

Introduction

This series of consultation panels sets out draft proposals for the Carlton Masterplan Framework. It has been produced by Barnsley Metropolitan Borough Council (BMBC).

The Barnsley Local Plan was adopted in January 2019 and required that a number of site allocations were supported by Masterplan Frameworks to inform any future planning applications. The Carlton Masterplan Framework should be read in conjunction with the adopted Local Plan and the Supplementary Planning Documents.

Sites MU2 and MU3 of the Barnsley Local Plan designate mixed use development to the south and east of Carlton for much needed housing and facilities for the borough.

The Masterplan Framework will need to be approved by Full Council prior to the approval of subsequent planning applications. Thanks for taking the time to read these boards. The consultation will close at 5pm on Wednesday 28th of July, we would like to hear your feedback on the draft proposals to shape the final Masterplan Framework.



GILLESPIES ARUP

Placemaking Principles

Emerging Vision

Carlton's new development will be a cluster of sustainable communities focused around Wharncliffe Woodmoor as the key community greenspace. They will offer high quality housing and diverse neighbourhoods within a pedestrian and cyclist friendly environment, and will be integrated into the fabric of existing green and blue assets such as Carlton Marsh Nature Reserve and Barnsley Canal, National Cycle Route, local facilities, as well as the nearby local centres of Royston and Cudworth.

The Masterplan Framework for Carlton is based around the seven placemaking principles set out in the graphic to the right. To ensure quality and sustainability, these principles will be embedded throughout the process of planning and delivering Carlton's new communities.

BMBC declared a climate emergency in 2019 and has a goal to become a net zero carbon borough by 2045. Therefore, sustainability reducing energy usage and increasing renewable energy are key considerations for the Masterplan. Some of the elements being considered in the Masterplan Framework to make it more sustainable include:

- Promoting the use of sustainable transport, including walking, cycling, bus services, connections to railway stations and electric vehicle charging points in every home.
- Provision of high-speed digital fibre connections to allow people to work from home
- Use historic mine workings around Barnsley as a heat source
- Smart technology such as energy efficient building fabric and efficient, low-energy heating systems to help drive down carbon emissions



Constraints & Opportunities

The plan to the right shows the constraints that have been considered in developing the Masterplan Framework, and highlights the below opportunities available to enhance the proposals.

Summary of Opportunities

- Expansion of Carlton Primary Academy.
- Promote active travel options, encourage sustainable transport, physical activities and sense of well-being.
- New public open space facilities to encourage the integration of new and existing neighbourhoods.
- Preserve and enhance Wharcliffe Woodmoor as a quality neighbourhood Greenspace.
- Implement new green infrastructure to provide safe travel routes to the schools and nearby local centres.
- Establish wildlife corridors to connect with nearby habitats including Carlton Marsh Nature Reserve and surrounding habitats.
- Extensive local distinctiveness within and around the site to be reflected in the proposal - creating a development that belongs in Carlton.
- Enhance the existing Trans Pennine Trail/ National Cycle Network to connect the site from north to south.
- Aspirations for a new rail station being developed through a separate project to reopen the freight line for passengers between Wakefield and Barnsley.
- Areas of Significant Ecological Value across the site to be enhanced and preserved.



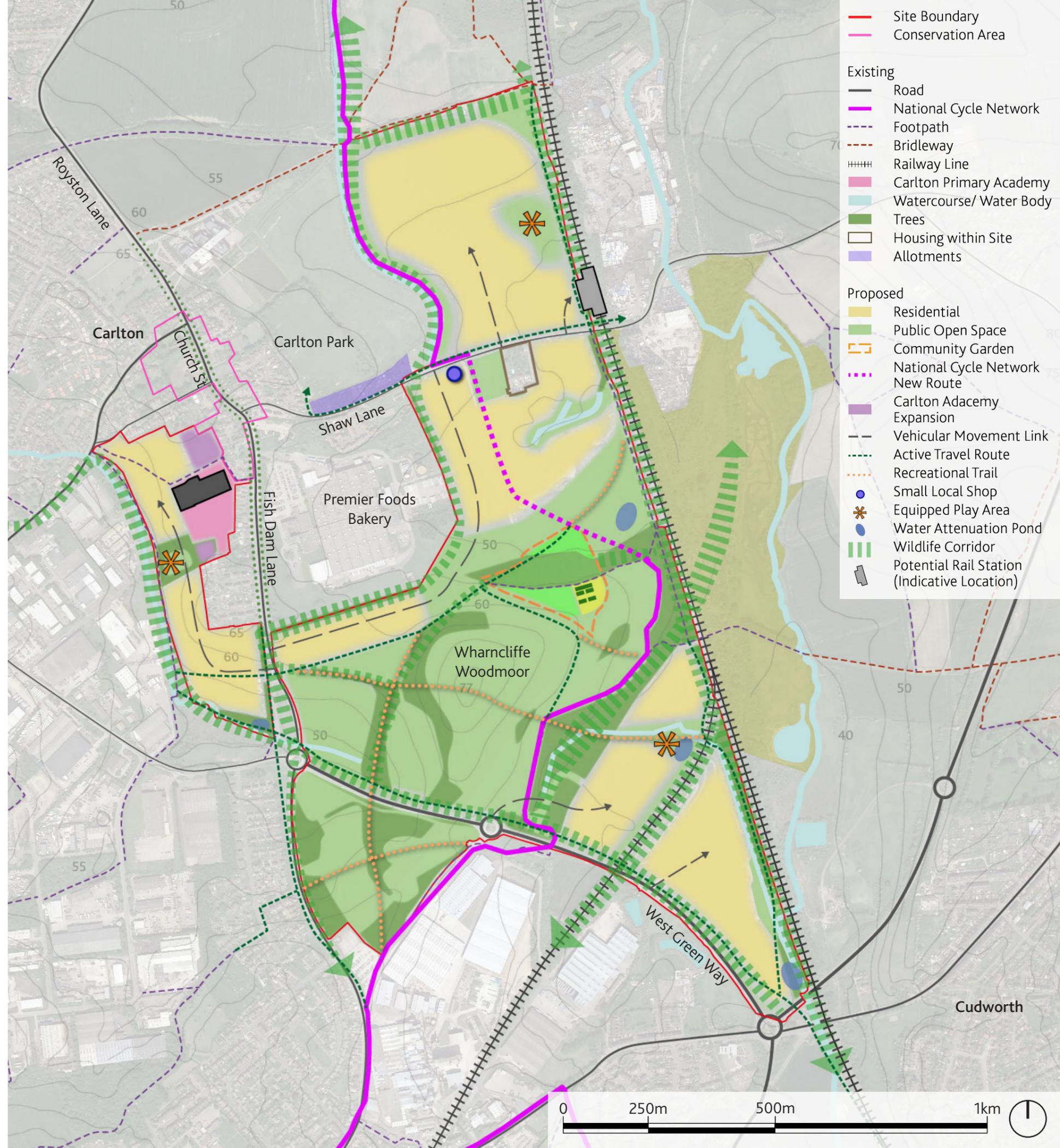
Masterplan Framework

The main goals of the Carlton Masterplan Framework include:

- Circa 1,900 new homes, a small local shop and 210 pupil expansion to Carlton Primary Academy.
- Create new sustainable and distinctive neighbourhoods as parts of Carlton and Cudworth respectively.
- Preserve and enhance Wharncliffe Woodmoor as a neighbourhood Greenspace.
- A new community garden within the historic footprint of Carlton Main Colliery Allotment Gardens.
- Connect residential neighbourhoods with Fish Dam Lane and Royston Lane to create a sustainable transport loop.
- Locate a small local shop adjacent to Shaw Lane, providing services to the majority of new residents and Carlton.
- Enhance Church Street, Fish Dam Lane and Royston Lane as a green spine and green gateway into the site.
- Enhance and divert sections of the National Cycle Network to integrate with the Masterplan Framework. Connect new active travel links with surrounding Public Rights of Way.
- Establish wildlife corridors to connect with surrounding ecological habitats.
- Implement environmental buffers as noise and visual screening against Premier Foods Bakery and along West Green Way.

The Masterplan Framework covers the proposed concept for the site, and will be further elaborated in the following boards:

- Urban design and character
- Movement
- Landscape and biodiversity
- Delivery and phasing



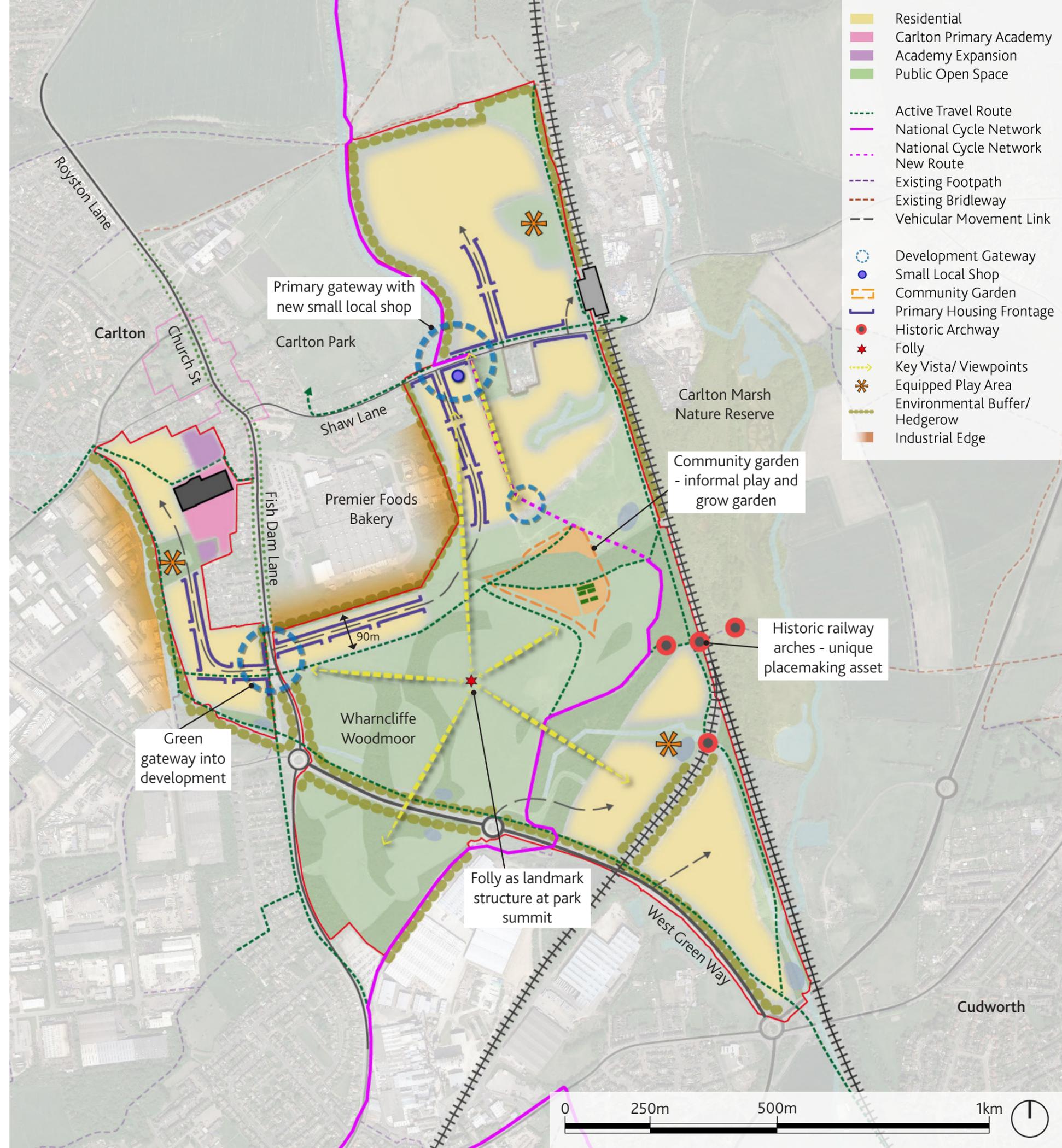
Urban Design & Character

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, which is well integrated with the surrounding landscape and local character. The various key placemaking drivers are included in the diagram to the right.

In parallel with developing the Masterplan Framework, a Design Code is being produced. This document will set out the design principles to be applied for each of the elements which make up the new neighbourhoods, including building design, street design and materials, landscape, lighting, fencing, integration of car parking and bin storage and the integration of sustainable technologies. Its purpose is to guide future design for individual plots and infrastructure so that the development comes forward with a coordinated and complementary style. This will also ensure the unique local built characteristics common in the Carlton Conservation Area will be reflected within the proposed development.

The structure of the Design Code will be largely based on Building for a Healthy Life standards - a form of design review that ensures quality in developments. All spatial aspects of the proposed development will be covered including neighbourhood integration, placemaking characteristics, well designed homes and streets for all.

Creating this sense of place will add considerable value to the overall scheme. The Design Code will help to guide development briefs, planning applications and design standards for future projects within the Masterplan Framework.



Movement - Sustainable Travel

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.

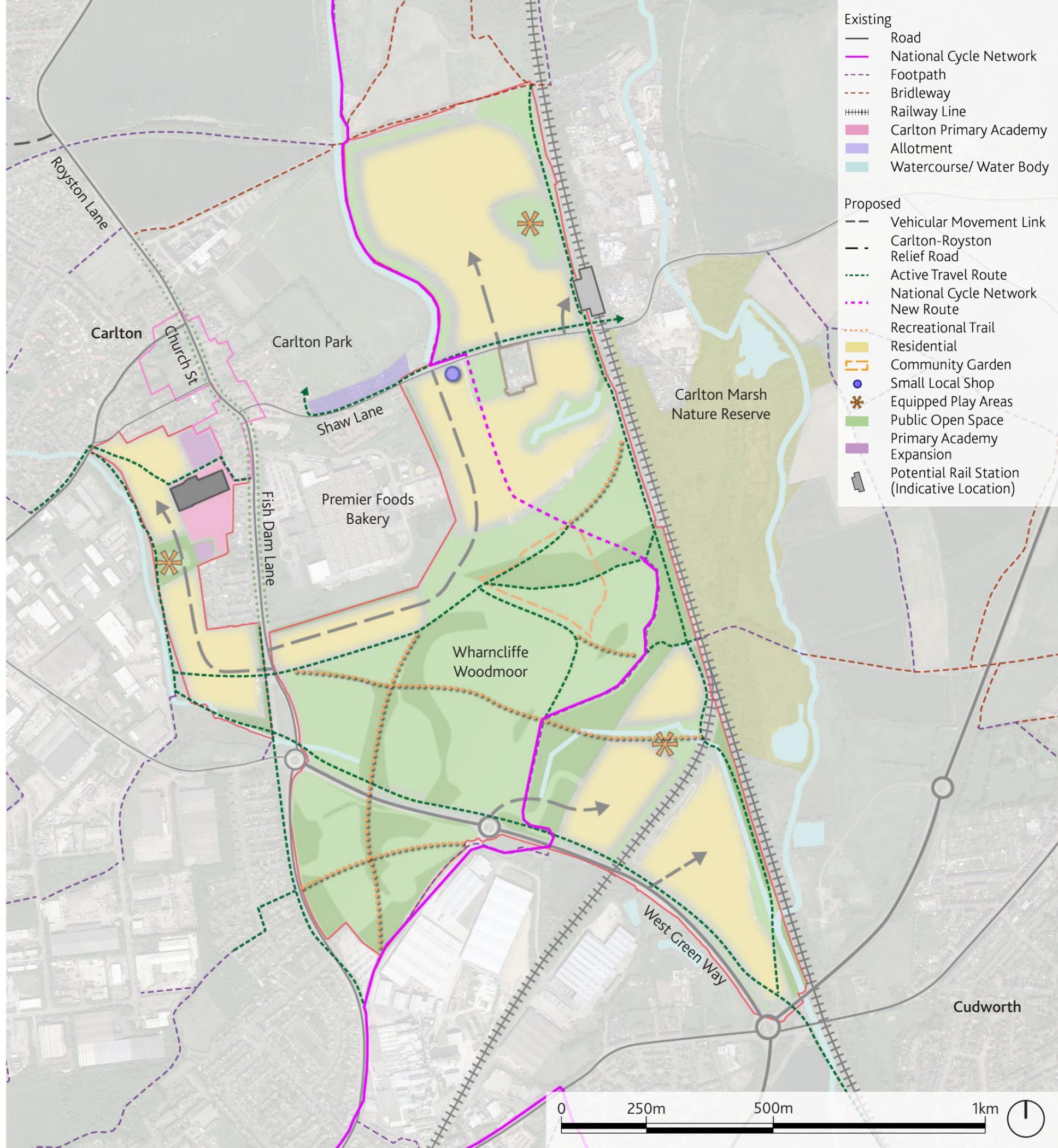
The scheme design considers access requirements for all users in the following order:

- Pedestrians
- Cyclists/equestrians
- Public transport
- Specialist service vehicles - emergency services, refuse and delivery vehicles
- Private vehicles

A network of active travel routes through the site are proposed, linking with existing walking, cycling and horse riding routes surrounding the site. It is proposed to divert and enhance the existing Trans Pennine Trail, part of the National Cycle Network and a route for pedestrians and equestrians, away from the rail line and through the site.

It is proposed to extend bus services into and through the site, to provide all residents within 300-400m walking distance of a bus stop. Details of bus routes will be confirmed with BMBC and operators but would likely comprise diverting and increasing frequency of some services currently using Church Street / Fish Dam Lane and Barnsley Road / Burton Road.

There are aspirations for a new train station to serve this area being developed through a separate study to reopen the freight line to passenger services. A possible location for the rail station has been identified in the Masterplan. The station would serve new residents as well as existing residents in surrounding areas including Carlton, Cudworth, Lundwood and Monk Bretton.



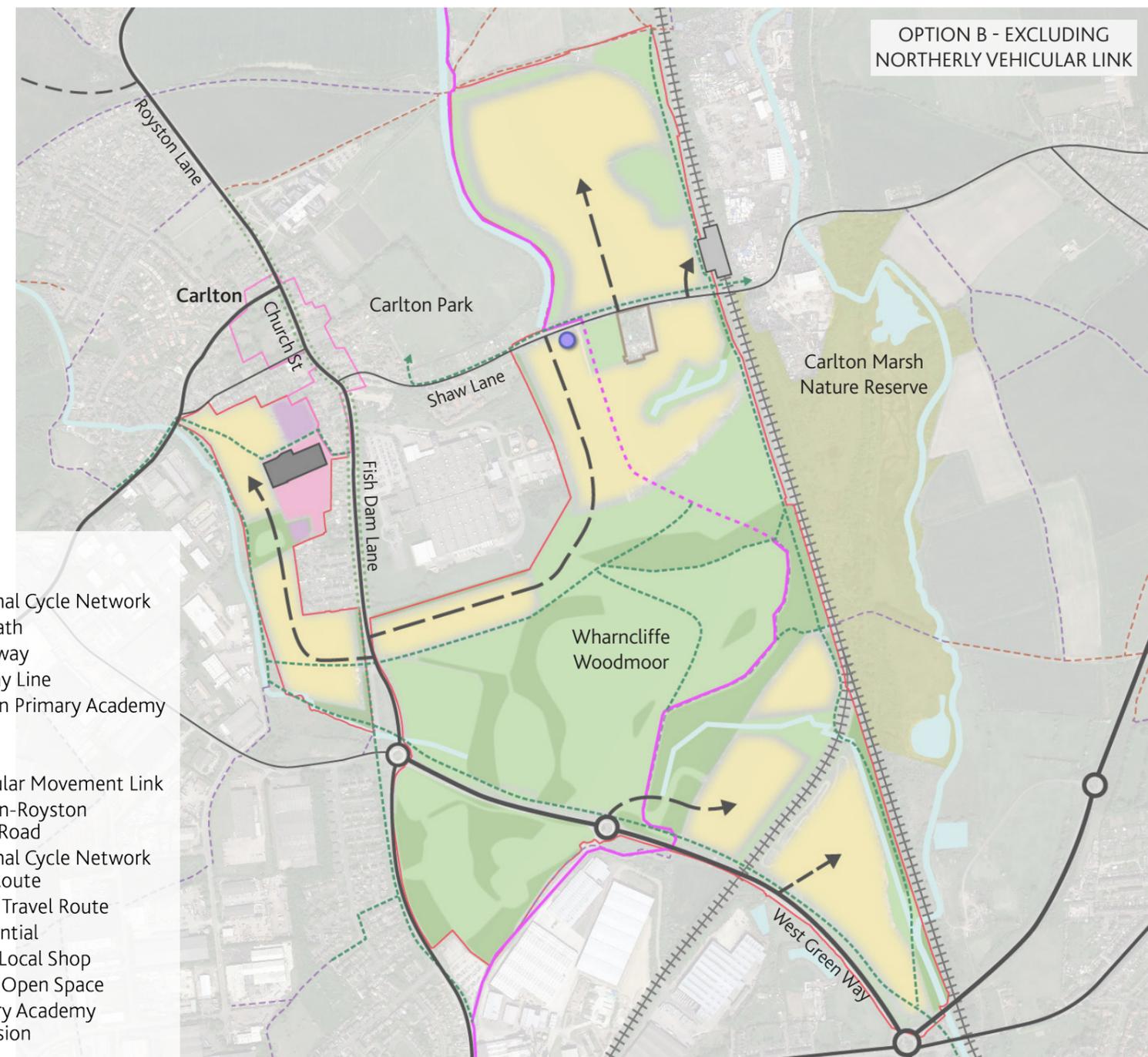
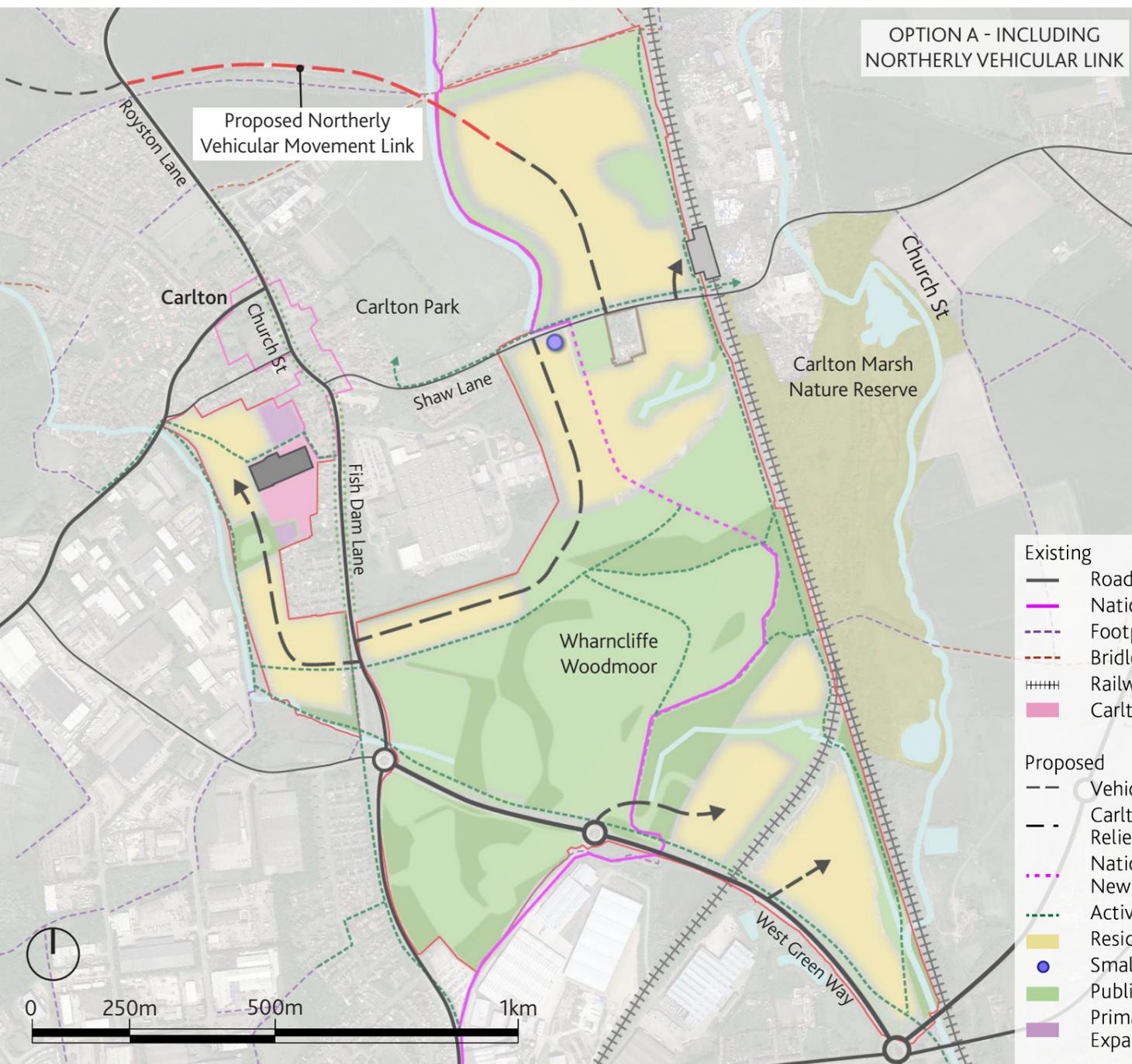
Movement - Highways

We are consulting on two movement framework options within this consultation. Both options include new highway connections to provide access to the development. This is based on the understanding that the existing access via Shaw Lane has insufficient capacity to accommodate the additional trips - further modelling is being undertaken to confirm this requirement. Option A includes an additional connection from the B6132 Royston Lane north of Carlton to the north west of the MU3 allocation site. This would tie into Barnsley's wider strategic transport ambitions for a relief road from Lee Lane, Royston, via Carlton towards the A628.

Primary vehicular access is provided to the individual residential parcels within the site from West Green Way, Fish Dam Lane and Shaw Lane, as shown in the following images. Secondary and Tertiary routes providing movement within the sites and access to homes will also be provided.

It is noted that the Local Plan requires access via the West Green Way / Far Field Lane roundabout, however to minimise development on Wharnccliffe Woodmoor, this access has been limited to just one parcel and instead an additional access is proposed from Fish Dam Lane. This then avoids vehicular access through Wharnccliffe Woodmoor.

Option B is the same as Option A without the northern connection from B6132 Royston Lane.



Landscape & Biodiversity

We are proposing to retain and enhance the majority of Wharncliffe Woodmoor and other high biodiversity-value vegetation within the site. The proposals retain and enhance existing vegetation, create new green links, recreational trails, equipped play areas, community gardens and a neighbourhood Greenspace. These strategies will promote a sense of place, health and well being and enhance the biodiversity of the area.

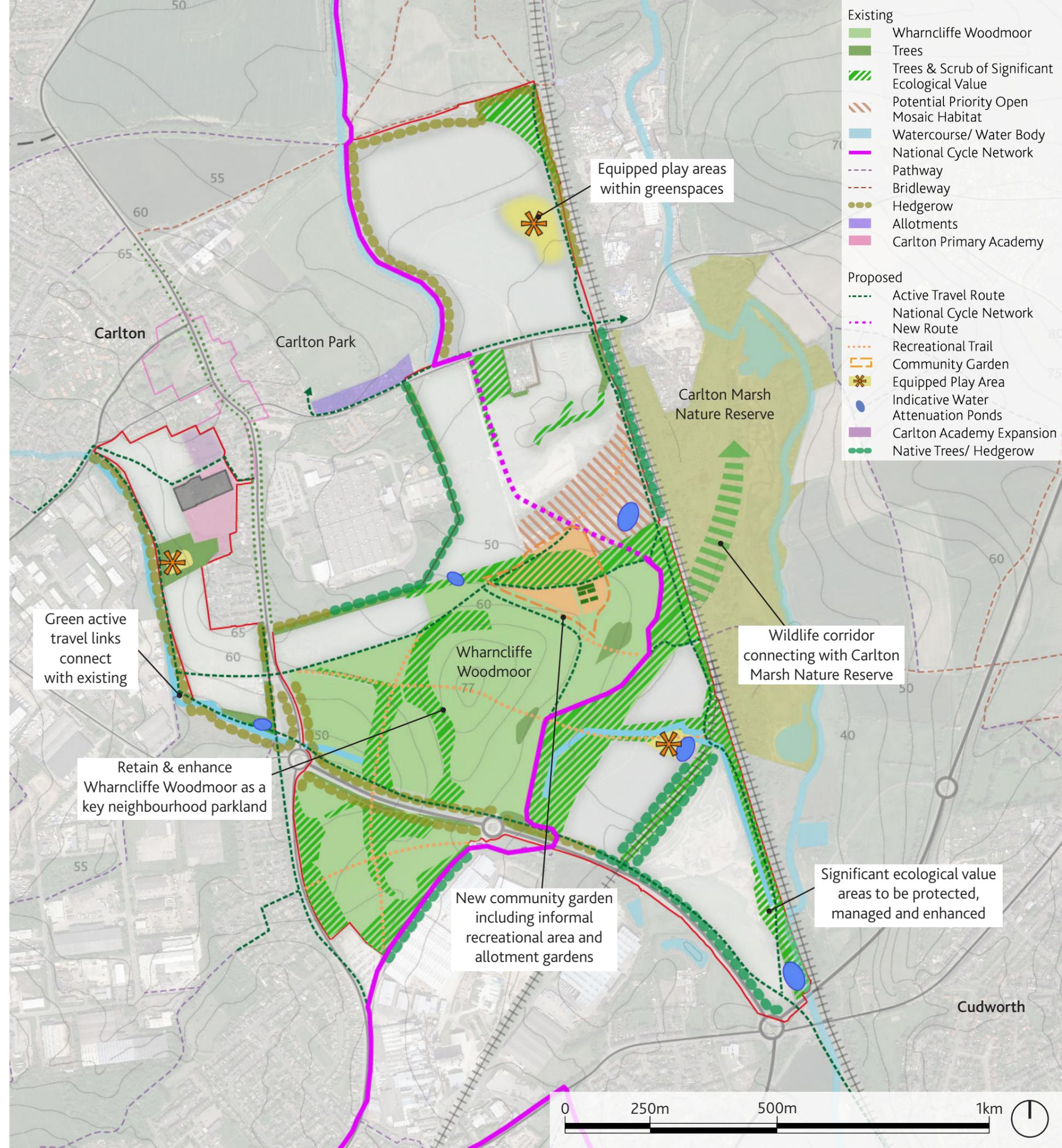
Biodiversity

To protect and enhance ecology and biodiversity we are proposing to:

- Where ponds are created to reduce the risk of flooding, native planting will be used where practicable to provide new habitats to increase biodiversity.
- Protect, enhance and manage existing areas of Significant Ecological Value, species rich hedgerows and Wharncliffe Woodmoor so that they continue to provide habitats for local wildlife
- Create an accessible landscape and ecology buffer between the development and surrounding Green Belt to protect sensitive landscape and ecology, including Carlton Marsh Nature Reserve.
- Use native species rich seed mixes for open areas of grassland, new hedgerows, green corridors and woodland.
- Enhance areas of woodland with the creation of habitat mosaics to support terrestrial invertebrates.
- Provide mitigation for any unavoidable development on Wharncliffe Woodmoor by providing habitat of equivalent value or better.
- Developers will be required to achieve a minimum 10 percent Biodiversity Net Gain, leaving the biodiversity of the site in a better state than before. This is in line with the forthcoming Environment Bill.

Blue Infrastructure

The new development will adopt a holistic approach to planning and design with integrated blue infrastructure - including the provision of natural features and sustainable urban drainage systems. As well as helping to minimise flood risk, it will provide amenity value to people and the designs will enhance biodiversity, including native aquatic and marginal planting.

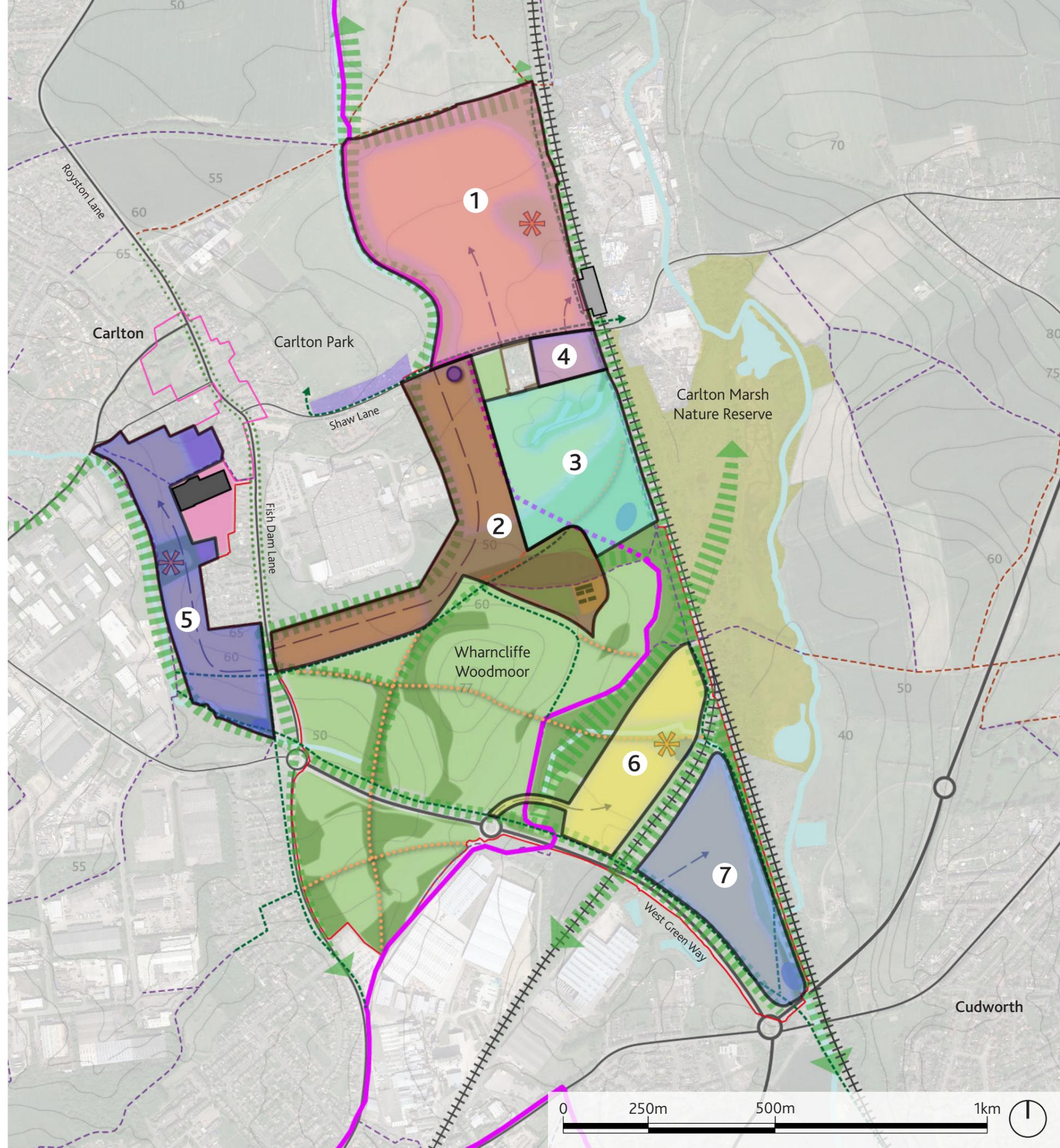


Delivery & Phasing

It is expected that development of the site will come forward in a series of phases. Illustrative phasing for the development is depicted in the diagram on the right. The phasing will be dependent on the final movement framework, which will inform the final Masterplanning Framework.

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 will seek to make use of existing infrastructure and transport connections, and reflect the degree of complexity of different land ownerships in the area.



Conclusion & Next Steps

Thank you for taking the time to read this document. Your views are really important to us in shaping the Masterplan Framework for Carlton.

Feedback

To share your feedback, please complete the questionnaire in Virtual Engage room ([ARUP TO PROVIDE LINK TO THE ROOM](#)). To hear more about the proposed Masterplan Framework, please read the Frequently Asked Questions (found in the Virtual Engage room), 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 28 July, all the feedback received will be reviewed and used to inform the final Masterplan Framework for Carlton.

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 2021.

