised heat options assumes that the heat network (trench and pipework, energy centre and plant) is fully built-out in the first year.
- The heat network owner/operator would recover the Capex and Opex (and fuel) investment from consumers via a heat tariff. This heat tariff (used for comparison purposes) does not include profit, grants or funding.
- Carbon emissions factors for biomass and gas carbon is constant in time.
- Unit price for gas and electricity is constant in time.

## C3 Energy Benchmarks

The energy benchmarks and sources are presented below.

<b>Hoyland South &amp; Royston</b>			
<b>Item</b>	<b>Value</b>	<b>Unit</b>	<b>Reference</b>
Housing heating	77	kWh/m <sup>2</sup>	BEIS Energy consumption in new domestic buildings 2015 to 2017 (England and Wales)
Housing electric	31	kWh/m <sup>2</sup>	BEIS Energy consumption in new domestic buildings 2015 to 2017 (England and Wales)
Housing DHW	30	kWh/m <sup>2</sup>	Arup estimate
Improved housing heating	44	kWh/m <sup>2</sup>	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
Improved housing electric	31	kWh/m <sup>2</sup>	BEIS Energy consumption in new domestic buildings 2015 to 2017 (England and Wales)
Improved housing DHW	23	kWh/m <sup>2</sup>	Arup estimate
Small food shop heating	0	kWh/m <sup>2</sup>	CIBSE Guide F (2004)
Small food shop electric	550	kWh/m <sup>2</sup>	CIBSE Guide F (2004)
Primary school heating	71	kWh/m <sup>2</sup>	Department for Education Output Specification, Annex 2H Energy (2019)
Primary school electric	64	kWh/m <sup>2</sup>	BMBC energy data for primary and secondary schools

## C4 Generation technologies

### Distributed heating options

Gas boilers			
Item	Value	Unit	Reference
Gas boiler efficiency	85	%	Arup project experience
CAPEX	5,607	£/dwelling	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
O&M	70	£/year	Arup project experience
Lifetime	15	Years	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)

Roof mounted PV and Battery			
Item	Value	Unit	Reference
Dwellings with panel installation	33	% of site	Based on south facing roofs in Barratt planning documents
PV size	3	kWp/dwelling	Average installation for 3-bed house
PV annual electrical output	2,788	kWh/year	Global Solar Atlas
3-bed house electrical demand	2,387	kWh/year	Benchmarks
Grid import in winter	11	% house demand	Global Solar Atlas
Export to grid in summer	23	% house demand	Global Solar Atlas
CAPEX PV panel (all inclusive)	1,562	£/kWp	Solar photovoltaic cost data (BEIS 2020)
CAPEX Inverter	800	£	Arup project experience
O&M cost	15	£/kWp.year	Arup project experience
PV lifetime	25	Years	
Inverter lifetime	8	Years	Energy Saving Trust
Smart export guarantee (SEG)	3	p/kWh	Expected average value

Electric radiators			
Item	Value	Unit	Reference
Efficiency	100	%	Arup project experience
CAPEX	1,540	£/dwelling	Based on 7 radiators per home
O&M cost	0	£/year	Arup project experience
Lifetime	20	Years	CIBSE Guide M



<b>Electric boiler with wet heating system</b>			
<b>Item</b>	<b>Value</b>	<b>Unit</b>	<b>Reference</b>
Electric boiler efficiency	99	%	Arup project experience
CAPEX	5,620	£/dwelling	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
O&M cost	0	£/year	Arup project experience
Lifetime	20	Years	CIBSE Guide M

<b>Distributed ASHP</b>			
<b>Item</b>	<b>Value</b>	<b>Unit</b>	<b>Reference</b>
COP	2.95	#	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
CAPEX	8,593	£/dwelling	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
O&M cost	110	£/year	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
Lifetime	15	Years	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)

<b>Distributed GSHP</b>			
<b>Item</b>	<b>Value</b>	<b>Unit</b>	<b>Reference</b>
COP	3.5	#	BSRIA
CAPEX	23,458	£/dwelling	Arup project experience
O&M cost	0	£/year	No regular maintenance required
Heat pump lifetime	20	Years	CIBSE Guide M
Borehole lifetime	60	Years	Arup project experience

Solar Thermal Hot Water			
Item	Value	Unit	Reference
Heat contribution	50	% of DHW	Arup project experience
CAPEX	10,237	£/dwelling	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
O&M cost	160	£/year	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)
Lifetime solar panel	25	Years	Energy Performance of Buildings Directive, Second Cost Optimal Assessment for the UK (2019)

Battery Storage (Domestic)			
Item	Value	Unit	Reference
Battery size	6	kWh/dwelling	Spirit Energy
CAPEX	7,290	£/system	Spirit Energy
O&M cost	0	£/year	Arup project experience
Lifetime	15	Years	Solar Harvester

## Centralised heating options

Gas boilers			
Item	Value	Unit	Reference
Efficiency	90	%	Arup project experience
CAPEX	50	£/kW	Arup project experience
O&M cost	3	£/kWth.year	(Poyry) DECC 2009
Lifetime	20	years	CIBSE Guide M

Electric Boiler			
Item	Value	Unit	Reference
Electrode boiler efficiency	99	%	Supplier data (Parat, Flexiheat)
Direct electric boilers	100	£/kW	Supplier quotes (Parat, Flexiheat)
O&M	2.5	£/MWh.year	Arup project experience
Lifetime	20	years	CIBSE Guide M

Biomass Boiler			
Item	Value	Unit	Reference
Thermal efficiency	85	%	Arup project experience
Capacity	20	% of peak heat requirement	Arup project experience
Heat generation	80	% of annual heat produced	Arup project experience

Thermal store capacity	25	% of boiler capacity (kW), m <sup>3</sup>	Arup project experience
Biomass boiler	350	£/kWth	Arup project experience
O&M cost	15	£/kWth.year	(Poyry) DECC 2009
Lifetime	20	years	CIBSE Guide M

ASHP			
Item	Value	Unit	Reference
ASHP COP	2.5	#	BSRIA
Capacity	20	% of peak heat requirement	Arup project experience
Heat generation	80	% of annual heat produced	Arup project experience
Thermal store capacity	25	% of heat pump capacity (kW), m <sup>3</sup>	Arup project experience
CAPEX	470	£/kW	Arup project experience
O&M cost	9	£/kWth.year	(Poyry) DECC 2009
Lifetime	15	years	CIBSE Guide M

GSHP			
Item	Value	Unit	Reference
GSHP COP	3.5	#	BSRIA
Heat capacity per 150m borehole	6	kW	Arup project experience
Capacity	20	% of peak heat requirement	Arup project experience
Heat generation	80	% of annual heat produced	Arup project experience
Thermal store capacity	25	% of heat pump capacity (kW), m <sup>3</sup>	Arup project experience
GSHP CAPEX	1,000	£/kW	(Poyry) DECC 2009
Borehole CAPEX	45	£/m.borehole	Arup project experience
Header pipes CAPEX	1,100	£/borehole	Arup project experience
O&M	3.1	£/MWh.year	Arup project experience
Lifetime GSHP	20	years	CIBSE Guide M
Lifetime boreholes	60	years	Arup project experience

Minewater			
Item	Value	Unit	Reference
COP with minewater	4	#	Coal Authority
Borehole CAPEX	1,500	£/m.borehole	Arup project experience
Other CAPEX	250,000	£	Arup project experience

Biomass CHP			
Item	Value	Unit	Reference
Electrical efficiency	16	%	Arup project experience
Thermal efficiency	70	%	Arup project experience
Capacity, thermal	20	% of peak heat requirement	Arup project experience
Capacity, electrical	5	% of peak heat requirement	Arup project experience
Heat generation	80	% of annual heat produced	Arup project experience
Electricity generation	19	% of annual heat produced	Arup project experience
Thermal store capacity	25	% of CHP capacity (kW), m <sup>3</sup>	Arup project experience
CAPEX	1,526	£/kWe	Arup project experience
O&M cost	35	£/MWh	Arup project experience
Lifetime	15	years	CIBSE Guide M

## Heat network assumptions

Heat Network			
Item	Value	Unit	Reference
<i>CAPEX</i>			
Trench	1,200	£/m	Arup project experience
Energy centre building	1,000	£/m <sup>2</sup>	Arup project experience
Energy centre utilities	190	£/m <sup>2</sup> energy centre	Arup project experience
Energy centre electrical connection	20	£/kW	Arup project experience
HIU and heat meter	1,654	£/dwelling	Assessment of the Costs, Performance, and Characteristics of UK Heat Networks (DECC, 2015)
Thermal store	800	£/m <sup>3</sup>	Assessment of the Costs, Performance, and Characteristics of UK Heat Networks (DECC, 2015)
Prelims, contingency and extra fees for	65	%	Arup project experience

energy centre and plant			
<i>OPEX</i>			
Heat network Maintenance	0.6	£/MWh	Assessment of the Costs, Performance, and Characteristics of UK Heat Networks (DECC, 2015)
Metering and billing	110	£/dwelling	Arup project experience
Pumping cost	3.6	£/MWh of heat conveyed	Arup project experience
Lifetime, trench and energy centre	60	years	Arup project experience
Lifetime, HIU and heat meters	20	years	Arup project experience

## School

<b>ASHP with electric boiler back up</b>			
<b>Item</b>	<b>Value</b>	<b>Unit</b>	<b>Reference</b>
COP	2.5	#	BSRIA
CAPEX	725	£/kW	Arup project experience
O&M cost	0.5	% of CAPEX per annum	Arup project experience

<b>GSHP with electric boiler backup</b>			
<b>Item</b>	<b>Value</b>	<b>Unit</b>	<b>Reference</b>
COP	3.5	#	BSRIA
CAPEX	1500	£/kW	Arup project experience
O&M cost	1	% of CAPEX per annum	Arup project experience

<b>PV</b>			
<b>Item</b>	<b>Value</b>	<b>Unit</b>	<b>Reference</b>
No. stories school	2	#	Arup assumption
Useable roof area	50	%	Arup assumption
Capacity to area ratio	150	W/m <sup>2</sup>	Arup project experience
Grid import	65	% of electrical demand	Global Solar Atlas
Export to grid	11	% of electrical demand	Global Solar Atlas



## Shop

PV			
Item	Value	Unit	Reference
No. stories shop	1	#	Arup assumption
Useable roof area	50	%	Arup assumption
Capacity to area ratio	150	W/m <sup>2</sup>	Arup project experience
Grid import	90	% of electrical demand	Global Solar Atlas
Export to grid	0	% of electrical demand	Global Solar Atlas

## C5 Energy prices

Energy prices			
Item	Value	Unit	Reference
Gas purchase price, homes	4.3	p/kWh	BEIS retail fuel prices, domestic
Electricity purchase price, homes	18.2	p/kWh	BEIS retail fuel prices, domestic
Gas purchase price, Council	3.07	p/kWh	BEIS retail fuel prices, public sector
Electricity purchase price, Council	14	p/kWh	BEIS retail fuel prices, public sector
Biomass cost	4.38	p/kWh	Arup project experience
Grid export price	4	p/kWh	Arup project experience

## C6 Carbon emission factors

The following electricity carbon emissions projections figures have been taken from supporting tables 1 to 19 of the Green Book supplementary appraisal guidance for valuation of energy use and greenhouse gas emissions (BEIS).

Year	Electricity carbon factor (kgCO <sub>2</sub> e/kWh)
2020	0.2956
2021	0.2828
2022	0.2693
2023	0.2550
2024	0.2399
2025	0.2240
2026	0.2071
2027	0.1893
2028	0.1705
2029	0.1507
2030	0.1296
2031	0.1155
2032	0.1029
2033	0.0917
2034	0.0817
2035	0.0728
2036	0.0649
2037	0.0578
2038	0.0515
2039	0.0459
2040	0.0409
2041	0.0396
2042	0.0382
2043	0.0369
2044	0.0356
2045	0.0342
2046	0.0329
2047	0.0316
2048	0.0303
2049	0.0289
2050	0.0276

The following carbon emission factors have been taken from UK Government GHG Conversion Factors for Company Reporting for 2020 (BEIS).

Fuel	Scope no.	Carbon factor (kgCO <sub>2</sub> e/kWh)
Natural gas	1	0.18387
	3	0.02391
Biomass	1	0.01545
	3	0.00792

## Appendix D

### Longlist analysis

	Technical option	Possible variants	Building requirements	Technology suitability Hoyland South	Technology suitability Royston	Spatial requirement	Utility infrastructure considerations	Development risk	Renewable energy contribution	CO2 reductions on site 2020-2033	CO2 saving potential 2033 - 2080	Incentives and grant funding potential	Capital cost	Ownership risk	Opportunities	Summary	Arip's proposed options to take forward to shortlist	Agreed shortlisted options with Council	Comments (Arip post-workshop)		
																				Counterfactual	
Building - integrated technologies	ELECTRICITY	Counterfactual	Gas boilers for space heating and DHW	Electricity from the grid	Wet heating system		Gas connection Grid connection														
			Roof mounted solar PV	PV system Connection to grid or to building	Wet heating system	MEDIUM Sufficient irradiation Suitable for south-facing roof Topography sloping south	MEDIUM Sufficient irradiation Suitable for south-facing roof	LOW Roof space, inverter and other units	LOW Grid reinforcement	LOW Installed regularly around the UK	MEDIUM Depends on irradiance and day light hours (low in winter)	MEDIUM Can cover 100% electricity demand of a house (where heating is non-electric) with zero carbon emissions, but not at night when needed most	MEDIUM Can cover 100% electricity demand of a house (where heating is non-electric) with zero carbon emissions, but not at night when needed most	MEDIUM Smart export guarantee	MEDIUM	HIGH Any decentralised technology will have to be installed by the owner or developer	LOW No expansion possible beyond the house Not flexible to swap technologies	✓ Low space requirement and development risk ✓ CO2 savings and incentives available ✗ Electricity available only during daytime	No	No	
			Roof mounted solar PV with battery	PV system Connection to grid or to building Battery	Wet heating system	HIGH Batteries above Battery provides flexibility to use electricity in own home Can meet 100% of the house electricity demand	HIGH Batteries above Battery provides flexibility to use electricity in own home Can meet 100% of the house electricity demand	LOW Roof space, inverter and other units, battery	LOW Grid reinforcement	LOW Installed regularly around the UK	HIGH Depends on irradiance. Battery will allow it to contribute to most of the house demand annually	HIGH Can cover 100% electricity demand of a house (where heating is non-electric) with zero carbon source (where heating is non-electric)	HIGH Can cover 100% electricity demand of a house (where heating is non-electric) with zero carbon source (where heating is non-electric)	MEDIUM Smart export guarantee	MEDIUM		LOW No expansion possible beyond the house Not flexible to swap technologies	✓ Low space requirement and development risk ✓ CO2 savings and incentives available ✓ Battery provides flexibility of use ✓ Enables use of DSR and microgrid	Yes	Yes	
	HEATING	Electric radiators		Electric radiators	HIGH Suitable anywhere Can meet 100% of the house heating demand	HIGH Suitable anywhere Can meet 100% of the house heating demand	LOW	MEDIUM Grid reinforcement to cover heat demand	NONE	MEDIUM Depends on grid energy mix at the time	LOW Decarbonisation of the grid is marginally better than gas system	HIGH Grid average is very low compared to gas counterfactual	NONE	LOW		✓ Low capital cost ✓ CO2 savings (long term) ✗ No wet heating system ✗ Grid reinforcement	Yes	Yes			
		Electric boiler with wet heating system		Wet heating system (similar to gas boilers)	HIGH Suitable anywhere Can meet 100% of the house heating demand	HIGH Suitable anywhere Can meet 100% of the house heating demand	LOW Similar to gas boiler onboard	MEDIUM Grid reinforcement to cover heat demand	LOW Installed regularly around the UK	MEDIUM Depends on grid energy mix at the time	LOW Decarbonisation of the grid is marginally better than gas system	HIGH Grid average is very low compared to gas counterfactual	NONE	LOW		✓ Low capital cost ✓ CO2 savings (long term) ✗ Grid reinforcement	Yes	Yes	Discounted due to Capex 3 times higher than electric radiators (no additional carbon savings), with higher cost of heat to customer		
		ASHP		Low temperature wet heating system Immersion heater (back-up/stop up)	HIGH Ideal for new homes with low heating rpts Variable SCOP (low CoP in winter) ASHP in all homes can generate a lot of noise Dispersion of cold air issue Can meet 100% heating demand with immersion heater	HIGH Ideal for new homes with low heating rpts Variable SCOP (low CoP in winter) ASHP in all homes can generate a lot of noise Dispersion of cold air issue Can meet 100% heating demand with immersion heater	LOW Installed outdoors with suitable clearances for air flow	LOW Grid reinforcement	LOW Installed regularly around the UK	MEDIUM Depends on grid energy mix at the time	MEDIUM Decarbonisation of the grid is marginally better than gas system	HIGH Grid average is very low compared to gas counterfactual	NONE	LOW		✓ Low capital cost ✓ CO2 savings (long term) ✗ Grid reinforcement	Yes	Yes			
		GSHP (Shoebus) with vertical boreholes		Low temperature wet heating system Immersion heater (back-up/stop up)	HIGH Requires land available at each home for boreholes (land can be reinstated) Dependant on thermal energy of the site Risk of depleting the ground heat if used only for heating Can meet 100% heating demand with immersion heater for dh	HIGH Requires land available at each home for boreholes (land can be reinstated) Dependant on thermal energy of the site Risk of depleting the ground heat if used only for heating Can meet 100% heating demand with immersion heater for dh	HIGH Boreholes area. Typically open garden. Use can be reinstated.	LOW Grid reinforcement	MEDIUM Ground investigations	HIGH Ground and grid energy mix	HIGH Minimum hydrogen has zero carbon emission factor	HIGH Assume hydrogen is zero carbon	HIGH Domestic RHI	HIGH		✓ High coefficient of performance ✓ High CO2 savings and incentives available ✗ Boreholes - space and cost	Yes	Yes			
		Biomass boiler		Buffer storage tank Biomass fuel delivery access and fuel storage space required	HIGH Preferable for base load Can meet 100% of the house heating demand with storage tank	HIGH Preferable for base load Can meet 100% of the house heating demand with storage tank	HIGH Fuel store, fuel access, storage tank. Garage or shed.	MEDIUM Fuel supply strategy	MEDIUM Consider supply chain, sustainability, and fuel emissions - particularly if installed in all homes in a development. Requires fuel delivery strategy	NONE Biomass is not considered a renewable source	HIGH Lower carbon emission factor	HIGH Biomass carbon factor is smaller than grid factor	MEDIUM Domestic RHI	MEDIUM		✓ High CO2 savings and incentives available ✗ High space requirement ✗ Fuel supply strategy ✗ Air quality issue, if installed in all homes	Yes	No			
		Hydrogen boiler		Not currently available in the market to buy (will be designed to work with natural gas network)	NO Not available in the market	NO Not available in the market	LOW Similar size to gas boiler	MEDIUM Fuel supply strategy	HIGH The hydrogen supply chain is not yet developed New technology Fuel storage and delivery	HIGH Depends on supply chain. Assume electrolysis from excess renewable energy	HIGH Minimum hydrogen has zero carbon emission factor	HIGH Assume hydrogen is zero carbon	NONE	MEDIUM		✓ High CO2 savings ✗ Not available in the market ✗ Fuel supply strategy	No	No			
		Hydrogen fuel cell CHP		Natural gas supply Connection to grid or to home for electricity produced	HIGH Can provide 100% of the house heating demand, and some electricity Uses gas, but lower local emissions as it burns hydrogen	HIGH Can provide 100% of the house heating demand, and some electricity Uses gas, but lower local emissions as it burns hydrogen	MEDIUM Containerised solution indoors	LOW Gas fuel Grid reinforcement	MEDIUM Containerised solution indoors	NONE Fuel is natural gas	NONE Heating from gas Electricity displaced by gas CHP will have worse carbon factor than grid average for this period	NONE Heating from gas Electricity displaced by gas CHP will have worse carbon factor than grid average for this period	HIGH SEG micro CHP tariff PACE funding scheme	MEDIUM		✓ Incentives available ✗ Air quality ✗ No carbon savings - gas as fuel	No	No			
		Micro gas CHP boiler (internal combustion)		Natural gas supply Connection to grid or to home for electricity produced	HIGH Can provide 100% of the house heating demand, and some electricity	HIGH Can provide 100% of the house heating demand, and some electricity	LOW Containerised solution, similar to domestic gas boiler	LOW Gas fuel Grid reinforcement	LOW Installed across the UK	NONE Fuel is natural gas	NONE Heating from gas Electricity displaced by gas CHP will have worse carbon factor than grid average for this period	NONE Heating from gas Electricity displaced by gas CHP will have worse carbon factor than grid average for this period	MEDIUM SEG micro CHP tariff	HIGH		✓ Incentives available ✗ No carbon savings - gas as fuel	No	No			
Solar thermal hot water (flat solar collector)		Buffer storage tank with heat exchanger Needs to be coupled with another heat source (heat pump or boiler), as solar thermal can only supplement heat.	MEDIUM Suitable for south-facing roofs, which is only a proportion of total houses. Can provide DHW, and preheat central heating W/ requires backup throughout winter.	MEDIUM Suitable for south-facing roofs, which is only a proportion of total houses. Can provide DHW, and preheat central heating W/ requires backup throughout winter.	MEDIUM Roof space and heat exchanger space	NONE	LOW Installed regularly around the UK	LOW Installed regularly around the UK	MEDIUM Depends on irradiance and day light hours (low in winter)	MEDIUM Depends on irradiance and day light hours (low in winter)	HIGH Better than having only electric boiler, but not as good as a heat pump	HIGH Domestic RHI	MEDIUM		✓ CO2 savings ✓ Incentives available	Yes	Yes				

	Technical option	Possible variants	Building requirements	Technology suitability Hoyland South	Technology suitability Royston	Spatial requirement	Utility infrastructure considerations	Development risk	Renewable energy contribution	CO2 reductions on site 2020-2033	CO2 saving potential 2033 - 2080	Incentives and grant funding potential	Capital cost	Ownership risk	Opportunities	Summary	Arip's proposed options to take forward to shortlist	Agreed shortlisted options with Council	Comments (Arip post-workshop)		
																				Counterfactual	
Centralised technologies	ELECTRICITY	Council-led	Ground mounted PV	Micrgrid	Connection from building to micrgrid	MEDIUM Barrenly - sufficient irradiation/specific yield for PV to work Topography to the south Clash with area needed for house allocation	MEDIUM Barrenly - sufficient irradiation/specific yield for PV to work Clash with area needed for house allocation	HIGH	MEDIUM Grid reinforcement Micrgrid	LOW Installed across the UK	LOW Directly dependant on space available	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	MEDIUM SEG up to 5 MW	MEDIUM	LOW Can be expanded to nearby sites outside red line boundary	✗ Not suitable for housing development with no spare land ✗ Grid reinforcement	No	Yes - Hoyland South (Wentworth land outside red line boundary) + private wire	Discounted - Green belt across Wentworth land available near the site, which is unlikely to be released for PV site	
			Ground mounted PV and battery	Micrgrid	Connection from building to micrgrid	MEDIUM Same as above Battery needed if micrgrid is installed - to modulate supply/demand	MEDIUM Same as above Battery needed if micrgrid is installed - to modulate supply/demand	HIGH	MEDIUM Grid reinforcement Micrgrid	LOW Installed across the UK	MEDIUM Battery will allow it to contribute more to site's demand	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	MEDIUM SEG up to 5 MW	MEDIUM	LOW Can be expanded to nearby sites outside red line boundary	✗ Not suitable for housing development with no spare land ✗ Grid reinforcement	No	No		
			Wind turbines	Micrgrid	Connection from building to micrgrid	LOW Suitable wind speed for installation Not suitable for a housing development - visual impact locally and to landscape Avoid existing pylons	LOW Suitable wind speed for installation Not suitable for a housing development - visual impact locally and to landscape Avoid existing pylons	HIGH	MEDIUM Grid reinforcement Micrgrid	HIGH Complex planning permission Requires a lot of space/visual impact	LOW Compared to solar, will provide lower % of site's demand per m2	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	MEDIUM SEG up to 5 MW	HIGH	LOW Can be expanded to nearby sites Clearance to be respected	✗ Not suitable for housing development with no spare land / visual impact ✗ Grid reinforcement	No	No	
			Wind turbines with battery	Micrgrid	Connection from building to micrgrid	LOW Same as above Battery needed if micrgrid is installed - to modulate supply/demand	LOW Same as above Battery needed if micrgrid is installed - to modulate supply/demand	HIGH	MEDIUM Grid reinforcement Micrgrid	HIGH Complex planning permission Requires a lot of space/visual impact	LOW Compared to solar, will provide lower % of site's demand per m2	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	MEDIUM SEG up to 5 MW	HIGH	LOW Can be expanded to nearby sites Clearance to be respected	✗ Not suitable for housing development with no spare land / visual impact ✗ Grid reinforcement	No	No	
			Hydro power	Micrgrid	Connection from building to micrgrid	NO No main rivers are within or near to the site.	NO No rivers nearby. Watercourse within red line boundary appears to have very low water level.	HIGH	MEDIUM Grid reinforcement Micrgrid	HIGH Requires sufficient water conditions Complex planning permission	NONE No resources available	NONE No resources available	NONE No resources available	NONE No resources available	MEDIUM SEG up to 5 MW	HIGH	LOW Dependant on the source	✗ No water resources ✗ Not suitable for housing development with no spare land / visual impact ✗ Grid reinforcement	No	No	
			Geothermal power	Micrgrid	Connection from building to micrgrid	NO Requires high-temperature resource from deep underground (2-8km to 3MW project) Not suitable for a small housing development	NO Requires high-temperature resource from deep underground (2-8km to 3MW project) Not suitable for a small housing development	HIGH	MEDIUM Grid reinforcement Micrgrid	HIGH Requires ground investigations and viability depends on results of investigation Complex planning permission	LOW Renewable, but a large installation will be required to meet a small demand	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	LOW Little/no space available to contribute significantly to carbon savings	MEDIUM SEG up to 5 MW	HIGH	LOW Dependant on the source	✗ Not suitable for housing development with no spare land ✗ Boreholes 2-8km deep ✗ Grid reinforcement	No	No	
			District heating with Electrode boilers		Any wet heating system DHN connection to building and Heat Interface unit	HIGH Easy to modulate Need to check that enough spare capacity is available from DNO for peak demand	HIGH Easy to modulate Need to check that enough spare capacity is available from DNO for peak demand	LOW Energy centre	MEDIUM Grid reinforcement to cover heat 100% demand Trenching and underground pipework	MEDIUM Planning permission for underground network and energy centre. Large electrode boilers are relatively new	NONE Dependant on grid energy mix	LOW Decarbonisation of the grid is marginally better than gas system	HIGH Grid carbon factor is very low. Use electric backup, not gas boilers	MEDIUM HNP (up to March 2022) HNDU (unknown closure date)	HIGH		LOW Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions	✓ CO2 savings (long term) ✓ Can be futureproofed, and heat source can be replaced ✗ Grid reinforcement	Yes	Yes	
			District heating with Biomass boiler	Peak/backup plant Gas boiler Electrode boiler	Any wet heating system DHN connection to building and Heat Interface unit	HIGH Works with high temperature heating systems Need fuel delivery strategy, fuel access, fuel storage. Larger EC than other fossil fuelled technologies	HIGH Works with high temperature heating systems Need fuel delivery strategy, fuel access, fuel storage. Larger EC than other fossil fuelled technologies	MEDIUM Energy centre Requires large storage space for fuel	HIGH Fuel delivery strategy Trenching and underground pipework	MEDIUM Planning permission for underground network and energy centre. Fuel supply strategy	NONE Biomass is not a renewable source.	HIGH Biomass carbon factor is the lowest and can meet most of the demand all year round. Use electric backup/peaking plant, not gas boiler	HIGH Biomass carbon factor is the lowest and can meet most of the demand all year round. Use electric backup/peaking plant, not gas boiler	MEDIUM HNP (up to March 2022) HNDU (unknown closure date)	HIGH		LOW Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions	✓ High CO2 savings ✓ Incentives available ✓ Can be futureproofed, and heat source can be replaced ✗ Fuel supply strategy ✗ Larger energy centre	Yes	Yes	
			District heating with WSP	Peak/backup plant Gas boiler Electrode boiler	Low temperature wet heating system DHN connection to building and Heat Interface unit	NO No watercourses nearby	NO No rivers nearby. Watercourse within red line boundary appears to have very low water level.	MEDIUM Energy centre Requires connection to body of water	MEDIUM Grid reinforcement Trenching and underground pipework	HIGH Planning permission for underground network and energy centre. Complex planning permission related to water source	NONE No resources available	NONE No resources available	NONE No resources available	NONE No resources available	HIGH Non-domestic RHI REGO HNP (up to March 2022) HNDU (unknown closure date)	HIGH	LOW Dependant on the source	✗ No water resources	No	No	
			District heating with ASHP	Peak/backup plant Gas boiler Electrode boiler	Low temperature wet heating system DHN connection to building and Heat Interface unit	MEDIUM Noise and cold air exhaust issues in a residential area House heating systems will need to be medium/low temperature (longer radiators, underfloor heating) - ideal during development phase Need larger EC than other fossil fuelled technologies + clearance for free flow of air	MEDIUM Noise and cold air exhaust issues in a residential area House heating systems will need to be medium/low temperature (longer radiators, underfloor heating) - ideal during development phase Need larger EC than other fossil fuelled technologies + clearance for free flow of air	MEDIUM Energy centre Requires space for heat pump and air flow	MEDIUM Grid reinforcement Trenching and underground pipework	MEDIUM Planning permission for underground network and energy centre	HIGH Ground energy and grid energy mix	MEDIUM COP affected seasonally.	HIGH Grid carbon factor is very low. Use electric backup, not gas boilers	HIGH HNP (up to March 2022) HNDU (unknown closure date)	HIGH		LOW Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions	✓ High CO2 savings ✓ Incentives available ✓ Can be futureproofed, and heat source can be replaced ✗ Noise and cold air issues ✗ Larger energy centre ✗ Grid reinforcement	Yes	Yes	
			District heating with GSHP (closed loop, vertical boreholes)	Peak/backup plant Gas boiler Electrode boiler	Low temperature wet heating system DHN connection to building and Heat Interface unit	HIGH Possible areas for boreholes: archery ground, green areas in sports facility, school playing fields. Add boreholes as you extend the network to the north of the site. House heating systems will need to be medium/low temperature (longer radiators, underfloor heating) - ideal during development phase	HIGH Possible areas for boreholes: school playing fields, recreational area, and other green spaces. Add boreholes as you extend the network to the north of the site. House heating systems will need to be medium/low temperature (longer radiators, underfloor heating) - ideal during development phase	HIGH Energy centre Requires space and clearance for communal boreholes	MEDIUM Grid reinforcement Trenching and underground pipework	HIGH Planning permission for underground network and energy centre. Ground investigations Complex planning permission	HIGH Ground energy and grid energy mix	HIGH Higher CoP's than ASHP, so uses less electricity	HIGH Grid carbon factor is very low. Use electric backup, not gas boilers	HIGH Non-domestic RHI HNP (up to March 2022) HNDU (unknown closure date)	HIGH		LOW Can be futureproofed for larger capacity Extra heat sources and consumers can be added	✓ High CO2 savings ✓ Incentives available ✓ Can be futureproofed ✗ Noise and cold air issues area required ✗ High development risk ✗ Grid reinforcement	Yes	Yes	
District heating with Mine water and heat pump	Peak/backup plant Gas boiler Electrode boiler	Low temperature wet heating system DHN connection to building and Heat Interface unit	HIGH Viable - Mine water levels estimated at the appropriate depth for pumping to surface. Temperature obtained is 12°C. Requires heat pump to elevate temperature	NO No identified mine entries within or near the red line boundary	HIGH Energy centre 2 new boreholes to access groundwater, and pipework from there to EC	MEDIUM Grid reinforcement Trenching and underground pipework	HIGH Planning permission for underground network and energy centre. Complex planning permission. Coal Authority and mine water treatment issues.	HIGH Depends on availability of mine water	HIGH Water and ground energy + grid energy mix	HIGH Similar to GSHP system	HIGH Similar to GSHP system	HIGH Non-domestic RHI HNP (up to March 2022) HNDU (unknown closure date)	HIGH	LOW Can be futureproofed for larger capacity Extra heat sources and consumers can be added	✓ High CO2 savings ✓ Incentives available ✗ High development risk - requires Coal Authority's early involvement ✗ Grid reinforcement	Yes - Houland South No - Royston	Yes - Houland South No - Royston				
District heating with Gas CHP (as base load)	Peak/backup plant Gas boiler Electrode boiler	Any wet heating system DHN connection to building and Heat Interface unit	HIGH Works with high temperature heating systems May not align with climate emergency unless replaced by low carbon tech later Electricity generated can be used onsite or sold to grid	HIGH Works with high temperature heating systems May not align with climate emergency unless replaced by low carbon tech later Electricity generated can be used onsite or sold to grid	LOW Energy centre	HIGH Grid reinforcement Gas supply to energy centre Trenching and underground pipework	MEDIUM Planning permission for underground network and energy centre.	NONE Electricity generated/displaced by gas CHP will have worse carbon factor than grid average for this period	NONE Electricity generated/displaced by gas CHP will have worse carbon factor than grid average for this period	NONE Electricity generated/displaced by gas CHP will have worse carbon factor than grid average for this period	MEDIUM HNP (up to March 2022) HNDU (unknown closure date)	HIGH		LOW Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions	✓ Can be futureproofed, and heat source can be replaced ✗ No carbon savings	No	No				



HEA		Peak/backup plant	Any wet heating system	GHG	GHG	LOW	GHG	MEDIUM	NONE	NONE	NONE	MEDIUM	GHG					
25	District heating with Gas CHP with battery	Gas boiler Electric/electrode boiler	Any wet heating system DHN connection to building and Heat Interface unit	Same as above Battery allows electricity to be used on-site when needed instead of exported. May not offer benefits.	Same as above Battery allows electricity to be used on-site when needed instead of exported. May not offer benefits.	Energy centre	Grid reinforcement Gas supply to energy centre Trenching and underground pipework	Planning permission for underground network and energy centre.	NONE	Electricity generated/displaced by gas CHP will have worse carbon factor than grid average for this period	Electricity generated/displaced by gas CHP will have worse carbon factor than grid average for this period	(HNP up to March 2022) (H2U) (unknown closeout date)	Non-domestic RHI (HNP up to March 2022) (H2U) (unknown closeout date)	Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions	Can be futureproofed, and heat source can be replaced X No carbon savings	No	No	
26	District heating with Biomass CHP	Gas boiler Electric/electrode boiler	Any wet heating system DHN connection to building and Heat Interface unit	Works with high temperature heating systems Heed fuel delivery strategy, fuel access, fuel storage. Larger EC than other fossil fuelled technologies Electricity generated can be used onsite or sold to grid	Works with high temperature heating systems Heed fuel delivery strategy, fuel access, fuel storage. Larger EC than other fossil fuelled technologies Electricity generated can be used onsite or sold to grid	Energy centre Requires large storage space for fuel	Grid reinforcement Fuel delivery strategy to energy centre Trenching and underground pipework	Planning permission for underground network and energy centre. Fuel supply strategy	NONE	Biomass carbon factor is very low Electricity generated from this will have low carbon factor	Biomass carbon factor is very low Electricity generated from this will have low carbon factor	(HNP up to March 2022) (H2U) (unknown closeout date)	Non-domestic RHI (HNP up to March 2022) (H2U) (unknown closeout date)	Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions	High CO2 savings Incentives available Can be futureproofed, and heat source can be replaced X Fuel supply strategy X Larger energy centre X Grid reinforcement	Yes	Yes	Discounted - phased demand will make a biomass CHP very difficult to operate effectively. Small biomass CHP are not efficient
27	District heating with Biomass CHP with battery	Gas boiler Electric/electrode boiler	Any wet heating system DHN connection to building and Heat Interface unit	Same as above Battery allows electricity to be used on-site when needed instead of exported. May not offer benefits.	Same as above Battery allows electricity to be used on-site when needed instead of exported. May not offer benefits.	Energy centre Requires storage space for fuel	Grid reinforcement Fuel delivery strategy to energy centre Trenching and underground pipework	Planning permission for underground network and energy centre. Fuel supply strategy	NONE	Biomass carbon factor is very low Electricity generated from this will have low carbon factor	Biomass carbon factor is very low Electricity generated from this will have low carbon factor	(HNP up to March 2022) (H2U) (unknown closeout date)	Non-domestic RHI (HNP up to March 2022) (H2U) (unknown closeout date)	Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions	High CO2 savings - battery allows electricity to be used on-site Incentives available Can be futureproofed, and heat source can be replaced X Fuel supply strategy X Larger energy centre X Grid reinforcement	Yes	Yes	Discounted - phased demand will make a biomass CHP very difficult to operate effectively. Small biomass CHP are not efficient
28	District heating with Hydrogen boilers	Gas boiler Electric/electrode boiler	Any wet heating system DHN connection to building and Heat Interface unit	Requires hydrogen delivered (tanks). Viability depends on method of production of hydrogen.	Requires hydrogen delivered (tanks). Viability depends on method of production of hydrogen.	Energy centre Requires large storage space for fuel if it is tankered in	Fuel delivery strategy to energy centre Trenching and underground pipework	Planning permission for underground network and energy centre. Hydrogen supply chain	GHG	Depends on supply chain. Assume electrolysis from excess renewable energy	Assume hydrogen has zero carbon emission factor (electrolysis)	(HNP up to March 2022) (H2U) (unknown closeout date)	Non-domestic RHI (HNP up to March 2022) (H2U) (unknown closeout date)	Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions Can connect to future H2 network	High CO2 savings Can be futureproofed, and heat source can be replaced Potential to connect to H2 network X Fuel supply strategy (H2)	Yes	Yes	Discounted - hydrogen boilers suppliers are low in numbers non-existent
29	District heating with Hydrogen fuel cell CHP (electricity with heat as byproduct)	Gas boiler Electric/electrode boiler	Any wet heating system DHN connection to building and Heat Interface unit	Requires hydrogen delivered (tanks). Viability depends on method of production of hydrogen.	Requires hydrogen delivered (tanks). Viability depends on method of production of hydrogen.	Energy centre Requires large storage space for fuel if it is tankered in	Grid reinforcement Fuel delivery strategy to energy centre Trenching and underground pipework	Planning permission for underground network and energy centre. Hydrogen supply chain	GHG	Depends on supply chain. Assume electrolysis from excess renewable energy	Assume hydrogen has zero carbon emission factor (electrolysis)	(HNP up to March 2022) (H2U) (unknown closeout date)	Non-domestic RHI (HNP up to March 2022) (H2U) (unknown closeout date)	Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions Can connect to future H2 network	High CO2 savings Can be futureproofed, and heat source can be replaced Potential to connect to H2 network X Fuel supply strategy (H2) X Grid reinforcement	Yes	Yes	Discounted - cost of plant and of tankered-in hydrogen make this option very expensive. This translates into an annual cost of heat (Dyner) to homeowner at least 3 times more expensive than wastewater scheme
30	District heating with Hydrogen fuel cell CHP w. battery	Gas boiler Electric/electrode boiler	Any wet heating system (high temp or low temp) Requires connection to home (including heat exchangers/H2U)	Same as above Battery allows electricity to be used on-site when needed instead of exported. May not offer benefits.	Same as above Battery allows electricity to be used on-site when needed instead of exported. May not offer benefits.	Energy centre Requires large storage space for fuel if it is tankered in	Grid reinforcement Fuel delivery strategy to energy centre Trenching and underground pipework	Planning permission for underground network and energy centre. Hydrogen supply chain	GHG	Depends on supply chain. Assume electrolysis from excess renewable energy	Assume hydrogen has zero carbon emission factor (electrolysis) Battery would allow electricity to be used on-site, improving the carbon savings	(HNP up to March 2022) (H2U) (unknown closeout date)	Non-domestic RHI (HNP up to March 2022) (H2U) (unknown closeout date)	Can be futureproofed for larger capacity Extra heat sources and consumers can be added Can swap heat source technology for lower emissions Can connect to future H2 network	High CO2 savings - battery allows electricity to be used on-site Can be futureproofed, and heat source can be replaced Potential to connect to H2 network X Fuel supply strategy (H2) X Grid reinforcement	Yes	Yes	Same as above
31	District heating with Solar thermal farm	Gas boiler Electric/electrode boiler	DHN connection to building and Heat Interface unit	Can provide DHW, and preheat central heating Will require backup throughout winter. Will need to be coupled with another low-carbon technology	Can provide DHW, and preheat central heating Will require backup throughout winter. Will need to be coupled with another low-carbon technology	Energy centre Solar collectors	Grid reinforcement Trenching and underground pipework	Planning permission for underground network and energy centre	LOW	Depends on irradiance and land available	Little/no space available to contribute significantly to carbon savings	(HNP up to March 2022) (H2U) (unknown closeout date)	Non-domestic RHI (HNP up to March 2022) (H2U) (unknown closeout date)	Requires large space to make a significant contribution to heat. Not suitable for housing development with no spare land. X Seasonal performance	No	No		

## Appendix E

### **Hoyland South Integrated Risk Matrix (IRM)**

## E1 Distributed heating options IRM

The following table documents the calculated IRM values for each distributed heating shortlisted option. These values have been estimated based on technology assumptions listed in Appendix C.

Technology option	Carbon emissions 2030-2045 (phases 2, 3 and 4)	Carbon savings 2030-2045 (phases 2, 3 and 4)	Capex (phases 2, 3 and 4)	OPEX (phases 2, 3 and 4)	Annual cost of heat (pre-2025)	Annual cost of heat (post-2025)
	Tonnes CO2e	Tonnes CO2e	£	£/year	£/dwelling	£/dwelling
Gas boiler (counterfactual)	17,000	-	-	-	-	-
Electric radiators	5,000	12,000	1,500,000	750,000	1,200	700
Electric boiler with wet heating system	5,000	12,000	5,000,000	750,000	1,400	900
ASHP	2,000	15,000	7,500,000	350,000	1,100	900
GSHP	2,000	15,000	19,500,000	250,000	1,200	1,100
Solar thermal + gas boiler	9,000	8,000	8,500,000	300,000	800	700

This study assumes dwellings built from 2025 will have a higher fabric performance standard, with lower space heating demand and lower annual cost of heat. The majority of homes at this site are built post-2025.

## E2 Centralised heating options IRM

The following table documents the calculated IRM values for each centralised heating shortlisted option, applied to phases 2, 3 and 4 only. These values have been caudated based on technology assumptions listed in appendix C.

Technology option	Carbon emissions 2030-2045 (phases 2,3 and 4)	Carbon savings 2030- 2045 (phases 2,3 and 4)	Capex (phases 2,3 and 4)	OPEX (phases 2,3 and 4)	Annual cost of heat (pre-2025)	Annual cost of heat (post-2025)
	Tonnes CO2e	Tonnes CO2e	£	£/year	£/dwelling	£/dwelling
Electric/electrode boilers	5,000	12,000	10,000,000	800,000	1,500	1,000
Biomass boilers	3,000	14,000	10,500,000	450,000	1,100	700
ASHP	3,000	14,000	11,000,000	500,000	1,200	800
GSHP	2,000	15,000	12,000,000	450,000	1,100	800
Minewater and heat pump	3,000	14,000	13,000,000	450,000	1,200	800

## E3 IRM scoring

The calculated IRM values have been converted to scores using the scoring ranges documented below.

Score	CO2e savings from site completion to 2045		CAPEX		OPEX		Annual cost of heat	
	Tonnes CO2e		£		£/year		£/dwelling	
	Lower bound	Upper bound	Lower bound	Upper bound	Lower bound	Upper bound	Lower bound	Upper bound
5	15,000	16,000	0	2,000,000	0	300,000	700	800
4	14,000	15,000	2,000,000	5,000,000	300,000	400,000	800	900
3	12,000	14,000	5,000,000	10,000,000	400,000	500,000	900	950
2	10,000	12,000	10,000,000	15,000,000	500,000	600,000	950	1000
1	0	10,000	15,000,000	20,000,000	600,000	800,000	1,000	2000



## Appendix F

### **Royston Integrated Risk Matrix (IRM)**

## F1 Distributed heating IRM

The following tables document the calculated IRM values for each distributed heating shortlisted option for both dwellings and schools. These values have been estimated based on technology assumptions listed in Appendix C.

### Dwellings

Technology option	Carbon emissions 2032-2045	Carbon savings 2032-2045	Capex	OPEX	Annual cost of heat (pre-2025)	Annual cost of heat (post-2025)
	kgCO <sub>2</sub> e/dwelling	kgCO <sub>2</sub> e/dwelling	£/dwelling	£/year	£/dwelling	£/dwelling
Gas boiler (counterfactual)	17,000	-	-	-	-	-
Electric radiators	4,000	13,000	2,000	900	1,200	700
Electric boiler with wet heating system	4,000	13,000	6,000	900	1,400	900
ASHP	1,000	16,000	9,000	500	1,100	900
GSHP	1,000	16,000	24,000	300	1,200	1,000
Solar thermal + gas boiler	13,000	4,000	11,000	400	900	700

This study assumes dwellings built from 2025 will have a higher fabric performance standard, with lower space heating demand and lower annual cost of heat. The majority of homes at this site are built post-2025.

## Schools

Technology option	Carbon emissions 2022-2045	Carbon savings 2022-2045	Capex	OPEX	Annual cost of heat
	Tonnes CO2e	Tonnes CO2e	£	£/year	£
Gas boiler (counterfactual)	650	-	-	-	-
Electric/electrode boilers	350	300	50,000	17,000	18,000
ASHP	200	450	75,000	9,000	11,500
GSHP	150	500	110,000	8,000	10,500

## F2 IRM scoring

The calculated IRM values have been converted to scores using the scoring ranges documented below for both dwellings and schools.

### Dwellings

Score	CO2e savings from site completion to 2045		CAPEX		OPEX		Annual cost of heat	
	kgCO2e		£/dwelling		£/year		£/dwelling	
	Lower bound	Upper bound	Lower bound	Upper bound	Lower bound	Upper bound	Lower bound	Upper bound
5	15,000	16,000	0	2,000	0	300	600	800
4	14,000	15,000	2,000	6,000	300	400	800	900
3	12,000	14,000	6,000	10,000	400	500	900	950
2	10,000	12,000	10,000	15,000	500	600	950	1,000
1	0	10,000	15,000	25,000	600	1,000	1,000	1,500

### Schools

Score	CO2e savings from school completion to 2045		CAPEX		OPEX		Annual cost of heat	
	Tonnes CO2e		£		£/year		£/dwelling	
	Lower bound	Upper bound	Lower bound	Upper bound	Lower bound	Upper bound	Lower bound	Upper bound
5	450	600	0	50,000	0	8,000	0	10,500
4	350	450	50,000	60,000	8,000	9,000	10,500	11,000
3	200	350	60,000	75,000	9,000	11,000	11,000	12,000
2	100	200	75,000	90,000	11,000	13,000	12,000	15,000
1	0	100	90,000	115,000	13,000	18,000	15,000	18,000

## Appendix G

### Pathway assumptions



## G1 Pathway assumptions

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The following general assumptions have been made throughout the development of all pathways:

- All capital costs incurred from the installation of technologies in dwellings is assumed to be passed on to the homeowner through the increased price of the dwelling.
- The carbon emissions for each pathway are based on energy supply options being replaced like for like once they reach their end of life.

### Dwellings

ASHP assumptions:

- All dwellings will be fitted with an ASHP as part of the construction process which will meet 100% of the dwellings' space heating and hot water demands.

PV assumptions:

- A 3kWp PV systems will be installed on all south facing dwellings (approximately 33% of total dwellings in each development).
- The PV system is sized based on an average installation in the UK, occupying an area of 20-25m<sup>2</sup>.
- It is estimated that the PV system will be able to provide approximately 90% of a dwelling's annual electrical demand, exporting excess to the grid throughout the summer and importing some grid electricity during winter.
- Homeowners will receive payments through the Smart Export Guarantee (SEG) scheme when exporting electricity to the grid, which contributes to their O&M savings.
- The operation of the PV does not account for electricity required for heating solutions.

### Shops

The following assumptions relate to the shop's pathway:

- 35kWp roof mounted PV system will be installed on the shop's roof, based on assumptions of roof space available.
- PV system will supply approximately 10% of the shops electricity demand. The rest is to be provided by grid electricity.

## School

The following assumptions relate to the Royston's school electricity and heating solutions:

- 50kWp roof mounted PV system will be installed on the school roof.
- The PV system will supply approximately 45% of the school's annual electricity demand. This does not include any electricity required for the GSHP or electric boiler backup. The balance is met by 65% supply from the grid and 10% export to the grid, throughout the year.
- The school's PV system will export to the grid during the summer.
- The school's heating demand will be met by a GSHP and backup electric boiler.
- The GSHP system will produce approximately 80% of the school's heating demand. The remaining 20% will come from the electric boiler backup.

<b>MEETING:</b>	Audit and Governance Committee
<b>DATE:</b>	Wednesday, 2 June 2021
<b>TIME:</b>	4.00 pm
<b>VENUE:</b>	The Civic, Barnsley - The Civic

## MINUTES

**Present** Councillors Lofts (Chair), Barnard, Hunt and Richardson together with Independent Members - Ms K Armitage, Mr S Gill, Mr P Johnson and Mr M Marks

### 1. DECLARATIONS OF PECUNIARY AND NON-PECUNIARY INTEREST

There were no declarations of interest from Members in respect of items on the agenda.

### 2. MINUTES

The minutes of the meeting held on the 14<sup>th</sup> April, 2021 were taken as read and signed by the Chair as a correct record.

### 3. APPOINTMENT OF VICE CHAIR

**RESOLVED** that Mr S Gill be appointed Vice Chair of this Committee for the ensuing year.

### 4. DATA PROTECTION AND INFORMATION GOVERNANCE COMPLIANCE - PRESENTATION

Mr R Winter (Data Protection Officer) and Ms S Hydon (Head of Service Design and Compliance) gave a presentation which presented a 6-monthly update on Data Protection and Information Governance Compliance.

The presentation covered four themes, Records Management, Incident Management, Smart Working and Cyber Security. Mr Winter outlined the Data Protection issues identified within each area and Ms Hydon outlined the procedures and processes that had been put in place to ameliorate any issues or concerns.

Particular reference was then made to the following:

- Records Management:
  - The digitisation of records
  - The general review needed by Business Units
  - Physical records held in Council buildings
  - The impact on the ability to respond promptly to Freedom of Information and Subject Access requests
  - An audit to be undertaken of records management and document retention in 2021/22

The benefits of homeworking meant that there was less use of paper which meant there was less likely to be a records/data breach and records were being digitised where possible.

The Council currently had 22,200 boxes of documentation currently in storage as well as a significant amount of microfiche. The digitisation of these documents was ongoing.

Work was also ongoing to index digitised records so that they were easily retrievable, and the Records Manager was looking at retention of records so that those no longer needed were destroyed securely.

The Information Asset Management Record had been updated so that the location of and information about records held was known.

Shared and network drives had been migrated into SharePoint with appropriate naming conventions making it easier and quicker to retrieve information.

Mandatory Training had been provided and elements of records management were included within Information Governance Training.

A new approach 'Easy File' had been developed in relation to employee/HR records. The Data Protection Impact Assessment Template had been updated to include records management.

- Incident Management
  - There were still relatively low numbers and were decreasing but there was always room for learning and improvement
  - The majority of incidents related to 'disclosure in error' by email and post
  - The Data Protection Officer would review this area during 2021/22 to ensure that the response by Business Units was appropriate, timely and avoided repeat incidents

The number of breaches this quarter was from this quarter last year. This may be attributable to home working where it was sometimes easier to concentrate with fewer distractions or the fact that people were using paper less. There was, however, still the chance of emails going amiss.

The use of the IT DigITal Hub meant that incidents were easily reported so that appropriate action could be initiated by the Information Governance Team. A brief outline of the action taken to give support and reassurance to staff was outlined and it was noted that staff were mortified that such a mistake had been made.

All lessons learned were captured and this informed future actions.

The Service had a good relationship with the Information Commissioner in relation to significant breaches, although this was very rare.

Appropriate training was provided for Elected Members and officers every 8-2 weeks and focused on any areas of concern. In addition, a mandatory training dashboard had been introduced which allowed managers to identify who and who had not done training on time.

An Incident Dashboard enabled managers and Service Directors to see breaches or near misses.

In order to address emails being sent to the wrong recipient, an intelligence had been built into the email client which provided a prompt and questioned whether or not the recipient was correct.

- Smart Working - the Smart Working initiative which had been in place had been expedited as a result of the pandemic and this had highlighted some important Data Protection and Information Governance issues and linked to records management. As a result, the policies and guidance around smart working were under review

Smart Working was a corporate programme and how Information Governance Supported that was around policies. The Mobile Device policy had been reviewed and a new 'Bring your own device' policy had just been approved which would be launched later in the summer.

The concept of 'Barnsley is our office' was becoming embedded and as part of that all IT devices had been updated and a lot of work had been undertaken around digital skills and giving people the right skills and tools to work anywhere safely.

- Cyber Security
  - Hackney, Redcar and Cleveland Councils had been victims of significant cyber security attacks
  - Staff were usually the gateway to such incidents
  - Phishing, whaling and password security issues were areas where there was a need to be vigilant, to minimise risks and train people to be aware of vulnerabilities
  - The Data Protection Officer was currently undertaking an assurance review focusing particularly on the first 12 months of the Data Security Strategy to examine how effective it had been and examining whether the key milestones had been achieved

This was an area of key focus. The Hackney, Redcar and Cleveland Councils had been hit by a ransomware attack and it had taken several months for all the systems to be all brought back on line and even today they were still experiencing issues with some legacy systems.

Generally speaking cloud hosting solutions were found to be more robust to attack and in the Council a 'Cloud Where Appropriate' Strategy had been adopted and SAP, one of the most critical systems, was being migrated over from a legacy system.

All the Security Team were Microsoft assured/cloud accredited which gave additional assurance.

A new Information Security Management Solution had been introduced and this linked to the contracts register so should any suppliers make any changes to their systems the Council would know about it and could be assured that there was no impact on the security systems and controls in place.



PSN (public Service Network) was the main accreditation tool and ensured that secure systems were in place. Any areas that failed the PSN test had either been upgraded or their use discontinued.

Succumbing to a Phishing attack was generally one of the Key areas of vulnerability and one of the easiest ways to allow cyber criminals onto any network. Users were tested regularly and phishing and whaling campaigns were undertaken. Subsequent to the exercises, anyone clicking on the links in error were advised of what they should have done and were required to undertake a mandatory training course.

The Service had also undertaken a password cracking exercise recently to test compliance with the Council's Password Policy.

Finally, the Service had signed up to the National Cyber Security Centre initiatives which assisted with proactive monitoring and early warning of issues.

The Data Protection Officer then gave a brief overview of DPO Assurance Reviews planned and DPO activity undertaken during 2020/21.

In the ensuing discussion, the following matters were highlighted:

- The Data Protection Officer reported that either he or Internal Audit undertook assurance reviews where these were not of a technical nature. Regular penetration testing and numerous health checks were undertaken throughout the year. External accreditation providers were used including central government
- Staff were encouraged to use the 'bcc' function in emails to prevent third party email addresses being given out inadvertently. The Egress security system issued prompts in relation to this
- Last year the authority stopped over 8,000 phishing and cyber attacks and these came from all over the world. One had been successful but had been stopped immediately
- The Council would always follow National Cyber Security Centre guidance and not look to pay a ransom. The main focus was to stop an attack in the first place and to have business continuity arrangements in place should they be needed
- There were no repeat individual offenders although there had been repeat incidents from Teams. This was largely human error and additional training was always provided. If an individual continued to do something wrong that would be taken up as a capability issue. Previous concerns raised with the Information Commissioner had all come back with no action recommended as the processes and procedures in place were seen to be robust
- The Executive Director Core Services briefly reported on the plans being prepared for agile working following the easing of lockdown. A hybrid approach was being adopted to allow a mix of home and office-based working. These plans were being prepared within the context of the need to secure and sustain the economy of the town. A set of principles was being devised entitled 'Barnsley is our office' but it was recognised that for some professions home working was not and never had been an option. It was unlikely that the former ways of working would resume exactly the same as before the

pandemic and the authority was looking at the future use of office space and potential savings to be made

- Reference was briefly made to the arrangements in place and being introduced in order to ensure data and information security in relation to remote working

**RESOLVED** that the presentation be received and noted and that Mr Winter and Ms Hydon be thanked for attending and for answering Members questions.

## **5. INTERNAL AUDIT INTERIM ANNUAL REPORT 2020-21**

The Head of Internal Audit, Anti-Fraud and Assurance submitted his interim annual report on the adequacy and effectiveness of the Authority's Internal Control Arrangements based on the work of Internal Audit for 2020/21 which had been prepared in accordance with the Public Sector Internal Audit Standards.

In order to comply with these Standards, the report provided:

- An opinion on the overall adequacy and effectiveness of the Authority's framework of governance, risk management and control
- A summary of the audit work undertaken to formulate the opinion
- Details of key control issues identified which could be used to inform the Annual Governance Statement
- The extent to which the work of other review or audit bodies had been relied upon.

Appendices to the report provided a summary of Internal Audit reports for the year, details and outcome of other Audit Activities, projects and work currently in progress, agreed management actions and the Financial Year End Performance Indicators 2020/21.

The report indicated that based on the overall results of Internal Audit work undertaken to date, together with the management's implementation of recommendations, and despite the fact that the plan had changed significantly throughout the year because of the pandemic, the indicative opinion given was a reasonable (positive) assurance. This was based on an agreed programme of risk-based audit coverage that had enabled a valid indicative assurance opinion to be provided.

There was clearly a positive culture in the Council to explore where control and governance improvements could be made, and it was important that this culture remained and focused on maintaining an appropriate risk-based and effective framework of controls as the authority continued to respond to and recover from the Covid 19 pandemic and as it worked towards the Barnsley 2030 vision.

The key results from all completed audits had been reported previously within the Internal Audit progress reports and these were summarised in this report. Throughout the year the Committee had also been made aware of progress in the implementation of audit report recommendations.

The current draft Audit Plan for 2021/22 focussed on supporting management to consider the approach to controls in the context of the impact of Covid 19.

In the ensuing discussion, the following matters were highlighted:

- There was a discussion of whether or not the Council should be striving for substantial assurance rather than reasonable and this was placed within the context of affordability. There were pockets of the Council that were very well controlled and got a substantial assurance. The overall aim, however, was for Internal Audit to identify improvements and a less than substantial opinion might be given as areas for improvement had been identified. The issue then was how management embraced those opportunities for improvement and judgements had to be made about the risks inherent with what was found versus the cost of the controls that could be implemented. The External Auditor felt that it was important that management was encouraged to ask Internal Audit to look at areas where there was a potential issue and for a list of recommendations to be issued and a limited assurance grading given in an open and transparent culture rather than to detract from management not wanting to ask for such reviews.
- Information was provided about the outcome of the two reports into Procurement Compliance and the action taken to ensure that practice and understanding required was embedded. This provided a good example of where Internal Audit was brought in for advice and support to what was a known and existing problem. It was noted that the issues identified had been addressed
- Background information was provided about the lack of declaration of interests by NPS Barnsley Ltd and the issue around the blurring of client/contract arrangements. This had not been a serious or irregular issue and had now been addressed. The issue had contributed in part to the decision to end the previous arrangements
- Reference was made to the increase in the number of reports issued during the year and to the significant increase in the number of reasonable assurances given particularly compared to the previous two years. It was reported that the figures were skewed slightly because of the work undertaken on Covid which had increased the number of reports by 15. The Committee had seen sight of these before and all had received a reasonable assurance. There had been more pieces of work undertaken but this could vary year on year dependent upon the Audit Plan and the size and type of the work undertaken. It was hoped that this was a trend going forward as it was hoped that more assurance reports would be undertaken in future
- There had been no change in the methodology or criteria for the audit assessment that would impact on the 'grading' of the assurance opinion given

**RESOLVED:-**

- (i) that the assurance opinion provided by the Head of Internal Audit, Anti-Fraud and Assurance on the adequacy and effectiveness of the Authority's framework of governance, risk management and control be noted; and
- (ii) that the key issues arising from the work of Internal Audit in the context of the Annual Governance Statement be noted.

## 6. INTERNAL AUDIT CHARTER 2021-24

The Head of Internal Audit, Anti-Fraud and Assurance submitted a report prefacing the Internal Audit Charter 2021-2024 which had been prepared in accordance with the Public Sector Internal Audit Standards (PSIAS) and which provided a reminder of the key aspects of the Internal Audit Function and gave assurance regarding how the Internal Audit Function was resourced, managed, organised and delivered its responsibilities.

It was reported that the Charter had been reviewed by the assessor who was undertaking the external quality assessment which was commencing next week. He had commented that this was an exemplar Charter and he had been given permission to use it when asked by other Internal Audit Teams what a good Charter looked like. The Head of Internal Audit, Anti-Fraud and Assurance was, therefore, satisfied that the requirements of the PSIAS had been met.

The Charter remained largely unchanged from the previous version with the exception of a few minor adjustments. It had been written in a generic manner and would be shared with other client organisations following this meeting.

**RESOLVED** that, being satisfied that Charter meets the requirements of the Public Sector Internal Audit Standards and adequately represents and describes the required function to provide this Committee and Senior Management with a professional service, the Internal Audit Charter, be approved.

## 7. CORPORATE ANTI-FRAUD TEAM ANNUAL REPORT - 2020/21

The Head of Internal Audit, Anti-Fraud and Assurance submitted a report providing an account of counter fraud related activity undertaken by the Internal Audit Corporate Anti-Fraud Team during the period 1<sup>st</sup> April, 2020 to 31<sup>st</sup> March.

In 2020/21 the Team had a total budgeted plan of 600 days, however, as part of the Council's response to the Covid pandemic, two members of the Team had been redeployed to other council departments for a total of 101 days. Preventative anti-fraud work undertaken totalled 319 days, reactive investigations totalled 236 days and a further 50 days related to time provided by Internal Audit colleagues in respect of business support grant assurance.

The report provided a summary of activity together with the outcome in relation to corporate pro-active counter fraud activity, National Fraud Initiative work and reactive work undertaken during the year. An appendix to the report provided a summary of the reactive work undertaken.

In the ensuing discussion, the following matters were highlighted:

- There was a discussion of the work undertaken in relation to the misuse of the Blue Badge scheme and to the reasons for the decision by the courts not to proceed with prosecutions and to the subsequent actions taken
- Arising out of the above, further information would be provided for Members on the number of blue badges in use. Information was also provided on the

way in which validity checks were made to ensure that such badges were still valid and being used correctly

- Good progress had been made on the checks undertaken in relation to small business and retail, hospitality and leisure grants but nearly 700 were left to check. In response to specific questioning the Head of Internal Audit, Anti-Fraud and Assurance gave a brief overview of how this work was undertaken

#### **RESOLVED:**

- (i) That the Annual Fraud report be received and the continued progress made in the development of effective arrangements and measures to minimise the risk of fraud and corruption be noted; and
- (ii) That the embedding of a culture of zero tolerance and high levels of awareness regarding fraud and corruption continue to be supported.

### **8. ANNUAL GOVERNANCE STATEMENT ACTION PLAN UPDATE**

The Head of Internal Audit, Anti-Fraud and Assurance submitted a report on the progress made with the completion of the actions identified as part of the Annual Governance Review 2019/20 and confirming that any actions that remained outstanding would be included in the Annual Governance Statement Action Plan 2020/21.

The Annual Governance review process for 2019/20 had comprised a facilitated self-assessment with each Business Unit. The key outcomes of these assessments identified the strengths, areas for enhancement and areas for improvement and these later areas were included in a governance action plan which formed part of the Annual Governance Statement and was detailed within Appendix 1 to the report. Progress against the Action Plan had been regularly considered by this Committee with the last report being submitted to the March meeting when it was noted that the majority of the actions had been completed.

Outstanding Actions, which would be included in the 2020/21 AGS Action Plan (if they hadn't subsequently been completed at the time of publication), were outlined within Appendix 2 to this report.

Arising out of the discussion, reference was made to the training on phishing awareness which is was noted was mandatory for all employees and Elected Members.

**RESOLVED** that the progress being made against each item listed in the Annual Governance Statement Action Plan and the proposal to carry forward any outstanding actions to the Annual Governance Statement Action Plan 2020/21 be noted.

### **9. ANNUAL RISK MANAGEMENT REPORT**

The Head of Internal Audit, Anti-Fraud and Assurance submitted a report summarising the risk management activity over the last 12 months which contributed to the assurances the Committee required as part of the Annual Governance



Statement Process. The report also took a forward look at the work planned for the current financial year.

The report outlined the background to the change of approach to risk management, the findings of the Annual Governance Review 2019/20 which confirmed the change needed to the risk management approach and system, the development of the new Risk Management System and work planned for the remainder of the year. It was also noted that the new Strategic Risk Register had been considered by Cabinet this morning and this had also re started the process of bi-annual reviews of strategic risks by Cabinet.

As part of the wider remit of the Committee to receive presentations from Executive Directors and to be able to check and challenge them on strategic risks within their, Members received their first presentation from Wendy Lowder, Executive Director Adult Social Care and Communities on the risks associated with Community Cohesion and she made particular mention of the following:

- Why was Community Cohesion a strategic risk?
  - The potential Covid-19 related issues and legacy tensions
  - The potential impact of national asylum seeker accommodation which could be exacerbated by local hotel use
  - The potential lack of tolerance amongst the settled population which was exacerbated by increased tensions related to Brexit or other socio-economic pressures
  - Some risks could be outside the authority's control in which case the service tried to use its influence and build positive relationships to best effect
- How was the risk managed?
  - Predominantly via the Safer Barnsley Partnership including the Partnerships own Risk Register which was overseen by the Partnership Board
  - The Community Tolerance and Respect thematic Partnership Group and the refreshed leadership team that was looking at this theme
  - The development of the refreshed Community Tolerance and Respect Plan
  - The development of new Community Tolerance and Respect measures
- Examples of recent risk activity and risk mitigations included
  - The establishment of new Chairs for Community Tolerance and Respect
  - A refreshed membership of the Community Tolerance and Respect Group
  - A refreshed Community Tolerance and Respect Delivery Plan
  - The recruitment of Community Champions volunteers to reach into diverse communities
  - The continued challenge over Mears property acquisition on grounds of cohesion
  - The success in securing £127,000 from the MHCLG which was helping to build on the community engagement approach which involved working really closely with a whole variety of organisations and groups
  - One of the areas for more work included developing the intelligence picture for the area working in partnership with the Business Intelligence Unit

- The work of Area Councils and Ward Alliances was particularly valuable as it was through those community activities that were organised that enabled people together and where they could become more familiar with alternative cultures

In the ensuing discussion the following matters were highlighted:

- The Head of Internal Audit, Anti-Fraud and Assurance stated that the issues highlighted within the presentation today and how they were reflected within the new Risk Management Dashboard would be demonstrated at a future training/awareness session
- The Executive Director Adult Social Care and Communities commented on the advantages that the new risk arrangements brought which she felt was less onerous than the previous arrangements. It allowed the Senior Management Team and Business Units to have ownership of the risks within their particular areas
- In response to specific questioning the Executive Director Adult Social Care and Communities gave details of the background to the Mears property acquisitions and the challenges this brought.
- Arising out of the above and in response to specific questioning, reference was made to the way in which risks of community conflict were minimised within the wider community. Reference was made to the work with Migration Yorkshire and the dialogue with the Home office and with lead offices throughout the region to identify and tackle community cohesion issues. There was a need to build and foster relationships between all parties to ensure the best outcomes for all

#### **RESOLVED:**

- (i) That the report be noted, and the assurances given regarding the Councils governance arrangements be noted as part of the 2020/21 Annual Governance Statement process; and
- (ii) That Wendy Lowder, Executive Director Adult Social Care and Communities be thanked for her presentation, for attending the meeting and for answering Members questions.

#### **10. EXTERNAL AUDIT - PROGRESS REPORT AND SECTOR UPDATE**

Mr G Mills representing the Council's External Auditor (Grant Thornton) submitted a report giving details about their work as at 23<sup>rd</sup> April, 2021, outlining the Audit Deliverables together with a Sector Update summarising emerging national issues and developments.

The report had been circulated well in advance of the meeting in view of two key items that were of a potentially sensitive nature.

The first issue related to the proposed increase in audit fees for 2020/2. It was reported that because of the ongoing impact of the additional work required on significant risk areas of the audit such as the valuation of Property, Plant and Equipment as well as on Pensions, together with the new Value for Money Code and

the requirements of the revised International Standards on Accounting the proposed fee for 2020/21 was £180,218 compared to £144,718 in 2019/12. Whilst this was a significant increase on the PSAA scale fee of £104,718, it reflected the very different environment auditors were now working in compared to when the audit tender was bid for in 2017.

It was also pointed out that both the Redmond Review and the Ministry of Housing, Communities and Local Government (MHCLG) had recognised the need to increase audit fees and, in this context, £15m had been made available to local authorities to support the expected uplift in fees for 2020/21. Grant Thornton had 40% of the local authority market and the proposed increases across the sector equated to 40% of the funding made available to local authorities to cover the uplift. Whilst consultation was still ongoing in relation to the uplift fee, and the Section 151 Officer had responded to that, it was understood that the increase in fees for Barnsley for 2020/21 would be covered by the allocation from the £15m funding pot.

This matter had also been discussed with the Section 151 Officer and further details of the 2020/21 audit fee would be included within the Audit Plan to be submitted over the summer. It was not anticipated, however, that there would be a further uplift in the remaining three years of the current audit contract.

The second key issue related to the projected completion dates for the audit this year. The MHCLG had set an indicative date of 30<sup>th</sup> September, 2021 for audited local authority accounts (two months earlier than the previous year). Given the difficulties encountered within the audit 'market' in relation to local authority audits as well as the impact of the Covid pandemic (as reported in previous meetings) all of which had caused delays, Mr Mills believed that this target was unrealistic although he was fully supportive of this in a 'normal' year. In addition, it was also noted that the Council's Finance Team was also under considerable pressure to deal with the production of the annual accounts alongside other commitments as the deadline for this year was 31<sup>st</sup> July, 2021 (one month earlier than the previous year). Grant Thornton were, therefore, proposing to target completing their audit fieldwork on the accounts in October before dealing with completion tasks and targeting signing off in November.

It was accepted that the prospect of 'missing' the deadline was a new experience for Barnsley, and Mr Mills was keen to make it clear that this was absolutely Grant Thornton's call and not a reflection in any way of the Council's finance Team or the Council as a whole. Delivering a robust and high-quality audit was the priority and he did not believe pushing to hit an unrealistic deadline would support this. The indicative timetable detailed within the report was consistent with the message being given to other local authorities across the Grant Thornton client base.

Where an audit was ongoing after the statutory deadline all that was required was a short statement on the Council's website stating that the audit remained ongoing and that the Council was continuing to engage with the external auditor to complete their audit. There was no naming of authorities that missed the deadline and no financial penalty arising from it.

Mr Mills then briefly commented on the timetable for the revised Value for Money Audit which it was hoped would be discussed with the Senior Management Team before Christmas and by this Committee in January 2022.

The Service Director Finance (Section 151 Officer) understood the rationale and reasons behind the proposed increase in audit fees and, therefore, endorsed that increase. He was not, however, entirely happy with the proposed elongation of the audit process. He fully accepted Grant Thornton's position and the issues they were facing, however, there was a potential danger that the delay may be perceived by external organisations and members of the public as there being some kind of issue with the Council's accounts.

Mr Mills accepted these concerns which had been discussed with the Service Director prior to this meeting. He would ensure, however, that reference to this and the reasons for this were made clear within the Audit Plan and within the ISO 260 report. He reiterated that this was in no way a reflection on the Finance Team or the Council and he was just being realistic about what was deliverable within the timescales given the increased levels of documentation and quality required as well as the availability of staff to hit those deadlines. The report submitted to this meeting was similar to ones submitted (or to be submitted) to other authorities so it was clearly demonstrated that Barnsley was in the same position as all other authorities within the Grant Thornton client base and indeed with all other public sector auditors in the country.

The concerns and difficulties around local authority audits in 2020/21 and the general state of local authority market (as flagged within the Redmond Review) had been discussed at a recent Public Accounts Committee and details of that discussion could be provided.

There was a level of sympathy for the Council's position given that they too had shortened deadlines and increased work but were still going to meet the revised timescales. Questions were asked as to whether or not Private Companies would face similar situations or whether they would have their audits signed off on time. Mr Mills stated that we was not able to comment in detail given that he did not work within that sector, however, he understood that they had faced similar challenges and if the Audit Director/Partner was not in a position to deliver an audit by a particular timescale due to resourcing and the need for audit quality then they wouldn't do it and this was where Grant Thornton Public Sector Audit Team was coming from. The delivery of public sector audits by the deadline of 30<sup>th</sup> September was not achievable and these comments and concerns had been previously highlighted with the MHCLG who had not been in agreement to change the date. There would, therefore, be a large number of Councils and particularly single tier ones like Barnsley whose audits would be outstanding at the end of September and would be signed off some time between October and the end of November.

There was a discussion of the issues identified within the Redmond Report and the lack of availability of public sector auditors and it was noted that there may be a greater level of resource to deal with private/commercial sector audits.

In response to specific questioning the Service Director Finance stated that the change in the timetable would have little impact on the Finance Team as the intention was to comply with all the required timescales. As previously stated, his concerns were at how the delay would be perceived outside the Council by business and residents. Arising out of this reference was made to the profiling of the delivery of the

audit of local authorities by Grant Thornton given the finite level of resources that were available.

Mr Mills commented on the current position with regard to the recruitment of public sector auditors and to the difficulties being encountered due to the lack of local authority specialists.

**RESOLVED:**

- (i) That the External Audit progress report and Update be received;
- (ii) That the increase in audit fees be noted; and
- (iii) That this Committee reluctantly accepts the revised timetable for the signing off of the audit which in no way is a reflection on the Service Director Finance and his Team.

**11. SICKNESS ABSENCE ANNUAL REPORT 2021/21**

The Service Director Human Resources and Communications submitted a report outlining the Council's position with regard to sickness absence for the financial year 2020/21. It provided a comparison and summary for the financial year 2019/20 and an assurance of the mitigating actions and improvements that were in place or were being developed to reduce sickness absence levels and to support the health and wellbeing of employees.

The absence levels identified showed total days lost per employee of 7.77 days for 2020/21 (inclusive of days lost to Covid) compared to 7.98 in 2019/20 and that the target for the year was 6 days.

The report gave a comparison with councils across the region which indicated that apart from one other Council, Barnsley had the lowest number of days lost. In providing an analysis of the reasons for absence throughout the year, the report indicated that the main reason for absence was due to mental health including stress, anxiety and depression. In addition, information from the CIPD Health and Wellbeing at Work Report 2021 stated that the latest figures from the Office of National Statistics (ONS) had shown that Covid-19 had accounted for 14% of sickness absence since April 2020 but that whilst the pandemic had led to additional sickness absence, measures such as furloughing, social distancing, shielding and increased homeworking appeared to have helped reduce other causes of absence, allowing the general downward trend of previous years to continue.

The report also gave details of the number of days lost for the Yorkshire and Humber region for 2020/21, outlined the ways in which sickness absence was managed in Barnsley (utilising the Absence Reporting Dashboard that had been launched in August 2020), the use of Wellbeing initiatives and the work of the Wellbeing Stakeholder Group in identifying and implementing actions to support employee health and wellbeing.

It was noted that the Service had implemented a raft of measures to deal with sickness absence and to support employees and it was pleasing to report that the Authority had recently won the silver Wellness at Work Award and this gave an



assurance that the Service was performing well and that interventions were put in place as appropriate. The Service Director commented that the Service was never complacent and reported to SMT on a regular basis and examined all initiatives possible to bring the absence rates down.

In the ensuing discussion the following matters were highlighted:

- It was noted that the ONS website indicated that the average number of days lost per employee was 3.6 days and question were, therefore, asked as to why Barnsley's target was 6 days. The Service Director commented on the reasons for this. He stated that the Chartered Institute for Personnel Development benchmarking figure for local authorities was 8 days and the Barnsley target was below that. In addition, the target was being reviewed but had been challenging and the plateauing out of sickness levels over the last four years had demonstrated that Barnsley benchmarked really well with other authorities particularly in the Yorkshire and Humber region. The ONS figure was for the private sector which were very different organisations with different roles and sick pay schemes, and it was, therefore, difficult to compare between the two
- It was noted that the comparisons with other authorities gave details captured via the Yorkshire and Humberside regional group and whilst it would have been nice to receive information from other metropolitan councils, this information had not been available at the time of the preparation of the report
- In response to specific questioning, the Service Director outlined the action taken when an employee went off sick and he made particular reference to muscular skeletal injuries that had increased. The Service was checking to see if there were any particular issues behind this increase. It might, however, have arisen due to homeworking where people might not have been working as safely as they could have. Managers were targeted with ensuring that their staff were working correctly and had the appropriate equipment to do their jobs

**RESOLVED** that the report be received and Mr M Potter, Service Director Human Resources and Communications be thanked for attending the meeting and for answering Members questions.

## **12. PROPERTY AND ASSETS GOVERNANCE ANNUAL REPORT - PRESENTATION**

Mr D Sturrock, Head of Property made a presentation on the way in which the Authority dealt with property. He felt that this presentation was quite pertinent given the recent revelations in relation to the way in which Liverpool City Council dealt with land and property. He also wanted to give the Committee an assurance that Barnsley's approach to property was well embedded prior to those revelations being highlighted.

The presentation covered the following key areas:

- Key areas

- Asset valuation – was all undertaken by RICS valuers who complied with Global Standards 2017 (Red Book Global Standards) and the RICS Valuation Global Standards 2017 - UK National Supplement
- Disposals – were based on the principles of Best Consideration Section 123 of the Local Government Act 1972
- Acquisitions – adopted a similar approach to the above. The authority had to demonstrate if there was a strategic need to acquire sites/properties and there had to be a best consideration with regard to that
- Asset Transactions – possibly the most contentious area. Any ‘large’ transactions would be submitted via Cabinet, but other transactional work would not.
- A Property and Asset Management Governance Group had been established on the 1<sup>st</sup> April 2021 to deal with sites and property issues
- Property and Asset Governance Group- aimed to provide clear unambiguous governance arrangements and appropriate controls to facilitate all land and property discussions
  - The Group was chaired by the Head of Property and comprised colleagues including the Strategic Finance Manager and the Head of Assets
  - Every single land and property transaction that the Council was about to undertake was discussed in detail at the Group and this allowed appropriate check and challenge. These decisions were documented and recorded, and this avoided any ambiguity or confusion at a later date. Matter discussed included
    - Rent reviews, Lease and Licence Renewals
    - Community Asset Transfers
    - Decisions to hold over
    - Concessions
    - Surrender Disposals
    - Strategic approach to negotiations
    - Funding Bids
    - Lease determination and forfeiture
    - FM – moves in/out
    - FM – works to buildings

In the ensuing discussion the following matters were highlighted:

- Reference was made to the Red Book valuations for land and buildings which included a Covid 19 uncertainty. It was understood that the RICS guidance had been amended and the blanket material uncertainty was not expected to be included this year. The Head of Property commented, however, that the market was still volatile, and it was likely that quite a few assumptions would have to be made for all valuations and these would have to be clearly stated
- The new requirement for all property transactions was that they would be discussed at the Property and Asset Governance Group and any transactions dealt with outside that process would be a clear breach of council procedure and would not be documented. The Head of Property could not think, however, of a situation where that would occur. The Service Director Finance reported that appropriate controls were in place to ensure that such actions did not occur

- There were certain extreme circumstances when the process could be shortened and, in these instances, an individual assessment would be made, however, the aim was to prevent this ever needing to happen. Any decision would, however, still be documented appropriately
- In response to specific questioning the Head of Internal Audit, Anti-Fraud and Assurance commented that every aspect of governance would feature in audit consideration. The Property and Asset Management Governance Group had been established with input from Internal Audit and the operation of that Group would feature in a future audit at an appropriate time

**RESOLVED** that the presentation be received and Mr D Sturrock, Head of Property, be thanked for attending the meeting and for answering members questions

### **13. AUDIT COMMITTEE WORK PLAN**

The Committee received a report providing the indicative work plan for the period June 2021 to June 2022.

The Head of Internal Audit, Anti-Fraud and Assurance commented that Members would see more rigour to the Work Plan which now included a schedule for Strategic Risk Presentations from Executive Directors and details of training/awareness session to be held before meetings of the Committee

#### **RESOLVED:**

- (i) that the core work plan for meetings of the Audit Committee be approved and reviewed on a regular basis; and
- (ii) That meetings of the Audit and Governance Committee in July and September be held on Wednesday 28<sup>th</sup> July and 15<sup>th</sup> September, 2021.

### **14. EXCLUSION OF THE PUBLIC AND PRESS**

**RESOLVED** that the public and press be excluded from this meeting during the consideration of the following items in view of the likely disclosure of exempt information as defined by Paragraph 7 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended).

### **15. INTERNAL AUDIT PLAN 2021/22**

The Head of Internal Audit, Anti-Fraud and Assurance submitted a report prefacing the Internal Audit Plan for 2021/22 a copy of which was appended. The Plan had been revised following consultation with individual Directorate Management Teams to ensure that it was focused on priority areas and was aligned to the Internal Audit resources available for the remainder of the financial year.

It was noted that the Plan also incorporated advisory and assurance work directly related to Covid 19 (the Council's emergency response and also recovery and resilience).

Reference was made to the current and future staffing arrangements within Internal Audit and the Head of Internal Audit, Anti-Fraud and Assurance was confident that the Plan could be delivered.

**RESOLVED:**

- (i) That the Internal Audit Plan 2021/22 be approved, acknowledging the need for the Head of Internal Audit, Anti-Fraud and Assurance to exercise his judgement during the year to apply the Plan flexibly according to priority, risk and resources available; and
- (ii) That quarterly monitoring reports from the Head of Internal Audit, Anti-Fraud and Assurance continue to be submitted to demonstrate progress against the Plan including information where the Plan has materially varied from the original.

**16. CORPORATE ANTI-FRAUD PLAN 2021/22**

The Head of Internal Audit, Anti-Fraud and Assurance submitted a report presenting the proposed Corporate Anti-Fraud Team Plan for 2021/22. The Plan aimed to focus resources primarily on the prevention of fraud but at the same time recognised the Team would have to undertake investigative work as appropriate.

**RESOLVED:**

- (i) That the Corporate Anti-Fraud Team (CAFT) Plan 2021/22 be agreed, acknowledging the need for the Head of Internal Audit, Anti-Fraud and Assurance to exercise his professional judgement during the year to apply the Plan flexibly, allowing for planned proactive or detective days to be delivered to reactive investigation work as required;
- (ii) That regular monitoring reports from the Head of Internal Audit, Anti-Fraud and Assurance continue to be submitted to demonstrate progress against the Plan including information where the Plan has materially varied from the original; and
- (iii) That the embedding of a culture of zero tolerance and high levels of awareness regarding fraud and corruption be supported.

.....  
Chair

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<b>MEETING:</b>	Planning Regulatory Board
<b>DATE:</b>	Tuesday, 8 June 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	The Civic, Barnsley

## MINUTES

### Present

Councillors Richardson (Chair), Bruff, Cain, Coates, Crisp, M. Dyson, Eastwood, Fielding, Frost, Gillis, Gollick, Greenhough, Hand-Davis, Hayward, D. Higginbottom, Leech, Lofts, Makinson, Mitchell, Noble, Smith, Tattersall and Wright

### 1. Declarations of Interest

There were no declarations of pecuniary/non-pecuniary interest.

### 2. Minutes

The minutes of the meeting held on 13<sup>th</sup> April 2021 were taken as read and signed by the Chair as a correct record.

### 3. Land to the south of Halifax Road, Penistone - 2020/0274 - For Approval

The Head of Planning and Building Control submitted a report on **Planning Application 2020/0274** - Residential Development, Open Space, Landscaping and Associated Infrastructure at land to the south of Halifax Road, Penistone, Barnsley.

Messrs Paul Butler and David Coe addressed the Board and spoke in favour of the Officer recommendation to approve the application.

Mr Mark Fox addressed the Board and spoke against the Officer recommendation to approve the application.

**RESOLVED** that the application be approved in accordance with the Officer recommendation subject to the amending of Condition 4 to include the following wording "Details shall include measures to reduce vehicles speeds on the A629 Halifax Road between Hoylandswaine roundabout and the Huddersfield Road junction" and the completion of a S106 Agreement (or separate contract re point 5) in accordance with the terms set out in the report in order to secure;

1. affordable housing.
2. on-site green space and its maintenance.
3. biodiversity offsetting.
4. planning contributions identified in the report.
5. the transfer of the interchange land either obligated within the s106 or under a separate land transfer contract.

#### 4. **Land South of Darton Lane, Darton, Barnsley - 2019/1244 - For Approval**

The Head of Planning and Building Control submitted a report on **Planning Application 2019/1244** – Outline planning permission for residential development (Use Class C3) of up to 73 homes, highway works including access off Darton lane, landscaping, ground works, and other ancillary works. All matters reserved apart from access at land south of Darton lane, Darton.

Mr Nolan Tucker addressed the Board and spoke in favour of the Officer recommendation to approve the application.

Mr Mark Tuck addressed the Board and spoke against the Officer recommendation to approve the application.

**RESOLVED** that the application be deferred to allow the opportunity for Officers to liaise with the applicant/agent on concerns Members raised on the number of houses and the impacts on biodiversity and potential flooding issues on and around the site.

#### 5. **Land off Mount Vernon Road (East), Worsborough - 2021/0142 - For Approval**

The Head of Planning and Building Control submitted a report on **Planning Application 2021/0142** - Residential development of 42 no. dwellings and associated works including provision of open space at Land off Mount Vernon (East), Worsbrough.

Mr Mark Johnson addressed the Board and spoke in favour of the Officer recommendation to approve the application.

Mr Martin Matze addressed the Board and spoke against the Officer recommendation to approve the application.

**RESOLVED** that the application be approved in accordance with the Officer recommendation subject to the completion of a S106 Agreement in accordance with the terms set out in the report.

#### 6. **Planning Appeals - April 2021**

The Head of Planning and Building Control submitted an update regarding cumulative appeal totals for 2021/22.

The report indicated that 3 appeals were received in April 2021. No appeals were withdrawn in April 2021 and 4 were determined. Of the 4 appeals determined since 1st April 2021, 4 of which (100%) have been dismissed since 1st April 2021 and none have been allowed.

**RESOLVED** that the report be noted.

#### 7. **Enforcement Report - Quarters 3 and 4 October 2020 to March 2021**

Members were provided with an update on Planning Enforcement service activity covering the Quarters 3 and 4 period of the last reporting year 2020/21 (October 2020 - March 2021). The report included a breakdown of the requests for service

received and includes details of key actions and enforcement case outcomes during the quarter. It was highlighted that 388 requests for service were received in this period, 229 of which are either being investigated or resolved and 159 are currently under consideration.

**RESOLVED** that the update be noted.

**8. Member Consultation Report April 21**

The Head of Planning and Building Control presented a report summarising the outcomes of the planning applications agenda pack issued as a Board Member consultation in lieu of the Planning Regulatory Board meetings scheduled for April 2021.

**RESOLVED** that the consultation report be noted.

**9. Member Consultation Report May 21**

The Head of Planning and Building Control presented a report summarising the outcomes of the planning applications agenda pack issued as a Board Member consultation in lieu of the Planning Regulatory Board meetings scheduled for May 2021.

**RESOLVED** that the consultation report be noted.

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Chair

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<b>MEETING:</b>	General Licensing Regulatory Board
<b>DATE:</b>	Wednesday, 23 June 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	The Assembly Room - The Civic

## MINUTES

### Present

Councillors Green (Chair), Bowser, Bruff, Clarke, Danforth, Eastwood, Franklin, Greenhough, J. Higginbottom, Hunt, Lodge, Osborne, Shepherd, Tattersall, Wraith MBE and Wray

### 4 Councillor Wraith MBE

Councillor Green, Chair of the Licensing Regulatory Board, commended Councillor Wraith MBE for his hard work and excellent way in which he had chaired meetings of the last 14 years whilst being chair of this Committee.

### 5 Declaration of Interests

There were no declarations of pecuniary and non-pecuniary interest from Members in respect of items on the agenda.

### 6 Minutes

The minutes of the meeting held on the 28<sup>th</sup> October, 2020 were taken as read and signed by the Chair as a correct record.

### 7 Taxi and Private Hire Policy Review Consultation 2021

The Service Director Legal Services submitted a report on the proposed Draft Taxi and Private Hire Licensing Policy 2022-27 and seeking approval for it to be submitted for public consultation.

The report indicated that the Department for Transport (DfT) had recommended all licensing authorities make publicly available a cohesive policy document that brought together all procedures on taxi and private hire vehicle licensing. This needed to include all policies on convictions, a 'fit and proper' person or 'suitability' test, conditions of licence and vehicle specifications and standards and a copy of the guidance issued by the Institute of Licensing (IoL) was attached as appendix 1.

Members were reminded that when formulating any policy, the primary and overriding objective had to be to protect the public by ensuring that the licensing regime protected the vulnerable. In this respect, a draft Taxi and Private Hire Licensing Policy had been drafted for public consultation and this was attached as appendix 2 to the report.

In preparing the draft policy, cognisance had been given to the IoL guidance the statutory duty to have regard to and fully recognise the importance of the new statutory standards published by the DfT in June, 2020 which, whilst focusing on the Statutory Taxi and Private Hire Vehicle Standards on protecting children and vulnerable adults, was considered would benefit all passengers.



The new policy set out the proposed requirements and standards that would have to be met by those working within the trade as drivers, vehicle proprietors or operators. Changes had also been made to some existing conditions of licence to ensure they were accurate and reflected current practices and to ensure that the Council was applying consistent standards with other South Yorkshire Licensing Authorities.

The Committee was reminded that the Council was required to review its policy at least once every five years or earlier should there be significant issues arising in the interim.

The public consultation exercise would run for 10 weeks commencing on the 25<sup>th</sup> June until the 3<sup>rd</sup> September, 2021 and Members were also invited to submit their comments and observations which would then be considered at the next meeting to be held in September.

A summary of the main changes from the current policy was provided at appendix 3.

In the ensuing discussion the following responses were provided to Members questions:

- In response to specific questioning, the Senior Officer Licensing outlined the major changes proposed within the Draft Policy as outlined within Appendix 3 to the report. The majority of these were the Council's response to the DfT Guidance July 2020 and the recommendations made in relation to statutory minimum standards for Taxis and Private Hire Vehicles. She made specific reference to:
  - The 6 monthly DBS Checks on all drivers including the requirement for drivers to sign up to the DBS update serve on either grant or renewal of licences
  - The requirement for Operators to have DBS checks on booking and dispatch staff. Arising out of this reference was made to the implications of this and to the action required to be taken should a member of staff receive a less than positive DBS
  - The requirement of vehicle proprietors to undergo a basic DBS check on grant or renewal of a licence
  - The new arrangements and protocols for information sharing
  - The requirement for licensees to notify the Council within 48 hours of an arrest, charge or conviction for a specified serious offence
  - The Conditions of Licence that had been re-written
  - Regular maintenance and safety check requirements on vehicles by drivers and/or vehicle proprietors
  - The operator requirements for the keeping of and maintenance of records
  - A new policy for exemption certain luxury/executive hire vehicles in relation to the display of licence plates
  - The proposal to and rationale for the adoption of the Institute of Licensing Guidance on Suitability
- Questions were raised in relation to the use of CCTV and the Senior Licensing Officer outlined the reasons for these not being included as a specific mandatory requirement. Particular reference was made in this respect to the potential massive implications this would have on the trade particularly in

terms of the financial burden and the requirement to comply with legislation including the General Data Protection Regulations

- The Senior Licensing Officer gave a brief outline of how the consultation would be undertaken and with whom which included the two Trade Organisation within the Borough. It was suggested that Members of the Trade might want to attend the meeting in September in order to present their perspective on the new Policy. Arising out of this discussion, Members noted that the Trade organisations had been aware since July 2020 that the Policy was to be revised and indeed some drivers whose licences were due for renewal had already taken to signing up to the new DBS update arrangements in advance of it being a mandatory requirement
- Reference was made to the fact that the requirement to introduce electric vehicles in order to meet zero carbon emissions had not been included within the new policy. This was an issue that could be included with the representations made which would then be considered as part of the formulation of the final policy
- The Licensing Service worked closely with users including the Home to School Transport Service. Any comments received as a result of the consultation would be considered
- Reference was made to the problems associated with licensed operators using licenced drivers within Barnsley who were licensed by other authorities. Regular liaison took place between Barnsley and other authorities to try to ensure stringent standards were met and maintained. Any issues identified were followed up with the respective licensing authority. It was anticipated, however, that the adoption of more rigorous standards and now proposed by the DfT would help address anomalies between the conditions of this authority and others without the need for national legislation
- It was noted that there was an expectation by the DfT that the Institute of Licensing guidance on suitability would be adopted and the failure to do so would be something that would have to be addressed with that Department
- Reference was made to the fact that it was a criminal offence to charge more for transporting people with disabilities or those in wheelchairs
- It was noted that once licensed, a driver was permitted to drive any licenced vehicle

**RESOLVED:**

- (i) That the report be noted, and the Taxi and Private Hire Licensing Policy be approved for public consultation to take place for 10 weeks commencing on the 25<sup>th</sup> June, 2021 and finishing at 00:00 hours on the 3<sup>rd</sup> September, 2021; and
- (ii) That a report on the outcome of the public consultation be submitted to the September meeting of this Committee for consideration and referral to Cabinet and Council for final approval.

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Chair

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# Item 11

## NOTES OF GENERAL LICENSING REGULATORY BOARD PANEL

1<sup>st</sup> June, 2021

**Present:** Councillors Green (Chair), Danforth and Eastwood.

Members of the Public and Press were excluded from these meetings.

### **1 Declarations of Interests**

There were no declarations of pecuniary or non-pecuniary interest from Members in respect of items on the agenda.

### **2 Hackney Carriage and Private Hire Driver's Licence – Application – Mr A T**

The Panel considered a report of the Service Director Legal Services on an application for the grant of a Hackney Carriage and Private Hire Driver's Licence by Mr A T.

After considering all the information and representations made the Panel determined that the application for the grant of a Hackney Carriage and Private Hire Driver's Licence be approved as he was deemed to be a fit and proper person to hold such a licence on the following grounds:

- The manner in which he presented himself
- There was sufficient justification to warrant a deviation from the Council's Guideline Policy for Criminal Convictions in relation to Migrant Workers
- He entered the country as an asylum seeker in 2015 and had been granted indefinite leave to remain and as such had the right to live and work in the UK
- His excellent command of the English Language
- His confirmation that he had worked in the UK and had dealt with members of the public
- Whilst resident in his country of origin, he confirmed that he had no criminal convictions recorded against him
- The references provided
- The Enhanced DBS check had come back clear and had been since he entered the UK

The decision of the Panel was unanimous.

**29<sup>th</sup> June, 2021**

**Present:** Councillors Green (Chair), Clarke and Tattersall together Councillor Wray (Reserve Member).

**3 Hackney Carriage and Private Hire Driver's Licence – Application - Mr L M**

The Panel considered a report of the Service Director Legal Services on an application for the grant of a Hackney Carriage and Private Hire Driver's Licence by Mr L M.

After considering all the information and representations made the Panel determined that the application for the grant of a Hackney Carriage and Private Hire Driver's Licence be approved as he was deemed to be a fit and proper person to hold such a licence on the following grounds:

- The manner in which he presented himself
- The explanation of the circumstances surrounding the offences and the genuine remorse shown at the offences committed
- Whilst the Panel was disappointed that he failed to declare the convictions on the application form, Members noted and accepted his confirmation that he was a changed person and the assurance he gave that these types of offences would not occur again
- The time that had elapsed since the last offence
- His employment history and particularly working with the public as a bus driver
- The fact that he had provided sufficient extenuating circumstances to convince the Panel that he was a fit and proper person to hold such a licence

The decision of the Panel was unanimous.



# Item 12

## APPEALS, AWARDS AND STANDARDS REGULATORY BOARD

**(a) School Admission Appeals Panel – 19<sup>th</sup> May, 2021**

Barnsley Academy 4 Allowed

**(b) School Admission Appeals Panel – 25<sup>th</sup> May, 2021**

Holy Trinity 2 Refused

Laithes Primary 1 Allowed  
1 Refused

**(c) School Admission Appeals Panel – 26<sup>th</sup> May, 2021**

Horizon Community College 1 Allowed  
1 Refused  
2 Withdrawn

**(d) School Admission Appeals Panel – 9<sup>th</sup> June, 2021**

Outwood Academy Shafton 2 Allowed

Kings Oak Primary 1 Refused  
1 Withdrawn

Wombwell Park Street 1 Withdrawn

**(e) School Admission Appeals Panel – 14<sup>th</sup> June, 2021**

Outwood Academy Shafton 3 Allowed  
1 Refused

**(f) School Admission Appeals Panel – 15<sup>th</sup> June, 2021**

Barnsley Academy 3 Refused

**(g) School Admission Appeals Panel – 17<sup>th</sup> June, 2021**

Outwood Academy Carlton 3 Allowed  
2 Refused

**(h) School Admission Appeals Panel – 21<sup>st</sup> June, 2021**

Horizon Community College 1 Allowed

Outwood Academy Carlton 1 Refused

Holy Trinity 3 Refused

**(i) School Admission Appeals Panel – 24<sup>th</sup> June, 2021**

Athersley North 1 Allowed  
1 Withdrawn

Birkwood Primary 1 Allowed

Outwood Academy Shafton 1 Allowed  
1 Refused

**(j) School Admissions Appeals Panel- 29<sup>th</sup> June, 2021**

Brierley Church of England Primary 1 Refused

Cawthorne Primary 1 Refused

Laithe Primary 1 Refused  
1 Withdrawn

**(k) School Admissions Appeals Panel – 30<sup>th</sup> June, 2021**

Burton Road Primary 2 Allowed  
1 Withdrawn

Outwood Academy Carlton 1 Refused

**(l) School Admissions Appeals Panel – 1<sup>st</sup> July, 2021**

Cherry Dale Primary 1 Allowed  
1 Refused

Cudworth Churchfield 1 Refused

Gawber Primary School 1 Refused

**(j) School Admissions Appeals Panel – 2<sup>nd</sup> July, 2021**

Greenfield 1 Allowed  
5 Refused

**(k) School Admissions Appeals Panel – 6<sup>th</sup> July, 2021**

Kings Oak	1 Refused
Wombwell Park Street	2 Refused 1 Withdrawn

**(l) School Admissions Appeals Panel – 7<sup>th</sup> July, 2021**

Barnsley Academy	1 Allowed 1 Refused
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**(m) School Admissions Appeals Panel – 8<sup>th</sup> July, 2021**

Barugh Green	1 Refused 2 Withdrawn
Lacewood Primary School	3 Refused
Ladywood Primary	1 Refused
Carrfield Primary	1 Refused

**(n) School Admissions Appeals Panel – 9<sup>th</sup> July, 2021**

Thurlstone Primary School	2 Allowed 2 Withdrawn
Astrea Dearne Academy	1 Refused

**(o) Schools Admissions Appeals Panel – 12<sup>th</sup> July, 2021**

High View	1 Allowed 4 Refused 2 Withdrawn
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**(p) School Admissions Appeals Panel – 13<sup>th</sup> July, 2021**

Birkwood	1 Withdrawn
Cherry Dale	1 Withdrawn
Cudworth Churchfield	1 Withdrawn

**(q) School Admissions Appeals Panel – 14<sup>th</sup> July, 2021**

The Forest	2 Refused
Outwood Academy Carlton	1 Allowed 2 Refused
Outwood Academy Shafton	2 Refused

**(r) School Admissions Appeals Panel – 15<sup>th</sup> July, 2021**

Penistone Grammar School	1 Allowed 1 Refused
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**(s) School Admissions Appeals Panel – 16<sup>th</sup> July, 2021**

Outwood Academy Shafton	2 Allowed
The Forest	1 Allowed
Ward Green Primary	1 Withdrawn

**(t) School Admissions Appeals Panel – 19<sup>th</sup> July, 2021**

Outwood Academy Carlton	1 Refused
Barnsley Academy	2 Allowed 1 Withdrawn
Kirk Balk	1 Allowed

**(u) School Admissions Appeals Panel – 20<sup>th</sup> July, 2021**

Gooseacre	4 Refused
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**Appeals withdrawn prior to the allocation of a date**

Astrea Dearne Academy	1 Withdrawn
Birkwood Primary	3 Withdrawn
Cudworth Churchfield	3 Withdrawn
Holy Trinity	1 Withdrawn
Kings Oak	1 Withdrawn
Kirk Balk	1 Withdrawn

Wellgate Primary	1 Withdrawn
Wombwell Park Street	1 Withdrawn
Worsbrough Bank End	1 Withdrawn

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<b>MEETING:</b>	Health and Wellbeing Board
<b>DATE:</b>	Thursday, 10 June 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Assembly Room - Barnsley Civic

## MINUTES

### Present

Councillor Jim Andrews BEM, Deputy Leader (Chair)  
Dr Nick Balac, Chair, NHS Barnsley Clinical Commissioning Group (Chair)  
Councillor Trevor Cave, Cabinet Spokesperson - Childrens Services  
Councillor Jenny Platts, Cabinet Spokesperson - Adults and Communities  
Wendy Lowder,  
Amanda Marshall  
Chris Edwards  
Mark Janvier  
Adrian England  
Julie Tolhurst  
Bob Kirton  
Rob Webster  
Salma Yasmeen  
Amanda Garrard  
Jeremy Budd  
Andrew Deniff  
Diane Lee,  
Christus Ferneyhough  
Emma Robinson

### 11 **Declarations of Pecuniary and Non-Pecuniary Interests**

There were no declarations of pecuniary or non-pecuniary interest.

### 12 **Minutes of the Board Meeting held on 4th February 2021**

The meeting considered the minutes of the previous meeting held on 4<sup>th</sup> February 2021.

**RESOLVED** that the minutes be approved as a true and correct record.

### 13 **Public questions**

The meeting noted that no public questions had been received for consideration at the meeting.

### 14 **Poverty Needs Assessment - Emma Robinson**

Emma Robinson was welcomed to the meeting and provided a detailed update with regard to the refreshed Poverty Needs Assessment for 2020/21, outlining both the

local and national pictures in terms of healthy life expectancy, employment, child poverty, food poverty and digital poverty.

It was highlighted that Barnsley is now starting to see the emerging impact of Covid-19. Levels of poverty have risen in both Summer and Winter, with more people dropping below the poverty line. This trend is likely to continue as measures such as the furlough scheme and enhanced Universal Credit are removed. In Barnsley the Healthy Life Expectancy picture is worsening, with people in deprived areas spending more of their lives in poor health.

More than two in five families nationally have fallen into poverty in 2020, meaning hundreds of thousands were struggling to pay bills and cover costs for their child in lockdown, with an associated impact on children's wellbeing. More than 70 per cent of children facing hardship have at least one parent who works.

Disadvantaged children are more likely to develop mental health problems, have poor educational attainment, increased worries, frustrations, aspirations etc. 33% of Barnsley children live in poverty, an increase from around 28%. This is higher in some areas such as the Dearne, Worsborough and St Helens, with lower rates in Penistone.

Benefit claimant rates and youth unemployment is also increasing. Male life expectancy is static but is lower than national and regional rates. Healthy life expectancy shows a decrease for both men and women, in line with national trends. The Healthy Life Expectancy for males in Barnsley is 57.5 years, 5.7 years lower than the England average and for females it is 61.5 years, 2 years lower than the England average.

The number of homes in fuel poverty in Barnsley is increasing and is higher than the regional and national average. Fuel poverty contributes to Excess Winter Deaths (EWDs) as the risk of death and ill health is associated with living in a cold home when the outdoor temperature drops to below 6°C. The highest number of EWDs are in Penistone and Darton which may be due to the older population and the number of care homes in the area. The North Area Council has been doing work around winter warmer packs/sloppy slippers. Berneslai Homes is working with its tenants to reduce poverty and is picking up information around damp and condensation as this is linked to health.

A discussion took place around the need for the Board to carefully examine the data, look at the 'must-do's' and challenges and identify how to tackle them with partners. The timescale for this work has not yet been determined as the intelligence team has been working on Covid projects. Finance data will also need to be incorporated into it. The issue of Digital poverty needs more insight.

## **RESOLVED**

- (i) that Emma be thanked for her attendance and contribution;
- (ii) that a household level 'Poverty Index' for the Borough be developed using similar methodology to the vulnerability model, focusing on financial hardship and poverty 'flags', to inform targeting of preventative work.

- (iii) Better capturing of data at an area level in our 'business as usual' work, ensuring the right questions are asked at the start of contact with residents to collect data on the situation of people in the Borough.
- (iv) that Wider boards should receive the findings and consider key actions/outcome proposals for reducing poverty in the Borough as findings from the needs assessment suggest that tackling poverty and inequalities will need a co-ordinated partnership response with place-based initiatives to support and promote employment, educational achievement, better health and improved social mobility.
- (v) that a mapping exercise be undertaken in terms of our resources to tackle poverty to help us identify the opportunities and gaps. This would also act as a "sense check" of current funding streams against the intelligence in the needs assessment to ensure we are spending the money in the right areas.
- (vi) to incorporate the findings/intelligence from this needs assessment into the development of the Council plan and Barnsley 2030 vision, and
- (vii) A Poverty Needs Assessment All Member Information Brief (AMIB) be arranged for Elected Members.

## **15 Integrated Care System Compact - Andrew Osborn**

Jeremy Budd, NHS Barnsley Clinical Commissioning Group, was welcomed to the meeting to update the Board regarding the ongoing development of the Integrated Care System. It was explained that the draft governance arrangements will shape the next phase of the ICS development during transition to becoming a statutory authority from April 2022.

The Governance model, areas of focus for 2021/22 (which will inform delivery plans) and terms of reference were outlined, together with the timetable for the new system. Further legislation is expected in July. The Health and Care Plan will be brought to a future meeting.

**RESOLVED** that

- (i) Jeremy be thanked for his attendance and contribution, and
- (ii) The Board note the contents of this paper, accompanying documents and supporting presentation and are assured that appropriate, place-based feedback is being provided by the Barnsley Design Group, which consists of key local stakeholders.

## **16 Barnsley Sustainability - David Malsam/ Sarah Cartwright**

David Malsam and Sarah Cartwright were welcomed to the meeting to update the Health and Wellbeing Board on activity around sustainability; to introduce the decision-making wheel and to secure support for future engagement and consultation activity.

Barnsley's aims and ambitions were highlighted, together with the relationship between climate and health as it is well documented that access to greenspace has a positive impact on health and wellbeing. The sustainable energy action plan (SEAP) and Zero Carbon update were outlined along with governance structures and the types of projects which will be developed AMIB to be arranged.

The next stage is to get the Barnsley community to commit to reducing their carbon footprint, as BMBC has done. A hearts and minds approach and behavioural change is necessary to secure the future of our young people. Some positives can be seen from the Covid experience, which we need to build on. The Government has set a target of 'C' for properties in Barnsley, which means that around 80,000 homes will need to be brought up to that standard, with associated issues around cost and supply chains.

**RESOLVED** that:

- (i) David and Sarah be thanked for their attendance and contribution;
- (ii) the contents of the report be noted;
- (iii) the Barnsley's Zero45 programme and associated projects continue to be supported;
- (iv) the appointed consultant and BMBC be supported with the delivery of the consultation and engagement element of the route-mapping work;
- (v) Sustainability and Climate Change return to a future Health and Wellbeing Board to report back on the results of the consultation, and
- (vi) An All Member Information Brief (AMIB) be arranged for Elected Members.

## **17 Healthy Weight Declaration - Christus Ferneyhough**

Christus Ferneyhough was welcomed to the meeting and delivered a presentation to update the Board on the adoption of the Local Authority Declaration on Healthy Weight (HWD), which is a strategic, systemwide commitment to promote healthy weight and good overall health and wellbeing in communities.

The HWD includes 16 commitments whereby local authorities (or areas) pledge to achieve action on improving policy and healthy weight outcomes. All partners are fully supportive of the HWD - sign-up is required from schools and leadership teams. The HWD is important as in Barnsley 1 in 5 children start primary school overweight or obese, 1 in 3 leave primary school overweight or obese and 2 in 5 of 5 year olds have visible dental decay. In Barnsley, 2 in 3 adults are overweight or obese, leading to health issues later in life.

A whole systems approach is required to tackling this, with the Board taking ownership. It was reiterated that consultation on the HWD will include young people and that Barnsley's food plan, which is currently up for a refresh, will incorporate the views of the Youth Council.

**RESOLVED** that

- (i) Christus Ferneyhough be thanked for his attendance and contribution;
- (ii) the Board approves and endorses the adoption of the HWD as a Barnsley declaration;
- (iii) a progress report be submitted and presented to the Board in October 2021 and
- (iv) Members of the Board work with us in identifying priorities and ways in which we can work beyond the pledges to make change.

## **18 Collaborative Cold Weather Planning - Julie Tolhurst**

Julie Tolhurst was welcomed to the meeting and provided an update on Excess Winter Deaths (EWDs) and the cold weather plan. The collaborative cold weather planning group met on the 19th May and agreed membership and Terms of Reference and identified key actions and resources. A further analysis of data is required to produce the draft Cold Weather Plan, with thematic prevention work linked to underlying causes of EWD, alongside the practical sector based plan. Gaps and priorities need to be agreed. The group will meet again on 1st July and the draft plan will be brought to the next meeting of the Board.

**RESOLVED** that

- (i) Julie be thanked for her attendance and contribution;
- (ii) the Board supports the direction of travel and how organisations can contribute to this agenda particularly around data, community insight and any shared actions and
- (iii) interested parties should email Julie Tolhurst with expressions of interest.

## **19 Key points from the Children and Young People's Trust Executive Group held on 18th March, 2021**

The meeting considered the minutes from the Children and Young People's Trust Executive Group held on 18<sup>th</sup> March 2021.

**RESOLVED** that the minutes be received.

## **20 Key points from the Safer Barnsley Partnership held on 8th March, 2021 - Wendy Lowder**

The meeting considered the minutes from the Safer Barnsley Partnership held on 8<sup>th</sup> March 2021. It was also reported that a new Chief Superintendent is starting on 14<sup>th</sup> June 2021 and that the Annual Plan is being refreshed.

**RESOLVED** that the minutes be received.

## **21 Key points from the Mental Health Partnership 17th May, 2021 - Adrian England**

The meeting considered the minutes from the Provider Forum meeting held on 17<sup>th</sup> May 2021. Adrian England reported that since the last Health and Wellbeing Board meeting the Mental Health Partnership has: Submitted a joint response to Government's consultation on the Mental Health Act reforms; begun tackling complex, system issues (e.g. issue around Section 136s, and Learning Disabilities and MH); agreed and begun work on a range of priorities, including employment of those with a serious mental illness, self-harm, suicide prevention and perinatal mental health; commenced development of a system wide MH Strategy, which aims to be complete and presented to the HWB in October 2021; established a multi-agency task and finish group looking at system wide Mental Health Transformation and ensured service users' voices are heard throughout the process, with service user representation on the Delivery Group (through the MH forum) and regular consultation with the Recovery College.

Development of local Crisis Care alternatives is underway, working with potential providers such as Touchstone, to develop a Wellbeing Café model. The MHP has overseen Children and Young People mental health transformation work, which will continue to report to the Partnership and agreed to and launched the Zero Suicide Ambition for Barnsley, with a video available on YouTube. Adrian thanked Officers from the Local Authority and partners for the hard work they have done and for adding value to the work that is being done.

**RESOLVED** that

- (i) Adrian be thanked for his attendance and contribution,
- (ii) The minutes and update be received, and
- (iii) The Zero Suicide Ambition be endorsed by the Board.

## **22 Key points from the Stronger Communities Partnership - Councillor Platts**

Councillor Platts updated the Board with regard to the work of the Stronger Communities Partnership. The Partnership Plan has been reviewed. It was highlighted that there is still a need to focus on prevention and early help. The partnership will no longer oversee worklessness, jobs and skills. Priorities will include a focus on 'Age Friendly' Barnsley, poverty, good food, support for carers and community engagement.

**RESOLVED** that the update be noted.

## **23 A Day in the Life of - Diane Lee**

Diane Lee was welcomed to the meeting and delivered a presentation on the Director of Public Health's Annual Report for 2020, entitled 'A day in the life of – Tuesday 3<sup>rd</sup> November 2020'. Over 320 'diaries' from Barnsley residents were received and will be used to inform COVID-19 recovery plans and what issues should be focussed on in the future. The Board was urged to share the presentation amongst networks and within communities.

**RESOLVED** that Diane be thanked for her attendance and contribution and the presentation be noted.



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Chair

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<b>MEETING:</b>	Overview and Scrutiny Committee - Sustainable Barnsley Workstream
<b>DATE:</b>	Tuesday, 1 June 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Assembly Hall - Barnsley Civic

## MINUTES

### Present

Councillors Ennis OBE (Chair), Cain, Coates, K. Dyson, Fielding, Frost, Gollick, Green, Hayward, D. Higginbottom, Lodge, Lowe-Flelo, Markham, McCarthy, Noble, Pickering, Richardson, Stowe, Tattersall, Wraith MBE and Wray

### 1 Apologies for Absence - Parent Governor Representatives

No apologies/Apologies for absence were received from xx in accordance with Regulation 7(6) of the Parent Governor Representatives (England) Regulations 2001.

### 2 Declarations of Pecuniary and Non-Pecuniary Interest

Councillor McCarthy declared a non-pecuniary interest in Minute 20 'Barnsley Transport Strategy' in view of her being the Cabinet Support Member for Place (Environment and Transportation).

### 3 Minutes of the Previous Meeting

The minutes of the meeting held on the 27<sup>th</sup> April, 2021 were received.

### 4 Barnsley Transport Strategy

The Chair (Councillor Ennis OBE) welcomed everyone to this the first meeting of the Sustainable Barnsley Workstream of the Overview and Scrutiny Committee and which was also the first held back in a public building with members meeting face to face.

Members were then invited to consider a joint report of the Executive Director Core Services and the Executive Director Place on the proposed Transport Strategy for Barnsley which sought a way forward for the borough to address transport related issues, focusing on key concerns and how the Council could make the most of potential funding opportunities.

The report indicated that the existing Transport Strategy (2014-2033) did not correlate with the information and objectives of the Sheffield City Region Transport Strategy or the Zero 40/45 agenda and the revised draft strategy, a copy of which was attached to the report, sought to address these issues as well as reflecting the Sheffield City Region Bus Review, the Active Travel agenda, the Rail Vision and the Local Plan. This was in line with government guidance and best practice in relation to reviewing and future proofing a transport strategy.

The following witnesses were welcomed to the meeting:

Councillor Lamb – Cabinet Spokesperson for Place (Environment and Transportation)

Matt Gladstone – Executive Director Place

Kathy McArdle – Service Director Regeneration and Culture

Tracey Brewer – Head of Transport, Economic Regeneration and Culture

In the ensuing discussion, and in response to detailed questioning and challenge, the following matters were highlighted:

- Matt Gladstone referred to the key drivers for making changes to the existing transport provision and to the barriers encountered. These had been articulated in the draft Transport Strategy and were set within the regional and national context including, but not exclusively:
  - The reduction in bus patronage which, following a bus review undertaken across the Sheffield City Region was making a case with Government for additional investment
  - The sustainability agenda – the development of electric vehicles, the push for active travel (in this context reference was made to the Trans Pennine Trail), and proposals to enhance active travel opportunities
  - The Rail Vision which had been undertaken and which highlighted issues within the Dearne and the proposed development of the Dearne Valley Parkway
  - Stabilising the transport infrastructure and arrangements on the back of the Covid pandemic with government subsidies going into the bus and light rail networks which was likely to be removed
  - The development of the road network to key employment sites and growth areas
  - The aim to encourage people to adopt a more sustainable means of transport going forward
- Members suggested that the decline in patronage was a long-standing issue but was exacerbated by an extremely poor service in many parts of the borough. Councillor Lamb commented that bus services in Barnsley and indeed across the region were woefully inadequate. There was a need for a significant investment in revenue in order to ensure that bus services were frequent, affordable, comfortable and ran when people needed them to run. This would then hopefully see a turn round in declining patronage, however, compared to places like London where £7 was spent on public transport per head of the population, only £1 was spent in Yorkshire. How issues like this could be addressed would be difficult and Barnsley could not do this alone and at the very least there would have to be a South Yorkshire initiative and possibly even regionally. He commented, however, that whilst the Government had announced a review of bus services, the finance likely to be allocated to any proposals was minimal and was unlikely, therefore, to solve the longer-term transport problems of the area
- Tracey Brewer commented that the review of bus services being undertaken by the Sheffield City Region was to look at ticketing and what a quality bus corridor looked like. A whole range of schemes and priorities was being examined in order to continue to receive funding and there may well be the development of enhanced partnerships and/or a franchise model. A key element would be to decide what quality actually looked like and, of course

pricing was also key. Arising out of this, there was a discussion of what members felt should comprise a quality bus service. Particular reference was made, amongst other things, to punctuality, regularity, reliability and affordability. In other words, a service that met the needs of all residents including children, families, the disabled and those with special needs. It was felt that the draft strategy might perhaps be enhanced to address such issues. The consultation to be undertaken should also enable people's needs and requirements for all transport options to be identified

- In relation to active travel, reference was made to the improvements being examined for both cyclists and walkers. Tracey Brewer stated that her Team was currently working with highway network colleagues, however, at the moment many roads did not lend themselves to being able to be used for a dedicated lane for cyclists. Additional off-road cycling options were being examined and the Transforming the Cities Fund and the Active Travel Fund was hopefully going to be used to develop both off road and on road cycling schemes. It was the intention to improve pedestrian crossings and, where space allowed, to develop shared use footway/cycleways and on road cycling where this was safe to do so, but also acknowledging the potential air quality issues particularly within Town Centres may not be conducive to cycling. During her time with the Authority (just over a year) the emphasis had been on off road cycling and encouraging more people to cycle. She also reported that the Worsbrough area was an area for one of the next pipeline schemes utilising finance from the Community Renewal Fund. Councillor Lamb stated that as far as he was concerned, wherever there were new road developments there needed to be very clear provision for cycling and walking and indeed all active travel options
- Kathy McArdle commented that one of the key issues that the Strategy was trying to address was the lack of connectivity between Principal Towns with the current 'hub and spoke' approach and the intra connectivity between the different districts, villages and towns of the borough. This was likely to be addressed by the adoption of multi modal travel. In addition, bus frequency needed to be addressed and there were plans to improve the bus infrastructure so that it was more comfortable to wait and for real time information to be provided of when busses could be expected
- Tracey Brewer commented on the potential use of rural/community busses particularly for low usage areas. Members were reminded of the current arrangement for tendered services via the SYPTTE and the commercial nature of other services. With the introduction of an enhanced partnership arrangement the Council would have more influence on how and when busses were provided, and this was considered a key element of the strategy
- It was noted that studies were currently being undertaken into possible future developments and the results of these would be fed into the bus review which would then hopefully enable funding to be secured for those proposals. Tracey Brewer then commented on the current position with regard to the development of the Transport Strategy and the consultation that was being (and would be) undertaken
- A very 'high level' survey had been undertaken in relation to the active travel proposals (this had proved difficult in view of the inability to meet face to face), however, so far no further consultation had been undertaken as this was a draft document which, once finalised, would then be submitted for wider consultation. With regard to the economic sustainability of the proposed

changes, it was reported that bids for funding were being submitted to various bodies and organisations including the DfT although some finance had been obtained from the Transforming the Cities Fund for active travel proposals. The cost of tickets and affordability issues for passengers would be examined as part of the ongoing bus review

- It was noted that no specific contribution was made by bus companies to fund the roads infrastructure unless specific damage was caused
- Matt Gladstone briefly commented on the economic viability of the road network. He stated that the Government was currently contributing capital resources (electric busses for South Yorkshire etc.) rather than revenue and the primary focus at the moment was on active travel. Engagement was also progressing on a 'co-production' model with cycle forums. The Government was suggesting that for the provision of additional finance an enhanced partnership or franchise arrangement should be introduced. This would have implications for all parties and would require significant investment in bus networks. The challenge was, therefore, where would this funding would come from
- Information was provided about a study being undertaken by Mott McDonald into the primary network around the principal towns, local centres and on where attention should be focused if money could be made available. Efforts were being made to enhance the network and a £50m bid was being submitted to the Levelling Up Fund from the City Region. There were, however, some very difficult decisions to be made about where investment was to be made on the network
- Tracey Brewer commented on the very little influence the Council had over the provision of services and she noted the frustration that this caused, however the enhanced partnership or franchise approach suggested would give the opportunity to have a say into what services were provided. This would, however, probably come at a 'cost' and this was currently unknown. The bus review had been issued at the beginning of the year which in association with the Sheffield City Region would require the Council to sign up to and commit to an enhanced partnership. She briefly commented on the timescales and procedures that would be required to be undertaken for this to be implemented
- In response to specific questions, information was provided about the way in which funding via the Sheffield City Region was allocated. It was specifically noted that there was no funding formula for the provision of services to villages or towns. Funding was allocated per capita on a borough wide basis, the only difference being in relation to active travel funding. Councillor Lamb then referred to the pot of money available via the PTE for tendered services often in rural locations
- There was a discussion of the consultation process to be undertaken and of the need for members to assist in the consultation process and to engage as many people and diverse a population as possible in that dialogue
- Reference was made to the potential future funding arrangements and to the difficulties likely to be encountered. The Authority had connections with various organisations and Councillor Lamb was a member of the Scrutiny Committee for Transport for the North so had sight of the projects that were receiving funding and, for example, the funding for the Dearne Valley Parkway was coming via Transport for the North. For a small Team, compared to other authorities, the Transportation Team was very successful in obtaining external funding and it was pleasing to note that additional human resources were to



be added to that Team in the very near future. This was particularly important when projects were very much reliant on the submission of complex bids. The funding referred to was, of course, largely capital and this did not contribute to the running of bus services particularly at unsociable hours and this was a particularly challenging issue. Matt Gladstone commented that all funding for transport was now largely coming via the City Region and the Leaders of all the constituent authorities were united in their desire to see greater investment in busses and funding was being pursued via the Transport Levelling Up Fund but, as highlighted previously, this was capital funding and not revenue

- With the enhanced Partnership Model, the local authority would have to work closely with the bus operators to examine how additional investment could be obtained and there would be a role in improving the road infrastructure to assist smooth bus operations. For the authority to become involved in ticketing and pricing there would probably need to be a franchising model in place
- In response to specific questioning, reference was made to the Section 106 monies, to the way this was obtained, to the rules and regulations regarding its use and to the potential for using it to fund sustainable travel. Tracey Brewer commented on the work that was ongoing to try to ensure that, were possible, such funding could be utilised and she gave examples of the type of options that could be considered. In addition, the Supplementary Planning Document was being amended to reflect these changes in approach. Kathy McArdle then outlined the role of the Panel which determined where Section 106 money was to be used. In addition, the Place Directorate was examining all Section 106 agreements to see where the money was 'tied' and the see how the best use could be made of those resources in a more strategic way. Members would be kept updated and informed of this work
- Reference was made to Park and Ride Schemes and to the difficulties encountered in their implementation. The PTE were potentially looking at a scheme for Penistone as a possible option because of the rail enhancement work there. The difficulty for park and ride schemes was having sufficient traffic volumes to make them financially viable
- Reference was made to the role and work of the Barnsley Cycle Forum. It was noted that this was not intended to be a closed forum, but numbers had to be kept to manageable levels. It had been established so that the voices of cyclists could be heard and was chaired by the Chief Executive with Matt Gladstone in attendance. The Forum had come up with several suggestions and these had been taken up by the Highways Team for further examination
- With regard to shared surfaces/pathways, engineers were working within the MCA standards to ensure that schemes brought forward were compliant
- Councillor Lamb asked Members those members with concerns about specific services to contact him direct so that issues could be raised directly with the Stagecoach Operations Director
- Reference was made to the decision made by Transport for the North to abandon proposals for Smart Ticketing and to the rationale for this decision. It was noted that there had been no common agreement between operators. There had, however, been a remarkable shift towards contactless payments. Further infrastructure improvements were being make to payment systems and the four South Yorkshire Leaders had agreed for further incentives to be introduced for younger people, but difficulties were being encountered and discussions were progressing

- There was a discussion of the potential implications of franchising. Within South Yorkshire the enhanced Partnership option was being pursued in the first instance as the preferred option but there would also be an examination of what franchising might look like but there would have to be an examination of the potential impact this would have on South Yorkshire. If the enhanced Partnership arrangement was introduced there could be a further examination of Smart Ticketing on the basis that the authority would have more control and influence
- In response to suggestions, Tracey Brewer commented that she would be contacting the Young Mayor and the Youth Council to elicit their views about young peoples needs for transport for the future. Councillor Lamb commented on the statistical evidence that suggested that young people and those in their 20's were choosing not to purchase vehicles. There was a need, therefore, to involve these residents in any consultation going forward
- Arising out of the above Kathy McArdle briefly commented on the involvement of the Youth Council in the development of strategies, to education and training, on the involvement with schools to develop active travel plans as well as encouraging parents to adopt active travel lifestyles
- Reference was made to the importance of ensuring that the transport strategy dovetailed with strategies with cross boarder neighbouring authorities. Councillor Lamb gave a brief update on discussions that were progressing between the various leaders and Mayors particularly with regard to West Yorkshire
- The model of the Barnsley/Sheffield Enhanced Partnership was being worked on at the moment but it was understood that this would place matters more on a statutory footing rather than the current voluntary partnership arrangement. There would be enhanced support from the City Region if this arrangement was adopted and a decision on this was anticipated by mid-June. The government was agreeing to provide additional funding provided that there was a commitment to an enhanced partnership model. This was likely to give rise to a commitment to various standards and infrastructure improvements, car parking and matched investment in things such as electric vehicles. Work was still progressing to gain an understanding of the full implications of entering into such an agreement. It was not yet clear, however, what controls the authority would have over pricing of tickets etc. Zero emission vehicle bids being submitted and it was thought there would need to be a 40% contribution to matched funding but whether this would all come from the City Region was unclear. Stagecoach were, however, working with the authority to pull the bid together and they too would be required to give a commitment to financial contributions
- In response to specific questioning, Tracey Brewer commented on the work of her Team over the last 15 months and to the ways in which funding avenues had been explored specifically to fund infrastructure improvements for cyclists. She made particular reference to the conditions that were often attached to successful funding bids. There was, however, tremendous excitement at what was being proposed particularly in relation to the development of the strategy and the pipeline of schemes proposed. There was a long way to go to catch up with other authorities, but she was confident that this could be achieved given the vision and commitment now demonstrated
- Reference was made to the success of the Trans Pennine Trail and to the fact that Barnsley had some tremendous leisure cycling opportunities. What was

needed, however, was the development of radial routes to connect the villages to the Town Centres. This was something that Councillor Lamb was passionate about and was keen to see developed

- It was suggested that further consultation be held with 'normal' and 'would be' cyclists so that their concerns at potential barriers to cycling more could be broken down.

The Chair, in conclusion, commented that the future plans faced many challenges. Officers were aware of the challenges and because money was limited it was important to make future plans and projects as sustainable as possible.

**RESOLVED:**

- (i) That Councillor Lamb (the Cabinet Spokesperson for Place (Environment and Transportation)), Matt Gladstone (Executive Director Place), Kathy McArdle (Service Director, Regeneration and Culture) and Tracey Brewer (Head of Transport, Economic Regeneration and Culture) be thanked for attending the meeting and for answering Members questions; and
- (ii) That when looking at the challenges being faced in developing the Strategy, the Executive Director Place be recommended to involve Elected Members, Community Groups, Ward Alliances, the Youth Council and the Young Mayor of Barnsley in the consultation process so that any suggestions brought forward be taken up and examined so that the Strategy and any schemes emanating from it have the full backing of as many people as possible as failure to do this may result in any new services provided not being used.

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Chair

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<b>MEETING:</b>	Overview and Scrutiny Committee - Growing Barnsley Workstream
<b>DATE:</b>	Tuesday, 29 June 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	The Assembly Room - The Civic

## MINUTES

### Present

Councillors Ennis OBE (Chair), Cain, Coates, Fielding, Gollick, Green, Hayward, Kitching, Lowe-Flello, Markham, McCarthy, Noble, Osborne, Pickering, Smith, Tattersall, Wraith MBE and Wray

### 1 Apologies for Absence - Parent Governor Representatives

No apologies for absence were received in accordance with Regulation 7(6) of the Parent Governor Representatives (England) Regulations 2001.

### 2 Declarations of Pecuniary and Non-Pecuniary Interest

Councillor Osborne declared a non-pecuniary interest in Minute No. 8 as he is employed as a Partnership Manager for Reed in Partnership, a contracted provider of the JETS Programme referenced in the report.

### 3 Minutes of the Previous Meeting

The minutes of the meeting held on 1<sup>st</sup> June were received.

### 4 Economic Recovery of the Borough

Members were invited to consider a report of the Executive Director Core Services and the Executive Director Place regarding the Economic Renewal Action Plan as part of the borough's economic recovery from Covid-19. The report included comprehensive information about the Economic Renewal Action Plan, Barnsley Prioritised Recovery Plan and Additional Restrictions Grants.

The following witnesses were welcomed to the meeting and delivered a detailed and informative presentation on the Economic Recovery of the Borough:

Kathy McArdle, Service Director, Regeneration & Culture, Place, BMBC  
 Paul Clifford, Head of Economic Development, Place, BMBC  
 Martin Beasley, Enterprising Barnsley Group Leader, Economic Development, Place, BMBC  
 Cllr Tim Cheetham, Cabinet Spokesperson, Regeneration & Culture

It was explained that Barnsley had been hit harder than other areas due to its existing inequalities following the loss of manufacturing and the effects of austerity. The Economic Renewal Action Plan (ERAP) plans the work of BMBC and partners over the next 18 months to October 2022 to help Barnsley businesses bounce back

from Covid, and details what is being done to attract jobs, businesses and investment with a dedicated package of interventions in the short, medium and long term to grow Barnsley's economy and make it more sustainable.

The ERAP was approved at Cabinet on 7th April with a £2million programme to support recovery, together with an Additional Restrictions Grant (ARG) offering coronavirus restriction business support made available from Sheffield City Region (SCR). There are 3 strands within the ERAP: people, employers and place and these are closely linked to the Barnsley 2030 aspirations. The £2m is split into £1m 'chunks', with £1m of regional funding to be spent by March 2022 and £1m from BMBC. The ERAP aims to support 870 businesses, safeguard 1500, create 550 jobs created and provide 1,000 individuals with employment support, with a move away from grant support during the pandemic towards capacity building and growth. The Culture and visitor economy has been badly hit and is in need of support alongside the community and voluntary sector. E-commerce support has also been made available to help 120 retail businesses 120 to get their businesses online and supply chain and procurement support to explore the development and capability to be able to access local supply chain again creating the conditions for growth.

ARG funding was first made available in Financial Year 2020-2021 to be used across Financial Years 20/21 and 21/22. The four South Yorkshire Authorities agreed to use the remaining ARG on four specific projects: Capital Expenditure Grants; Digital Innovation Grants; Business Productivity Grants and Outdoor hospitality Grants. Barnsley was offered £1m and spent £1.1m within a very tight timescale.

In terms of challenges, Barnsley had a very short period of time to get the funding out to businesses (around 4 weeks). Additional capacity was made available to coordinate delivery together with external peer support from the Local Government Association (LGA) which will be used as a case study on the recovery journey. Marketing and communications will be used to promote the opportunities and outcomes of the recovery work as it must be accessible. A number of risks have been identified, including the unknown post COVID context (to which data and intelligence is key); the shift away from financial support to capacity building; the need for strong partnership mobilisation and delivery resource and the end of furlough - which is a key risk in terms of employment. The Government has recently announced that the current £20 universal credit uplift is to be removed, which will have potentially devastating consequences for many people in Barnsley. Plan for the North is currently campaigning to retain the £20 uplift.

There are a number of national and regional funding opportunities available. Two bids have been submitted for the Town Centre and Elsecar along with a joint bid with Kirklees relating to Penistone rail line improvements.

In the ensuing discussion, and in response to detailed questioning and challenge, the following matters were highlighted:

There is a need to promote the work that has been done to attract people from other areas and overwrite the outdated perceptions and misconceptions of Barnsley. It was highlighted that an extensive marketing and advertising campaign is planned for the Glassworks, running from July through to December. Barnsley is also working with Welcome to Yorkshire, with a series of films linked to social media to reach



beyond Barnsley into Leeds, Sheffield, Rotherham and Manchester. Full details will be provided as they emerge. Barnsley has much to offer and this variety needs to be captured and sold to visitors beyond the Borough. Classic FM is currently promoting Leeds and the visitor economy and it would be nice to see Barnsley tapping into similar opportunities. Work is also underway with partners, including the National Trust. Wentworth Castle Gardens is a Gateway for promoting Barnsley outside the Borough and provides an opportunity for cross promotion, linking with Elsecar and Wentworth Wodehouse

It was felt that sometimes business support opportunities can be difficult and complex to access, which may deter potential applicants. The complexity largely depends on the funding stream. EU funding is still available until 2023 but is indeed complex and lots of businesses are put off by this. Barnsley is currently working with local businesses to simplify the process, putting some of it online to help with this. In July a grant will be available to support businesses to trade online, with a 'portal' currently in development to make the process as easy as possible. £1.6 m of grants have been moved in 6 months, which required a lot of support and 'hand holding' to encourage uptake. An animation is in development for the next campaign to engage interest and ensure the process is innovative, transparent and open. Barnsley was able to mobilise and get funds out to businesses within 24 hours of Government announcements, which was much quicker than other regional authorities.

Barnsley is looking to make the Get Back into Work Programme universal across the borough, working closely with Area Councils and partners such as the DWP, voluntary and community sector, education and employment support providers, to plan effective employment outreach work using community hubs etc for targeted support and intervention. There is a need to develop a skills pathway as there is a shortfall in both higher level skills and getting people 'job ready'. A refresh of the jobs strategy will be coming to Cabinet shortly. Skills currently needed in Barnsley include: teamwork, problem solving and digital skills. Sector pathways currently being developed include: The Glassworks (retail and hospitality), logistics and warehousing, health and social care. There is a need to reduce the numbers of economically inactive people and address the qualifications shortfall in Barnsley. There is a shortage of lorry drivers in Barnsley. Local solutions are being developed to promote opportunities and encourage more people to take up that profession.

Getting young people work ready and providing apprenticeships and internship opportunities is very important in Barnsley. BMBC and Berneslai Homes are leading the way by providing apprenticeships for young people within the Council. A Youth Employment programme is being developed including 80 one-year 'kickstarter' places for young people. An Employer Promise is being developed to identify apprenticeship opportunities and ensure young people get on the job training. It is anticipated that the biggest employers will all sign up to this. There are a number of sectors in Barnsley where businesses want to recruit but there is a shortage of workers and a skills mismatch. Businesses are being encouraged to match employment opportunities with young people graduating University. A number of large employers are coming into the area and open days and recruitment days are planned to encourage local uptake.

The Digital Access programme aims to provide 100 laptops and supporting software/data dongles and accessories for ESF Employability programme

participants, who will receive a loan device for up to 12 months with an unlimited data dongle for 3 months. Information about how many participants have accessed employment will be provided by Tom Smith.

Barnsley should be proud of the capacity of the team and partners to pull out all the stops to get support out to businesses rapidly. It has been a very difficult 12 months but all BMBC teams have worked together to tackle Covid 19. Support moved within 24 hours from being office based to an online webchat function, answering queries and providing support to businesses in dire need of support. The BMBC Finance team have been very supportive, providing funds to be spent immediately and reimbursed later and more widely Regulatory Services has worked positively to help business navigate COVID compliance challenges combined with the ongoing support from Public Health It is clear to see that the whole Council and wider partners have worked collectively to provide an coordinated response to the pandemic helping to provide resilience within our local economy.

Members can provide 'check and challenge' to make sure the correct support is being provided to communities, sharing information about Enterprising Barnsley far and wide and signposting aspiring businesses to the help and support available through the programme. Barnsley is creating an environment where businesses can flourish and Members can be ambassadors to help create this positive environment.

It is crucial that Barnsley continues to build on the success of the work done throughout the pandemic and continues to see growth in SMEs, new starters, employment and skills support. Sadly some businesses have closed and there is a need to safeguard for the short term and then promote a growth trajectory. We want to see a thriving town centre with low vacancy rates and businesses employing more people and growing, with the money spent on Barnsley retained in Barnsley. Henry Boot delivered has delivered a huge amount of social value as part of their project and has helped to raise Barnsley's economic profile.

Active travel will be promoted in Barnsley and outlying areas to minimise environmental impact. The Trans Pennine Trail (TPT) will be further developed as an active travel route with funding coming through SCR. This is an exciting time to develop active travel hubs and consolidating and promoting active travel links across Barnsley with a good foundation to build on which will also attract visitors into the Borough. A number of charging points are to be installed in the town centre and across the Borough to support electric vehicles and SCR are looking at the development of electric buses to reduce carbon emissions.

The Principal Towns Programme is an opportunity to invest in local economies and grow all our local urban centres, as each area has its own unique requirements. The programme has been very successful to date but there is lots more to do to develop it further and in conjunction with local Members. A separate Principal Towns Investment Plan is being prepared and will be coproduced with local communities, using active travel as a way to connect communities. It was highlighted that because of the scale of the ambition of the programme and the fact that it is locally driven it cannot be done quickly. Work is ongoing behind the scenes on many of the large-scale projects such as Penistone Paramount and Penistone Town Hall whilst residents in other Principal Towns and Local Centres are now beginning to see their

projects come to fruition. Elected Members will be kept in the loop about the improvements in their local areas under the programme.

BMBC has six key account managers who each manage around 70 businesses each across various sectors, including digital businesses, retail, hospitality, manufacturing and the public sector. There is a need to work closely with the biggest businesses and anchor organisations in Barnsley. These include the NHS, Berneslai Homes, Premier Foods, the Company shop and Hermes. Barnsley has a diverse and mixed economy. A major international digital conference has just been held in Barnsley and Barnsley College's Digital Campus is based in DMC1 and DMC2, the only college in the area delivering digital skills.

**RESOLVED** that

- (i) Witnesses be thanked for their attendance and contribution
- (ii) The update be noted;
- (iii) Information about the Digital Access programme participants who have successfully accessed employment be obtained;
- (iv) Information should be shared with members about campaigns to promote the Barnsley offer for visitors;
- (v) The service should further manage the expectations of businesses by clearly documenting full criteria for grant applications so that businesses understand why they are not successful;
- (vi) Information demonstrating the evaluation of the laptop scheme to determine success, should be obtained;
- (vii) Employment figures and a summary to demonstrate how these link to the critical success factors of Barnsley 2030 should be obtained;
- (viii) The service should consider expanding their offer and promotion to university students;
- (ix) The service should closely monitor capacity to deliver the plan in order to effectively meet the needs of local businesses, and
- (x) Members should consider adding further check and challenge sessions to future work programmes

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Chair

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<b>MEETING:</b>	Central Area Council
<b>DATE:</b>	Monday, 26 April 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Held Virtually

## MINUTES

### Present

Councillors Williams (Chair), P. Birkinshaw, Bruff, Clarke, Fielding, Gillis, W. Johnson, Lodge, Mitchell and Wright.

### 22 Declaration of Pecuniary and Non-Pecuniary Interests

There were no declarations of pecuniary or non-pecuniary interests.

### 23 Minutes of the Previous Meeting of Central Area Council held on 1st March, 2021 (Cen.26.04.2021/2)

The meeting received the minutes from the previous meeting of Central Area Council held on 1<sup>st</sup> March, 2021.

**RESOLVED** that the minutes of the Central Area Council held on 1<sup>st</sup> March, 2021 be approved as a true and correct record.

### 24 City Fibre/SY Superfast Broadband - Natalie Ward and Julie Tattershall (Cen.26.04.2021/3)

Natalie Ward, City Manager, and Julie Tattershall, Projects and Contracts Manager, were welcomed to the meeting.

Members heard how Superfast South Yorkshire (SFSY) was a partnership between the four South Yorkshire local authorities, Building Digital UK, Openreach and the Local Enterprise Partnership. So far SFSY had increased availability of superfast broadband from 80% to over 98% bringing nearly 120,000 new connections, with over 70,000 in regular use. In addition, support had been provided to SMEs on how to gain the benefits of connectivity, and advice relating to infrastructure had also been provided to developers and to planning departments.

Members noted the current activity being undertaken, including working with Openreach to provide fibre to the premises for 8,000 homes, inputting into digital strategies in Barnsley and the City Region, and also being consulted on digital connectivity as part of the planning process.

Noted was the work undertaken in the Central Area with a total of 1,623 properties now having improved connectivity. Questions were raised in relation to the distribution of new connections, and it was noted that low numbers could be due to existing infrastructure already in place.

Those present heard of the work of Accelerate Digital Barnsley which included efforts to increase gigabit-capable broadband infrastructure from commercial providers such as City Fibre, to stimulate demand through voucher schemes, and to ensure all new

residential and commercial sites were future proofed with gigabit capable infrastructure.

Members also were made aware of Internet of Things (IoT) work to utilise technology in smart ways, collecting data to be used for strategic decision making. An example of temperature sensors being used to help decide when to deploy gritters was given.

It was noted that officers worked with network providers to plan the installation of 5G provision over the next two years. It was noted that liaison included supporting the planning process to ensure smooth roll out.

Members acknowledged the strategic linkages being made and social value opportunities created, and noted the example given of utilising technology to allow video calling in care homes. The work to address digital exclusion was also acknowledged.

Those present then heard about City Fibre and their work nationally to improve connectivity to 8m premises, a task which would create a number of jobs in construction.

The programme of £32m of investment in Barnsley had commenced in January, 2021. The programme would provide a model of full fibre infrastructure to allow improved internet connections that would be suitable for decades to come, allowing speeds to increase over time. The build involved both under and over ground work which would take around three years to complete the first phase.

Members were made aware of the details of the build and how the infrastructure would look. It was acknowledged that City Fibre owned infrastructure, but that the service would be provided by Internet Service Providers.

Members heard that work had commenced in January, and that City Fibre was working closely with the Council, engaging all stakeholders where possible, and raising awareness of the work being undertaken.

It was noted that the reinstatement of pavements and roadways following work would be undertaken on a like for like basis. Should issues arise, Members were made aware of the complaints process and that a team was dedicated to Barnsley was on hand to consider defects.

Noted was the workflow and additional communications to ensure residents were aware of the work in the area. It was acknowledged that this had been impinged somewhat by the pandemic. However, it was hoped that face to face discussions could be had in the coming months as restrictions were reduced. A suggestion was made for Members to highlight any avenue of potential stakeholder engagement, through briefings, events or publications.

Members questioned the use of telegraph poles in the area, noting that there had been a number of complaints, including in siting, with their size, and with the smell from their treatment. It was noted that the use of poles was part of design constraints, which could include needing to utilise existing infrastructure available, however it was suggested that communications about this could be improved.



Members asked what efforts were being made to improve connectivity in rural areas, and it was acknowledged that this was being considered by Central Government, who were working with operators to develop proposals to best suit rural areas.

**RESOLVED** that thanks be given for the presentations.

**25 District Enforcement - Environmental Enforcement Service - Craig Embleton (Cen.26.04.2021/4)**

Craig Embleton, North Environmental Operations Manager, District Enforcement was welcomed to the meeting. Members were made aware that four officers operated in Barnsley, with a remit to educate and to issue Fixed Penalty Notices in the event of non-compliance.

In relation to education, discussions had taken place with Twiggs Grounds Maintenance about how to work together to improve education and deal with littering. Members were made aware of plans to develop an animation for schools, highlighting the impact of littering on the environment. It was also noted that officers did hand out 'Stubbi' pouches and dog fouling bags to educate.

Questions were raised in relation to the resource available in the Central Area, and how to make contact with officers. Members heard that officers were deployed in the Central Area in pairs, according to a rota schedule which focused on hotspots, and that details about how to report issues would be circulated.

Members discussed the large number of volunteers collecting litter and the fact that issues with litter still remained. It was suggested that education, especially from a younger age, and enforcement were two ways that could assist, but that changing culture was not easy. It was noted that the service would collaborate with Twiggs Grounds Maintenance to work with schools on education, but there was some concern as to whether this would be locally focused or differ significantly from national resources, and the impact of this was questioned.

It was acknowledged that overfilled waste bins did not help the situation with regards to litter, and the frequency of emptying was being considered.

Members noted the numbers of Fixed Penalty Notices, which were below previous levels due to the pandemic.

**RESOLVED:-**

- (i) that thanks be given for the presentation, and the contents noted;
- (ii) that details of how to report issues to District Enforcement Officers, and details of their working patterns be circulated to Members;
- (iii) that District Enforcement Officers be invited to a future meeting to discuss the performance of their service in the area.

**26 Covid-19 Update - Lucy Butcher and Laura Dixon (Cen.26.04.2021/5)**

Lucy Butcher, Public Health Practitioner and Laura Dixon, Neighbourhood Engagement Officer, were welcomed to the meeting. A brief update was provided on the current situation. Covid Marshals had been deployed in areas of high footfall, specifically in the Town Centre, Cudworth and Wombwell. In general, there were far

fewer reports of households mixing, people not wearing masks, and issues in gyms. However, there were some concerns around football, with a lack of distancing at both professional and informal matches feared.

Members questioned whether Covid Marshals were available out of normal office hours, and it was suggested that officers worked until 10pm in the evenings. Members requested that contact details be circulated in order to report any issues.

Potential issues around the opening of fairs and drive in cinemas were discussed and it was noted that these would be monitored.

Questions were raised about whether members of the public were adhering to restrictions within licensed premises, and it was noted that support was provided to licensed premises and that Regulatory Services were also undertaking visits to monitor adherence.

In relation to the relaxing of restrictions, it was noted that some support would be required in relation to the management of large events and it was expected that Covid Marshals would be available to support this until next year.

With regards to the lack of social distancing around schools, Members were encouraged to report any issues, and Covid Marshals would be deployed appropriately.

It was noted that the Neighbourhood Engagement Officers had been working to promote the uptake of the vaccine. They had also been working to support recovery, meeting with CAB to discuss their offer, and with Youth Services to ensure safe practices in the community.

It was noted that the Community Responder Service had now been stood down but would be on standby in the case of any further waves.

**RESOLVED** that the report be noted.

## **27 Procurement and Financial Update (Cen.26.04.2021/6)**

The item was introduced by the Central Area Council Manager who drew attention to the overview of all services provided by the Area Council and associated timescales. Members heard that the final performance report of 2020/21 would be considered at the next Area Council meeting. The financial position was considered, and it was acknowledged that the year end had yet to be reconciled and there may be some internal transfers. Noted was the £5,685 reimbursed into the budget. This was due to the successful award of finance from Central Government to address social isolation.

Members were reminded of the previous approval to fund the YMCA Detached Youth Work in Dodworth, which had been based on figures for 10 months. An increase of £943 was requested, as was a change of timescales.

An overview of the Social Isolation and Challenge Fund was provided, noting the successful applications: - Age UK, Reds in the Community, and RMB Mind. Members

heard that discussions had been undertaken with all, outcomes agreed, and contracts had also been signed. In addition, a meeting had been held to boost collaboration between the providers.

It was suggested that all providers would be invited to a future meeting of the Area Council to provide an overview and progress made of their project.

The quality of submissions had been very high, and appellants would be supported to access external finance where possible.

**RESOLVED:-**

- (i) that the overview of Central Area Council's current priorities, current contracts, contract extensions, Service Level Agreements and Wellbeing Fund projects, and associated timescales, be noted;
- (ii) that the actual financial position to date for 2021/22 and the projected expenditure, including future proposals, to 2023/24 as outline in appendices 1 and 2 of the report be noted;
- (iii) that the additional £5,685 reimbursed in to the budget via accessing Central Government social isolation funding be noted;
- (iv) that approval be given for a £943 increase in grant funding for the YMCA Detached Youth Work Project in Dodworth increasing the amount previously agreed on 1<sup>st</sup> March, 2021 to a total of £13,303;
- (v) That approval be given for the change in delivery period of the YMCA Detached Youth Work Project in Dodworth so that the project is operational from 1<sup>st</sup> July, 2021 to 30<sup>th</sup> June, 2022;
- (vi) That the Social Isolation and Loneliness Challenge Fund update be noted;
- (vii) That the projects funded through the Social Isolation and Loneliness Challenge Fund be noted;
- (viii) That the performance and monitoring arrangements for the Social Isolation and Loneliness Challenge Fund, as detailed in section 7 of appendix 3 of the report, be approved.

**28 Dates and Times of Future Meetings (Cen.26.04.2021/7)**

Members were reminded of discussion at the previous meeting where it was agreed that a potential list of dates would be circulated, with a view to identify any issues in moving meetings from Monday afternoons to being held on Wednesday afternoons.

A list of dates had been circulated and no issues had been identified.

**RESOLVED** that Central Area Council moves to meeting on a Wednesday at 2.00pm.

**29 Notes of the Ward Alliances (Cen.26.04.2021/8)**

The meeting received the notes of the following meetings of the Ward Alliances within the Central Area:-

Central Ward Alliance – held on 24<sup>th</sup> February, and 31<sup>st</sup> March, 2021;  
Dodworth Ward Alliance – held on 9<sup>th</sup> March, 2021;  
Kingstone Ward Alliance – held on 24<sup>th</sup> February, 2021;

Stairfoot Ward Alliance – held on 8<sup>th</sup> February, and 8<sup>th</sup> March, 2021; and  
Worsbrough Ward Alliance – held on 4<sup>th</sup> February, and 4<sup>th</sup> March, 2021.

**RESOLVED** that the notes from the Ward Alliances be received.

**30 Report on the Use of Ward Alliance Funds (Cen.26.04.2021/9)**

The report was received for information. A query was raised as to whether projects were still required to support Covid recovery objectives, and it was suggested that this was the case, but clarity would be sought.

**RESOLVED** that the report be noted.

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Chair

<b>MEETING:</b>	Dearne Area Council
<b>DATE:</b>	Monday, 24 May 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Reception Room and Room 2, Barnsley Town Hall

## MINUTES

**Present** Councillors Noble (Chair), Cain, Coates, Danforth and Gollick

### 1 **Declarations of Pecuniary and Non-Pecuniary Interests**

There were no declarations of pecuniary or non-pecuniary interests.

### 2 **Minutes of the Previous Meeting of Dearne Area Council held on 15th March, 2021 (Dac.24.05.2021/2)**

The minutes from the previous meeting of Dearne Area Council were received.

**RESOLVED** that the minutes of the Dearne Area Council meeting held on 15<sup>th</sup> March, 2021 be approved as a true and correct record.

### 3 **Performance Report Q4 (Dac.24.05.2021/3)**

The Area Council Manager spoke to the report which covered quarter four of 2020/21.

The service provided by Twiggs Grounds Maintenance had been operating successfully, with positive feedback received about the tool bank, and the support to volunteers litter picking.

Within the quarter 37 events had been held, with 36 community groups and businesses supported. The service had worked with 55 new volunteers, and 671 bags had been filled with litter the quarter. Members noted that the Area Team, Twiggs Grounds Maintenance and Neighbourhood Services had worked closely to develop an easy to understand flowchart in order to support individuals who wished to volunteer in the area.

B:Friend had suspended face to face sessions due to the pandemic, but social groups had continued online. Question and answer sessions had been held with the Museums Service and with South Yorkshire Police.

The service had supported 70 older neighbours and delivered 355 hours of one-to-one befriending through volunteers, with most of this undertaken over the phone. There had been 78 hours of staff visits and calls, and 7 new volunteers had been recruited within the quarter.

Members noted the recent promotion undertaken through social media and partner networks to make potential users aware of the service.

Members went on to consider the service provided by Dearne Electronic Community Village (DECV). 71 learners had been engaged within the quarter, with 10 new learners. 10 individuals had gained qualifications, with 3 learners securing employment and 7 going on to further training.

The reduction in numbers due to face to face tuition being stopped was discussed, as was the impact of the library being closed. However, it was noted that previous learners had been contacted to offer supported, and it was expected that numbers of learners would improve when restrictions eased.

Those present then discussed the performance of the Private Sector Housing Enforcement Officer, who had made 141 reports, and helped to improve 39 properties. 29 residents had been assisted into positive changes, and 39 houses supported to responsibly recycle or dispose of waste. Members noted that the officer had reported 38 fly tipping incidents and the problem in the area was acknowledged. Members commented on the quick rate of response from the officer, and the impact of their work.

Consideration was then given to the services funded through the Dearne Development Fund.

Citizen's Advice Bureau had supported 36 people within the quarter with 80 issues. £14,237 of additional benefits had been claimed and residents supported to manage £2,419 of debt. Noted were the range of issues where support had been given, including with benefits, employment issues, relationships and families, and with legal issues.

DIAL had received 248 enquiries in the quarter, and 75 users receiving support reported reduced anxiety. The service had also supported £37,392 of benefit claims. The service had assisted with a wide range of issues including benefits, public health advice, social isolation and finance.

Station House had been funded to provide an afterschool club for young people aged 4-10. 76 children had taken part, with 25 sessions addressing issues identified by young people, and 14 session considering issues identified by staff. 48 families had registered for regular phone calls over lockdown.

**RESOLVED** that the report be noted.

#### **4 Report on the Use of Ward Alliance Funds (Dac.24.05.2021/4)**

Members noted that the Dearne North Ward Alliance Fund had £182.90 carried forward which led to a balance of £10,182.90 available for the 2021/22 financial year.

Dearne South had carried forward £1,317.72. When added to the annual allocation, this provided £11,317.72 for the financial year.

It was acknowledged that both funds had very recently received applications, which had been recommended for approval.

**RESOLVED** that the report be noted.



## **5 Dearne Area Council Financial Update (Dac.24.05.2021/5)**

The Area Council Manager reminded Members of the £200,000 allocation at the beginning of the financial year. This, together with £9,667.67 of underspend from 2020/21, led to an opening balance of £209,667.67 for the 2021/22 financial year.

Members noted that four commissions had already been agreed at a cost of £145,000. Therefore £64,663.67 remained for allocation.

An overview of the Dearne Development Fund was provided, which had an opening balance of £41,650.68 in 2020/21 and had approved five projects leaving £27.68. However, when additional underspend allocated to the fund and the approval of a further application was taken into account, the Fund had £5,378.41 remaining.

**RESOLVED** that the report be noted.

## **6 Dearne Development Fund (Dac.24.05.2021/6)**

The Area Council Manager spoke to the report circulated. Members heard that the Dearne Development Fund had an opening balance of £41,650.68 and had approved five projects leaving £27.68. However, underspend was received of just under £15,000, and an additional application had been approved meaning the Fund had £5,378.41 remaining.

The report proposed an additional £30,000 to be allocated to the fund, to be distributed as per previously agreed mechanisms, providing grants of between £1,000 and £15,000. It was acknowledged that this could be used as match funding to increase the impact in the area.

### **RESOLVED:-**

- (i)** That approval be given for the continuation of the Dearne Development Fund;
- (ii)** That £30,000 from the commissioning budget be allocated to continue the Dearne Development Fund in the 2021/22 financial year to provide grants from £1,000-£15,000, through previously approved mechanisms, to enhance and improve provision that already exists within the Dearne Area; and
- (iii)** That the Executive Director, Adults and Communities, be authorised to approve grants of between £1,000 and £15,000 following consultation with the Dearne Development Fund panel.

## **7 COVID 19 Update (Dac.24.05.2021/7)**

The report was received for information. Members spoke about the low rates in the area and that Craig Aubrey, the Neighbourhood Engagement Officer, had recently secured a permanent position with the Central Area Team. Thanks were given for Craig's hard work and Members gave their best wishes for the future.

**RESOLVED** that the report be noted.

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Chair

<b>MEETING:</b>	North Area Council
<b>DATE:</b>	Monday, 24 May 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

**Present** Councillors Leech (Chair), A. Cave, Crisp, Howard, Hunt, Lofts, Newing, Platts and Tattersall

### 1 **Declarations of Pecuniary and Non-Pecuniary Interests**

There were no declarations of pecuniary or non-pecuniary interest.

### 2 **Minutes of the North Area Council meeting held on 15th March, 2021 (Nac.24.05.2021/2)**

The Area Council received the minutes of the previous meeting held on 15<sup>th</sup> March 2021.

**RESOLVED** that the minutes of the North Area Council meeting held on the 15<sup>th</sup> March 2021 be approved as a true and correct record.

### 3 **Housing Cohesion Officer Update - Bradley Beatson (Nac.24.05.2021/3)**

Bradley Beatson gave an update about his recent work. It was highlighted that much of his work involves dealing with issues capable of having a detrimental effect on other, including Anti-Social Behaviour, environmental issues, property/housing conditions - private sector housing, fly-tipping, littering and social issues. Bradley works closely with other agencies (SYP, SYFRS, Adult & Children's Social Services, landlords / letting agents), voluntary agencies and with local residents within communities. Bradley has also been instrumental in facilitating the North Area Action Days that take place each month in all four wards. A number of case studies and photographs were shared, highlighting the work Bradley had been involved in. It was felt that a social media presence to raise the profile of the good work being done in communities might be beneficial. Legislation and enforcement is effective at resolving issues locally, when balanced with support for individuals.

**RESOLVED** that Bradley be thanked for his attendance and contribution and for the hard work and persistence he has shown in carrying out his role to sustain safe and pleasant communities.

### 4 **Public Health Covid 19 Update - Lucy Butcher and Leyla Brooke (Nac.24.05.2021/4)**

Leyla Brooke was welcomed to the meeting and gave a Covid-19 update. It was reported that although Barnsley is relatively stable, all age case rates are almost three times the national average and Barnsley is in the top ten local authorities with highest rates. There has been a rise amongst the 10 to 19 age group this week, with

a school outbreak and related household clusters driving rates in some wards. A further rise in rates is expected if further household mixing is permitted over the coming weeks. The highest number of cases (53%) remain in 10-39-year olds. The number of 40-59-year olds fell this week to 38, making up 22% of all cases. It is essential that the public health messages of 'hands, face, space and let fresh air in' continue to be reiterated to keep the road map moving forward. Testing continues, with mobile testing also available. Details of centres are on the website. Work is underway to target vulnerable and vaccine-hesitant groups through community engagement for both testing and vaccinations. Extra work is done in problem areas to dispel myths and encourage uptake of the vaccine. Work is done with Communications to try to understand why residents are reluctant to have the vaccine, which has to be handled carefully. Younger people seem to be concerned about infertility, the fear of being implanted with a 'chip' and tracking. Some believe that if their parents have had Covid and have recovered they do not need to be vaccinated. Information leaflets are also provided in other languages. Everybody can now access free home testing kits. 57 pharmacies have signed up to the testing services, with 12,500 tests collected since March 2021. Vaccination levels have improved, with 140,000 residents having received at least one vaccination and 74,000 having received their second dose. Those aged 30 to 35 are now eligible for vaccination. NEOs and Covid Marshalls continue to work closely with each other, with a focus on licensed premises recently. Work has now begun with the hospitality sector to provide support and guidance. It is a legal requirement to provide a QR code for customers, with the possibility of a £1000 fixed penalty notice if not displayed.

**RESOLVED** that Members note the update and Leyla be thanked for her attendance and contribution

## **5 Health and Wellbeing Workshop Outcomes (Nac.24.05.2021/5)**

The Area Council Manager provided Members with an update with regard to the Health and Wellbeing priority, making Members aware of the current position of the review and of the current direction of travel for commissioning in the North Area. The multi-agency North Area Councils Health and Wellbeing Priority Working Group met on the 23rd April to reflect on the existing Social Isolation and Cold Homes project. The workshop considered if this was still a relevant priority area for the North Area's commissioning focus. Aims and objectives of the project were outlined together with potential beneficiary groups, anticipated outputs and outcomes. The Area Council Manager also updated Members with regard to current commissioned projects, some of which already have a health and wellbeing link. A discussion took place around who the beneficiary groups should be, the need for more information and whether it would be possible to include all groups in terms of Covid-19 recovery for the community as a whole.

**RESOLVED** that

- (i) Members note the procurement progress to date, and
- (ii) Members agreed to focus on young people whose employment prospects have been affected by Covid-19 and older people who have become increasingly isolated and

- (iii) A further workshop be arranged to clarify the project direction, using Microsoft Teams.

## **6 Performance Report (Nac.24.05.2021/6)**

The Area Council Manager introduced this item, providing a comprehensive North Area Council Performance Report, including cases studies which demonstrated the impact various projects were having within the North Area Council area. It was also reported that Twiggs will attend the next Area Council meeting in July and supplementary information about the work they are doing will also be provided.

**RESOLVED** that

- (i) the update be noted, and
- (ii) Twiggs be invited to attend the next Area Council meeting in July.

## **7 Priority Working Groups (Nac.24.05.2021/7)**

The Area Council Manager introduced this item, requesting that Members give some thought to ward representation on each of the Priority Working Groups.

**RESOLVED** that

- (i) The Area Council Manager provide a list of current working groups and
- (ii) Members decide between them who will be the relevant ward representative for each of the working groups.

## **8 Commissioning, Project Development and Finance (Nac.24.05.2021/8)**

The Area Council Manager provided the Area Council with a financial position and forecast for expenditure based on the projects that have been proposed.

**RESOLVED** that

- (i) The North Area Council note the existing budget position and the existing funding commitments;
- (ii) Members confirm the extension of the Housing and Cohesion Officers post for a further 12 months from the 19th October 2021 at a cost of £35,000p.a.,
- (iii) Members be provided with a scope of service for the Twiggs contract
- (iv) Members note that Twiggs have assigned new team members to the North Area and that staff are currently undertaking area familiarisation and stakeholder consultation to plan a programme of work;
- (v) The North Area Council submits a waiver application for the Youth Resilience Grant providers to continue to deliver the programme for a further 12 months at £90,000 p.a. and that
- (vi) underspend is used to re-profile contracts that are re-tendered in line with inflation

## **9 Report on the use of Ward Alliance Funds (Nac.24.05.2021/9)**

The Area Council Manager updated the North Area Council on the financial position of the Ward Alliance Budget for each ward for the 2020/21 period at the beginning of the new financial year.

**RESOLVED** that

- (i) the update be noted and
- (ii) the Ward Alliances pay particular attention to the Ward Alliance Covid-19 Recovery Plan document when developing projects during the remainder of 2021/22, with each Ward prioritising the efficient expenditure of the Ward Alliance Funds 2021/22, in line with the guidance on spend.

## **10 Notes from the Area's Ward Alliances (Nac.24.05.2021/10)**

The North Area Council received the notes of the Darton East, Darton West, Old Town and St Helens Ward Alliance meetings for information purposes. Members were reminded of requirement for Ward Alliance minutes to be received by the Area Council. The following additional updates were provided:

*Darton East* - There has been a lot of interest in the hanging baskets. Litter has been a huge problem but the ward is now seeing more people volunteering, with an increased demand for litter picking equipment.

*Darton West* - There is a meeting tonight, with members looking at potential work for Twiggs. Darton Bowling Club are having an open day this Friday with Members invited and the Mayor in attendance. A new fence has been erected at Harry Road Rec to combat anti-social behaviour. This seems to be working well at the moment. The ward has also seen an increase in littering and volunteering, which is a credit to local communities.

*Old Town* - Money has been spent on a defibrillator and litter picking equipment, and on a replacement container for football equipment at Pogmoor. Litter picking has also increased. One member has been involved in developing work with Yorkshire Wildlife Trust regarding tracking of crayfish in the river (has licence).

*St Helens* - The ward has also seen an increase in regard to volume of litter during the lockdown. The Regimental Memorial bench will be installed outside Poundstretcher shortly, with thanks expressed to Cllr Leech for persevering with this issue. Hanging baskets are to be installed next week. The February half term food packs were well received.

**RESOLVED** that the notes of the respective Ward Alliances and updates be noted.

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Chair



<b>MEETING:</b>	North East Area Council
<b>DATE:</b>	Thursday, 27 May 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

**Present** Councillors Cheetham, Hayward (Chair), Cherryholme, Ennis OBE, Green, McCarthy, Richardson and Wraith MBE

### 1 **Declarations of Pecuniary and Non-Pecuniary Interests**

There were no declarations of pecuniary or non-pecuniary interests.

### 2 **Minutes of the Previous Meeting of North East Area Council held on 25th March 2021**

The meeting considered the minutes from the previous meeting of the North East Area Council held on 25<sup>th</sup> March 2021.

**RESOLVED** that the minutes of the North East Area Council held on 25<sup>th</sup> March 2021 be approved as a true and correct record.

### 3 **Notes of the Following Ward Alliances with Feedback from each Ward Alliance Chair**

The meeting received notes of the Ward Alliances with feedback from each Ward Alliance Chair. The following further updates were noted:

*Cudworth* – Two defibrillators are to be installed soon and the St Johns Garden is virtually finished. The local business community group has expressed interest in installing a Heritage stone in this area. It is hoped that people will volunteer for the Great British Clean-up in the Pocket Park. Assistance has been given to Exodus for children's activities and new IT equipment provided for the History group.

*Monk Bretton* – Members are in the process of getting dates for the Great British Clean-up, which it is hoped will be well attended. Volunteers and Members did a very good job litter picking in the Monk Bretton area.

*North East* – The two Ward Alliance vacancies are to be advertised. Grimethorpe planters on Brierley Road have now been sorted out and a lot of hard work has been done by Volunteers to clear and plant them up. Priorities for the year ahead have been set. There have been lots of litter picks by Volunteers across the area and it is looking very tidy. Hanging baskets sponsored by businesses have been installed in Grimethorpe. It is hoped that Christmas events will be able to take place this year.

*Royston* – Yorkshire in Bloom entries are being planned and there have been flowers planted in the park. The Healthy Hearts Groups have been involved in deciding

locations for the new defibrillators and defibrillator training is being rolled out across the area. Section 106 meetings continue and are always well attended. Green spaces are currently being assessed and linked to the Council's tree planting programme. Work at Rabbit Ings is progressing nicely. The Achievement Awards for schools are to be done individually in the current circumstances. Summer activities with young people are also being planned.

**RESOLVED** that the notes from the Ward Alliances be received.

**4 Superfast South Yorkshire and Accelerating Digital Barnsley - Julie Tattershall, Projects and Contracts Manager**

Julie Tattershall, Projects and Contracts Manager, delivered a presentation regarding Superfast South Yorkshire (SFSY) and Accelerating Digital Barnsley. It was highlighted that SFSY is a partnership team part funded by the four South Yorkshire authorities, BDUK, Openreach and the SCR LEP. Availability of superfast broadband has been boosted to over 98% and has brought 119,916 new connections to South Yorkshire. Support has been provided to SMEs across the Region in terms of connectivity and advice. In the North East Area Council Area, 3178 homes are now 'ready for service'. The Accelerating Digital Barnsley project provides connections to properties which are not commercially viable by increasing gigabit capable broadband from commercial infrastructure providers. In 2025 any copper telephone cables will be turned off. In terms of the 'Internet of Things' (IoT), sensors can be installed on council assets to collect data which will help with decision making - for example air quality sensors in the town centre - and this could save money. Planning for 5g mobile network is underway. Work is also progressing regarding combatting digital exclusion - which came to the fore during Covid-19 restrictions - for example working closely with care homes and schools around connectivity/digital exclusion and delivering skills training. The project has also been involved with the 'laptops for children' scheme, with a donated devices scheme based at DMC and in partnership with Horizon Community College.

**RESOLVED** that Julie be thanked for her attendance and contribution and the presentation be noted

**5 North East Area Council Project Performance Report - update on the delivery of commissioned projects**

The Area Manager introduced this item and gave a detailed update on the delivery of commissioned projects. An update was provided about the work of the Private Sector Housing Management and Enforcement Officer, Chris Platts, for the period 1st January to 31st March 2021. It was reported that the BCB Traineeship - Barnsley Community Build in the North East Area programme is doing well. For the period from 12th April to 9th May 2021, 212 bags of rubbish were removed, 163 of which were filled by Volunteers.

**RESOLVED** that the update be noted and thanks expressed to the many volunteers who had helped with litter picking.

**6 NEAC Financial Position and Procurement Update**

The Area Council Manager introduced this item, reporting that the North East Area Council is on target for spend. Ward Alliance spending in all four areas is also on track, which has been difficult to achieve in the circumstances.

**RESOLVED** that Members note the report.

**7 Report on the use of Area Council Budgets, Devolved Ward Budgets and Ward Alliance Funds**

The Area Council Manager introduced this item and updated Members with regard to Area Council Budgets, Devolved Ward Budgets and Ward Alliance Funds.

**RESOLVED** that Members note the report

**8 Area Council update about the about the Covid 19 pandemic from Public Health**

A Covid-19 report and update was circulated as Public Health are unable to attend the meeting. The report provided information about case rates, testing and vaccination. Any questions should be directed to the Area Council Manager who will seek responses from Public Health.

**RESOLVED** that the update be noted and any questions directed to the Area Council Manager.

**9 Finance Report**

The Area Council Manager introduced this item and asked members to consider the Private Sector Housing Management Officer's Service Level Agreement and the Social isolation and Dementia Service Level Agreement. The Private Sector Housing Management Officer's Service Level Agreement is now up for renewal at a cost of £31,460 if it is extended until 1st April 2022. The second year of the Social isolation and Dementia Service Level Agreement with Age UK Barnsley is due to complete at the end of June 2021. The cost of extending the agreement for a further twelve months is £25,000 with a contribution of £5000 from Age UK Barnsley.

**RESOLVED** that

- (i) The Private Sector Housing Management Officer service level agreement with Enforcement Services is now is extended until April 1st, 2022 at a cost of £31,460, and
- (ii) The Social Isolation and Dementia service level agreement is extended for a further 12 months at a cost of £25,000 with a contribution of £5,000 from Age UK Barnsley.

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Chair

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<b>MEETING:</b>	Penistone Area Council
<b>DATE:</b>	Thursday, 3 June 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

**Present** Councillors Barnard (Chair), Greenhough, Hand-Davis, Kitching, Lowe-Flello and Wilson

### 1 Declarations of pecuniary and non-pecuniary interests

No Members declared an interest in any item on the agenda.

### 2 Minutes of the Penistone Area Council meeting held on 8th April, 2021 (Pac.03.06.2021/2)

The Area Council received the minutes of the previous meeting held on 8<sup>th</sup> April, 2021.

**RESOLVED** that the minutes of the Penistone Area Council meeting held on 8<sup>th</sup> April, 2021 be approved as a true and correct record.

### 3 Notes from the Penistone Ward Alliance held on 20th May, 2021 (Pac.03.06.2021/3)

The meeting received the notes from the Penistone Ward Alliance meeting held on 20<sup>th</sup> May, 2021.

**RESOLVED** that the notes from the Penistone Ward Alliance held on 20<sup>th</sup> May, 2021 be received.

### 4 Clean, Green and Tidy Service - Twiggs Grounds Maintenance (Pac.03.06.2021/4)

Wendy Twigg and John Twigg from Twigg Grounds Maintenance were welcomed to the meeting to give an overview of performance for the new contract period started in April 2020 to date including delivery throughout the pandemic.

An overview of the service was given, which included the types of work undertaken and the groups and organisations engaged. 113 Twiggs led social action projects had been undertaken, work with 67 groups including Parish/Town Councils and independent groups, schools on 2 occasions which was a reflection of the schools being closed followed by restrictions due to the pandemic, and with businesses on 13 occasions.

121 litter picks with a total number of 482 sacks of waste cleared by both the Team and the independent volunteers, it was reported that volunteers had also been

disposing of the waste themselves. 22 volunteers and 13 young volunteers had been engaged.

Members heard about a variety of interventions and assistance delivered through the contract. These included supporting a number of business, schools and community groups on a variety of environmental projects and litter picking.

A number of other projects had been carried out including support provided to residents through a Tool Bank in order to assist with litter picking, handing out educational packs and Easter treats to thank volunteers, in particular the young independent ones who had engaged with the service during lockdown. Hbee+ project had gained momentum after initial support to get up and running, and had been linked in to support from the Men in Sheds Group. This has now been handed over to the Community to maintain as a sustainable area. Support has also been given to Springvale Gardens with trees planted and beds prepared for planting. The service has now benefitted from the introduction of a full range of re-chargeable electric tools.

Members praised the work showing that, with a little support from Twiggs, residents, businesses, schools and community groups could achieve positive results and that enhancement in skills was encouraging people to come forward and do more to improve their environment.

**RESOLVED** that thanks be given for the presentation and hard work undertaken by Twiggs Grounds Maintenance to improve the area.

## **5 Report on the Use of Ward Alliance Funds (Pac.03.06.2021/5)**

The Area Council Manager spoke to the report, drawing attention to the £20,000 annual allocation and carry forward of £6,925 giving a total of £26,925. Members were informed that applications were being received by Groups and after a number of applications had been approved a total of £19,314.60 remained.

**RESOLVED** that the report be noted.

## **6 Performance Report Q4 (Pac.03.06.2021/6)**

The Area Council Manager provided members with an overview of performance for Quarter 4 which included months January to March, 2021 and all contracted services.

Members were reminded of the current Area Council priorities and which contracts funded by the Area Council supported them and their respective contract or grant timescales.

An overview of performance was provided with the knowledge that contracts had remained flexed due to the pandemic, it was noted that during the period, 4 businesses had been involved in clean and tidy activities, 2 young people had engaged in the design/contribution of their local environment and 19 people felt they had the opportunity to influence the design and maintenance of their local area. An apprentice that had been recruited through the Twiggs contract had unfortunately not



worked out but that was back out for recruitment, and 13 young people had volunteered with Twiggs supporting litter picking.

The number of Community groups supported in the quarter was 41 mostly due to the work of Twiggs and Age UK, with 1 new Community groups created which was not a concern due to the restrictions in place during the quarter.

Adults volunteering had seen an upsurge with 138 in total for the year and 33 for the quarter with 22 of those being new. The CAB and DIAL service had seen an increase in requests for advice and support with 191 in total for the quarter with 23 referred for health and advice.

In terms of the Local Economy 3 full time jobs had been created within the Twiggs contract since April 2020, local spend across all contracts was at 95% and the volunteer hours created in the quarter equated to £1918.42 with 37 people receiving training through the Twiggs contract. Members noted that it was positive what had been achieved during the pandemic with the flexed contracts.

Members heard how the Age UK contract had changed the way in which it contacted people due to the pandemic and had maintained 148 contacts in the quarter and working with 25 existing service users and 3 new regular ones whilst supporting 14 new group participants. Additional service users had been reached in the Thurgpland, Wortley and Howbrook areas as a result of a successful collaboration with Wortley Golf Club providing 244 meals. There were 21 active volunteers and 2 who were being processed in order to carry out support to the services for instance by telephone and to go on socially distanced walks with those able to participate. Advice and support had been given to 20 new service users with a total estimated gains of £28,565.77 which was an increase from £14,397.68 during the previous quarter.

Members were updated on a number of Groups that were planning to restart such as the Men in Sheds Group that had maintained contact throughout the pandemic and planned a relaunch as and when it was safe to do so. The Community Car Share Scheme had not been in use but the Dial a Ride service had resumed to take people to medical appointments and shopping but under restrictions. U3A Groups were gradually restarting and a SOPPA zoom meeting had been held in March over zoom to continue to provide a means of communication and referrals throughout the pandemic.

Activities at home would continue until a time when service users could start to attend meetings and events face to face with a view to maintaining some provisions for those who were housebound. Plans for when restrictions began to ease had begun such as walking activities and it remained an intention to reach out to smaller communities to include them in future activities.

An update was provided on the Twiggs contract and the rise in groups coming forward, a total of 41 had received support, 5 businesses had connected with the Team, 21 individual projects had been initiated such as clearing of footpaths from around the Penistone area, an upsurge in litter picks had been seen and work had commenced with schools with tree planting. Members were informed that with the success of the Tool Bank, they would look into developing an initiative across the 5 Area Councils that Twiggs had a contract with.

With regards to the DIAL information and advice services, members were informed that 120 residents had accessed it in the quarter resulting in £21,096 in unclaimed benefits being generated with a projected total outstanding amount of £24,960. This meant that for every £1 invested from the Penistone Working Together Fund the project had brought £40 into the area.

The CAB debt advice service had also seen an upsurge in people accessing the service with 51 clients seen in the quarter of which 80 issues had been dealt with across a wide variety of issues including benefits, universal credit, unemployment and housing issues. Clients had been able to claim £8,819 in benefits resulting in an investment return for every £1 spent on the project, £4 of benefits were gained. They had seen an increase in people with disability and long term health conditions and 10 volunteers had been supporting the project. During the quarter clients had been assisted with £6,900 of debts which was low due to Government advice of pursuing debts being put on hold, but this was predicted to increase once restrictions were lifted.

An update was provided on the work carried out by the Penistone Area Team including the Community Development Officers continued mapping exercise on Community Groups and venues across the Penistone Wards to help re-establish contact to support groups in the pandemic recovery steps.

The Neighbourhood Engagement Officer had been providing specific covid support to businesses and venues for re-opening during the roadmap out of the pandemic and carried out work to promote engagement around the vaccination programme.

The Area Team had been administering the Supporting Younger People's Grant Fund to provide advice and support for potential applicants, and continued their support to volunteer litter pickers and collaborating with both Twiggs and Neighbourhood Services to ensure a smooth process for any enquiries and work had been carried out to promote the Great British Spring Clean which was to be held 28<sup>th</sup> May to 13<sup>th</sup> June, 2021 and Volunteers Week to be held 1<sup>st</sup> to 7<sup>th</sup> June, 2021.

Members raised concerns as to whether post the pandemic people would re-engage with groups such as Men in Sheds, it was felt there would be a reasonable amount of anxiety of people attending groups again plus the loss of mobility and confidence for people to go out but that Age UK would provide support to people in order to get Groups up and running again.

**RESOLVED** that the report be noted.

## **7 Procurement and Financial Update (Pac.03.06.2021/7)**

The item was introduced by the Area Council manager who drew the attention of the members to the contracts awarded under the Supporting Vulnerable and Older Peoples Service, members were informed that the original grant funded service was due to finish in 2020 but that due to the pandemic members had agreed to extend it by 6 months. It had been hoped that a procurement process for a new service would have been in place by June 2021, however, by the time the decision had been taken the post Christmas lockdown had begun. Members were informed that there was still a large amount of work to be carried out therefore it was proposed to extend the

contract for a further 6 months to give time for a transition period and to be able to invite Age UK to a Member Briefing in order to provide a detailed report to aid in working out what the future need would be. The cost of the 6 month extension would be a further £35,000 and would allow a revised timetable of procurement to include a Workshop in August and to agree the grant specification over Autumn in preparation for a new service in January, 2022.

Members received an update on the Penistone Area Council Working Together Fund, which had already funded 2 contracts with DIAL and CAB, it was reported that Penistone FM had submitted an application for grant funding to support the Young Minds Project which had been agreed at a cost of £8,583, leaving a balance of £33,699 which continued to be promoted by the Area Team to encourage further applications.

Members were informed that the Working Together Grant Fund – Supporting Young People Grant Panel had assessed applications in late April/early May 2021 and approved 5 projects at a total cost of £40,494. The overspend of £494, which was outside of the ringfenced £40,000 allocation for the Fund would be funded from the main Working Together Fund.

The Clean Green and Tidy contract which was agreed at a cost of £100,000 for the 2021/2022 year continued to thrive and members were informed that they would continue to look at the outcomes from that contract as the move out of lockdown continued.

The Ward Alliances opening budget for the financial year 2021/22 was £26,925. Members were informed that applications for funding were now increasing as groups had started to commence. Projects totalling £7,610.40 had been approved for funding at the meeting held on 20<sup>th</sup> May, 2021 resulting in £19,314 available to spend. Members were asked if they wished to allocate £10,000 to ringfence as a pot of money for smaller groups who wished to support young people for the summer period and summer holiday activities. Members noted that if the money was not used then it would be returned back to the main Ward Alliance budget for projects in the future.

Members expressed their support to the ringfenced money for smaller projects and were aware of a number of projects that would benefit from it.

Members noted that the spend to date from the 2021/22 financial year budget was £100,000 on the Twiggs Contract with a further £35,000 for the Age UK 6 month extension and £10,000 for the Ward Alliance, leaving a total of £70,225.

**RESOLVED:-**

- (i) That the update on procurement activity be received;
- (ii) That the update of contracts funded by the existing Supporting Isolated and Older People Grant Fund within the report be noted;
- (iii) That the revised grant procurement process and timetable to establish future provision to support vulnerable and isolated older people in the wake of the Covid-19 pandemic, be approved;
- (iv) That agreement be given for £35,000 to be utilised to provide a further 6-month extension to existing grant contracts Supporting Vulnerable and

Isolated Older People to ensure continuity of service whilst a procurement of new services takes place;

- (v) That update and current financial position of the Penistone Working Together Fund be received;
- (vi) That the update on ringfences funds within the existing Working Together Fund to establish specific activities that will support young people in the wake of the Covid-19 pandemic be received;
- (vii) That the updates on the new Clean and Tidy contract started in April 2020 with the report be noted;
- (viii) That the update on the Ward Alliance Fund budget be noted and that £10,000 be approved for a ring-fenced funding pot within the Ward Alliance Funds to support young people's activities during the school summer holiday period 2021;
- (ix) That the current financial position for 2021/22 be noted.

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Chair

<b>MEETING:</b>	South Area Council
<b>DATE:</b>	Friday, 25 June 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

### Present

Councillors Markham (Chair), Andrews BEM, Eastwood, Franklin, Frost, J. Higginbottom, Lamb, Osborne, Shepherd and Smith

### 1 **Declarations of Pecuniary and Non-Pecuniary Interests**

Councillors Franklin, Lamb and Shepherd each declared a non-pecuniary interest in minute number 6 due to their positions as directors of Forge Community Partnership.

Councillors Frost and Markham both declared an interest in minute number 6 due to their positions on the board of Age UK Barnsley.

### 2 **Minutes of the Meetings of South Area Council held on 23rd April, and 4th May, 2021 (Sac.25.06.2021/2)**

The meeting considered the minutes of South Area Council held on 23<sup>rd</sup> April and 4<sup>th</sup> May, 2021.

**RESOLVED** that the minutes of the South Area Council held on 23<sup>rd</sup> April and 4<sup>th</sup> May, 2021 be approved as a true and correct record.

### 3 **Notes of the Ward Alliances (Sac.25.06.2021/3)**

The meeting received the notes from the following Ward Alliances:- Hoyland Milton and Rockingham held on 19<sup>th</sup> May, 2021; Wombwell held on 17<sup>th</sup> May, 2021; and Darfield held on 27<sup>th</sup> May, 2021.

It was noted that efforts to provide hanging baskets in Darfield had come to fruition with the majority of feedback received being overwhelmingly positive. Members also heard of the issue of flies in the area, which had also been experienced in the Wombwell Ward in the past.

It was noted that membership of the Darfield Ward Alliance had fallen, and social media had been used to promote this to interested parties. It was noted that consideration was being given to holding meetings in evenings in order to engage people who also worked.

Feedback was also positive from the Hoyland Milton and Rockingham Ward Alliance with regards to hanging baskets, but concerns were expressed about the watering schedule, should weather be warm and dry.

Wombwell Ward Alliance had met with Twiggs Grounds Maintenance to discuss which areas to target within the Ward. The team would work with the Private Sector Housing Officer to target the Blythe Street area.

It was noted that the Ward Alliance had also discussed after school provision for children with special educational needs. It was noted that working group had been established to consider this in more detail and to engage residents. This would then inform any provision provided by the Ward Alliance.

**RESOLVED** that the notes and feedback from the Ward Alliances be received.

**4 Children and Young People's Emotional Health and Wellbeing - Lauren Nixon (Sac.25.06.2021/4)**

Unfortunately, Lauren Nixon, Transformation Lead, was unable to attend the meeting. Therefore, it was suggested that this item be deferred to a future meeting of the Area Council.

**RESOLVED** that this item be deferred to a future meeting of the Area Council.

**5 Report on the Use of Ward Alliance Funds (Sac.25.06.2021/5)**

The Area Council Manager introduced the item, noting that all Ward Alliances had approved finance. The amounts remaining for distribution were acknowledged.

**RESOLVED** that the report be noted.

**6 Procurement and Financial Update (Sac.25.06.2021/6)**

The Area Council Manager introduced the item, reminding Members of the previous meeting where £1,414 had been approved in order to extend opening hours of the Wombwell Post Office. It was noted that subsequently the Post Office had relocated on to Wombwell High Street, so this finance would not be required.

Thanks were given for the support provided which provided a vital lifeline for many. Those present noted that a Post Office had been also now been reopened in Hoyland and in Darfield.

Discussion then turned to the Private Sector Housing Service Level Agreement. The service had been funded until September, 2021, with a recommendation to extend this for a further year. Members noted the benefits of the service, and how it contributed to the Area Priorities. The officer was based in the area and already had positive relationships with landlords and other services and agencies. The proactive nature of the post was also seen as extremely positive.

Members discussed the potential implications of the lifting of current restrictions and noted that evictions could start to rise. Questions were raised around the definition of 'Vulnerable Households' used by the officer, and it was agreed to circulate that used by all officers in the Safer Communities service.

Questions were raised around the low numbers of interventions in the Rockingham Ward. It was suggested that discussions could take place outside the meeting to



consider the reasons behind this, and what could be done to improve performance. It was noted that Members in other Wards undertook 'Walkabouts' with the officer and with officers from Berneslai Homes to highlight issues.

**RESOLVED:-**

- (i) That the update on the Wombwell Post Office monies of £1,414 previously allocated but no longer required, be noted, and that £1,414 be made available to reallocate to other priorities;
- (ii) That the Private Sector Housing SLA be extended for a further year until September 2022 at a cost of £33,528.
- (iii) That the definition of Vulnerable Households used by the Private Sector Housing Officer be circulated to Members;
- (iv) That Rockingham Members and relevant officers meet to discuss the low numbers of interventions from the Private Sector Housing Officer in the Ward, with a view to addressing this.

## **7 Covid-19 Update (Sac.25.06.2021/7)**

Kay Tinkler, Neighbourhood Engagement Officer (NEO), was welcomed to the meeting and provided Members with an overview of the current situation.

It was noted that the latest 7-day rate was around 80 per 100,000 which was the highest in South Yorkshire, but lower than the national average. Members heard that there had been no reported deaths in Barnsley over the past 7 days.

Community observations were generally positive, with the main issue across the borough being the lack of face coverings being worn. The increase in footfall, particularly in town centre, was acknowledged but this had not resulted in any specific issues. Reported incidents with South Yorkshire Police had also been low. Members were encouraged to continue to submit intelligence through the established means.

Members noted that the Covid Marshals had been distributing beer mats trying to encourage uptake of vaccines in over 40 males.

NEOs had been supporting smaller shops with Covid compliance, and feedback from shops was that the main issue was lack of face coverings being worn. Feedback had been positive from those receiving visits.

A community group toolkit had been developed to support groups to reopen community venues, which had been well received. However, many organisations had decided to remain closed until restrictions had been lifted. Members noted that advice was available for those wishing to hold events, and were encouraged to refer any interested groups.

Work to support licensed premises continued, with 58 in the area visited by NEOs. Venues had been eager to open safely, taking account of guidance.

With regard to vaccination rates, it was noted that approximately 80% of residents had received their first vaccine and 60% their second. Pop up vaccination clinics had been well received.

Home testing continued to be promoted, with 702 home testing kits distributed in Wombwell, but also available across the borough through pharmacies or through the government website.

Members noted that approx. 6% of over 50s had not taken up the offer of a vaccine. The reasons for this, such as mistrust of the vaccine and lack of testing, were discussed, and communications had been developed to try to tackle misconceptions. It was noted that all those refusing a vaccine were contacted, but only around 12% of all called went forward to be vaccinated.

A question was raised as to when herd immunity would be raised and it was agreed that an answer to this would be circulated.

Members discussed recent issues in Barnsley Hospital and it was suggested that a position statement be circulated to Members.

A suggestion was made for Members to receive an update on the hidden harms related to the pandemic and what could be done in the South Area to address these.

**RESOLVED:-**

- (i) That the report be noted;
- (ii) That further details be circulated to Members with regards to when herd immunity will be reached;
- (iii) That a position statement in relation to Barnsley Hospital be circulated to Members;
- (iv) That a future meeting of the Area Council receives an update on the hidden harms associated with the pandemic, focused on the South Area.

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Chair

# Item 22



<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 19 May 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	The Assembly Room - The Civic

## MINUTES

**Present** Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Franklin (on behalf of Gardiner), Howard, Lamb and Platts

**Members in Attendance:** Councillors T. Cave, Cherryholme, Frost, McCarthy, Shepherd and Tattersall

### 126. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

### 127. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 21 April 2021 had been called in.

### 128. Minutes of the previous meeting held on 21 April 2021 (Cab.19.5.2021/3)

The minutes of the meeting held on 21 April 2021 were taken as read and signed by the Chair as a correct record.

### 129. Decisions of Cabinet Spokespersons (Cab.19.5.2021/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the weeks ending 16 and 30 April 2021 were noted.

### 130. Action Taken under Paragraph B6 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.19.5.2021/5)

**RESOLVED** that the action taken by Executive Directors under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report now submitted and detailed below, be noted:-

Date of Decision – 29 April 2021

#### **Green Homes Grant Local Authority Delivery (LAD2) Programme**

- 1.1 that the LAD2 Funding allocation of £1.490M over the period of 2021- 2022 be accepted;
- 1.2 that the match funding requirement of £0.237M that was indicatively set aside in the 2021/22 HRA Budget Papers be approved;

- 1.3 that agreement be given to the funding conditions set by the Department for Business, Energy and Industrial Strategy (BEIS), as outlined in section 4; and
- 1.4 that the Service Director of Legal Services, or their appointed representative, signs the Memorandum of Understanding issued by the Tees Valley Combined Authority (TVCA) to access the funding.

Date of Decision – 10 May 2021

### **Execution of Horizon Community College PFI Contract Deed of Variation**

To authorise the entering into of the Deed of Variation to the SPV Three Project Agreement and related project documents and the Execution of the Deed of Variation.

Date of Decision – 10 May 2021

### **Approval to start the procurement process prior to Cabinet approval of the 2021/22 School Condition Capital Programme**

To ensure compliant procurement and ensure suitable time is made available for tender evaluation and award, and allow sufficient lead in periods for the successful contractor to order materials, allocate resources and setup the site prior to the summer holiday period, the decision has been made to allow projects, included within the School Condition Capital Programme, to be published on the Council's procurement system prior to the meeting of Cabinet on 19 May 2021.

Due to the likely disclosure of exempt information as described by the specific paragraphs of Part I, of Schedule 12A of the Local Government Act 1972, as amended, as follows:-

- Paragraph 3 - Financial and Business Affairs – Information which, if disclosed to the public would, or would be likely to, prejudice the financial or business affairs of any particular person (including the Local Authority holding the information). Financial or business affairs include contemplated, as well as past or current activities.

### **131. Petitions received under Standing Order 44 (Cab.19.5.2021/6)**

It was reported that no petitions had been received under Standing Order 44.

### **Children's Spokesperson**

### **132. Preparation for Adulthood (PfA) for children and young people with special educational needs and/or disabilities (SEND) (Cab.19.5.2021/7)**

**RESOLVED** that the adoption of the Preparation for Adulthood Strategy 2021- 2022 be approved.

## **Environment and Transportation Spokesperson**

### **133. Barnsley Flood Recovery Report 2020/21 (Cab.19.5.2021/8)**

#### **RESOLVED:-**

1. That the flood recovery actions that have been taken to date and are planned for the next period be noted;
2. That the Section 19 report on the effective discharge of statutory responsibilities with regard to flood risk management be approved; and
3. That the ongoing collaborative work across the South Yorkshire region to attract greater levels of investment into the region to improve long term flood resilience be noted.

## **Regeneration and Culture Spokesperson**

### **134. The European Social Fund ADVANCE Project (Cab.19.5.2021/9)**

#### **RESOLVED:-**

1. That the ESF grant for the ADVANCE project be agreed; and
2. That the service level agreements with Doncaster Metropolitan Borough Council, lead partner for ADVANCE to enable BMBC to deliver the project locally be agreed.

### **135. Exclusion of Public and Press**

**RESOLVED** that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
136	Paragraph 3

## **Regeneration and Culture Spokesperson**

### **136. Schools Condition Capital Programme 2021-22 (Cab.19.5.2021/11)**

#### **RESOLVED:-**

1. That the list of schemes, detailed in Appendices B and C, be approved and financed from the 2021-22 Department for Education (DFE) School Condition Allocation;
2. That the Executive Director Place, in consultation with the Cabinet Spokesperson, be authorised to vary the programme of works, and to approve additional

schemes, to meet emerging priorities; and

3. That the financial implications arising from the report be included in the Capital Programme and released in accordance with the Financial Regulations Code of Practice C5.2(a).

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Chair



# Item 23



<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 2 June 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	The Assembly Room - The Civic

## MINUTES

**Present** Councillors Houghton CBE (Chair), Andrews BEM, T. Cave, Cheetham, Franklin (on behalf of Gardiner), Howard, Lamb and Platts

**Members in Attendance:** Councillors Cherryholme, Eastwood, Frost, McCarthy, Shepherd and Tattersall

### 1. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

### 2. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 19 May 2021 had been called in.

### 3. Minutes of the previous meeting held on 19 May 2021 (Cab.2.6.2021/3)

The minutes of the meeting held on 19 May 2021 were taken as read and signed by the Chair as a correct record.

### 4. Decisions of Cabinet Spokespersons (Cab.2.6.2021/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 14 May 2021 were noted.

### 5. Petitions received under Standing Order 44 (Cab.2.6.2021/5)

It was reported that no petitions had been received under Standing Order 44.

### Children's Spokesperson

### 6. Commissioning of School Places at Penistone Grammar School for Pupils with Special Educational Needs (Cab.2.6.2021/6)

**RESOLVED** that the commissioning of up to 30 places for pupils with SEND, including complex needs, at Penistone Grammar School as detailed particularly in Sections 4 and 7 of the report be approved.

### 7. Response to Scrutiny Task and Finish Group - Child Poverty (Cab.2.6.2021/7)

**RESOLVED** that the conclusions and recommendations set out in the report, resulting from the Scrutiny Task and Finish Group's review of 'Child Poverty', be endorsed.

**8. Response to Scrutiny Task and Finish Group - Children's Emotional Health and Wellbeing (Early Intervention and Prevention) (Cab.2.6.2021/8)**

**RESOLVED** that the responses to each of the recommendations made by the Scrutiny Task and Finish Group into 'Children's Emotional Health and Wellbeing (Early Intervention and Prevention)', as set out in the report submitted, be endorsed.

**Core Services Spokesperson**

**9. Risk Management Policy Statement and Framework (Cab.2.6.2021/9)**

**RESOLVED** that Cabinet approved the Policy Statement at Appendix 1 and endorsed the Risk Management Framework at Appendix 2, by promoting and demonstrating the behaviours and values that support well informed and considered risk taking and through open and frank conversations about risks, ensuring appropriate report and escalation as required.

**10. Review of the Authority's Strategic Risks (Cab.2.6.2021/10)**

**RESOLVED:-**

1. The strategic risks be agreed as reflecting the key areas of concern and focus under the new risk management approach; and
2. that Cabinet to receive six-monthly updates on the strategic risks.

**11. Corporate Plan Performance Report - Quarter 4 January to March 2021 (Cab.2.6.2021/11)**

**RESOLVED:-**

1. that the Corporate Plan Performance Report for Quarter 4 (January to March 2021) in relation to the delivery of the Corporate Plan priorities and outcomes, as detailed in the report now submitted, be noted; and
2. that the report be shared with the Overview and Scrutiny Committee to inform and support their ongoing work programme.

**Environment and Transportation Spokesperson**

**12. Annual Replacement Programme 2021 to 2024 - Domestic and Commercial Bins (Cab.2.6.2021/12)**

**RESOLVED:-**

1. that the bin replacement programme for domestic and commercial bins for 2021-2024 be approved; and
2. that the estimated annual replacement programme will result in capital expenditure of £0.300m per annum from 2021-2024; finance officers have assessed and the most cost-effective funding mechanism in respect of this

programme will be prudential borrowing. The bins will be financed over a period of ten years per tranche which reflects their useful life and is in keeping with previous replacement programmes.

### **Regeneration and Culture Spokesperson**

#### **13. Carlton Masterplan Framework (Round 1 Consultation) (Cab.2.6.2021/13)**

##### **RESOLVED:-**

1. that the progress made in the development of the Draft Masterplan Framework for Carlton be noted; and
2. that the proposal to undertake a Community Consultation exercise planned to commence during June 2021 be approved.

#### **14. Exclusion of Public and Press**

**RESOLVED** that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
15	Paragraph 3

### **Regeneration and Culture Spokesperson**

#### **15. Creative People and Places Bid (Cab.2.6.2021/15)**

**RESOLVED** that a Creative People and Places Programme Fund bid be submitted to the Arts Council England by Barnsley Museums and Heritage Trust on behalf of a consortium of Barnsley partners.

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Chair

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# Item 24



<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 16 June 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

**Present** Councillors Houghton CBE (Chair), Andrews BEM, T. Cave, Cheetham, Howard, Lamb and Platts

**Members in Attendance:** Councillors Cherryholme, Eastwood, Franklin, Frost, McCarthy and Tattersall

### 16. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

### 17. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 2 June 2021 had been called in.

### 18. Minutes of the previous meeting held on 2 June 2021 (Cab.16.6.2021/3)

The minutes of the meeting held on 2 June 2021 were taken as read and signed by the Chair as a correct record.

### 19. Minutes of the previous meeting held on 2 June 2021 (Cab.16.6.2021/3)

There were no Records of Decisions by Cabinet Spokespersons under delegated powers to report.

### 20. Petitions received under Standing Order 44 (Cab.16.6.2021/5)

It was reported that no petitions had been received under Standing Order 44.

### Adults and Communities Spokesperson

### 21. Adult Social Care Fee Uplift 2021/22 (community-based support including residential and specialist provision) (Cab.16.6.2021/6)

Cabinet received a report which set out a proposed uplift in fees paid to adult social care providers in 2021/22 across the full range of communitybased support including residential care, home care, supported living, shared lives and direct payments.

In terms of the number of employees that could potentially benefit from the uplift, it was noted that there were currently 6,700 people working in adult social care, across 101 registered providers.

**RESOLVED** that the approach taken in respect of the various community support provision be noted and approval be given to the uplift fees for 2021/22 as outlined in Section 4 of the report now submitted.

### **Joint Regeneration and Culture and Adults and Communities Spokespersons**

#### **22. Renewal of Community Asset Transfer (CAT) Policy (Cab.16.6.2021/7)**

**RESOLVED:-**

1. that the new Community Asset Transfer (CAT) Policy, at Appendix 1 of the report, be approved;
2. that the changes to the CAT process as set out in Appendix 2 be approved; and
3. that the work with Community Groups and Organisations to support them in the CAT process be continued.

### **Regeneration and Culture Spokesperson**

#### **23. Houses in Multiple Occupation - Article 4 Direction Confirmation (Cab.16.6.2021/8)**

**RESOLVED** that the Article 4 Direction in relation to Houses in Multiple Occupation, appended to the report submitted, be confirmed.

### **Environment and Transportation Spokesperson**

#### **24. Waltham Street and King Street, Barnsley - Proposed 'No waiting at any time' restrictions (Cab.16.6.2021/9)**

**RESOLVED:-**

1. that the Legal Services Director and Solicitor to the Council be authorised to publish the proposed waiting restrictions on sections of Honeywell Lane, Carrington Avenue and Raley Drive as described in the report and shown on the plan at Appendix 1;
2. that any objections be subject of a further report to Cabinet; and
3. that if there are no objections, the Head of Highways and Engineering and the Legal Services Director and Solicitor of the Council be authorised to make and implement the Traffic Regulation Order.

### **Children's Spokesperson**

#### **25. Annual Report of the Corporate Parenting Panel (2020/21) (Cab.16.6.2021/10)**

**RESOLVED** that the progress and achievements made by the Barnsley Corporate Parenting Panel in supporting children and young people in care, together with care leavers, during the period 2020/21 be noted.



## **Core Services Spokesperson**

### **26. Corporate Finance Performance Year Ending 2020/21 (Cab.16.6.2021/11)**

**RESOLVED** that Cabinet:-

1. noted the 2020/21 draft revenue final accounts position as set out within the report;
2. noted the final position for the General Fund being an operational overspend of £3.1M (after setting aside money to fund scheme slippage & known expenditure commitments in 21/22, as set out in Appendix 1) and agreed that this be funded via a re-prioritisation of strategic reserves as agreed as part of the COVID-19 financial recovery strategy / Government compensation for taxation losses;
3. noted the split of this position between the impact brought about by the pandemic on additional costs and income streams and the Council's wider business as usual activity;
4. noted the estimated financial cost and funding plan to deal with the ongoing impact of the pandemic during the 21/22 financial year;
5. noted the final position on the Housing Revenue Account, being an operational underspend of £0.8M; and
6. approved the write off of historic bad debts totaling £0.780M as detailed in Section 4 of the report.

### **27. Capital Programme Performance - Year Ended 31 March 2021 (Cab.16.6.2021/12)**

**RESOLVED** that Cabinet:-

1. noted the final financial position on the 2020/21 Capital Programme;
2. approved scheme slippage totalling £23.9M and scheme re-phasing totalling £3.9M (paragraphs 3.5, 3.6 and Appendix B refer);
3. noted the total net increase in scheme costs in 2020/21 of £0.3M (paragraph 3.7 and Appendix B refer); and
4. receive an updated 2021/22 indicative Capital Programme position (as part of the Quarter 1 monitoring report).

### **28. Annual Report on Treasury Management Activities 2020/21 (Cab.16.6.2021/13)**

**RESOLVED:-**

1. that the latest expectations for interest rates, as outlined in Section 4, be noted;

2. that the activities undertaken during the year to support the Council's borrowing and investment strategies, as outlined in Sections 5-6 be noted; and
3. that the Prudential and Treasury Indicators, as set out in Appendix 1, be noted.

**29. 6 monthly Analysis of Selective Voluntary Early Retirement and Voluntary Severance - October 2020 to March 2021 (Cab.16.6.2021/14)**

**RESOLVED** that the Selective Voluntary Early Retirement and Voluntary Severances which have taken place in the period October 2020 to March 2021, as detailed in the report now submitted, be noted.

.....  
Chair

# Item 25



<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 30 June 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

**Present** Councillors Houghton CBE (Chair), Andrews BEM, T. Cave, Cheetham, Franklin (on behalf of Gardiner) Howard, Lamb and Platts

**Members in Attendance:** Councillors Cherryholme, Eastwood, Frost, McCarthy and Tattersall

### 30. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

### 31. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 16 June 2021 had been called in.

### 32. Minutes of the previous meeting held on 16 June 2021 (Cab.30.6.2021/3)

The minutes of the meeting held on 16 June 2021 were taken as read and signed by the Chair as a correct record.

### 33. Decisions of Cabinet Spokespersons (Cab.30.6.2021/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 18 June 2021 were noted.

### 34. Petitions received under Standing Order 44 (Cab.30.6.2021/5)

It was reported that no petitions had been received under Standing Order 44.

### Adults and Communities Spokesperson

### 35. Environmental Enforcement Policy (Cab.30.6.2021/6)

#### RESOLVED:-

1. that the amended Environmental Enforcement Policy be approved; and
2. that the Policy be in place for 3 years with annual reviews taking place with delegated approval via Cabinet Spokesperson.

## Children's Spokesperson

### 36. Amended Term and Holiday Dates Calendar for Community and Voluntary Controlled Schools (2021/22): Her Majesty the Queen's Platinum Jubilee (Cab.30.6.2021/7)

#### RESOLVED:-

1. that the amendments to the 2021/22 school term and holiday dates pattern emerging as a result of the Queen's Platinum Jubilee in June 2022, as set out in Appendix 2 to the report, be noted; and
2. that the Service Director Education, Early Start and Prevention arrange for the immediate communication and publication of the amended pattern of school term and holiday dates for the 2021/22 school year.

## Environment and Transportation Spokesperson

### 37. Scrutiny Task and Finish Group Follow on Report on Covid-19 Response, Recovery and Renewal (Cab.30.6.2021/8)

**RESOLVED** that the updates and responses to each of the recommendations made by the Scrutiny Task and Finish Group into Covid-19 Response, Recovery and Renewal, as set out in the report submitted, be endorsed.

### 38. Exclusion of Public and Press

**RESOLVED** that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
39	Paragraph 3

## Regeneration and Culture Spokesperson

### 39. Update on the GlassWorks Project and Wider Town Centre Improvements (Cab.30.6.2021/10)

#### RESOLVED:-

1. that the significant progress on the GlassWorks scheme delivery, centre management and leasing be noted;
2. that the additional expenditure linked to the ongoing leasing strategy and traffic management works at Alhambra Road as outlined within the report be approved;

3. that the additional marketing consultancy support on the PR, media and marketing campaign for the GlassWorks be noted; and
4. that the required approvals be delegated to the Executive Director Place and Service Director Finance.

.....  
Chair

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# Item 26



<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 14 July 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

**Present** Councillors Houghton CBE (Chair), T. Cave, Cheetham, Franklin, Lamb and Platts

**Members in Attendance:** Councillors Cherryholme, Eastwood, Frost and McCarthy

**Members in Virtual: Attendance** Councillors Gardiner and Tattersall

### 40. Declaration of pecuniary and non-pecuniary interests

Councillor Tattersall declared a non-pecuniary interest as a member of the Berneslai Homes Board in respect of minute number 48.

### 41. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 30 June 2021 had been called in.

### 42. Minutes of the previous meeting held on 30 June 2021 (Cab.14.7.2021/3)

The minutes of the meeting held on 30 June 2021 were taken as read and signed by the Chair as a correct record.

### 43. Decisions of Cabinet Spokespersons (Cab.14.7.2021/4)

There were no Records of Decisions by Cabinet Spokespersons under delegated powers to report.

### 44. Petitions received under Standing Order 44 (Cab.14.7.2021/5)

It was reported that no petitions had been received under Standing Order 44.

### 45. No Place for Hate Campaign (Cab.14.7.2021/6)

#### RESOLVED:-

1. that the zero-tolerance approach to online abuse be championed;
2. that the launch of the No Place for Hate campaign taking place from July 2021 be supported;
3. that the work to strengthen the Authority's social media guidance to staff and Elected Members be acknowledged; and
4. that work takes place with partners to support the campaign.

**46. Annual Review and Refresh of the Barnsley Placement and Sufficiency Strategy for Children in Care and Care Leavers 2020-23 (Cab.14.7.2021/7)**

**RESOLVED** that approval be given for the adoption of the refreshed Placement and Sufficiency Strategy for children in care and care leavers, based upon the commissioning intentions and mitigating actions summarised in paragraphs 4.15-4.32 and paragraphs 7.5-7.7 of the report with further detail incorporated in Appendix 1.

**47. Barnsley Children's Joint Commissioning Strategy 2021-23 (Cab.14.7.2021/8)**

**RESOLVED** that the draft Children's Joint Commissioning Strategy for 2021-23 be approved for adoption.

**48. Community Energy Project: 1000 Homes PV Project (Cab.14.7.2021/9)**

**RESOLVED:-**

1. That Cabinet approved the proposed community energy project to install a 1,000 Solar Photovoltaic (PV) arrays to a 1,000 Council homes;
2. That Cabinet approved the provision of delegated powers to SMT to approve BMBC and EB entering into a contractual agreement for delivery once final legal approval has been given; and
3. that a further report be brought forward outlining the future role of community energy within the Borough, including legal structures and delivery options.

**49. Transforming Cities Fund (TCF) and Active Travel (AT) Update (Cab.14.7.2021/10)**

In introducing the item, Cllr Lamb, the Cabinet Spokesperson for Environment and Transportation, advised that the Council had been successful with 2 Active Travel Schemes and the request outlined within the report was to accept £23k to develop those schemes to outline business cases. Cabinet were advised that further to the writing of the report, the outline business cases had been submitted and approved by the MCA. Grant letters had been received to accept a further £133k, the acceptance of which was agreed by Cabinet.

**RESOLVED** that Cabinet:-

1. Noted the progress on the delivery of the approved Transforming Cities Programme (TCF) and Active Travel Programme (AT) as outlined in section 7 of the report;
2. Authorised the continued development of the individual Work Packages and progression of the schemes to ensure that all external grant funding is secured, whilst ensuring that the overall aims and objectives of the scheme are achieved;

3. Noted the proposed dates for submission of Outline Business Cases (OBC) and Full Business Cases (FBC) for the individual Work Packages;
4. Approved acceptance of grant funding from Sheffield City Region totalling £1.367m (Section 7 of the report refers) to contribute towards the development of TCF programme business cases;
5. Approved the acceptance of grant funding from Sheffield City Region totalling £0.023m (Section 7 of the report refers) ), plus an additional £133k received further to the writing of the report, to contribute towards the development of the AT programme business cases;
6. Approved the release of the capital resources (as detailed in Section 7 and Appendix A of the report) required to fund the development of the OBC and FBC to progress through to delivery stage of the work packages;
7. Authorised the Executive Director of Place to undertake all necessary steps to ensure continued delivery of the TCF and AT programme;
8. Authorised the Service Director of Finance in consultation with the Executive Director of Place to negotiate the terms and conditions of, and final approval of the SCR Grant funding agreements, for the delivery of the TCF and AT programme.

**50. Improvements to network connectivity at Barnsley Museum venues (Cab.14.7.2021/11)**

**RESOLVED** that funding be approved and that the project to improve network connectivity at Barnsley Museum venues commences.

**51. Royston Masterplan Framework - MU5 (Round 2 Adoption) (Cab.14.7.2021/12)**

**RECOMMENDED TO FULL COUNCIL ON 29 JULY 2021:-**

1. that the progress made in the development of the Royston Masterplan Framework (MU5) be noted;
2. that the measures proposed relating to energy, sustainability and health and wellbeing be supported; and
3. the final version of the Masterplan Framework be presented to full Council for adoption on 29 July 2021.

**52. Urbed Town Centre Plan (Cab.14.7.2021/13)**

**RESOLVED:-**

1. that the progress made in the development of the Draft Town Centre Plan be noted; and
2. that the proposed public and stakeholder consultation exercise planned to commence during September 2021 be approved.

.....  
Chair

## MCA - MAYORAL COMBINED AUTHORITY BOARD

### MINUTES OF THE MEETING HELD ON:

MONDAY, 7 JUNE 2021 AT 10.00 AM

SHEFFIELD CITY REGION, 11 BROAD STREET WEST,  
SHEFFIELD S1 2BQ



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### Present:

Mayor Dan Jarvis MBE (Chair)	SCR Mayoral Combined Authority
Councillor Chris Read (Vice-Chair)	Rotherham MBC
Mayor Ros Jones CBE	Doncaster MBC
Councillor Sir Steve Houghton CBE	Barnsley MBC
Councillor Terry Fox	Sheffield City Council
Councillor Tricia Gilby	Chesterfield BC
Councillor Alex Dale	NE Derbyshire DC
James Muir	Chair of LEP Board

### Officers in Attendance:

Dr Dave Smith	Chief Executive	MCA Executive Team
Dr Ruth Adams	Deputy Chief Executive	MCA Executive Team
Martin Swales	Interim Director of Transport, Housing, Infrastructure and Planning	MCA Executive Team
Steve Davenport	Principal Solicitor & Monitoring Officer	MCA Executive Team / SYPTE
Gareth Sutton	Chief Finance Officer/S73 Officer	MCA Executive Team
Stephen Edwards	Director General	SYPTE
Sue Sykes	Assistant Director - Programme and Performance Unit	MCA Executive Team
Claire James	Senior Governance & Compliance Manager	MCA Executive Team

### Apologies:

Councillor Garry Purdy	Derbyshire Dales DC
Councillor Simon Greaves	Bassetlaw DC
Councillor Steve Fritchley	Bolsover DC

### 1 Welcome and Apologies

Mayor Jarvis MBE welcomed everyone to the Annual General Meeting of the Combined Authority. This was the first physical meeting to be held since the start of the COVID-19 pandemic, after over a year of virtual meetings.

Members noted that today's meeting was the first MCA meeting that had been held since the local elections in May 2021. Mayor Jarvis MBE wished to warmly welcome Councillor Terry Fox, the new Leader of Sheffield City Council to his first formal meeting of the MCA. He congratulated Mayor Jones CBE, Councillor Sir Houghton CBE and Councillor Read on their re-elections and he welcomed them to the meeting.

Mayor Jarvis MBE wished to place on record his thanks to Bob Johnson for his time as the Leader of Sheffield City Council. B Johnson had worked incredibly hard for the city and was a good friend to the MCA. On behalf of the MCA, Mayor Jarvis MBE expressed his thanks to B Johnson for his service to the city region, and he wished him the very best for the future.

Apologies for absence were noted as above.

## 2 **Announcements**

In relation to the COVID-19 pandemic, Mayor Jarvis MBE commented that it was hugely heartening to observe South Yorkshire's economy and places beginning to re-open.

The South Yorkshire vaccination rates were in line with the impressive English average for first and second doses of adults at 75% and 50% respectively. Within South Yorkshire, there was a 97% rate for the over 65's. South Yorkshire was ahead of the national average for the first doses of individuals under the age of 40. The results were a testament to the amazing work at the vaccination centres across South Yorkshire, the GP practices and medical centres which all rested on the back of a herculean volunteer effort.

Whilst the long-term effect of the pandemic was still unknown, the data and intelligence had indicated that the young people and those that were already economically and socially vulnerable would bear the brunt. The public transport network also faced real challenges, with the number of passengers on buses and trams being significantly lower than the pre-pandemic levels, which would have serious implications for everyone.

Mayor Jarvis MBE commented that whilst the MCA would do all that it could to support public transport in the region, it was important for the privately owned bus operators to do the same. He added that this was the reason why both himself and the Members of the MCA had reacted so forcibly to the proposed 5% increase in public transport fares that users were threatened with. He considered that the proposed fare increase was utterly unacceptable, which he believed demonstrated the imperative to change the way we worked with public transport operators in the future. The public transport operators had paid attention to the pressure that had been applied, and on 4 June 2021 a postponement had been made to the fare increases. Mayor Jarvis MBE assured both the Members and the public that he would do everything possible to ensure that Stagecoach Yorkshire, Stagecoach Supertram, First South Yorkshire, TM Travel, Northern and HCT Group to work with, rather than against us in the future.



3 **Urgent Items**

None

4 **Items to be Considered in the Absence of Public and Press**

None

5 **Voting Rights for Non-constituent Members**

It was noted that Non-Constituent Members were welcome to participate in the discussion of every item on the agenda.

6 **Declarations of Interest by individual Members in relation to any item of business on the agenda**

Mayor Jarvis MBE declared an interest in the matters to be considered at agenda Item 18 entitled 'Capital Programme Approvals' which may relate to the Barnsley central constituency.

Councillor Sir Houghton CBE declared an interest in the matters to be considered at agenda Item 18 entitled 'Capital Programme Approvals' which may relate to Barnsley, by virtue of being the Leader of Barnsley Metropolitan Borough Council.

Mayor Jones CBE declared an interest in the matters to be considered at agenda Item 18 entitled 'Capital Programme Approvals' which may relate to Doncaster, by virtue of being the Mayor of Doncaster Metropolitan Borough Council.

Councillor Fox declared an interest in the matters to be considered at agenda Item 18 entitled 'Capital Programme Approvals' which may relate to Sheffield, by virtue of being the Leader of Sheffield City Council.

7 **Reports from and questions by members**

None.

8 **Receipt of Petitions**

None.

9 **Public Questions**

A question was received from Mr Nigel Slack who addressed the MCA as follows:-

"The Mayor has expressed his commitment to Arts, Culture and Heritage with his proposal to appoint an Arts, Culture and Heritage Commissioner for the city region and by appointing a Project Director to kick start this proposal.

The University of Sheffield however, seems not to share the Mayor's

commitment. In May the University decided to close its Archaeology Department. This at a time when there is already a crisis in the availability of these highly skilled jobs. The demand for archaeological expertise to service major infrastructure projects has grown and it has a major role in ensuring our culture and heritage is not lost to uncontrolled development. From iron age sites to Victorian industrial heritage, new infrastructure and developments are threatening historical sites.

The number of graduates entering the profession has been in decline and Brexit will make it unlikely that external candidates can be recruited to fill the roles needed. Archaeologists are one of the 'Skilled Worker Shortage List' professions identified by the Government. Commercial archaeology units cannot recruit fast enough and the University's excuse that the demand for the subject is declining has been described by one commercial archaeology unit as "Absolutely False" & "Total Garbage". (<https://digventures.com/>)

The University is putting a world renowned department in jeopardy for the sake of its big business agenda. The department provides expertise across the country, from Stonehenge to our own Sheffield Castle and its loss would diminish the standing of the University as a seat of learning and damage the reputation of the city of Sheffield and the City Region as a centre of the knowledge economy.

What steps will the Mayor take to challenge this decision, in line with his commitment to the Arts, Culture and Heritage sector?

What will the Mayor do to tackle one of the underlying causes of this issue, the Governments slashing of Humanities Education funding by 50%".

In response, Mayor Jarvis MBE stated that he understood that the review into the department had caused concern, and he had personally sought reassurances from the university in relation to their plans. He had been reassured that the university was committed to retaining areas of strength in their archaeology, training and research, and aimed to build upon them by aligning them better with other parts of the university. The University of Sheffield had a long track record of supporting the arts, culture and heritage in the city and increasingly across the region. They continued to be an exceptionally powerful advocate for our arts and culture offer and made an enormous intellectual and capacity building contribution to large and small arts and culture organisations, and acted as a sponsor to many of the brilliant independent festivals that make the city such a vibrant place to be. However, he would keep a close eye on the issues raised.

A question was also received from Mr Nick Hall as follows:-

"Will you oppose planning application 20/02550/FUL building a road across the TPT/NCN 67?"

The developers commented "a pedestrian/cycle priority crossing would not be suitable in this location due to the proximity of the roundabout junction and the anticipated movements associated with the future development. Any delay associated with the crossing to users of the TPT/NCN would be minimal.

If the crossing will be too busy for pedestrians/cyclists to have priority, the delay and increased hazard to vulnerable road users will not be minimal.

Please demonstrate SCR's commitment to sustainability by prioritising walkers and cyclists and over motorized users”.

In response, Mayor Jarvis MBE stated that this related to a planning matter which was for the determination of a local council. Therefore, he strongly recommended that Mr Hall raised his concerns directly with the local council. In relation to the MCA's commitment to active travel, he believed that its action spoke louder than words, with 50% of the Transforming Cities Fund schemes focused on active travel and a major programme of investment in place to deliver active travel interventions. He believed that South Yorkshire was increasingly at the forefront of the active travel agenda, to which he was proud that the MCA had led on.

10 **Minutes of the Meeting held on 22 March 2021**

RESOLVED – That the minutes of the previous meeting held on 22 March 2021 were agreed as an accurate record of the meeting.

11 **The Integration of SYPTE and the MCA - Update and Proposed Constitutional Changes**

A report was presented which provided a detailed overview of the programme of activity to integrate the MCA and PTE into a single organisation, outlining arrangements for internal governance and overview of progress and risk management.

Mayor Jarvis MBE referred to the large investments that were already being made into the public transport system, with much more planned. He considered that in order to do the best for public transport users, it was only right to ensure all inhouse matters were in order. He believed that the proposal marked a substantive change to working and demonstrated a large shift towards integration which would provide a more transparent model to build better Member accountability.

Members noted that further detailed scrutiny was being undertaken by the SCR Audit and Standards Committee.

Reports had been submitted to the MCA meetings that had been held in July and September 2020 in relation to the integration of the MCA and the PTE. At the MCA meeting held in September 2020, it had been agreed to fully integrate the PTE into the MCA as a single entity encompassing economic development and transport strategic and operational functions, including the creation of a single Executive organisation to support the MCA remit.

RESOLVED – That the Board:-

- i) Noted the programme management plan and internal governance as the means of providing sufficient assurance of the approach being taken

towards implementation.

- ii) Approved the governance changes to:-
- Align Public Transport governance arrangements, currently undertaken by the PTE Executive Board, to those of the MCA and the TEB by:-
    - Dissolving the PTE Transport Officers Board and establishing a Transport Steering Group (paragraphs 3.2 – 3.3 of the report).
  - Amend arrangements for Audit Committees, by integrating the two Audit Committees into a single committee (paragraphs 3.5 – 3.6 of the report).
  - As part of the arrangements to amend the PTE Executive arrangements to align with the MCA and TEB, appoint the three Statutory Officers of the MCA as PTE Members (replacing the existing Directors), for the period up to the formal dissolution of the PTE by statute and align internal operational decisions of the PTE to the current Management Board arrangements for the MCA (paragraph 3.9 of the report).
  - Approved amendments to the scheme of delegation arrangements, to align the officer delegation levels of both the PTE and MCA and enable the operational decisions of the PTE to be made within the MCA agreed framework (paragraph 3.10 of the report).
  - Authorised the Monitoring Officer to make the consequential amendments to the MCA Constitution required to reflect the above approvals.

12

### **South Yorkshire Bus Improvement Programme and the National Bus Strategy**

A report was submitted which provided an update on the development of the South Yorkshire Bus Improvement Programme (SYBIP), developed in response to the Bus Review, and considered the implications of the recently published National Bus Strategy. The report provided context to consider pursuing an Enhanced Partnership for the South Yorkshire bus system and provided an opportunity to discuss other future delivery models including Bus Franchising.

Major Jarvis MBE was pleased that the paper had been brought before Members at today's meeting. The Bus Review that had been commissioned early in the mayoral term had laid bare the issues that were faced in transforming the bus system. The work that was being undertaken as a result of the review and the importance of bringing it together with the Government's national Bus Strategy was critically important. He wished to assure Members and the public that the MCA would look very seriously at all options for how the bus network would be managed in the future, including franchising. The bottom line was the requirement for a system that delivered the improvements that were so clearly needed. He stressed that the decisions for consideration at the meeting today did not presume or preclude any option.

The Bus Review that had been published in 2020 had highlighted the challenges within the South Yorkshire bus system, together with a series of wide-ranging and ambitious recommendations for improvement. Following which, a paper had been agreed by the Transport and Environment Board in January 2021 as to how the 7-Point Plan that had been developed in response

to the Bus Review would be reconfigured due to the COVID-19 pandemic, which had significantly impacted upon bus patronage.

Councillor Read reflected upon bus improvement and the incredibly challenging year that had been faced by the bus operators. He considered the need to move to an enhanced partnership in order to continue to access financial support from the Government. This did not preclude moving towards a franchising model in the future.

Mayor Jarvis MBE commented that members of the public should be absolutely clear of the MCA's collective ambition to deliver the best possible public transport network for users within South Yorkshire.

Councillor Sir Houghton CBE considered it appropriate to keep all of the options available, in light of the public being less than happy with the services that they had received. However, he considered it important to know the financial implications of the options. He referred to the comparisons that had been made to the public transport system in London with the rest of the country, although the public transport system in London had received a vastly superior amount of Government funding in comparison to the rest of the country. It was necessary to be fully clear of the financial implications of any option, otherwise this could result in massive implications with the tax payers locally.

Mayor Jarvis MBE commented that the MCA wished to progress the work at pace, whilst being absolutely clear of the resources available to do so.

**RESOLVED – That the Board:-**

- i) Noted the key decisions required by the National Bus Strategy and the deadlines indicated.
- ii) Noted the update on the development of the programme and the suggested focus of activity in the next 6 – 9 months.
- iii) Confirmed agreement to pursue an Enhanced Partnership for the South Yorkshire Bus Network.
- iv) Confirmed that future alternative delivery models included Bus Franchising also be evaluated..

## 13 **Corporate Plan**

A report was considered which presented the Corporate Plan which highlighted the priorities for the MCA Executive based upon the MCA policy direction that was set out within the SEP, the RAP, the Transport Strategy, the Climate Emergency Declaration and the Devolution Agreement.

Members noted that this was the first Corporate Plan for the organisation which followed the agreed strategic objectives of Stronger, Greener and Fairer in setting out clear business objectives and priority actions. Focus would be given to establishing the impact that the priorities would make on people, businesses and places, and what was required of the MCA Executive for the delivery. The fourth Corporate Objective was an efficient and collaborative organisation which set out the corporate priorities including the integration of the MCA and

the PTE.

RESOLVED – That the Board:-

- i) Considered the draft Corporate Plan and approved this for adoption in 2021/22.
- ii) Considered how the Thematic Boards, and other forums, should engage with the plan as it was delivered and monitored.

#### 14 **Financial Outturn 2020/21**

A report was presented which detailed the MCA's financial performance over the financial year 2020/21. The report sought approval for the carry forward of resource into the new financial year to fund slipped activity, a number of adjustments to reserves, and sought approval for the formal adoption of a number of new schemes within the South Yorkshire Business Support Scheme.

Members' attention was drawn to the following key issues which would shape the financial activity in the new year:-

- To reflect upon the underspend in line with forecasts on the local transport authority activity, which would be carried to reserves in line with the adopted reserve strategy.
- The proposal to carry forward the marginal underspend on operational MCA/LEP activity, to meet the slipped activity with genuine savings earmarked to the Mayoral Election Reserve.
- The significant increase in revenue expenditure within the programme areas around the adoption of the South Yorkshire Business Support Scheme activity and the £30.09m that had been moved into the local economy to support businesses up to the end of the financial year.
- All of the funding targets had been met, despite the pressures throughout the financial year and the slippages on some of the capital programmes.
- Following delegations in the March 2021 Budget Report, a revenue Project Feasibility Fund had been created. Proposals would be presented to the MCA Board meeting to be held in July 2021 on the implementation and operationalisation of that fund.

RESOLVED – That the Board:-

- i) Noted the financial outturn position.
- ii) Approved the carry forward of resources noted in Appendix 1 to the report.
- iii) Approved the earmarking of reserves detailed in Appendix 1 to the report.
- iv) Approved the adoption of new schemes into the South Yorkshire Business Support Scheme as noted in Appendix 2 to the report.
- v) Approved the delegation of authority to the Section 73 Officer, in consultation with the Monitoring Officer, to enter into arrangements for the award of grant to the South Yorkshire local authorities for reimbursement of costs incurred in delivering those schemes.
- vi) Approved the acceptance of passporting of New Burdens Grant to the four South Yorkshire local authorities to support the administration of these schemes.



## 15 **Proposals for the Levelling Up Fund**

A report was presented which provided information on the Government's Levelling Up Fund. Appendix A to the report provided a summary of a £50m MCA bid to the first round of funding which focused on improving the passenger journey experience on public transport in South Yorkshire.

Alongside the Budget on 3 March 2021, details of the Government's Levelling Up Fund had been published with a commitment of £4 billion over the next four years to 2024-25. The first round of bids was required to be submitted by 18 June 2021, and the Government would make a decision on the successful submissions by Autumn 2021.

Mayor Jarvis MBE commented that this was a crucial paper which set out the MCA's ambitions to the Government on how it was believed to make South Yorkshire a stronger, greener and fairer place through a much improved public transport network, whilst pursuing the ambition of creating a modal shift towards sustainable transport.

Mayor Jones CBE requested that the areas of deprivation were considered with real time information.

RESOLVED – That the Board:-

- i) Approved the submission of the MCA Levelling Up Fund bid to MHCLG by 18 June 2021.
- ii) Subject to approval to submit, approved delegated authority to the MCA Statutory Officers in consultation with the Mayor and Co-Chairs of the Transport and Environment Board to make final amendments to the bid.

## 16 **Proposals for the Community Renewal Fund**

A report was submitted which provided an update on the Government's Community Renewal Fund programme and the work underway by the MCA Executive and local authority partners to develop a response for submission to the Government. A total of £220m investment had been announced by the Government in the budget on 3 March 2021.

Major Jarvis MBE was very conscious that local council teams, community based providers, further and higher education partners and many others had been working hard to prepare submissions against extremely difficult, nationally imposed timescales. He was very grateful to them for the work undertaken.

On 21 April 2021 the South Yorkshire call document to invite bids had been published. Following which, a webinar had been held on 26 April 2021 for approximately 90 organisations across South Yorkshire. It was anticipated that a culminative bid proposal would be prepared by 14 June 2021. The full draft bid would be circulated onto Members for consideration prior to submission by 18 June 2021.

RESOLVED – That the Board:-

- i) Noted and approved the process underway to develop and appraise CRF bids.
- ii) Given the submission dates, the Board delegated to Statutory Officers the authority to submit bids on its behalf on 18 June 2021, noting that the Board would receive the shortlist in the week commencing 14 June 2021 and would have an opportunity to then agree the final submission.
- iii) The Board delegated to Statutory Officers the authority to accept any eventual grant offers.

## 17 **Made Smarter Grant Acceptance**

A report was considered which requested approval to accept a Department of Business, Energy and Industrial Strategy (BEIS) grant of £1.5m for the Yorkshire and Humber Made Smarter Programme. This would facilitate and proactively support growth amongst the existing firms in the SCR, whilst supporting the region's recovery and renewal from the pandemic.

Mayor Jones CBE expressed her disappointment in the sum of money that had been offered to the SCR of £1.5m, given the sum offered elsewhere. She wished to place on record that this again did not show true levelling up.

RESOLVED – That the Board:-

- i) Approved acceptance of the BEIS Made Smarter programme grant for £1.5m.
- ii) Delegated Authority to the S73 Officer in conjunction with the Head of Paid Service and Monitoring Officer to accept the grant subject to their acceptance of the terms of the agreement and enter into subsequent legal agreements.

## 18 **Capital Programme Approvals**

A report was submitted which requested approval of one combined Getting Britain Building Fund (GBF)/Transforming Cities Fund (TCF2) funded scheme subject to any conditions to be set out in the Assurance Summary, progression of three TCF2 schemes to Full Business Case (FBC) and early release of up to £2.76m development costs subject to any conditions to be set out in the Assurance Summary and approval of 19 project change requests.

Mayor Jarvis MBE commented that the items that had been discussed so far this morning had related to plans for the future and to secure new investment. However, the MCA had its largest ever capital programme to deliver this year. He was pleased that the paper demonstrated the real progress in continuing to invest in the towns and cities across the region.

RESOLVED – That the Board considered and approved:-

- i) Progression of "Better Barnsley Market Gate Bridge" project to full approval and award of £4.8m grant to Barnsley Metropolitan Borough Council subject to the conditions set out in the Assurance Summary at Appendix A to the report.
- ii) Progression of "Doncaster Station Access OBC" to FBC and the release of

development cost funding of £0.06m to Doncaster Borough Council subject to the conditions set out in the Assurance Summary at Appendix B to the report.

- iii) Progression of “Sheffield City Centre OBC” to FBC and the release of development cost funding of up to £1.4m to Sheffield City Council subject to the conditions set out in the Assurance Summary at Appendix C to the report.
- iv) Progression of “Sheffield Kelham OBC” to FBC and the release of development cost funding of up to £1.3m to Sheffield City Council subject to the conditions set out in the Assurance Summary at Appendix D to the report.
- v) 19 Project change requests as detailed in Appendix E to the report.
- vi) Delegated authority be given to the Head of Paid Service in consultation with the Section 73 and Monitoring Officer to enter into legal agreements for the schemes covered above.

## 19 **Capability Fund Grant Acceptance**

A report was presented which requested approval to accept a £1.09m Department of Transport (DfT) Capability Fund Grant, which would help to create the culture which would encourage more cycling/walking trips, reduce traffic flows and enable modal shift from private vehicles.

Members noted the importance that Mayor Jarvis MBE attached to putting active travel at the heart of the investment plans.

On 26 March 2021, the SCR Transport and Environment Board had been consulted on the matter and had provided input to the bid submission. The grant acceptance had been presented to the MCA in advance of an offer, due to the likelihood of a short timescale from grant acceptance to the delivery period. Delegated authority would enable the programme to continue develop at pace and business cases to enter the MCA assurance framework for approval at future SCR Transport and Environment Board meetings. The programme would focus on infrastructure pipeline capacity, community based behaviour change and region wide active travel initiatives. The revenue allocation was due in July 2021.

RESOLVED – That the Board:-

- i) Approved acceptance of the DfT Capability Grant for £1.09m.
- ii) Delegated authority to the S73 Officer in conjunction with the Head of Paid Service and Monitoring Officer to accept the grants subject to their acceptance of the terms of the agreement and enter into subsequent legal agreements.

## 20 **Nominations and Appointments**

Mayor Jarvis MBE stated that the report ensured that the MCA continued to be robust, transparent and accountable in the decisions that were taken, as well as having appropriate scrutiny and auditing function mechanisms in place.

The report presented sought to:-

- i) Inform the MCA Board of the second rotational Member appointments, required to ensure the Authority had a majority of constituent Members.
- ii) Sought approval of the elected member nominations for the Audit and Standards Committee.
- iii) Sought approval of the appointments of independent members for the Audit and Standards Committee.
- iv) Sought approval of the elected member nominations to the Overview and Scrutiny Committee.
- v) Requested confirmation of the preference for either an “independent” or “appropriate” chair for the Overview and Scrutiny Committee.
- vi) Sought approval of the appointment of Mayor Dan Jarvis MBE to the Transport for the North Board and subsequently the Rail North Committee.
- vii) Sought approval of Councillor Read as substitute member for the Transport for the North Board.
- viii) Sought endorsement of the nomination of two members from Sheffield, Barnsley or Doncaster to the Transport for the North Scrutiny Committee.
- ix) Sought approval of Mayor Ros Jones CBE as the Combined Authority representative on the Welcome to Yorkshire Board.

In relation to the internal appointments made by the local authorities to serve on the Scrutiny and Audit and Standards Committee, it was noted that the Barnsley MBC nomination had been received at the time of publishing the report and the Doncaster MBC nomination had subsequently been received. The nominations from Rotherham MBC and Sheffield CC were still outstanding. Members would be provided with the details once the full appointments had been made.

Councillor Read commented that the second nomination from Rotherham MBC was missing from the Transport and Environment Board. Dr Adams confirmed that this would be included.

RESOLVED – That the Board:-

- i) Noted the appointment of second rotational Member appointments, required to ensure the Authority had a majority of constituent Members.
- ii) Approved the elected member nominations for the Audit and Standards Committee.
- iii) Approved of the continuing appointment of the existing two independent members for the Audit and Standards Committee pending a new recruitment process.
- iv) Approved the elected member nominations to the Overview and Scrutiny Committee.
- v) Confirmed the preference of an “appropriate” chair for the Overview and Scrutiny Committee and appointed accordingly from the options set out in the appendix to the report.
- vi) Approved the appointment of Mayor Dan Jarvis MBE to the Transport for the North Board.
- vii) Approved Councillor Read as substitute member for the Transport for the North Board.
- viii) Endorsed seeking two Transport for the North Scrutiny Committee members from Sheffield, Barnsley or Doncaster.

- ix) Approved the nomination of Mayor Ros Jones CBE as the Combined Authority representative on the Welcome to Yorkshire Board.

21 **Delegated Authority Report**

A report was presented which provided Members with an update on the decisions and delegations made by the MCA, and the decisions and delegations made by the Thematic Boards.

RESOLVED – That Members noted the decisions and delegations made.

I, the undersigned, confirm that this is a true and accurate record of the meeting.

Signed .....

Name .....

Position .....

Date .....

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## MCA - MAYORAL COMBINED AUTHORITY BOARD

### MINUTES OF THE MEETING HELD ON:

MONDAY, 7 JUNE 2021 AT 11.30 AM

SHEFFIELD CITY REGION, 11 BROAD STREET WEST,  
SHEFFIELD S1 2BQ



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### Present:

Mayor Dan Jarvis MBE (Chair)	SCR Mayoral Combined Authority
Councillor Chris Read (Vice-Chair)	Rotherham MBC
Mayor Ros Jones CBE	Doncaster MBC
Councillor Sir Steve Houghton CBE	Barnsley MBC
Councillor Terry Fox	Sheffield City Council
Councillor Tricia Gilby	Chesterfield BC
Councillor Alex Dale	NE Derbyshire DC
James Muir	Chair of LEP Board

### Officers in Attendance:

Dr Dave Smith	Chief Executive	MCA Executive Team
Dr Ruth Adams	Deputy Chief Executive	MCA Executive Team
Martin Swales	Interim Director of Transport, Housing, Infrastructure and Planning	MCA Executive Team
Steve Davenport	Principal Solicitor & Monitoring Officer	MCA Executive Team / SYLTE
Gareth Sutton	Chief Finance Officer/S73 Officer	MCA Executive Team

### Apologies:

Councillor Garry Purdy	Derbyshire Dales DC
Councillor Simon Greaves	Bassetlaw DC
Councillor Steve Fritchley	Bolsover DC

#### 1 **Welcome and Apologies**

Mayor Jarvis MBE welcomed everyone to the meeting.

Apologies for absence were noted as above.

#### 2 **Items to be Considered in the Absence of Public and Press**

None.

3 **Declarations of Interest by individual Members in relation to any item of business on the agenda**

None.

4 **Rebranding of the Sheffield City Region Mayoral Combined Authority (MCA)**

A report was presented which related to the rebranding of the Sheffield City Region Mayoral Combined Authority.

Members had agreed at the MCA Board held in January 2021 to the principle of rebranding the MCA to reflect the organisation's core business, decision making that primarily affected South Yorkshire. Members had also agreed that the costed rebranding proposals would be worked up and presented to the MCA Board.

Members noted the proposal to take a phased roll out approach which would commence towards the end of July 2021, with further work to be undertaken during the Summer and Autumn months to fully roll out and apply the new brand to the South Yorkshire Mayoral Combined Authority. The formal legal change of name would be implemented when the Chief Executive was satisfied that any practical implications had been resolved.

Following approval by Members at today's meeting, identity and brand guidelines would be worked up and would be circulated to Members for feedback before a decision was taken by Mayor Jarvis MBE and the MCA Executive.

RESOLVED – That Members:-

- i. Agreed the proposed rebrand to the South Yorkshire Mayoral Combined Authority.
- ii. Agreed to change the legal name of the MCA from the Barnsley, Doncaster, Rotherham and Sheffield Combined Authority to the South Yorkshire Mayoral Combined Authority to reflect its new identity with effect from a date to be fixed by the Chief Executive. Such date to be noted back to the appropriate MCA meeting.
- iii. Agreed a phased roll out and transition to the new brand.

I, the undersigned, confirm that this is a true and accurate record of the meeting.

Signed .....

Name .....

Position .....

Date .....



## SOUTH YORKSHIRE POLICE AND CRIME PANEL

### ANNUAL MEETING

HELD IN THE ASSEMBLY ROOM, THE CIVIC, HANSON STREET, BARNSELEY,  
S70 2HZ

7 JUNE 2021

PRESENT: Councillor R Haleem (Rotherham MBC) (Chair)

Councillor A Cherryholme (Barnsley MBC) (Vice-Chair)

Councillors: T Baum-Dixon (Rotherham MBC), R Davison (Sheffield City Council), P Garbutt (Sheffield City Council), S Knowles (Doncaster MBC), C Pickering (Barnsley MBC), G Weatherall (Sheffield City Council), T Damms (Sheffield City Council) and D Nevett (Doncaster MBC)

Independent Co-opted Members: Professor A James

Dr A Billings (South Yorkshire Police and Crime Commissioner)

M Buttery, S Abbott and K Wright  
(Office of the South Yorkshire Police and Crime Commissioner)

M McCarthy, J Field, L Noble and A Shirt  
(Barnsley MBC)

Apologies for absence were received from  
Councillor C Ransome (Doncaster MBC), S Parkin and F Topliss (Office  
of the South Yorkshire Police and Crime Commissioner)

### 1 APPOINTMENT OF CHAIR AND VICE-CHAIR

RESOLVED – That Members of the Police and Crime Panel agreed:-

- i) That Councillor Haleem be appointed as Chair to the Police and Crime Panel for the ensuing municipal year.
- ii) That Councillor Cherryholme be appointed as Vice-Chair to the Police and Crime Panel for the ensuing municipal year.

Professor James commented that the Panel's Rules of Procedure did not allow for an Independent Member of the Panel to be elected as either the Chair or Vice-Chair of the Police and Crime Panel.

Given that other Police and Crime Panels in the country did allow for Independent Members to take up either of these positions, he queried if the Panel's Rules of Procedure should be updated to permit this.

Following advice from the Deputy Clerk and Panel's Legal Adviser, the Panel requested that a report be presented at a future meeting to allow Members to consider amending its Rules of Procedure to permit an Independent Member of the Panel to be elected as either the Chair or Vice-Chair of the Panel.

## 2 WELCOME AND INTRODUCTIONS

The Chair, Councillor Haleem welcomed new Members to the Panel, stating that there had been quite a change in Panel membership this year.

Councillor Haleem welcomed Councillors Sue Knowles and Cynthia Ransome from Doncaster MBC, Councillor Tim Baum-Dixon from Rotherham MBC, Councillors Garry Weatherall, Tony Damms, Peter Garbutt and Roger Davison from Sheffield City Council. In addition, Councillor Haleem said that she was a new Member herself from Rotherham MBC.

Councillor Haleem said that, along with all Panel Members she was looking forward to serving on the Police and Crime Panel, and supporting the Commissioner in delivering the Police and Crime Plan.

Councillor Haleem expressed the Panel's gratitude to the Members who had left the Panel this year, in what had been a challenging period.

Thanks went to Councillor David Nevett who had been the Panel's Chair from 2019, Councillor Stuart Sansome, who had been the Panel's Vice-Chair from 2017 and also to other Panel Members, Councillors Sue Wilkinson, Julie Grocutt, Joe Otten, Jim Steinke, Peter Short and to the Independent Member, Alan Carter.

Introductions were made by Members, the Police and Crime Commissioner, officers from the Office of the Police and Crime Commissioner and from officers at Barnsley MBC.

The Commissioner said that he welcomed the support of Councillor Haleem and new Panel Members during 2021/22. He thanked outgoing Panel Members for their hard work and hoped that he would build a good relationship with new Members on the Panel.

## 3 APOLOGIES FOR ABSENCE

Apologies for absence were noted as above.

## 4 ANNOUNCEMENTS

None.

5 URGENT ITEMS

None.

6 ITEMS TO BE CONSIDERED IN THE ABSENCE OF THE PUBLIC AND PRESS

None.

7 DECLARATIONS OF INTEREST BY INDIVIDUAL MEMBERS IN RELATION TO ANY ITEM OF BUSINESS ON THE AGENDA

Councillor Weatherall declared that his son was a serving officer within South Yorkshire Police.

8 PUBLIC QUESTIONS:-

8A TO THE POLICE AND CRIME COMMISSIONER

There were no public questions to the Police and Crime Commissioner.

8B TO THE POLICE AND CRIME PANEL

There were no public questions to the Police and Crime Panel.

9 MEMBERSHIP OF THE POLICE AND CRIME PANEL

A report was presented setting out the membership of the Police and Crime Panel for the municipal year 2021-22.

Members were reminded that, due to the pandemic, membership of the Panel for 2020-21 remained the same as in 2019-20, with the exception of a mid-year replacement from Barnsley in October 2020.

The membership of the Panel for 2021-22 was noted as follows:-

Barnsley            Councillors Anita Cherryholme and Clive Pickering  
*Substitute Member: Cllr Sarah Tattersall*

Doncaster        Councillors Sue Knowles and Cynthia Ransome

Rotherham       Councillors Rukhsana Haleem and Tim Baum-Dixon

Sheffield        Councillors Garry Weatherall, Tony Damms,  
Roger Davison and Peter Garbutt  
*Substitute Member (for Cllr Davison): Cllr Joe Otten*

Independent    Professor Adrian James  
Members        *(appointment of second Independent member pending)*

RESOLVED – That Members of the Police and Crime Panel noted the membership of the Police and Crime Panel 2021-22.

10 MINUTES OF THE POLICE AND CRIME PANEL MEETING HELD ON 19TH APRIL 2021

Professor James noted that the Commissioner had said at the April Panel meeting that he would like to develop a Countywide Strategy with regard to Violence towards Women and Girls. He asked if there had been any progress with developing the Strategy and if there was a timeline for its development.

The Commissioner replied that development of the Strategy would take place towards the end of the summer, with a draft available in the autumn of 2021.

Councillor Garbutt reported that an article had recently been published by Family Law stating that, the Home Office had issued a request for all UK Forces to start recording crimes motivated by sex or gender on an experimental basis, which would effectively make misogyny a hate crime. He added that this followed the example of Nottinghamshire Police in 2016, which had now been followed by another ten Forces since.

The Commissioner thanked Councillor Garbutt for his observations. He said this may be part of a new Outcomes Framework which had been developed. The Commissioner agreed to explore further.

L Noble provided Members with an update on the Action Log.

It was agreed that Action 8 (14-12-20) – Minutes of the Police and Crime Panel meeting held on 7<sup>th</sup> September 2020 – Action Log – Stop and Search be marked as ‘discharged’ on the Panel’s Action Log and referred to the Performance Member Sub-Group and added to their Action Log.

In relation to Action 13 (14-12-20) – Police and Crime Commissioner’s Update (including decisions made since the meeting), it was agreed that the action be marked as ‘discharged’ on the Panel’s Action Log following a conversation between Professor James and M Buttery outside of the meeting.

M Buttery reported that Action 11 (03-02-21) – Services for Victims of Crime: Progress Update was still ‘live’. A report to the Panel was imminent. It was agreed that this be added to the Panel’s Work Programme.

The Panel noted that updates had been provided against all actions contained within Action 8 (19-04-21) – Minutes of the meeting held on 3<sup>rd</sup> February 2021 – Matters Arising. The Panel agreed that the actions be marked as ‘discharged’ from the Panel’s Action Log, apart from action vii which was still a ‘live’ action.

The Panel noted that Action 12 (19-04-21) – Police and Crime Commissioner’s Update contained ‘live’ actions and requested that these be retained on the Panel’s Action Log for further updates.



RESOLVED –

- i) That the minutes of the Police and Crime Panel held on 19<sup>th</sup> April 2021 be agreed and signed by the Chair as a correct record.
- ii) Noted that the Commissioner would be developing a Countywide Strategy on Violence towards Women and Girls, with a draft available in the autumn of 2021.
- iii) Noted that the Commissioner had agreed to explore in further detail the request which had been made by the Home Office in relation to recording crimes motivated by sex or gender on an experimental basis.
- iv) Agreed that Action 8 (14-12-20) – Minutes of the Police and Crime Panel meeting held on 7<sup>th</sup> September 2020 – Action Log – Stop and Search be marked as ‘discharged’ on the Panel’s Action Log and referred to the Performance Sub-Group and added to their Action Log.
- v) Agreed that Action 13 (14-12-20) – Police and Crime Commissioner’s Update (including decisions made since the meeting), be marked as ‘discharged’ on the Panel’s Action Log following a conversation between Professor James and M Buttery outside of the meeting.
- vi) Noted that Action 11 (03-02-21) – Services for Victims of Crime: Progress Update was still ‘live’ and that a report to the Panel was imminent. The Panel requested that this be added to the Panel’s Work Programme.
- vii) Noted that updates had been provided against all actions contained with Action 8 (19-04-21) – Minutes of the meeting held on 3<sup>rd</sup> February 2021 – Matters Arising and agreed that the actions be marked as ‘discharged’ from the Panel’s Action Log, apart from action vii which was still a ‘live’ action.
- viii) Agreed that Action 12 (19-04-21) – Police and Crime Commissioner’s Update contained ‘live’ actions and requested that these be retained on the Panel’s Action Log for further updates.

11 MONITORING DELIVERY OF THE POLICE AND CRIME PLAN - QUARTERLY REPORT (JANUARY TO MARCH 2021)

For the benefit of new Panel Members, the Commissioner provided the Panel with an overview of his Police and Crime Plan. He informed Members that the Plan outlined his priorities for South Yorkshire and that he worked with the Force and partners to achieve them.

Members were informed that the Police and Crime Plan 2017-2021 was renewed in 2019. The overall aims remains: For South Yorkshire to be a safe place in which to live, learn and work.

The priorities in support of the aim for 2020/21 remained as:

- Protecting Vulnerable People
- Tackling Crime and Anti-Social Behaviour

- Treating People Fairly

Whilst providing value for money for policing and crime service when working to deliver these priorities.

The Commissioner introduced his report which set out the Quarterly Report for the period January – March (Quarter 4 2020/21), produced from the Police and Crime Commissioner's (PCC's) Police and Partners Performance Framework.

The report aimed to provide information about how the police and partners, as well as the Office of the PCC (OPCC) are working to achieve the outcomes and priorities set out in the Police and Crime Plan for South Yorkshire.

K Wright provided Members with a summary of the key headlines contained in the Quarterly Police and Crime Plan Performance Report attached at Appendix A to the report.

Councillor Garbutt queried if the Force's assessment of how victims are assessed as vulnerable had changed within the last 2 years. Furthermore, he asked, in terms of satisfaction, did the Force undertake work with victims once initial contact had taken place.

K Wright confirmed that the Force's assessment of how victims are assessed as vulnerable had not changed within the last 2 years. All victims deemed as vulnerable were assessed in line with the Force's Vulnerability Assessment Framework.

In relation to victim satisfaction, K Wright confirmed that the Force did measure against the initial contact they had with a victim, which was relatively high. The Force also measured performance in relation to the way they treat people.

Councillor Garbutt referred to the number of domestic abuse recorded crimes. He asked if repeat victims were reporting offenders. Furthermore, he asked if the Force were carrying out work to address repeat offenders.

K Wright replied that there was an element of repeat victims reporting domestic abuse crimes. The Force did have a range of initiatives and support programmes in place to protect victims. For example, a risk assessment was undertaken when a victim had previously interacted with the Force.

In response to a query from Councillor Garbutt, K Wright explained the process undertaken by the Force when an offender was arrested for a domestic abuse crime.

Councillor Garbutt referred to the "Inspire to Change" – Domestic Abuse Perpetrator Programme. He commented that, in his opinion, "talking therapies" were playing into the hands of domestic abusers and feared that misogyny would reoccur. He asked how the Force could do better to improve performance with regards to protecting vulnerable people.

The Commissioner replied that the Inspire to Change Programme was currently suspended due to the Coronavirus pandemic. A new contract was being negotiated and the service should resume at the end of the year. He highlighted that there was still an important need for a programme such as 'Inspire to Change'.

M Buttery added that the South Yorkshire Violence Reduction Unit (VRU) had taken a partnership and health approach to develop early interventions and preventative actions to help address domestic abuse.

Councillor Garbutt referred to the recorded levels of sexual offences in Quarter 4 2020/21. He asked how many of the offenders were repeat sexual offenders.

K Wright acknowledged the question and agreed to obtain information after today's meeting.

The Commissioner added that partners and the Force were well aware of repeat sexual offenders. It was confirmed that the Force were undertaking work in this area.

Councillor Knowles highlighted that 101 call waiting times had increased during February and March 2021. She asked if there was a reason for the increase in 101 call waiting times during this period and if 101 call waiting times had now reduced.

K Wright replied that 101 call waiting times had now reduced to around 2-3 minutes. He explained that there had been an increase in both 999 and 101 calls during March 2021. There was no one particular reason why call waiting times had increased during March 2021, other than sheer demand for police assistance.

RESOLVED – That Members of the Police and Crime Panel:-

- i) Noted the contents of the report and commented on any matters arising.
- ii) Noted that K Wright had agreed to provide the Panel with information on the number of offenders who were repeat sexual offenders in Quarter 4 2020/21.

## 12 QUARTER 4 - FINANCIAL OUTTURN REPORT 2020/21

A report of the Chief Finance Officer, OPCC was presented setting out the financial outturn position for the period 1<sup>st</sup> April 2020 to 31<sup>st</sup> March 2021.

The report covered the budget managed by the Chief Constable of South Yorkshire Police and budgets managed by the Office of the Police and Crime Commissioner, including partnerships and commissioning, capital financing charges and the office of the PCC. The report also presented a consolidated position of the current budget and expenditure.

Members noted that, based on current assumptions, the forecast outturn position for the revenue budget was an underspend of £8.929m as at 31<sup>st</sup> March 2021. Further details were presented in paragraph 3 of the report and noted by Members.

As at 31<sup>st</sup> March 2021, the projected year end outturn position was a £3.28m underspend on the Chief Constable's budget, net of external funding. Full details were outlined in the Chief Constable's Budget Monitoring paper, attached at Appendix A to the report.

Members were asked to note that, since the last report presented as at the end of December 2020, an additional £4.2m conditional uplift grant had been recognised as income, along with other grants totalling £1.6m for COVID re-imburement, the airport and the Emergency Services Network. These grants were not anticipated, and had contributed significantly towards the underspend.

The prudent treatment of the conditional uplift grant had enabled the Force to contain the cost of the excess police officer strength, to bring forward / increase police officer recruitment ahead of target and contain the cost of COVID-19.

Based on information as at 31<sup>st</sup> March 2021, the PCC and OPCC budget position was an underspend of £0.263m, excluding legacy. Details of the variances from the budget were presented within the report for Members' information.

As previously reported, the PCC had approved the revised capital programme on 5<sup>th</sup> August 2020, and supported the recommendations made to him from the review. The approved programme was now standing at £14.11m in 2020/21.

Expenditure for the year amounted to £11.78m, generating an underspend of £2.33m. Work was continuing through the Strategic Resourcing Board to improve capital programme delivery and financial forecasting.

Paragraph 5 of the report provided a detailed update on COVID-19 expenditure. In summary, net expenditure of £2.6m had been incurred to 31<sup>st</sup> March 2021.

As at 31<sup>st</sup> March 2021, the overall level of revenue reserves available was £55.8m. This included general reserves of £24.6m and earmarked reserves of £20.1m. The movement in year, based on actuals at the end of March 2021, was presented in a table within paragraph 6 of the report.

Legacy claims and costs showed a combined underspend which would be transferred to the legacy reserve at the end of the financial year towards the provision for future years.

Councillor Garbutt referred to recent news that South Yorkshire Police had agreed to a settlement earlier this year following a civil claim to compensate the families affected by the Hillsborough disaster. He asked if the Panel could be updated on the financial position.

S Abbott and the Commissioner provided a response. It was stated that compensation claims were still in the process of being negotiated in a very sensitive and respectful manner with the families involved. Monies had been set aside in the budget to cover compensation claims, however, the Commissioner was hopeful that a Home Office grant would become available to cover most costs this year.

The year-end reserves had been re-visited in line with the Reserves Strategy approved in February 2021, with some long standing unutilised earmarked reserves being transferred to the Police General Fund.

RESOLVED – That Members of the Police and Crime Panel noted the contents of the report and commented on any matters arising.

13 POLICING AND CUSTODY IN COVID-19: HER MAJESTY'S INSPECTORATE OF CONSTABULARY, FIRE AND RESCUE SERVICES (HMICFRS) UPDATE

A report of the Police and Crime Commissioner was presented to provide Members with an update on the latest HMICFRS inspection reports.

Members were informed that the HMICFRS's annual inspection programmes were subject to the approval of the Home Secretary.

Members noted that the Commissioner looks for assurance from HMICFRS that the Force is delivering efficient and effective policing services. Where recommendations and other service improvements are identified the Commissioner expects the Force to address these in accordance with agreed timescales.

M Buttery highlighted that, Section 55(5) of the 1996 Police Act required PCCs to prepare comments on any of HMICFRS's published reports that relate to their force, and then publish these in the manner they see fit.

Section 55(6) also required PCCs to send a copy of these comments to the Home Secretary.

On 20<sup>th</sup> April 2021 HMICFRS published two reports, namely 'Policing in the Pandemic – The Police Response to the Coronavirus Pandemic during 2020' and 'Custody Services in a COVID-19 Environment'.

Members were informed that both reports presented a snapshot of policing in the pandemic between March and November 2020. The inspections were carried out across all 43 forces, primarily using online video technology but complemented by some local fieldwork activity.

South Yorkshire Police was one of the 19 forces inspected for preparedness. Overall, HMICFRS found that the police service had responded well to the challenge of policing the COVID-19 pandemic.

Although there were some inconsistencies, in general police forces took immediate and decisive action to respond to the extreme circumstances of the pandemic. Further details were presented in paragraphs 10-12 of the report and noted by Members.

Members were made aware that the second report 'Custody Services in a COVID-19 Environment', supplemented the Policing in the pandemic report with more detailed findings on how Custody Services operated in a COVID-19 environment. A summary of HMICFRS's findings and actions arising from the report were presented in the report and noted by Members.

Members noted that the Commissioner was currently preparing a response to the report in line with his statutory responsibilities.

Assurances were provided that the Joint Independent Audit Committee (JIAC) provided assurance to the PCC that his statutory responsibilities in relation to HMICFRS inspections had been adhered to.

The JIAC also provide assurance to the PCC and Chief Constable that recommendations are being progressed.

RESOLVED – That Members of the Police and Crime Panel noted the contents of the report and commented on any matters arising.

14 POLICE AND CRIME COMMISSIONER'S UPDATE (INCLUDING DECISIONS MADE SINCE THE LAST MEETING)

The Commissioner introduced a report to provide Members with an update on key PCC and OPCC activities since the Panel's last meeting held on 19<sup>th</sup> April 2021.

New Members had been provided with the more detailed, contextual, report submitted to Panel in December 2020 to provide background information of the headings.

The report also provided Members with information on the decisions taken by the PCC since the Panel's last meeting, together with key headlines of activities undertaken during the period.

The key activities reported for the period were:

- Activity relating to the PCC elections held on 6 May 2021;
- Activity relating to the recruitment and selection process to appoint a new Chief Constable; and
- Activity to pursue external funding opportunities for the benefit of South Yorkshire's communities.

Further details were presented in the report and noted by Members.

RESOLVED – That Members of the Police and Crime Panel noted the contents of the report and commented on any matters arising.

15 POLICE AND CRIME PANEL ANNUAL REPORT 2020-21

A report was submitted to present the draft Police and Crime Panel's Annual Report 2020-21 for Members' consideration and approval.

Members noted that, whilst it was not a requirement of the legislation for Police and Crime Panels to produce an Annual Report, it was recognised best practice that Panels will report on its activities and other key information.



In 2020 the Panel had made a decision to only provide printed copies of the Annual Report to libraries across South Yorkshire, and those Town and Parish Councils without an email address. South Yorkshire Councillors, South Yorkshire MPs and Town and Parish Councils with an email address would receive an electronic copy of the Annual Report.

A copy of the Annual Report would also be published on the Panel's website.

The indicative costs for the production of the 2020-21 Annual Report were set out in paragraph 2 of the report and would be met from the Home Office Grant funding provided to administer the Panel. Final costs would be presented to the Panel as soon as this information was available.

Members were requested to provide comments on the contents of the Annual Report to L Noble by Friday 25<sup>th</sup> June 2021, following which design work would be undertaken in-house to produce the report.

RESOLVED – That Members of the Police and Crime Panel:-

- i) Agreed to consider and provide comments on the draft 2020-21 Police and Crime Panel Annual Report by Friday 25<sup>th</sup> June 2021.
- ii) Agreed to allocate funding to print the required number of copies for distribution as detailed within the Executive Summary of the report.
- iii) Noted that the costs of producing the Annual Report for 2020-21 would be provided at a future Panel meeting.

## 16 LEAD / LINK MEMBERS - REVIEW

A report of the Service Director, Legal and Governance was submitted to inform Members that the Lead / Link Member arrangement has been cited as best practice for Police and Crime Panels across the country as an alternative model of delivering effective support and scrutiny for the Police and Crime Commissioner.

The arrangement provides for additional capacity for Members to explore, in more detail, key elements of the Police and Crime Plan priorities. As outlined in the report to the Panel on 1<sup>st</sup> July 2019, the Lead / Link model varies from region to region dependent on the number of members on the Panel, and the capacity to support extra meetings / activity. What is important is that the model works for both the Panel and the Office of the Police and Crime Commissioner (OPCC).

At the Panel meeting held on 8<sup>th</sup> June 2020, Members agreed to continue with the Budget Working Group and Performance Sub-Group with the following Lead Members, but to review on an annual basis:

- Budget Working Group – Cllr Stuart Sansome
- Performance Sub-group – Cllr Julie Grocutt (Lead member), Professor Adrian James (Deputy Lead Member)

However, following the elections on 6<sup>th</sup> May 2021 there had been some changes in the membership of the Panel which had resulted in vacancies as set out in paragraphs 6- 8 of the report.

The report highlighted that, both the Budget Working Group and Performance Sub-Group were working very well, and provided an invaluable opportunity for Members to discuss the budget and performance issues in greater detail than was possible during a public Panel meeting.

The Panel said that they were grateful for the support of the OPCC for both Groups.

Following discussion, the Panel agreed the following Members be appointed to the Budget Working Group:-

Barnsley – Councillor Pickering  
Doncaster – Councillor Ransome (nominated by Councillor Knowles)  
Rotherham – Councillor Haleem

The Panel requested that L Noble email Sheffield Panel Members outside of today's meeting to obtain a nomination to sit on the Budget Working Group.

The Panel agreed that Councillor Haleem would Chair the Complaints Panel. In the event that Councillor Haleem was unavailable, the Vice-Chair, Councillor Cherryholme would Chair the Complaints Panel.

The Panel agreed that Professor James be appointed as Lead Member for Performance, with Councillor Garbutt appointed as Deputy Lead Member for Performance.

RESOLVED – That Members of the Police and Crime Panel:-

- i) Agreed that the current arrangements for the Budget Working Group and Performance Sub-Group continue.
- ii) Agreed to appoint Professor James as Lead Member for Performance.
- iii) Agreed to appoint Councillor Garbutt as Deputy Lead Member for Performance.
- iv) Requested that L Noble email Sheffield Panel Members to obtain a nomination to sit on the Budget Working Group.

## 17 LEARNING AND DEVELOPMENT UPDATE

A report was submitted to update Members on current events – national, regional and local, together with future plans in respect of learning and development for the Panel.

A summary of the events which had taken place since the last meeting together with details of proposed future events were set out within the report for Members'

information. Generic learning and development, for example Chairing skills etc., would usually be provided by a Member's host Authority.

An Induction Session for new Members joining the Panel had taken place on 28<sup>th</sup> May 2021. The session had been attended by all new Panel Members, for which L Noble was very grateful.

L Noble thanked the Commissioner, M Buttery and S Parkin for providing an overview of the work of the Commissioner and the Office of the Police and Crime Commissioner at the Induction Session.

L Noble said that if there were any virtual, national or regional events that Members had received details of and felt would be helpful in their role, then the Panel's Grant could be considered to cover the costs.

RESOLVED – That Members of the Police and Crime Panel:-

- i) Noted the update.
- ii) Agreed to provide suggestions for future learning and development.

**18 WORK PROGRAMME / PAB DATES**

Members considered the 2021/22 Work Programme and were reminded that they could submit issues for the Work Programme that fall within the Panel's Statutory role in supporting and scrutinising the Commissioner.

All issues would be given full consideration by the Chair, Vice-Chair and Commissioner at the pre-agenda planning meetings.

Additionally, Members were encouraged to attend the meetings of the Commissioner's Public Accountability Board (PAB) to increase their operational knowledge. These were currently being held virtually and Members could obtain details to 'dial in' to the meeting from L Noble or A Shirt. For the benefit of new Members, the agenda packs would be sent to them direct from the OPCC.

Members were reminded that they could submit questions for the PAB through the OPCC with 5 clear working days' notice prior to the meeting.

RESOLVED – That Members of the Police and Crime Panel noted the contents of the 2021/22 Work Programme.

**19 DATE AND TIME OF THE NEXT MEETING**

RESOLVED – That the next meeting of the Police and Crime Panel be held on Monday 19<sup>th</sup> July 2021, at 1:00 pm in The Assembly Room, The Civic, Hanson Street, Barnsley, S70 2HZ.

CHAIR

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## SOUTH YORKSHIRE POLICE AND CRIME PANEL

### CONFIRMATION HEARING FOR THE PROPOSED APPOINTMENT OF THE CHIEF CONSTABLE, SOUTH YORKSHIRE POLICE

HELD IN THE ASSEMBLY ROOM, THE CIVIC, HANSON STREET, BARNSELY,  
S70 2HZ

11 JUNE 2021

PRESENT: Councillor R Haleem (Rotherham MBC) (Chair)

Councillor A Cherryholme (Barnsley MBC) (Vice-Chair)

Councillors: T Baum-Dixon (Rotherham MBC), R Davison (Sheffield City Council), P Garbutt (Sheffield City Council), S Knowles (Doncaster MBC), C Pickering (Barnsley MBC), G Weatherall (Sheffield City Council) and T Damms (Sheffield City Council)

Independent Co-opted Member: Professor A James

Dr A Billings (South Yorkshire Police and Crime Commissioner)

M Buttery and F Topliss  
(Office of the South Yorkshire Police and Crime Commissioner)

M McCarthy, J Field, L Noble and A Shirt  
(Barnsley MBC)

Professor A Macaskill (Chair of the PCC's Independent Ethics Panel) and L Poultney (Proposed Candidate)

Apologies for absence were received from  
Councillor C Ransome (Doncaster MBC)

1 APOLOGIES FOR ABSENCE

An apology for absence was noted as above.

2 DECLARATIONS OF INTEREST BY INDIVIDUAL MEMBERS IN RELATION TO  
ANY ITEM OF BUSINESS ON THE AGENDA

None.

**3 ITEMS TO BE CONSIDERED IN THE ABSENCE OF THE PUBLIC AND PRESS**

RESOLVED – That the Confirmation Hearing be held in public with exception of the deliberation by the Panel in respect of the proposed appointment which would take place at the end of the Confirmation Hearing in the absence of the public and press.

**4 PROPOSED APPOINTMENT OF THE CHIEF CONSTABLE OF SOUTH YORKSHIRE**

The Police and Crime Panel considered a report of the Police and Crime Commissioner in regard to his proposed appointment of Ms Lauren Poultney to the post of Chief Constable.

The Chair, Councillor Haleem welcomed everyone to the Hearing. She reminded Members that the Confirmation Hearing process was a requirement under the Police Reform and Social Responsibility Act 2011, that the Police and Crime Panel holds Confirmation Hearings for the appointment of the Chief Constable, Deputy Police and Crime Commissioner, PCC's Chief Executive and Chief Finance Officer.

Councillor Haleem outlined the process to be adhered to as stated in the LGA Confirmation Hearings Guidance document which had been circulated to all Members. Councillor Haleem informed the Panel that the meeting would be audio recorded and uploaded to the Panel's website after the meeting.

As stated in the LGA Guidance document, Councillor Haleem reminded the Panel that, this was not a re-run of the interview process, but an opportunity for the Panel to review the appointment and make their recommendation to the Commissioner.

Councillor Haleem invited the Commissioner to address the meeting to explain the recruitment process which had been undertaken to select his preferred candidate, Ms Poultney.

On behalf of the Commissioner, M Buttery provided the Panel with an overview of the recruitment and selection process that had been undertaken by the Police and Crime Commissioner, conducted in accordance with the requirements of Section 38 (1) of the Police and Reform Social Responsibility Act 2011, the Home Office Circular 013/2018, and the College of Policing Guidance for the Appointment of Chief Officers (January 2021) to select Ms Lauren Poultney as his preferred and proposed candidate for Chief Constable.

The Panel also noted that the report provided by Professor Ann Macaskill (Independent Member of the Selection Panel), confirmed that, as a result of her observations in the way the recruitment and selection process was delivered, Professor Macaskill could confirm that, in her view, the recruitment and selection process had fully met the principles of fairness and openness, and the identification of the preferred candidate was based on merit.

Further details were presented in the report of the Independent Member on the Selection and Appointment Process for the role of Chief Constable of South Yorkshire, attached at Appendix A to the report.



Councillor Haleem thanked M Buttery for providing the Panel with an overview of the recruitment and selection process undertaken.

The Commissioner informed Panel Members that he had made it very clear what he was looking for in the next Chief Constable of South Yorkshire Police at this present time.

He said that there was a different role to that facing the newly appointed Chief Constable in 2016. The Commissioner explained that he was looking for a Chief Constable to consolidate and build upon the improvements that had already been made over the last five years. Moving forwards there would be significant, different challenges for the new Chief Constable to address.

Members were informed that Ms Poultney was currently Deputy Chief Constable of South Yorkshire Police, performing the duties of Chief Constable, following Mr Watson's departure on 16 May 2021.

The Commissioner gave a short overview of Ms Poultney's skills and experiences, which he believed made her the right choice for the role of Chief Constable.

The Commissioner added that, Ms Poultney had been part of a very successful Senior Command Team at South Yorkshire Police, who had been inspirational, motivational and had also boosted staff morale within the Force.

The Commissioner said that Ms Poultney understands the need for cohesiveness and for people to work together.

Ms Poultney also understands the style of policing to build a strong team, without the need for micro managing staff, to let them undertake operational work to the best of their abilities. Furthermore, Ms Poultney had detailed knowledge of both the Force and South Yorkshire's communities.

The Commissioner said he needed a Chief Constable who was good at reflecting and thinking, which were two important factors for the Commissioner as he selected a preferred candidate for Chief Constable.

The Commissioner informed Members that the challenge for Ms Poultney moving forwards would be very different after the Coronavirus pandemic. The Commissioner was unsure what these implications would be for the Force and its workforce.

The Commissioner was confident that Ms Poultney would provide suggestions for post-COVID policing and discuss those with him.

The Commissioner concluded that Ms Poultney was an excellent candidate and commended her to the Panel.

Councillor Haleem thanked the Commissioner for his overview.

Panel Members then asked questions of the candidate, Ms Poultney, which related to professional competence and personal independence. The answers to the questions enabled Members to evaluate Ms Poultney's suitability for the role.

At the conclusion of the Panel's questions and responses from Ms Poultney, Councillor Haleem thanked Ms Poultney for attending and answering questions from the Panel.

At this point in the Hearing, Ms Poultney, Dr Billings, M Buttery, F Topliss and Professor Macaskill, together with a member of the public, were asked to leave the meeting so that the Panel could deliberate its decision in private session.

5 EXCLUSION OF THE PUBLIC AND PRESS

RESOLVED - That, under Section 100A of the Local Government Act 1972, the public and press be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 1 of Part 1 of Schedule 12A of the Act, and the public interest not to disclose information outweighs the public interest in disclosing it.

6 PANEL DELIBERATIONS ON THE PROPOSED APPOINTMENT OF A CHIEF CONSTABLE

The Panel, having gone into private session, considered the statements and answers provided by Ms Poultney to their questions, in addition to the introduction provided by the Commissioner's Chief Executive and Solicitor and all relevant paperwork provided.

In light of the responses given relating to the professional competence and personal independence required of the post of Chief Constable, the Panel unanimously endorsed the Commissioner's appointment of Ms Poultney to the post of Chief Constable.

RESOLVED – That Members of the Police and Crime Panel:-

- i) Agreed that the proposed candidate – Lauren Poultney – is confirmed as the preferred appointment to the position of Chief Constable of South Yorkshire Police.
- ii) Agreed to make a written report to the Commissioner on the proposed appointment of Lauren Poultney as Chief Constable of South Yorkshire Police, in accordance with the requirements of Schedule 8 of the Act.

CHAIR

# Item 32

## SOUTH YORKSHIRE PENSIONS AUTHORITY

10 JUNE 2021

### ANNUAL MEETING

PRESENT: Councillor J Mounsey (Chair)

Councillors: S Clement-Jones, S Cox, M Havard, D Nevett,  
C Rosling-Josephs, A Sangar, M Stowe and N Wright

Trade Unions: N Doolan-Hamer (Unison) and G Warwick (GMB)

Investment Advisors: A Devitt and L Robb

Officers: J Bailey (Head of Pensions Administration), G Graham  
(Director), M McCarthy (Deputy Clerk), G Richards (Senior  
Democratic Services Officer), S Smith (Head of Investments) and  
G Taberner (Head of Finance and Corporate Services)

Apologies for absence were received from Councillor D Fisher,  
Councillor A Law and D Patterson

#### 1 APPOINTMENT OF CHAIR FOR THE ENSUING YEAR

RESOLVED – That Councillor John Mounsey be appointed as Chair of the Authority for the ensuing year.

#### 2 APPOINTMENT OF VICE-CHAIR FOR THE ENSUING YEAR

RESOLVED – That Councillor Alan Law be appointed as Vice-Chair of the Authority for the ensuing year.

#### 3 MEMBERSHIP, POLITICAL BALANCE AND APPOINTMENT TO COMMITTEES

A report was submitted to approve appointments to the Authority's Committees for the 2021/22 Municipal Year in line with the political balance rules applying to the Authority.

It was noted that the following Councillors had been appointed to the Authority by each of the District Councils for the 2021/22 Municipal Year.

<b>Barnsley MBC</b>	<b>Doncaster MBC</b>	<b>Rotherham MBC</b>	<b>Sheffield CC</b>	<b>Non-Voting Co-opted Members</b>
M Stowe	S Cox	D Fisher	S Clement- Jones	N Doolan (Unison)
N Wright	J Mounsey	M Havard	F Johnson	D Patterson (Unite)
	D Nevett		A Law	G Warwick (GMB)
			C Rosling- Josephs	
			A Sangar	

The following members had been designated by the District Councils as the s41 members whose role was to answer questions about the work of the Authority.

<b>Barnsley MBC</b>	<b>Doncaster MBC</b>	<b>Rotherham MBC</b>	<b>Sheffield CC</b>
M Stowe	D Nevett	M Havard	A Law

Members were reminded that the Audit Committee and the Staffing, Appointments and Appeals Committee were both made up of the s41 members plus one non-Labour Councillor to reflect the political balance of the Authority.

To address the shift in the political balance of the Authority it was suggested to increase the membership of each committee to six as detailed within the report.

It was recommended that it was written into the Constitution that the Chair should not be a member of the Audit Committee to mirror arrangements in companies where those in specific roles did not sit on Audit Committees.

It was agreed that the Staffing, Appointments and Appeals Committee should consist of the s41 members but that this did not need to be the case for the Audit Committee.

Cllr A Sangar was nominated to the Staffing Appointments Committee and Cllr S Clement-Jones to the Audit Committee.

It was agreed that all other nominations would be made in writing within a week of the meeting.

RESOLVED – That Members:

- i) Note the members appointed to the Authority by the District Councils.
- ii) Note the members appointed to answer questions in the meetings of the District Councils' Full Council.
- iii) Authorise an increase in the number of seats on each of the Authority's Committees to six and agree to amend the Constitution accordingly.
- iv) Agree that the Constitution should be amended to provide that the Chair may not be a member of the Audit Committee.
- v) Agree that Cllr Sangar be appointed to the Staffing, Appointments and Appeals Committee and Cllr Clement-Jones to the Audit Committee. All other nominations to the Committees to be provided in writing within a week of the meeting.

The Chair, Cllr Mounsey, thanked Cllr Stowe, the outgoing Chair, for all the hard work he had done on behalf of the Authority commenting that he would be a hard act to follow.

He also welcomed all the new members and thanked the members who were not continuing on the Authority for their contributions; Cllr J Gilliver from Doncaster MBC, Cllrs A Atkin and T Yasseen from Rotherham MBC and Cllrs A Murphy and A Teal from Sheffield CC. He requested that the Clerk formally write to them thanking them for their service.

#### **4 ANNUAL REVIEW OF THE CONSTITUTION**

A report was considered which formally reported on the Annual Review of the Constitution which had been undertaken by officers.

Members were reminded that the Constitution had undergone significant updating in the last two years. Officers had conducted a further annual review and, with the exception of the issues set out within the report and which had been discussed at item 3, it was not considered that further amendments were required.

RESOLVED – That Members:

- i) Note that officers had undertaken the Annual Review of the Authority's Constitution.
- ii) Approve the amendments to the Constitution as set out in the report.

#### **5 MEMBER LEARNING AND DEVELOPMENT STRATEGY**

A report was submitted which sought approval of the Learning and Development Strategy covering members of the Authority and Local Pension Board for 2021/22.

Members were reminded that they and members of the Local Pension Board had obligations to maintain an appropriate level of knowledge and understanding to allow

them to effectively participate in decision making. This meant that the Authority as an organisation needed to put in place arrangements to ensure that members were supported to meet them.

At Appendix A was a Learning and Development Strategy for the coming year which, in response to the review of governance carried out by Hymans Robertson, specifically addressed the need for both members of the Authority and the Local Pension Board. It was noted that there were several changes from previous strategies; these were set out in the report.

It was noted that the Local Pension Board had considered the Strategy at their April meeting and endorsed the proposed approach.

RESOLVED – That Members:

- i) Note the obligation on Members of the Authority to ensure they maintain a sufficient level of knowledge and understanding of pension matters to enable them to effectively participate in decision making.
- ii) Approve the Learning and Development Strategy as set out at Appendix A to the report.

## **6 AUDIT COMMITTEE ANNUAL REPORT**

Members considered the Annual Report of the Authority's Audit Committee for 2020/21.

The report set out the work undertaken by the Committee and indicated how the Committee had addressed the various different aspects of the role of an audit committee set out in professional standards.

It was noted that the Audit Committee's Annual report provided a part of the evidence base used in constructing the Annual Governance Statement as it provided a view on the overall control environment.

RESOLVED – That Members receive and note the Annual Report of the Audit Committee for 2020/21.

## **7 LOCAL PENSION BOARD ANNUAL REPORT**

G Warwick, Chair of the Local Pension Board, introduced the Local Pension Board's Annual Report for 2020/21 which was at Appendix A.

The Board's work during the year had covered a wide range of activity with particular focus on the performance and development of the Pensions Administration service and the monitoring of regulatory compliance.

G Warwick informed the Board that it had been the first full year during which the Board had operated with an independent advisor and C Scott had had a clear impact on improving the Board's operations.



The Board had conducted an effectiveness survey to understand its strengths and weaknesses which had been facilitated by the Independent Advisor the results of which were set out in the Annual Report.

Future plans included working with the Authority to develop the Board's approach to training and member's knowledge and understanding and monitoring the Pensions Regulator's changes to its Codes of Practice and review the Authority's compliance.

RESOLVED – That Members:

- i) Receive the Annual Report of the South Yorkshire Local Pension Board.
- ii) Note the Board's plans for future work.

## 8 UPDATES TO THE LOCAL PENSION BOARD CONSTITUTION

A report was submitted to secure the Authority's approval for amendments to the Constitution of the South Yorkshire Local Pension Board.

The Board had recently conducted an effectiveness survey and, as a result of this, had agreed a number of areas for further development. Some of these could be addressed by the independent advisor and officers but there were areas where the Authority's permission was required as implementation would require changes to the Board's Constitution. These were:

- An increase in Terms of Office for Non-Councillor Members.
- An increase in Terms of Office for Councillor Members.
- The facility for virtual and hybrid meetings within the Board's arrangements going forward.

It was noted that the term of office for Councillor Members would need to be discussed with the District Council leaders.

RESOLVED – That Members:

- i) Approve the proposals made by the Local Pensions Board in relation to the terms of office for non-councillor members and the nature of meetings.
- ii) Note the request to consider the terms of office of councillor members and agree to seek the views of the South Yorkshire Leaders Group.

CHAIR

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# Item 33

## SOUTH YORKSHIRE PENSIONS AUTHORITY

10 JUNE 2021

### ORDINARY MEETING

PRESENT: Councillor J Mounsey (Chair)

Councillors: S Clement-Jones, S Cox, M Havard, D Nevett,  
C Rosling-Josephs, A Sangar, M Stowe and N Wright

Trade Unions: N Doolan-Hamer (Unison) and G Warwick (GMB)

Investment Advisors: A Devitt and L Robb

Officers: J Bailey (Head of Pensions Administration), G Graham  
(Director), M McCarthy (Deputy Clerk), G Richards (Senior Democratic  
Services Officer), S Smith (Head of Investments) and G Taberner  
(Head of Finance and Corporate Services)

Apologies for absence were received from Councillor A Law,  
D Patterson and Councillor D Fisher

#### 1 APOLOGIES

The Chair welcomed everyone to the meeting.

Apologies were noted as above.

#### 2 ANNOUNCEMENTS

G Graham informed members that three members of staff had received their long service awards after completing 25 years' service with the Authority. David Hall, a Team Leader in the Benefits Team, Katherine Morrison, a Technical Training Officer and Steven Newsome a Pensions Officer all who had received a £100 gift voucher.

#### 3 URGENT ITEMS

None.

#### 4 ITEMS TO BE CONSIDERED IN THE ABSENCE OF THE PUBLIC AND PRESS.

RESOLVED - That Item 14 'Statutory Officer Arrangements and the Establishment of a Governance Function' and Item 15 'Oakwell House Project Update' be considered in the absence of the public and press.

#### 5 DECLARATIONS OF INTEREST.

None.

#### 6 SECTION 41 FEEDBACK FROM DISTRICT COUNCILS

None.

7 MINUTES OF THE AUTHORITY MEETING HELD ON 18 MARCH 2021

RESOLVED – That the minutes of the meeting held on 18<sup>th</sup> March 2021 be agreed as a true record.

8 Q4 CORPORATE PERFORMANCE REPORT

G Taberner presented the Corporate Performance Report for Q4 2020/21.

Key points for the quarter were:

- Reduction in sickness levels.
- Funding level over 100%.
- Good progress being made on many of the corporate objectives despite Covid-19.
- Underspend for the year had enabled resources to be set aside to support key projects in 2021/22.
- Large underspend resulting from lockdown slowing the process of filling vacancies and some delays to progress on training and development.
- Process performance improving but still affected by remote working. Customers were satisfied with turnaround times.

With regard to Pensions Administration it was noted that overall volumes of casework processed continued to increase, and the percentage of priority cases completed within the period had risen slightly.

It was noted that the outturn underspend for the year before transfers to reserves was £554k compared to the forecast underspend of £489k at the end of the previous quarter. Details of the significant budget variances were detailed within the report.

It was proposed that the balance of the total underspend for the year to be transferred to the Capital Projects reserve. This was due to the costs identified with the office accommodation project, the costs of the business systems replacement and the costs involved in the implementation of the new pensions administration contract.

It was noted that the Risk Register had been thoroughly reviewed in April and the amended Risk Register was attached as Appendix A to the report.

RESOLVED – That Members:

- i) Confirm the approval previously given at the March meeting for the underspend for 2020/21 to be transferred into the earmarked Capital Projects Reserve and approve the other transfers to and from earmarked reserves as set out in the table in paragraph 4.62 amounting to a net total transfer to reserves of £600,553.
- ii) Approve the proposed use of reserves in the next financial year to resource the delivery of key corporate priorities as set out in the table in paragraph 4.68.

9A ADVISOR'S COMMENTARY

A Devitt provided a market commentary on recent events.

Highlights included:

- Vaccine rates were largely determining the emergence of countries into the post-Covid era.
- Rising awareness of climate change could alter supply chains, energy sources and how people work.
- Supply chain disruptions and rising energy prices had stoked inflationary concerns.
- Equity markets continued to inch higher whilst bonds were well priced and the demand for private market assets endured.

It was noted that economic progress was still tentative.

As emergency business loans and furlough schemes were withdrawn, this would be a critical moment for global economies, especially those dependent on tourism; sectors such as hospitality and airlines still faced an uncertain future.

As economies reopened, the service industry remained under strain and staff shortages were anticipated for lower paid roles. One positive indicator was relatively high savings and low debt both for consumers and corporates.

A Devitt commented that while Covid had dominated headlines, sub-plots of geopolitical tensions as well as environmental awareness would start to come to the fore.

L Robb reminded members that in the past at strategy reviews they had discussed levels of returns which were expected from different markets going forward.

Clearly, over the last 10 years or so returns had been very good from equities, bond yields had fallen and there had been virtually no yield from cash. There were expectations that long-term returns were going to be lower than in the past.

There was a risk that inflation and interest rates would be higher than in the past which may not be good for markets. Also corporate profitability could be affected by higher corporate tax rates.

The outlook going forward was not necessarily very bad but great returns from any asset class should not be expected going forward.

The Chair thanked A Devitt and L Robb for the comprehensive update.

9B PERFORMANCE REPORT

S Smith presented the Quarterly Investment Performance report to 31st March 2021.

The report contained the valuation breakdown of the fund showing the values across all the different asset classes. This showed that at 31st March 2021 the Fund was valued

at just over £9.7bn. Although markets had been volatile recently continued improvement had been seen and at 31st May 2021 the value of the Fund was £9.975bn.

With regard to asset allocation changes over the quarter, profits from the legacy equity portfolios continued to be taken and the funds used to draw down into the alternative funds.

The purchase of a Sainsbury's supermarket was completed and also £20m was switched from Border to Coast's overseas developed fund to the Sterling Investment Grade Credit fund.

S Smith informed members that the Fund had to make commitments to Border to Coast for the alternative sectors on an annual basis. £200m had been committed to infrastructure, £120m to private equity and £100m to private debt which would be drawn down over the coming months and years.

A chart within the report showed the Fund's asset allocation against its strategic benchmark and included a RAG analysis which showed that no categories were outside the bandwidth.

It was noted that the quarter's performance was above the benchmark and over the long-term the annual return of 19½% was significantly above the benchmark. Most asset classes had added to performance, the only two areas that had underperformed were UK equities and emerging market equities.

With regard to the emerging market portfolio, Border to Coast had made the decision to transition the fund to a hybrid fund of internal management and external managers for Chinese assets which took place in April. Since then performance had been slightly ahead of the index.

The report also contained details of Border to Coast's performance since inception given that the company now managed 65% of the Fund's assets. It was noted that four of the five funds had shown outperformance.

With regard to the funding level, the breakdown of assets and liabilities over time showed that at the beginning of lockdown the funding level dropped significantly but had picked up quickly and steadily increased to its current level of 108.7%.

The outlook seemed volatile and there were concerns over inflation but over the short-term there were no plans to significantly change the investment strategy.

RESOLVED – That the report be noted.

## 10 Q4 RESPONSIBLE INVESTMENT UPDATE

Members considered the Responsible Investment Update for Quarter 4 2020/21 which was in a new format intended to make it more accessible for stakeholders.

It was noted that highlights included:

- The casting of over 1,000 votes at over 100 different company meetings.



- A continued voting focus on Board independence and diversity and the need for companies to effectively adapt to climate change.
- A more balanced focus to engagement in the quarter between social and environmental issues, with social issues retaining greater prominence than previously.
- The recovery of a net £373k through shareholder litigation.
- Continuing progress on the development of SYPA's first impact report and a contribution to work on lace Based Impact Investing being recognised in a case study.
- Agreement to work to progress improvements in ESG reporting for the commercial property portfolio.

Members noted that activity during the quarter had become more balanced between the various issues being engaged on. In part this reflected the AGM season which brought broader governance and remuneration to the fore, it also reflected the fact that LAPFF had undertaken a significant amount of work around social issues associated with the pandemic.

Robeco had launched a new engagement theme on the climate transition of financial companies. It was noted that this was significant because banks provided much of the capital that could be used to either maintain investment in climate negative industries or support investment in the opportunities presented by the transition to a low carbon economy.

G Graham informed members that HSBC's Board had put forward a proposal to phase out the financing of coal and other fossil fuels to their AGM which had met with almost universal shareholder support. This seemed to add weight to the sense that companies were changing quite rapidly.

Cllr Stowe commented that as responsible investment was the biggest topic members were lobbied about it was important that members understood responsible investment matters and all the elements within it.

The engagement debate was also important as there was a lot of lobbying around divestment. He pointed out the Exxon, who had been held up as one of the worst examples on not adapting their business to address to climate change concerns, were now starting to improve due to engagement.

G Graham informed members that a further Responsible Investment Seminar would take place in the autumn. Border to Coast was also producing video material on an introduction to responsible investment which would be available in the near future.

It was noted that there had been a considerable reduction in carbon emissions from SYPA's equity portfolios in the last 12 months which was significant travel in the right direction.

A Devitt commented that it was important to keep an eye on the emerging market portfolio especially in terms of Chinese allocations.

Members felt that it would be useful to get further information on this from Border to Coast's China managers.

L Robb commented that there were two key points for next year's strategy review. One was how to build ESG factors into the strategy and the impacts of this on asset allocation and also how Border to Coast could manage asset classes to take account of SYPA's objectives.

RESOLVED – That the report be noted.

11 REGULATORY UPDATE

A report was submitted to provide members with an update on regulatory matters.

The report gave details of the following regulatory matters and how SYPA was responding to them:

- The Scheme Advisory Board's Good Governance Project.
- The Pensions Regulator's Single Code.
- The McCloud Remedy.
- Boycotts, Divestment and Sanctions Bill.

RESOLVED – That the report be noted.

12 REPORTING OF DECISIONS MADE BETWEEN MEETINGS

A report was submitted which provide an update on decisions taken between meetings of the Authority using the urgent business or similar procedure.

Members were reminded that when a member decision was needed between meetings of the Authority the agreed procedure was that the Director would consult the Chair and s41 members to seek agreement for a proposed course of action. The decisions were then taken to the next Authority meeting.

One such decision had been taken since the last meeting which related to two Border to Coast shareholder resolutions on executive pay. Following the required process the Authority supported both resolutions.

RESOLVED – That the report be noted.

13 ANNUAL GOVERNANCE STATEMENT

Members considered the Annual Governance Statement.

Members were reminded that the Accounts and Audit Regulations required the Authority to provide a statement each year reviewing the effectiveness of its governance arrangements and control environment.

The Annual Governance Statement (AGS) assessed compliance with and performance against the standards set out in the Authority's Local Code of Corporate Governance. The Annual Governance Statement for 2021/21 was attached at Appendix A to the report for approval.

The Director commented that the year reviewed in the AGS had been like no other and had placed a range of different strains and pressures on the Authority's governance

and control arrangements which were reflected on in the Statement. All had been effectively addressed although further work and opportunities had been identified in a number of areas.

The AGS included a summary of the assessment of the control environment from the Internal Audit Annual Report. Members noted that currently this was a provisional assessment pending the completion of the full Internal Audit Annual report and, should any amendment be required, this would be made prior to the publication of the statement as part of the accounts.

The action plan reflected the development of a number of themes from previous years together with some additional issues which reflected the learning from changes that had to be made during the pandemic.

RESOLVED –That members:

- i) Approve the Annual Governance Statement for 2020/21 and authorise its signature by the Chair and Director.
- ii) Note the provisional conclusion of the Head of Internal Audit which would be revised if required by the content of the Internal Audit Annual Report.

RESOLVED - That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act and the public interest not to disclose information outweighs the public interest in disclosing it.

14 STATUTORY OFFICER ARRANGEMENTS AND THE ESTABLISHMENT OF A GOVERNANCE FUNCTION

A report was submitted which sought to secure approval for the transition to new arrangements for the provision of the statutory officer and democratic services functions of the Authority including the establishment of a new role and the potential TUPE transfer of staff from Barnsley MBC.

RESOLVED – That members:

- i) Approve the proposed process of transition from the current statutory officer arrangements as set out in the report.
- ii) Approve the establishment of the new role of Corporate Manager – Governance at Grade L as set out in paragraph 5.18 a).
- iii) Note that the Head of Finance and Corporate Services and the Corporate Manager – Governance will be recommended for appointment to the relevant statutory roles with effect from 1<sup>st</sup> April 2023.
- iv) Approve the acceptance of the TUPE transfer of any relevant staff from Barnsley MBC as set out in paragraph 5.18 c).

- v) Note the proposals for financing these establishment changes set out in the body of the report and the proposed changes to the Authority's service level agreement with Barnsley MBC.

15 OAKWELL HOUSE PROJECT UPDATE

A report was considered which updated members with progress on the delivery of the Authority's new office base at Oakwell House.

RESOLVED – That members:

- i) Note the progress made with delivery of the Oakwell House Project.
- ii) Approve the identified procurement route for the main contractor for the project.

CHAIR

# Item 34

## SOUTH YORKSHIRE FIRE AND RESCUE AUTHORITY

### ANNUAL MEETING

21 JUNE 2021

PRESENT: Councillor T Damms (Chair)  
Councillor C Hogarth (Vice-Chair)  
Councillors: S Sansome, P Garbutt, T Smith, B Johnson, S Ball,  
J Paszek, D Hutchinson, S Ayris, R Frost, C Ross and Dr A Billings

CFO A Johnson, DCFO C Kirby, ACO T Carlin, S Booth and  
AM S Nicholson  
(South Yorkshire Fire & Rescue Service)

M McCarthy, G Kirk, M McCoolle, M Potter, L Noble and I Rooth  
(Barnsley MBC)

M Buttery  
(Office of the South Yorkshire Police and Crime Commissioner)

Apologies for absence were received from N Copley, S Norman and  
S Kelsey

1 TO APPOINT THE CHAIR OF THE AUTHORITY FOR THE ENSUING YEAR

RESOLVED – That Members agreed that Councillor Damms be appointed as  
Chair of the Authority for the ensuing year.

2 TO APPOINT THE VICE-CHAIR OF THE AUTHORITY FOR THE ENSUING YEAR

RESOLVED – That Members agreed that Councillor Hogarth be appointed as  
Vice-Chair of the Authority for the ensuing year.

3 CHAIR'S REMARKS

Councillor Damms expressed his thanks to Members for having the confidence  
in him to be appointed as Chair of the Authority. He welcomed the new  
Members to the Authority:- Councillor T Smith (BMBC), Councillors B Johnson  
and D Hutchinson (DMBC), Councillors S Sansome and S Ball (RMBC) and  
Councillors J Paszek and P Garbutt (SCC). He also expressed his thanks to  
those Members that had recently left the Authority:- Councillor P Haith  
who had retired as an elected Member and Councillor C Ransome (DMBC),  
Councillor T Cave (BMBC), Councillors A Buckley and B Taylor (RMBC) and  
Councillors S-M Richards and P Price (SCC). He wished to pay tribute to those  
Members in what had been a challenging year, which had seen 7 out of the  
12 Members being lost, including the Chair of the Authority and the Chairs of both  
of the Boards.

Councillor Damms understood that some of the new Members had already undertaken their induction sessions. He noted that Member learning would continue throughout the year and beyond, as we returned to some form of normality with the training and development schedule, albeit it may need to continue be held virtually to reduce travel. He was very aware of the large shoes to be filled following Councillor Taylor, who had been the Chair of the Authority and also a firefighter for 31 years.

**4 MEMBERSHIP OF THE FIRE AND RESCUE AUTHORITY 2021-22**

A report of the Clerk to the Fire and Rescue Authority was presented to inform Members of the membership of the Authority for the municipal year 2021-22.

RESOLVED – That Members noted the following membership of the Authority for the municipal year 2021-22:-

Barnsley	Councillors R Frost and T Smith
Doncaster	Councillors C Hogarth, B Johnson and D Hutchinson
Rotherham	Councillors S Sansome and S Ball
Sheffield	Councillors T Damms, S Ayris, C Ross, J Paszek and P Garbutt
PCC*	Dr A Billings - South Yorkshire Police & Crime Commissioner

*\*At the Authority meeting held on 13 February 2017, it was agreed that the South Yorkshire Police and Crime Commissioner would become a Member of the Fire and Rescue Authority with full voting rights.*

**5 AUTHORITY GOVERNANCE ARRANGEMENTS**

A report of the Clerk to the Fire and Rescue Authority was submitted which requested Members determine the appointment of Members to the Committees and Boards and also the appointment of Chairs and Vice-Chairs of the Committees (other than the Appeals and Standards Committee).

RESOLVED – That Members:-

- i) Approved the meeting structure as set out below:-

<b>Committee/ Working Party</b>	<b>Members</b>
Audit and Governance Committee	Cllr T Smith (Chair) Cllr S Ayris Cllr B Johnson Cllr J Paszek Cllr S Sansome Cllr R Frost

	3 Independent Members:- Mr A Dyson Mr C Pilkington Mrs N Wright
Appointments Committee	Cllr T Damms (Chair) Cllr C Hogarth Cllr S Sansome Cllr R Frost Cllr C Ross Cllr B Johnson
Appeals and Standards Committee	Cllr S Ayris Cllr R Frost Cllr D Hutchinson Cllr S Ball Cllr T Smith Cllr P Garbutt
Principal Officers Review Committee A	Cllr C Hogarth Cllr T Damms (sub)  Cllr J Paszek Cllr S Ayris (sub)  Cllr S Sansome Cllr S Ball (sub)
Principal Officers Review Committee B	Cllr R Frost Cllr S Ayris (sub)  Cllr C Hogarth Cllr D Hutchinson (sub)  Cllr C Ross Cllr B Johnson (sub)
Principal Officers Review Committee C	Cllr S Ayris Cllr T Damms (sub)  Cllr P Garbutt Cllr C Ross (sub)  Cllr T Smith Cllr J Paszek (sub)



Performance and Scrutiny Board	Cllr C Ross (Chair) Cllr P Garbutt Cllr C Hogarth Cllr R Frost Cllr D Hutchinson Cllr S Ball
Stakeholder Planning Board	Cllr S Sansome (Chair) All FRA Members
Corporate Advisory Group	All FRA Members (No Chair required)
Joint Liaison Forum (JLF)	Cllr T Damms (Chair) All FRA Members

- ii) Noted the terms of reference of the Committees as set out in Appendices A to H.

**6 FUTURE MEETING DATES 2021-22**

A report of the Clerk to the Fire and Rescue Authority was submitted which set out a schedule of meeting dates for the Authority in 2021-22.

**RESOLVED – That Members:-**

- a) Agreed the current governance framework of 8 meetings per year for FRA and 6 meetings of Audit and Governance Committee underpinned by the Appeals and Standards Committee, Appointments Committee and the two Boards (Stakeholder Planning and Performance and Scrutiny).
- b) Approved the suggested schedule of meeting dates for 2021-22 as set out below:-

**Fire and Rescue Authority  
Annual Meeting  
Monday 21 June 2021**

<b>Fire and Rescue Authority</b>	<b>Audit &amp; Governance Committee</b>	<b>Performance &amp; Scrutiny Board</b>	<b>Stakeholder Planning Board</b>
*26 July 2021	*26 July 2021	*15 July 2021	*21 July 2021
*13 September 2021	*13 September 2021	*9 September 2021	*21 September 2021
*11 October 2021			
*22 November 2021	*22 November 2021	*18 November 2021	*16 November 2021
10 January 2022	10 January 2022		
21 February 2022			
	14 March 2022	24 March 2022	15 March 2022
11 April 2022			
	25 May 2022		
20 June 2022 (AGM & Ordinary)			
25 July 2022	25 July 2022	14 July 2022	19 July 2022
12 September 2022	12 September 2022	8 September 2022	20 September 2022
10 October 2022			
21 November 2022	21 November 2022	17 November 2022	15 November 2022

\* Meeting dates already arranged

**7 ARRANGEMENTS UNDER SECTION 41 OF THE LOCAL GOVERNMENT ACT 1985**

A report of the Clerk to the Fire and Rescue Authority was submitted which requested the Authority to consider the appointments of District Council representatives under Section 41 of the Local Government Act 1985.

RESOLVED – That Members agreed the appointment of the following Members to answer questions at meetings of the constituent councils on the discharge of the functions of this Authority:-

<b>Authority</b>	<b>Member</b>	<b>Substitute</b>
<b>Barnsley</b>	Cllr R Frost	Cllr T Smith
<b>Doncaster</b>	Cllr C Hogarth	Cllr D Hutchinson
<b>Rotherham</b>	Cllr S Sansome	Cllr S Ball
<b>Sheffield</b>	Cllr T Damms	Cllr J Paszek

**8 OUTSIDE BODIES**

A report of the Clerk to the Fire and Rescue Authority was submitted to request the Authority to consider whether or not it wished to re-affiliate to the various outside bodies listed in the report and, if it did, to consider representation of the Authority on outside bodies.

RESOLVED – That Members:-

- i) Agreed to re-affiliate to the various outside bodies listed in the report.
- ii) Agreed to appoint representatives to serve on the outside bodies listed in the report for 2021/22 and that, in accordance with Standing Order 24, the appointments continue until the next annual meeting of the Authority, or membership ceases:-

<b>Outside Body</b>	<b>Member Representation</b>
<b>LGA General Assembly</b>	S41 Members
<b>LGA Fire Commission</b>	Chair / Vice-Chair or their nominee
<b>LGA Urban Commission</b>	Chair & Vice-Chair or their nominee
<b>LGA Rural Commission</b>	Chair & Vice-Chair or their nominee
<b>Association of Metropolitan Fire Authorities (AMFRA)</b>	Chair & Vice-Chair
<b>Yorkshire and Humberside Employers' Organisation (YHEA)</b>	Councillor T Damms
<b>Community Safety Partnerships (or equivalent)</b>	Section 41 Members
<b>Local Pension Board (SYFRA)</b>	Councillor R Frost
<b>Police &amp; Fire Collaboration Board</b>	Chair

- iii) Agreed to learning and development to support Members on Outside Bodies as part of the 2021/22 Learning and Development Schedule.

9 LEAD MEMBERS 2021/22

A report of the Clerk to the Fire and Rescue Authority was presented which set out the latest position in respect of Lead Member roles. The report requested an additional Lead Member to support Equality and Inclusion within the Service, and as part of the Performance and Scrutiny Board agenda. Members noted the flexibility, should the Service require a Lead/Link Member in a particular area, for a 'task and finish' exercise, and this could be accommodated on a more informal basis.

RESOLVED – That Members:-

- i) Considered and approved the Lead Member roles as detailed in paragraph 2 of the report.
- ii) Nominated an additional Lead Member for Equality and Inclusion to support the Chair of Performance and Scrutiny Board and the Service.

- iii) Nominated Lead Members to support the performance management process as set out below:-

Area	Lead Member
Strategic Partnerships (Community Safety etc.)	<b>Section 41 Members</b> Cllr Robert Frost (Barnsley) Cllr Stuart Sansome (Rotherham) Cllr Tony Damms (Sheffield) Cllr Charlie Hogarth (Doncaster)
<b>Risk Management (Audit)</b>	Cllr Trevor Smith Chair of Audit and Governance Committee
<b>Performance and Scrutiny (including performance management)</b>	Cllr Colin Ross Chair of P&S Board  <b>1 x vacancy for performance lead (to be nominated at the Performance and Scrutiny Board meeting on 15<sup>th</sup> July 2021 if required)</b>
<b>Stakeholder Engagement</b>	Cllr Stuart Sansome Chair of Stakeholder Planning Board
<b>Equality and Inclusion</b>	Cllr Colin Ross Chair of P&S Board <i>(as this is a standing item on the P&amp;S Board)</i>  <b>Plus one other Member to support the protected characteristics</b>
<b>Learning and Development</b>	Chair – Cllr Tony Damms
<b>Local Pension Board (FRA as Scheme Manager)</b>	Cllr Robert Frost

10 EXCLUSION OF THE PUBLIC AND PRESS

RESOLVED – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act and the public interest not to disclose information outweighs the public interest in disclosing it.

11 LOCALISM ACT 2011 - ARRANGEMENTS FOR DEALING WITH ETHICAL STANDARDS COMPLAINTS: REAPPOINTMENT OF INDEPENDENT PERSONS

A report of the Clerk to the Fire and Rescue Authority was submitted to seek the reappointment of the two Independent Persons to assist the Monitoring Officer in dealing with Ethical Standards complaints, as required by the relevant provisions of the Localism Act 2011.

RESOLVED – That Members:-

- i) Confirmed the reappointment of the two Independent Persons for the purposes of the relevant provisions of the Localism Act 2011 for the remainder of the municipal year, subject to reappointment on an annual basis at the Annual Meeting of the Fire and Rescue Authority.
- ii) Noted an appointment process for two Independent Persons would need to take place in July 2022.

CHAIR

Please follow the link below for further information on the updates of the actions arising from the Fire and Rescue Authority meetings:-

<https://meetings.southyorks.gov.uk/ecSDDisplayClassic.aspx?NAME=SD1250&ID=1250&RPID=402996&sch=doc&cat=13039&path=13039&zTS=D>

# Item 35

## SOUTH YORKSHIRE FIRE AND RESCUE AUTHORITY

### ORDINARY MEETING

21 JUNE 2021

PRESENT: Councillor T Damms (Chair)  
Councillor C Hogarth (Vice-Chair)  
Councillors: S Sansome, P Garbutt, T Smith, B Johnson, S Ball,  
J Paszek, D Hutchinson, S Ayris, R Frost, C Ross and Dr A Billings

CFO A Johnson, DCFO C Kirby, ACO T Carlin, S Booth and  
AM S Nicholson  
(South Yorkshire Fire & Rescue Service)

M McCarthy, G Kirk, M McCoolle, M Potter, L Noble and I Rooth  
(Barnsley MBC)

M Buttery  
(Office of the South Yorkshire Police and Crime Commissioner)

Apologies for absence were received from N Copley, S Norman and  
S Kelsey

1 APOLOGIES

Apologies for absence were noted as above.

2 ANNOUNCEMENTS

None.

3 URGENT ITEMS

None.

4 ITEMS TO BE CONSIDERED IN THE ABSENCE OF THE PUBLIC AND PRESS

None.

5 DECLARATIONS OF INTEREST BY INDIVIDUAL MEMBERS IN RELATION TO ANY ITEM OF BUSINESS ON THE AGENDA

None.

6 REPORTS BY MEMBERS

None.

7 RECEIPT OF PETITIONS

None.

8 TO RECEIVE ANY QUESTIONS OR COMMUNICATIONS FROM THE PUBLIC, OR COMMUNICATIONS SUBMITTED BY THE CHAIR OR THE CLERK AND TO PASS SUCH RESOLUTIONS THEREON AS THE STANDING ORDERS PERMIT AND AS MAY BE DEEMED EXPEDIENT

None.

9 MINUTES OF THE AUTHORITY MEETING HELD ON 26 APRIL 2021

Councillor Ayris referred to the last Authority Meeting, where Councillor Price had expressed concern that developers were able to select inspectors from a national list, rather than from their respective local authorities. Councillor Ayris queried whether the Authority as a whole or as individual Members could influence the legislative changes to the approved list of inspectors.

Councillor Damms agreed with Councillor Ayris' sentiments. He considered that Members should strongly lobby across the party organisations both collectively as the Authority and individually at their respective local authorities.

CFO Johnson commented that the Bill had been published, and therefore there was little that could be done to change the legislation. The Service continued to check the approved list of inspectors, and reported the new buildings to the Government. Members noted that the Service had fed into the consultation on the standards proposal.

DCFO Kirby confirmed that the COVID-19 recovery workshop for the Senior Leadership Team (SLT) was scheduled to be held on Friday 25 June 2021. The workshop would consider future planning for the Service's estates and buildings, together with the long term agile working arrangements. Members would be provided with further details.

RESOLVED – That the minutes of the Authority meeting held on 26 April 2021 be signed by the Chair as a correct record.

10 COVID-19 UPDATE

A report of the Chief Fire Officer and Chief Executive was presented which provided Members with an update in relation to the current and previous impact of COVID-19, including the resourcing of the Service's Emergency Response provision. The report provided a brief account of additional areas which included Health and Safety in the workplace, absence management, agile working and the Service's Roadmap to Recovery.

Members were assured that the Service continued to meet its statutory requirements whilst maintaining HM Government guidelines in relation to managing the impact of the pandemic.



During 2020, the Service had encountered its highest level of staff absences due to the pandemic. However, Emergency Response had been largely unaffected and the Service had been able to take a business-as-usual approach to its response to emergency incidents. Overtime, additional resilience contracts and on-call staff working whole time shifts had provided resilience during the predicted shortfalls in staffing the fire appliances. Operational response had also been unaffected during the pandemic.

The Service had been a key stakeholder in the Local Resilience Forum throughout the pandemic, and CFO Johnson had been one of three standing chairs of the co-ordinating group. The Service had played a major role in making local deliveries of food and medical prescriptions to the most vulnerable within the county, ensuring that those most vulnerable to the risk of fire within South Yorkshire were protected, the management and distribution of over 2.5m items of Personal Protective Equipment, and had trained staff to deliver the COVID-19 vaccinations.

As at 3 June 2021, there were no COVID-19 related absences within the Service. As part of the Annual Plan, the review into COVID-19 response and focus on recovery had remained the number one priority for the Service. As at 7 June 2021, the Service had received notification that approximately 45% of staff had received their first vaccination, with 17% having received their second vaccination.

Councillor Ayris referred to the investment made by the Service into technological solutions during the pandemic and the drafted Agile Working Policy, and he queried the timescale for this. He also queried the timescale in relation to the People Strategy and whether there would be an opportunity for the Authority to be involved in discussions.

ACO Carlin confirmed that the timeframe was June 2021 and that the Authority could be involved in discussions. A great deal of staff consultation and surveys had been undertaken in the production and development of the draft Agile Working Policy.

Councillor Ball queried whether any of the Service's staff had refused to have the COVID-19 vaccinations.

CFO Johnson stated that the Service could not impose the COVID-19 vaccinations on individuals. However, the staff bulletins had continuously encouraged individuals to have the vaccinations. Generally, there had been a good uptake in the number of staff having the vaccinations. Infection control measures remained in place within the Service.

Councillor Damms expressed his thanks and appreciation to the Service for all of the work undertaken during the pandemic.

RESOLVED – That Members noted the contents of the report.

11 WORKFORCE DEVELOPMENT STRATEGY UPDATE

A report of the Chief Fire Officer/Chief Executive was submitted which provided an overview of the future position of the Training and Organisational Development Strategy for the Service. A review was currently being undertaken on the current strategy. The new approach would detail the strategy across all areas of the organisation, taking into account current considerations and training requirements resulting from changes to delivery approaches (Training and Development Centre) and improved development programmes and pathways for all staff. The strategy ensured the safety, expertise and professionalism of all of the Service's staff, volunteers, associated workers or contractors.

Members noted that the timeline for the delivery of the strategy had been revised due to the pandemic. It was envisaged to launch the revised strategy and action plan in October 2021.

Dr Billings queried how the pandemic had impacted upon training, in particular for new recruits, and the problems that this had created for the Service. He also queried the operational risk moving forwards in the event that the Service was unable to train to the required level.

DCFO Kirby commented that the pandemic had mainly impacted upon the number of new recruits. Pre-pandemic, up to 24 new recruits would have been trained within a single programme but, due to social distancing measures, the number of new recruits had been reduced to 12 and the programme had reduced from a 12 week duration down to 8 weeks. The Service was currently trying to increase its strength to 592 operational firefighters by working through the new training programme and looking outside of South Yorkshire for individuals that may wish to transfer into the Service. The Service would provide additional courses in order to mitigate the risk that it was unable to train to the required level. The Service had mitigated the potential risk for the pandemic to spread within groups of staff working together through its prevention and control measures and guidance from the Government.

CFO Johnson referred to the temporary control measures that were in place for the on-call staff. Such shortfalls would be covered with overtime shifts and temporary on-call staff.

Councillor Sansome queried where the mix of recruitment sat within the milestone planning on succession rates during these unprecedented times.

DCFO Kirby referred to a number of issues through the promotion process which considered the development through an individual's career. A number of issues had been identified around the promotion to junior ranks. The Senior Leadership Team (SLT) had discussed the matter over the last 12 month period, and a recent increase in promotions had been observed. The Service permitted transfers in from other fire and rescue services at officer level and junior rank levels. All members of staff were required to undertake an annual personal development review which would be assessed against the numbers of promotions across the organisation and against those individuals reaching retirement in order to identify any gaps.

Individuals would undertake a development programme to ensure that they were ready for their role in succession planning. The strategy document would look at the training pathways and development, whilst taking guidance from the National Fire Chiefs Council (NFCC) around best practice for both operational and support staff.

Councillor Garbutt referred to the diversity of the workforce and the recruitment difficulties that the Service had encountered. He queried whether the Service had made positive efforts to liaise with the BAME communities in relation to recruitment, and also the ratio of men to women within the Service.

CFO Johnson referred to the difficulties encountered by the fire and rescue services nationally to recruit a diverse workforce; the NFCC was working to progress matters. The Service continued to work very hard to recruit a diverse workforce, with women and black and ethnic minority days being held for potential candidates. All candidates would have to pass the same tests and achieve the same standard. There were currently 45 female operational staff within the Service, which was slightly above the national average, and between 10% - 12% black and ethnic minority staff which was far less than the level it is suggested fire and rescue services achieve. The Service was committed to having a diverse and strong workforce. CFO Johnson had recently met with Chief Constable Poultney and Deputy Chief Constable Forber with a view to working together on recruitment.

Councillor Damms added that all Members had a role to play in assisting the Service to recruit a diverse workforce. He asked Members to identify any potential groups within their respective wards which may benefit from the Service liaising with them on a career path within the organisation.

RESOLVED – That Members:-

- i) Considered the content of the report and proposed approach.
- ii) Considered and agreed the timescales for revised strategy delivery.

## 12 ANNUAL CORPORATE PERFORMANCE REPORT 2020/21

A report of the Chief Fire Officer and Chief Executive/Clerk to the Fire and Rescue Authority was submitted which presented the Annual Corporate Performance Report for 2020/21.

Members noted that for 2020/21 all nine of the LPIs under the 'Making South Yorkshire Safer and Stronger' priority had either good or excellent performance levels. The number of accidental dwelling fires including cooking related remained the second lowest recorded since 2009/10, although the figures were slightly higher in comparison to 2019/20. During the period there had been 39 fewer fires in non-domestic premises in comparison to 2019/20 and the lowest recorded in the past 12 years. It was considered that the pandemic may have been a contributory factor, as many individuals had remained within their homes during the lockdown periods.

During the period there had been a total of nine fire related fatalities, two of which had resulted from accidental dwelling fires. In comparison to 2019/20, there had been 149 fewer primary arson incidents. In 2020/21 there had been 55 fewer deliberate vehicle fires in comparison to 2019/20.

The lowest recorded number of false alarms caused by automatic fire detection in non-domestic properties for the past 12 years had been recorded in 2020/21.

As a result of the COVID-19 pandemic, the number of Home Safety Checks and Safe and Well visits had been significantly lower in comparison to previous years. During the period the Service had attended a total of 300 Road Traffic Collisions. This was a reduction of 74 in comparison to 2019/20 and had coincided with the first national lockdown. The Service had encountered the lowest recorded number of staff sickness absence during the period since 2011/12 at an outturn figure of 5.69 days/shifts, which was a significant decrease of 2.74 days/shifts lost in comparison to 2019/20 and below the target of 6.0.

Councillor Ross referred to the accidental injuries at operational incidents, the majority of which he presumed had occurred at the Hatfield Moor incident in spring 2020.

CFO Johnson confirmed that the majority of the accidental injuries had occurred at the Hatfield Moor incident, and that all of the injuries had been minor in nature. The Service encouraged its staff to report all accidental injuries however minor, which would enable measures to be implemented to reduce such incidents occurring in the future.

Councillor Ayris referred to the reduction in accidental dwelling fires, road traffic collisions and primary arson during the pandemic. He queried whether there was any indication - as a roadmap out of the pandemic - whether some of those trends may begin to increase.

AM Nicholson commented that there was a potential risk of an increase in the number of incidents, but the Service had an aspiration to keep driving the figures down. Members recalled that the Service's roadmap had been discussed at a recent Corporate Advisory Group meeting. AM Nicholson considered that engagement with the prevention and protection teams, and emergency response was returning to the proactive approach with safety messages and to a new normality.

Councillor Smith referred to an increasing need for a falls and rescue team within the Asian community. He queried whether this was covered by the Service. He considered that this was an area which should be looked at by all three of the emergency services within South Yorkshire.

Members noted that this was not something that the Service had formally entered into at the moment, however the Fire Reform Paper may look further into the firefighter role. The Service did respond to bariatric patients, and provided entry to premises for South Yorkshire Police and also assisted the Yorkshire Ambulance Service.

The Service undertook early intervention work in the form of Home Safety Checks which enabled those most vulnerable to fire, social isolation and falls to be identified. In such an event, the Service would make a referral to one of its partner agencies which specialised in falls.

In relation to the campaigns run by the Service, Councillor Sansome queried whether Members could be provided with the data around responses received per local authority. He also queried whether smoke alarm related campaigns were continuously undertaken and rotated around the four local authority areas, or whether they were focused at hotspot areas.

CFO Johnson commented that Members would be provided with a breakdown of the responses received to the campaigns per local authority. All incidents were logged which enabled the local crews to visit specific areas and undertake localised campaigns. Members noted that the Service's Communications Department worked exceptionally well in targeting campaigns. Members were requested to provide any local intelligence to assist in this area.

Councillor Frost referred to the Service's close working with the local councils and South Yorkshire Police to reduce the number of deliberate secondary fires, and he queried what else could be done to reduce the figures further.

Members noted that the Service identified specific areas in order to target particular groups of individuals, which included educating children and communities on deliberate secondary fires.

Dr Billings referred to the Service's list of aspirations. He queried whether the heading of the second aspiration to 'Put People First' should be amended to read 'Value for Money/How to Use Money Wisely', as he considered it was misleading to aspire to put people first, when they should always be put first. CFO Johnson undertook to give this suggestion further consideration.

**RESOLVED – That Members:-**

- i) Endorsed the contents of the report.
- ii) Scrutinised and commented on the information presented in the report.
- iii) Noted that all nine-performance measures, measured using tolerance levels, were well within tolerance, with four showing excellent performance.
- iv) Noted the performance highlights detailed within the report.

13 FINANCIAL OUTTURN REPORT FOR THE YEAR ENDED 31 MARCH 2021

A report of the Chief Fire Officer/Chief Executive and Clerk and Treasurer was presented which informed Members as to the final revenue and capital outturn position for the financial year ended 31 March 2021. The report also included an updated total reserves position alongside a narrative commentary to help explain the key financial changes that had led to the year-end position, when compared to the approved revenue and capital budgets.

Members noted the financial challenges faced by the Service over the past 10 years or more as Government funding had reduced year on year. The Medium Term Financial Plan, which had been presented to the Authority in November 2020, had demonstrated that the Service was a sustainable service. Within four weeks of the budget being set in February 2020, the COVID-19 pandemic had commenced which had impacted on operational services. The Government had been unable to set a long term investment due to the impact of the pandemic, which had placed the Service in a difficult position. Therefore, a very cautious but optimistic position had been adopted. Work was underway to increase the establishment figure back up to strength. It was noted that the new Barnsley Fire Station build would be completed at the end of July 2021, and it was envisaged to become operational in August 2021.

Members were referred to the revenue budget for 2020/21 of £55.095m with the actual revenue expenditure of £50.318m. It was noted that the year-end result was an overall operating surplus of £3.032m due to the increased in-year funding and the proposed changes in the use of reserves.

Councillor Ross referred to the underspend which had been encountered over a number of years. During this period, Members of the Authority had encouraged an invest to save strategy on a capital renewal programme. Over the years he had observed that the Service's workforce had broadened in terms of prevention and liaison with other emergency services. This had included putting aside funds to invest within the communities i.e. the installation of sprinkler systems into vulnerable homes and housing associations. He wished to reassure the new Members on the Authority of the strategy that was in place to decrease the reserves whilst spending them wisely.

Councillor Ayris requested the figure for the 2015 Industrial Relations Dispute.

S Booth would provide Members with the information.

Councillor Frost supported the recommendations outlined within the report, which he considered should be approved at this time.

Members noted that the McCloud and Sergeant case (immediate detriment) and various other pension related issues would largely impact upon the valuation of the pension schemes. The impact of this was unknown until the evaluation had taken place.

Dr Billings considered that the reserve levels had been too high, and should be reduced. However, he accepted that, until there was a comprehensive spending review, there was a need to make sensible decisions about the future. He queried whether the significant increase in overtime to cover the under-establishment vacancies, staff sickness, staff injuries and staff training would lead to staff exhaustion. In relation to transport, he queried whether there was a strategy in place for replacing the ageing fleet. He requested an explanation in relation to the capital programme underspend reducing and capital financing increasing.

CFO Johnson explained that staff overtime was voluntary and not compulsory, there was a limitation to the number of shifts that staff could undertake. The amount of overtime being offered would be reduced as the establishment increased. The Service had recently ordered eight new fire appliances and eleven new officer cars to replace the older vehicles. A number of the fire appliances were old, however they could be utilised as spare vehicles where necessary.

In relation to the replacement strategy, S Booth referred to the Vehicle Fleet Management Strategy which was now due for a refresh. S Slater would present the refreshed Vehicle Fleet Management Strategy to the Authority in late summer/early autumn 2021. The Service had over 200 assets ranging from fire appliances to cars, which were managed as a joint operation. It was envisaged to replace 30 plus rescue pumps. Four of the eight recently ordered fire appliances would be made available from May 2022, and the other four fire appliances would follow shortly afterwards. Condition surveys were being undertaken on the fire appliance fleet to achieve better value for money.

I Rooth referred to Dr Billings' query in relation to the £6m overspend on capital financing. This was fully funded through the capital investment reserve and reflected a year end requirement to marry up the outturn with the statement of accounts which would be presented to the Authority meeting in July 2021. In relation to Member comments on the high level of reserves, I Rooth commented that both S Booth and N Copley had committed to ensuring that any contingency would be brought back to Members to determine its future use as soon as there was more certainty around the settlement and the COVID-19 pandemic. A plan of action would be presented to the Authority when more certainty was made available.

Councillor Frost queried the number of electric vehicles within the vehicle fleet, and whether electric charging points would be installed at the fire stations.

Members noted that currently there were no electric vehicles within the fleet as it had not been deemed appropriate or good value for money at this time. The Service would transition to a more effective infrastructure over the next 3 year period, and electric vehicles would be considered as part of the replacement strategy.

S Booth referred to the work undertaken with DCFO Kirby who chaired the Service Improvement Board. A bid had been agreed to carry out and install electric charging points at every fire station. The Service collaborated closely with



South Yorkshire Police, who had been successful in receiving Government funding for this. The telematics within the vehicles would enable the Service to determine how far the vehicles had travelled, which would help to identify which vehicles were most suitable to become electric. This would form part of the adoption of the Green Plan.

Councillor Ball commented that he had driven an electric car for the past 5 years, and he would be interested in providing assistance on the matter.

CFO Johnson welcomed Councillor Ball's future input in relation to electric vehicles.

Members noted that the recommendations outlined within the report were fully supported by N Copley, the Treasurer.

RESOLVED – That Members:-

- i) Approved the revenue and capital operating outturn position of £3.032m underspend when compared to the budget, funding and movement on reserves.
- ii) Agreed the capital expenditure outturn of £7.067m.
- iii) Approved the transfer of the in-year underspend to the Post Covid-19 reserve.
- iv) Agreed the summary Statement of Reserves (section C) which shows total useable reserves of £18.043m, split Earmarked Reserves £13.043m and General Reserves of £5.0m for the year ended 31 March 2021.
- v) Approved the budget carry forward requests as set out in section D of £0.903m into 2021/22.

#### 14 REVIEW OF BMBC 2020/21 SERVICE LEVEL AGREEMENT

A report of the Treasurer and Monitoring Officer was submitted which provided Members with an update on the Service Level Agreement (SLA) for 2020/21 and for consideration of any proposed changes to the existing arrangements for 2021/22 onwards.

A full review of the provision of services provided to the Authority by Barnsley Metropolitan Borough Council (BMBC) had been undertaken in 2017/18 and had been approved by the Authority. A revised SLA had been implemented in April 2018.

For the benefit of new Members, Martin McCarthy gave some background and context to the SLA.

Councillor Hogarth commented that the BMBC staff working within the SLA provided a very good service to the Authority, with the best value for money. He expressed his thanks to the staff for the support that they had provided over the years, and he hoped that this would continue.

Councillor Damms also expressed his thanks for the report.

RESOLVED – That Members:-

- i) Noted the key deliverables against the 2020/21 BMBC SLA as set out at 2.4-2.5 of the report.
- ii) In view of the proposed Fire Reform White Paper (outlined at para 3.4 of the report), to continue with the existing arrangements with BMBC and review these arrangements as and when the White Paper reforms were clarified.

15 MEMBER LEARNING AND DEVELOPMENT - REVIEW AND THE YEAR AHEAD

A report of the Clerk to the Fire and Rescue Authority was presented which provided Members with a review of the learning and development undertaken in 2020/21 together with a forward look to learning and development in 2021/22.

L Noble expressed her thanks to the new Members for taking the time to attend the recent induction sessions. She also thanked CFO Johnson, DCFO Kirby and S Slater for their involvement in the induction sessions.

As a result of the COVID-19 pandemic, the learning and development offer to Members had been significantly reduced. However during this time, six internal sessions had been held and the Local Government Association's Annual Fire Conference had been delivered virtually in March 2021.

Members noted the learning and development offer for 2021/22. L Noble would provide Members with the links to the proposed schedule, webinars etc.

Councillor Damms gave thanks to L Noble for the production of the report and the work undertaken in providing the induction sessions for the new Members on the Authority.

RESOLVED – That Members:-

- i) Noted the skills, learning and development acquired in 2020/21.
- ii) Agreed to a process of informal Development Discussions between July 2021 and early September 2021 for all new and existing Members which would inform an appropriate and targeted Learning and Development Schedule for 2021/22.
- iii) Noted the wider Learning and Development 'Offer' at Appendix A to the report.

16 DRAFT MINUTES OF THE AUDIT AND GOVERNANCE COMMITTEE HELD ON  
26 MAY 2021

RESOLVED – That Members noted the draft minutes of the Audit and Governance Committee held on 26 May 2021.

Actions Table

<b>No.</b>	<b>Action</b>	<b>Timescale</b>	<b>Officer(s)</b>	<b>Status/ Update</b>
1	To present information to Members over the next 12 months to enable the Performance Management Framework to be shaped, prior to Authority approval.	CAG	ACO Carlin	<p><b><u>Update 01-03-21</u></b></p> <p>Cllrs Buckley and Cave continue to be consulted as part of the Task and Finish Group.</p> <p><b><u>Update 28-04-21</u></b></p> <p>Over the last twelve months information and progress had been provided to Members through CAG, the Performance and Scrutiny Board and to the full Fire Authority meetings for example in February and April 2021.</p> <p>Over the next twelve months regular task and finish meetings were planned which would include Members. The last twelve months had seen Cllrs Buckley and Cave attend and subject to the local elections, they had both indicated a willingness to assist in the future. The Service guided by the Authority, suggested further deep dives of the performance management framework could take place at future Performance and Scrutiny Board meetings.</p>

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No.	Action	Timescale	Officer(s)	Status/ Update
				<p><b><u>Update 24-06-21</u></b></p> <p>Members will be aware of the PowerBi development process that was making performance data easily accessible for both managers and Members. ACO Carlin wished to thank Cllrs Buckley and Cave for their work and dedication in progressing this work. New Members were encouraged to make themselves familiar with the system by going through AM Nicholson and L Noble to arrange any development sessions. The Service would also welcome any Members who were interested in taking a larger role in the development of the system to ensure that it meets Members' needs.</p> <p>New Members will be contacted by AM Strelczenie, the Head of Emergency Response, who will give them a brief introduction to the operational side of the Service, introduce them to their local District Manager – who will then take Members through their local District Plan.</p> <p><b><u>Update 24-6-21</u></b></p> <p>Service to check whether replacement Lead Members are still required to support the performance framework.</p>
2	To provide a final report on the SSCR Round 3 funding.	FRA 26-07-21	M McCarthy	

3	To provide Members with the new anticipated completion date of the Barnsley Fire Station.	Progress Report on Estates and Facilities Service Improvements to the FRA 13-09-21	N Luhrs	<p><b><u>Update 27-04-21</u></b></p> <p>27-07-21 was the latest date for completion of the operational fire station (phase1).</p> <p>Phase 2 the Multi use building and phase 3 Adaptations to the Drill Tower would be undertaken once the fire station works were complete. These proposed works were included in the latest capital programme approved by Members in Feb 2021.</p> <p><b><u>Update 23-06-21</u></b></p> <p>The new build fire station is in its final stages of completion, the planned date for completion remains at 27<sup>th</sup> July 2021. A summary of the current works on site includes the final mechanical and electrical installation which will be commissioned the first week in July 2021, plastering and decoration works which are ongoing along with external landscaping and groundworks.</p> <p>Phase 2 of the project is at the design stage, this includes the refurbishment of an existing building to convert it into a multi-purpose unit, incorporating a project area for the Princes Trust along with agile meeting/office areas which will be available for use by community groups. Phase 2 also includes the installation of a road traffic accident training area within the</p>
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				<p>existing compound. The scheme will be submitted for planning approval within the next 2 weeks with an anticipated completion date of January 2022.</p> <p><b>ACTION DISCHARGED</b></p>
4	<p>The programme of works for the retained duty system would be undertaken over the next 12 month period. Updates and deep dive analysis would be undertaken at the Performance and Scrutiny Board.</p>	<p>Future P&amp;S Board meeting</p>	<p>T/ACO S Nicholson L Noble</p>	<p><b><u>Update 30-04-21</u></b></p> <p>The timescales for consideration of this issue will be discussed at the P&amp;S Board pre-agenda meeting to be held on 22<sup>nd</sup> June 2021.</p> <p><b><u>Update 22-06-21</u></b></p> <p>This item will be on the P&amp;S Board agenda for 15<sup>th</sup> July 2021.</p> <p><b>ACTION DISCHARGED</b></p>
5	<p>In relation to LPI 4.6 'Firefighter cost per person per year', to ascertain with the HMI lead regarding the metrics to ensure the consistency of definition. To provide Members with an update at a future FRA.</p>	<p>Future FRA</p>	<p>GM Rowland</p>	<p><b><u>Update 23-06-21</u></b></p> <p>HMICFRS took the data used to calculate firefighter cost per person per year from the annual financial data returns that individual FRSS complete and submit to CIPFA, and ONS mid-2017 population estimates.</p>
6	<p>Feedback on the out of hours trial to be provided to the Stakeholder Planning Board after a 3 month period, with a final report to be presented to the Authority in 12 months' time.</p>	<p>Stakeholder Planning Board on 21-07-21</p> <p>FRA on 11-04-22</p>	<p>AM Dunker</p>	

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7	To provide every Elected Member within the four district councils, (post the local elections) with the SYFR District Plans and details of their respective District Commander.	Post 06-05-21	T/ACO Nicholson	<p><b><u>Update 24-06-21</u></b></p> <p>Members were provided with the contact details of their respective District Commanders, with a view to arranging meetings to discuss the SYFR District Plans.</p> <p><b>ACTION DISCHARGED</b></p>
8	To provide Members with details of the COVID-19 recovery workshop for the Senior Leadership Team on 25.06.21.			<p><b><u>Update 23-06-21</u></b></p> <p>Councillors Damms and Sansome to attend the workshop.</p> <p><b>ACTION DISCHARGED</b></p>
9	To provide Members with a breakdown of the responses received from the local authorities to the SYFR campaigns.	ASAP	Z Mills	<p><b><u>Update 29-06-21</u></b></p> <p>Members were informed that the Service's Communication Team worked closely with all four local authorities and other organisations, including SYP, to amplify the reach of its safety and recruitment related public information campaigns. This included local authorities sharing fire service information with residents via newsletters and social media.</p> <p>Members were provided with a summary of the public and staff campaigns that the Service had delivered in 2020, and the impact they had made.</p> <p><b>ACTION DISCHARGED</b></p>
10	To provide Members with the cost of the 2015 Industrial Relations Dispute.	ASAP	S Booth	



11	To provide Members with the links to the proposed 2021-22 learning and development schedule and webinars in relation to the learning and development offer.	ASAP	L Noble	<b><u>Update 02-07-21</u></b>  Members have been provided with information on our 'offer' and the first learning and development session around GDPR and FOI was being arranged for August / early September. Other learning and development – locally and nationally – was being facilitated.
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CHAIR

Please follow the link below for further information on the updates of the actions arising from the Fire and Rescue Authority meetings:-

<https://meetings.southyorks.gov.uk/ecSDDisplayClassic.aspx?NAME=SD1250&ID=1250&RPID=402996&sch=doc&cat=13039&path=13039&zTS=D>

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# Agenda Annex

4 May 2021

WILLIAM WARD

B.M.B.C

LOCAL SERVICES - GOVERNANCE UNIT

BARNSBLEY

P.O. BOX 609

S75-6JL

DEAR MR WARD

## QUESTION FOR THE COUNCIL MEETINGS MAY 2021

The Head of Planning Joe Jenkinson signed of a outline planning document ref No 2017/1387 dated 18 Nov 2019

It was approved subject to the developer providing further information, stated in section 1 and 2, and then on receiving written acceptance, the development work could start.

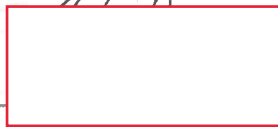
Work on site was done throughout 2020, including the demolition of out buildings, and the same in 2021

The information requested in section 1 and 2, what dates did the planning department receive, and approve it, and also the dates on receiving the written notification of the intended demolition work done in 2020 and 2021

B.M.B.C and its planning department have a duty to prevent the pollution of the environment, and protect the public from the actions of others, how is this duty being carried out,

When it is being considered to grant permission to develop a site what ever protective measures are decided to be necessary requirements how will this information be made available to close residents, and the general public for scrutiny

Yours sincerely  
A J D



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### **Response to Question by Mr J R**

Mr R has raised a query regarding planning application 2017/1387 and subsequent works that took place on the site at 28 Paddock Road, Staincross.

Planning application 2017/1387 granted outline planning permission for up to 6 dwellings at the site of 28 Paddock Road, Staincross on the 22<sup>nd</sup> December 2017. Conditions 1 and 2 on this permission required that a reserved matters application for details of layout, scale, design, access, and landscaping in relation to the dwellings be submitted within 3 years of the date of the permission. In 2020 some clearance works of the site, and adjoining land took place. This was investigated by the Council's Enforcement Team at the time and they concluded that the works that had taken place did not class as operational development and would not have required planning permission nor would they count as a material start in connection with the outline planning permission.

On the 21<sup>st</sup> December 2020 a reserved matters application was submitted under planning reference 2020/1453 providing details of layout, scale, design, access, and landscaping for the development of 3 dwellings at the site. This was therefore within the timescale required as stipulated within conditions 1 and 2 of the outline planning permission. This application was subsequently publicised, assessed and subsequently gained planning permission on the 19<sup>th</sup> April 2021. Subject to accordance with the approved plans and conditions the development can therefore proceed on site.

The Planning department spoke to Mr R by telephone on his concerns with this site in April 2021 and explained that the clearance works that had taken place were not considered to require planning permission. It was also discussed with Mr R that an application had been submitted for the reserved matters for three dwellings and the approval of that would allow them to start construction works on site subject to compliance with the relevant conditions and plans. As such it had not been considered expedient to take any enforcement action.

The details of both planning applications are available to the public to view on the Council's Planning Explorer.

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