

BARNSELEY METROPOLITAN BOROUGH COUNCIL

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

Report of the Executive Director for PLACE

Royston Masterplan Framework (MU5)

1. Purpose of report

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

2. Recommendations

It is recommended that:

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

3. Introduction

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

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

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

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

Public consultation

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

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

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

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

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

4.6 Feedback was received through the following channels:

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

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

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

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

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

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

4.9 The main thrust of the feedback received included:

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

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

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

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

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

Sustainability

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

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

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

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

Flood Risk

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

Promoting and supporting the delivery of renewable and low carbon energy

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

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

4.19 The table below shows the equivalent carbon emissions from the preferred pathway in comparison to its 'Do nothing' scenario which would include meeting heating and electricity demand through gas boilers and grid electricity. This demonstrates the CO₂ savings that can be achieved by using the preferred pathway.

Table 2: Summary of equivalent CO₂ emissions for preferred pathways vs. 'Do nothing' scenarios

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

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

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

Green Infrastructure/biodiversity net gain

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

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

Transport

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

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

-Acquisition cost £375k

-Business case and professional fees £200k

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

New Primary School

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

Health and Wellbeing

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

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

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

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

5. Consideration of alternative approaches

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

6. Proposal and justification

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

7. Implications for local people / service users

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

8. Financial implications

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

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

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

Financial Implications/Consultation



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

9. **Employee implications**

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

10. **Communications implications**

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

11. **Consultations**

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

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

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

13. Tackling Health Inequalities

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

14. Climate Change & Sustainable Energy Act 2006

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

15. Risk Management Issues

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

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

16. Promoting Equality & Diversity and Social Inclusion

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

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

17. Conservation of Biodiversity

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

18. List of Appendices

Appendices:

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

Officer Contact:	Stacey White	Date:	20/07/2021
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