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1 Introduction

The Barnsley Local Plan was adopted by Barnsley Metropolitan Borough Council (BMBC) in January 2019. This was the culmination of five years' work including several public consultations and a two-year public examination. When the Local Plan was being examined it was agreed that for some of the larger, strategic sites it was necessary to prepare Masterplan Frameworks to make sure that sites could be developed in a comprehensive manner, taking into account all of the infrastructure requirements.

This report focuses on one specific Masterplan Framework, the 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

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: https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-new-local-plan/royston-masterplan-framework/ 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 A brief summary of discussion points was issued to attendees. A recording of this session was made available on the webpage post-session.	Wednesday 17 th June	18.00 – 19.15	15
Royston Masterplan Framework Topical Discussion – Urban Design	Tuesday 30 th June	17.00 – 18.00	5
Royston Masterplan Framework Topical Discussions – Transport	Tuesday 30 th June	18.00-19.00	7
Royston Masterplan Framework Topical Discussions – Landscape and Ecology	Tuesday 30 th June	19.00-20.00	2
Royston Topical Discussions - General Session	Wednesday 1 st July	17.00-18.00	2
Royston Topical Discussions - General Session	Wednesday 1 st July	18.00-19.00	0
Royston Topical Discussions - General Session	Thursday 2 nd July	17.00-18.00	2
Royston Topical Discussions - General Session	Thursday 2 nd 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

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.

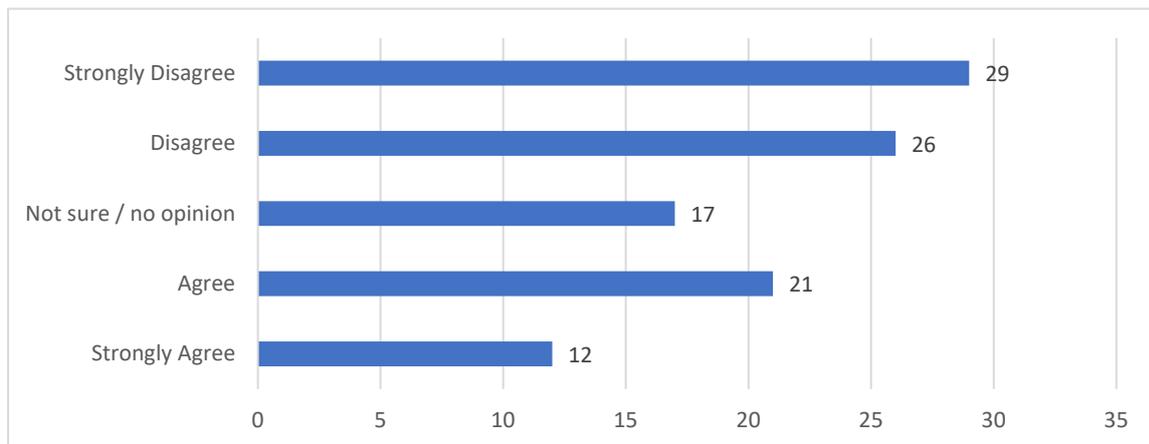
3.2 Questionnaire Analysis

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.

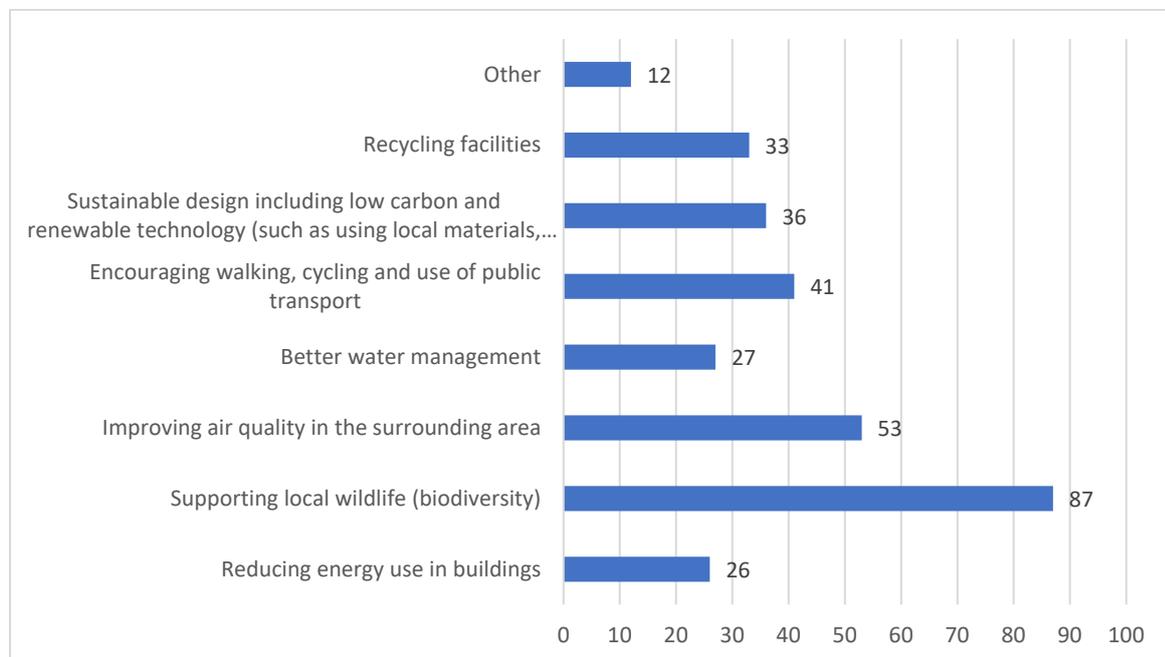
Figure 1: Frequency of responses to Question 1



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

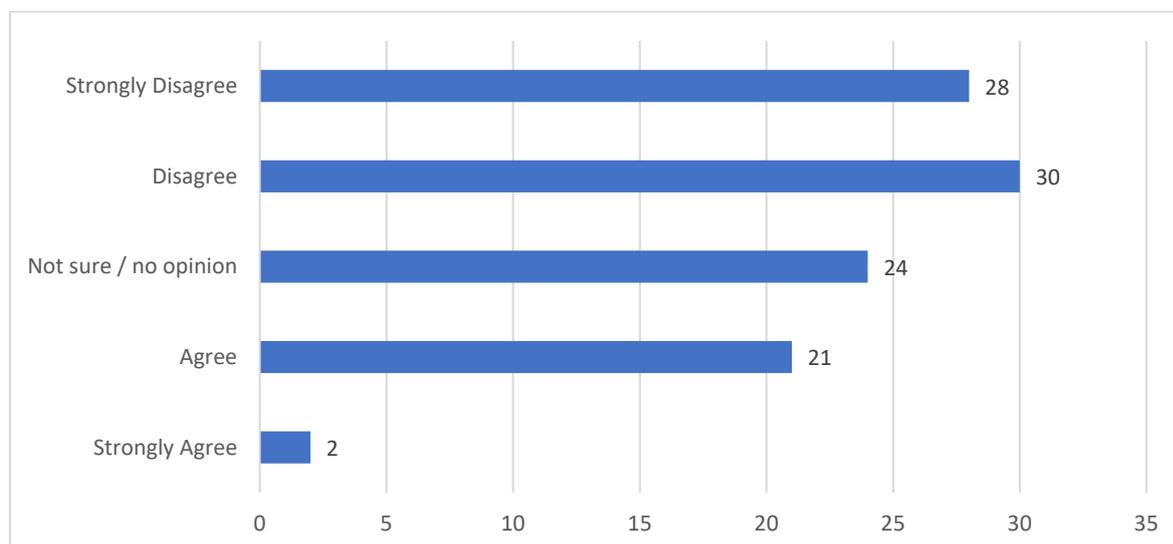
Other	Frequency
Opposed to development	7
Request for further tree planting	2
Transport suggestions	2
Solar panel for housing	1
Work to Government climate change policies and building regulations	1

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.

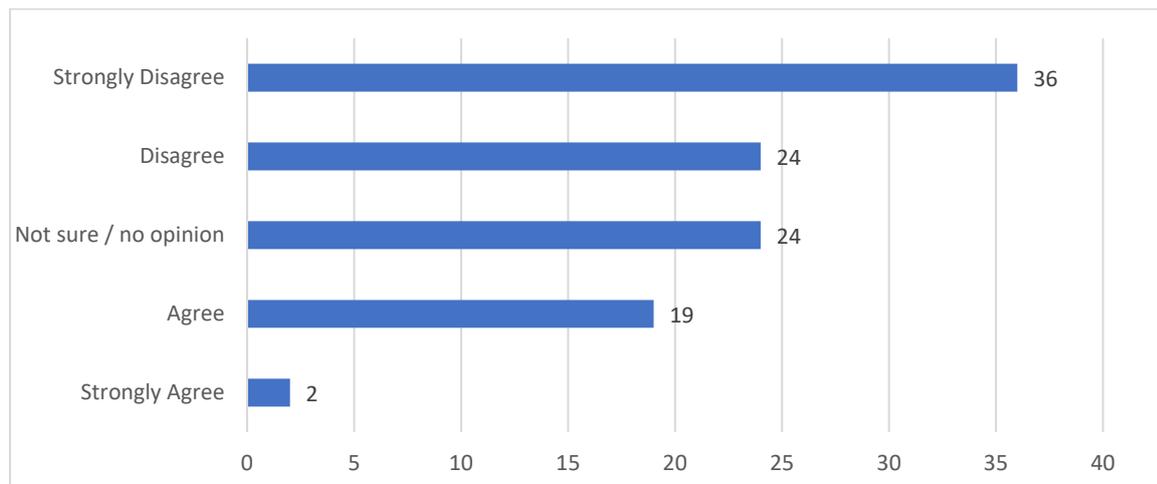
Figure 3: Frequency of responses to Question 3



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

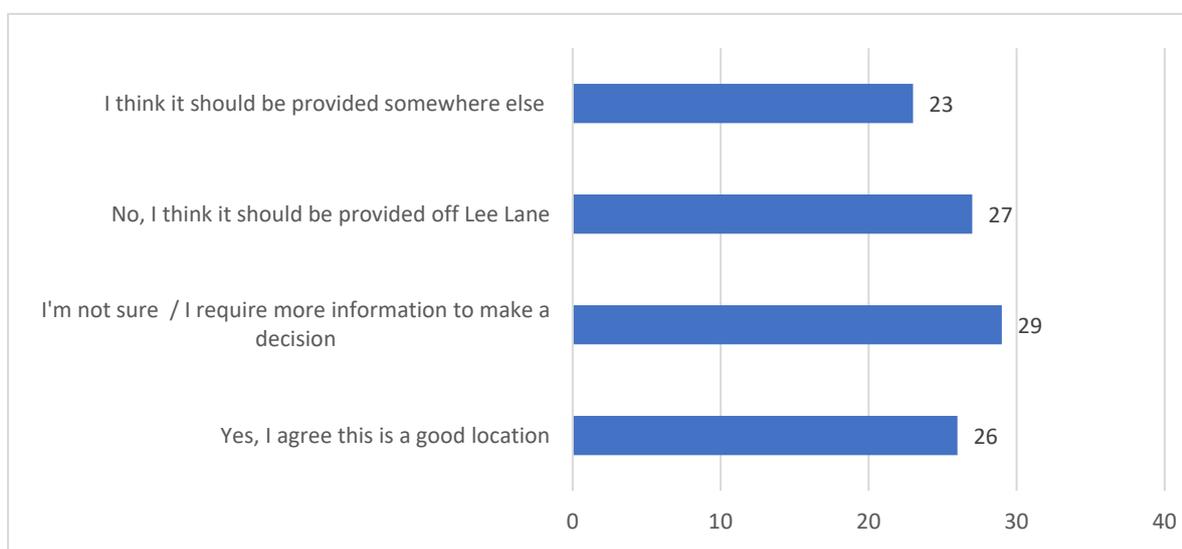
Public transport connectivity concerns	2
Support for masterplan	1

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

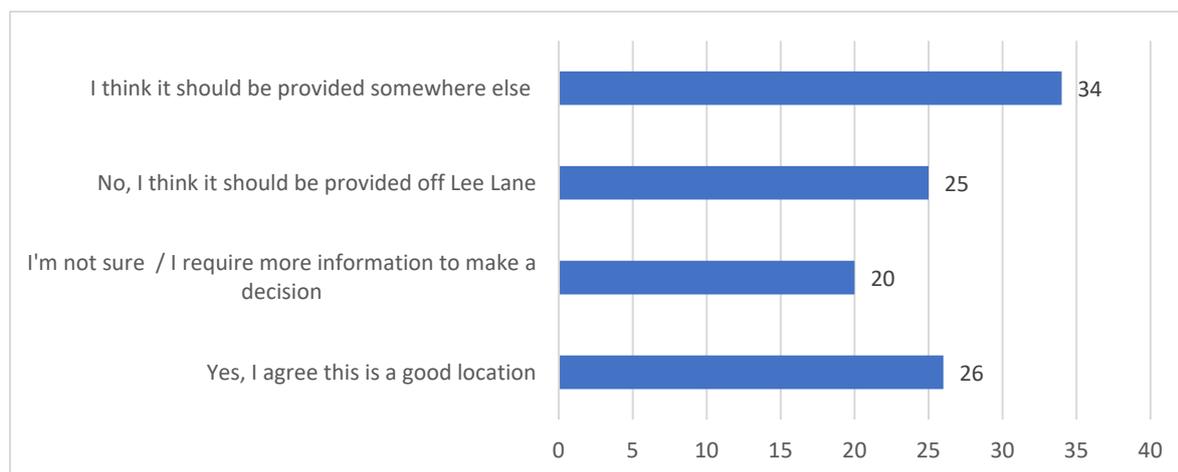
Other locations for primary school	Frequency
No school	10
Use other fields	3
Design suggestions	3
Traffic congestion concerns	2
Lee Lane junction concerns	2

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

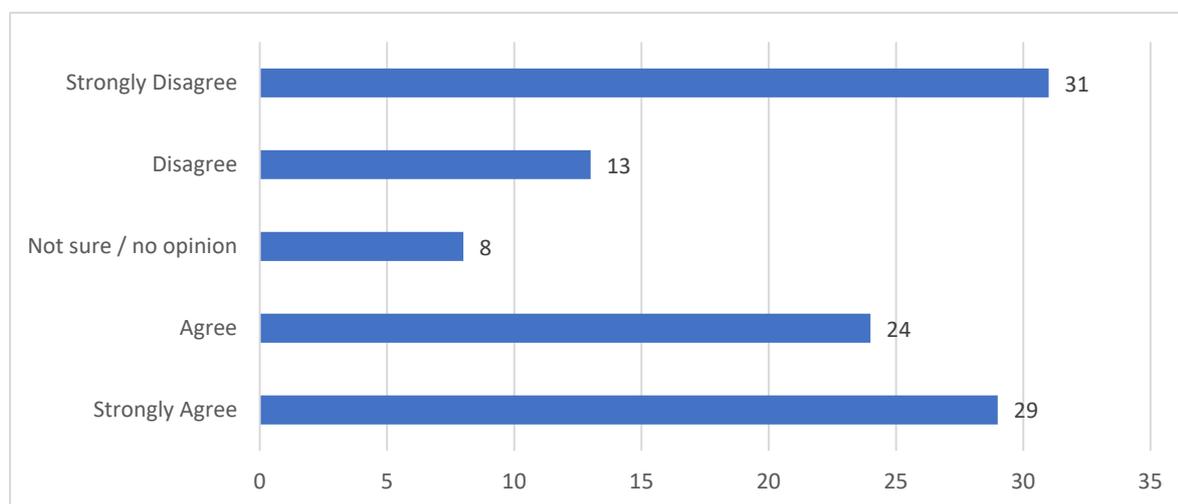
Other locations for retail store	Frequency
Air pollution concerns	2
Housing types, mixes and density	1
Healthcare facilities	1
Community facilities and local amenities concerns	1
Anti-social behaviour concerns	1
Phasing needs to be considered	1

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.

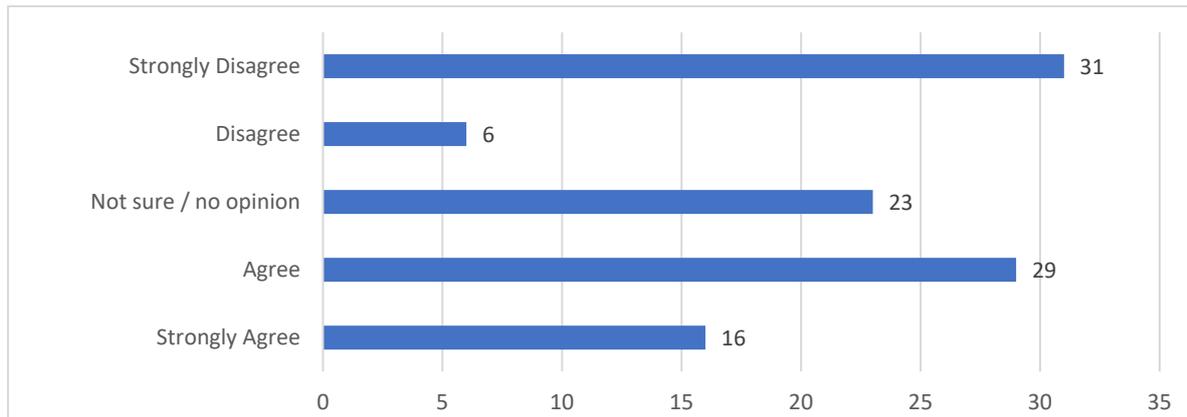
Figure 8: Frequency of responses to Question 8



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.

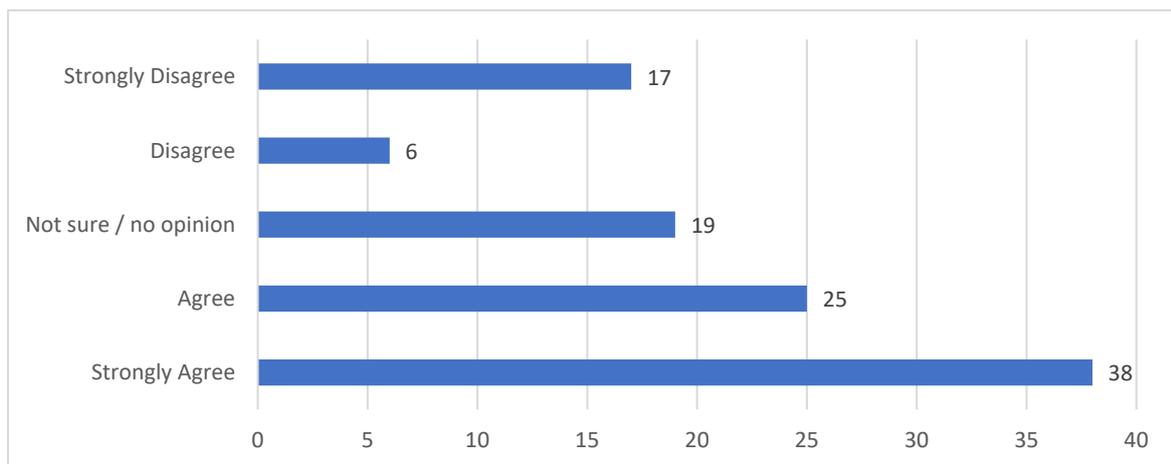
Figure 9: Frequency of responses to Question 9



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.

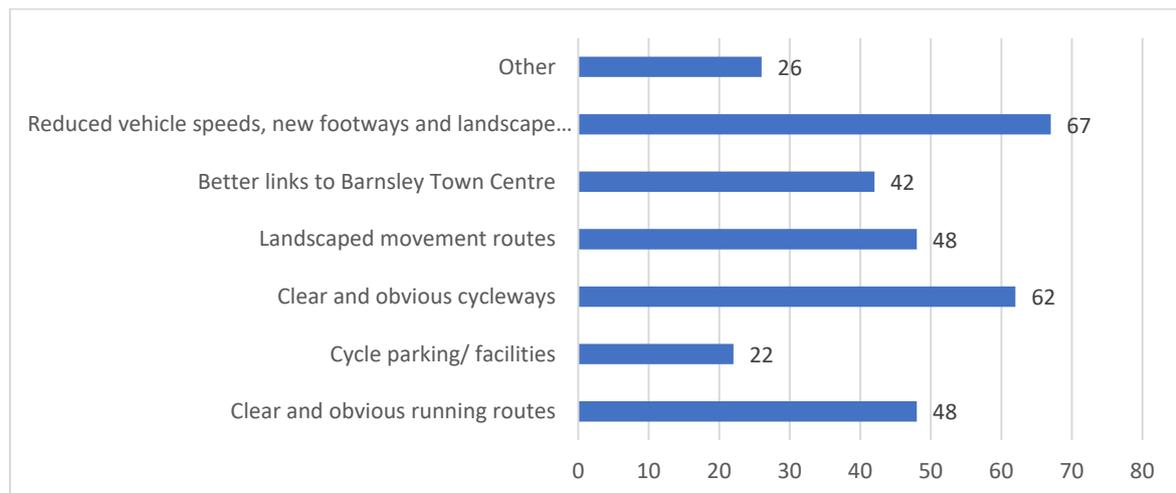
Figure 10: Frequency of responses to Question 10



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.

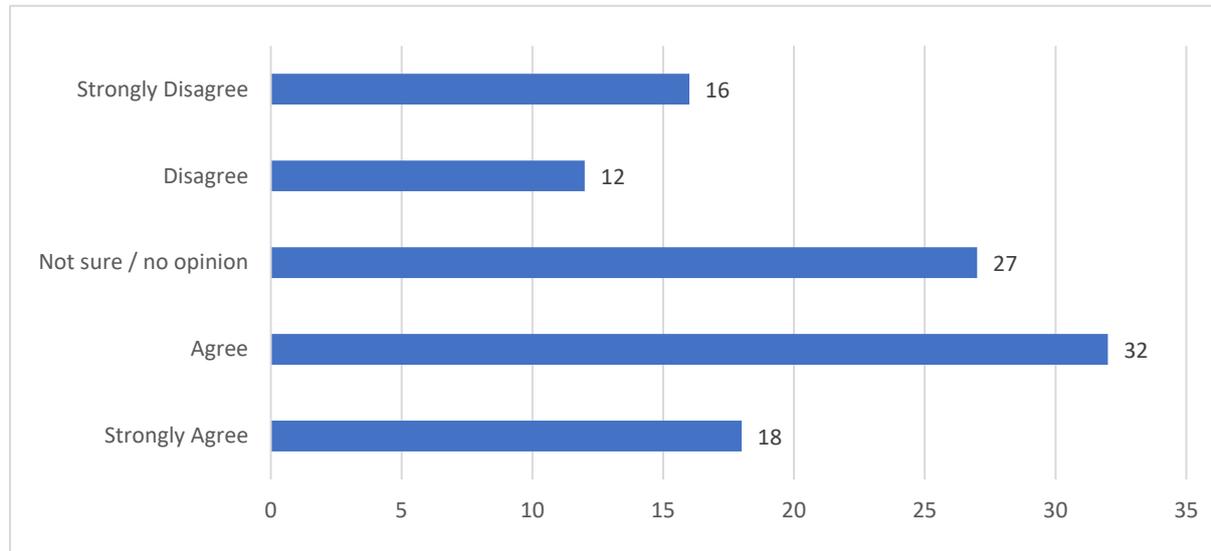
Table 8: Additional options respondents noted that would encourage walking, running and cycling

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

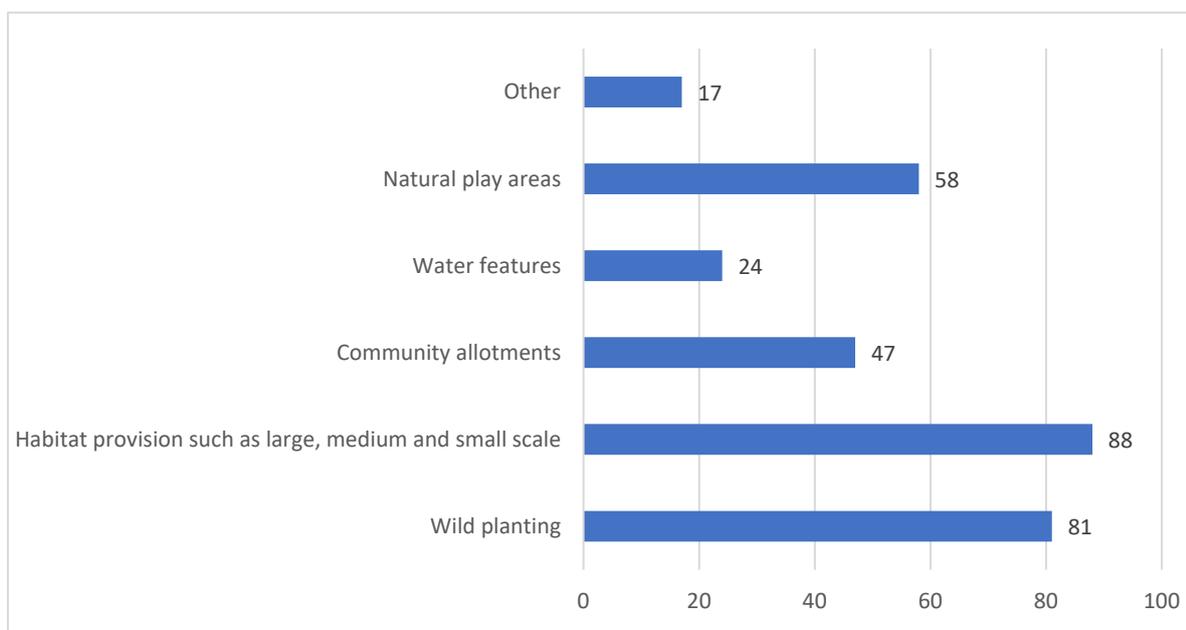
Comments	Frequency
Public transport connectivity concerns	4
Detailed traffic modelling needs to be undertaken	4
Sustainable travel provision not clear	4
Flooding and drainage	2
Healthcare facilities	1
Community facilities and local amenities concerns	1

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.

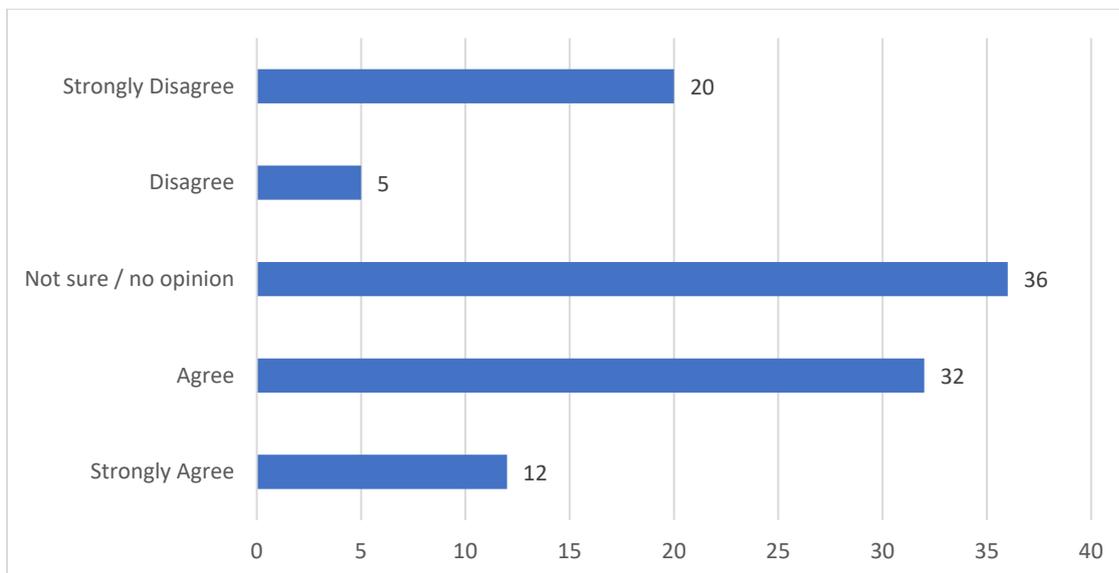
Table 10: Most frequently raised themes to be included in response to Question 14

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.

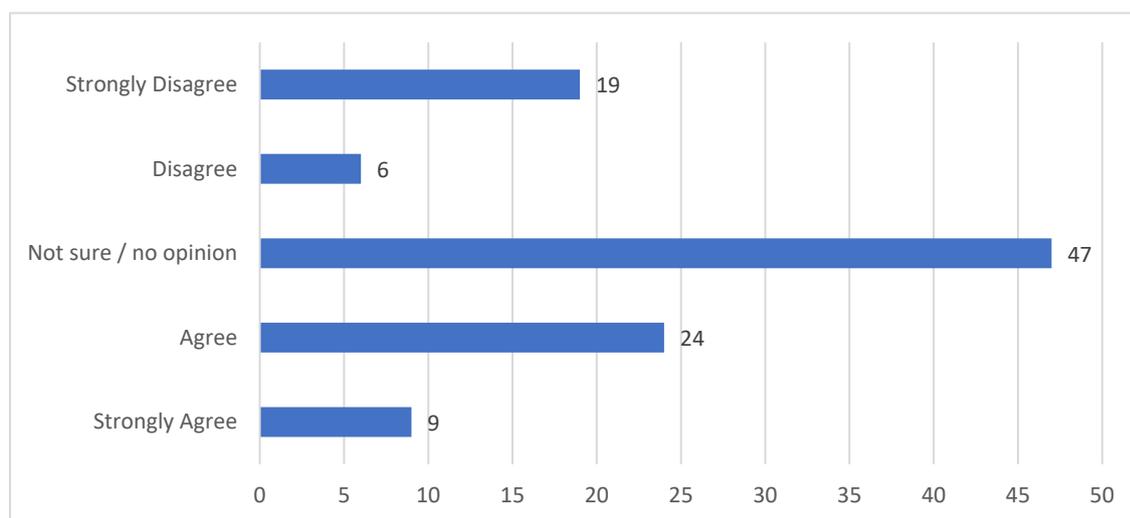
Figure 14: Frequency of responses to Question 15



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.

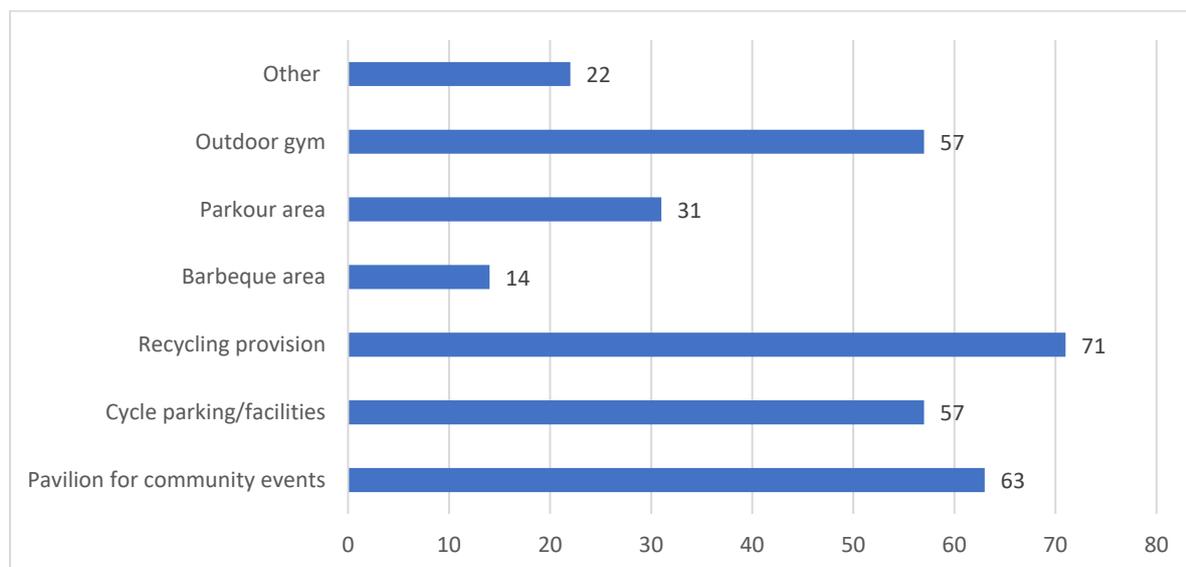
Table 11: Order of rankings based on the feedback from Question 17

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.

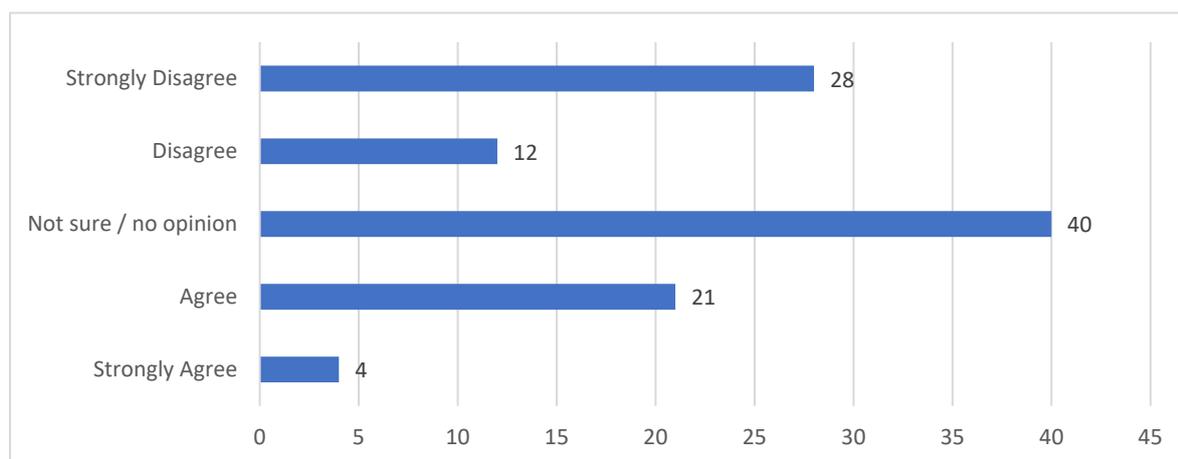
Table 13: Further comments on Landscape and Biodiversity in response to Question 19

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 positive 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 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

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

For further information or if you are unable to access the internet, please contact:

masterplanning@barnsley.gov.uk
01226 773555

Figure 19: Flyer

BARNESLEY
Metropolitan Borough Council

ROYSTON MASTERPLAN FRAMEWORK PUBLIC CONSULTATION

Additional ways to get involved

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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

For further information or if you are unable to access the internet, please contact:

 masterplanning@barnsley.gov.uk

 01226 773555

Upcoming live Q&A discussions

To register for any of our online sessions below, please visit:
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BARNESLEY
Metropolitan Borough Council

Figure 20: Letter invite to residents



BARNSELY
Metropolitan Borough Council

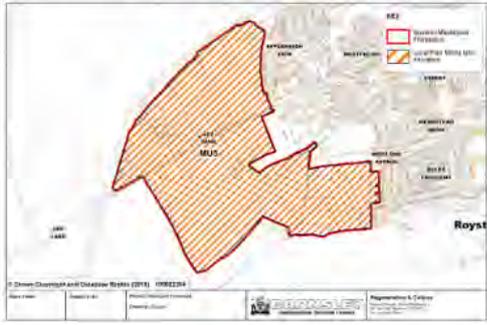
Planning & Building Control Service
Development Management
Westgate Plaza
PO Box 634, Barnsley, S70 9GG
Head of Service: Joe Jenkinson

	My Ref:	Royston MF
	Your Ref:	
	Date:	01 June 2020
	Enquiries to:	Stacey White
	Direct Dial:	01226 773555
	E-Mail:	masterplanning@barnsley.gov.uk

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.



Yours sincerely

Stacey White
Spatial Planning Project Manager

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

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

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

If you have no access to email or the internet, please contact me on 01226 773555.

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
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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**

INTRODUCTION	PLACEMAKING PRINCIPLES	CONSTRAINTS & OPPORTUNITIES	MASTERPLAN FRAMEWORK	URBAN DESIGN & CHARACTER	MOVEMENT FRAMEWORK	LANDSCAPE & BIODIVERSITY	PHASING & DELIVERY	FEEDBACK & NEXT STEPS
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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

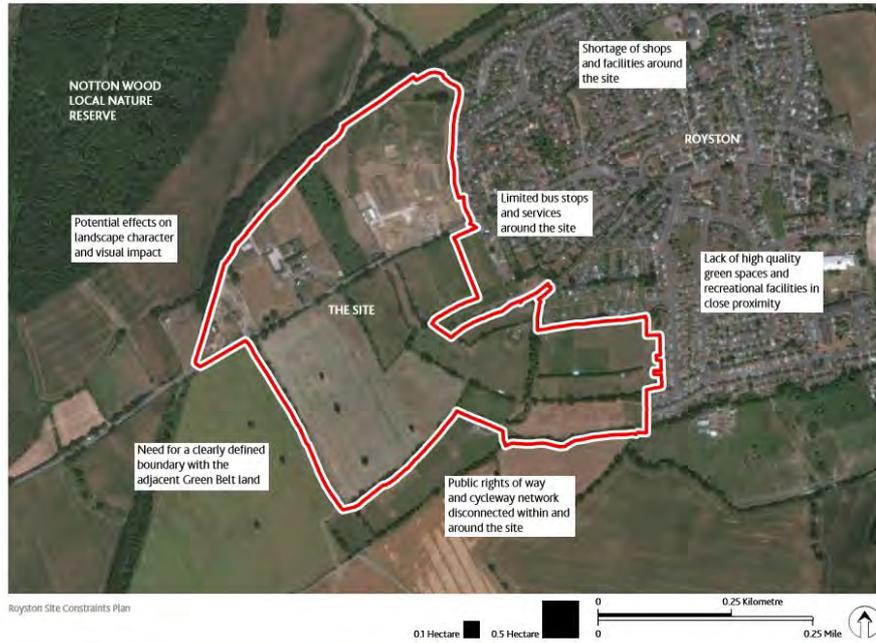
Click here for more on **SUSTAINABILITY**

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

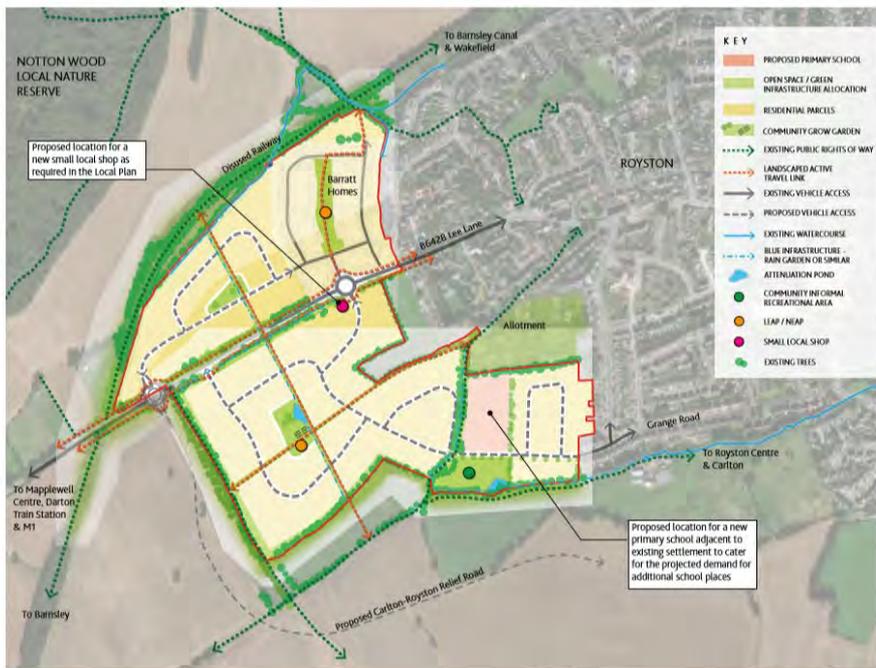
The Royston allocation has been designated to be a new mixed used development for 994 homes, a primary school and a small shop. The designated site is located west of Royston town centre, and surrounded by the Green Belt to the north, west and south.

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:

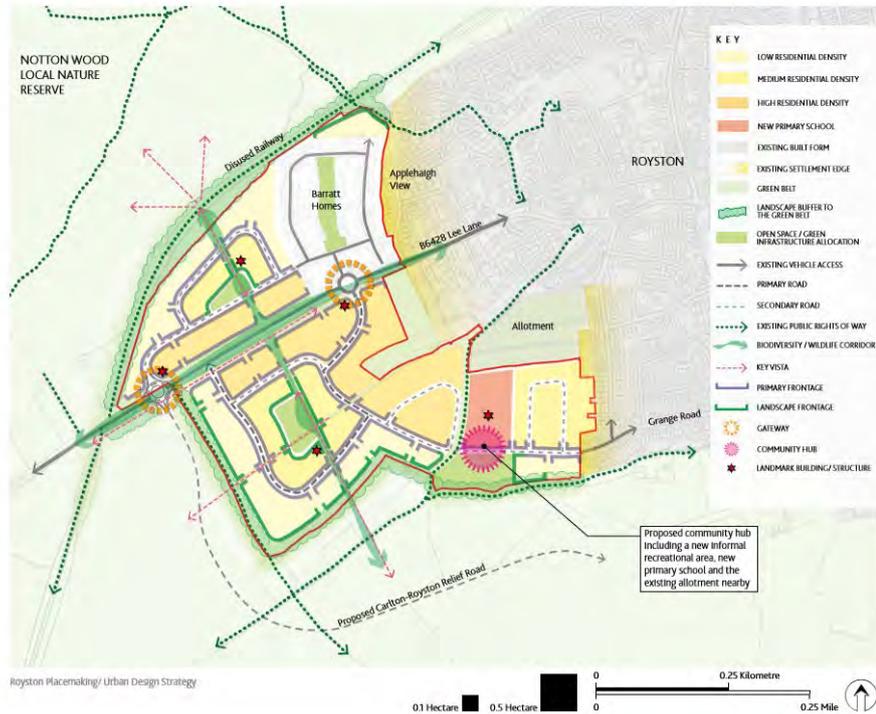
- Urban design and character
- Movement
- Landscape and biodiversity
- Delivery and phasing



Royston Masterplan Framework

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.



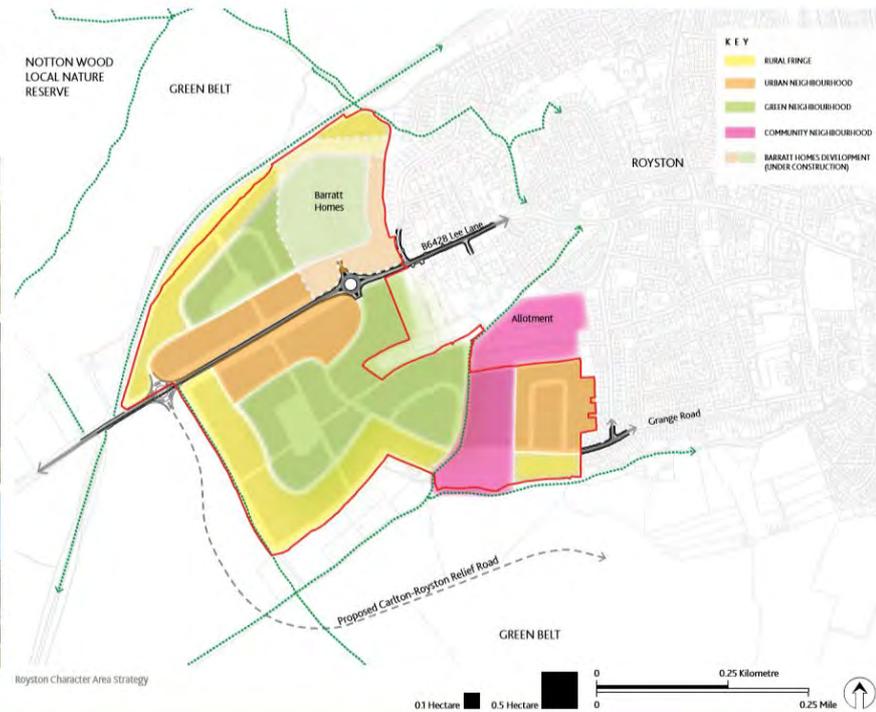
Click here for more on **DESIGN CODE**

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

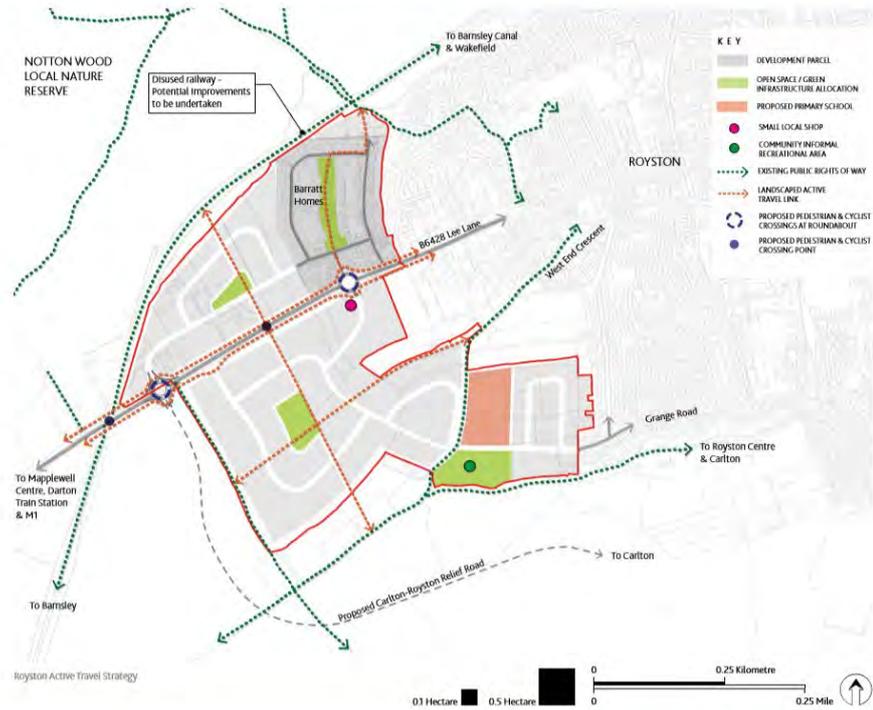
INTRODUCTION PLACEMAKING PRINCIPLES CONSTRAINTS & OPPORTUNITIES MASTERPLAN FRAMEWORK URBAN DESIGN & CHARACTER **MOVEMENT FRAMEWORK** LANDSCAPE & BIODIVERSITY PHASING & DELIVERY FEEDBACK & NEXT STEPS

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**

INTRODUCTION PLACEMAKING PRINCIPLES CONSTRAINTS & OPPORTUNITIES MASTERPLAN FRAMEWORK URBAN DESIGN & CHARACTER **MOVEMENT FRAMEWORK** LANDSCAPE & BIODIVERSITY PHASING & DELIVERY FEEDBACK & NEXT STEPS

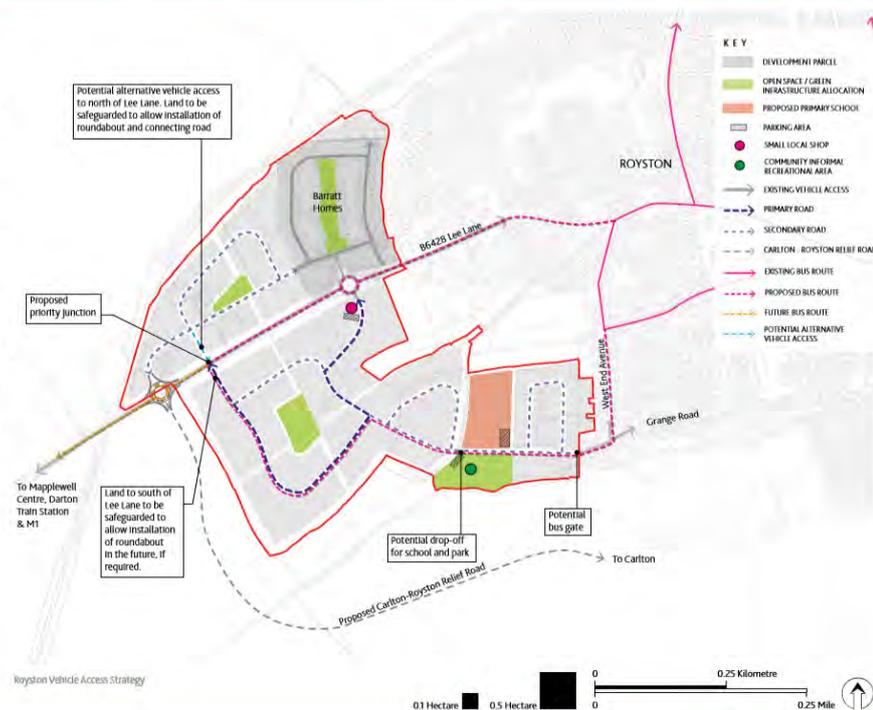
The street network provides for vehicular access through the site and includes the below hierarchy:

- 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

INTRODUCTION PLACEMAKING PRINCIPLES CONSTRAINTS & OPPORTUNITIES MASTERPLAN FRAMEWORK URBAN DESIGN & CHARACTER MOVEMENT FRAMEWORK LANDSCAPE & BIODIVERSITY PHASING & DELIVERY FEEDBACK & NEXT STEPS

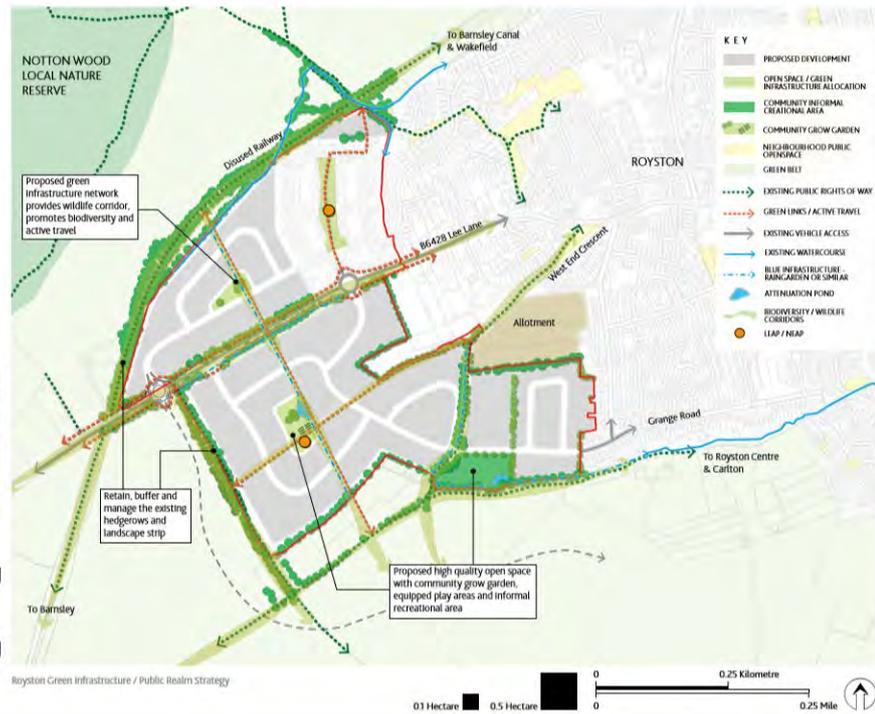
We are proposing to retain and enhance the existing higher biodiversity-value vegetation within the site. The development will adopt a holistic approach to planning and design with integrated green infrastructure, public realm and play area. The proposals retain and enhance existing vegetation, create 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**

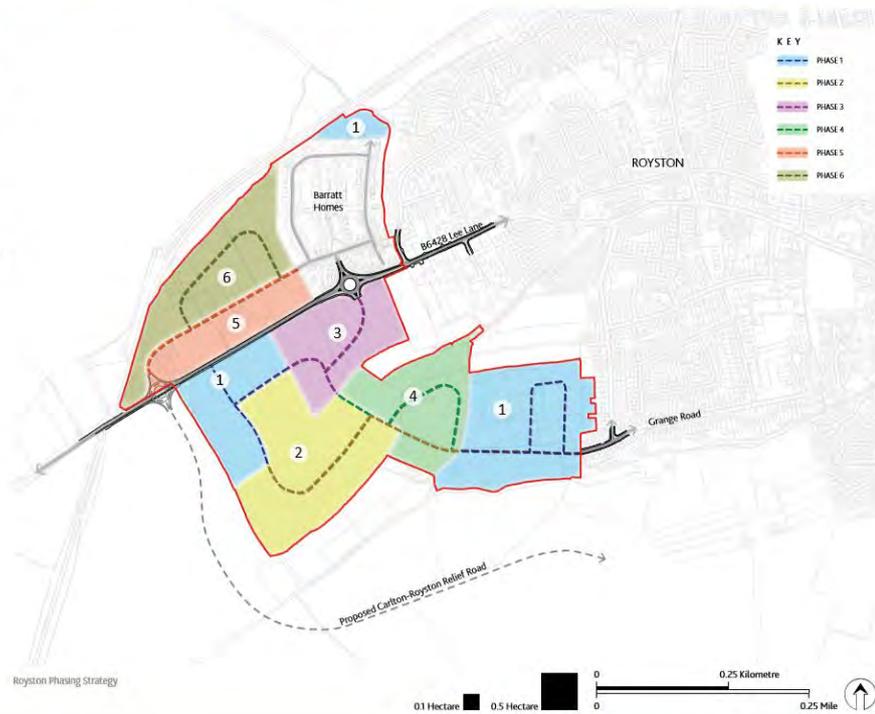


MOVEMENT FRAMEWORK PHASING & DELIVERY

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



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.

To hear more about the proposed Masterplan Framework, please read the [Frequently Asked Questions](#), or join one of our engagement sessions:

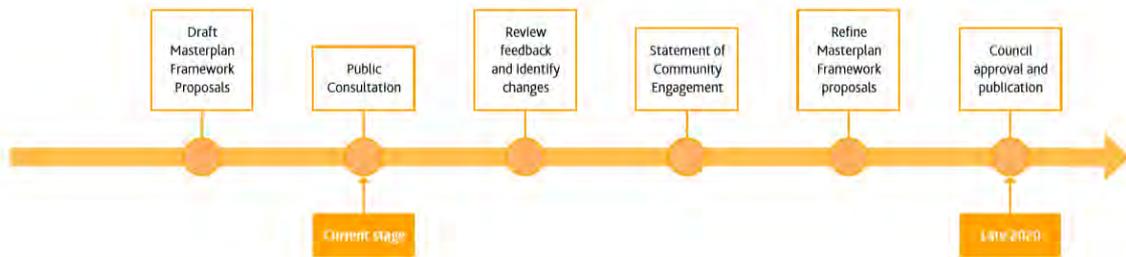
- A live webinar, where members of the project team will share further information and hold a question and answer session.
- Discussion groups with members of the project team.

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 queues 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.

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| 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.

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| 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.

concerned about the impact on local GP services. I am impressed about the planned primary school.

- 30 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.

Some of the green open space is not the property of the council and I have been on this site since year 2000.

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.

- 31 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.

- 32 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 & Anchor/The Royal etc.

- 33 The site that you are proposing to build on is land that I have seen mature over the last 30 years.
This has encouraged the wild life to breed, foxes, pheasants, blue tits, red kites, magpies to name just a few.
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.
If 994 houses one primary school would not be enough. The primary schools are already full to capacity.
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.
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

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 | <p>You are looking to decimate a huge natural habitat which will have massive negative implications in all areas:</p> <ul style="list-style-type: none"> -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 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.

I don't think the road infrastructure can stand the amount of cars the housing is going to bring to the area.

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.

57 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.

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.

	<p>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.</p>
8	<p>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.</p>
9	<p>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.</p>
10	N/a
11	<p>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</p>
12	<p>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.</p>
13	<p>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</p>
14	<p>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.</p> <p>This will divide Royston further - the state of the roads in Old Royston is disgraceful- the council should be ashamed</p>
15	<p>I feel you need to closely look at ensuring congestion is not added to as this is bad enough in Royston at present</p>
16	<p>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</p>

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	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
23	See earlier
24	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
25	The congestion would be at the junction of Lee Lane and Wakefield road where it already exists.
26	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.
27	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
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	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
30	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

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 cards 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 & 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 throu 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
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."" www.gov.uk</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	<p>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.</p> <p>You are basically destroying the biodiversity; not enhancing it, not improving it. You are destroying it</p>
31	
32	<p>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.</p> <p>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</p>
33	<p>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.</p>

21. If you have any particular comments on the proposed delivery and phasing approach, please include them in the box below.

1	<p>Construction traffic to use Lee Lane (A61) and not thru Royston itself.</p>
2	<p>Avoid building homes near allotments & put the school there</p>
3	<p>I do not believe this plan should take place on such a large scale to destroy a large amount of green land.</p>
4	<p>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.</p>

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 & 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
Links to Wakefield
Links to high schools
Bus route
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.

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.

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

30 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.

31 As previously stated, this development will increase traffic way too much and therefore a relief road needs to be provided.

32 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.

33 How can you include some of my land without consulting me

How can you include land you do not own that is not occupied by me

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,

It looks like a red dashed line runs through my land - what is this? why have I not been consulted?

34 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

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 landowners 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 | 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. 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. |
| 68 | Please see my previous comments |
| 69 | 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:

The impact on doctors surgeries
Lee Lane improvements
The junction of Lee Lane and Wakefield Road
Road safety
Pollution level
Detrimental impact on the wildlife and air quality
The recent flooding of the area over many years |