

Joe Jenkinson  
Head of Planning & Building Control  
Barnsley Metropolitan Borough Council  
Westgate Plaza  
S70 2DR

BY EMAIL

28 August 2021

Dear Joe,

**RE: DRAFT CARLTON MASTERPLAN FRAMEWORK 2021 CONSULTATION  
MU3, LAND OFF SHAW LANE, CARLTON**

Following publication of the Carlton Masterplan Framework, Spawforths have been instructed by our client, Network Space, to make representations to this document on their behalf.

Network Space welcomes the opportunity to be able to make representations with regards to this document, which is beneficial to all parties. Network Space is the owner of part of the land within Allocation MU3, to the immediate north of Shaw Lane, and is keen to promote their land interests, to help meet the development needs of the area, as set out in the Barnsley Local Plan.

Network Space fully support the placemaking principles, the goals, urban design and character as well as the approach to phasing, as set out in the Masterplan Framework. However, Network Space have three areas of concern that they wish to raise, with regards to the Masterplan Framework, which are set out as follows;

**Proposed Train Station**

The first concern is in relation to the proposed requirement in the Masterplan Framework for a new train station. Although a station adjacent to the proposed allocation would be welcome in regards to sustainable travel proposals, Network Space are of the view that a station in this location is unlikely to be economically viable. At present, no assessment has been made of the potential patronage for such a facility, nor how the introduction of a station in this location, which is currently a dead-end mineral line, with one delivery to the glass works per week. To bring this line into wider use would effectively require a significant scheme

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between Barnsley and Wakefield and would represent a significant cost. In addition, the provision of a station in the location proposed would face considerable engineering constraints and costs given that the existing line is located on embankment and well above the level of the surrounding land. The provision of a new station or stop would be relatively costly given the difficulty to provide a crossing on Shaw Lane to the south of the site, near the railway bridge, and join the PROW to the south of the scheme to the canal path due to speeding traffic and blind corners. Hence, the provision of a new station would be relatively costly given the difficulty associated with the differing levels.

Population density around the location is, at present sparse, and although surrounding land is allocated for residential development, it is considered extremely unlikely that a station would generate sufficient patronage, and economic benefits to offset the extensive costs. Alternative potential locations in the town's of Royston, Cudworth and Carlton have better prospects of generating the required demand, indeed a station here would detract from their likelihood of success.

Considerable consultation with external stakeholders (such as Network Rail and Northern) would be required to progress the proposal. In the absence of any demand or timetable modelling and the self evident cost implications, it is considered highly unlikely a station would ever be viable at this location.

Network Space consider that the aspiration for the new train station would potentially sterilise a significant area of MU3, which is needed to deliver the level of housing required, as detailed in the Barnsley Local Plan, and hence the allocation of this site. Network Space consider that the location of a train station in this location, would add significant extra levels of traffic to Shaw Lane, which is noted as already being with "insufficient capacity". The location of a train station would exacerbate this problem. Network Space suggest that there are other more suitable locations such as Cudworth or Royston, rather than in an unsuitable position off Shaw Lane.

### **Proposed Northerly Link Road**

The second concern is in relation to the proposed delivery of significant highway infrastructure, a new Northerly Link Road, to facilitate development of the allocation site and to ensure connections with neighbouring settlements, including Royston. The concerns here are threefold:

1. There is no policy requirement for the link road within the Local Plan.
2. The limited evidence to support its inclusion.
3. The impact on viability and deliverability of the scheme.

The 'Framework' is clear that Plans should set out the contributions expected from development and such policies should not undermine the deliverability of the Plan (paragraph 34). There is no explicit mention of the requirement for a link road under policy MU3, nor is it referred to in the Transport Policy, or evidence that supports the Plan, including the Infrastructure Delivery Programme that sets out infrastructure requirements in Barnsley to 2033, or the Viability Study Submission 2016. The Inspectors Report states that the IDP provides an up to date and comprehensive assessment of existing and future capacity across key items and the Delivery Programme makes clear the requirements in relation to transport. **The link road is therefore not included in the delivery programme and is therefore not required.**

Subsequently, the site specific requirement for MU3 in the Local Plan simply states 'provide off site highway works'. This is in contrast to an allocation where a link road has been considered necessary to support the delivery of an allocation. Such as MU 1, which states '*provide off site highway infrastructure works including a link road and improvements at Junction 37*'. It would be unreasonable in this context to conclude that a link road was a requirement of the Local Plan. **To specify a link road through a masterplan without a comprehensive assessment of impacts of the allocated site and investigation into reasonable alternatives, would not be compliant with the Framework.**

Network Space consider that the proposed Northerly Link Road raises a significant risk that such a requirement would undermine the deliverability of the site, which is a significant component of the Local Plan and would thus risk undermining the deliverability of the Plan, contrary to the Framework.

Whilst the Masterplan Framework proposes a potential 'with the Northerly Link Road' and 'without the Northerly Link Road' scenario, it is not possible to assess whether the significant infrastructure improvements, in the form of a link road, is necessary for the delivery of the allocation, or indeed the extent that the link road in the proposed location mitigates / creates additional capacity at the junctions in the study area, nor can we make judgements in terms of timing of impact and what development can come forward in advance of any mitigation measures. **There is therefore no evidence to justify the requirement for the link road above any other localised junction improvements.** The requirement cannot therefore be considered to be consistent with the Framework or legislation relating to Planning Obligations, which must only be sought where they are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind (para 56). Furthermore evidence is required to demonstrate that the link road is necessary, that the resulting development will be viable and can be delivered. Network Space consider that the land within

their ownership is deliverable in the short term and can be accessed directly from Shaw Lane, without the need for the proposed Northerly Link Road.

### **Location of Equipped Play Area in MU3**

The third and final concern is in relation to the proposed location of the equipped play area, within MU3. Network Space consider that the proposed location of the equipped play area, within MU3, could be brought more centrally into the residential development, to make it equidistant to new properties throughout the masterplan framework area, which would work better from a masterplanning point of view. The existing landscaped buffers to the scheme could then be utilised for informal areas and play space.

Network Space are seeking to ensure that the Carlton Site can come forward to realise its development potential and we know that Barnsley Council are fully supportive of this.

We would request that you consider these comments and trust that they will be given due regard in this process. Please do not hesitate to contact us to discuss any matters arising from this representation.

Yours sincerely

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