



Planning Application Response

Local Authority:	Barnsley
Detail:	Up to 215 dwellings and new vehicular access onto Shaw Lane, Carlton
Planning Ref:	2022/0115
Link:	https://www.applications.barnsley.gov.uk/PlanningExplorerMV/C/Home/ApplicationDetails?planningApplicationNumber=2022%2F0115#documents
Deadline:	15 th March 2022
Submitted by	Trans Pennine Trail National Office
Response to:	DevelopmentControl@barnsley.gov.uk
Submitted:	3 rd March 2022
Summary	<p>The Trans Pennine Trail national office (TPT) did not receive notification of this application enquiry. Notification came only via the Definitive Map Officer.</p> <p>The Trans Pennine Trail responded to the pre-app on 1st October 2021 (2021 ENQ 00452).</p> <p>The TPT seeks assurance that there will be no inconvenience to Trail users during construction either by parked vehicles, stored materials, noise from the development.</p> <p>It is requested that the improvements along Shaw Lane cater for walkers, cyclists and horse riders.</p> <p>Further information is provided below.</p>
Detailed Information:	<p>The plan below details the site in relation to the Trans Pennine Trail.</p> <p>The Yellow line is the TPT for walkers, cyclists, and horse riders. The route is also part of the National Cycle Network at this location:</p>



©Google Maps

The alignment of the TPT throughout the documentation is incorrect – this was noted at the pre-app stage. The TPT and NCN are on the alignment as indicated above. It is also important to note that along this section the route is available for all users: walkers, cyclists and horse riders.

The Carlton Masterplan includes scope to improve the Trans Pennine Trail in terms of alignment and quality of route. A better route alignment for the TPT would provide better multi-user connections for new residents to local facilities, in particular the school and park greenspace areas. There are also sustainable route connections to the wider communities of Royston, Cudworth and Athersley.

The residential development will increase the amount of traffic along Shaw Lane that is currently a hindrance to Trail / NCN users. During the construction phase TPT / NCN users will be further impacted with the use of construction vehicles. The noise / dust from construction will also impact Trail users and in particular horse riders who are easily spooked with loud noises. No areas of the Trail should be compromised during construction, including parking of vehicles and storage of materials.

Will the final site be screened from the TPT / NCN on the western boundary? If so, will this screening be maintained by the developer?

The plan shows an access for the road to continue its northerly edge – where will this road link to and will the road include a segregated sustainable transport route?

The application indicates connections to the Trans Pennine Trail that are welcomed but assurance is sought in terms of dedication and future maintenance. This will need dialogue with Barnsley's Public Rights of Way Team. It is also recommended that the route along Shaw Lane is upgraded to bridleway status, not just for walkers and cyclists, as the TPT along Shaw Lane caters for walkers, cyclists and horse riders. Again, this will need to be dedicated and discussed with Barnsley's Public Rights of Way Team.

Design & Access Statement

Pg 5	Introduction image – the alignment of the TPT is shown incorrectly. This was noted at the pre-app stage and has not been changed. The alignment should be shown as above.
Pg 9	Context – incorrect image (as above)
Pg 11	Plan should include the Trans Pennine Trail and not just the site and PROWs to highlight the importance of this national route.
Pg 14	Analysis – it is important that the Trans Pennine Trail is noted within this point as a key sustainable transport multi-user route directly adjacent to the site.
Pg 16	As above – walking routes are mentioned but not the multi-use route of the Trans Pennine Trail.
Pg 21	The alignment of the Trans Pennine Trail is incorrect.
Pg 24	Notes the consultation responses to the pre-application were positive. The TPT objected to the pre-application and this should be reflected within this statement.
Pg 26	Active Travel Routes: Footpath 30 is also the Trans Pennine Trail – full multi use. A connection from the site to the Trail is not mentioned but would be welcomed. (This is shown on the illustration on page 31) Footpath 31 is also the Trans Pennine Trail - full multi use. A connection to the Trans Pennine Trail is welcomed. Improvements to the TPT along Shaw Lane as indicated in the plan would be supported. All active travel routes and new routes should be designed to LTN 1/20 standards as a minimum. Note full multi-use is a route for walkers, cyclists and horse riders.
Pg 38	There will be noise disruption to users of the Trans Pennine Trail, in particular for horse riders as horses are easily spooked by new noises, moving machinery. It is suggested that advanced notices are placed on the Trail during construction to warn equestrians of the disturbance.
Pg 48	Active Travel: The connection to the TPT, Footpath 30 should also be noted within this section.

	Pg 52	Improved connectivity: Should note that these are also connections to the Trans Pennine Trail network.
	Pg 54	Will the active travel routes through the site be designed to LTN1/20 standards?
	Pg 56/57	Details secondary routes and tertiary routes to provide for footpath only – are there no plans to incorporate a safe cycle route as part of the secondary routes through the site?
	Pg 63	Walking and cycling provision should be designed to LTN1/20. Cycle parking should also accommodate adapted cycles.