

Movement Transcript

Milly: Good evening and thank you for joining. I will just introduce the different team members we've got here today. So we've got Stacey White who you have already met the Council Project Manager, Wayne Lake from the Barnsley Council Highways, myself I am the assistant project manager through Arup and Susie Bathe who is the Transport and Movement lead through the masterplan framework. Stacey, are you able to do an introduction to what the Master Plan framework is please?

Stacey: Yeah no problem. So the masterplan framework, if you're not familiar with the term, we've got a number of sites that have been allocated as per our local plan. So the local plan, is a strategic document that we're required to produce by central government and the local plan essentially identifies a number of development sites and sets of policy framework to guide development within Barnsley.

So the masterplan framework itself, sits beneath the local plan policies and sets out principles for the site and will inform future planning applications when we receive them on the site.

So the masterplan framework is strategic in nature, and it provides details of what's going to be provided on site and to help guide planning applications and what sort of supporting documentation is going to be expected as part of those future planning applications as well. It's not a planning application itself.

It's important to note that whilst we are doing consultation on the masterplan framework, and the masterplan will provide a bit more detail than what the local plan policies do, in terms of site specifics. There will be future opportunities when planning applications come forward for further community consultation as part of that process as well.

So it's like a three stage process almost, so you get the local plan adopted, then you prepare a masterplan framework for the site that provides the framework for the site and helps guide any future decisions on that site. And then there will be planning applications forthcoming and that will be determined in accordance with the masterplan framework and all the policies that are set within the local plan and supplementary planning documents. Thanks Milly.

Milly: Thanks Stacey. So this session is mainly focused on the movement framework but just wanted to give a quick overview of the masterplan framework and what we've so far. We've done a review of the existing evidence base to understand the constraints and opportunities of the site and the thing that we're facing. We are basing the masterplan framework on seven placemaking principles including quality homes and neighbourhoods, community heritage trying to make the most of Wharncliffe Woodmoor, which is a green space in the centre of the allocation and bearing in mind the Carlton Marsh Nature Reserve, which is a SSSI site. And there's national cycling routes and the TPT, which goes through the site and then the Carlton Heritage Conservation Area north of the MU3 site and our aim is to offer high quality housing and bearing in mind they are going to be net zero.

The next slide is the actual masterplan framework. So this is just a quick overview before we move into the movement framework itself. So the yellow areas are highlighting where we are currently proposing in this at the moment residential housing. We're trying to preserve Wharnccliffe Woodmoor and make sure that that's retained and all the significant and sensitive ecological areas, so all these wooded areas are retained on site as well.

We are also proposing to extend the school by 210 places. And there's also a proposed small local shop off Shaw Lane, and currently, and some equipped play spaces three of them throughout the allocation.

We want to make sure we connect neighbourhoods to the existing neighbourhoods via the existing roads. We want to make sure we create new and sustainable distinctive neighbourhoods. And also will be proposing buffers to where there are industrial spaces like Premier Foods, where there are train lines and where there are roads. Also we are proposing the development to have wildlife corridors from through the development connecting all the significant ecological areas within the allocation to the Carlton Marsh Nature Reserve.

The last thing is the community garden which is proposed here, which would be creating a more central space. A space for people, but very much come open to ideas of what that could be, whether it's kind of allotments or orchards or what would benefit the community.

Susie: Ok yes thank-you. And just to say before I go onto that, we've just got a few more slides which will go through and then we can respond to questions. I notice there's there are some in the chat, but we'll finish going through the slides and then we can respond to the questions. So yeah I'm Susie Bathe. I'm a Senior Transport Planner at Arup.

I've been reviewing the existing transport network and helped develop the movement framework for the site. So the movement strategy is based on a hierarchy of routes which prioritises walking, cycling, and public transport over motor vehicles and the aims are to provide for and encourage sustainable travel and to reduce the reliance on and the impact of the private car. So the proposals retain and enhance existing public rights of way through the site, such as the routes through one Cliffwood Moor and adjacent to the railway line on the eastern boundary, and new routes for pedestrians and cyclists, as well as recreational trails through green spaces are proposed.

The new and existing active travel routes provide pedestrian and cycle routes through the site and connect with existing routes surrounding the site to connect and provide links to communities and amenities' nearby including, Carlton, Cudworth, Monk Bretton and Royston as well as other green spaces such as Carlton Marsh Nature Reserve. And the routes are for pedestrians and cyclists and segregated from vehicle routes within the site to provide an accessible, safe and attractive environment for all users.

The Transpennine Trail through the site, which is shown in Pink, is retained with improvements proposed and a slightly amended alignment through the central area

of the site, and this provides improved route for pedestrians, cyclists and horse riders as part of the national network.

So the vehicle access routes will provide routes for buses to access the site, but it's anticipated that this would comprise diverting and increasing the frequency of existing bus services. So the services between Barnsley and Royston which use Church Street and Fishdam Lane. Services running along Barnsley Road or Burton Road to the South, could also divert into the site. Further details of bus provision will need to be developed with the Barnsley Bus Partnership to sort of consider the routes and the frequencies in more detail. Also to note on this slide is the indicative location for a potential new rail station on the rail line to the East, and currently feasibility work is ongoing to consider opening up what's currently a freight line to passenger services between Wakefield and Barnsley, and this would include new rail stations at Royston and also within the site here. The location of the sites not been determined yet, but as part of the master plan space will be safeguarded to allow for it.

So if we move on to the next slide, please. So the highway proposals currently comprise two access options as shown and the options are broadly the same for each other. Broadly, the same to each other other than for option A, which is the one on the left, includes a northern access link which would tie into the Carlton Royston Link Road, which is a strategic route ambition for the Council.

And the local plan allocation required access to the main site from the roundabout on West Greenway to the South, however, following the more detailed analysis of the site, the Masterplan aims to retain Wharncliffe Woodmoor as much as possible. Therefore, we've not put highway routes through it. There are accesses into parcels of residential development to the South from West Greenway, as shown. But the proposals comprise main highway access from Fishdam Lane to the West into the small MU2 parcel of site and to the east into the MU3 site.

Accesses are also proposed from Shaw Lane to the residential parcels both North and South of Shore Lane. And the current proposals are based on the understanding that there are existing capacity and congestion issues with the junction of Church Street and Shore Lane. Therefore, we've grown a highway connection through the site linking Shore Lane and Fishdam Lane so that traffic can use this route rather than the congested junction.

But we are in the process of undertaking more detailed traffic modelling of the Church Street and Shore Lane junction to test this and consider highway improvements where feasible. So that's it in terms of a summary of the movement strategy.

Millie: Thanks Susie. Just to say really quickly again, because every strategy will be based on our final movement framework and discussions with land owners and looking at what infrastructure is needed for which phase, so these numbers are all indicative and they don't follow on from order as they are shown, but it's just to kind of give an idea of what could, how they could be phased.

Stacey: So in terms of feedback and next steps, obviously we're in the midst of the consultation period at the minute until Wednesday 28th of July and you can complete the questionnaire at the webpage. Barnsley.gov.uk/carlton Any questions that sort of fall outside of the remit of tonight's topic session, or that we're unable to answer tonight, please feel free to email the Masterplanning mailbox and we will work through those.

Once the consultation is closed, we will be reviewing all the feedback that we receive and we will be preparing a Statement of Community Engagement which sets out the main points that were raised through the consultation and how the masterplan is responding to those comments. We will refine the masterplan document and then we will submit that to cabinet as a final version for approval to seek approval for adoption. In terms of the programme that we're working to get the masterplan adopted, we're hoping to aim for around November time this year, and I think that the final thing to know is that this isn't a rerun of whether the site is going to be developed, the site has been allocated in the local plan so the consultation is about the Masterplan framework and the content within that and how we as a collective can shape the detail of that.

If you feel comfortable switch your cameras on, you don't have to, but if you want to, you can. And if you want to raise your hand and using the little hand function at the top of the screen, and if you want to speak verbally, that's great. If you don't feel comfortable doing that, then you can type questions into the chat and we will start working through those and directing them to the appropriate person to respond to that.

Millie: So I think the first question was about emergency services and whether and then are we considering emergency services in the modelling for example, and in the movement framework.

Susie: So in terms of the access to the emergency services struggling to get through the roads, assume that's a comment in relation to the congestion and the movement of vehicles. Just to give you a brief overview, there was, as part of the local plan process, there was an exercise of traffic modelling undertaken looking at the local plan allocations and using the Barnsley's strategic traffic model. So in principle the impact of the local plan allocations and this site were considered acceptable in transport terms through the local plan process. There will be more detailed assessment required as part of any planning application coming forward and that will look at the trips develop, well look at the operation of the existing highway network and it will look at the new vehicle trips associated with this development and provide detailed assessment of the network and you know where there are concerns with you know where there are problems with congestion, then will look at possible mitigation measures. I hope that addresses that question.

Millie: Attendee, you've got your hand up, did you want to ask a question?

Attendee: Are we allowed to speak?

Millie: Yes, of course.

Attendee: Oh, I just want to say that I've got Addison's disease and it's an autoimmune condition so it with the increase in houses proposed in the local plan which is 21,000 households, how can you guarantee that my life won't be in jeopardy if I need an ambulance and I need to get seen in A&E?

Because last week there was a level four alert went out at Barnsley A&E because they couldn't cope and our GP's are not seeing our patients, they're all going up to A&E so it's just increasing the demand and the burden on the staff that work there. And I don't think you've thoroughly enough looked at the data in Barnsley. You've looked at the health deprivation and the inequality, and you've applied it to your local plan effectively enough. I don't think you've done your job properly in that regards. I'm really sorry I don't want to criticize you because you've obviously put a lot of work into it, but as a patient that uses that hospital regularly because of my health condition, I've not been seen anywhere for over two years because of COVID last year. So you know, and I know I'm not the only one in this situation that's got a health condition in Barnsley and I do not think at all you've applied the data to your local plan.

I've not seen a health impact assessment for Carlton either, so I don't think you've done one because we've asked for it, but I'm not seeing one yet, and I am really concerned for my own health, but not just myself but the rest of the community as well, because there's a lot of ex miners live in Barnsley that have got a lot of cardiac and respiratory illnesses. And if you look at ambulance admissions for Monk Bretton, we are on one of the priority lists for our hospital admissions that aren't being planned to A and E and most of those admissions are because of cardiac and respiratory illnesses. Are you aware of that please?

Stacey: I think I'll start by responding to elements that I can from so from a planning perspective, being involved in the local plan process and that we have engaged the clinical commissioning group as a part of that process and then perhaps Susie or Wayne, you can respond in terms of how any traffic modelling can potentially look at the ability for emergency services to get from the site to the hospital, if the traffic model would cover that.

So in terms of process that we've been through in local plan, a health impact assessment was undertaken as part of that the local plan process.

Attendee: I've seen it but I just don't think it's thorough enough. I used work in healthcare so I am aware of stuff to do with health care. And obviously with having an illness myself, I've got to look after myself, so I'm very aware and I honestly don't think that that is thorough enough for the problems in Barnsley regards our health that are already in situ before this influx of extra people.

Stacey: Yeah, I think when you talk about influx of extra people, the starting point for identifying the number of homes that we need in Barnsley is the Barnsley population. It's not looking at Sheffield population, or Doncaster population it's looking at the Barnsley population and how many houses we need for the population that live here.

Any projected demographic growth based on birth rate data, there will be some migration both internal migration between the settlements within Barnsley and they'll also be in and out migration as in people moving from Wakefield into Barnsley and vice versa which we have to try and model as part of the local plan process. We've obviously identified land now for that 21,000 houses as part at local plan process.

Attendee: Can't you change it though, because I mean there's a lot of problems in Northeast area in the borough. Is it 46% of houses in local plan are going to be northeast area at borough and I don't think sustainable homes have ever fixed a health conditions. And these health conditions are already there. These people, with the conditions already live here and need the service that we've got. And it's already overwhelmed. So an influx of migration people from Wakefield or Sheffield, or even from one area of Barnsley to this, it's going to increase the demand on services. And unless you're going to build us another hospital and get us loads more GPs and things were not going to get our health needs met.

Stacey: No, and I understand your concerns as a resident as well, I understand that people need access to health care provision. In terms of what we've been through to get to this stage today, there's only so much we can do as a local authority to plan for healthcare provision because it's not us that actually delivers that provision, it's the NHS and Clinical Commissioning Group, so that's why we're sort of starting trying to explain to you what process we've been through to get here today.

Attendee: I have looked at targets and they're not being met, so whatever is happening now is not working. So extra people, the system won't improve, it's just going still be swamped.

Stacey: Yeah, I understand that, but what I'm trying to explain to you is the process that we've been through and what it is and what we've tried to do as a local authority to try engage the infrastructure providers. Whether that be the Clinical Commissioning Group or utilities infrastructure providers. We've been through the same sort of process in terms of right OK, how many houses are we building? Where are we building them? What capacity is there in terms of that particular infrastructure type? When we're talking about health care provision we're required, as a local authority to engage with the NHS Clinical Commissioning Group, which we have done through the local plan process, so they're aware of all the local plan allocations and the number of homes that are allocated within that so that should enable them to properly plan the health care provision within those particular areas that are affected by the local plan allocations. And that's something that we are continuing to do throughout this process, so it's not that we've been through local plan process, we've engaged with CCG, we've told them and we've advised them that this is what number houses were building and that's the end of the conversation. We continue to have discussions with CCG to keep them informed about where we are in terms of the planning process. They've been engaged as part of the masterplan process, and they're aware of what's proposed as part of that.

Attendee: Stacey what plan have they put in place then CCG because when you look at their performance, they're not hitting all targets that they should be hitting for NHS Constitution targets so I don't feel safe with CCG if I'm honest. Yeah, people

are dying in Barnsley Hospital because they're not getting seen on time, so they're not doing the job properly are they? Or else this wouldn't be an issue.

Stacey: I can't answer that because I don't work for the CCG.

Attendee: These are some important questions related to that masterplan what you are trying to force on us and it's our health that we're concerned about. So you should have in place and be able to tell us what the CCG are going to do to help us and meet our health needs.

Stacey: I can't answer that your question right now, because that's not within my power to do so. But we're continuing to work with CCG to try and get that answer, but ultimately, it's their responsibility to plug any gaps there is in terms of healthcare provision.

I think we're going to have to wrap this question up now. Because we are here to talk about the movement topic tonight so I really appreciate that's an area of concern, but we are here to speak about movements so I'm happy to have an offline discussion with you about health care provision. I've got your contact details. I can give you a call and we can have a discussion about that offline, if you would find that helpful.

Attendee: Yeah, that'll be great. But really, we could do with knowing what's going to happen, because in terms of ambulances they've to get round roads it's and if all roads are congested, because of all the extra traffic, it's a knock-on effect on health, so it is part of your movement. You need to look at everything. One aspect always over links onto another one and you just look at everything separately instead of looking at it as one big whole picture and that's why there's problems.

Stacey: We understand that it's concern but in terms of looking at things in isolation, that's the whole point of a masterplan framework to consider everything in the round and then come forward with a proposal based on additional knowledge of the site. So in terms of the details, site specific requirements and any sort of constraints and opportunities, and hopefully as we work through these questions that are in the chat, which we're going to move on to now, it might sort of help to answer some of the concerns in terms of the condition of the road network and what opportunities there are available to try and improve that and ease access for ambulances and other emergency service providers as well. So do you want to move on to next question Milly?

Milly: The next one is about the conservation area. There's quite a few questions about the conservation area actually. An attendee asked about how we intend to enhance Church St within the conservation area? But there are also a few more questions which are talking about what's the benefit of this proposed development to the Carlton Village conservation area and about how we're going to deal with the impact on the conservation area within the proposed movement framework.

Susie: I can respond to a certain extent. I'm not sure we're necessarily enhancing Church St itself as part of the masterplan and the proposals for the site as a whole. We will need to look at the impacts of traffic on the wider highway network, including within the conservation area. If there are problems with congestion and the modelling

sort of demonstrates this, then would need to look at appropriate mitigation measures. Within a conservation area, there are other factors to consider in terms of what is appropriate in terms of what you can do to change the streetscape, it's limited. So it will all be considered as part of the wider, more detailed transport assessment work that will follow from this.

Milly: Thank you Susie. The next question is about what provisions are being made in the framework to improve the road network. It's already extremely congested, especially at rush hour times, despite the most recent additions to the various bypass schemes. It's been exacerbated at the numerous ends of the bypasses. How will access be provided onto the MU3 site?

Susie: OK just to say again that there was testing undertaken as part of the local plan evidence base. I believe there's some more detailed feasibility work being undertaken in relation to the local plan sites in this area by the Council and their consultants. And as any site comes forward for a planning application, more detailed assessment will need to be undertaken to show what the transport impact impacts are and to demonstrate that they're acceptable. They can't have unacceptable levels of congestion and the issues that that causes. There's an ongoing level of assessment that through this process that's been undertaken.

In terms of access into the MU3 site, the MU3 site is the larger site to the east of Fishdam Lane and the key accesses from Fishdam Lane, as Milly is just showing with her cursor, that will link round onto Shaw Lane to then provide access to those residential areas. There are separate accesses to the South from West Greenway. So there's a number of different accesses to sort of distribute the traffic in different directions, and the link that the new road that links Fishdam lane with Shaw Lane is provided to try and relieve the problems at the Church St Shaw Lane Junction.

Milly: To capture another question that's come later on - so it's asking how the access of West Greenway will be achieved despite the railway tracks. So the idea is 2 separate entrances, one from the existing roundabout and then another one from this other site South of the railway line.

Moving on to the next question, how will Shaw Lane be accessed due to restrictions of weight and width?

Susie: Well we're trying to limit the amount of traffic, there are accesses from Shaw Lane so that's why we've got the Fishdam lane junction as access as the route into the site. We know there are restrictions under the railway line and we need to look at how traffic will be distributed, but the main aim is that they head out of Fishdam Lane.

Milly: Thanks Susie. Then kind of a follow up question from another attendee about and when will the Northern Link road be completed? I don't know if that's one for Stacey or Wayne.

Wayne: That's one that I can pick up on. In terms of the Northern Link road from the site through to Royston Lane and then the Royston leg of that through to the A61. Although there was some transport modelling was undertaken in 2017, and post the

local plan modelling that was used in the 2008 Barnsley transport model, which is now past its sell by date, so we're going to be utilizing the Sheffield city region transport model. We're going to be refining it within this particular area in order to give us some good assessment work. At the moment we're carrying out some data collection exercise and then the modelling works will continue. The 2017 modelling works that was undertaken, incorporated the link road all the way through the MU3 site all the way down to the far field roundabout. Well clearly that's not in keeping with preserving Wharncliffe Woodmoor and so we are looking at just the northern parcel up towards Royston Lane. So although I don't have a definitive time scale for the delivery of that, we are undertaking some optioneering work at the moment that will feed into the strategic transport modelling works in order to give us some outputs, and that then it's itself will feed into the Strategic outline business case. Which is the mechanism by which we are able to sort of seek external funding to do these works. Thank you.

Milly: The next question is about speed limit up on West Greenway. So whether the speed limit will be reduced on West Greenway Rd as part of the development proposals?

Wayne: Yeah, I'll pick that one up. The reduction in speed limit along West Greenway hasn't been considered at this point in time. In order to reduce the speed limit, it has to go through a separate process which is separate from the planning process. It's called a traffic regulation order, and that in itself is subject to its own consultation, and it has to have the support of the police. So unless there are significant changes to the environment along West Greenway, it would be difficult to reduce the speed limit. But it's not to say that it's out of the question, it just has to be in keeping with the environment, with the actual speeds along West Greenway as well. Just by reducing the speed limit, doesn't necessarily reduced speeds. People have to conform to speeds. That's why we need to support from the police because they will be the ones that will be enforcing it. So it's not out of the question, but it's not something that's being considered at this point in time. Thank you.

Milly: The next question is about can we clarify whether all of Wharncliffe Woodmoor will be retained?

Stacey: So I think I think you've covered it in terms of what options we have considered as part of the movement framework in terms of coming up with the two options that are outlined as part of consultation. So when we adopted local plan and within the site policy there were a policy requirement that access to the site MU3, should be taken from the Fairfield Lane roundabout off West Green Link Road. In working through the masterplan framework, it became apparent that if we delivered a road through from Fairfield Lane roundabout that would lead to an ecological impact, in terms of the impact on Wharncliffe Woodmoor. So what we're trying to do is make sure that we could provide a movement framework that would retain the majority Wharncliffe Woodmoor intact as far as possible. So the movement framework that's shown in front of you, does include the access to the South of Premier Foods, which Susie outlined, and that is part of Wharncliffe Woodmoor. So there would be some loss in terms of these proposals, but it's a better solution than required by the policy. Because if we would have delivered the movement framework in line with what the

policy required and took access from Fairfield Lane roundabout, then we think that that would have led to an unacceptable impact on Wharnccliffe Woodmoor. So we've been through the process to make sure that we minimise impact on Wharnccliffe Woodmoor as much as possible. But the proposals that you see in front of you, do include that access to the South of Premier Foods, which is through Wharnccliffe Woodmoor so in working through the masterplan framework process, and identifying where we can deliver 10% biodiversity net gain, which is as a forthcoming requirement of the Environment Bill, we'll be considering if we move forward with this movement framework, how we can mitigate the impact on Wharnccliffe Woodmoor as a result of the movement framework.

Milly: To add to that as well, we've talked through this with Yorkshire Wildlife Trust and Biodiversity Officer at Barnsley Council and they were quite open to the idea that we were minimising impact on Wharnccliffe Woodmoor, by putting the access route closest to Premier Foods. And we're working with them as well and to identify ways we can achieve by diversity net gain and minimise and mitigate any effects we do have.

So the next question on there is again about the conservation area, They're worried about the conservation area not being protected and how it's going to be improved. And whether we are going to be diverting traffic from Carlton conservation area.

Susie: I was just going to say I think in terms of what the impact is and what sort of proposals for any highway improvements will be, they will need to consider the character of the conservation area and consider it in their proposals. But there's got to be a solution that works for everything.

Milly: Thanks Susie, the next question is saying a local plan based on 10% public feedback rather than 100% and out of date policies.

Stacey: In terms of the level of feedback that we received through the local planning process and how we responded to that? The local plan when it was in its development, went through various consultation and processes in order to get it to a position where we were confident to submit it for examination by the independent inspector, that was appointed by Secretary of State to examine the document. As part of that process we had to submit a record essentially of all the representations that we received, not just on the sites, but also the policies themselves. What feedback we received and how we responded to that feedback and the inspector confirmed that they were satisfied that we'd met our legal obligations in that regard. And so, as I said, at beginning of this consultation event, this isn't a rerun about the local plan. The site is allocated. It's about an opportunity now for you as residents to help shape the masterplan framework.

I understand that you feel that we might not be listening to you by the fact that it's allocated and you don't want it to be allocated. But we are doing this consultation event and process because we want to understand what you see in terms of how you see the proposal shaping up on whether you think that there's different areas of green space that would benefit from improvement, for example, whether you think that the movement framework is not quite fit for purpose. And you think, actually, that

there's an alternative access strategy that we should be considering. That's what the questionnaire is aimed at, trying to understand and get your feedback. So I'd encourage you to respond to that questionnaire. We'll be doing a summary of representations once this consultation is closed to provide a public record of what feedback was received and how we've responded to that feedback is part of the masterplan process and that will be submitted to cabinet when we seek approval to adopt the final masterplan framework as well.

Milly: Thank you Stacey. An attendee is asking about what vehicle route into town are you proposing, and you have spoken about traffic in and around the site, but local areas on route to town already gridlocked. Please state the route from site to town.

Susie: There are potentially a lot of options for access into Barnsley, and to other areas surrounding the site. And as part of the transport assessment, we don't just look at local the very local roads we need to look a bit wider and look at the impact on a number of routes away from the site as well. So as part of that process, we look at the potential vehicle trips generated and the destinations that they want to go to so that we can make an analysis of where they want to go and then therefore the routes that they might want to use. That is all part of the detailed transport assessment process. And will also and been have been picked up in the more strategic modelling for what was done for the local plan process as well. So we do look a wider than just very local roads.

Milly: Thank you Susie. The next question is, the proposed road at the back of Premier Food depends on them selling their land, what's the alternative?

Stacey: As part of local plan process again, we were required to engage with landowners and confirm that the land that is allocated for development in the local plan, is available for development and that means that there's a willing landowner. And as part of masterplan process once the local plan was adopted, the landowners have been involved in briefings, and they've had the opportunity to put forward their views as landowners. All the landowners that have been involved in that process are all willing and so, as far as landowner involvement, they are on board.

Milly: In terms of delivery, there's a bit of flexibility as to whether depending on what Premier Foods want to, as long as they're happy we can use that route or shift the alignment of the route a little bit to the east. There's a question further on about whether we build the roads first or how the delivery of it will work. So when we're looking at the different parcels that will need to be delivered, we will look at what infrastructure is needed for those houses before the actual houses are built. So what roads are needed to build before for each phase and what utilities are needed. I hope that answers that question. The next question is about why is this area getting such a high level of allocation again, going back to the local plan.

Stacey: So Carlton, whilst it's a neighbourhood in itself in local plan terms, it's identified as being part of urban Barnsley, which is where we focus most growth in terms of housing and employment.

So the majority of our local plan allocations are focused either in urban Barnsley, or they're focused in the principal towns such as Royston and Hoyland, for example. Which have also got a number of masterplan frameworks and significant sites allocated within. So whilst this looks like a big site, and is a big site in terms of scale in comparison to the settlement of Carlton, but in plan terms it's part of urban Barnsley- so it's much better to focus development in urban Barnsley where there's this sort of critical mass of services that people can access rather than focusing it in villages. And you know whether that's in the East or the West of the Borough, the local plan does identify some growth within the villages, but that's relative to the size of the village to allow that settlement to grow as it's population grows.

Milly: Thank you Stacey. The next couple of questions about the conservation area again and the emergency services and the modelling to think about coming out as were talking earlier. But the next question is, how will you fund the new railway line station etc. Are you relying on central government funding. Does Stacey or Susie or Wayne want to talk about the wider Sheffield City region?

Wayne: Yeah, I'll pick up on that one. It's not something that I'm particularly close to in in highway development control, but I'm aware that a bid went in from the city region to DfT under the restoring Your Railway Fund. That's to fund the Barnsley to Wakefield via Royston line improvements to get passenger services onto the freight line. I don't know what the what the results of that bid is, I think it's still being considered by by DfT.

Milly: Yeah, and I think just to kind of clarify with showing that potential location of the railway station but if that bit comes through and if that railway line gets developed, so we're not proposing to build that railway station as part of this masterplan framework. But as stated earlier, the masterplan framework's trying to look at the site as a whole as opposed to small plots individually. So we wanted to show kind of potential railway station on the site.

Milly: So a question about Barnsley population. Not everyone from Barnsley, so I think that's probably just to respond to when you were talking about the local plan and kind of how it somehow we've looked at population growth. And another question about who's going to buy a house with the train line in their back garden and Susie, do you want to talk about buffers and things like that?

Susie: Yes I can, but I don't know a lot of detail. As part of the proposals they'll need to look at the landscape and the environment. People don't want their back gardens right up against a rail line, so there will be some buffers, some greenspace, y so that those houses aren't right up to the railway line, but that's sort of a level of detail and probably part of the design codes that need to be developed in more detail.

Milly: Thanks, thanks Susie. The next question says Barnsley is already 260,000 people and about healthcare bodies. Why would they agree to this masterplan framework and about whether this masterplan framework is for existing residents.

Stacey: I think my previous responses has covered that. But, I have noticed that there was another comment in in chat about the CCG, not covering ambulance provision and so just to make it clear that while CCG has their responsibilities in

remit, they're one of the infrastructures providers that we'd consult as part of this process. We also consult South Yorkshire ambulance service and South Yorkshire Fire services as part of both the local plan and master plan consultations. So we would hope that we would get separate response from those bodies, so the CCG doesn't represent them all. Just to clarify that point.

Milly: Thank you Stacy. The next question is again about Carlton conservation area and what they're gaining. I think what we've tried to say is that when detailed planning applications are coming through for any of these plots being developed, they'll have to do an impact assessment on any of their heritage and to make sure that there's no negative impact. An attendee is just unhappy about why we don't have any third parties on this consultation to answer any questions.

Stacey: Third parties like the Clinical Commissioning Group, for example.

Milly: Yes.

Stacey: Well because it's a BMBC led consultation and so we lead consultation, and so they're a stakeholder in the same way as residents are a stakeholder but they are a different stakeholder, so we will be and have been engaging with them. And we would be hopeful that they will submit a written response in the same manner that you would do as residents. If we don't receive a response, then we definitely chase one to make sure that we've got that sort of response from that infrastructure provider to provide us with the assurance that we can give to residents to make sure that the infrastructure is going to be satisfactory to meet the needs of the existing and future residents of this scheme and so it's something that we're continually doing. As I've mentioned earlier, the statement of community engagement which we would prepare after the consultation is closed it won't just look at the residents' responses to the questionnaire. It will also set out what other consultation response we've received from the likes of the Clinical Commissioning Group and other infrastructure providers and that will be publicly available for you to view as residents.

Milly: Thank you Stacy. The next question is about can heavy goods vehicles and employers being informed; they must use the bypass and not our roads and cars and conservation areas. I guess that's a wider Barnsley question about highway network usage.

Wayne: Well, unless there are restrictions in place, obviously there wouldn't be anything preventing those vehicles using those routes but if there are specific times or specific vehicles that are using inappropriate routes it may be if that information. It may be if that information could be fed through to us, and it may be that we could just bring that to the attention of the local businesses.

Milly: Thank you Wayne. One attendee has left the chat but he did leave a question saying that the fire service at one end of the West Green Bypass and the ambulance service as the other at rush hour is already very difficult. I'm assuming he means for the ambulances and fire services but I think Stacey said earlier about we've been consulting with about we've been consulting with all these stakeholders. Whether it's

the fire service and hospitals so that's up to them to provide feedback up to them to provide that feedback, isn't it Stacey?

Stacey: Yes

Milly: OK, great, thank you. Again, I think the next one is about CCG and the ambulances, which I think you've already covered. Another question is what would their mitigation measures mean? Would the mitigation mean taking more green space to enlarge the already encroaching road network? I don't know if that's regarding mitigation for congestion.

Susie: Well, I can respond on that to certain extent. Ideally, we don't come just to build more roads and widen and take away green space. We need to look at measures that sort of help improve access for people to walk or cycle. Or, to improve the bus services for new residents and for existing residents so that we can get more people using the buses or if the rail line does open, then there's options for people to travel by train as well. So we don't want to be building on green spaces and extending roads but we just need to look at a broader package of possible mitigation measures and consider options.

Milly: Thank you, Susie. I think the next comment is about we have said more detailed analysis needs doing and is that going to push the November date? I think Stacey can you explain a bit more about the level of detail we're doing? And the masterplan framework we're doing versus future planning applications we're doing more detail would be required please.

Stacey: Yeah, no problem. So as I was trying to explain as simply as possible earlier in terms of the level of detail we go to at local plan stage, to sort of provide a policy framework that helps guide development across the borough. The masterplan frameworks themselves look at site specific policies and try and understand the site in that much more detail in terms of any constraints. We do further ecological surveys in more detail than what we would have been undertaken at local plans stage. We also do more transport modelling as we've discussed today to try and understand what the traffic impacts are going to be on specific proposals that we're developing as part of the masterplan framework. And then all this will be fed into a final masterplan framework document. which is work in progress at the minute.

It will start to set out expectations for developers and so that when a planning application is submitted on the site then they're clear about what we expect; whether that's a house type, whether that's the style of housing, the materials palette that we might use for example, what sort of materials we will expect that's going to be sensitive to Carlton Conservation Area which has been mentioned, and it provides a clear set of parameters to help guide development.

Once we have got a masterplan framework in place, it puts the local authority in a much stronger position in terms of defending inappropriate proposals on the site, and it makes sure that we look at the site as a whole, comprehensively. Rather than on a piece meal basis. Because what we've had on some of the other masterplan sites in advance of the masterplans being adopted is house builders coming forward with their phase which looks at a small part of a wider scheme and that might look okay

on paper but, it doesn't consider the site on a cumulative basis and so it doesn't make sure that infrastructure is provided so it provides much more detail but it doesn't go quite as far as the planning application would do. So the next level of detail after the masterplan adoption is when a planning application gets submitted. As you probably know from looking at the planning application as they've been received in your area before, when you receive a planning application, you receive plans that show specific plot locations, where a property is going to be, whether it's going to be a two, three or four-bedroom property, what size garden it's going to have, what exact materials it's going to be built in. The masterplan framework doesn't go into that sort of detail. It provides the overarching framework that will help guide planning applications and the determination of those planning applications when we receive them.

Milly: Thank you Stacy. That's really helpful. I think the next question about whether roads will be built first, but I think I answered that question earlier about the delivery strategy. The next one is about are we relying on external funding for all aspects of the movement framework within this area? I think what we are trying to say is in terms of external funding, that's more the rail network and potential northerly vehicle movement links but the actual access roads that we've been discussing which are within this red line boundary for the masterplan framework, we will be laying it out in the delivery strategy on how we get funding for that from developers as part of their section 106 contributions. I don't know if there's anything else to add to that Stacey, about funding the movement framework?

Stacey: No, I think you've covered it Milly, thank you.

Milly: Alright, thanks. A comment about what have we and haven't we considered, and we've been working on this for a while, but I think your answer about, the different stages of these plans from the local plan masterplan framework to future planning applications should cover that answer and I'm aware that it's 10 past seven, which is why I'm rushing through. So, an attendee has asked a question about Shaw Lane runs through to the centre of the proposed residential areas. Are there any proposals to upgrade this route both from Carlton and to Cudworth, there is some industry and recycling yards at Shotties Island, are there any plans to rectify these? I don't know if you want to talk about as part of this must mean framework, how we're looking to enhance Shaw Lane.

Susie: Hi, yes. I think, we are sort of constrained to some extent by the railway bridge to the east of the site. We're not proposing as part of this framework to come to do anything to that railway bridge because that would be sort of very significant works. In terms of Shaw Lane running through the site, the aim is to improve the pedestrian and cycle connections and with the new access Rd through the site, that connects to a Fish Dam Lane. Actually, try and reduce some of the traffic on Shaw Lane and through the junction with Church Street where we know it gets very busy. We haven't gone into detail as part of this masterplan framework on those sort of elements. But you know, as I've sort of said initially and the presentation that we're really trying to focus on pedestrian and cycle improvements and local connections so that people can walk or cycle rather than use the car. So Shaw Lane will be sort of enhanced in that respect more than for traffic.

Milly: Thank you. Attendee you put your hand up at the next follow up question.

Attendee: In particular what I'm looking at on Shaw Lane is on your transport links, the dotted lines between one and the lower one. Round about where the proposed shop is. Yeah, there that's it, it's that area which would possibly need upgrading, not down to the railway bridge, but from that position back into Carlton. Because you are going to have vehicles going on there and it's already even for two cars passing, it's not very good. It's never been much good. It's that area so to just say we're going to concentrate on footpaths and cycling, yeah but people still need to get to their homes and away from their homes and it needs to be safe.

Susie: Yeah, well it would be something that would need to be looked at in, you know, first of all sort of looking at the amount of traffic that that would or does currently use Shaw Lane. And then what might do in the future with this development, particularly if we're providing sort of alternative route options through the site. We will need to look at the junction with Church Street and potentially Shaw Lane in the area that you've said. And make sure that there is safe access for everybody, whether that's vehicles or pedestrians and cyclists. So, we need to consider all users and make sure there's a safe solution there for everybody.

Attendee: Could I just follow on from that then? So, there's lots of things you need to look at, and I appreciate that, but would you give a commitment that it would be looked at, not just verbally, but could you actually record that you will look at that and the outcome will be known and if you want to address it to me, that's fine, so I know that but for the wider public, I think it would be helpful.

Susie: It would be a requirement of a of a planning application. I'm not saying that we would, you know that we're looking at the that sort of level of detail at this stage, but there would as part of a planning application, there will be requirements to look at the local highway network and ensure proposals are suitable for everybody and are safe.

Attendee: But you have actually done the proposal and your proposed transport link goes into the site but there's no linkage to it, it's off Shaw Lane. Just below the proposed shop, to the east of it, you've got to go on Shaw Lane to get that. What's point of the putting the linkage in if you're not going to make it possible to get to that better than what it is at the current time.

Susie: Yeah, for this solution if we're not looking at the Northern Access Rd then. Then you would need to go through the site and onto Shaw Lane to get into that parcel of land to the North of Shaw Lane. That would be the route in. Shaw Lane as a whole other route through the site would be considered as part of the detailed proposals.

Attendee: I can see that the Northern Link Rd would be better but I think there's much more better chance of getting a road upgraded than getting that link road in.

Susie: I mean obviously there's you know existing businesses and properties along Shore Lane, so we'd have to look at what level of upgrades there can be. I mean

yeah. And as I said, you know we, we want to make sure there's safe solution for traffic and pedestrians and cyclists as well.

Attendee: But there's not that much residential or business on that. You know there just isn't on that part of Shaw Lane there's not much there. There's nothing close up to the road that's where she works.

Susie: On the eastern section, towards the rail line, yeah.

Attendee: No, even just below Carlton Park. Where I think you proposed some allotments or something there, but that's where the allotments have always been.

Milly: Yes, I think that's highlighting the existing allotments.

Attendee: Anyway, I'm taking too much time.

Susie: Yeah, we would look at you know what was feasible. Sort of within the highway boundaries, you know, for that length of, for the full length of Shaw Lane.

Attendee: It's a relatively easy solution but I've taken enough time. Thank you for your answers.

Susie: OK, that's fine, thank you.

Milly: Thanks, I think it's something we're looking at currently with some modelling, and that's one of the main reasons we've done this link Rd is to ease this congestion in the Carlton Centre, and we're running out of time. Stacey, it's quarter past seven and I don't know what the best way to respond to all the rest of the questions is. Whether it's a case of us sending, if people feel like we've not got to their questions, which they've written. If they want to get in touch using the planning inbox. Is that the best way?

Stacey: Yeah, I, I think so. I hope that we've answered questions as best as we can based on the information that we've got available at the present time. If you want to email any questions that you think that we've not got round to through to the master plan mailbox masterpalnning@barnsley.gov.uk, I will make sure they are directed to appropriate people, either within the Council or within Arup. And will work on getting a response to you. In terms of recording we're not planning on releasing this recording in the same way as we will be doing for the live Q&A that we held last week, the reason being is that they were set up in a different format. The live Q&A was set up so that up to 200 people could dial in and it was more of an information session. Nobody switched their cameras on within that session, so we wouldn't have needed to get any permission in terms of data protection restrictions to release that recording, so we're not planning on releasing this recording because we would need every everybody's permission to release that on the Council's web page. What we are doing is taking a record of questions that have been asked and will be publishing a document on the Council's webpage to share that wider than the residents that have dialled in today.

Milly: Thank you Stacey. Thank you very much for your time today. And yeah. We can end this call.

Stacey: Yeah, thanks, thanks everybody for your time. If you want to email anymore questions, feel to email them through to master planning and then I'll get back to you. Thank you.