

Barnsley Metropolitan Borough
Council

Carlton Masterplan Framework

Statement of Community
Engagement Report

Draft | 27 July 2021

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

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

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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 Carlton Masterplan Framework. The framework covers a mixed-use development to provide around 2,000 new homes to help address the borough's housing need. Alongside housing, the draft Masterplan Framework also includes a small local shop; a new highway link to provide access; a 210 pupil expansion to Carlton Primary Academy; preserving and enhancing Wharncliffe Woodmoor as a neighbourhood green space; a new community garden; establishing wildlife corridors to connect with surrounding ecological habitats, and connecting new active travel links with surrounding Public Rights of Way.

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, they enable 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 consultation events. The report is set out as follows:

- Section 2: is the 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 consultation materials and submitted feedback comments.

2 Approach to Consultation

2.1 Approach

This section sets out the approach to consulting with the community in the local area on the proposed Carlton 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.

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 and to allow more time for people to access the information, receive any requested hard copy materials and review these materials.

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. The objectives of the consultation process were to be transparent, inclusive and comprehensive.

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-local-plan/masterplan-frameworks/carlton-masterplan-framework/ This provided details of the scheme, a link to the virtual exhibition, advertised the online Q&A sessions, included a copy of the consultation boards and the questionnaire. This webpage was updated throughout the consultation period to provide recordings of some of the Q&A sessions and updated FAQs. A copy of the consultation boards can be found in Appendix B.
Newspaper notice in Barnsley Chronicle	General public	An advert was placed in the Barnsley Chronicle raising awareness about the upcoming consultation.
Email notification to BMBC existing contact list	Stakeholders	An email notification was 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, cafes and community facilities in the area. Refer to Appendix A for a copy of the poster and a copy of the flyer.
Notification letters	Residents and businesses within 250m of the site	Prior to the consultation starting, approximately 926 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 Carlton Masterplan Framework boundary.

2.2.1 Statistics for online publicity

Table 2: Online publicity statistic sets out the statistics for online publicity.

Table 2: Online publicity statistics

Type	Statistics
Consultation webpage	Page views: 1,028 Unique page views: 705
Cabinet approval press release (2 June – 28 July)	Page views: 251 Unique page views: 185
Consultation now live press release	Page views: 101 Unique page views: 71
Facebook	10 posts 63,746 reach 480 link clicks 152 reactions (likes, etc) 420 comments 98 shares
Twitter	9 posts 14,046 impressions 203 engagements 60 link clicks 10 retweets 4 likes

2.3 Consultation activities

2.3.1 Ward member update

An online session was held with ward members on 11 June 2020 to provide an update of the proposals and to provide ward members the opportunity to speak with members of the project 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: Session detail. 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
Live Q&A session A recording and transcript of this session was made available on the webpage post-session.	Wednesday 30th June	18.00-19.15	5
Movement: Topical Discussion A transcript was made available on the webpage post-session.	Wednesday 7th July	18.00-19.15	7
Urban Design: Topical Discussion	Thursday 8th July	18.00-19.15	0
Environment: Topical Discussion A transcript was made available on the webpage post-session.	Wednesday 14th July	18.00-19.15	5

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:

- Consultation boards;
- Feedback form; and
- FAQ's available on the website.

The consultation boards provided information about the proposed Masterplan Framework, including placemaking principles, constraints & opportunities, proposed design, urban design & character, movement – sustainable transport and highways, 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 143 questionnaire responses and 12 email 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 virtual exhibition website, which could be submitted online or by post.
- **Masterplanning Inbox** – Via emailing feedback to the designated inbox.

Upon reviewing and analysing feedback, it was clear there was a degree of opposition to the principle of development of this site. This was not within the scope of this consultation, which was consulting on the principles of the Masterplan Framework. The analysis that follows illustrates this opposition to building out of the site. A response to this reoccurring theme is provided in Section 3.4.

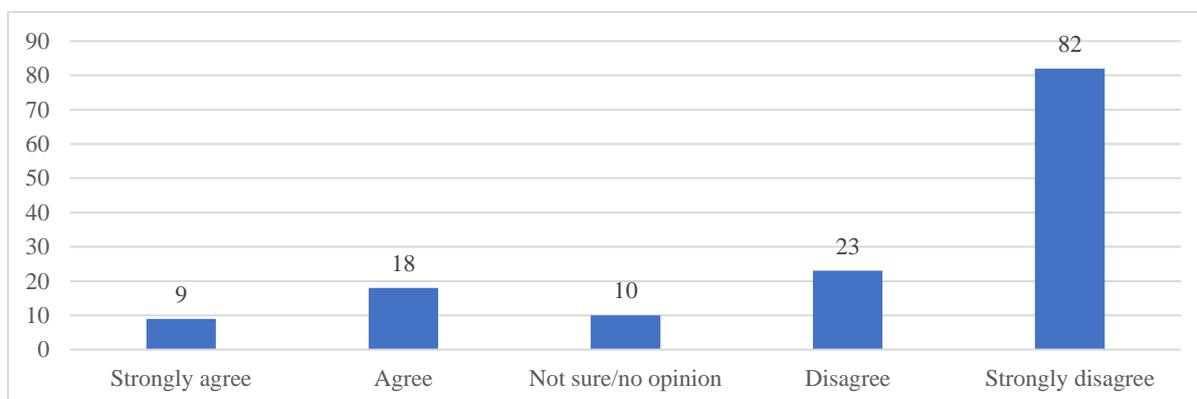
3.2 Questionnaire analysis

3.2.1 Placemaking principles

1. Our masterplan framework for Carlton is based around seven placemaking principles including: quality homes and neighbourhoods; community and local character; landscape and biodiversity; sustainable transport connections; facilities and local hub; smart technology and low carbon; and partnership and delivery. Do you agree with the placemaking principles for the site?

Of the 142 responses to this question, 82 respondents strongly disagree while nine respondents strongly agree, and 18 respondents agree with the placemaking principles for the site.

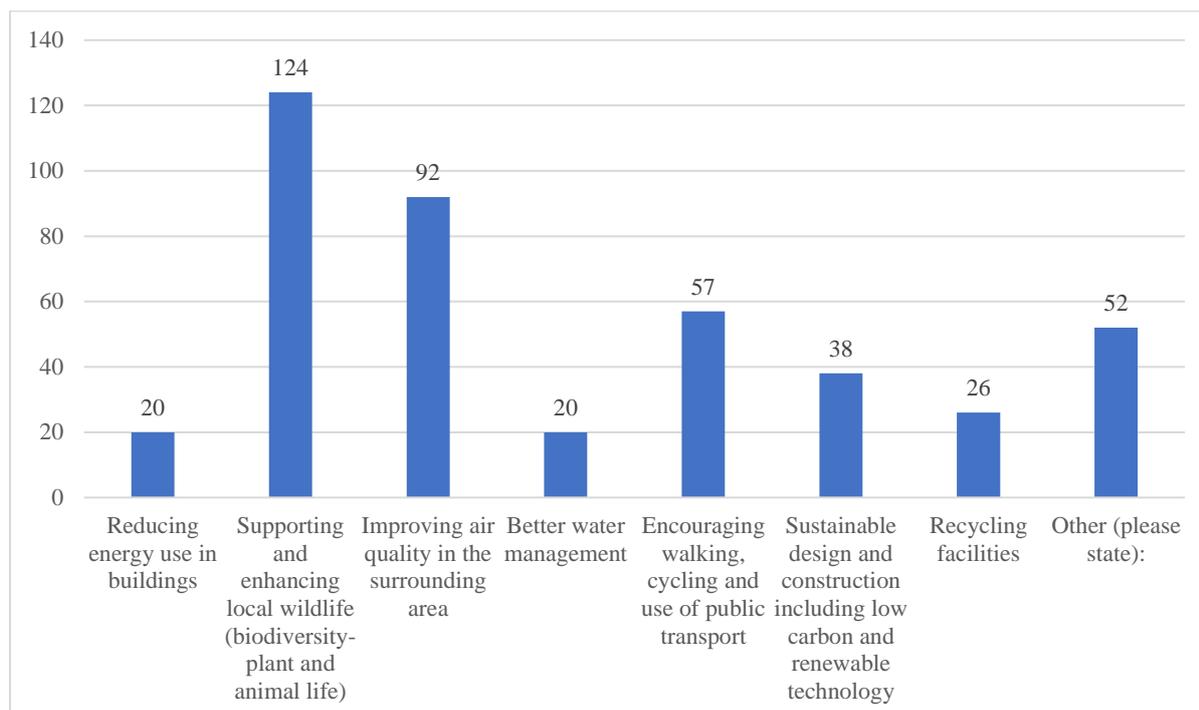
Figure 1: Frequency of responses to Question 1



2. Barnsley Council has declared a climate emergency, with the aim for the borough to achieve zero carbon by 2045. What features do you think should be included to encourage an environmentally friendly masterplan? Please tick three options.

Of the 143 respondents to this question, the most frequently selected option (124 selections) was 'supporting and enhancing local wildlife (biodiversity, plant and animal life). The second most frequently selected option (92 selections) was about improving air quality in the surrounding area.

Figure 2: Frequency of responses to Question 2



52 respondents specified 'other' to this question. The main themes raised in these comments can be found in Table 4: Main themes respondents raised in "other" in Question 2.

Table 4: Main themes respondents raised in "other" in Question 2

Other specified options	Frequency
Keep the existing green areas as much as possible	24
Does not want the building of this Masterplan Framework	15
Not building the development will reduce carbon emissions	9
Concerns about the air pollution impacts resulting from the development	7
Concerns about traffic impacts resulting from the development	6
Concerns about the impacts on wildlife and habitats resulting from the development	6

Other specified options	Frequency
Encourage more sustainable forms of transportation	5
Reduce the need for people to use cars	5

3.2.2 Constraints and opportunities

3. Please include any other constraints or opportunities you think the masterplan framework should respond to.

Of the 104 responses to the question, the most frequented themes are as listed below:

Constraints and opportunities themes	Frequency
Concerns about the impacts on wildlife and habitats resulting from the development	40
Keep the existing green areas as much as possible	35
Concerns about traffic impacts resulting from the development	33
Does not want the building of this Masterplan Framework	33
More infrastructure (such as roads, GP and dentist and schools) is required before this development is built	33
Concerns about existing traffic congestion	24
Concerns about the air pollution impacts resulting from the development	14
Concerns about impacts on walkers, cyclists and horse-riders	13
Traffic safety concerns	10

3.2.3 Masterplan Framework

4. The Local Plan proposes mixed-use housing and an expansion to the Carlton Primary Academy primary school. We have included a proposed 210-pupil expansion. Do you agree with this proposal?

Of the 143 responses, 100 respondents stated they did not agree with the proposals and expansion of the school.

Figure 3: Frequency of responses to Question 4

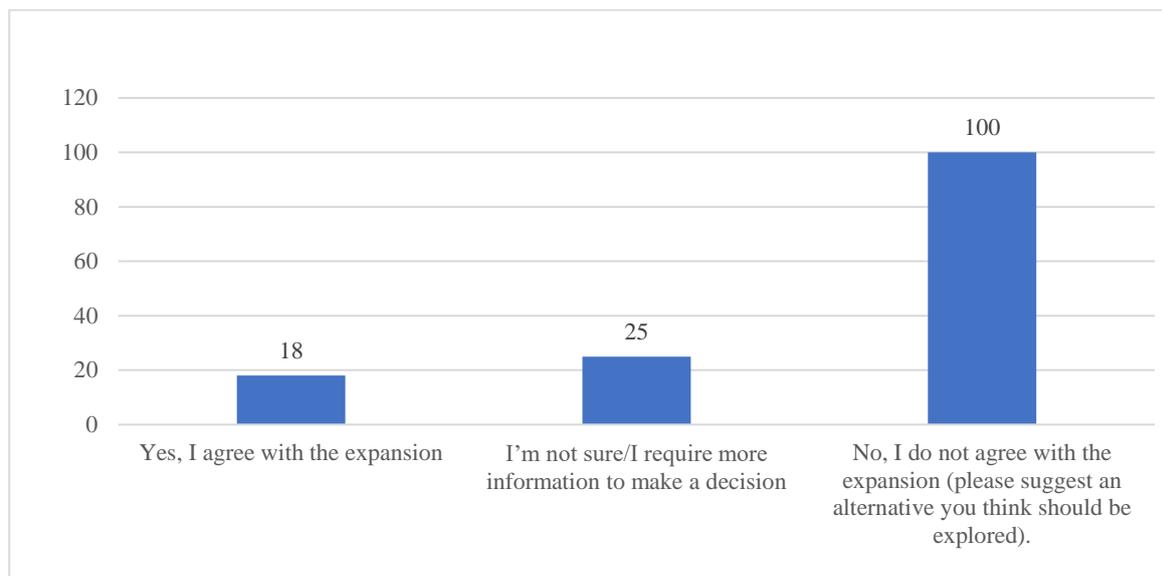


Table 5 sets out the most commonly suggested alternatives provided by 98 respondents in response to Question 4.

Table 5 Most frequently suggested alternatives

Most frequented suggested alternatives	Frequency
The proposed school expansion is not adequate for number of houses proposed	30
Concerns about existing traffic congestion	26
Does not want the building of this Masterplan Framework	24
Keep the existing green areas as much as possible	20
Suggestions for a different location for the school	13
Concerns about traffic impacts resulting from the development	11
More infrastructure (such as roads, GP and dentist and schools) is required before this development is built	8
Traffic safety concerns	7

5. The Local Plan says a small local shop should be provided on this site. Do you agree with the proposed location of this?

Of the 139 responses, 74 respondents thought the shop should be provided somewhere else. Suggestions for where it should be provided are in Table 6.

Figure 4: Frequency of responses to Question 5

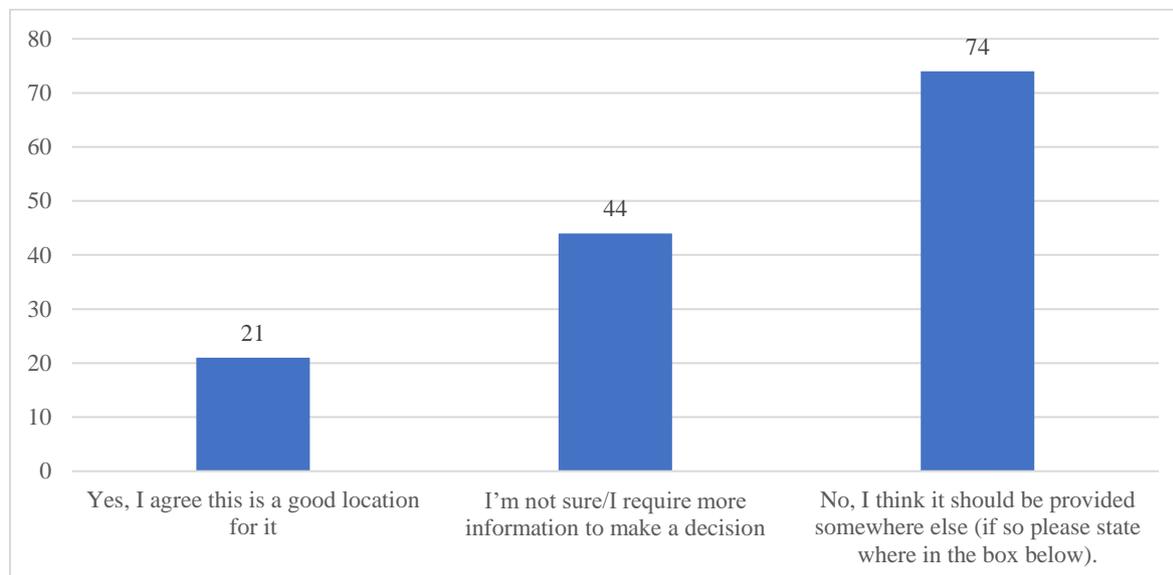


Table 6 Most frequent suggestions for the shop

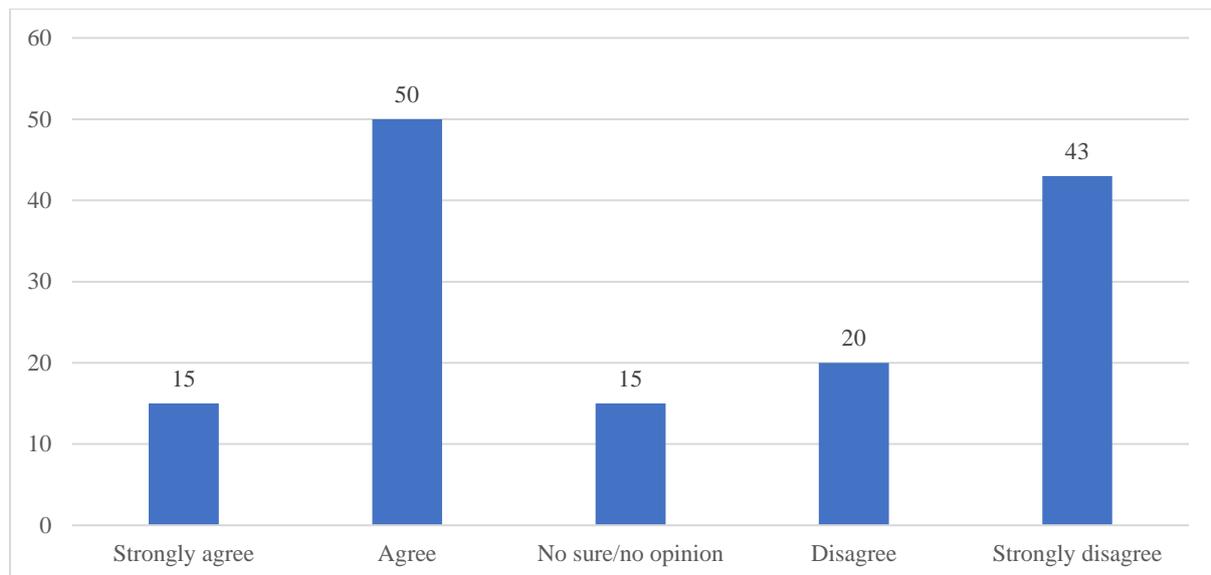
Most frequented suggested alternatives	Frequency
One shop is not enough	19
Does not want the building of this Masterplan Framework	15
There are enough shops in the area	14
Small shops are not useful for the community	13
Suggestions for a different location for the shop	8
Shop suggestions (such as type of shop to provide)	7
Concerns about traffic impacts resulting from the development	7
More infrastructure (such as roads, GP and dentist and schools) is required before this development is built	5

3.2.4 Movement

6. The consultation materials describe the hierarchy for the movement framework, which prioritises active travel such as walking and cycling and public transport over cars. Do you agree with the principles of the movement framework?

Of the 143 responses, 50 respondents agreed with the hierarchy for the movement framework while 43 strongly disagreed.

Figure 5: Frequency of responses to Question 6



7. What can we provide to encourage walking, running and cycling in this area (please tick three options)?

Respondents were asked to select up to three options for how the masterplan can help encourage walking, running and cycling in the area. 143 people responded to this question. The most frequently selected choice was 'clear and obvious walking / running routes' (87 selections) followed by 'landscaped pedestrian routes' (66 selections) and 'better links to Barnsley town centre' (52 selections).

Figure 6: Frequency of responses to Question 7

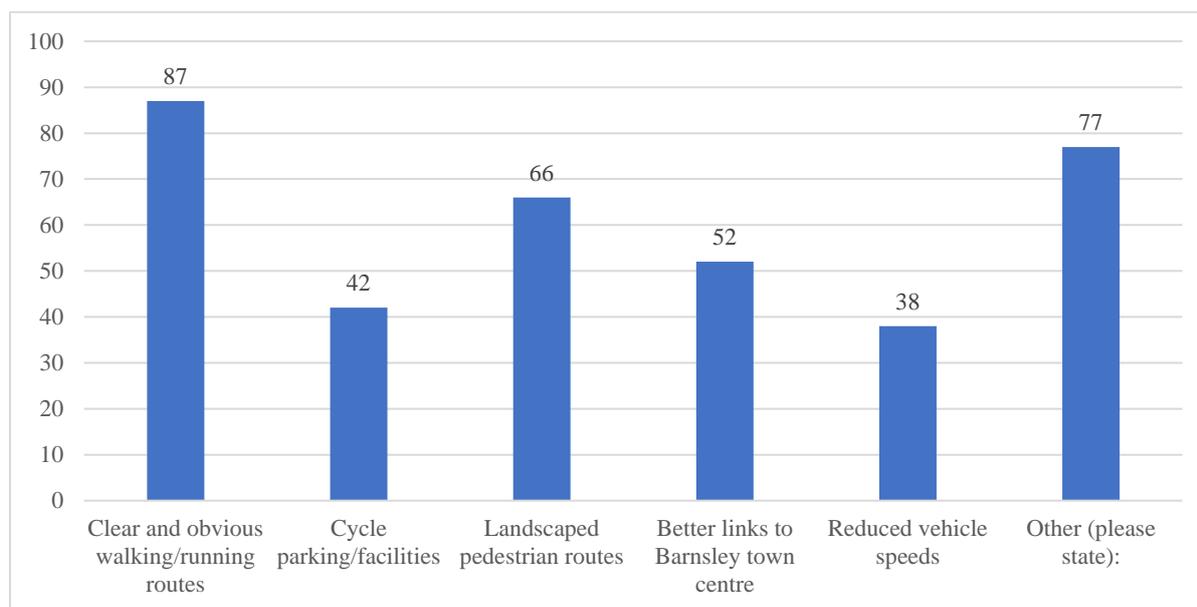


Table 7 provides the most frequent suggestions for the 76 that selected ‘other’.

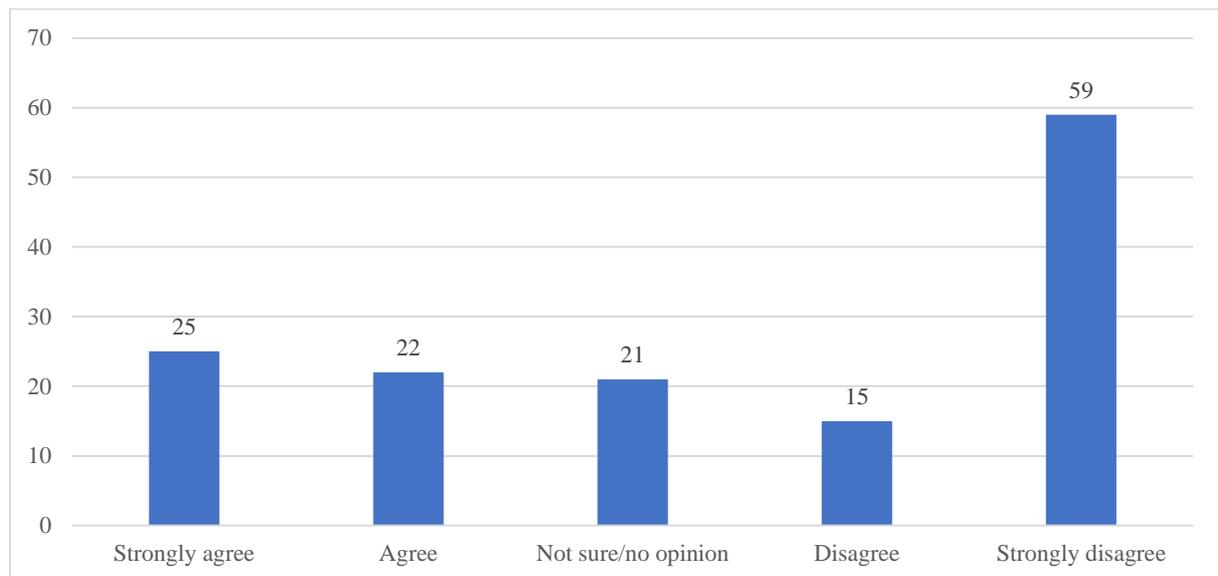
Table 7 Most frequent suggestions for how to encourage walking, running and cycling in the area

Most frequent suggestions for Question 7	Frequency
Provide/encourage more sustainable forms of travel	15
Suggestions for enhancing walking, running and cycling	15
More housing reduces the amount of space to use for walking, running and cycling	14
Does not want the building of this Masterplan Framework	14
Keep the existing green areas as much as possible	10
Cars are more flexible than sustainable travel	9
Concerns about safety for walkers, runners and cyclists	7
Reduce the use of cars in the Masterplan Framework area	6

8. There are aspirations for a new train station to serve this area and a possible location for the rail station has been identified in the Masterplan. Would you support a new rail station in this area?

Of the 142 responses to this question, 59 respondents selected ‘strongly disagree’, 25 selected ‘strongly agree’ and 22 selected ‘agree’.

Figure 7: Frequency of responses to Question 8



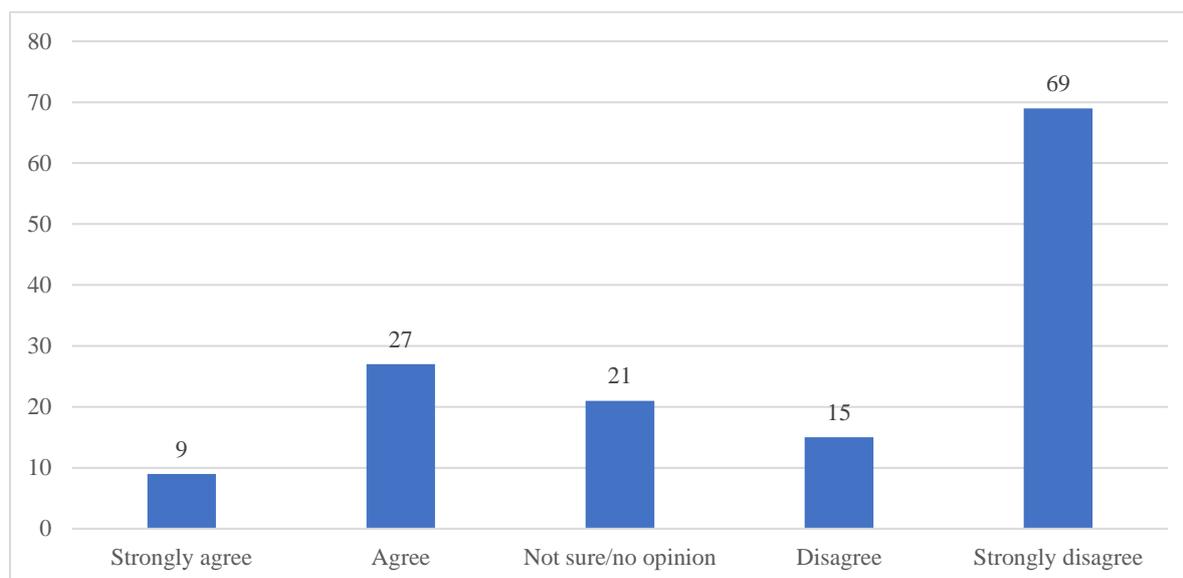
- 9. Every effort has been taken to minimise development on Wharncliffe Woodmoor since it is recognised as an important greenspace. The Local Plan requires access to the site via the West Green Way / Far Field Lane roundabout. However to minimise the impact on Wharncliffe Woodmoor, the access to the development is proposed from Fish Dam Lane and only a small piece of land will be accessed from Far Field Lane. The benefits of this are that the Wharncliffe Woodmoor will be kept as one piece with no roads through it.**

The current movement framework and the access between Fish Dam Lane and Shaw Lane is based on the understanding that the existing access via the Church Street / Shaw Lane junction has insufficient capacity to accommodate the additional trips from the development. Further modelling is being undertaken to confirm this requirement.

Do you agree with the proposed vehicle access principles?

Of the 141 responses to this question, 69 respondents selected 'strongly disagree' 27 selected 'agree' and 21 selected 'not sure / no opinion'.

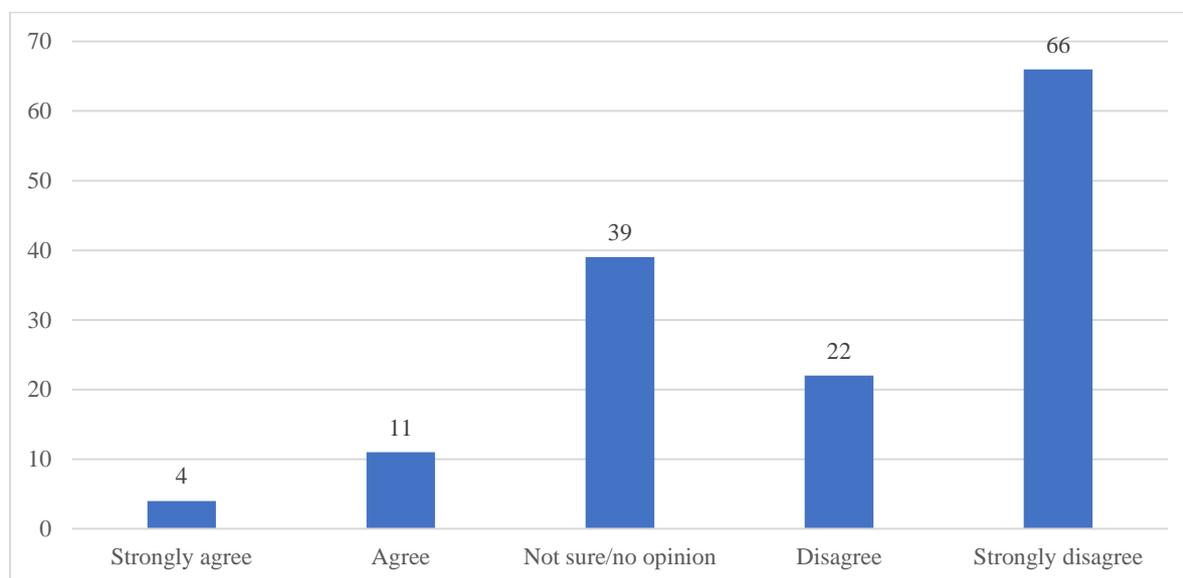
Figure 8: Frequency of responses to Question 9



10. We've provided two options for movement within the consultation materials. Do you support the proposed northerly vehicular link for Option A?

Of the 142 responses to this question, 66 respondents selected 'strongly disagree', 39 selected 'not sure / no opinion' and 22 selected 'disagree'.

Figure 9: Frequency of responses to Question 10



3.2.5 Landscape & Biodiversity

11. We recognise Wharncliffe Woodmoor as an important greenspace. How would you like to see Wharncliffe Woodmoor enhanced?

Of the 142 responses to this question, 30 selected 'enhancement of existing woodland' and 15 selected 'create separate spaces for recreation and wildlife' and 'include grazed grassland'.

64 respondents specified 'other' and provided a free text response. The analysis of the free text responses can be found in Table 8.

Figure 10: Frequency of responses to Question 11

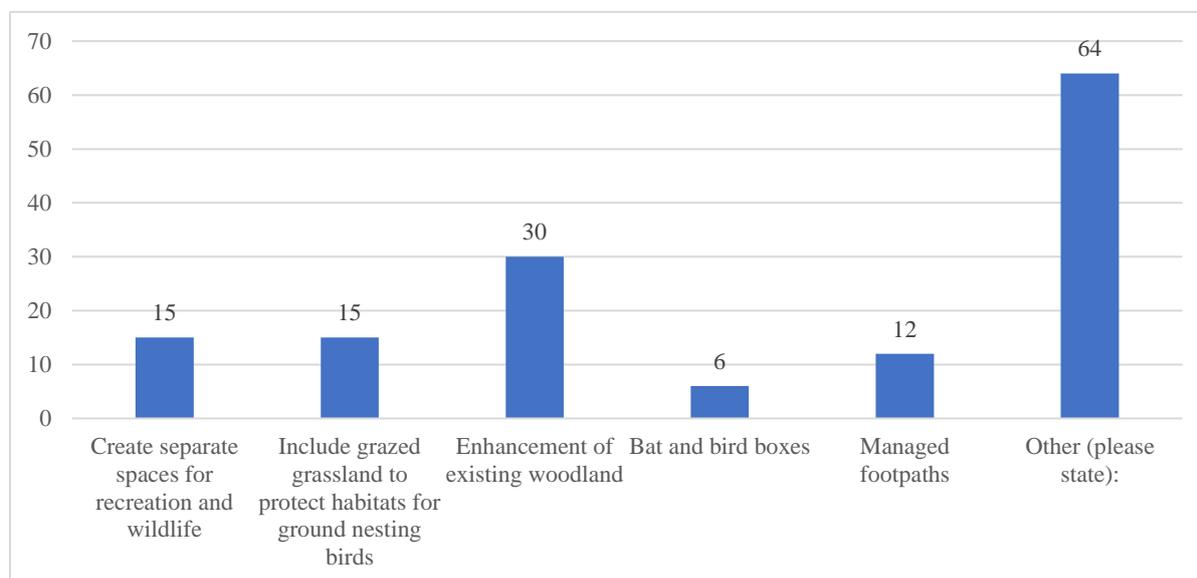


Table 8 Most frequent suggestions for Wharnclyffe Woodmoor enhancements

Most frequent suggestions for Wharnclyffe Woodmoor enhancements	Frequency
Keep the existing green areas as much as possible	35
Does not want the building of this Masterplan Framework	17
Would like to select all options	16
Concerns about the impact on wildlife and habitats resulting from the development	12
Suggestions related to the environment	4
Concern about the impact on Carlton Marsh SSSI	2

12. What natural features would you like to see reflected in the development (please tick three options)?

Respondents were asked to select up to three options for what they would like to see reflected in the development. Of the 143 responses to this question, there were 123 selections for

habitat provision, 119 selections for wild planting and then 63 for natural play areas. 56 provided 'other' comments and the themes from those comments are set out in Table 9.

Figure 11: Frequency of responses to Question 12

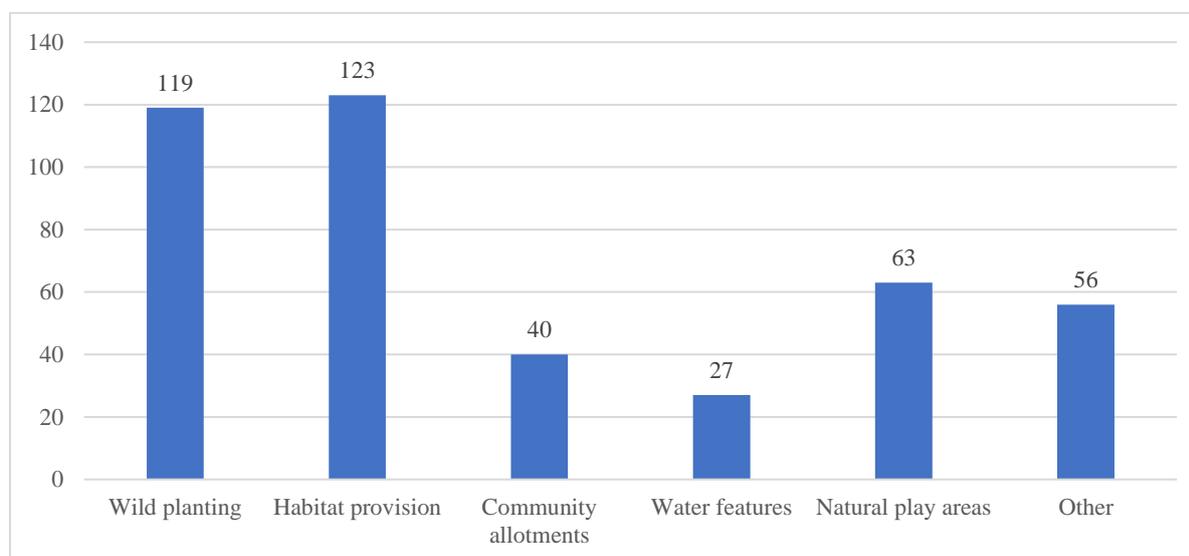


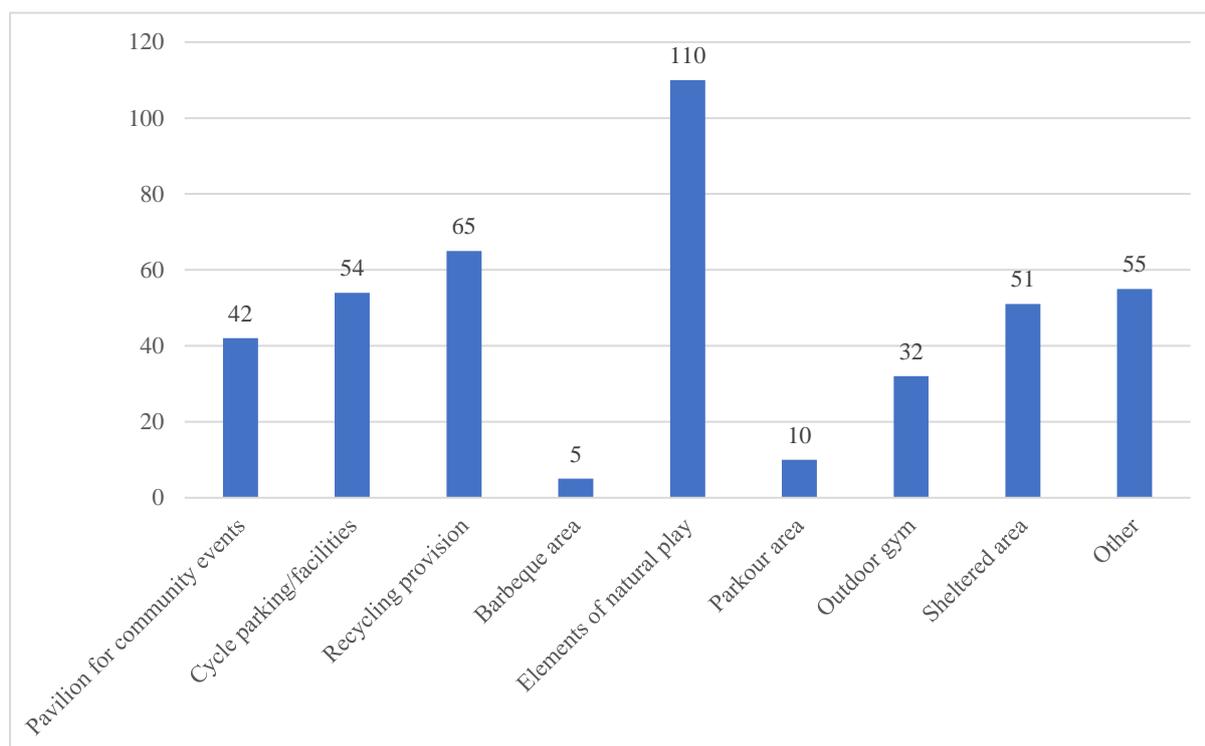
Table 9 Most frequent suggestions for natural features in the development

Most frequent suggestions for natural features in the development	Frequency
Keep the existing green areas as much as possible	32
Does not want the building of this Masterplan Framework	20
Suggestions related to the environment	8
Would like to select all options	7
Concerns about the impact on wildlife and habitats resulting from the development	4
Too many houses are proposed for this development	2

13. What furniture and facilities would you like to see in recreation and community spaces (please tick three options)?

Respondents were asked to select up to three options for what they would like to see in recreation and community spaces. Of the 142 responses to this question, 110 selections were made for 'elements of natural play', 65 selections for 'recycling provision' and 54 for 'cycle parking / facilities'.

Figure 12: Frequency of responses to Question 13



55 respondents specified 'other' and provided a free text response. The analysis of the free text responses can be found in Table 10.

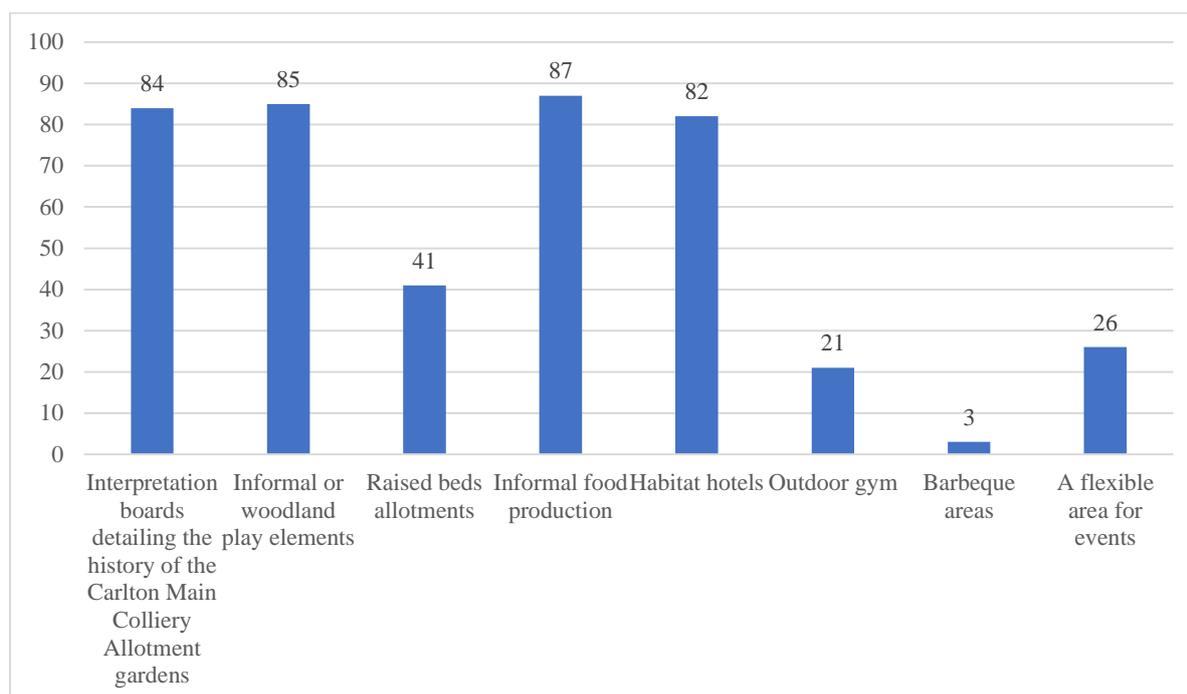
Table 10: Main themes raised in Question 13

Other options	Frequency
Keep the existing green areas as much as possible	27
Other furniture suggestions	10
Does not want the building of this Masterplan Framework	9
Would select none of these options	8
Had to select more choices than I wanted to	4
No barbecue areas	4
Concern about anti-social behaviour increasing	3

14. There is a community garden proposed where the former Carlton Colliery Allotment garden was historically located. What furniture and facilities would you like to see as part of the proposed community garden (please tick three options)?

Respondents were asked to select up to three options for what they would like to see in the community garden. Of the 143 responses to this question, 85 selections were made for 'informal or woodland play elements', 87 selections for 'informal food production such as fruit trees and forage areas' and 84 selections for 'interpretation boards detailing the history of the allotment gardens'.

Figure 13: Frequency of responses to Question 14



3.2.6 Delivery & Phasing

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

Of the 91 responses to this question, the most frequently raised themes can be found in Table 11.

Table 11: Main themes raised in Question 15

Themes	Frequency
Does not want the building of this Masterplan Framework	46
Keep the existing green areas as much as possible	30
Concern about traffic impacts resulting from the development	20
Concern about impact on wildlife and habitats resulting from the development	15
More infrastructure (such as roads, GP and dentist and schools) is required before this development is built	14
Concerns about existing traffic congestion	12
Comments about the consultation and engagement for this project	9
Provide the infrastructure first before building	8
Concern about air pollution impacts resulting from the development	7
Too many houses are proposed for this development	6

3.2.7 Other comments

16. Please share any additional comments you have about the framework principles set out in the consultation materials.

Of the 76 respondents, the most frequently raised comments can be found in Table 12.

Table 12: Main themes raised in Question 15

Other natural features	Frequency
Does not want the building of this Masterplan Framework	40
Keep the existing green areas as much as possible	12
More infrastructure (such as roads, GP and dentist and schools) is required before this development is built	12
Concern about traffic impacts resulting from the development	11
Concerns about existing traffic congestion	9
Comments about the consultation and engagement for this project	9
Concern about impact on wildlife and habitats resulting from the development	7
Too many houses are proposed for this development	6
Concern about air pollution impacts resulting from the development	5
Framework principles need a re-think based on new lifestyles following the Covid-19 pandemic	4
Concern about climate change	4

3.3 Masterplanning inbox key themes

Feedback received via the masterplanning inbox was reviewed for high-level themes and this is presented in Table 13: High-level topics raised in the masterplanning inbox feedback Table 13.

Table 13: High-level topics raised in the masterplanning inbox feedback

Organisation/ Name	Topics mentioned
Premier Foods	<p>Transport & Traffic: Option A of the movement framework would provide a direct access loop to the east of the settlement of Carlton.</p> <p>Design: suggestions for housing to be moved further from Premier Foods or provided with sufficient mitigation and buffers to reduce noise and odour; Premier Foods wish to expand premises and retain land within their freehold for the development.</p> <p>Community: current masterplan framework does not meet the objective of a 'cohesive community' with residential properties close to the factory.</p> <p>Consultation: welcome the opportunity to meet with BMBC Officers to discuss and revise the masterplan framework.</p>
Dan Jarvis MP	<p>Environment: concern around impact on Carlton Marsh, green space and biodiversity.</p> <p>Transport & Traffic: increased pressure on the local road network.</p> <p>Community: loss of distinct towns and villages; communities will join, and increased pressure on existing local infrastructure and community facilities.</p>

Organisation/ Name	Topics mentioned
Objection Report	<p>Environment: retain/ conserve existing green space as much as possible; air pollution impacts resulting from development; existing flooding problems; wildlife and habitat impacts resulting from development, and concern about impact on Carlton Marsh SSSI.</p> <p>Transport & Traffic: Traffic impacts resulting from development; existing traffic congestion, and traffic safety concerns.</p> <p>Design: Concern about contamination.</p> <p>Community: Concern about local health impacts; concern around consultation being online, and development will increase pressure on local infrastructure and community facilities.</p>
Trans-Pennine Trail	<p>Environment: Connections to green spaces are important.</p> <p>Transport & Traffic: Reducing need to travel / provide sustainable forms of travel; opportunity to enhance PRoWs and impacts on Non-Motorised Users.</p> <p>Design: Opportunity to consider potential re-alignment of TPT.</p>
Highways England	<p>Transport & Traffic: Impact of development should be assessed in a Transport Assessment and requires a Travel Plan.</p>
Natural England	<p>Environment: Incorporate green infrastructure and Biodiversity Net Gain.</p>
South Yorkshire Police	<p>Design: Prior to development, detailed street lighting should be submitted in the interests of residential amenity, highway safety and safer neighbourhoods.</p>
Environment Agency	<p>Environment: Support opportunity to establish wildlife corridors; recommend exploring opportunities to improve the morphology and ecological function of watercourses; recommend an undeveloped buffer zone of at least 10m is created and protected between the existing watercourses and any proposed built development; and support the delivery of Biodiversity Net Gain.</p>
Landowner	<p>Design: Concern about contamination; and preference for some green space to be used for residential.</p>
BMBC PRoW Officer 1	<p>Transport & Traffic: Opportunity to enhance PRoWs; and development to consider any unrecorded but well-used paths at the site.</p> <p>Design: Opportunity to consider potential re-alignment of TPT.</p>
BMBC PRoW Officer 2	<p>Traffic & Transport: Option A northerly vehicle links has implications for existing NMU routes.</p> <p>Design: Opportunity to consider potential alternative alignment of TPT south of the site.</p> <p>Phasing: Phasing as numbered in the framework would mean seeking a temporary TPT alignment around the community garden area to connect existing route to Phase 2.</p>
Network Space	<p>Transport & Traffic: Support the train station in terms of sustainable travel; and location of train station is likely to be economically unviable.</p> <p>Design: Equipped play area within MU3 to be more central.</p> <p>Principle of Development: No policy requirement for the link road within the Local Plan.</p>
Saul Homes	<p>Transport & Traffic: Suggests a new access link road taken to the north west corner of the site; new roundabout on Shaw Lane; new pathways, active travel routes and further enhancement of NCN/TPT routes.</p> <p>Design: Suggests new housing frontage directly to Shaw Lane.</p> <p>Environment: Suggests further wilding projects.</p>

3.4 Response to consultation themes

In response to feedback received, a number of positive changes have been incorporated into the design. Table 14 notes these changes provides a response to frequently raised themes.

Table 14: 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. 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>
There are too many houses proposed for this community	<p>The principle for development was established through the Local Plan site allocation process, including the indicative capacity of 294 dwellings in site MU2 and 1683 dwellings in site MU3. The proposal is currently targeting these numbers as maximum capacity and will have flexibility to adjust.</p> <p>In response to specific feedback during the consultation, areas proposed to be residential to the north of MU2, south of Premier Foods in MU3 and east of Premier Foods in MU3 will be removed from the Masterplan Framework. Furthermore, residential on the southern area of MU2 will reduce in density from xxx dwellings per hectare to xxx dwellings per hectare. These changes will reduce the total number of dwelling in the Masterplan Framework from xxx to xxx.</p>
Concerns about the existing infrastructure and how it can cope with an increase in population (roads)	<p>The principle for development was established through the Local Plan, and as part of the Local Plan process traffic modelling was completed to consider the potential traffic impact and confirm that Local Plan allocated sites can broadly be accommodated on the local highway network. Further strategic modelling is being undertaken + BMBC to add info/update. As part of the Masterplan Framework process, a more detailed assessment of the Church Street / Fish Dam Lane / Shaw Lane junction has been undertaken to identify the traffic impact and consider highway mitigation measures. This exercise has informed the access proposals for the Masterplan site.</p> <p>In addition, as part of any future planning application to be submitted, a detailed Transport Assessment and Travel Plan will be prepared. The Transport Assessment will provide a detailed assessment of traffic impacts of the development and identify required highway mitigation measures which will be agreed with BMBC and Highways England to confirm the highway network can accommodate development traffic. The Travel Plan will provide details of measures that aim to encourage people to access the site by sustainable modes of transport and to discourage access by private cars. The measures and appropriate funding commitment will be agreed with BMBC and Highways England. The Masterplan Framework has been designed to prioritise sustainable travel. It includes a network of pedestrian and cycle routes through the site including upgrades to the TPT. Further discussions will be undertaken to ensure bus access to the site and a potential rail station site is safeguarded within the Masterplan to enable possible future rail access to serve the site and wider area.</p>

<p>Impacts on existing green space and how this impacts on the community (such as mental health)</p>	<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 increase biodiversity and create/preserve wildlife corridors through the site.</p> <p>The landscape and green infrastructure framework promotes active lifestyles with a series of well-connected, green active travel and recreational routes across and beyond the site, which encourages activities such as cycling, walking, jogging, dog walking and informal play. The framework further supports physical and mental wellbeing with inclusive, quality green infrastructure accessible to all residents, including extensive public open spaces, areas of retained woodland and waterways. Wharncliffe Woodmoor will be retained and enhanced as a key community greenspace and the high point will provide views out over the surrounding landscape and neighbourhoods. Nearby natural assets such as Barnsley Canal, Carlton Marsh Nature Reserve and the surrounding countryside will be linked to the new and existing routes passing through the site.</p> <p>A new community garden will potentially be included within the development, which will help promote access to nature and healthy living to the local community. It will be a new focal point for the community to gather, and potentially include areas of food growing, informal recreation and equipped play areas.</p>
<p>Impact on wildlife and habitats in the proposed site and surroundings</p>	<p>The Masterplan Framework looks to retain and enhance the majority of Wharncliffe Woodmoor. Enhancement measures may include additional planting of native species to woodland areas or creation of native hedgerows and trees providing additional connectivity through the site. Carlton Marsh Nature Reserve is now designated as a Site of Special Scientific Interest (SSSI). Consultation with Yorkshire Wildlife Trust will help inform suitable enhancement of habitat within the site to provide additional resource for species utilising Carlton Marsh Nature Reserve. In addition, habitats within the site that have been identified to have high biodiversity value have been retained. This information was informed by surveys undertaken previously to inform the Local Plan as well as an ecological site survey undertaken to help inform the Masterplan Framework.</p> <p>Green corridors through the site will provide connectivity of habitats for wildlife. Buffer zones adjacent to existing watercourses have been included to reduce potential impact to these areas of ecological value. 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>
<p>Existing traffic congestion and concerns about worsening traffic congestion resulting from the development</p>	<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 been undertaken to identify the impact at the Church Street / Fish Dam lane / Shaw Lane junction and consider mitigation to inform the access proposals for the site, which includes a new access road to the north of the Masterplan area. This new road will provide access to the north of the site to areas to the north and south of Shaw Lane, thereby reducing any impact on the existing road network. In addition, it is likely that this road will alleviate congestion at the existing Church Street / Fish Dam lane / Shaw Lane junction by accommodating existing through trips travelling between Shaw Lane and Church Street.</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. Applicants will be required to work with the Barnsley Bus Partnership to improve bus services to the site and wider area. A Travel Plan will</p>

	<p>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 some 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 highways improvements will be secured where necessary as part of the approvals process.</p> <p>The planning process for the Carlton – Royston Relief Road is not connected to this Masterplan Framework; however, one of the access options considered as part of the optioneering makes allowance for the relief road. A more detailed transport assessment will need to be undertaken to consider the relief road as necessary.</p>
Health / GP / dentist 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>
School provision impacts	For BMBC

4 Conclusion

In total, 143 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 the questionnaires and representations made by email 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 14: Poster

Figure 15: Flyer

Figure 16: Letter invite

Appendix B: Consultation materials

Figure 17: Copy of the consultation boards

Introduction

Welcome to our consultation on the Carlton Masterplan Framework. This series of consultation panels sets out the principles of the framework to make sure the site is properly planned.

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

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

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



Placemaking Principles

Emerging Vision

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

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

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

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



Constraints & Opportunities

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

Summary of Opportunities

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



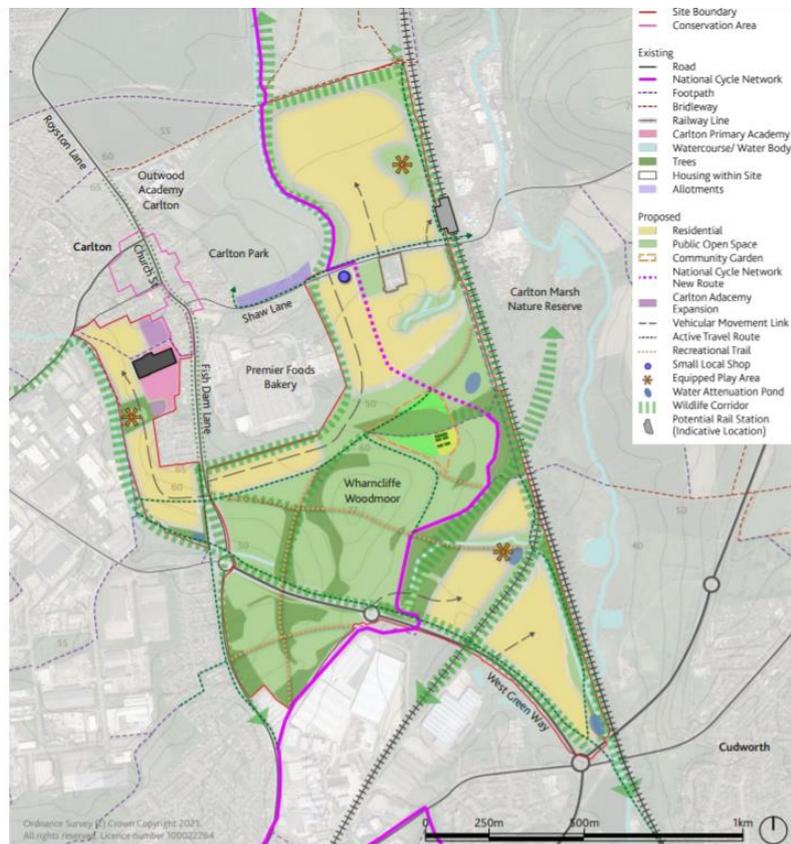
Masterplan Framework

The main goals of the Carlton Masterplan Framework include:

- Around 2,000 new homes, a small local shop and 210 pupil expansion to Carlton Primary Academy.
- Create new sustainable and distinctive neighbourhoods as parts of Carlton.
- Preserve and enhance Wharnciffe Woodmoor as a neighbourhood Greenspace.
- A new community garden within the historic footprint of Carlton Main Colliery Allotment Gardens.
- Connect residential neighbourhoods with Fish Dam Lane and Royston Lane to create a sustainable transport loop.
- Locate a small local shop adjacent to Shaw Lane, providing services to the majority of new residents and Carlton.
- Enhance Church Street, Fish Dam Lane and Royston Lane as a green spine and green gateway into the site.
- Enhance and divert sections of the National Cycle Network to integrate with the Masterplan Framework. Connect new active travel links with surrounding Public Rights of Way.
- Establish wildlife corridors to connect with surrounding ecological habitats.
- Implement environmental buffers as noise and visual screening against Premier Foods Bakery and along West Green Way.

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

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



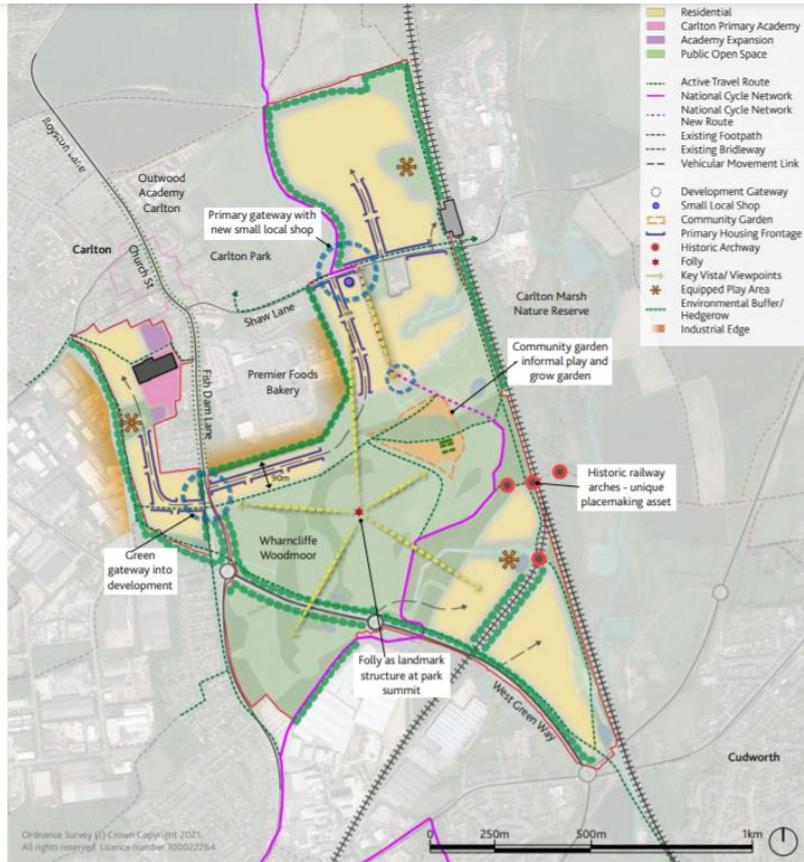
Urban Design & Character

The masterplan approach has sought to integrate a placemaking framework that will promote a distinct identity and strong sense of place. It aims to facilitate the creation of a cohesive community that sits comfortably within its context, which is well integrated with the surrounding landscape and local character. The various key placemaking drivers are included in the diagram to the right.

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

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

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



Movement - Sustainable Travel

The Movement Strategy is based on a hierarchy of routes through the site, connecting with existing routes, communities and amenities. The hierarchy prioritises walking, cycling and public transport over motor vehicles to encourage sustainable travel and reduce the impact of private vehicles.

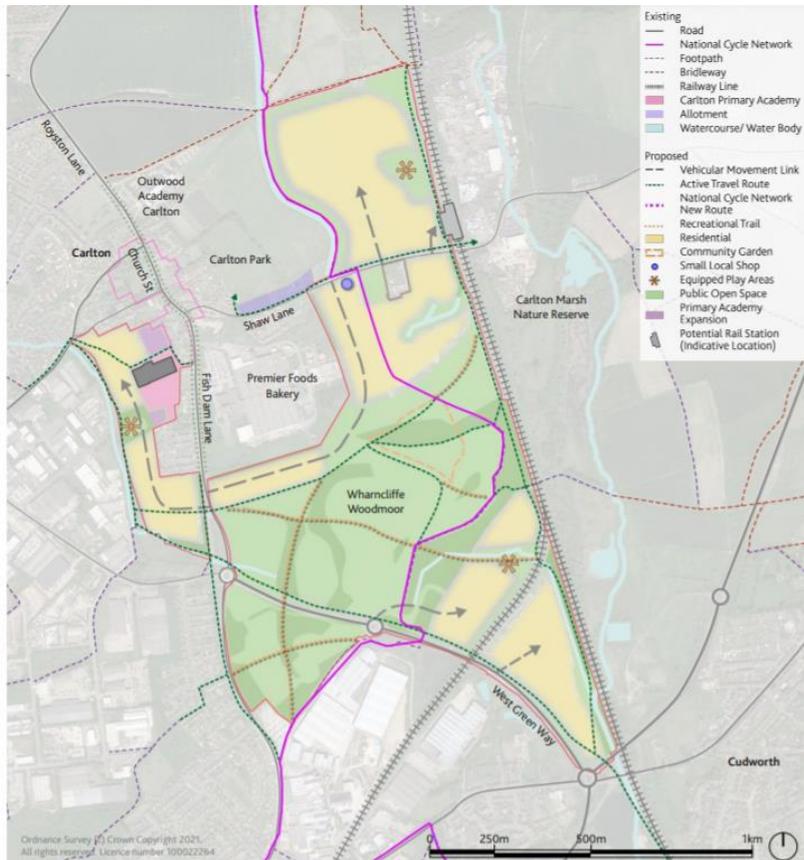
The scheme design considers access requirements for all users in the following order:

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

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

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

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



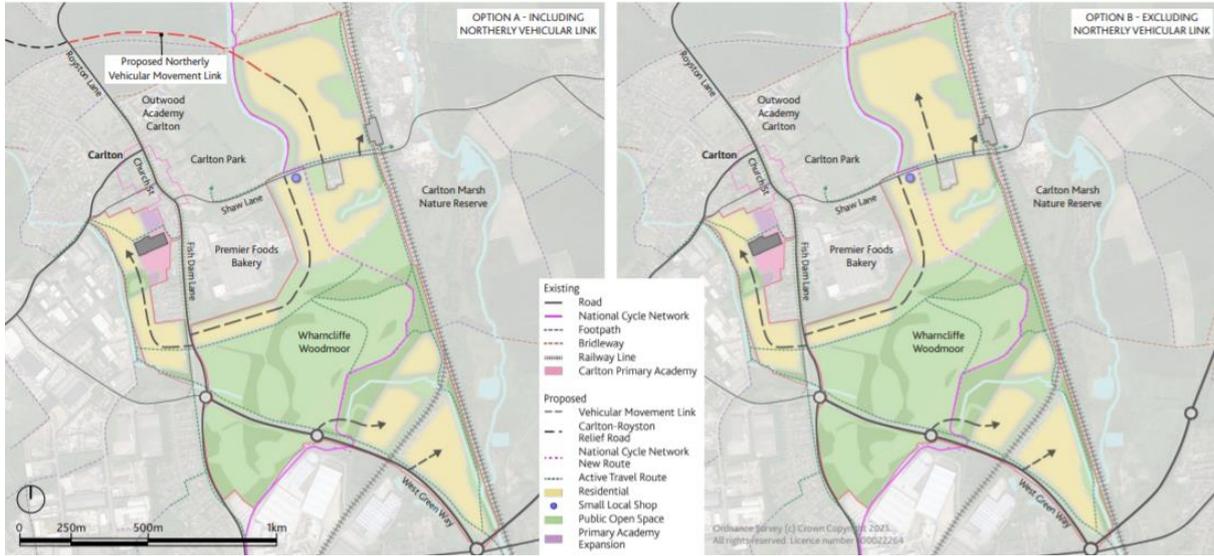
Movement - Highways

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

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

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

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



Landscape & Biodiversity

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

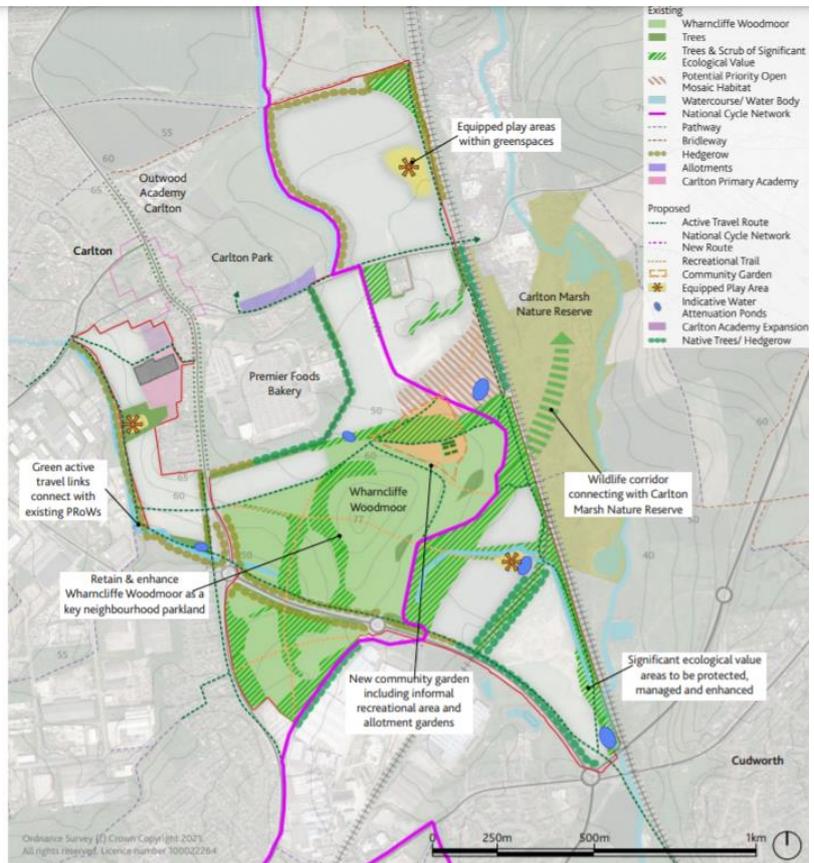
Biodiversity

To protect and enhance ecology and biodiversity we are proposing:

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

Blue Infrastructure

The new development will use sustainable drainage systems and existing water features on the site to manage run-off. As well as helping to minimise flood risk, it will provide better quality spaces for people and the design will enhance biodiversity, using native aquatic planting.

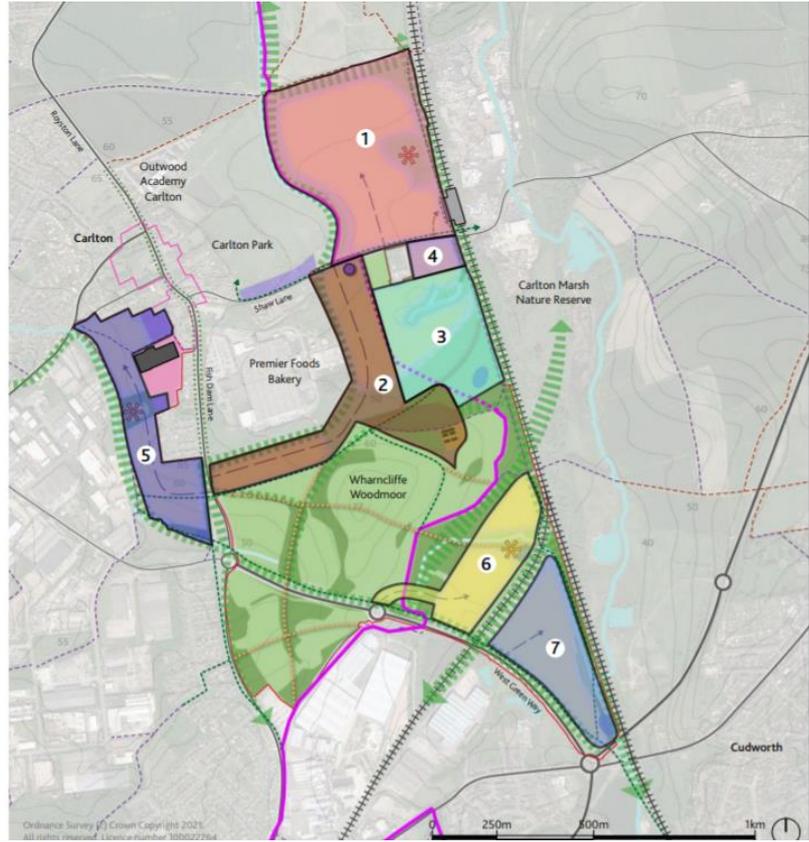


Delivery & Phasing

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

It is noted that phases will not necessarily be delivered in this order, however the delivery of certain phases will be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc) to serve the respective parts of the site.

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



Conclusion & Next Steps

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

Feedback

To share your feedback, please submit your feedback form by **28 July 2021** through one of the following methods:

-  Online directly through our virtual consultation room
-  Send us a hard copy of your feedback form to:
Development Management, Planning and Building Control, Barnsley MBC,
PO Box 634, BARNSELY, S70 9CG
-  Download the form on our website and email: masterplanning@barnsley.gov.uk

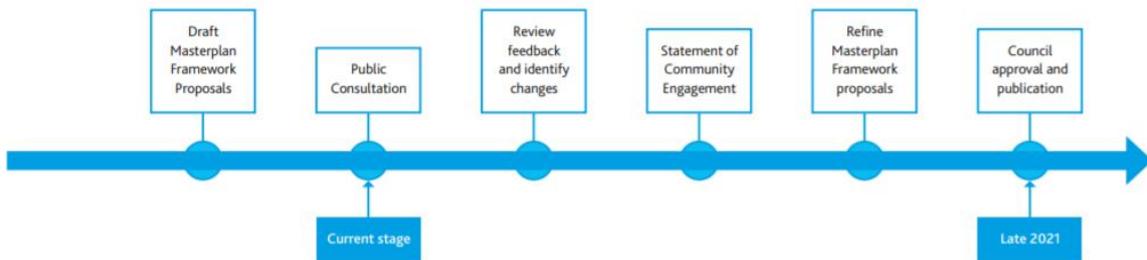
To hear more about the proposed Masterplan Framework, please read the Frequently Asked Questions or join one of our engagement sessions:

- 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 28 July, all the feedback received will be reviewed and used to inform the final Masterplan Framework for Carlton.

We will set out the key themes from this consultation, and actions taken from the feedback received, in a Statement of Community Engagement. Following council approval, this will be published alongside the Masterplan Framework in late 2021.



Appendix C: Submitted feedback comments