

# Local Plan

**Adopted January 2019**





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- 1.1** Barnsley has changed, and will continue to change .....for the better. This document provides local planning policy for the future development of Barnsley up to the year 2033.
- 1.2** The Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council's vision of what sort of place Barnsley wants to become.
- 1.3** The document reflects the council's hopes and aims for the people who live, work, run businesses and enjoy leisure in Barnsley.
- 1.4** Barnsley has a big role to play in the wider City Regions and the Northern Powerhouse initiative being within both the Leeds and Sheffield City Regions, and the council intends to take full advantage of any opportunities that this fortunate position may present.
- 1.5** A Transport Strategy for Barnsley is in preparation. Barnsley's new Local Plan sets out the council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment. To make improvements effectively in relation to our economic priorities we must also ensure progress on other issues such as:
- Health;
  - Education and skills;
  - Cohesion and community safety;
  - Child poverty; and
  - Quality of life and the well-being of Barnsley's people.
- 1.6** Only if this is done will the full potential of Barnsley's economic growth be realised, making the borough a better place to live
- 1.7** The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF) namely economic, social and environmental, and will deliver sustainable development. In order to support Barnsley's ambitions and vision the Local Plan objectives are:
- Provide opportunities for the creation of new jobs and protection of existing jobs;
  - Improve the conditions in which people live, work, travel and take leisure;
  - Widen the choice of high quality homes;
  - Improve the design of development; and
  - Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity.
- 1.8** In particular it will:-
- Allocate sites for employment land to support our economic needs and aspirations;
  - Allocate housing sites to support the economy and to provide an appropriate land supply to meet our needs;
  - Set the planning context for Barnsley Town Centre;

## 1 . Foreword

Protect and enhance green spaces and green infrastructure that contribute towards improving quality of life; and

Contain policies to secure appropriate high quality development and to protect and enhance what is special about Barnsley and its environment.

**1.9** A glossary is contained in appendix 1.

## 2 . Vision and Objectives

There is clear intention to enhance Barnsley as a location to do business and a place that will improve the quality of life for residents.

“Working together for a brighter future, a better Barnsley.”

To achieve this Barnsley’s Local Plan will provide the spatial framework within which we can deliver substantial and sustainable economic growth for the borough, as well as Leeds and Sheffield City Regions and the Northern Powerhouse, that also respects the needs of local communities. The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. In order to support Barnsley’s ambitions and vision the Local Plan objectives are:

- Provide opportunities for the creation of new jobs and protection of existing jobs
- Improve the conditions in which people live, work, travel and take leisure
- Widen the choice of high quality homes
- Improve the design of development
- Protect and enhance Barnsley’s natural assets and achieve net gains in biodiversity

To be achieved by:

- Providing the opportunity to grow the economy by 28,840 jobs
- Encouraging significant inward investment to generate this additional employment
- Providing the space to allow existing businesses to grow
- Creating a vibrant and attractive Town Centre
- Enabling the delivery of at least 21,546 homes that provide housing for all, including affordable housing, and maintaining at least a rolling 5 year deliverable supply of new housing
- Enabling the provision of critical infrastructure to support sustainable communities
- Protecting and enhancing the natural, built and historic environment
- Respecting the cultural identity and local character of Barnsley

The focus for growth will be within Urban Barnsley and the principal towns, whilst recognising the need to ensure other settlements within the Borough are able to provide appropriate levels of growth and regeneration critical to maintaining sustainable local communities. Maintaining this settlement hierarchy helps to make the best use of existing infrastructure and to achieve sustainable development. The Local Plan will have 3 key roles in accordance with the Government’s Framework (NPPF) namely economic, social and environmental, and will deliver sustainable development. The UK Sustainable Development Strategy Securing the Future set out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. This Local Plan aims to provide a stronger and more responsive economy and to ensure a brighter future where people can achieve their potential. A ‘better Barnsley’ can be achieved by working together with local communities.

## 3 . Introduction

### Introduction

#### What the Plan is

- 3.1** The Planning and Compulsory Purchase Act 2004 introduced a new planning system as a result of which Development Plans were replaced by Local Development Frameworks. In March 2012 the government issued the National Planning Policy Framework (NPPF) which sets out the government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 3.2** The NPPF describes the development plan as including Local Plans, neighbourhood plans, and regional strategies, until regional strategies were revoked (The Regional Spatial Strategy for Yorkshire and Humber was revoked on 22nd February 2013). The Local Plan is the plan for the future development of the local area.
- 3.3** The Council adopted the Core Strategy in September 2011 which set out the key elements of the planning framework for Barnsley and the approach to its development to 2026. Since its adoption the NPPF has been published and the Regional Spatial Strategy was abolished. Therefore this document has been prepared and takes a more holistic approach in line with NPPF. Once adopted this Local Plan will replace the Core Strategy. It is a requirement that plans are reviewed and updated on a regular basis.
- 3.4** This document, together with the Joint Waste Plan adopted in March 2012 prepared with Doncaster and Rotherham, will be our Local Plan, and once adopted will become the statutory development plan for Barnsley. It deals with Barnsley Town Centre and includes text previously set out in a stand alone document called the Town Centre Area Action Plan, and consulted upon in 2012. It establishes policies and proposals for the development and use of land up to the year 2033. It will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. Once the Local Plan is adopted it will supersede the Core Strategy policies and UDP saved policies.
- 3.5** Neighbourhood plans are plans prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area. They are intended to give direct power to communities to develop a shared vision for their neighbourhood and deliver the sustainable development they need. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan and must not promote less development than set out in the Local Plan. Neighbourhood Plans are currently being prepared in Barnsley for Oxspring, Penistone, Silkstone and Cawthorne.
- 3.6** This Local Plan does not identify sites for waste management as these are set out in the adopted Barnsley, Doncaster & Rotherham Joint Waste Plan.
- 3.7** The policies in this Local Plan supersede the saved UDP policies, Education Sites DPD and Core Strategy. Appendix 6 sets out the list of superseded policies.

- 3.8** The Local Plan must comply with the requirements of the EU Directive on Strategic Environmental Assessment (SEA). These requirements are built into the Sustainability Appraisal (SA) process. The SA can be found on our website. No further work is considered necessary under SEA.
- 3.9** There is also a requirement under the Habitats Regulations to complete an Appropriate Assessment (AA) to demonstrate that the policies in the Local Plan do not harm European designated sites. We have undertaken a screening in conjunction with Natural England. This can also be found on our website.

## Our approach

### Plan Period

- 3.10** In this document we have worked from a base date of 1st April 2014 to 2033, which gives an overall time horizon of 19 years and will be known as the plan period.<sup>(1)</sup> We have chosen these dates as our plan period particularly because of our economic position and the lead in time for employment land to be developed and 2033 aligns with the council's economic strategy.

### Proposed allocations

- 3.11** We have shown proposed allocations to cover this period. We are also proposing safeguarded land (land which can be considered for development after 2033). This will give permanence to the proposed Green Belt boundary until at least 2038.

### Green Belt Review

- 3.12** Our housing and employment needs and aspirations cannot be accommodated without the need to release land from the Green Belt. We have undertaken a Green Belt review as part of our evidence base for this Local Plan.
- 3.13** In addition, further minor changes have been made to the Green Belt boundary to address such things as mapping anomalies, accuracy issues and changes in physical features and to provide more defensible boundaries.
- 3.14** Changes are shown on the Policies Map and we have produced plans to show these changes which are available in the Green Belt background paper. In relation to major changes to accommodate housing and employment requirements the Green Belt background paper also sets out the exceptional circumstances to justify alterations to the Green Belt boundary.
- 3.15** The Local Plan seeks to implement sustainable development by allocating previously developed land in the first instance and also by making the best use of existing infrastructure, where possible. There is not a large amount of previously developed land in the borough that is considered suitable for allocation.

<sup>1</sup> Sometimes this period is referred to in other documentation as "over the next 20 years" for convenient shorthand. The period is in fact a nineteen year period in planning terms, spanning, but including, 20 different years 2014-2033.

## 3 . Introduction

**3.16** The proposed allocations and policies in this document seek to provide a balance between creating the best possible opportunities to improve the economic prosperity of Barnsley as well as protecting and enhancing the boroughs assets to make Barnsley an attractive place to live, work and invest in. Where we use the word ‘we’ in policies this refers to the Council as the local planning authority.

### What area does this Local Plan cover?

**3.17** This Local Plan covers all land within Barnsley Metropolitan Borough Council's administrative boundary, with the exception of the area identified as the Peak District National Park. The Peak District National Park has its own local planning authority which sets planning policies and determines planning applications. The land within the Peak District National Park is not Green Belt and therefore does not have any bearing on any Green Belt figures quoted in the Local Plan or supporting documents.

### Context

**3.18** Barnsley lies at the mid point between the region’s two main cities of Leeds to the north and Sheffield to the south, and covers an area of 329 square kilometres. It is home to around 236,600 people (taken from ONS 2012 based population projections).

**3.19** Historically Barnsley was centred around coal mining resulting in the borough’s dispersed pattern of small towns and villages. Because people lived where they worked and coal was moved by rail, road links between towns and villages were poor and communities were self contained.

**3.20** The borough has a varied geography. The west of the borough is predominantly rural in character with open moorland, arable farmland and natural woodland. It is characterised by attractive hilly countryside part of which lies in the Peak District National Park, and is centred on the rural market town of Penistone. In the centre of the borough is Barnsley itself and the surrounding urban area which is the main shopping, administrative, business and entertainment centre. To the east of the borough stretching from the M1 motorway to the Dearne Valley are the towns of the former Barnsley coalfield which form a dense settlement pattern and have a relatively high level of deprivation.

**3.21** Barnsley’s local distinctiveness stems from its historical character and culture, including its settlements and architecture. Barnsley Town Centre with its market and role as a knowledge hub and administrative centre for the borough, the friendly traditional market towns and the former mining settlements with their strong communities who have a traditional belief in self improvement and learning, along with the attractive rural villages all define Barnsley's distinctiveness. It also includes Barnsley's rural heritage, the Pennine topography, the varied landscapes, and the National Park.

**3.22** Much of Barnsley's past economy, heritage, settlement pattern and character is a legacy of the mining industry. The closure of the mines saw the loss of more than 20,000 jobs over a period of 4/5 years. We need to evolve from our industrial past, adapt to change and meet future needs.

## Duty to Co-operate and the City Regions

- 3.23** The Duty to Co-operate is a legal test that ensures Local Plans demonstrate that strategic cross boundary issues have been adequately dealt with. This involves ongoing engagement and co-operation with neighbouring authorities, and with various other agencies as set out in the regulations, known as 'prescribed bodies'. The mechanisms that already operate within both the Leeds and Sheffield City Regions mean that we are able to engage effectively with other authorities within both City Regions.

### Leeds City Region (LCR)

- 3.24** Leeds City Region is the largest city region outside the London economy and has an Economic output of £55 Billion (5% of England's total).
- 3.25** LCR Strategic Economic Plan sets out the ambition to deliver an additional £3.7 Billion in economic output and an extra 35,700 jobs by 2036.
- 3.26** The City Regions growth aspirations will be achieved by focusing on the following sectors:
- Financial & Professional Services;
  - Health & Life Sciences;
  - Innovative Manufacturing;
  - Creative & Digital;
  - Food & Drink; and
  - Low Carbon & Environmental.

### Sheffield City Region (SCR)

- 3.27** Sheffield City Region's economy needs radical structural change. To achieve this the number and productivity of businesses in the area must grow significantly and the economy must be internationalised.
- 3.28** SCR Strategic Economic Plan sets out the ambition to create 70,000 more jobs, 6,000 more businesses and increase productivity by £3 billion between 2015 and 2025.
- 3.29** The SCR LEP Strategic Economic Plan (SEP) outlines Sheffield City Region's plans for bridging the gap between the economy of our region and that of the rest of the country. Central to that plan is the creation of 70,000 new jobs over a 10 year period.
- 3.30** The 70,000 net additional jobs to be created in SCR will impact on spatial development patterns. The City Region has initially identified seven long term spatial areas of growth and change where a significant proportion of growth is expected to occur. These seven areas contain our Enterprise Zone, in addition to both urban and rural parts of SCR and the Core City centre. In order to achieve the scale of growth required in the SCR in the long term it

## 3 . Introduction

will be of vital importance to ensure that they are market ready. This will mean providing appropriate incentives, such as the Enterprise Zone, and infrastructure investment, including in the provision of commercial property, needed to unlock development opportunity.

- 3.31** In both City Regions emerging work will establish and agree what the implications are for Barnsley and the other local planning authorities.

### Northern Powerhouse

- 3.32** The Northern Powerhouse is a proposal to boost economic growth in the North of England in the "Core Cities" of Manchester, Liverpool, Leeds, Sheffield and Newcastle. The proposal is based on urban agglomeration and aims to reposition the UK economy away from London and the South East.

### Sustainability and Climate Change

- 3.33** Promoting sustainable development and reducing the borough's impact on climate change are overarching principles of this Local Plan, in accordance with NPPF. Sustainable development is commonly defined as follows: 'The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations'. The use and development of land will be assessed against the objective of securing sustainable development within Barnsley to meet its environmental, economic and social needs. Proposals will be supported where they deliver:

Efficient use of land and infrastructure, particularly by utilising previously developed 'brownfield' land, achieving housing density targets to minimise the use of 'greenfield' sites and promoting appropriate mixed land uses integrated with the existing built form;

Economic and social well-being including health and safety of the population;

Reductions in social inequalities and disadvantages within the community particularly in relation to the location of employment, housing, shopping and other community facilities;

Protection or enhancement of the quality of natural assets including water, air, soil, minerals and biodiversity;

Vibrant and viable town centres;

High quality well designed development taking into account local distinctiveness;

Improved quality of local landscapes and protection of the character of the wider countryside;

Preservation or enhancement of the historic and cultural features of acknowledged importance;

Convenient and integrated accessibility by public transport, cycle and foot and development located to reduce the need to travel;

Efficient use of natural resources such as water; and

Renewable energy generation to reduce the causes of climate change.

## 4 . Relationship to Other Plans and Strategies

### National Planning Policy Framework

- 4.1** The Local Plan has to be consistent with the National Planning Policy Framework (NPPF) and the Planning Policy for Traveller Sites that both came into force in 2012. The NPPF, and subsequent guidance that supports it, are reflected in this Local Plan.
- 4.2** In addition to national planning policy it is important that the plan is also prepared in the context of work within the City Regions and our local strategies. More detail can be found on these in the introduction section.

### Neighbourhood Plans

- 4.3** Following implementation of the Localism Act 2011, Neighbourhood Planning guidance and regulations have been introduced. Neighbourhood planning gives local communities the opportunity to plan and shape their local areas. Once adopted a neighbourhood plan will form part of the statutory development plan for Barnsley and will inform decisions on planning applications within that neighbourhood area.

### Local Strategies

#### Corporate Plan

- 4.4** The council's Corporate Plan for 2017 to 2020 sets out what we aim to achieve over the next three years to improve outcomes for our customers and the community. It explains what we want to do, how we plan to do it, and how we'll measure whether we're on track to achieve it.
- 4.5** The Council's three main priorities are:
- Thriving and vibrant economy;
  - People achieving their potential; and
  - Strong and resilient communities.

#### Economic Strategy - Jobs and Business Growth Plan

- 4.6** The Jobs and Business Plan 2014-17 was agreed by Barnsley MBC in May 2014 and was refreshed in 2017. This is a three year business plan which sets the direction for a strong and stable economic future for Barnsley. Barnsley's economy is too small for the size of the borough. The town is unable to maintain enough jobs and businesses to support its working population. Therefore significant intervention in the local economy is needed. The Jobs and Business Plan sets out the business goals for Barnsley to close the economic performance gap as:

- More new businesses;
- More job opportunities;

## 4 . Relationship to Other Plans and Strategies

Diversification of the business base towards higher productivity sectors; and  
Better skills and training for Barnsley people.

### 4.7 The five key steps as part of our action plan are:-

Invest in infrastructure;  
Attract inward investment;  
Improve the town centre;  
Grow existing businesses; and  
Encourage higher productivity start-ups.

### Employment and Skills Strategy: More and Better Jobs

### 4.8 The Employment and Skills Strategy “*More and Better Jobs*” (2016 - 2021) is designed to:

Identify the key challenges facing Barnsley on employment and skills;  
  
Identify what is in place, any gaps in provision, and what is needed to tackle the education and skills deficit that is holding people back from getting into and progressing in work and in doing so, drive productivity improvements; and  
  
Set out the strategic priorities and actions on skills for business and more and better jobs.

### 4.9 The headline measures of success are that by 2021:

There is stronger ambition across businesses, organisations and people of all ages;  
All schools and colleges have excellent business engagement and employability activity;  
The proportion of people claiming out of work benefits is cut by a third; and  
Workforce skills, progression and earnings are increased, with the gaps to national average on NVQ Level 3+ and NVQ Level 4+ qualifications reduced by a third.

### 4.10 The strategy aims to “*To embed a shared ambition, not just for any jobs, but for better jobs that grow Barnsley’s businesses in the long term.*” It identified significant gaps and challenges in its review of current and planned skills delivery and recommends 4 priorities:

1. To raise the ambition of Barnsley business, institutions, people and communities;
2. To improve education, employability and work-readiness;

## 4 . Relationship to Other Plans and Strategies

3. To improve routes into work; and
4. To enhance business skills and progression within the workplace.

### Barnsley's Housing Strategy

- 4.11** In May 2014 Barnsley MBC agreed a Housing Strategy for 2014-2033. This builds on housing and regeneration initiatives that have been delivered across the borough. It also builds on the progress that Barnsley has made over a number of years towards achieving the long-term goal for the borough as 'a successful, uniquely distinctive town that offers prosperity and a high quality of life for all'.
- 4.12** It sets out the council's ambitions for housing provision, investment and management in the borough, and how a series of four-year delivery plans will be developed. The delivery plans will also show how the Council will use resources and influence partners particularly the private sector, to achieve its goals.
- 4.13** The Housing Strategy sets out five main strategic objectives, what the delivery plans will do to achieve these objectives and key ambitions. The objectives are set out below:
- Objective 1 Support new housing development;
  - Objective 2 Build high quality, desirable and sustainable homes;
  - Objective 3 Make best use of and improve existing housing stock;
  - Objective 4 Develop strong and resilient communities; and
  - Objective 5 Support younger, older and vulnerable people to live independently.

### Health

- 4.14** The government has introduced a series of wider ranging health reforms through the Health and Social Care Act (April 2013). At a local level this saw Public Health relocate in Local Authorities and the introduction of Clinical Commissioning Groups (CCG).
- 4.15** The CCG is responsible for commissioning services with the approval of the Health and Wellbeing Boards (HWB). The HWB is responsible for the Joint Strategic Needs Assessment (JSNA). The delivery of the JSNA is the joint responsibility of the local authority and the CCG.

### Joint Strategic Needs Assessment

- 4.16** A Joint Strategic Needs Assessment has been carried out by Barnsley MBC and the Primary Care Trust to draw together various strategies and statistics on the determinants of health.

## 4 . Relationship to Other Plans and Strategies

**4.17** Barnsley's JSNA (web link <https://www.barnsley.gov.uk/services/public-health/joint-strategic-needs-assessment-jsna> ) contains information around the a number of planning related matter in the borough these include:

Air Pollution;

Noise;

Fuel Poverty; and

Excess weight in Children.

### Transport Strategy

**4.18** A transport strategy has been developed for Barnsley, which identifies and prioritises interventions associated with sustainable development transport corridors within and beyond the borough. The interventions identified within the Barnsley Transport Strategy will be programmed to promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.

### Digital Infrastructure Superfast Broadband Project

**4.19** The four local authorities of the South Yorkshire Region (Sheffield, Rotherham, Barnsley and Doncaster) are embarking on a Superfast Broadband project to deliver improved broadband infrastructure to areas where it is acknowledged that the market is unlikely to deliver. Broadband connectivity is considered essential for building a strong and competitive economy resulting in economic growth and creating more and better jobs.

**4.20** The Superfast South Yorkshire programme is separate from any commercial activity and exists to plug the gap where the commercial market either has not or does not intend to invest in fibre broadband, ensuring no-one gets left behind digitally. The Superfast broadband programme aims to extend the roll out of fibre broadband to 97.9% of South Yorkshire. Fibre broadband is capable of achieving speeds of 24mbps and above. The contract to deliver Superfast Broadband was signed in late 2014. Since this time further investment has been made to extend coverage to 99% and bring ultrafast technology to Enterprise Zones. A phased roll out will take place, with 12 phases that will be completed by the end of 2019.

## 5 . Spatial Strategy

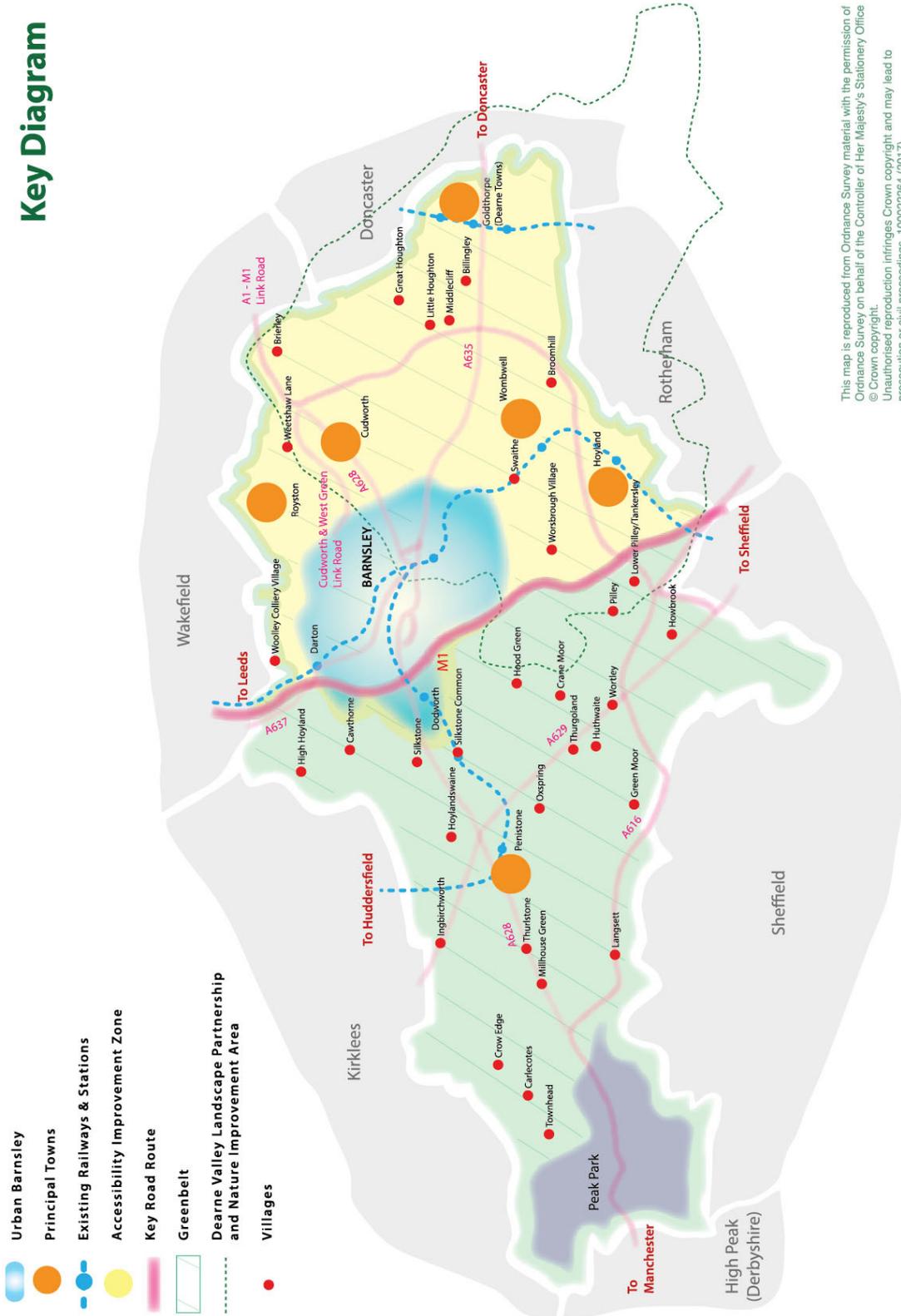
### Barnsley's role in the City Regions

- 5.1** Barnsley's location means it is ideally placed to support sustainable economic growth in both Leeds and Sheffield city regions. Whilst we recognise that Barnsley is not a lead player in all respects, it can offer more affordable homes, and premises to businesses that do not need a city centre location. We have developed a regional reputation as a significant market town and sub regional service centre between Sheffield and Leeds. Barnsley can support the city regions to achieve their potential in a complementary way, supporting the sectors which will drive forward the regional economy. Situated in a gateway to the Peak District National Park means that recreation and leisure opportunities are much more accessible in Barnsley than they are to many residents within the two cities.
- 5.2** In order for Barnsley to fulfill its potential in a sustainable way its connectivity needs to improve. There is potential in the city regions to see Barnsley as being central to a Leeds - Sheffield growth corridor.
- 5.3** Barnsley taking a greater role in the economy could make a case for improvements in the A1-M corridor in order to deal with deprivation issues, particularly in the east of the borough. The majority of development proposed in the borough is to the east of the M1 and the Accessibility Improvement Zone supports this.

### Spatial strategy and the location of growth

- 5.4** This Local Plan retains the Core Strategy spatial strategy and settlement hierarchy for Barnsley which is to focus development in the following areas:
- Urban Barnsley;
- The Principal Towns (Wombwell; Hoyland; Penistone; Goldthorpe (Dearne Towns); Cudworth and Royston; and
- Development in villages will be encouraged where it meets local needs and supports vitality, the local village economy and viability of the local community.
- 5.5** The nature of Barnsley's historic development has led to a dispersed pattern of settlements. Given the number of Principal Towns within the borough it is considered that this spatial strategy, based on spreading growth between these important settlements, is necessary to ensure the continued viability of our places and communities. Locating growth in all the Principal Towns is considered necessary not only to maintain the viability of those settlements but also to accommodate the growth anticipated for the borough. This spatial strategy is the most appropriate for Barnsley because it meets the needs of the borough, is able to accommodate growth, and provides flexibility. The spatial strategy is shown on the Key Diagram.

# Key Diagram



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## 5 . Spatial Strategy

- 5.6** This section defines Barnsley's settlement hierarchy, and provides more information on the current and anticipated roles of the Borough's settlements.
- 5.7** It is important to recognise that both Urban Barnsley and the Principal Towns include within their boundaries other distinct localities. These places have their own identity and characteristics which need to be taken into account, maintained and strengthened where appropriate.
- 5.8** It is intended that no matter how much development a settlement can accommodate, the local distinctiveness of that place will be retained. Some areas cannot accommodate large numbers of new houses or employment development but that does not mean that those places will not change. We will make sure that what is good and special about a place is preserved and enhanced, and what is not so good can be improved through development as appropriate.

### The Settlement Hierarchy

- 5.9** In order to create sustainable communities the Local Plan identifies where development should be focused and where it should be limited. Places differ across the borough and the role and function of the borough's settlements is reflected in the following settlement hierarchy.

Classification	Settlements
Sub Regional Town	Urban Barnsley (including Darton, Dodworth, Monk Bretton, Carlton, Athersley South, Athersley North, New Lodge, Mapplewell, Staincross, Kexborough, Gilroyd, Barugh Green, Higham, Pogmoor, Gawber, Worsbrough Common, Worsbrough Dale, Worsbrough, Ardsley, Wilthorpe, Hoyle Mill, Kendray, Stairfoot, Ward Green, Lundwood)
Principal Towns	Cudworth (including Grimethorpe and Shafton), Wombwell (including Darfield), Hoyland (including Birdwell, Blacker Hill, Elsecar, Hemingfield and Jump), Goldthorpe (Dearne Towns, including Thurnscoe and Bolton on Dearne), Penistone (including Cubley and Springvale), Royston
Villages	Billingley, Brierley, Broomhill, Carlecotes, Cawthorne, Crane Moor, Crow Edge, Great Houghton, Green Moor, High Hoyland, Hood Green, Howbrook, Hoylandswaine, Huthwaite, Ingbirchworth, Langsett, Little Houghton, Middlecliff, Millhouse Green, Pilley, Oxspring, Silkstone, Silkstone Common, Swaithe, Tankersley (including lower Pilley), Townhead, Thurlstone, Thurgoland, Weetshaw Lane (near Cudworth), Woolley Colliery Village, Worsbrough Village, and Wortley

- 5.10** The Policies Map shows settlement boundaries for Urban Barnsley and the Principal Towns, which illustrate their geographical areas as 'places'. These are not intended to be interpreted as defining development limits as in some cases there are areas of Green Belt between localities. For villages the extent of the settlement will be a matter of interpretation on a case by case basis.

## Urban Barnsley

- 5.11** Urban Barnsley incorporates the main built up area of Barnsley extending from Athersley to Worsbrough (North to South) and Higham to Ardsley (East to West) and also includes Darton and Dodworth. It is within Urban Barnsley as a whole where most development should take place in order to enhance Barnsley's role as a sub-regional town within the Sheffield and Leeds City Regions.
- 5.12** Urban Barnsley includes Barnsley town itself, the largest settlement in the borough which is the main retail (including a sub-regionally important Market) employment, educational and cultural centre of the borough. It is the most accessible place in the borough in terms of public transport and benefits from the Barnsley Interchange as a hub for bus, rail and taxi services. Barnsley town centre will be the main focus for new retail, leisure, cultural and office development.
- 5.13** The River Dearne Valley Corridor and the Historic Landscape Corridor are strategic parts of Barnsley's Green Infrastructure network.
- 5.14** We want to encourage growth in what are our most accessible and sustainable locations in the borough. Urban Barnsley will be the main focus for development, and will support the important role of Barnsley Town Centre.
- 5.15** Outside Barnsley Town Centre, there are a number of smaller centres providing local retail and facilities to meet the needs of the local communities. Any proposed development in these areas will be appropriate to the scale, role, function and character of the centres. Alongside industrial and rural land uses the settlements are set within an undulating valley, within which perhaps the most striking feature is the green infrastructure surrounding, penetrating and defining the built up areas within it. This varied topography provides the opportunity for occasional far reaching views of the surrounding area and as recognised in the Landscape Character Assessment, there is the potential for well managed development to restore and improve the surrounding landscape, particularly on the edges of the built up areas.

## Principal Towns

- 5.16** The Regional Spatial Strategy (RSS) designated five Principal Towns in Barnsley and provided the opportunity to designate other Principal Towns if there was a need for regeneration purposes. A case for Royston to be an additional Principal Town was made through the Core Strategy. Barnsley has six Principal Towns, Wombwell, Hoyland, Penistone, Goldthorpe (Dearne Towns), Cudworth and Royston, which along with Urban Barnsley should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced.
- 5.17** The importance of our principal towns and local centres and their contribution to our overall growth agenda is recognised through the Principal Towns programme established in 2016. Principal Towns is a three year £5 million programme which seeks to build economic and community capacity leading to the sustainability and long term vitality of our local centres. Growth proposals with clearly defined outcomes are being actively developed through robust engagement and consultation with local community stakeholders covering a range of initiatives:

## 5 . Spatial Strategy

Quality Public Realm;  
Local area master planning;  
Shopfront Schemes;  
Business Incentives;  
Sustainable transport improvements; and  
Acquisition of buildings/land delivering economic benefits.

- 5.18** **The Dearne Towns** of Goldthorpe along with Thurnscoe and Bolton on Dearne represent an urban grouping in the east of the borough which relates closely to the A1 and Doncaster to the east. There are train stations at Goldthorpe (with limited park and ride facilities), Bolton on Dearne and Thurnscoe on the Wakefield Sheffield Line. The Dearne Valley Parkway runs north of Goldthorpe linking junction 36 of the M1 on to Doncaster and the Dearne towns was the subject of a pilot community accessibility study. Thurnscoe is a good example of where community facilities such as park and ride and a Sure Start Centre have been located at the railway station to make the most of an accessible location.
- 5.19** The decline of the coal mining industry had a significant impact on the area resulting in high levels of unemployment and large amounts of despoiled and derelict land. Reclamation schemes have been carried out although environmental problems persist and the quality of much of the housing stock is poor. The Dearne Towns are a priority in terms of housing and employment development with a particular emphasis on renewing areas where the market has failed.
- 5.20** Goldthorpe town centre is the main shopping and service centre for the Dearne Towns. The other smaller local centres in the Dearne Towns of Bolton on Dearne and Thurnscoe will also be supported.
- 5.21** The Sheffield City Region Dearne Valley Eco-Vision sought to re-imagine the Dearne Valley as the green heart of Sheffield City Region Eco Valley. The principles of the Eco-Vision were:
- The delivery of more energy efficient homes, cutting fuel bills for residents;
  - Better public transport links, improving access and reducing reliance on the car;
  - More training opportunities will be available in skills to address climate change;
  - Improving people's job prospects and equipping them for the new jobs created;
  - More businesses, specialising in environmental technologies, are attracted to the area;
  - An enhanced natural environment, creating a place where people want to live and work and bring up their families; and
  - The creation of an area attracting visitors from across the City Region.
- 5.22** Work has been done previously to establish whether joint planning documents and seeking Eco-standards for developments is feasible. Latterly it has been decided that the Eco-Vision is best delivered through implementation of the Nature Improvement Area and Local Nature Partnership.

## 5 . Spatial Strategy

- 5.23** The Landscape Character Assessment describes it as having a topographically varied landscape characterised by three dominant land use patterns, agriculture, industry and landscape renewal which mitigates impacts of previous industrial activity. The potential for development to improve the condition and character of the landscape is identified. Landscape design will form an important part of any development, with particular attention being given to boundary treatment, restoration of lost and degraded landscape features, protecting the arable areas and ensuring appropriate planting at the urban edge.
- 5.24** **Hoyland, Wombwell, Cudworth (including Grimethorpe) and Royston** whilst different in character, can be seen to have more commonality in role. Rather than standing alone they relate more closely to each other and have interlinked functions. They are located in an arc close to Urban Barnsley, hugging the eastern side of the built up area. They cumulatively provide significant housing and employment opportunities. They are also grouped around the route of the former Cudworth Railway which will be safeguarded for potential reinstatement.
- 5.25** **Cudworth** suffered severe decline in traditional sources of employment during the 1980's, a process which accelerated in the 90's with the almost complete cessation of coal mining and associated activity. The inadequacy of the existing infrastructure and the generally poor image of the area was identified in the UDP as having presented difficulties in attracting new employment opportunities. The Core Strategy identified Cudworth as an area of growth and aims to enable Cudworth to fulfill its important role as a Principal Town. Grimethorpe and Shafton are included within the Cudworth Principal Town boundary as set out in the settlement hierarchy section above. This enables some development to be focused on Grimethorpe to take forward and continue the regeneration that has already been carried out.
- 5.26** The Cudworth and West Green Link Road is now completed and the treatment of the town centre needs to be carefully considered. The A1-M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District passes between Cudworth and Grimethorpe and has improved accessibility in this area.
- 5.27** *'There's a good range of shops and services in Cudworth, even a couple of furniture stores (Roberts) and it soon became clear that a lot of hard work has been done in recent years by community volunteers, councillors and professionals in key social and economic areas, part of the regeneration of the Borough as a whole, bringing Cudworth out of the doldrums following the 1984/85 miners' strike'. (Brian Elliot [www.aroundtownpublications.co.uk](http://www.aroundtownpublications.co.uk))*
- 5.28** Grimethorpe has its own smaller local centre which will also be supported. It has been the focus of major regeneration and renewal in recent years, particularly benefiting from the Green Corridor Programme of housing investment.
- 5.29** At Grimethorpe the focus of recent activity has been to improve owner-occupied terraced housing in the centre of the village, replace 47 old prefabs in the Mount Pleasant area and continue the new build programme on what is known as 'the old village site'. This was an area of older terraced housing cleared between 2000 and 2005.
- 5.30** *'Grimethorpe is a place where, despite tremendous social and economic problems in the wake of the miners' strike and pit closures, residents and supporters are rightly proud of what is now being achieved. And, as we shall see, it is not just structural regeneration and redevelopment that has put a smile on a place of well over 5,000 residents, about the same population size as existed in the days of when Coal was King and Carlton Main Colliery*

## 5 . Spatial Strategy

*Company the main landowner. Over three or four generations coal was Grimethorpe, and vice versa. It provided work, wages, houses, amenities and culture, the very life and soul of the community. It is no surprise that when coal suddenly went a great vacuum could not be collier-like filled.' (Brian Elliot www.aroundtownpublications.co.uk)*

- 5.31** We will plan for Cudworth, Shafton and Grimethorpe together but will ensure that we protect their individual distinctiveness. We will progress and consolidate the success of regeneration schemes completed, and the opportunity to improve the public realm as a result of a reduction in through traffic.
- 5.32** The Cudworth Principal Town boundary includes both the urban areas of Cudworth and Grimethorpe which are separated by open Green Belt land. The Principal Town has varied land uses and topography where the settlements are situated mainly on higher ground with large areas of residential and industrial development. The topography allows for distant views towards Urban Barnsley. Shafton Advanced Learning Centre is located centrally between Cudworth, Grimethorpe and Shafton. Retail and service provision is concentrated within Cudworth District Centre and further enhanced with more local provision within Grimethorpe. The central area of Cudworth also benefits from a high quality district park, Cudworth Park and the Dorothy Hyman Sports Centre which serves the Principal Town and the whole borough.
- 5.33** As recognised in the Landscape Character Assessment, there is the potential for well managed development to restore and improve the surrounding landscape. Potential housing development within Cudworth is focused on four key sites at Carrs Lane, Pontefract Road, land off Cudworth Bypass and Weetshaw Lane. Proposals for Grimethorpe are at the former Willowgarth school and Brierley Road which has the potential to consolidate progress with ongoing regeneration projects.
- 5.34** **Wombwell** is recognised as a small but busy market town which continues to be a well defined centre. The area suffered from the decline of the coal industry and levels of new housebuilding have been historically low. Wombwell has a train station on the Wakefield to Sheffield line with a park and ride facility. The Dearne Valley Parkway runs to the south of Wombwell linking from Junction 36 of the M1 to the Dearne Towns and on to Doncaster. Wombwell has a bypass in the form of Mitchell's Way and Valley Way to the east of the town. This forms a link from Urban Barnsley to the Dearne Valley Parkway.
- 5.35** *'The advent of Valley Way and Mitchells Way, the new by-pass, in recent years has taken its toll on the centre of Wombwell. But this small town has risen to the challenge. Its paved plaza area on High Street is a credit to regeneration. It is good to see such an ancient town still growing and thriving. Wombwell dates back to pre-Norman times and is named in the Domesday Book as a small agricultural village, Wambella - the place of the well.'* (Brian Elliot www.aroundtownpublications.co.uk)
- 5.36** Wombwell Principal Town also includes Darfield. Coal mining was a traditional source of employment in Darfield but ceased in the 1990's, as a result unemployment has increased. East of Darfield is the A1- M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District (part is the Dearne Valley Parkway and part the Coalfields Link Road).

## 5 . Spatial Strategy

- 5.37** We want Wombwell to continue to flourish as one of the borough's largest district centres offering a range of services and facilities. We will support the centre in Darfield possibly by way of added retail provision on the redundant Foulstone school site. The Advanced Learning Centre, which is located between Wombwell and Darfield adjacent to Netherwood Country Park, will improve, integrate and coordinate the social and leisure facilities of the town as well as adding sustainable transport links. We will support improved connections between the two settlements whilst continuing to promote the distinctiveness of both communities.
- 5.38** Wombwell Principal Town, including Darfield is within an undulating topography with Wombwell as a dominant built form stretching from lower to higher ground, and Darfield located on a ridge top making it visible from other vantage points elsewhere in the borough. As recognised in the Landscape Character Assessment, this topography allows for distant views interrupted by built form and vegetation from the Principal Town with the potential for development in Wombwell to restore and enhance the landscape, with an emphasis on screening industrial development, restoring protecting and enhancing urban edges and landscape features and considering woodland planting.
- 5.39** There are a variety of land uses including residential, industrial, shops, services and green infrastructure, with areas of ancient woodland on the edges of the settlement. Retail and service provision is focused in Wombwell District Centre, one of the larger centres outside Barnsley Town Centre and the new Advanced Learning Centre in Low Valley is centrally located between Wombwell and Darfield. There is also local centre provision in Darfield.
- 5.40** The main focus for employment in this area is within the existing employment area at Mitchell's Way and new development at the existing Everill Gate Lane Industrial Estate. Housing development is focused on four key sites, land east of Lundhill Road, the former Wombwell High School, land south of Doncaster Road and the former playing fields in Darfield. The development of the former school sites are likely to involve the loss of existing green space. As such developments will be required to incorporate appropriate green space provision in line with relevant site specific and green space policies set out in the housing section of this document. The main areas of safeguarded land are to the west of Darfield and to the south of Wombwell, with the potential to be considered for development at the next review of the plan.
- 5.41** **Hoyland** was also hit by pit closures which removed traditional sources of employment in the area. Interest in the area recovered in the late 80's and 90's with industrial estates being established on the sites of two former collieries and housing development taking place. It is a district centre with a market which the Local Plan will support by focusing retail, service and community facilities here. Hoyland is accessible to the M1 and the Dearne Valley Parkway which forms part of the A1-M1 link road. Hoyland also includes Birdwell, Blacker Hill, Elsecar, Hemingfield and Jump. There is a train station at Elsecar on the Wakefield to Sheffield line which has the tourism assets of the Elsecar Heritage Centre and the Trans Pennine Trail.
- 5.42** *'In recent years, particularly in the wake of pit closures, much work has been done and is ongoing to revive and improve the quality of life, the built environment, community services and the general appearance of Hoyland. New proposals which appear to be the harbinger of Hoyland's renaissance could be very exciting indeed.'* (Brian Elliot  
[www.aroundtownpublications.co.uk](http://www.aroundtownpublications.co.uk))

## 5 . Spatial Strategy

- 5.43** The Elsecar Heritage Centre is an important tourism and cultural asset in this area that the Local Plan will safeguard and promote. The Plan will also protect those areas around the Heritage Centre that contribute to the wider understanding of the early coal and ironworking industries of this part of Barnsley.
- 5.44** Elsecar has been awarded 'Heritage Action Zone' status by Historic England, based on the significance of its heritage and the potential future economic impact of that heritage. The Heritage Action Zone will enable Elsecar to realise its immense potential by deepening understanding of its heritage, extending the visitor experience to key archaeological sites, for which conservation principles will be established, identifying appropriate potential future development and maximising commercial use of historic assets. The Heritage Action Zone is anticipated to be a major driver for future investment, grant funding and economic growth for Elsecar.
- 5.45** We want Hoyland to grow in housing and employment terms taking advantage of its accessible location and utilising strategic transport links. We will plan for Birdwell, Hemingfield, Jump, Blacker Hill and Elsecar along with Hoyland whilst seeking to protect their unique identities. The defined centres will be supported and additional development, particularly in Hoyland town centre will be welcomed to improve the vitality and viability of this district centre.
- 5.46** **Royston** is situated on the northern edge of the borough adjacent to Wakefield District. To the north and west are extensive areas of countryside and to the south open land separates the settlement from Athersley to Carlton (although this is where the new secondary school is located). Originally a farming village, during the industrial revolution Royston saw the construction of the canal in the 1790's and the railway which opened in 1840 (both of which are now disused).
- 5.47** As in other places, pit closures meant the loss of a major source of local employment. A shirt factory provided employment in Royston from the 1940s to 1980s, but Royston has traditionally looked to Wakefield district, urban Barnsley and the north east towns for employment opportunities. Most housing growth in recent decades has taken place in the western half of Royston. Reflecting this pattern of housing growth the eastern part of Royston is characterised by older housing stock, much of which is relatively high density and local authority owned. The Trans Pennine Trail runs through Royston along the canal bank.
- 5.48** Renewing areas where the local housing market has failed is a priority and like Cudworth, Royston was part of Barnsley's Green Corridor area. At Royston the Green Corridor work centred around improvements on the Midland Road gateway, providing grants for owners and landlords via a facelift scheme.
- 5.49** Royston is a low lying self contained settlement within a valley between Wakefield and Urban Barnsley, with significant arable farming and residential settlements. The town's landscape character has a strong urban influence due to earlier industrial and housing development. It is now principally residential in character with the last central employment site now disused.
- 5.50** The former Barnsley canal also runs through the east of the town providing a green link with biodiversity value and the potential for use of sustainable transport modes. There is a detailed network of footpaths and cycleways running through the town linking the different residential areas, open spaces and community facilities. However, the links between them are not always clear and would benefit from improvement. As part of the development of the Advanced

## 5 . Spatial Strategy

Learning Centre (Outwood Academy) located at Carlton and serving Royston, part of this network is being used as a safer route to school. Royston Park in particular is a high quality and valued open space located in the very centre of the town, but its entrance is to an extent concealed.

- 5.51** The key area of opportunity for the future development of Royston is the substantial area of land proposed for mixed use comprising of housing and primary school at the western edge of the town at Lee Lane. Given the size and location of this site, development must consider the need for appropriate local facilities, provided they do not negatively impact on Royston Town Centre. Further detail is contained in the site specific policy in the Mixed Use section of this document. The ongoing development of the 'Rabbit Ings' area as a high quality multi functioning open space to the west of the settlement adjacent to the Cokeworks which also contributes to the improvement of Royston's green space provision.
- 5.52** **Penistone** stands alone as a long established Pennine rural market town which is an important shopping and service centre serving a large rural hinterland in the west of the borough. The Principal Town boundary includes Cubley and Springvale.
- 5.53** Penistone is in an area of attractive countryside, close to the Peak Park and surrounded by Green Belt. Its close proximity to Sheffield, Huddersfield and Barnsley has made it attractive to people who wish to combine the benefits of living in a pleasant environment without having excessively long journeys to work. The unemployment rate in the town is lower than other parts of the borough due to the large number of commuters, but many residents still depend upon the limited number of employment opportunities in the town. The relative remoteness of the town from the remainder of the borough, particularly for people who rely on public transport make these employment opportunities even more important.
- 5.54** *'There is much about the history of Penistone that explains the character of the old town and perhaps the local people. The physical character can of course be traced to those early days of church, school and market followed by the impact of the local steel and engineering industry and the associated importance of the railway links. As for the people, this is less easy to argue especially in these days of greatly increased mobility. The town is a great mix of long-established families and family businesses and so called "newcomers" and in fairness to the latter it is probably fair to say that nowadays they far outweigh the former. It all depends of course on what your definition of a "newcomer" might be. It is not unknown for a whole generation to pass by before a newcomer comes to be regarded as a genuine "local". Whilst this no doubt applies to some extent to Penistone with its well-marked and much valued old traditions, there are clear signs of change. Change that is important to maintaining and developing the vitality of the town based on local initiatives. New people moving into the Penistone area – even those who appear at first or even second glance to have mainly "dormitory linkages" nevertheless bring new interests, abilities, skills and of course, expectations to the town.'* (Frank A Wilson [www.aroundtownpublications.co.uk](http://www.aroundtownpublications.co.uk)).
- 5.55** We want Penistone to be the main local focus for development in the borough's rural west, facilitating its renaissance as a market town and maximising its tourism role. Penistone is the main centre for the surrounding villages and we want to consolidate this role through the plan period. The town centre has undergone regeneration with a supermarket and market hall that have been operational since 2010.

## 5 . Spatial Strategy

- 5.56** Penistone Principal Town is focused on the settlement of Penistone, a long established Pennine rural market town which serves the surrounding rural villages. As described in the Landscape Character Assessment the agricultural landscape around Penistone is characterised by regular field patterns with stone wall boundaries. It is close to and has views across open moorland with the wind farm at Spicer Hill a highly visible and dominant feature.
- 5.57** The remaining rural area has both distinctive open moorland forming part of the Peak District National Park and gently rolling hills and valleys containing woodland, agricultural land, stone farmsteads, villages and hamlets and large stone country houses set in designed parkland landscapes. A network of main roads and country lanes link settlements and the disused Woodhead railway crosses the area. The railway now has a role as part of the Transpennine Trail and has the potential for future reinstatement.

### Villages

- 5.58** Villages vary in size from larger villages to small hamlets but are generally characterised by a more limited range of services and public transport compared with Urban Barnsley and the Principal Towns. Some are close to nearby towns, others are washed over by Green Belt or inset from the Green Belt. Some limited development is identified in these villages. An updated settlement assessment of villages was carried out in 2017.

## 6 . Policies and Proposals

- 6.1** These general policies are intended to guide the location, type and quality of development in the borough. They will be used to make decisions on planning applications together with other policies in this Local Plan, the Joint Waste Plan and the National Planning Policy Framework.
- 6.2** Arrangements for the monitoring of the policies and the key indicators to ensure the policies are working will be set out in the next version of the Local Plan. We will carry out regular monitoring to ensure that the plan is successfully managing change, that its implementation is producing sustainable development and to determine when a review of the Local Plan may be required.
- 6.3** When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development<sup>(2)</sup> contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 6.4** Planning applications that accord with other relevant policies will be approved without delay, unless material considerations indicate otherwise taking into account whether:

Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

Specific policies in that framework indicate that development should be restricted.

### Policy SD1 Presumption in favour of Sustainable Development

When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

- 6.5** The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development<sup>(3)</sup>, which is to be seen as a 'golden thread' that runs through plan-making and decision taking. In respect of making planning decisions, development proposals that accord with the development plan should be approved without delay unless there are adverse impacts of granting permission that would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework, taken as a whole or specific policies in that framework, indicate that development should be restricted.

2 Paragraph 7 of the NPPF sets out the three dimensions to sustainable development: economic, social and environmental. The paragraph goes on to set out the roles that the planning system needs to perform in respect of each dimension.

3 Paragraph 7 of the NPPF sets out the three dimensions to sustainable development: economic, social and environmental. The paragraph goes on to set out the roles that the planning system needs to perform in respect of each dimension.

## 6 . Policies and Proposals

- 6.6** Development proposals will be assessed against all relevant policies in the Local Plan and Joint Waste Plan. Policy GD1 below will be applied to all development. This policy will be the starting point for making decisions on all proposals including those shown on the Policies Map as Urban Fabric (shown as light grey areas with the notation of no specific allocation).

### Policy GD1 General Development

Proposals for development will be approved if:

There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;

They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;

They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;

They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;

Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;

Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;

Any drains, culverts and other surface water bodies that may cross the site are considered;

Appropriate landscaped boundaries are provided where sites are adjacent to open countryside;

Any pylons are considered in the layout; and

Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

- 6.7** Further detail on some of these issues is set out in Policy D1 Design which sets the overarching design principles for the borough, and associated Supplementary Planning Documents on Residential Amenity and the Siting of Buildings, Designing New Housing Development and Advertisements.

## 6 . Policies and Proposals

### Living Conditions

**6.8** We want to make sure that the living conditions and residential amenity of people are protected, that development is set within high quality landscaping and that land is used efficiently by making sure that new development does not reduce development opportunities on neighbouring land.

**6.9** We will assess impact on living conditions and residential amenity in relation to:

Noise, smell, dust,vibration, light, air, surface water, groundwater or other pollution and disturbance from any proposed activity, including traffic related noise and the comings and goings of visitors to premises particularly when late evening activity is involved. Planning conditions will be used to control the construction process;

Overlooking and privacy;

Outlook from dwellings including consideration of whether structures in close proximity to windows are considered visually over dominant. However, consideration does not extend to the protection of a person's particular view from a property as this is not a material planning consideration;

Daylight/sunlight and overshadowing; and

Landscaping and boundary treatments.

### Landscaping and Boundary Treatments

**6.10** Landscaping should be encouraged in all schemes as it has other benefits including biodiversity provision, climate change resilience and carbon absorption. Any new planting should use a variety of native species which are of local provenance where possible as plants from local sources are better adapted to local conditions and using local sources reduces the risk of introducing diseases and pests. Nectar-rich plants and berry producing shrubs incorporated into planting schemes will be encouraged as they will provide valuable food sources for wildlife, and development of other habitats such as wildflower grassland and wetlands should also be considered.

**6.11** Planting should, where possible, be designed to link habitats to form corridors for wildlife with existing hedgerows included within developments. Where they have become patchy or overgrown, existing hedgerows should be restored as part of new developments wherever possible. Green walls within developments will be encouraged.

### Masterplan Frameworks

**6.12** Where Masterplan Frameworks are being sought, they shall contain the following:

Planning policy summary, site location and description, land ownership, a summary of the existing evidence, site evaluation (opportunities and constraints), land use framework, sustainable movement framework, protection of existing public rights of way routes and their incorporation within new development layouts, vehicular movement framework, green and blue infrastructure framework, place-making framework (including design

## 6 . Policies and Proposals

guides for character and neighbourhood areas where applicable), sustainability and energy use, health and wellbeing, design evolution, conceptual masterplan, infrastructure and delivery phasing.

Masterplan Frameworks shall be subject to public consultation and be approved by the Council prior to the determination of any planning applications on the affected sites. Each Masterplan will be bespoke and therefore will be considered on a case by case basis.

### Policy GD2 Temporary Buildings and Uses

Temporary buildings will normally be allowed where it can be demonstrated that a permanent building is either not suitable or that urgent accommodation is needed pending the completion of a permanent building.

On sites visible from highways and public areas, temporary buildings will normally be given a temporary permission not exceeding 5 years.

Where vacant sites and premises are not to be immediately developed, appropriate temporary uses may be permitted subject to other policies in the Plan.

- 6.13** Temporary buildings include portable and demountable buildings and structures and those built using short life materials.
- 6.14** Such buildings are often utilitarian in design and can detract from the appearance of the area. They may be acceptable when hidden from public view, for example on some parts of industrial estates. However temporary buildings and uses can also play an important role in the phased redevelopment of key locations such as Barnsley Town Centre. Policy BTC8 together with its supporting text covers this scenario. In other instances they will be allowed only exceptionally and for a limited period.
- 6.15** Renewal of temporary permission will only be permitted where it can be shown that exceptional circumstances exist and that measures to resolve the situation are outside the applicant's control. In such instances further temporary permission would be for a period not exceeding 5 years. Applicants must demonstrate that the situation is capable of being resolved within this period.
- 6.16** Temporary uses will be assessed having regard to the provisions of other policies in the plan and in particular Policy GD1 General Development Policy. Where proposals are acceptable temporary permission would be given for a period not exceeding 5 years.
- 6.17** There is an expectation that any temporary building on playing field land will need to meet policy GS1 and the playing field land be reinstated to the same or better quality once the building is removed.
- 6.18** Also for any temporary building located on a playing field there will be measures taken to protect any glazing from projectiles including balls, emanating from the playing field.

### The Challenge

Ensuring that all development reduces the need to travel and improves the general level of accessibility helping to reduce disadvantages and inequalities in access to services and minimising the impact on the countryside

Providing enough new homes in the borough over the plan period

Demonstrating at least a 15 year supply of land for housing development is available

Ensuring new homes are provided in the right places

Developing the Barnsley economy to meet local needs and to provide local job opportunities

Capitalising on our position within two City Regions and adjoining a third

Providing people who live in Barnsley with opportunities to get good quality jobs in and out of Barnsley

Developing a residential offer that makes Barnsley an attractive location for investment

Building on economic progress over the last 10 years and addressing entrenched problems of worklessness by creating a more diverse range of employment development and employment opportunities

### The Current Position

Barnsley is a significant market town and sub regional service centre

Barnsley sits within both the Leeds and the Sheffield City Regions

Local waiting lists for housing are growing

Increasing house prices which have led in recent years to an increase in demand for affordable housing.

### Policy Solutions

Continuing to support the growth agenda of the City Regions

Employing a sequential approach to the location of development

Allocating land for employment

Allocating land for housing

### Policy LG1 City Regions

We will support the economic growth agenda of the Sheffield, Leeds and Manchester City Regions. We will seek to maximise the opportunities and benefits of Barnsley's favourable location in the region and the favourable economic position of sitting within two City Regions.

- 7.1** Barnsley sits within the functional economic areas of the Leeds City Region and the Sheffield City Region. There may also be opportunities for Barnsley in economic terms arising from proximity to the Manchester City Region, to the west and from the Northern Powerhouse initiative.

## 7 . Location of Growth

### Policy LG2 The Location of Growth

Priority will be given to development in the following locations:

Urban Barnsley;

Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and

Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

- 7.2** This approach to the location of development is advocated to encourage development in specific locations to ensure the spatial strategy for the borough is achieved. Urban Barnsley, in support of Barnsley Town Centre, will be the main focus for housing, employment, shopping, health, leisure, business and public services in the region. Individual Principal Towns will be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. There will be a slower pace and scale of growth in villages and rural areas.
- 7.3** Villages will be expected to deliver approximately 5% of the overall housing requirement figure through housing allocations or windfall sites.
- 7.4** Barnsley's settlement hierarchy and settlement roles are set out in the Spatial Strategy Section 6. Policies E2 and H2 in the Economy and Housing chapters set out the distribution of employment land and dwellings.

### **The Challenge**

Developing the Barnsley economy to meet local needs and to provide local job opportunities

Reducing serious levels of worklessness and encouraging the transition from a low skill/low wage economy to a higher skills/higher wage economy

Protecting existing employment sites and buildings and ensuring provision of sufficient land and premises for future economic growth

Promoting tourism and cultural facilities

Enabling appropriate rural diversification

Maintaining sustainable rural communities and viable villages

Supporting and developing existing and new sectors in Barnsley which have growth potential

Ensuring that the office sector and other new sectors are provided with opportunities for growth and development, primarily in Barnsley Town Centre

### **The Current Position**

Barnsley is under performing economically in comparison with South Yorkshire and the wider region, and its current economic structure makes it more vulnerable to the effects of global economic recession

Existing tourist attractions include Cannon Hall, Elsecar Heritage Centre, Worsbrough Mill, the Trans Pennine Trail, Wentworth Castle, RSPB Old Moor Wetlands Centre and the Peak District National Park and Southern Pennine Fringe

Existing cultural facilities include Experience Barnsley, the Civic, the Lamproom Theatre, The Cooper Gallery and a seasonal town centre events programme

### **Policy Solutions**

Ensuring the provision of a wide range of employment locations, land and premises

Resisting the loss of existing employment land that meets the needs of existing businesses or is likely to meet the needs of businesses in the future

Promoting opportunities for tourism and culture

Accommodating a range of employment generating use, including work from/at home, within settlements, particularly in or adjacent to their centres

Resisting the loss of shops and local services in villages

## 8 . Economy

- 8.1** The National Planning Policy Framework is clear that the Government is committed to securing economic growth, and that the planning system must do everything it can to support sustainable economic growth.
- 8.2** Barnsley's economy is too small and needs to grow significantly if it is to fulfil its potential, benefit local people and maximise its contribution to the Leeds and Sheffield City Region economies.
- 8.3** In order to create a larger and more diverse economy, more businesses and jobs are needed in the Borough. The Local Plan will support economic growth by providing a range of new employment sites and premises in order to attract new investment and support the growth of indigenous business. It will also seek to protect existing employment sites and premises from alternative uses.
- 8.4** A number of Barnsley's recent economic strategies and plans, including the Jobs and Business Plan, contain an aspiration to close the gap with regional job densities by the end of the plan period.
- 8.5** The employment land allocations seek to encourage indigenous business growth and attract inward investment, predominantly in the manufacturing and logistics sectors.
- 8.6** Barnsley's objectively assessed employment land requirement is around 291ha. This includes an allowance of 30% for flexibility to provide the market with choice. The amount of new employment land we propose to allocate is 297 hectares.

### Policy E1 Providing Strategic Employment Locations

297 ha of land in sustainable locations is allocated to meet the development needs of existing and future industry and business up to 2033. This will provide a choice of sites in accessible locations to meet the needs of businesses and their workforce and provide local communities with access to job opportunities.

Barnsley Town Centre will be the focus for office development and employment in new technologies such as creative digital media and telecommunications.

- 8.7** In terms of providing new job opportunities in the borough, the main focus will be on:
- Urban Barnsley including Barnsley Town Centre (through the commercial and retail sectors);
  - Principal Towns; and
  - Existing key employment sites (existing industrial estates and business parks).

## Policy E2 The Distribution of New Employment Sites

The approximate distribution of employment land during the Local Plan period will be as follows:

Location	Employment land (ha)
Urban Barnsley	64.6*
Cudworth including Grimethorpe	18.2
Goldthorpe (which includes Thurnscoe and Bolton on Dearne)	80.9
Hoyland	110.9
Penistone	3.3
Royston	0
Wombwell	3.6
Other	16
<b>Total</b>	<b>297</b>

\* includes 43ha proposed as part of mixed use site MU1 Land south of Barugh Green Road. Please see site policy MU1 for further details

- 8.8** Barnsley town centre has a key role in providing opportunities for office development and modern employment sectors such as Creative Digital Industries (CDI).
- 8.9** The proposed employment land allocations above are considered to provide Barnsley with an appropriate mix of large and small sites. The employment supply includes a 43ha contribution from mixed use site MU1 which is listed in Chapter 10 Mixed Use Sites. This will put Barnsley in the best position possible to provide a strong economic offer both to inward investors and to indigenous companies seeking to expand.
- 8.10** We consider that the mix of sites proposed accords with the NPPF in terms of delivering sustainable economic growth. Barnsley has a strong role to play within Sheffield and Leeds City Regions, and its location means that it can provide sites that can accommodate a proportion of the ambitious job numbers sought through the Strategic Economic Plans of both City Regions.
- 8.11** Amongst the proposed allocations are some sites which we consider to be expansion land. As these are regarded as under the control of an existing/neighbouring end user they may not be immediately available to the market. They are however new sites that are proposed,

## 8 . Economy

and therefore they are included as part of our employment land supply. These sites are unlikely to be brought forward in the short to medium term, or sites whose owners intend to develop for their own purposes.

- 8.12** On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward. As set out in policy GS1, compensation could include on site retention and enhancement, off site replacement or financial contribution.
- 8.13** Employment land must be developed in line with the relevant site specific policies below.
- 8.14** Below is a list of proposed employment land allocations. The employment land supply includes a 43ha contribution from mixed use site MU1 which is listed in Chapter 10 Mixed Use Sites. Where there are specific issues site specific policies are provided. Where there are no site specific details any subsequent planning application will be determined in accordance with the Local Plan.

### Urban Barnsley

#### Site ES1 Birthwaite Business Park 3.5 ha

The development will be expected to safeguard the setting of the Listed buildings at Birthwaite Hall.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site ES2 Claycliffe Business Park 1.5 ha

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site ES3 Zenith Business Park 0.4 ha

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Site ES4 Capitol Park Extension 5.4 ha

The development will be expected to:

Consider the impact on residential amenity and include appropriate mitigation where necessary;

Provide on and off site highways infrastructure works and improvements at Junction 37 as necessary;

Provide off site highway safety enhancements;

Consider the potential impact on the nearby Hugset Wood Local Wildlife Site and include appropriate mitigation where necessary;

Retain, buffer and manage the existing hedgerows;

Ensure that development respects the landscape and wider countryside, and where appropriate mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside; and

Provide air quality assessments in accordance with policy Poll 1.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site ES5 Capitol Park 9 ha

The development will be expected to:

Provide on and off site highways infrastructure works and improvements at Junction 37 as necessary;

Provide off site highway safety enhancements; and

Retain the woodland planting on the site's northern embankment and the section of hedgerow, and associated mature trees running adjacent to Higham Lane.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site ES6 Bromcliffe Business Park 0.7ha

### Site ES7 Oaks Business Park 0.9ha

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### Cudworth

#### Site ES8 Land off Ferrymoor Way 17 ha

The development will be expected to:

Avoid locating any built development in Flood Zone 2 and 3;

Plant a strip of native shrubs and trees along the western boundary to allow for the corridor formed by the adjacent dismantled railway line to continue;

As Skylark are breeding on site, the timing of development is critical, and should begin outside of the breeding season to prevent disturbance to breeding birds; and

Retain, enhance and manage a buffer strip of existing vegetation along the north and eastern boundaries of the site including the stream corridor.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

#### Site ES9 Land west of Springvale Road 1.2 ha

The development will be expected to retain the young woodland planting on the site's eastern boundary.

## Dearne

## Site ES10 Land South of Dearne Valley Parkway 72.9 ha

The development will be subject to the production of a phased Masterplan Framework and will be expected to:

Protect and enhance biodiversity value including possible impacts on the Golden Plover population and on the nearby Old Moor RSPB reserve and ensure that the development avoids impacts or incorporates effective mitigation measures. Any impact on the golden plover habitat will be expected to be mitigated by either;

- a. On-site creation of optimal agricultural conditions for fields to be retained; or
- b. Creating suitable compensation habitat for the species off-site but nearby.

Provide a contribution towards improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area;

Include the creation of a habitat corridor (at least 8m in width) along Carr Dike and a sustainable drainage scheme to ensure that rainwater falling on the site is still able to drain into the Dike aiming to improve water quality;

Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads and in particular effects on the A635 and other strategic road links to the A1/M and M1 motorways;

Provide appropriate access to housing site reference HS51 from Billingley View through the south east corner of the site;

Retain the existing woodland and hedgerows on the site periphery;

Retain the section of hedgerow remaining in the north-west corner of the site;

Avoid locating any built development in Flood zones 2 and 3;

Safeguard the setting of the Billingley Conservation Area;

Give consideration to Carr Dike and the connecting unnamed ordinary watercourse which run through the site; and

Provide an air quality assessment to assess the impacts of traffic emissions within air quality management areas along the A635 and other strategic road links to the A1/M and M1. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.

Archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

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- 8.15** Currently strategic highway links to the motorways experience high traffic levels; phasing of development may be needed to avoid unacceptable impacts. Longer term proposals along the A635 corridor in Doncaster may provide increased capacity and Barnsley will work jointly with Doncaster to bring such a scheme forward.
- 8.16** A detailed air quality assessment is necessary to quantify the impact of any development together with robust mitigation proposals to off-set impacts. Any decision will be subject to consultation with Doncaster Metropolitan Borough Council given potential effects within its boundary.

### Site ES11 Fields End Business Park 2 ha

The development will be expected to:

Consider the impact on the amenity of Phoenix Park and include appropriate mitigation where necessary.

### Site ES12 Thurnscoe Business Park 6 ha

The development will be expected to :

Consider the impact on the amenity of Phoenix Park and include appropriate mitigation where necessary;

Where possible retain the grassland which is relatively species rich in places. Where this is not possible other areas of native wildflower grassland will be expected to be created elsewhere on the site;

Consider wetland creation as part of the development; and

Give consideration to the Thurnscoe Dike culvert which runs through the site.

## Hoyland

### Site ES13 Land West of Sheffield Road 49.3 ha

The development will be subject to the production of a Masterplan Framework including housing site reference HS57. The development will be expected to:

Provide a link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road;

Relocate the area of Rockingham Sports Ground that falls within the site boundary to an appropriate location within Hoyland Principal Town. The replacement pitch and associated facilities must be constructed and available for use before development on the existing sports ground site commences;

Consider impact on residential amenity and include appropriate mitigation where necessary;

Retain the mature trees and hedgerows;

Provide a buffer strip at least 10 metres wide along the common boundary with the M1;

Ensure that development respects the landscape and wider countryside, and incorporates appropriate mitigation measures to address impacts on the adjacent Green Belt and countryside, including the planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary;

Undertake necessary drainage works; and

Provide air quality assessments in accordance with policy Poll 1.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Site ES14 Rockingham 8.9 ha

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56 and employment site references: ES14 and ES17.

The development will be expected to:

Provide appropriate access to employment site ES17 and housing site HS64;

Consider the impact on residential amenity and include appropriate mitigation where necessary; and

Consider the potential impact on the nearby Shortwood and Hay Green Local Wildlife Sites and include appropriate mitigation where necessary; and

Retain the hedgerow along the north edge.

### Site ES15 Shortwood Extension 11.8 ha

The development will be expected to:

Undertake necessary drainage works;

Ensure that development does not impair the visual amenity of the landscape (wider countryside). Potential mitigation measures include restrictions on building heights, landscaping and structural planting;

Consider the potential impact on the nearby Shortwood and Hay Green Local Wildlife Sites and include appropriate mitigation where necessary;

Retain the valuable habitats in the south-western corner of the site and exclude them from the scope of any development proposals. The site has potential as a habitat for newts, so it is recommended that this possibility is investigated prior to any development; and

Protect the routes of the Green way and Public Rights of Way that cross the site, and make provision for these as part of any proposal.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Site ES16 Shortwood Business Park 3.8 ha

The site is part of the Sheffield City Region Enterprise Zone.

The development will be expected to:

Consider the potential impact on the adjacent Shortwood and Hay Green Local Wildlife Sites and include appropriate mitigation where necessary; and

Retain the mature trees present on site.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site ES17 Land South of Dearne Valley Parkway 28.2 ha

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56; and employment site references: ES14 and ES17.

The development will be expected to:

Provide appropriate access to housing site references HS64, HS66 and HS56;

Protect and retain the areas of woodland, species-rich neutral grassland, pond and stretches of older hedgerow. The site has potential as a habitat for newts, so it is recommended that this possibility is investigated prior to any development;

Consider and minimise the impact on the setting of listed buildings through appropriate design and landscaping;

Ensure that development respects the landscape and wider countryside, and where appropriate mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside; and

Protect and retain the Green way, Public Footpaths and Bridleways, cutting through and along the periphery of the site, and make provision for them in the design of the layout.

### Site ES18 Ashroyd 8.9 ha

Part of the site is in Sheffield City Region Enterprise Zone.

The development will be expected to:

Retain the young plantation woodland present on the periphery of the site.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Penistone

#### Site ES19 Land North of Sheffield Road 3.3 ha

The development will be expected to:

Retain the mature trees present on the site's north-eastern boundary;

Provide a buffer strip along the entire edge of the north-eastern boundary to prevent the site from being developed right up to the woodland edge;

Observe the statutory safety clearances in relation to the pylons which cross the site; and

Respect the setting of the listed Kirkwood Farmhouse 100m to the West by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

**Wombwell****Site ES20 Everill Gate Lane 3.6 ha**

The development will be expected to:

Provide off site pedestrian and vehicular infrastructure improvements;

Consider the potential impact on the nearby Broom Hill Flash Nature Reserve Local Wildlife Site and include appropriate mitigation where necessary; and

Retain the mature oak on the site's northern boundary and hawthorn hedgerow on the south-eastern boundary.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Outside Urban Barnsley and Principal Towns

#### Site ES21 Wentworth Industrial Park, Tankersley 4.3 ha

The development will be expected to:

Consider the potential impact on the adjacent West Wood and Sowell Pond Local Wildlife Sites and include appropriate mitigation where necessary;

Protect and retain the site's woodlands;

Consider exclusion of the natural area from the site boundary or provide compensation for its loss; and

Ensure a wildlife corridor is either retained or created along the northern boundary of the parcel of land north of Maple Court.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

#### Site ES22 Park Springs, Houghton 3.4 ha

The development will be expected to:-

Consider the potential impact on the nearby Edderthorpe Ings Local Wildlife Site and include appropriate mitigation where necessary;

Retain the marshy grassland areas. Where these cannot be retained, suitable wetland features should be incorporated into the development as replacement habitat;

Provide off site road safety enhancements; and

Avoid locating built development in parts of the site within flood zone 2 and 3.

### Site ES23 Land South of Park Springs 8.3 ha

Habitats at the north of the site comprising swamp, watercourse/banks and semi-improved neutral grassland to the north of the watercourse should be retained by any development, as should the deciduous woodland belt running down the east of the site, including the row of mature black poplars/lime trees and the large horse chestnut tree at the east of the disused bus turning circle.

- 8.17** Amongst the proposed allocations are some sites which we consider to be expansion land. As these are regarded as under the control of an existing/ neighbouring end user they may not be immediately available to the market. They are however new sites that are proposed, and therefore they are included as part of our employment land supply. These sites are unlikely to be brought forward in the short to medium term, or are sites whose owners intend to develop for their own purposes.
- 8.18** On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward.
- 8.19** Allocated employment sites are shown on the Policies Map. In terms of controlling development on them the following policy applies to all allocated employment sites. It will also be applied to areas currently in employment use, or where a previous employment use has now ceased.

### Policy E3 Uses on employment land

On allocated Employment Sites, or land currently or last used for employment purposes, we will allow the following uses:<sup>(4)</sup>

1. Research and development, and light industry;
2. General industrial; or
3. Storage or distribution.

Ancillary uses will be allowed where appropriate in scale.

Proposals for other employment generating uses may be considered on their merits, particularly in terms of providing jobs, skills and their contribution to the borough's GVA.

- 8.20** The provision of well located employment land is key to the borough's future economic growth. It is therefore essential that both new employment land, and land currently in use or last used for employment purposes, is protected and safeguarded from non employment uses.

<sup>4</sup> The uses in policy E3 are those set out in the Use Classes Order 1987 as amended (including any subsequent amendments), categories B1, B2 and B8 and therefore the exclusions set out in those categories apply. Offices are considered to be a Town Centre use.

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- 8.21** Non employment uses will only be considered where it can be demonstrated that they provide a significant contribution to the economic offer of the borough. Given the job growth targets that Barnsley aspires to close the job density gap it is imperative that the best use is made of employment land to contribute towards increasing the number of jobs in the borough.
- 8.22** Employment Sites are undeveloped land allocated for employment use. These allocations will provide a choice in places that meet the needs of businesses and their workforce in terms of accessibility and are accessible to communities that would benefit from greater access to job opportunities. Land currently or last used for employment purposes are areas of established employment use and represent the borough's employment land stock. These areas are sometimes interspersed with other 'employment generating' uses which may not strictly conform to the conventional B class employment uses, and may include some vacant land and premises. Due to their long established nature they comprise some of the borough's most sustainable and most valued employment areas and will be protected from non employment development as set out in policy E4 Protecting Existing Employment Land. It should be noted that 'Land currently or last used for employment purposes' does not contribute towards the available supply as it is already in existing use.
- 8.23** In order to encourage economic restructuring in accordance with the Jobs and Business Plan, provision is made on the majority of sites for a range of employment creating uses. These will mainly be uses falling within Parts B1, B2 or B8 of the Use Classes Order 1987. However, so that the process of widening the economic base and diversifying the local economy is not hindered, other job creating uses may be allowed. Proposals for waste management facilities may be acceptable subject to meeting the requirements set out in the Barnsley, Doncaster and Rotherham Joint Waste Plan 2012 and any updates to this document.

### Policy E4 Protecting Existing Employment Land

Land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs. The development of employment land and premises for non-employment uses will only take place if:

- Development would not result in a significant loss of existing jobs or employment potential;
- There will still be an adequate supply of employment land or premises in the locality; and
- The land or premises cannot satisfactorily support continued employment use.

If the above criteria can be satisfied then redevelopment will be allowed.

- 8.24** Due to their long established nature, land or premises currently or last used for employment purposes, comprise some of the borough's most sustainable and most valued employment areas. These areas will be protected from non-employment use to maintain the range of land and premises.

- 8.25** It is important to retain existing employment sites in order to maintain a range of types of available premises. Losses have been as high as 8 ha per annum, but have significantly reduced in recent years. These losses have been to a variety of uses, but predominantly to housing. This Local Plan sets out the numbers of housing required and broadly where it will be located. We will seek to stop further losses of employment land to housing unless credible supporting evidence is provided to demonstrate that a proposal conforms with the above policy.

### Policy E5 Promoting Tourism and encouraging Cultural Provision

We will promote tourism and encourage the growth and development of cultural provision by:

- Encouraging the provision of a wide range of venues and opportunities for cultural activity;
- Safeguarding and sustaining existing cultural provision;
- Promoting the existing cultural provision and tourism offer (for example museums, theatres, accommodation and hospitality); and
- Encouraging the growth of the tourism business sector.

Major new tourist and cultural facilities will be focused within existing centres where possible.

Tourist related development in rural areas will be protected and encouraged to support and diversify the local economy, subject to the requirements of Policy E6 Rural Economy.

- 8.26** The Good Practice Guide on Planning for Tourism uses the World Tourism Organisation's (WTO) definition of tourism: 'the activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes'. Tourism refers to all activities of visitors including both 'tourists' (overnight visitors) and 'same-day visitors' and can cover a very diverse range of activities.
- 8.27** Tourism can bring many broader benefits that will contribute to the economic and social well being of local communities as well as to individuals. It can:
- Be the focus of regeneration of urban and rural areas;
  - Provide a catalyst for growth in an area, raising its profile and stabilising out-migration;
  - Provide opportunities for retraining for the resident workforce and help to diversify over-specialised economies; and
  - Help maintain and expand under used sports and recreation facilities in urban areas.
- 8.28** The future development of tourism is an important issue in both urban and rural areas. Tourism has an important role to play in Barnsley's economy. We want to build on the existing tourism potential of current attractions and others close to our borders and to support and explore

## 8 . Economy

all opportunities to improve existing destinations and create new tourism and cultural attractions. We need to build on the legacy of the Tour de France and maximise use of key assets in the borough such as the Trans Pennine Trail.

**8.29** The council has an emerging Destination Management Plan which aims to improve the economic prosperity and vitality of Barnsley and to improve the health and social well being of the residents and communities of Barnsley.

**8.30** The benefits of providing for a wide range of cultural activities and facilities include:

Contributing to the local economy;

Creating a rich vibrant and diverse mix of uses;

Well being and enjoyment of town centres and countryside;

Social benefits;

Supporting citizenship and community identity; and

Maintaining healthy lifestyles.

**8.31** In order to maximise the benefits of tourism to rural economies, it is important to locate new tourism development in locations where visitors to such attractions can help to support local shops and services. It must also be sensitive to and integrate well with its countryside and landscape setting in accordance with Policy E6 which relates to the rural economy.

### Policy E6 Rural Economy

We will encourage a viable rural economy by allowing development in rural areas if it:

- Supports the sustainable diversification and development of the rural economy;
- Results in the growth of existing businesses;
- Is related to tourism or recreation; or
- Improves the range and quality of local services in existing settlements.

Development in rural areas will be expected to:

- Be of a scale proportionate to the size and role of the settlement;
- Be directly related, where appropriate, to the needs of the settlement;
- Not have a harmful impact on the countryside, biodiversity, Green Belt, landscape or local character of the area;
- Consider the re-use of existing rural buildings in the first instance; and
- Protect the best quality agricultural land, areas of lower quality agricultural land should be used for development in preference to the best and most versatile land.

- 8.32** It is important that the Local Plan plays a role in maintaining and enhancing sustainable rural communities. To do this we need to balance the potentially conflicting demands on rural areas. This policy seeks to support the diversification and strengthening of the rural economy and revitalisation of rural villages and to improve the range and quality of local services available to rural communities. This however must not be at the expense of maintaining the character and quality of Barnsley's environment. Development in rural areas must have due respect to the character of the landscape, biodiversity, and the Green Belt.
- 8.33** Rural diversification should relate primarily to business and employment development, rather than residential development, with priority given to the re-use of existing buildings rather than the construction of new ones. Small businesses, self employment and home based work are particularly important in rural areas and will be supported, as will opportunities to increase the availability of high speed broadband internet services in rural areas.

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### Policy E7 Loss of Local Services and Community Facilities in Villages

Planning permission for changing the use of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses, places of worship, post offices and petrol stations; to new uses will only be allowed if it can be shown that:

The business or facility cannot be economically successful; or

The change of use would not have a significant effect on the ability of local people to access local services.

- 8.34** It is important that people living in villages have reasonable access to facilities to provide for day-to-day needs such as local shops and post offices. Where possible, these facilities will be kept. If there is going to be a change of use, supporting evidence should be provided to justify the proposal. This may include information about the business (such as any attempts to sell it), or alternative facilities available in the area that provide the same services. Villages are set out in the settlement hierarchy in section 5.

**The Challenge**

Providing the right mix, type and density of housing

Meeting the need for affordable homes

Meeting the shortfall of sites for Gypsies, Travellers and Travelling Showpeople

Meeting the accommodation needs of children and vulnerable adults

**The Current Position**

Changing population profiles with a growth in small households

Insufficient supply of pitches for Gypsies and Travellers and increased instances of unauthorised encampments

Shortfall in supply of affordable housing

**Policy Solutions**

Ensuring the mix, type and density of housing is appropriate

Seeking affordable housing where appropriate

Providing for the needs of Gypsies, Travellers and Travelling Showpeople

**Policy H1 The Number of New Homes to be Built**

We will seek to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033.

A minimum five year supply of deliverable sites will be maintained.

- 9.1** This figure gives an indicative annualised figure of 1,134 per annum (21,546 over the plan period). It is considered that the 1,134 figure represents an ambitious and aspirational figure which addresses housing needs and supports economic growth ambitions, and would still require a step up in delivery.
- 9.2** The supply of housing sites is made up of Local Plan allocations and sites that already have planning permission. Empty homes and buildings brought back into residential use will also be part of our supply in accordance with NPPF paragraph 51. The Council has an Empty Homes Strategy.

## 9 . Housing

- 9.3** For the purposes of this policy, institutional accommodation units and student accommodation, not classed as a C3 dwelling house, are excluded from this target.

### Policy H2 The Distribution of New Homes

The approximate distribution of new homes for the period 2014 to 2033 will be as follows:

**Distribution of new homes for the period 2014 to 2033**

Settlement	Number of homes	Planning Permissions	Total	% of Overall Supply <sup>1</sup>
<b>Urban Barnsley</b>	5812	3258	9070	43
<b>Cudworth</b>	1088	215	1303	6
<b>Dearne</b>	1969	922	2891	14
<b>Hoyland</b>	2263	304	2567	12
<b>Penistone</b>	637	366	1003	5
<b>Royston</b>	886	416	1302	6
<b>Wombwell</b>	1370	699	2069	10
<b>Other</b>	211	590	801	4
<b>Total</b>	<b>14236</b>	<b>6770</b>	<b>21006</b>	<b>100</b>

<sup>1</sup>Includes 4295 dwellings proposed as part of mixed use sites. Please see site policies in Chapter 10 for further details.

A further 200 dwellings in the villages and 566 dwellings across the Borough will be added to the overall total supply as a windfall allowance. The methodology for calculating this allowance is set out in the 5 year supply note.

- 9.4** The location of housing development accords with the settlement hierarchy and Policy LG2 regarding the location of growth.
- 9.5** Sites are allocated for housing in accordance with policy H1 of this Local Plan. The sites are shown on the Policies Map and set out in the site policies below and the site policies in section 10 Mixed Use. Sites within Urban Barnsley and the Principal Towns have been assessed at an indicative density of 40 dwellings per hectare and sites in the villages at 30 dwellings per hectare. A gross to net ratio has been applied to take account of on site infrastructure requirements.

- 9.6** Some site areas have also been reduced further to take into account areas of archaeological or ecological importance, and areas where development would significantly impact on the setting of a heritage asset.
- 9.7** On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward. As set out in policy GS1, compensation could include on site retention and enhancement, off site replacement or financial contribution.
- 9.8** Below is a list of proposed housing allocations. Where there are specific issues site specific policies are provided. Where there are no site specific details any subsequent planning application will be determined in accordance with the Local Plan.

### Urban Barnsley

#### Site HS1 Former Woolley Colliery Indicative number of dwellings 90

Development of the site will not take place until the road layouts are in place for sites HS25 and HS11.

The development will be expected to retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land.

#### Site HS2 Land south of Darton Lane, Staincross Indicative number of dwellings 86

The development will be expected retain species-rich grassland meadows at the west of the site. A buffer strip of vegetation should also be retained adjacent to the disused railway line at the south.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS3 Former William Freeman Site, Wakefield Road Indicative number of dwellings 102**

The development will be expected to retain the diverse grassland to the east, abutting the disused railway line.

### **Site HS4 Longcar PDC, Longcar Lane**

The site has planning permission for 32 dwellings.

### **Site HS5 Land South of West Street, Worsbrough**

The site has planning permission for 70 dwellings.

### **Site HS6 Land south of Coniston Avenue, Darton Indicative number of dwellings 40**

### **Site HS7 Land east of Burton Road, Monk Bretton Indicative number of dwellings 218**

The development will be expected to:

Ensure that no vehicular access shall be taken from Littleworth Lane; and

Provide a wildlife buffer strip between the site and Littleworth Park green space to the east.

Archaeological remains are known to be present on this site. The developable site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

### Site HS8 Site West of Wakefield Road, Mapplewell Indicative number of dwellings 135

Part of the site has planning permission for 250 dwellings. The indicative number of dwellings above relates to the remainder of the site.

The development will be expected to retain, buffer and manage all the hedgerows; significant areas of the existing grassland and scrub should be retained and managed as the greenspace provision.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### Site HS9 Land East of Smithy Wood Lane, Gilroyd Indicative number of dwellings 144

The development will be expected to:

Provide adequate access to allow the complete development of the entire site for residential purposes including bringing the necessary section of Smithy Wood Lane up to adoptable standards and the investigation and evaluation of other potential improvements;

Provide off site highway safety enhancements; and

Retain and buffer boundary vegetation which has ecological value, the hedgerow at the south-west, the tree strip at the south-east adjacent to the wildlife corridor, and the mature trees at the north.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS10 Land North of Keresforth Road, Dodworth Indicative number of dwellings 175

The development will be expected to:

Retain woodland, stream habitat and hedgerows;

Avoid development in the Air Quality Management Area affected by the M1 and satisfy the requirements of Local Plan Policy AQ1 Development in Air Quality Management Areas;

Provide pedestrian links through the development to the footbridge across the M1 Motorway;

Provide appropriate vehicular access;

Provide appropriate acoustic treatment to mitigate against traffic noise; and

Provide compensation for the loss of any trees.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS11 Land South of Bloomhouse Lane, Darton Indicative number of dwellings 214**

The development will be expected to:

Provide a new roundabout and access from the B6131 Station Road adequate to accommodate the development of the entire site;

Ensure that the internal road layout will allow access to housing allocation HS25 and provide a spine road through the site linking Station Road with Woolley Colliery Road that is capable of taking through traffic; and

Retain, buffer and manage all the hedges plus retain and manage a significant proportion of the existing scrub as part of the greenspace provision.

Archaeological remains are known to be present on this site. The developable site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

### **Site HS12 Site north of Carlton Road Indicative number of dwellings 86**

Part of the site currently functions as a car park. This has been included in the development site because part may be needed to provide adequate access.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS13 Former Priory School/ Land off Rotherham Road, Cundy Cross Indicative number of dwellings 51**

Part of the site has planning permission for 197 dwellings. The indicative number of dwellings above relates to the remainder of the site.

The development will be expected to:

Secure access from the site with planning permission to the remainder of the site;

Undertake an ecology report and retain any areas of significant value; and

Either retain and manage the small area of species-rich grassland in the south-east and the plantation woodland or provide mitigation for these biodiversity losses within any development.

### **Site HS14 Garden House Farm, Garden House Close, Monk Bretton Indicative number of dwellings 70**

The development will be expected to:

Respect the historic setting of the listed buildings associated with Manor Farm immediately to the South West by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials; and

Retain and manage the scrub/grassland in the south-eastern section of the site apart from the buildings part.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS15 Land to the West of Smithy Wood Lane, Gilroyd Indicative number of dwellings 36**

The development will be expected to provide off site highway safety enhancements.

## 9 . Housing

### Site HS16 Site to the east of St Helens Avenue Indicative number of dwellings 96

The development will be expected to retain the woodland at the north-east corner plus the hedgerows in the northern half of the site. These should be buffered and managed.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS17 Land west of Wakefield Road Indicative number of dwellings 250

The development will be expected to:

Be accompanied by plans for the improvement, protection and maintenance of the adjacent Scheduled Ancient Monument known as East Gawber Hall Colliery Fanhouse and its setting. Planning conditions will be used to ensure that details for the improvement, protection and maintenance of the adjacent monument and its setting have been submitted to and approved by the Council before development commences; and

Retain, buffer and manage all hedgerows plus the scrubland/swamp in the depression.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

**Site HS18 Site of former Kingstone High School**

The site has planning permission for 163 dwellings.

**Site HS19 Land North of Wilthorpe Road, Wilthorpe**

The site has planning permission for 326 dwellings.

**Site HS20 Land off High Street, Dodworth**

The site has planning permission for 6 dwellings.

**Site HS21 Monk Bretton Reservoir and land to the east of Cross Street  
Indicative number of dwellings 79**

Part of the site has planning permission for 95 dwellings. The indicative number of dwellings above relates to the remainder of the site.

The development will be expected to:

Respect the historic setting of the adjacent listed building associated with Manor Farm immediately to the east by use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials; and

Ensure that no development takes place around the access road to the cricket ground in order to protect the setting of Monk Bretton Cross Scheduled Ancient Monument.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS22 Land at St Michaels Avenue Indicative number of dwellings 38**

The development will be expected to provide appropriate acoustic treatment to mitigate against noise from the industrial estate.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS23 Land off Highstone Lane, Worsbrough Common Indicative number of dwellings 18**

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS24 Land between Mount Vernon Road and Upper Sheffield Road Indicative number of dwellings 42

The development will be expected to:

Protect the historic setting of the listed Darley Cliffe Hall, its ancillary listed buildings and Elmhirst Farm and cottage. Development shall be limited to the area shown on the Policies Map. Development shall respect the historic setting of these listed buildings by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials; and

Retain and enhance the boundary wall fronting Mount Vernon Road or rebuild at the back of wider footway.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS25 Land to the east of Woolley Colliery Road Indicative number of dwellings 118**

The development will be expected to:

Ensure that the internal road layout will allow access to housing allocation HS11 and provide a spine road through the site linking Station Road with Woolley Colliery Road that is capable of taking through traffic; and

Ensure appropriate access is provided to enable the development of site HS1.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS26 Land adjacent Zenith Business Park Indicative number of dwellings 143**

The development will be expected to retain the woodland belt at the west and retain scattered trees in the east of the site.

**Site HS27 Bleachcroft Way Industrial Estate indicative number of dwellings 230**

The development will be expected to:

Provide off site highways capacity works at Stairfoot;

Retain the wet woodland on the site's southern boundary which forms part of a habitat corridor;

Retain the areas of more species-rich grassland within the railway cutting and in the site's north-eastern corner;

Provide landscape screening to the site's open southern aspect to the Green Belt which is formed by Dob Syke;

Retain the grasslands at the south-west and north-east of the site plus the woodland/stream corridor to the east; and

Safeguard the setting of the Listed Buildings at Swaithe Hall and Ardsley Cemetery.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

**Site HS28 Land south west of Priory Road Indicative number of dwellings 18**

The development will be expected to incorporate methane barrier protection measures into the design of the scheme as the site is within 250m of a category 1 landfill site.

## 9 . Housing

### **Site HS29 Land off Mount Vernon Road, Worsbrough, Barnsley Indicative number of dwellings 74**

The development will be expected to:

Retain and maintain the strip of semi-natural broadleaf woodland in the south of the site;  
and

Respect the historic setting of the listed building at Elmhirst Farmhouse and Cottage opposite this site by the use of appropriate site layout, sympathetic design that reflects their setting, scaling, massing, details and materials.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS30 Land off Leighton Close Indicative number of dwellings 18**

The development will be expected to retain and manage boundary vegetation, plus create new biodiverse hedgerows.

**Cudworth****Site HS31 Land off High Street, Shafton**

This site has planning permission for 38 dwellings.

**Site HS32 Land off Pontefract Road Indicative number of dwellings 147**

The development will be expected to retain and buffer the hedgerows.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

**Site HS33 Land west of Brierley Road, Grimethorpe Indicative number of dwellings 61**

The development will be expected to:

- Respect the setting of the adjacent listed building 40m immediately to the east (Bridge Farmhouse) by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials; and
- Retain a buffer strip of vegetation alongside the dyke at the southern boundary plus the mature trees and hedgerows.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remain;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS34 Land north of Blacker Lane, Shafton Indicative number of dwellings 169**

The development will be expected to:

Provide a masterplan demonstrating how the site can be developed for residential purposes. This should consider access issues and, if necessary, the redevelopment of the area occupied by the farm and industrial buildings;

Provide off site highway safety enhancements; and

Retain and manage the hedgerows, mature trees and pond, plus a buffer strip against the disused railway line.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS35 Land adjacent to Carrs Lane / Summerdale Road, Cudworth**

This site has planning permission for 278 dwellings.

### Site HS36 Land at Weetshaw Lane, Cudworth Indicative number of dwellings 144

The development will be expected to:

Retain, buffer and manage the existing hedgerows and woodland blocks;

Be accessed through the adjacent housing allocation HS39;

Provide appropriate acoustic treatment to mitigate against road noise; and

Avoid locating any built development in Flood Zone 2 and 3.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### Site HS37 Land north of Sidcop Road, Cudworth Indicative number of dwellings 18

The development will be subject to a masterplan covering the entire site and including sites HS38 and HS40 demonstrating that proposals will positively support and complement the comprehensive wider development of the area.

The development will be expected to:

- Provide appropriate junction improvements at Pontefract Road;

- Retain, buffer and manage the trees at the southern boundary; and

- Provide appropriate acoustic treatment to mitigate against road noise.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

### Site HS38 Land off Cudworth Bypass Indicative number of dwellings 192

The development will be subject to a masterplan covering the entire site and including sites HS37 and HS40 demonstrating that proposals will positively support and complement the comprehensive wider development of the area.

The development will be expected to:

- Provide appropriate junction improvements at Pontefract Road;

- Retain, buffer and manage hedgerows and trees at the north-east side of the site; and

- Provide appropriate acoustic treatment to mitigate against road noise.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

### Site HS39 Land west of Three Nooks Lane, Cudworth Indicative number of dwellings 41

The development will be expected to:

- Be accessed from the adjacent roundabout on the Cudworth Parkway;

- Provide access to enable development of site HS36; and

- Provide appropriate acoustic treatment to mitigate against road noise.

## 9 . Housing

### **Site HS40 Land north of Oak Tree Avenue Indicative number of dwellings 38**

The development will be subject to a masterplan covering the entire site and including sites HS37 and HS38 demonstrating that proposals will positively support and complement the comprehensive wider development of the area.

The development will be expected to provide appropriate junction improvements at Pontefract Road

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS41 Former Willowgarth School, Grimethorpe**

The site has planning permission for 97 dwellings.

**Goldthorpe (Dearne Towns)****Site HS42 Land south of Lowfield Road, Bolton on Dearne Indicative number of dwellings 86**

The development will be expected to:

Provide traffic signals at the railway bridge on Lowfield Road;

Provide an odour report and incorporate any appropriate mitigation measures including a landscaped buffer;

Be designed, managed and mitigated to ensure that there are no adverse impacts on the neighbouring Adwick Washlands nature reserve (to the east of the site) which is of significant ecological interest; and

Be accompanied by details for the improvement, protection and maintenance of the adjacent Scheduled Ancient Monument known as Heavy Anti-aircraft gunsite 330m south east of Lowfield Farm (Entry 1019872) and its setting. Planning conditions will be used to ensure that details for the improvement, protection and maintenance of the monument have been submitted to and approved by the Council before development commences.

**Site HS43 Former Reema Estate and adjoining land, off School Street, Thurnscoe Indicative number of dwellings 480**

The development will be expected to:

Provide a bridge for people and vehicles to use across the railway line connecting the site with Thurnscoe East Estate; and

Retain, enhance and manage a wildlife corridor on the eastern boundary alongside the rail line.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS44 Bolton House Farm, Goldthorpe Indicative number of dwellings 194**

Archaeological remains are known to be present on this site. The developable site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

### **Site HS45 Land south of Barnburgh Lane Indicative number of dwellings 69**

Part of the site has planning permission for 61 dwellings. The indicative dwelling number above relates to the remainder of the site.

The development will be expected to retain, enhance and manage hedgerows, woodland and swamp at the south-west side of site.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

### **Site HS46 Land North of East Street, Goldthorpe Indicative number of dwellings 125**

The development will be expected to:

Retain and manage habitat at the north-east part of site (grassland, herbs and trees) plus hedgerows on the site;

Respect the historic setting of the listed Church of St. John and St. Mary Magdalene by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials;

Comply with the Goldthorpe Masterplan; and

Provide appropriate acoustic treatment to mitigate against road noise.

Archaeological remains are known to be present on this site. The developable site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

### **Site HS47 Land to the north of the Dearne Advanced Learning Centre, Goldthorpe Indicative number of dwellings 86**

The development will be expected to retain, enhance and manage the higher value ecological areas detailed in the ecological assessments produced on behalf of BMBC.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS48 Land north of Barnburgh Lane, Goldthorpe Indicative number of dwellings 109**

The development will be expected to retain hedgerows around the periphery of the site.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS49 Land to the South of Beever Street Goldthorpe Indicative number of dwellings 54**

Part of the site has planning permission for 180 dwellings. The indicative dwelling number above relates to the remainder of the site.

The development will be expected to:

Comply with the Goldthorpe Masterplan; and

Retain, enhance and manage a buffer strip of existing vegetation to the disused railway at the south plus mature trees and hedgerows.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS50 Site at Brunswick Street Indicative number of dwellings 45

### Site HS51 Site to the west of Broadwater Estate Indicative number of dwellings 279

The development will be expected to:

Retain the southern quarter of the site which has high ecological value. The developable site area has been reduced to account for retention of this area; and

Provide appropriate access to housing site reference HS51 from Billingley View through the south east corner of site ES10.

Archaeological remains are known to be present on this site. The developable site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

### Site HS52 Land west of Thurnscoe Bridge Lane and south of Derry Grove, Thurnscoe Indicative number of dwellings 308

The development will be subject to the production of a masterplan covering the entire site to ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

Ensure that the trees and hedgerows around the periphery of the site, in particular on the southern boundary are retained; and

Provide off site highway enhancements.

Archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.

### Site HS53 Site south of King Street, Thurnscoe Indicative number of dwellings 25

## 9 . Housing

### **Site HS54 Land off Gooseacre Avenue, Thurnscoe Indicative number of dwellings 80**

The development will be expected to:

Provide appropriate access; and

Retain the dense scrub at the north and west of the site.

### **Site HS55 Former Highgate Social Centre Indicative number of dwellings 29**

Planning permission for 6 dwellings has been granted on part of the site. The indicative dwelling number above relates to the remainder of the site.

## Hoyland

### Site HS56 Land off Shortwood Roundabout, Hoyland Indicative number of dwellings 80

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56 and employment site references: ES14 and ES17. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

- Retain, enhance and manage the hedgerow on the east side;

- Provide appropriate acoustic measures to mitigate against noise from the road; and

- Provide appropriate access.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### Site HS57 Land at Tankersley Lane Indicative number of dwellings 101

The development will be subject to the production of a Masterplan Framework covering the entire site and employment site reference ES13. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

Ensure any layout takes account of the relationship between the new development and existing buildings that are not available for redevelopment;

Provide a buffer between the site and Skiers Wood Local Wildlife Site;

Provide a landscape buffer between this site and the employment site ES13; and

Produce a detailed ecology report in support of any development proposal.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS58 Land at Broad Carr Road, Hoyland Indicative number of dwellings 131

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS61; HS62; HS65; HS58 and HS68. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

- Retain the double, species-rich hedgerow on the north-eastern boundary and the areas of broadleaf woodland;

- Provide a buffer between the site and Skiers Wood Local Wildlife Site;

- Provide appropriate access to site HS62; and

- Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### Site HS59 Land south of Hay Green Lane Indicative number of dwellings 118

The development will be expected to:

Produced a detailed ecology report in support of any development proposal;

Respect the historic setting of the listed barn opposite Herons Way by retaining the existing mature field boundary with its existing hedge and trees to the east, and by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials; and

Provide appropriate access and off site highway works.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS60 Land at Greenside Lane, Hoyland Indicative number of dwellings 22

The development will be expected to retain the mature trees on the boundaries.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS61 Land off Clough Fields Road, Hoyland Common Indicative number of dwellings 74

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS61; HS62; HS65; HS58 and HS68. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

- Retain and manage the woodland at the south and east of the site;

- Provide appropriate access to site HS65; and

- Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### Site HS62 Land off Meadowfield Drive Indicative dwelling number 74

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS61; HS62; HS65; HS58 and HS68. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

Retain and manage the woodland belt at the west of the site; and

Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS63 Land off Welland Crescent, Hoyland Indicative number of dwellings 29

The development will be expected to retain and manage existing vegetation at the north-east and north-west boundaries alongside the rail line and footpath.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS64 Land North of Hoyland Road, Hoyland Common Indicative number of dwellings 615

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56 and employment site references: ES14 and ES17. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to ensure that:

All hedgerows and woodland blocks are retained, enhanced and managed and appropriate access provided;

A wildlife corridor is created across the site;

Appropriate acoustic measures are provided to mitigate against noise from the road; and

Development shall respect the historic setting of Hoyland Lowe Stand and the churchyard of St. Peters Church to the east by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### Site HS65 Land North of Stead Lane, Hoyland Indicative number of dwellings 600

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS61; HS62; HS65; HS58 and HS68. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

- Retain buffer and manage the woodland at the north and east, all hedgerows on site and the pond at the south-west;

- Provide appropriate access to sites HS61, HS62 and HS58; and

- Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

### Site HS66 Land west of Upper Hoyland Road Indicative number of dwellings 70

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS64; HS66; HS56 and employment site references: ES14 and ES17.

The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

- Ensure access to the site is taken through the adjacent housing allocation HS64. Access infrastructure must be capable of allowing development of the whole site;

- Retain, enhance and manage the species-rich hedgerows and plantation woodland at the north, plus create a wildlife corridor along the site; and

- Protect the historic setting of Hoyland Lowe Stand immediately to the east by:

  - Limiting development on the site to the area shown on the Policies Map;

  - Restricting the height of dwellings to a single storey at the eastern margin of the developable area; and

  - Providing appropriate site layout and sympathetic design that reflects the setting, scaling, massing, details and materials.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS67 Land at Sheffield Road, Birdwell Indicative number of dwellings 17**

The development will be expected to:

Respect the historic and listed status of the Mine Rescue Station immediately adjacent by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials; and

Avoid development in the Air Quality Management Area affected by the M1 and satisfy the requirements of Local Plan Policy AQ1 Development in Air Quality Management Areas.

### **Site HS68 Land between Stead Lane and Sheffield Road, Hoyland Common Indicative number of dwellings 237**

The development will be expected to:

The development will be subject to the production of a Masterplan Framework covering a number of sites including housing site references: HS61; HS62; HS65; HS58 and HS68. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner

The development will be expected to:

Retain and maintain the species-rich hedgerow along the north-eastern boundary. The other hedgerows should be retained. If they are proposed for removal their importance should first be assessed against the Hedgerow Regulations 1997;

Retain the two mature oak trees on the north-east boundary; and

Include measures for the protection and retention of the listed milepost on Sheffield Road which is approximately 100m to the north of the driveway to Bell Ground House and its immediate setting.

### Site HS69 Land north of Wood Walk, Hoyland Indicative number of dwellings 112

The development will be expected to:

Retain the broadleaf plantation in the east of the site and the strip of dense scrub with scattered trees towards the west of the site;

Retain and maintain the large ash tree near the centre of the site; and

Fully evaluate any hedgerows which are proposed for removal against all criteria of the Hedgerows Regulations 1997.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Penistone

#### Site HS70 Land to north of Barnsley Road, Penistone Indicative number of dwellings 32

Part of the site has planning permission for 11 dwellings. The indicative number of dwellings above relates to the remainder of the site.

The development will be expected to:

Respect the setting of the listed complex of buildings at Nether Mill 60m to the West by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials; and

Avoid locating built development in parts of the site within flood zone 2 and 3.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

**Site HS71 Land at Talbot Road, Penistone Indicative number of dwellings 30**

The development will be expected to:

Provide appropriate access; and

Respect the historic setting of the listed buildings at 8-10 Thurlstone Road and the group character of Penistone Conservation Area immediately adjacent and to the east. Development of site HS71 will require the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### **Site HS72 Land east of Saunderson Road, Penistone Indicative number of dwellings 29**

The development will be expected to:

Retain the heathland in the southern half plus provide a buffer strip of vegetation to the cemetery at the south; and

Respect the historic setting of the listed buildings at 8-10 Thurlstone Road and the group character of Penistone Conservation Area 200m to the east. Development will require the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### **Site HS73 Land South East of Schole Hill Lane, Penistone**

The site has planning permission for 139 dwellings

### Site HS74 Land south of Well House Lane, Penistone Indicative number of dwellings 132

The development will be expected to:

Ensure the wider characteristic landscape setting and the setting of the Penistone Conservation Area are protected and enhanced including the use of appropriate site layout, and sympathetic design that reflects their setting, scaling, massing, details and materials;

Provide appropriate off site road safety enhancements;

Be designed to provide an appropriate buffer around Westhorpe Works in accordance with HSE standards;

Evaluate the site's importance as overwintering feeding habitat for golden plovers and provide mitigation or compensation habitat as appropriate; and

Avoid locating built development in parts of the site within flood zones 2 and 3.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 9 . Housing

### Site HS75 Land south of Halifax Road, Penistone Indicative number of dwellings 414

The development will be expected to:

Be designed to provide an appropriate buffer around Westhorpe Works in accordance with HSE standards;

Provide appropriate off site road safety enhancements;

Ensure the wider characteristic landscape setting and the setting of the Penistone Conservation Area are protected and enhanced by the use of appropriate site layout and sympathetic design that reflects their setting, scaling, massing, details and materials;

Provide appropriate acoustic treatment to mitigate against road and railway noise; and

Evaluate the site's importance as overwintering feeding habitat for golden plovers and provide mitigation or compensation habitat as appropriate.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

**Royston****Site HS76 Land at end of Melton Way, Royston Indicative number of dwellings  
58**

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Wombwell

#### Site HS77 Land at Pitt Street, Wombwell Indicative number of dwellings 109

The development will be expected to provide appropriate access.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

#### Site HS78 Land to the south of Doncaster Road, Darfield Indicative number of dwellings 441

The development will be expected to:

Retain and improve hedgerows running along the east and west boundaries;

Retain and protect the small areas of woodland along the eastern boundary. The area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development;

Provide appropriate access; and

Provide off site road safety enhancements.

### Site HS79 Former Foulstone School Playing Fields Indicative number of dwellings 189

The development will be expected to:

provide a minimum of 3 hectares of the playing fields and provide improvements to compensate for loss of green space to include provision of changing facilities.

include measures for the protection and retention of the listed milepost and its immediate setting on the short link road 150m east of the junction with Barnsley Road.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains

An assessment of the significance of the remains

Consideration of how the remains would be affected by the proposed development.

### Site HS80 The Former Foulstone School Indicative number of dwellings 49

Part of the site has planning permission for 40 dwellings. The indicative number of dwellings above relates to the remainder of the site.

The development will be expected to:

Respect the historic setting and the group character of the adjacent Darfield Conservation Area by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials; and

Investigate options on the southern boundary of the site on the edge of Darfield Local Centre for providing either:

A small scale convenience shop that is in compliance with Local Plan Policy TC5 Local Shops; or

An extension to Darfield Local Centre that is in compliance with local and national policy to protect town centres.

## 9 . Housing

### **Site HS81 Land rear of Kings Oak Primary School, Wombwell Indicative number of dwellings 49**

The site has planning permission for 49 dwellings.

### **Site HS82 Land off Newsome Avenue, Wombwell**

The site has planning permission for 43 dwellings.

### **Site HS83 Former Kings Road School Site, Wombwell Indicative number of dwellings 34**

The site has planning permission for 34 dwellings.

### **Site HS84 Land east of Lundhill Road, Wombwell Indicative number of dwellings 150**

The development will be expected to:

Provide off site highway works;

Retain, enhance and manage the species rich grassland at the west, the marshy grassland in the north, and the species-rich hedgerow in the north-east of the site; and

Avoid locating built development in parts of the site within flood zones 2 and 3.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

**Site HS85 Land at Hill Street/ Snape Hill Road, Darfield Indicative number of dwellings 32**

**Site HS86 Land at New Street, Wombwell Indicative number of dwellings 35**

**Site HS87 Land east of Wortley Avenue, Wombwell Indicative number of dwellings 32**

## 9 . Housing

### Land outside Urban Barnsley and the Principal Towns

#### Site HS88 Former Paper Mill, Oughtibridge, Sheffield

This site has planning permission for 320 dwellings. Whilst within our boundary, the impact of development will lie within Sheffield. Therefore this site is not included within our housing figures, but will contribute towards Sheffield's housing need figure.

#### Site HS89 Land off Roughbirchworth Lane, Oxspring Indicative number of dwellings 22

The development will be expected to:

Fully evaluate existing woodland trees for their biodiversity value and retain mature trees;

Retain or create a buffer of trees/woody vegetation adjacent to the Trans Pennine Trail (to the north-east) to reinforce the wildlife corridor;

Evaluate existing farm buildings for their bat roost and nesting bird value;

Evaluate the site's importance as overwintering feeding habitat for golden plovers and provide mitigation or compensation habitat as appropriate; and

Ensure the impacts/effects on the landscape are appropriately minimised and mitigated.

There is a further protected species issue which affects the northern portion of this site. Any applicant/developer should contact Barnsley Council's Planning Policy team for details which would need to be addressed within any proposals for a planning application.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS90 Land off High Street, Great Houghton Indicative number of dwellings 67

The development will be expected to:

Fully evaluate any hedgerows which are proposed for removal against all the criteria of the Hedgerow Regulations 1997. Valuable hedgerows must be retained within any development. The hedgerow at the north of the site should be retained and maintained;

Assess mature trees for their ecological value with any valuable or veteran trees being retained; and

Ensure the impacts/effects on the landscape are appropriately minimised and mitigated.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Site HS91 Land off Cote Lane, Thurgoland Indicative number of dwellings 22

The development will be expected to:

Survey the vegetation in the south and east half of the site, and retain high ecological value habitats;

Survey the scattered mature trees in the other half of the site for ecological value then retain valuable or veteran trees within any development; and

Ensure the impacts/effects on the landscape are appropriately minimised and mitigated.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS92 Everill Gate Farm, Broomhill Indicative number of dwellings 26

The development will be expected to:

Retain the pond and associated wetland-related habitat around it; maintain and improve its biodiversity value; and

Ensure the impacts/effects on the landscape are appropriately minimised and mitigated.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS93 Land north of Halifax Road, Thurgoland Indicative number of dwellings 19

The development will be expected to:

Retain the hedgerows on the southern and eastern boundaries. If it is proposed to remove any of these sections of hedgerow they should first be fully evaluated against all the criteria of the Hedgerow Regulations 1997; and

Ensure the impacts/effects on the landscape are appropriately minimised and mitigated.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

### Site HS94 Land off New Road, Tankersley Indicative number of dwellings 26

The development will be expected to:

Retain the mature boundary trees and the hedgerow at the south of the site. If proposed for removal the trees should be assessed for their ecological value and the hedgerow fully evaluated against all the criteria of the Hedgerow Regulations 1997; and

Create a buffer strip of native tree planting at the boundary where the site abuts a Local Nature Reserve woodland to the south west, which is an England Priority Woodland Habitat.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

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### Site HS95 Land at Hall Farm, Church Street, Brierley Indicative number of dwellings 29

This site was proposed as green space in the Submitted Local Plan. It is now proposed as a potential housing allocation to account for the changed approach to development in villages.

The development will be expected to:

Retain the mature on-site trees and protect them from any development;

Retain and manage the intact hedgerow forming the north-western and north-eastern boundary; and

Respect the historic setting of the Brierley Conservation Area which it lies within as well as the setting of Brierley Hall to the south west by the use of appropriate site layout, sympathetic design that reflects the setting and the historic vernacular, appropriate scaling, massing, details and materials.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation of necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

**9.9** The following policies will be applied to proposals for housing:

### Policy H3 Uses on Allocated Housing Sites

The sites shown as housing sites on the Policies Map will be developed for residential purposes. Other uses on these sites will only be allowed where:

They are small scale and ancillary to the housing elements; and

They provide a service or other facility for local residents.

- 9.10** The sites identified for housing are needed to provide new homes for people who want to live in the borough. However small scale facilities such as local shops or a community building can make housing developments more sustainable by offering a service within walking distance of homes. Any non residential proposals on allocated housing sites must be in conformity with other relevant policies in this Local Plan.

#### Policy H4 Residential Development on Small Non-allocated Sites

Proposals for residential development on sites below 0.4 hectares (including conversions of existing buildings and creating dwellings above shops) will be allowed where the proposal complies with other relevant policies in the Plan.

- 9.11** Whilst many new homes in the borough will be built on sites allocated for housing, other sites will also be suitable for residential development. These sites make a valuable contribution to the housing supply. Sites in towns and villages can offer good opportunities for providing houses where other people already live, near to shops and services. Developing these sites also reduces the need to provide new sites outside settlement boundaries. We will allow small scale residential development within towns and villages in line with other plan policies, including those protecting people's living conditions, road safety and design.
- 9.12** This policy does not apply to areas of land under 0.4 hectares where they form part of a larger site that is over 0.4 hectares and has potential for housing development. These sites are covered by policy H5 below. This is to ensure that small developments which take place on part of a larger site do not compromise its wider development.

#### Policy H5 Residential Development on Large Non-allocated Sites

Proposals for residential development on sites above 0.4 hectares which are not shown as housing sites on the Policies Map will be supported where they:

- Are located on previously or part previously developed land;
- Are located within Urban Barnsley, Principal Towns and Villages;
- Are accessible by public transport; and
- Have good access to a range of shops and services.

- 9.13** An important indicator of a site's sustainability is its access to public transport as this can reduce the amount of travel undertaken using the car. We will use information provided by South Yorkshire Passenger Transport Executive (SYPTTE) to determine if a site is accessible by public transport. SYPTTE can provide an assessment of a sites location in relation to the Core Public Transport Network (CPTN). For a site to be considered to be accessible by public

## 9 . Housing

transport the centre of the site will need to be located within the CPTN or within the CPTN buffer and acceptable mitigation provided to compensate for the degree of restriction to public transport use.

**9.14** The CPTN is defined as core bus corridors with six or more buses per hour and the railway network. A catchment area buffer is applied to the CPTN access points (bus stops and railway stations) which is based on a 400 metre walk to access bus services and an 800 metre walk to access a railway station.

**9.15** It is important that housing developments have good access to a range of shops and services. This reduces car use and helps to create sustainable communities. We will assess if a site has 'good access' by reviewing information supplied by applicants in support of their application. This will be expected to identify the number of facilities within an 800 metre radius of the centre of the site listed in the tables below. Good access to shops and services will be where all the essential facilities, and a range of the other services and facilities listed below, are within 800 metres of the centre of site.

### Essential Facilities

Primary School	Doctors Practise – one or more doctors*
Local Convenience Store – any shop selling at least a small range of everyday essential items	Public Open Green Space – generally urban green space identified in the Green Space Register (excluding allotments)

### Other Services/Facilities

Secondary School	Job Centre	Post Office
Benefit Agency	Place of Worship	Petrol Station
Retail (Shopping Parade)	TertiaryCollege	Village / Community Hall
Public House	Banking Facility	Library
Hospital	Sports Centre	Chemist
Health Centre / Clinic – providing a range of health related community services such as district nursing, chiropody, occupational therapy etc.		
Supermarket – Self – service store selling mainly food, or food and non-food goods, often with car parking.		

**9.16** \*Where a LIFT centre has opened in a settlement that has lead to a reduction in the number of local doctors practises due to relocation there we will take this into account when assessing a site's access to services.

### Policy H6 Housing Mix and Efficient Use of Land

Housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. Homes must be suitable for different types of households and be capable of being adapted to meet the changing needs of the population.

Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs.

A density of 40 dwellings per hectare net will be expected in Urban Barnsley and Principal Towns and 30 dwellings per hectare net in the villages.

Lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons.

- 9.17** Proposals for new housing will be expected to deliver a mix of house dwelling sizes, type and tenure informed by the most relevant evidence taking into account an up to date Strategic Housing Market Assessment for the entire housing market area and the needs of the market, in order to meet the present and future needs of all members of the community. Various housing types capable of accommodating a range of needs are required across the borough such as family housing and older persons accommodation. Supported housing is required for vulnerable households for example those with physical or mental disabilities and young people with support needs. Proposals will be supported where they are consistent with this policy and other policies in the development plan, or where robust supporting evidence can be provided that would be a material consideration of sufficient weight to take precedence. The principle of creating homes that are capable of meeting long term needs of residents or can be adapted to meet these needs (often referred to as 'Lifetime Homes') will be supported.
- 9.18** A density of 40 dwellings per hectare net is expected in Urban Barnsley and the Principal Towns and 30 dwellings per hectare net in villages. We recognise that it is important that the density of development is appropriate to the site. Lower densities will be supported if there is robust supporting evidence to outweigh the objective of making the most efficient use of land. The mix of housing on a site should also be appropriate to the scale and context of the development and the character of the area.

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### Policy H7 Affordable Housing

Housing developments of 15 or more dwellings will be expected to provide affordable housing.

30% affordable housing will be expected in Penistone and Dodworth and Rural West, 20% in Darton and Barugh; 10% in Bolton, Goldthorpe, Thurnscoe, Hoyland, Wombwell, Darfield, North Barnsley and Royston, South Barnsley and Worsbrough and Rural East.

These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable.

The developer must show that arrangements have been put in place to keep the new homes affordable.

Limited affordable housing to meet community needs may be allowed in or on the edge of villages.

- 9.19** Some people cannot afford to buy or rent houses that are generally available on the open market. We aim to provide homes for everyone in the borough, no matter what their income and the cost of buying or renting a house. Affordable homes are low cost housing made available specifically to people who cannot afford the open market prices.
- 9.20** The NPPF describes affordable housing as: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
- 9.21** Affordable homes are needed in all parts of the borough to a varying extent, where local incomes cannot meet the costs of housing on the open market. Residential development in these areas must include affordable homes in line with this policy. Both the areas of need and the type of affordable homes needed will change over time, as a result of general socio-economic changes and the ever changing dynamics of the housing markets within the borough.
- 9.22** Where there are opportunities to meet affordable housing needs through schemes such as 'Living Over the Shop' and bringing empty properties back into use these will be supported.
- 9.23** The figures in the policy have been derived from an Affordable Housing Viability Study. The viability study will be updated as part of the plan review process, and this may inform future amendments to the percentages and threshold set out in this policy. Further detail on the affordable housing viability study and the application of this policy will be set out in a Supplementary Planning Document on adoption of the Local Plan. This will identify options for delivery such as on site provision (which would be the priority), a mix of on site and off site contributions such as commuted sums, and the transfer of free serviced plots to an appropriate provider.

- 9.24** The Council will seek provision of affordable housing on all housing development according to the targets set out in policy H7, subject to this being consistent with the economic viability of the development. Generally, it will be necessary to provide the affordable homes needed on site. However, in some cases, we may allow affordable homes to be built off site, but within the local area, where this is beneficial to the affordable housing scheme. The areas referred to in the policy are housing sub market areas.
- 9.25** To maintain a stock of affordable homes, it is important that they are not sold or rented at market values in the future. We will require a planning obligation to make sure the homes remain affordable.
- 9.26** The type and tenure of affordable housing will vary from site to site according to local circumstances and will be negotiated between the applicant and the Council.
- 9.27** Custom build and self build will be supported where appropriate.
- 9.28** The Council will look to accommodate starter homes in developments, in accordance with relevant Government policy.
- 9.29** We recognise the importance of providing affordable homes in rural settlements that are constrained by or washed over by Green Belt. Policy H7 makes provision for rural exception sites to be considered. These may in some instances be on the edge of the settlement. Sites on the edge of settlements will need to provide acceptable mitigation of their impact on the countryside or they will not be considered to be acceptable locations for residential development. We will require a planning obligation to make sure the homes remain affordable. If provision of some market housing is necessary to make the affordable housing viable, this would be considered and would be subject to an open book viability appraisal.
- 9.30** The Council will seek every opportunity to work positively with developers and other partners to deliver affordable housing and a mix of houses housing types to meet local needs through use of its own land , all available funding opportunities, innovative development models and other initiatives.

## 9 . Housing

### Policy H8 Housing Regeneration Areas

In lower value housing sub markets a range of housing market regeneration programmes will be supported aimed at the renewal of poor housing and the revitalisation of the neighbourhoods and communities. Lower value housing sub markets which contain some lower value areas/estates are:

- North Barnsley and Royston;
- South Barnsley and Worsbrough;
- Hoyland, Wombwell and Darfield;
- Bolton, Goldthorpe and Thurnscoe; and
- Rural East (including Cudworth Principal Town)

Such support may include:

- Encouraging sustainable housing growth to support creation of an overall balanced housing market;
- Addressing the density and mix of housing types and tenure;
- Giving full weight to agreed masterplans produced under housing regeneration area programmes; and
- Providing new infrastructure to support the sustainability of communities.

- 9.31** Parts of the borough exhibit weak and at times failing housing markets. This is caused by a mixture of circumstances including dwelling type, design, tenure and management, the profile of demand, and the attractiveness of the community and neighbourhood, as well as the age and condition of the dwellings themselves. Falling demand reflects economic decline, but in some areas decline has accelerated into a downward spiral. Low demand can be very localised to one or two streets in what would generally be perceived as sustainable areas.
- 9.32** Parts of South Yorkshire have in the past been established as a Housing Market Renewal Pathfinder which provided a framework for planning and implementing extensive housing market change in large areas of recognised housing market failure.
- 9.33** There are other areas in the borough which are also recognised as exhibiting similar characteristics and which are, or will be, the subject of planned intervention to remedy their problems.

### Policy H9 Protection of Existing Larger Dwellings

Development within the curtilage of existing larger dwellings will be resisted where it will have an adverse impact on the setting of the original dwelling, and the size of the remaining garden area.

The loss of existing larger dwellings will be resisted. Support will be given to the re-establishment of Houses in Multiple Occupation into single family sized houses.

- 9.34** As well as provision as part of our housing mix of some new low density, large dwellings and family housing, it is also important to ensure the endurance of existing housing stock of this type. In recent years dwelling conversions have been taking place at an increasing rate in the borough. These conversions have resulted in a loss of larger homes and an increase in the number of smaller homes contributing to the imbalance in the housing stock towards smaller homes. This has been a problem particularly in Urban Barnsley around the Town Centre. The Government has changed the designation of garden areas from 'brownfield land' to 'greenfield land', in an attempt to resist development of additional houses within the curtilage of larger homes, known as 'garden grabbing', as this has also had an adverse impact on larger housing stock. Often additional dwellings have been built within their curtilage, resulting in an adverse impact on the original dwelling. In order to further protect larger homes, we will resist the conversion of larger homes into flats and other non self contained housing such as Houses in Multiple Occupation and support their re-introduction into family-sized homes. Where this conflicts with policy GD1, this policy will take precedence if it maintains the existence of a large dwelling. This policy will also take precedence over any infill development that would normally be allowed under the Designing New Housing Development SPD, where that development would have an adverse impact on an existing large house. We will also resist development in gardens of larger dwellings where this will have an adverse impact on the original dwelling and its continued function. The definition of 'larger dwelling' will be contained in the Designing New Housing Development Supplementary Planning Document.

## 9 . Housing

### Sites for Gypsies and Travellers

#### Policy GT1 Sites for Travellers and Travelling Showpeople

Sites will be allocated to meet the shortfall in provision of permanent sites. The following criteria will be used in allocating sites and in determining planning applications:

In terms of their broad location sites will:

- Have good access to facilities; and
- Be primarily located within urban areas.

In terms of their specific location the sites will:

- Be in an area of low flood risk;
- Be unaffected by contamination, unless the site can be adequately remediated;
- Have good vehicular and pedestrian access from the highway;
- Provide a good safe living environment with appropriate standards of residential amenity; and
- Have no other restrictive development constraints.

Self-sought provision will be positively considered where it accords with this policy and other relevant policies in the Local Plan.

Transit Sites should provide safe and convenient access to road networks and be located so as to cause minimum disruption to surrounding communities. Land contamination, flood risk issues and any health and safety risks that may arise for occupants from adjoining land uses, must also be considered (especially in regard to children).

- 9.35** Barnsley's Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (GTNA) 2015 identifies a five year requirement of 15 pitches between 2014/15 and 2018/19. A further annualised requirement of 1.83 pitches can be applied to this figure to account for household formation.
- 9.36** An emergency stopping place has been created in the borough to help better management of, and reduce the frequency of illegal and unauthorised encampments, which are symptomatic of the current shortfall in pitch provision. This meets the identified need for transit pitches identified in the GTNA. There is currently no identified need for Travelling Showpeople accommodation in Barnsley.

**9.37** Other restrictive development constraints not covered in the policy may be:

Ownership issues.

The scope to provide essential services such as mains water, electricity, drainage and sanitation.

Ground stability.

Other issues that relate to the practicability of development.

**9.38** Appropriate standards of residential amenity refers to the need to take account of a greater emphasis on outdoor living associated with Gypsy and Traveller homes, and the implications of this for visual and acoustic privacy.

**9.39** Sites will be allocated and developed to accommodate unmet need in accordance with the above criteria.

### Site Policy GT2 Sites for Travellers

The following sites are shown on the Policies Map:

TS1 Land North of Industry Road, Carlton up to 11 pitches; and

TS2 Burntwood Cottages extension, Brierley 8 pitches.

These sites are to provide accommodation for Travellers. No other development will be allowed on these sites.

## 10 . Mixed Use Sites

- 10.1** The following sites are proposed for mixed use. The proposed mix of uses are set out in the site specific policies below.
- 10.2** Where there are specific issues site specific policies are provided. Where there are no site specific details any subsequent planning application will be determined in accordance with the Local Plan.
- 10.3** All developments will be expected to provide adequate access and internal road layouts to allow the complete development of the entire site, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas.
- 10.4** Consideration should be given to any drains and culverts on the sites.

## Urban Barnsley

### Site MU1 Land south of Barugh Green Road

The site is proposed for mixed use predominantly for housing and employment. The indicative number of dwellings proposed on this site is 1700. These are included in the housing numbers for Urban Barnsley in the housing chapter.

43 ha of employment land is proposed on the site and is included in the employment land figures in the Urban Barnsley section of the Economy chapter.

The development will be subject to the production and approval of a Masterplan Framework covering the entire site which seeks to ensure that the employment land is developed within the plan period, that community facilities come forward before completion of the housing and that development is brought forward in a comprehensive manner.

The development will be expected to:

- Provide a primary school on the site;

- Ensure that ground stability and contamination investigations are undertaken prior to development commencing and necessary remedial works completed in accordance with the phasing plan;

- Provide on and off site highway infrastructure works, including a link road (Claycliffe Link) and improvements at Junction 37 as necessary;

- Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops;

- Retain, buffer and manage the watercourse, grassland and woodland north-east of Hermit Lane;

- Retain, buffer and manage the species-rich hedgerows and boundary features. Where this is not possible transplant hedgerows including root balls and associated soils. A method statement for this should be provided and agreed prior to works commencing;

- Create/retain wildlife corridors through/across the site;

- Provide accessible public open space;

- Ensure that any sustainable drainage system incorporating above-ground habitats is designed from the outset to serve the whole site;

- Give consideration to the drain/culvert that runs through the site; and

- Include measures for the protection and retention of the listed milepost on Barugh Green Road 500m west of the junction with Claycliffe Road and its immediate setting; and

## 10 . Mixed Use Sites

Protect the routes of the Public Rights of Way that cross the site, and make provision for these as part of any proposal.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

- 10.5** Where reference is made to community facilities, these are defined as uses falling outside the A use classes and are facilities that will serve the residents and employees of the development. They could include a medical centre/doctor's surgery, childcare facilities, such as a crèche/nursery and a community centre/meeting place.

### Site MU2 Land between Fish Dam Lane and Carlton Road

This site is proposed for mixed use for housing and a primary school.

The indicative number of dwellings proposed for this site is 294. These have been included in the housing figures for Urban Barnsley in the housing chapter.

The development will be subject to the production of a phased Masterplan Framework.

The development will be expected to:

- Respect the setting of the listed Manor Farmhouse and the Carlton Conservation Area immediately adjacent to the East by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials;

- Retain the woodland and grassland to the north west of Manor Street; and

- Retain existing vegetation on the wildlife corridor adjacent the stream at the south and west of the site.

Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;

- An assessment of the significance of the remains; and

- Consideration of how the remains would be affected by the proposed development.

## 10 . Mixed Use Sites

### Site MU3 Land off Shaw Lane Carlton

This site is proposed for mixed use for housing and green space. The indicative number of dwellings proposed for this site is 1683. These are included in the Housing figures for Urban Barnsley in the Housing chapter.

The development will be subject to the production of a phased Masterplan Framework covering the entire site to ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

Retain areas of woodland, not affected by the road. Should any part of the existing Wharncliffe Woodmoor green space be developed, an area of compensatory biodiversity-value green space of equivalent size should be created on the land within site MU3 to the east of the existing Wharncliffe Woodmoor green space. Compensatory areas will need to be linked to Wharncliffe Woodmoor by wildlife corridors;

Provide access from Far Field Lane roundabout;

Provide off site highway works;

Retain the higher ecological value habitats in the southern part of Wharncliffe Woodmoor green space, together with the water courses in the centre of the site with a buffer;

Provide robust measures to mitigate ecological impact where the construction of the access road impacts upon the southern part of the site which has high ecological value and in particular woodland blocks;

Provide robust mitigation measures to mitigate against noise, odour and other potential impacts arising from the existing industrial operations at Manor Bakeries and Boulder Bridge;

Provide small scale convenience retail and community facilities in compliance with Local Plan policy TC5 Small Local Shops; and

Avoid locating built development in parts of the site within flood zone 2 and 3.

**10.6** The following areas of higher ecological value habitats are of particular importance and should be retained:

The grassland just South of Shaw Lane, near the centre of the site;

Boundary vegetation in the northern portion of the site;

Grassland in the very north east;

Retain a Wildlife corridor running down the eastern side of the site; and

Buffer and preserve the habitats of higher ecological value in the part of the site to the east of the existing Wharncliffe Woodmoor POS. These areas include:

- The western and eastern boundaries of this part of the site including the stream and woodland; and
- The stream corridor that crosses the north western section of this part of the site.

### Site MU4 Land off Broadway

This site is proposed for mixed use for housing and green space. The indicative number of dwellings proposed for this site is 150. These are included in the housing figures for Urban Barnsley in the Housing chapter.

The development will be expected to provide 3.25 ha of playing pitches; and

Any layout should take account of the relationship between the new development and existing buildings that are not available for redevelopment.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development.

## 10 . Mixed Use Sites

### Royston

#### Site MU5 Land off Lee Lane, Royston Indicative number of dwellings 828

Planning permission has been granted on this site for 166 dwellings. The indicative number of dwellings above relates to the remainder of the site.

The development will be subject to the production of a Masterplan Framework covering the entire site which ensures that development is brought forward in a comprehensive manner.

The development will be expected to:

Provide a primary school on site;

Ensure that access is via the construction of a roundabout on Lee Lane which along with the road layouts will allow the development of the entire site;

Provide a small scale convenience retail facility as part of the development that is in compliance with Local Plan policy TC5 Small Local Shops;

Investigate options for improving public transport access to the development and interventions to encourage public transport use by residents; and

Ensure that hedgerows, the trees at the west side of the site and the strip adjacent to the disused railway line at the north of the site are retained, buffered and managed.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

Information identifying the likely location and extent of the remains, and the nature of the remains;

An assessment of the significance of the remains; and

Consideration of how the remains would be affected by the proposed development

### Wombwell

#### Site MU6 Former Wombwell High School, Wombwell

This site is proposed for mixed use for housing and a primary school. The indicative number of dwellings proposed for the site is 250. Two hectares of the site is proposed for a primary school.

The development will be expected to provide a new access and any necessary highway interventions at Lund Hill Road and Park Street.

- 11.1** We have worked closely with colleagues in Education to look at the impact that development proposed in the Local Plan will have on the capacity of schools across the borough.
- 11.2** This work has indicated pressures in the capacity of Primary Schools, particularly in Barnsley Town Centre, Wombwell and North East areas of the borough. The Local Plan proposes to allocate the following sites for the future development of primary schools as part of mixed use allocations.
- 11.3** Please see the site specific policies in section 10 'Mixed Use Sites':
- MU1 Land South of Barugh Green Road
  - MU2 Land between Fish Dam Lane and Carlton Road
  - MU5 Land off Lee Lane Royston
  - MU6 Former Wombwell High School, Wombwell

Further information is provided in the infrastructure delivery plan.

## 12 . Transport

### The Challenge

Reducing transport related green house gas emissions

Supporting sustainable development and the locations for growth set out in the Local Plan

Addressing cross boundary transportation issues

Reducing the need to travel, particularly by car.

Where travel is necessary

making it easier for people to travel between home and health, education, leisure, countryside and work opportunities within the borough by walking, cycling and public transport

improving direct public transport and freight links with significant places of business and employment outside the borough

Influencing travel behaviour, in particular

encouraging greater take up of walking, cycling and public transport whilst recognising the constraints of existing transport infrastructure, such as narrow roads which can make the provision of dedicated cycle routes difficult

encouraging a healthier lifestyle to help reduce the high levels of obesity and heart disease

managing car parking

Increasing the feeling of safety and security whilst using public transport, walking and cycling

Ensuring that sustainable and inclusive travel is embedded within new development

Reducing the number of people, particularly children, that are killed or seriously injured on our roads

Reducing the impact of necessary road travel on the environment, the health and safety of the community and the local economy

### The Current Position

In 2009 Barnsley launched and continues to develop the 'Care4Air ECO Stars' fleet recognition scheme. The scheme encourages operators of buses, coaches, heavy goods vehicles and light vans to maximise efficiency and minimise exhaust emissions

Barnsley's bus operators continue to promote an effective bus network using Barnsley Interchange as a hub, to provide links to other bus, rail and taxi services

The Cudworth and West Green bypass has now become established as a significant component of Barnsley's highway network including use for 'express X' bus services

A Barnsley Rail Vision has been prepared which sets out by way of five 'route packages' a programme of conditional outputs to improve rail services and patronage together with referencing the potential of non-rail mass transit for the Dearne Valley to better connect Barnsley and Doncaster

Key bus service routes between Barnsley and Doncaster via the Dearne Valley are subject of a current feasibility study. This will look at targeted infrastructure improvements to improve performance of bus services and reduce journey times

### **Policy Solutions**

Designating a broad based Accessibility Improvement Zone as the focus of future transport investment

Improving accessibility within the Principal Towns

Improving public transport, walking and cycling links between the Principal Towns

Improving service links between Urban Barnsley and the Principal Towns to places on the Leeds to Sheffield corridor

Improving direct links between London, Manchester, other Core Cities and the Humber Ports and keeping abreast of and contributing to major transport infrastructure studies

Supporting neighbouring authorities and joint working and establishing an integrated approach linking our neighbouring authorities through sub-regional and city regional working

Protecting disused rail lines for future reinstatement

Ensuring that new development is designed and located to be accessible to public transport, walking and cycling

Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards

Requiring transport assessments and travel plans for new development

Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users

## 12 . Transport

Setting the scope for Barnsley's parking strategy

Developing and implementing Air Quality Action Plans

Working with partners to improve the efficiency of vehicles and goods delivery and reduce exhaust emissions

Providing for effective use of existing transport networks

Capitalising on Barnsley's location at the heart of the Trans Pennine Trail

### Transport

**12.1** Barnsley, working with city region partners and other stakeholders has prepared a Transport Strategy for Barnsley which aligns with city region transport strategy and is working to promote delivery of interventions associated with its priorities of:

Economic growth and strategic connections.

Inclusion, accessibility and a better quality of life.

High quality natural environment, local air quality and climate change.

Safety, security and health.

**12.2** The purpose of the transport strategy is 'to identify and prioritise interventions associated with *sustainable development - transport corridors within and beyond the borough* to:

Deliver the Barnsley Economic Strategy;

Implement the Barnsley Local Plan Accessibility Priorities;

Fully engage the Barnsley economy in the city regional, national and international economies; and

Deliver the Barnsley related transport economic growth, social inclusion, health and safety policies and associated investments of the National Planning Policy Framework (paragraphs 29-41) and Sheffield / Leeds City Region sustainable transport strategies.

**12.3** Consistent with the Local Plan the Barnsley Transport Strategy interventions will promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.

### The importance of Transport to the Local Plan

- 12.4** Reducing the impact of climate change is a key objective of the Barnsley Local Plan. In response to this challenge, the accessibility policies included in the Local Plan and the interventions promoted in the Transport Strategy aim to contribute to the reduction in transportation related green house gas emissions.
- 12.5** The overall aim for sustainable travel is firstly to reduce the need to travel, but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking, cycling, or where necessary using public transport. We want to reduce the need for individuals with a car to use it for these journeys. We also need to ensure that everybody has a real alternative option, other than the car.
- 12.6** However we recognise that some journeys will need to be made by road, including the movement of freight. Where these journeys are necessary we want to make sure the existing road network is used more efficiently, supporting a good bus network, allowing public transport, cars and freight to move quickly between their destinations, both within and outside the borough. This will have the added benefit of improving local air quality.
- 12.7** Achieving these aims will need us to change our travel behaviour, but by encouraging these 'smarter choices' and efficient movement, this strategy will also play a part in improving local prosperity, health, quality of life and reduce the impact of climate change. It aims to minimise the impact of travel on the environment and will help to reduce Barnsley's carbon emissions.
- 12.8** These aims are also reflected in the corporate ambitions which recognise the role transportation can play in helping Barnsley to become a strong, healthy and just society. Transport has a role in reducing high levels of obesity in all ages including children, by facilitating a major increase in walking and cycling through combinations of transport modal programmes such as the South Yorkshire Cycling Action Plan increasing the modal share of cycling and 'Lifestyle programmes', created to improve health and reduce health inequalities in Barnsley.
- 12.9** The Local Plan policy framework for transport and the interventions of the Transport Strategy by emphasising accessible, inclusive and sustainable travel are consistent with the national goals for transport set out in the NPPF and Government investment programmes.

### The existing and future pattern of transport infrastructure and services

- 12.10** Barnsley's existing transport infrastructure is a consequence of both the historical coal economy with more recent adjustments as part of the economic restructuring following the ending of coal mining in the 1990's.
- 12.11** Because the coal mining communities were self contained and coal was transported by rail, there was very little demand for travel or transport infrastructure linking the coalfield townships (the Principal Towns). The bus network serving the townships was a traditional hub and spoke pattern with services solely to Barnsley town centre. Alongside the closure of many of our railways in the 1960's, which reflected little rail commuter use at that time, this pattern has resulted in a legacy of poor public transport, walking and cycling routes particularly between the Principal Towns.

## 12 . Transport

- 12.12** In 2017 a Voluntary Bus Partnership (VBP) was established between the Council, SYPTTE and bus operators. The VBP by setting out performance standards will seek to promote improved bus services and network infrastructure, together with improving the quality of vehicles and the passenger experience.
- 12.13** During the immediate post coal economy and to date there have been improvements to the highway pattern, public transport and active travel routes. The main elements have been:
- A series of new roads which have provided direct road access from the M1 and A635 / A628 to the employment sites within the Dearne and other coalfield communities such as Grimethorpe.
  - By pass schemes for communities originally penetrated by heavy traffic such as Dodworth and Cudworth.
  - Other roads providing links between these new roads and established employment areas eg Carlton Industrial estate.
  - Various localised junction improvements such as associated with the A61 Quality Bus Corridor.
  - Bus route rationalisation and modern buses operating limited stop 'express' services and concentration of previously less focused / infrequent services on 'corridor' routes together with targeted 'town' (every 10 minutes) services.
  - Train patronage has increased and there is now an established inter-regional service connecting Barnsley interchange station to Leeds, Wakefield, Sheffield, Chesterfield and Nottingham and subject to funding confirmation firm proposals are being promoted for improving linespeed on the Barnsley line between Sheffield-Barnsley-Wakefield – Leeds.
  - Active travel routes have been increased through the establishment of the Trans Pennine long distance trail through Barnsley including using disused railway routes together with a vigorous promotion of a 'Safe Routes to School' associated with the Building Schools for the Future programme.
- 12.14** Future investment in transport infrastructure is being given higher priority nationally and within the Sheffield and Leeds City Regions.
- 12.15** The Government is promoting the construction of a completely new high speed railway from London to Birmingham and then onward via an eastern leg to Leeds and a western leg to Manchester. The route of the eastern leg was confirmed in July 2017 and the route has a slight incursion into Barnsley (east of Brierley). Additionally further work is about to get underway into the feasibility of HS2 making provision for a HS2 parkway station being located to serve the South Yorkshire economy.

- 12.16** Construction is currently intended to begin within the Local Plan period, with the route potentially opening around 2032- 33. Whilst services would not become operational until the end or beyond the plan period if the decision is taken to proceed then potentially there would be a major improvement in advance of that to rail, bus, active travel and highway connections to any South Yorkshire station provision.
- 12.17** The Government has now confirmed it currently does not have any plans to fund the routes from the original feasibility study of possible active travel routes within the broad HS2 corridor nor is HS2 Ltd funded to implement any of the proposals in the study.
- 12.18** The long term planning of major national/North of England highway routes is being progressed by a series of Highways England route studies including trans-pennine. The Council and other stakeholders will engage with these studies so full account is taken of Barnsley's needs and opportunities. For example a Pan Northern Route (PNR) as included within these studies would provide a new strategic highway connecting Manchester (possibly via a proposed Trans- Pennine tunnel) with the A1 and Humber Ports, enabling capacity to be released on the M62. Several routes are being investigated by the Highways England Trans- Pennine Tunnel Study. The new transpennine highway connecting westwards from the M1 would provide strategic road network resilience and capacity as well as supporting city region and local investment opportunities and growth. In a Highways England July 2016 progress report it was confirmed there would be consideration of proposed link connecting the M1 and the M18 through Barnsley and Doncaster.

### Development - Transport Priority Corridors

- 12.19** Over the plan period in order to meet the local economic challenges the Barnsley Economic Strategy is promoting a change to the pattern, size and character of employment sites. The new pattern is characterised by selection of a limited number of locations attractive to the private sector able to provide large sites able to accommodate a variety of employment users. Those employment sites will either be set within existing development – transport priority corridors or will form part of coordinated proposals promoting new development – transport priority corridors.
- 12.20** Additionally as part of growing the visitor economy Barnsley will be seeking to both promote more vigorously its existing visitor offer but also enhance the attractions as well as increasing the range of leisure destinations and hospitality facilities both within the town centre and other areas of heritage and cultural interest.
- 12.21** In supporting the Economic Strategy the emerging Transport Strategy will identify and promote priority corridors in order to progress sustainable transport provision and patronage as well as enthusing and guiding stakeholder investment. The Transport Strategy interventions will progressively target priority corridors. These priority corridors as presently envisaged whilst they are shown in schematic form by diagrams in the Local Plan are not shown on the Barnsley Local Plan Policy Map as they will change over time. The corridors and associated interventions will be defined and described in the Transport Strategy documentation.

## 12 . Transport

### The interaction of the Local Plan and the Transport Strategy

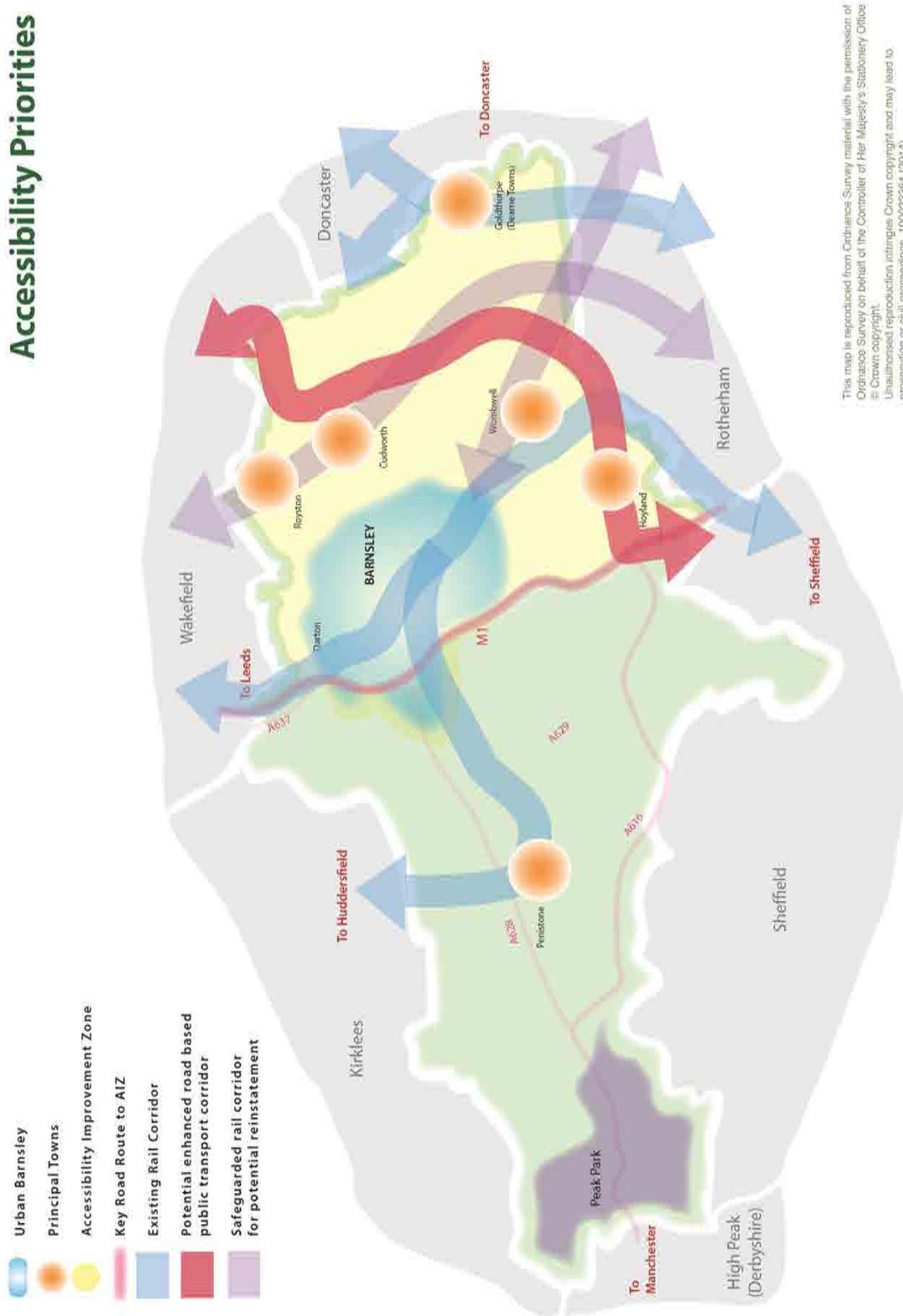
- 12.22** The emerging Transport Strategy will set out priorities for improvements to the existing transport infrastructure as well as ensuring that sustainable travel is an integral part of new development. It considers sustainable and accessible travel within the Barnsley borough and also to places outside of the borough, links which are necessary for Barnsley to fully develop its role in the national and city regional economy.
- 12.23** The Local Plan sets out the spatial strategy for the sustainable development and use of land within the Borough. Transport infrastructure is both needed to serve the Local Plan policies and proposals as well as providing an important consideration for spatial planning as making the best use of existing infrastructure is a key component of sustainable development. Consequently it is felt appropriate for both the Local Plan and Transport Strategy to have common policy priorities. The Barnsley Local Plan transport policy framework is framed around the following accessibility priorities. These priorities are also the major policy considerations for the interventions set out in the Transport Strategy.

#### Policy T1 Accessibility Priorities

Working with city region partners and other stakeholders transport investment will be set out in Transport Strategy programmes focused on development-transport corridors as shown in the Accessibility Priorities diagram below to:

- A. Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns.
- B. Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc.
- C. Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including provision for car parking and enhancing the non car role of the transport corridor shown on the Accessibility Priorities diagram as 'potential enhanced road based public transport corridor'.
- D. Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham.
- E. Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.

# Accessibility Priorities



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## 12 . Transport

### A. Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns

- 12.24** The Accessibility Improvement Zone (AIZ) is directly associated with the main focus of development and renewal set out in the Local Plan. Geographically the AIZ is a broad area embracing that part of the borough extending eastward from the M1. It reflects the focus of growth within the Barnsley Economic Strategy and our location as a key part of the transport corridor connecting the Sheffield and Leeds City Regions, as set out in the earlier vision and spatial strategy sections. The zone is recognised in city region transport, regeneration and housing strategies. By focusing transport investment in this area the Transport Strategy and Local Plan supports the delivery of continued sustainable growth set out in the Barnsley Economic Strategy.
- 12.25** The zone will enable significant improvement to be made to Barnsley's sustainable integrated transport system focusing on the need to improve passenger and freight connectivity whilst encouraging development in the most sustainable locations. The active travel component of the emerging Transport Strategy aims to encourage walking and cycling in recognition that walking is a healthy, non polluting, versatile and reliable mode of transport available to the majority of the population. In addition proposals for active travel (cycleways and footpaths) are included in the Green space section of this plan which relates to Local Plan policy GS1 Green Space. In particular Green Ways are shown on the the Policies Map and are subject to policy GS2. Cycleways in Barnsley town centre are considered specifically in the Town Centre Area Action Plan. These proposals further develop the award winning 'Safe Routes to schools' projects completed and underway as part of the sustainable travel plans for the Advanced Learning Centres (ALC's).
- 12.26** Sheffield City Region Transport Strategy and the emerging Transport Strategy will include investment in walking, cycling and public transport services. This investment could cover physical infrastructure or initiatives to encourage people to make 'smarter choices' about how they travel. Development of smarter choices will involve ensuring people have a genuine choice of travel mode and are aware of the travel opportunities available to them. Interventions will build on existing programmes and might include quality bus corridors, improved capacity on existing rail lines, interchanges, smart ticketing, personalised journey planning, promotional campaigns, car sharing, flexible working, support for voluntary travel plans and working with transport operators to encourage the use of better and cleaner vehicles and routes. We will also support the council's commitment to becoming the most accessible market town in Britain for disabled people.
- 12.27** To encourage people to make smarter choices, they need to feel safe when walking, cycling and using public transport. Improvements might include closed circuit television (CCTV), improved lighting, on site customer service staff, replacement of level crossings with footbridges and any other measures introduced as part of providing a secure environment. Barnsley Interchange, in the town centre shows how clean, safe and secure facilities for different forms of transport can be brought together to facilitate non-car journeys. Establishing mini or local interchanges would provide an opportunity to improve the travelling experience outside of the town centre. However, such facilities require significant investment. Therefore as part of the focus on the AIZ we will explore the potential for developing local public transport interchanges in the Principal Towns, in partnership with the South Yorkshire Passenger Transport Executive (SYPTTE).

**12.28** Alongside public transport, cycling and walking are key to reducing reliance on the car. We are working with SYPTTE and existing businesses, education establishments and major employers in the borough to encourage the development of voluntary travel plans (see paragraph 13.65 for an explanation of what a travel plan is). As part of this process the council and local employers have carried out travel surveys showing that considerable numbers of staff live within the governments recommended cycle or walking distance from their place of work. However, levels of walking and cycling within the borough are low with under 500 trips per day into the central area, and very few people cycling in to work. This demonstrates the impact that implementing travel plan recommendations can have in delivering smarter choices. We will continue to work with the SYPTTE Travel Advice teams who provide valuable support to employers developing travel plans.

**B. Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc.**

**12.29** The Transport Strategy and Barnsley Local Plan is informed by a multi modal district transport model to identify impacts of development and to identify and test interventions across all modes of transport. These could include public transport options such as quality bus corridors, rail or road improvements. Barnsley's model is compatible with the models of other authorities in South Yorkshire and the approach advocated by the Department for Transport. There is also a micro-simulation model for the Town Centre.

**12.30** The district transport model is essentially a bespoke computer simulation which contains the accumulated transport 'knowledge' of the borough, including traffic flows, origin and destination data, public transport and development. The Transport Strategy includes provision for its continuing validity for informing policy development, option testing and design.

**C. Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including enhancing the non car role of the transport corridor shown on the Accessibility Priorities diagram as the 'potential enhanced road based public transport corridor'**

**12.31** The emerging Transport Strategy and its delivery initiatives will increase the number of places, neighbourhoods and development sites in immediate proximity to the 'core bus network'.  
(<sup>5</sup>)Also as part of the emerging Transport Strategy a parking strategy will be developed that will help influence people's sustainable travel choices.

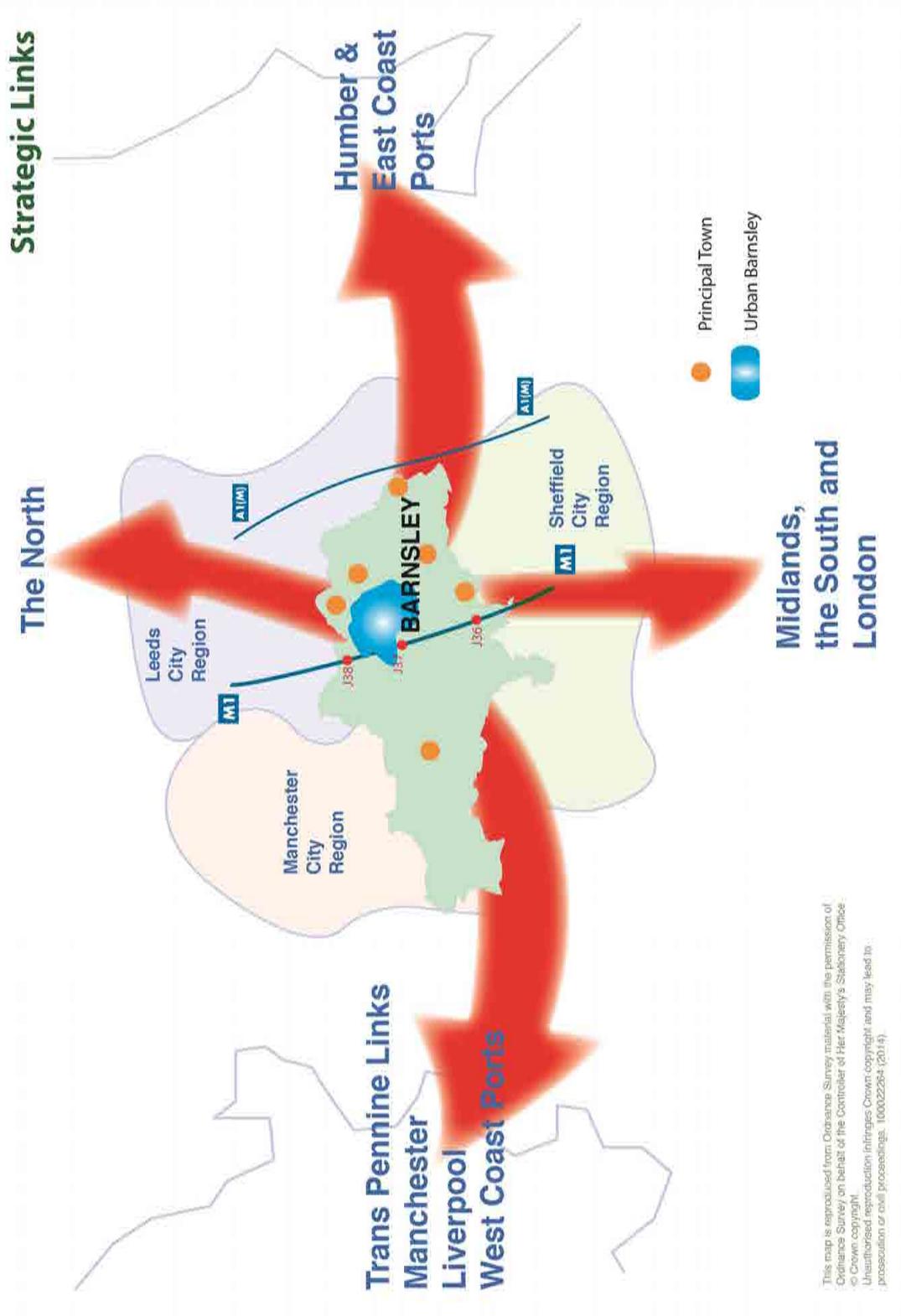
**12.32** In partnership with transport operators, employers and other partners the Council and SYPTTE have promoted a stronger corridor approach to bus service provision including identifying and facilitating sustainable links between the Principal Towns and employment, community and leisure and tourism facilities as a priority, including the Peak District National Park.

5 The 'Core bus network' has been identified by SYPTTE as the bus route network made up of stops having at least six services per hour.

## 12 . Transport

### **D. Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham**

- 12.33** For Barnsley's economy to realise its full growth potential we need to improve our strategic links (connectivity), as well as our internal accessibility. The diagram below summarises our key strategic links 'desires'.
- 12.34** Whilst we can address these issues to some degree, the delivery of improvements will depend upon working effectively with our city region partners and external service providers. For instance, railway services are provided by a franchising process. Therefore the ability to provide direct services to locations outside the borough will be influenced by aspirations of stakeholders including the council, city region partners and other stakeholders.



## 12 . Transport

- 12.35** The now abolished RSS identified a number of significant centres within the Yorkshire and Humber region including the regional cities of Leeds, Bradford, Sheffield and Hull, and a number of subregional towns and cities including Barnsley and its neighbours Wakefield, Huddersfield, Rotherham and Doncaster. Good connectivity to these centres is still relevant.
- 12.36** It is important that Barnsley's Transport Strategy is set in the context of the Leeds and Sheffield City Regions, considering areas of proposed growth and sustainable options for movement between them, because of the strong economic connections between them. We know that Barnsley's population does not carry out all of its journeys within Barnsley borough, particularly when travelling to work.
- 12.37** Therefore we will promote strengthening of public transport services and infrastructure within the Leeds and Sheffield city region corridors and to work with our city region partners to deliver improvements. In particular, direct transport links between the AIZ and our neighbouring sub-regional and principal towns need to be improved. Accessibility and connectivity improvements in these corridors will support the significant housing and employment growth planned.

### **E. Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.**

- 12.38** It is important that Barnsley has both efficient freight transport and direct public transport links to London and the core cities to ensure that it can develop its role and potential in the national and city regional economy.
- 12.39** There is potential for these links to be made using a combination of travel modes, including rail and bus based services. It is important that freight operators are able to transport their goods as efficiently as possible, using rail where appropriate, but otherwise the strategic highway networks. Barnsley and its Principal Towns are well located in relation to the regional and national motorway network via the M1 and A1 and should a Pan Northern Route as described above be added this will further enhance its strategic road connectivity. Similarly Barnsley will seek to secure local benefits from HS2 and TfN's rail initiatives. The Council will seek to grasp all opportunities to improve freight links and to place Barnsley more directly on the national and regional rail, coach and bus based networks serving London, Manchester, other Core Cities and the Humber Ports. Through the Transport Strategy/ Barnsley Rail Vision and any updates we will work with delivery partners to consider and promote opportunities for improved public transport connections including a role for Barnsley Interchange and other interchanges to increase the number of national and regional bus and rail services serving Barnsley.
- 12.40** As referred to above there are a number of national and regional initiatives outside the scope of the Local Plan which have significant potential to add value to Barnsley Local Plan policies and transport interventions. In the longer term it is possible that a number of future changes to rail services may arise from the:

Construction of a new national high speed rail route and stations between London and the north of England.

Network Rail Long Term Planning process and associated route studies.

Sheffield City Region infrastructure investments.

Future Highways England national route studies.

- 12.41** The Government is promoting the construction of a completely new high speed railway from London to Birmingham and then onward via an eastern leg to Leeds and a western leg to Manchester. The Government's preferred route, depots and stations consultation proposals show a route serving Leeds and York via a new line entering South Yorkshire alongside the M1/M18 motorways before skirting immediately to the east of Barnsley Borough (includes a slight incursion into Barnsley east of Brierley) through Doncaster and Wakefield and serving stations at Leeds and York together with services to Sheffield Midland station via a spur from HS2 and depots at Staveley and Leeds. Additionally HS2 in liaison with other stakeholders including Barnsley MBC are assessing the case for a HS2 South Yorkshire Parkway station. The Government has confirmed a first tranche of UK Growth Strategy funding for Sheffield LEP to support maximising the benefits of HS2. Barnsley has 10 stations all with services to Sheffield Midland and 7 with services to Leeds station. Barnsley MBC will assess the ways HS2 and its related investments can support the economic and accessibility priorities of the Local Plan.
- 12.42** We recognise that our own aspirations for improving connectivity rely heavily on sub regional improvements being made at key transport hubs such as Leeds, Sheffield, Wakefield and Doncaster stations. For example to improve our strategic accessibility as stated above in relation to HS2 and also through other initiatives such as those promoted by Transport for the North, Sheffield and Leeds City Region stakeholders etc we need to work with partners to maximise benefits from initiatives outside Barnsley. We will continue to support neighbouring authorities and contribute to an integrated, joint working approach linking through sub regional and city regional working.
- 12.43** The reinstatement of former railway lines may also play a longer term role in improving our transport connections, providing further opportunity for both freight and passenger lines and supporting continued sustainable development beyond the Local Plan period. The importance of safeguarding these lines within the Local Plan is recognised in Policy T2 below

### Policy T2 Safeguarding of Former Railway Lines

We will safeguard land within and adjacent to existing and historical rail alignments to accommodate the potential reinstatement of former strategic railway lines. Their historical routes will be shown on the Policies Map.

Where it is not possible to use the original alignment we will work with our delivery partners to identify any appropriate alternative routes.

## 12 . Transport

- 12.44** It is important for us to safeguard the routes of former strategic rail lines for potential reinstatement because:

Reinstatement would provide for continuing the growth associated with a robust sustainable transport framework beyond the plan period. The reinstatement of these lines is not required to serve the Local Plan proposals and timescales.

The Local Plan is strengthening economic and housing focus of the Principal Towns to the east of Barnsley within the Leeds to Sheffield transport corridors. Improved rail links will support sustainable transport links between these towns, and the Leeds, Sheffield and Manchester City Regions.

In earlier plans Network Rail have advised that the substantial passenger growth envisaged over the next 10 years in the Yorkshire and Humber RUS, and the increasing passenger and freight congestion on lines from Leeds to the south east will strengthen support for reopening of lines(including as part of maintenance diversionary work) such as the former Cudworth railways.

The Network Rail Yorkshire and Humber RUS included specific reference to the reinstatement of the Barnsley to Doncaster and former Cudworth railways in the post 2019 period.

The South Yorkshire Rail Strategy includes specific reference to the reinstatement of the Barnsley to Doncaster and the former Cudworth (referred to as Barnsley Growth Corridor) Railways.

The existing national and regional rail network is reaching capacity and additional north south and transpennine lines will be required.

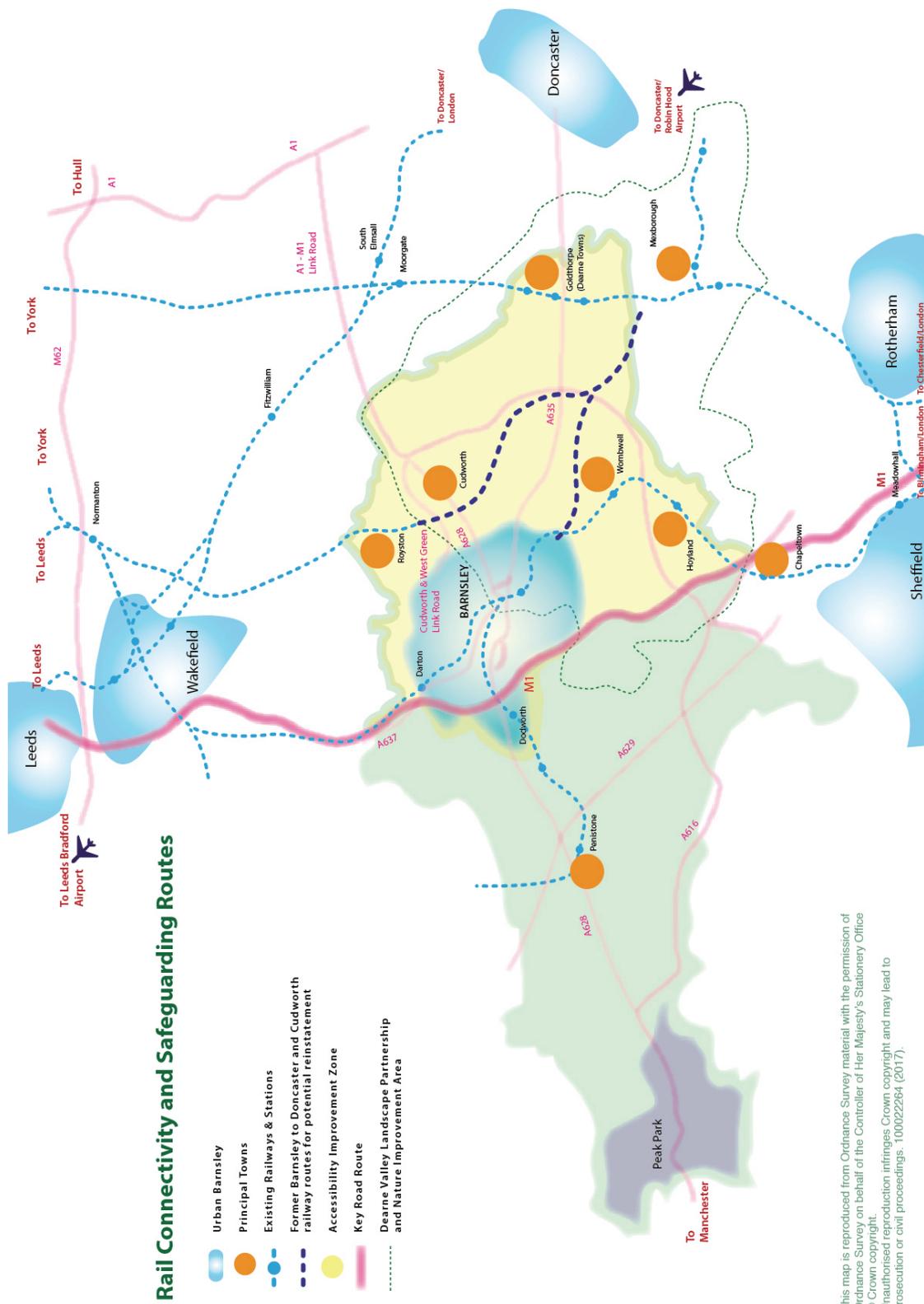
Transpennine corridors are important to the the growth of North of England productivity, both in terms of passenger and freight transport.

Currently the railhead at Monk Bretton, used by the glass industry, is the only dedicated freight link in Barnsley.

Reinstatement of the former Cudworth line may have particular benefits as providing options for relieving capacity on freight and passenger routes.

Reinstating rail infrastructure to modern standards can provide for modern deep sea freight containers, which are significantly larger than the traditional, predominantly bulk freight wagons used for carrying steel and coal.

- 12.45** The former Barnsley Doncaster and Cudworth line railways are indicated on the Rail Connectivity and Safeguarded Routes diagram below. Other safeguarding provisions are shown on the Policies Map.



**Rail Connectivity and Safeguarding Routes**

- Urban Barnsley
- Principal Towns
- Existing Railways & Stations
- Former Barnsley to Doncaster and Cudworth railway routes for potential reinstatement
- Accessibility Improvement Zone
- Key Road Route
- Deane Valley Landscape Partnership and Nature Improvement Area

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## 12 . Transport

### Policy T3 New Development and Sustainable Travel

New development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;

Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1.

If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

- 12.46** A fundamental goal of Barnsley's Local Plan is to provide for sustainable development and it includes a spatial strategy that reduces the need to travel by promoting growth in sustainable, accessible locations. This policy is about ensuring that sustainable and inclusive travel is embedded within any new development and providing the opportunities for people to change their travel behaviour where travel is necessary. It recognises that the availability of car parking is a key factor affecting whether people choose to travel by car or use a smarter alternative and aims to limit car parking associated with new development whilst providing appropriate facilities for cycles, motorbikes, scooters, mopeds and disabled people. This is balanced with the considerations of highway safety, living conditions and the economy, and the need to provide enough parking so people can use other forms of transport than the car.
- 12.47** We will produce a Supplementary Planning Document which will set out maximum standards of parking for broad classes of development within Urban Barnsley and the Principal Towns and will explain how we will decide the level of parking for particular developments.

### Transport assessments and travel plans for new development

- 12.48** The need for transport assessments and travel plans, for all forms of development will be determined in accordance with government guidance.

- 12.49** A transport assessment 'is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures (such as travel plans) will be taken to address the anticipated transport impacts of the scheme and to improve accessibility, and to encourage sustainable modes of travel.'<sup>(6)</sup>
- 12.50** When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient.
- 12.51** The contents of a transport assessment will depend on the size, nature and location of a development, but in all cases the transport mitigation plans or package of measures should focus on maximising sustainable accessibility to the development and should show:
- Consideration of reducing the need to travel.
  - How accessible the development is by all forms of transport.
  - Whether the site access can deal with the predicted level of traffic.
  - Measures to reduce the negative impacts of transport.
  - What measures can be taken to encourage travel by walking, cycling and public transport.
  - Mitigation measures avoiding unnecessary physical highway improvements and promoting innovative and sustainable transport solutions.
- 12.52** Where appropriate, developers will be expected to use our multi modal transportation models to estimate the effects of new developments on the transport network and to confirm that submitted transport assessments are accurate.
- 12.53** A travel plan will normally be required alongside planning applications that are likely to have significant transport implications, alongside a full transport assessment. A travel plan statement may be required on smaller scale developments which are expected to have minor travel impacts, particularly where specific concerns are raised in a transport statement or assessment.
- 12.54** A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves developing a set of procedures, schemes and targets that encourage people to use sustainable forms of transport, and should:
- Be site specific.
  - Contain both measures addressing site design, infrastructure and new services, as well as marketing, promotion and awareness raising.

## 12 . Transport

Provide a package of measures integrated into the design and use of the development.

Encourage walking, cycling and public transport use and facilitate disabled access.

Restrict on-site car-parking spaces.

Include arrangements for managing the process.

**12.55** The travel plan is an important tool in implementing measures to influence travel behaviour. It should demonstrate a firm commitment by developers and occupiers to reduce the number of trips generated by, or attracted to their site. By encouraging walking and cycling in particular, travel plans can contribute to a healthier lifestyle, reducing obesity and improving quality of life. Highways England will work with us to advise developers how to prepare, implement, monitor, review and update travel plans to support their development and will consider tri-partite agreements with the council and developers where appropriate. Highways England has developed toolkits of Active Traffic Management and Integrated Demand Management which can be used to regulate traffic on the National Strategic Road Network. These interventions are preferred to capacity improvements.

**12.56** The Council will also work with partners such as SYPTE and Highways England to ensure a consistent approach for the preparation, implementation and monitoring of travel plans.

### Policy T4 New development and Transport Safety

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

**12.57** With over 3,000 killed or seriously injured on the UK's roads every year road safety is a major concern for communities across the UK. There were 5952 casualties in collisions on roads in South Yorkshire in 2007, a 4.7% decrease on the 2006 level. The emotional cost to families of serious and sometimes fatal injuries, and the pressure on local health resources are of particular concern.

**12.58** Whilst all applications will be expected to meet the sustainable travel criteria in policy T3 there will be occasions where improvements to the existing highway network are also required. We are responsible for making sure the borough's streets are safe for everyone using them. When new developments are built, we make sure any new roads are up to standard and that people using the new development can do so safely and without negatively affecting existing roads. They must be designed and built to provide safe, secure and convenient access for all road users, which will include pedestrians, cyclists, people with special needs and people with mobility problems. In doing so we will support the long term aspirations of the South

Yorkshire Road Safety and Casualty Reduction Strategy (delivered through the LTP) which focuses on the need to achieve further reductions in casualties, focusing on vulnerable road users including children and motorcyclists, and on local areas where road safety is a known problem.

- 12.59** If a development is not suitably served by the existing highway, or would create or add to highway safety problems (including at railway level crossings) or would adversely affect the efficiency of the highway we will refuse planning permission, unless the developer agrees to take full responsibility for any necessary improvements or measures to upgrade the highway network to a suitable standard. Under the Highways Act, the developer may need to create and maintain new roads or improve existing ones.

### Policy T5 Reducing the Impact of Road Travel

We will reduce the impact of road travel by:

Developing and implementing robust, evidence based air quality action plans to improve air quality;

Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions; and

Implementing measures to ensure the current road system is used efficiently.

- 12.60** Where it is necessary to travel, it is important that our strategy includes measures to reduce the impact of those journeys on the environment, the health and safety of the community and on the local economy.
- 12.61** Traffic volumes in both South and West Yorkshire are rising, and journey times in Barnsley are increasing, despite Local Transport Plan measures aimed at stemming that growth. Rising traffic levels are also having a detrimental impact on the efficiency of our road network and are increasingly likely to effect the borough's economic performance. Congestion costs money and affects economic performance, costing UK businesses an estimated £17billion per annum (CBI).
- 12.62** Goods such as food, clothes, furniture and construction materials are a vital part of modern life which we depend upon the freight industry to deliver every day. The stability and growth of local businesses relies on just-in-time delivery, if they are to be competitive. Manufacturing, power stations, construction sites and retail establishments need materials to be delivered promptly ready to meet customer demand. With the development of the Internet, goods can increasingly be delivered directly to our homes at a time when we are available to receive them. As a result of this increasing consumer demand, freight vehicles are contributing to the rising levels of traffic on our roads, adding to the levels of noise, congestion, air pollution and accidents, as well as greenhouse gas emissions.

## 12 . Transport

- 12.63** This rise in road traffic is affecting our environment and health and is contributing to a deterioration in air quality reflected by the declaration of 6 traffic related Air Quality Management Areas in the borough.
- 12.64** We have already outlined how the Transport Strategy and Local Transport Plan will promote sustainable development and encourage people to make smarter choices by providing opportunities to change travel behaviour, with genuine travel choices which have less environmental impact and which do not add to traffic levels. The health benefits of active travel, such as cycling and walking are also well known. Walking and cycling can make a major contribution to our Healthy Weight Strategy, helping to reduce the high levels of obesity incidences of respiratory illness. Our aspirations to improve connectivity will also give freight operators an opportunity to transport their goods as efficiently as possible using rail where appropriate. This policy sets out how we intend to work with partners to ensure that we use our local strategic highway network efficiently, manage congestion and thereby reduce traffic pollution.
- 12.65** We will also continue to work to minimise the impact of air pollution on human health both within the AQMA's and in the borough generally. To this end we are currently updating our Air Quality Action Plan (initially published in 2004) to accommodate measures to improve air quality in the additional AQMA's that have been declared since 2004.
- 12.66** For those journeys where road travel, including freight, is necessary we will work alongside other initiatives including the Local Transport Plan to reduce transport related carbon emissions. To help reduce the number of freight vehicles on the roads and to promote efficient use of the road network to deliver goods we are intending to investigate the possibility of locating a freight consolidation centre within the borough, with careful consideration given to minimising related noise and amenity issues. Such a centre would provide the facility to enable smaller loads to be combined and moved on as one unit in a single delivery.
- 12.67** Recognising the importance of minimising exhaust emissions from major vehicle fleets serving the borough, we have worked with the other South Yorkshire local authorities to successfully launch the 'Care4Air ECO Stars' scheme. We will continue to work in partnership to develop the scheme which rewards organisations who are minimising pollution by developing measures to reduce the level of fuel used, improve driver training and develop vehicle replacement programmes to ensure vehicles are running cleanly and efficiently.
- 12.68** In line with national, Transport for the North (TfN) and regional frameworks we are working with our sub regional partners to support freight initiatives to balance the needs of local businesses, minimise congestion and improve air quality. Partnership working will involve freight industry stakeholders facilitated by City Region and Transport for the North (TfN) programmes and mechanisms. It will consider issues including journey times, routes, highway improvements to ease congestion, road safety, and the design of new development (especially retail proposals) to adequately accommodate delivery vehicles.

### The National Strategic Highway Network

- 12.69** Highways England is responsible for the management of the national strategic highway network on behalf of the Secretary of State for Transport. In Barnsley this includes part of the M1 between junction 35A and junction 38 and the A61 (T) and the A616. The M1 has

dual three lane capacity through the district and all M1 junctions are grade separated. The A61(T) is an all-purpose trunk road with a dual two lane carriageway and at grade junctions that connect the M1 junction 36 with the A616(T), within Sheffield.

- 12.70** The M1 and A61 (T) within the Barnsley borough generally have sufficient capacity for traffic demands although there are speed stress issues on the A616. Highways England introduced ramp metering at M1 junctions 35 and 35A southbound on-slip roads as a means of regulating the flow of traffic onto the motorway at times of peak demand. Operational conditions on the strategic road and local highway networks and the potential implications of new developments will be kept under review and the most up to date information will inform decisions about proposals for development.
- 12.71** A 'managed motorway' initiative for the M1 in South Yorkshire (Junctions 32 to 35A) and West Yorkshire (Junctions 39 to 42) is nearing completion. Highways England has identified a similar scheme for M1 Junctions 35A to 39 for inclusion in the post 2021 investment programme. The current Road Investment Strategy includes investment for dualling the A61(T) in Barnsley by 2021.
- 12.72** These enhancements will increase capacity for strategic traffic and relieve existing traffic delays. Paragraph 18 of Circular 02/02013 states 'capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated infrastructure needs'.

### The role of computer based traffic management

- 12.73** We will continue to develop computer based traffic management systems including our partnership within the South Yorkshire Intelligent Transport Systems (SYITS) to help manage traffic on the road network more efficiently. SYITS is an £11m European Regional Development Fund initiative aimed at enhancing Intelligent Transport System (ITS) capabilities across the county. It will provide central facilities for collecting, processing and accessing real-time traveller information throughout South Yorkshire and in Barnsley has already funded the following:

A strategic transport modelling upgrade.

A network of cameras to monitor journey times on key routes.

Upgrades to our urban traffic control system which will enable the future use of variable message and car park guidance signs.

Installation of bus priority equipment at traffic signals.

Improvements to a number of traffic signal junctions.

Optimisation of urban traffic control.

## 12 . Transport

Real Time Passenger Information on the bus network across South and West Yorkshire, giving major benefits for bus passengers within and across boundaries.

A consultancy report on the future development of intelligent transport systems in Barnsley.

### **The Challenge**

Encouraging the community to expect, demand and appreciate high quality urban environments

Achieving sustainable development

Insisting on excellent design

Protecting local distinctiveness

### **The Current Position**

Design Review Panel of major pre-application and application proposals

Design and Access Statements are submitted with planning applications to demonstrate how the application conforms with the Development Plan, is sustainable, well designed and inclusive

Landscape Character Assessment

Protecting what is distinctive about Barnsley's landscape

### **Policy Solutions**

Requiring developers to embrace good design and protect and enhance the historic environment

Encouraging developers to work in partnership with organisations such as the Barnsley Civic Trust, community and schools partnerships and other local relevant organisations in forwarding proposals

Undertaking pre-application discussions

Using the advice of the Design Advisory Panels on major projects to secure improvements to schemes coming forward and to achieve the best design solutions

Building the capacity of the community to appreciate and expect higher standards of design by involving them in decisions and consulting them on proposals and strategies

Producing local design guidance such as SPDs, village design statements, planning and design briefs and master plans

Protecting important landscapes both directly and indirectly by ensuring their settings and key views are respected and not subject to inappropriate development

Respecting the character of the landscape using the Landscape Character Assessment

## 13 . Local Character

### Policy D1 High Quality Design and Place Making

#### Design Principles:

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including:

Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;

Views and vistas to key buildings, landmarks, skylines and gateways; and

Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Through its layout and design development should:

Contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment;

Complement and enhance the character and setting of distinctive places, including Barnsley Town Centre, Penistone, rural villages and Conservation Areas;

Help to transform the character of physical environments that have become run down and are lacking in distinctiveness;

Provide an accessible and inclusive environment for the users of individual buildings and surrounding spaces;

Provide clear and obvious connections to the surrounding street and pedestrian network;

Ensure ease of movement and legibility for all users, ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances;

Promote safe, secure environments and access routes with priority for pedestrians and cyclists;

Create clear distinctions between public and private spaces;

Display architectural quality and express proposed uses through its composition, scale, form, proportions and arrangement of materials, colours and details;

Make the best use of high quality materials;

Include a comprehensive and high quality scheme for hard and soft landscaping; and

Provide high quality public realm.

In terms of place making development should make a positive contribution to achieving qualities of a successful place such as character, legibility, permeability and vitality.

- 13.1** As set out in the National Planning Policy Framework, the Government attaches great importance to the design and quality of the built environment, stating that ‘it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.’
- 13.2** In terms of place making the quality of places has a major influence on the quality of life for people living and working in the borough. Through high quality and sustainable design developers should be able to create strong, locally-distinctive places that are safe, inclusive and accessible to all, that promote social interaction and a healthy and active lifestyle.
- 13.3** Inclusiveness and accessibility need to be considered from an early stage of design, preferably including consultation with a wide range of potential users.
- 13.4** The components of a development, including its integration with its surroundings and its mix, layout and form, will be assessed to ensure that development makes a positive contribution to achieving the qualities of a successful place.
- 13.5** Development should take account of the following design standards and guidance (and any future updates of these) which will be used (but not exclusively) to help assess the quality of design:
- Building for Life 12 (for residential developments of 10 or more dwellings).
  - Secured By Design/ Safer Places- the Planning System and Crime Prevention.
  - Manual for Streets (for residential developments).
  - Manual for Streets 2- Wider Application of the Principles (which takes this guidance beyond just residential developments).
  - The South Yorkshire Residential Design Guide.
- 13.6** The Public Spaces Strategy and the Building Heights Study provide additional evidence for design decisions in Barnsley Town Centre. Inset map 8 illustrates the strategy for tall buildings in Barnsley Town Centre.
- 13.7** Supplementary Planning Documents also provide guidance on specific design issues.

### Policy LC1 Landscape Character

Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments).

Development which would be harmful to the special qualities of the Peak District National Park will not be allowed.

## 13 . Local Character

- 13.8** The 1996 Countryside Agency/English Nature publication 'The Character of England - landscapes, wildlife and natural features' provides a framework identifying unique landscape character areas nationally, and was refined in 1999 by 'Countryside Character Volume 3: Yorkshire and the Humber'.
- 13.9** These documents provide a framework into which the 'Landscape Character Assessment of Barnsley Borough' fits. This was carried out in 2002 and updated in 2016 to provide a complete statement of landscape character and quality across the borough and to give a better understanding of the landscape types, their quality and character and how they combine with each other.
- 13.10** The assessment divides Barnsley into 6 character types (unenclosed moorland, upland river valleys, lowland river floors, settled arable slopes, settled wooded farmland and upland farmland) and 17 geographical landscape character areas which are shown on the Landscape Character Area Map.
- 13.11** All new development should be in keeping with the surrounding landscape and reflect the character, materials and details of the local area. We will pay particular attention to development in prominent positions, for example, by waterside locations, within Conservation Areas and on the edge of towns and villages where it is important to maintain a clear distinction between urban areas and the countryside and to ensure that development is not obtrusive in the skyline.
- 13.12** We will also seek opportunities for the conservation, management and enhancement of landscape character through development and land management.
- 13.13** Given the close relationship between the west of the borough and the Peak District National Park, it is important to recognise the special qualities of the National Park need to be protected from development in Barnsley which could cause harm. Planning permission will not be granted for development that is considered to be harmful to the valued characteristics of the national park. The Peak District National Park Landscape Strategy will aid this consideration as it recognises the flow of landscape beyond the boundary of the National Park. The Council will refer to Section 62(2) of the Environment Act in determining when it is appropriate to consult the Peak Park on development proposals which may cause harm or where there is doubt as to whether or not the proposal would cause harm.
- 13.14** We will produce a Supplementary Planning Document on Landscape Character to provide more detailed guidance on how to assess the impact of development on the landscape. The Landscape Character Assessment was carried out in 2002 . This was reviewed in 2016 to inform the Local Plan. The former Countryside Agency 2002 guidelines are still current.

### **The Challenge**

Managing and conserving the historic environment and its assets

Protecting local character and a sense of place by recognising the social, cultural, and economic contribution made by the historic environment

### **The Current Position**

18 designated Conservation Areas

23 Scheduled Ancient Monuments, and 671 Listed Buildings including 13 Grade I , 30 Grade II\* , and 628 Grade II

5 entries on the register of parks and gardens: the only grade I historic park and garden in South Yorkshire at Wentworth Castle together with Stainborough Park and 4 grade II historic parks and gardens at: Wortley Hall, Cannon Hall, Bretton Hall (part only) and Locke Park Barnsley

6 Scheduled Ancient Monuments, 3 Listed Buildings, 3 Listed Places of Worship and 1 Conservation Area are identified 'at risk' (13)

A regionally and nationally important legacy of buildings and structures associated with the industrial past including coal mining, metalworking, textiles and glass making

The valued landscapes in the west of the borough and neighbouring Peak District National Park and Southern Pennine Fringe

### **Policy Solutions**

Requiring all developers to embrace good design which protects and enhances the significance of the historic environment and its heritage assets

Encouraging developers to work in partnership with organisations such as the Barnsley Civic Trust, community and schools partnerships and other local relevant organisations in forwarding proposals. Also engaging the public to identify what is important about their local area that should be protected

Undertaking pre-application discussions

Producing local design guidance such as character appraisals, design guides, heritage schemes, conservation area statements and management plans that identify what is special and what should be maintained or enhanced

Ensuring historic 'at risk' buildings, sites, or places receive particular attention to ensure they have an identified path to safeguard their long term future

## 14 . Historic Environment

Securing a sustainable future for the important legacy of buildings and structures including those associated with Barnsley's industrial past by ensuring our historic assets are appreciated and appropriately managed

Protecting important landscapes both directly and indirectly by ensuring their settings and their key views are respected and not subject to inappropriate development

### Policy HE1 The Historic Environment

We will positively encourage developments which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk

This will be achieved by:-

- a. Supporting proposals which conserve and enhance the significance and setting of the borough's heritage assets, paying particular attention to those elements which contribute most to the borough's distinctive character and sense of place.

These elements and assets include:-

The nationally significant industrial landscapes of the Don Valley which includes Wortley Top Forge and its associated water management system.

Elsecar Conservation Village, its former ironworks and its workshops which were once part of the Fitzwilliam Estate.

A number of important 18<sup>th</sup> and 19<sup>th</sup> century designed landscapes and parks including Wentworth Castle parkland (the only grade I Registered Park and Garden in South Yorkshire), and Cannon Hall Park.

The well preserved upstanding remains of the Cluniac and Benedictine monastery at Monk Bretton.

18 designated conservation areas of special and architectural interest including three town centre conservation areas, as well as large areas incorporating Stainborough Park, Cawthorne, Penistone and Thurlstone.

The 17<sup>th</sup> century Rockley Blast Furnace and its later engine house.

Gunthwaite Hall Barn, a large 16<sup>th</sup> century timber framed barn.

Barnsley Main Colliery Engine House and Pithead structures.

The 17<sup>th</sup> century Worsbrough Mill (the only historic working water mill in South Yorkshire).

## 14 . Historic Environment

Relatively widespread evidence of pre-historic settlements, and occupation which are often archaeological and below ground but sometimes expressed as physical or topographic features.

The boroughs more rural western and Pennine fringe characterised by upland and (often) isolated settlements or farmsteads surrounded by agricultural land and dominated by historic and vernacular buildings built from local gritstone.

- b. By ensuring that proposals affecting a designated heritage asset (or an archaeological site of national importance such as a Scheduled Ancient Monument) conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances where there is a clearly defined public benefit.
- c. By supporting proposals that would preserve or enhance the character or appearance of a conservation area. There are 18 conservation areas in the borough and each is designated for its particular built and historic significance. This significance is derived from the group value of its constituent buildings, locally prevalent styles of architecture, historic street layouts and its individual setting which frequently includes views and vistas both into and out of the area. Particular attention will be given to those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance.
- d. By ensuring that proposals affecting an archaeological site of less than national importance or sites with no statutory protection conserve those elements which contribute to its significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, an understanding of the evidence to be lost must be gained in line with the provisions of Policy HE6.
- e. By supporting proposals which conserve Barnsley's non-designated heritage assets. We will ensure that developments which would harm or undermine the significance of such assets, or their contribution to the character of a place will only be permitted where the benefits of the development would outweigh the harm.
- f. By supporting proposals which will help to secure a sustainable future for Barnsley's heritage assets, especially those identified as being at greatest risk of loss or decay.

**14.1** Barnsley has many important heritage assets that reflect its long and complex history including a legacy of buildings, structures, places and archaeology. These assets are particularly associated with (but not limited to) its medieval past, its Georgian designed landscapes and its industrial past that relate to coal mining, metalworking, textile production, brick making, and glass manufacture.

**14.2** For development proposals likely to impact upon a heritage asset or its setting, the following procedures will apply:-

## 14 . Historic Environment

### Policy HE2 Heritage Statements and general application procedures

Proposals that are likely to affect known heritage assets or sites where it comes to light there is potential for the discovery of unrecorded heritage assets will be expected to include a description of the heritage significance of the site and its setting.

This description will need to include an appropriate but proportionate level of detail that allows an understanding of the significance of the asset but no more than is necessary to understand the impact of the proposal.

For sites with significant archaeological potential, a desk based assessment may be required in line with the provisions of Policy HE6.

Applications made in outline form will not be accepted for proposals which will affect a conservation area, a listed building or any other designated heritage asset. In such cases, sufficiently detailed plans and drawings to enable an assessment to be made of the likely impact of the development upon the significance of any heritage assets affected will be required.

- 14.3** Planning applications made in outline form only do not provide enough information for us to assess the effect the proposals will have on a designated asset. In such a scenario we will refuse planning permission because not enough information has been provided to assess the proposal.

### Policy HE3 Developments affecting Historic Buildings

Proposals involving additions or alterations to listed buildings or buildings of evident historic significance such as locally listed buildings (or their setting) should seek to conserve and where appropriate enhance that building's significance. In such circumstances proposals will be expected to:

Respect historic precedents of scale, form, massing, architectural detail and the use of appropriate materials that contribute to the special interest of a building.

Capitalise on opportunities to better reveal the significance of a building where elements exist that detract from its special interest.

- 14.4** Listed building consent is needed to alter, extend or demolish a listed building. These controls apply to all internal and external work where it cannot be reasonably considered a repair, maintenance or genuine like for like replacement. Planning permission may also be needed for work carried out to alter and extend a listed building. It is an offence to carry out unauthorised work involving the alteration, extension or demolition of a listed building.
- 14.5** Planning applications made in outline form do not provide enough information for us to assess the effect of the proposals on a Listed Building and its setting and will be refused. Information provided with an application must include full survey drawings of the building, identifying any interior features of historic or architectural interest affected by the proposals.

## 14 . Historic Environment

- 14.6** Listed buildings are designated by the Secretary of State because of their special architectural or historic interest. It should be noted that buildings considered to be of sufficient architectural or historic interest, but not included in the statutory list of protected buildings, will be put forward to the Department of Culture Media and Sport (care of English Heritage) with a request for listing, particularly if threatened by demolition or harmful alteration.

### Policy HE4 Developments affecting Historic Areas or Landscapes

Proposals that are within or likely to affect the setting and the heritage significance of a Registered Park and Garden will be expected to:

Respect historic precedents of layout, density, scale, forms, massing, architectural detail and materials that contribute to the special interest of an area.

Respect important views either within the area or views that contribute to the setting of the area.

Take account of and respect important landscape elements including topographic features or trees that contribute to the significance of the area where harm might prejudice future restoration.

- 14.7** As well as normal planning application requirements, there are extra controls in conservation areas to help keep their character. This includes the requirement for permission where a proposal involves totally demolishing any building that is 115 cubic metres or more in size, or demolishing any gate, wall, fence or other enclosure that is more than one metre high where it is next to a highway, or more than two metres high in any other case.

## 14 . Historic Environment

### Policy HE5 the Demolition of Historic Buildings

The demolition of listed buildings, buildings that make a positive contribution to a conservation area, buildings in registered parks and gardens, or other buildings (including locally listed buildings) with evident historic significance will not be approved unless:

The building is structurally unsound and dangerous and cannot be viably repaired, where it is shown that every effort has been made to secure, repair, or re-use the building, and where no opportunities for grant funding, charitable ownership, sale or lease are available.

It can be demonstrated that the retention of the building is not justifiable in terms of the overarching public benefit that would outweigh the historic value of the asset.

Demolition involves partial demolition where that element can be shown not to contribute positively to the area or the heritage significance of the asset.

Where permission is granted for the demolition of a building within a conservation area or a registered park and garden, a condition will be attached to ensure that the demolition only goes ahead when full planning permission has been granted for redeveloping the site and the developer can demonstrate that the redevelopment will go-ahead within a specific timescale.

- 14.8** We will always try to save listed or important historic buildings and demolition is to be seen as a last resort. Developers should discuss with us the suitability of any alternative use consistent with the conservation of an historic building at an early stage. Only in circumstances where an overarching public benefit can be shown that clearly outweighs the value of the heritage will demolition be permitted. If demolition is deemed to be acceptable in principle, we will only allow it to go ahead when we are certain that the site will be redeveloped. In cases where an application for demolition follows a period of willful neglect of a listed building, consent is unlikely to be given.
- 14.9** Where permission is granted for demolishing a building, we will attach a condition to make sure that the demolition goes ahead only when full planning permission has been granted for redeveloping the site and the developer can show beyond reasonable doubt that the redevelopment will go ahead within a specific timescale.

### Policy HE6 Archaeology

Applications for development on sites where archaeological remains may be present must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

- Information identifying the likely location and extent of the remains, and the nature of the remains;
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

Where preservations of the remains are not justified, permission will be conditional upon:-

- Archaeological recording of the evidence (including evidence that might be destroyed), whether buried remains or part of a standing structure or building;
- Analysis of the information gathered;
- Interpretation of the results gained;
- Public dissemination of the results; and
- Deposition of the resulting archive with an appropriate museum or archive service.

- 14.10** We will need enough information from developers to assess the probable effects of their proposals on archaeological sites or buildings of archaeological interest. The assessment aims to find out whether there are any remains on site and to show the character and extent of those remains. It will also provide information useful for identifying potential options for reducing or avoiding damage to the remains.
- 14.11** Where the information in the assessment is not sufficient to determine the archaeological impact of the proposal, we may also ask the developer to arrange for an archaeological field evaluation. Pre application discussions with us should be used to clarify whether applications will require supporting archaeological information.
- 14.12** We will consider any archaeological aspects of development proposals in consultation with the South Yorkshire Archaeology Service. As well as providing archaeological advice the South Yorkshire Archaeology Service maintains the South Yorkshire Sites and Monuments Record, which holds information on many of the archaeological sites and finds, and buildings of archaeological interest in Barnsley.
- 14.13** We will use the information submitted with a planning application and required by Policy HE6 and the advice of the South Yorkshire Archaeological Service to determine applications with archaeological implications.
- 14.14** Development which would result in harm to the significance of a Scheduled Monument or other nationally important archaeological site will not be permitted. The preservation of other archaeological sites will be an important consideration. When development affecting such sites is acceptable in principle, the council will seek to ensure mitigation of damage through preservation of the remains in situ as a preferred solution.

## 15 . Town Centres and Retail

### **The Challenge**

Enhancing the vitality and viability of existing centres

Locating new retail and leisure development in existing centres

Strengthening Barnsley Town Centre's role in the sub-region and wider region and creating a 21st Century Market Town

Improving the role of the Principal Towns

Reducing the need to travel to out of centre locations

Providing local shops to meet local needs outside of existing retail centres

Encourage Walking and Cycling

### **The Current Position**

Barnsley is a significant sub regional centre with a large catchment area

Other District and Local Centres serve more local needs

2010 Smaller Centres Study

2014 Barnsley Town Centre Retail Study

### **Policy Solutions**

Setting out a town centre hierarchy

Identifying retail needs

Providing flexibility to allow small local shops in appropriate locations

## Policy TC1 Town Centres

Support will be given to maintaining and enhancing the vitality and viability of the following hierarchy of centres:

Type of Centre	Centre
Town	Barnsley Town Centre
District	Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston
Local	Athersley ,Bolton on Dearne (St Andrew's Square), Darfield, Darton, Dodworth, Grimethorpe, Hoyland Common, Lundwood, Mapplewell, Stairfoot, Thurnscoe (Houghton Road), Thurnscoe (Shepherd Lane)

Barnsley Town Centre is the dominant town centre in the borough. To ensure it continues to fulfill its sub regional role the majority of new retail and town centre development will be directed to Barnsley Town Centre.

The District Centres have an important role serving localised catchments and meeting more local needs. To ensure they fulfil this role and continue to complement and support the role of Barnsley Town Centre new retail and town centre development will also be directed to the District Centres.

The Local Centres serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres.

All retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

A sequential approach will be used to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of NPPF.

Impact assessments will also be required as laid out in policy TC3. These should comply with the requirements of the NPPF.

- 15.1** The main town centre uses to which this policy apply are defined by NPPF as being retail, leisure, entertainment facilities, more intensive sport and recreation uses, offices, arts, culture and tourism development.
- 15.2** We have assessed the centres above in terms of the roles they play, the community they serve, and the range of shops and services they offer in determining the town centre hierarchy. The extent of the centres are shown on the Policies Map that accompanies the Local Plan.

## 15 . Town Centres and Retail

- 15.3** The overall approach is that new retail and town centre development should be located within existing centres. This will help to strengthen and protect their important roles and to reduce the need to travel to out of centre locations.
- 15.4** Barnsley Town Centre will be the prime focus for growth of retail and town centre uses. It has an important role to play in serving the needs of local residents, and also in the context of the region. A Town Centre policy framework is set out in section 16.
- 15.5** The Glassworks town centre redevelopment project has a key role in the regeneration of Barnsley town centre and its immediate redevelopment programme and proposals include:
- Demolition of the former County Council offices and adjacent shops.
  - Redesign and redevelopment of the Metropolitan Centre and indoor market.
  - Purchase by BMBC and demolition of the former Training and Enterprise (TEC) building and adjacent property to the north of Kendray Street.
  - Promotion and provision of new retail and leisure facilities.
  - Construction of a new, purpose built central library/community hub.
  - Creation of a new public square to accommodate a new open market and town centre events.
  - New surface car parking.
  - Public realm improvements.
  - Cinema and facilities for families and the evening economy.
- 15.6** The Barnsley Town Centre Retail Study, England and Lyle 2014 identifies the future need for retail floorspace in Barnsley both for convenience and comparison goods. This concludes that after the Barnsley Markets Project redevelopment there will be some limited capacity for new convenience floorspace but little for new comparison floorspace.
- 15.7** Barnsley's District Centres have a vital role to play in providing shops and services to the people who live near them. The aim is to support and improve the role of all these centres and in particular to support and enhance them to enable them to have the capacity to fulfill their important roles as Principal Towns. Principal Towns should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.
- 15.8** It should be noted that in the hierarchy above Cudworth is identified as the district centre for the Cudworth and Grimethorpe Principal Town, and Goldthorpe as the district centre for the Dearne Towns Principal Town. Royston district centre includes the areas of The Wells and Midland Road.

- 15.9** The Smaller Centres Study (2010) considers the existing role and potential future role of the District and Local Centres. The study uses a vitality and viability index based on the indicators listed in PPS4 to score the centres as part of a health check. The study also includes conclusions on centres regarding their potential for growth or change and uses the categories of expand, intensify, rationalise or consolidate.

The following notations are shown on the Policies Map and the Barnsley Town Centre Inset Maps:

### **Barnsley Town Centre**

Boundary of Barnsley Town Centre

Primary Shopping Area

Primary Shopping Frontages

Secondary Shopping Frontages

(the extent of the Primary Shopping Area and Primary and Secondary Shopping Frontages in Barnsley Town Centre are shown on the Town Centre Area Action Plan Inset Maps)

### **District Centres**

Cudworth (serving Cudworth and Grimethorpe Principal Town)

Hoyland

Wombwell

Goldthorpe (serving the Dearne Towns Principal Town)

Penistone

Royston (including the Wells and Midland Road)

Primary Shopping Areas

Primary Shopping Frontages

Secondary Shopping Frontages

## 15 . Town Centres and Retail

### Local Centres

Athersley

Bolton on Dearne (St Andrew's Square)

Darfield

Darton

Dodworth

Grimethorpe

Hoyland Common

Lundwood

Mapplewell

Stairfoot

Thurnscoe (Houghton Road)

Thurnscoe (Shepherd Lane)

### Cudworth

**15.10** Cudworth is one of the smaller district centres with the main retail and service provision located along the main Barnsley Road. It is average in terms of vitality and viability. Its strengths include the amount of shopping floorspace, the absence of floorspace outside the centre, the lack of charity shops and good pedestrian flows and availability of public transport. Aims for the future of Cudworth are to improve the provision of leisure, cultural and entertainment activities, attract non food multiple retailers, and to improve movement for pedestrians and cyclists. The strategic direction for Cudworth is to intensify, (that is to realise its potential within its existing boundaries by redeveloping and reconfiguring to intensify the level of current town centre uses).

### Goldthorpe

**15.11** Goldthorpe is one of the larger district centres with its main retail and service provision located along the main Barnsley and Doncaster Roads. It is average in terms of vitality and viability. Its main strengths are the number and type of shops, the good supply of offices, the absence of floorspace outside the centre, the variety of specialist and independent shops, the market, the availability of food shopping, good pedestrian flow and the availability of public transport. In order to improve the economic fortunes of Goldthorpe the aims are:

## 15 . Town Centres and Retail

To improve the provision of leisure, cultural and entertainment activities.

Enhance movement for pedestrians, cyclists and the disabled.

Improve access to the main attractions and to enhance security.

Address environmental problems and increase the quality of open spaces and landscaping.

- 15.12** In 2008 a masterplan was produced for Goldthorpe to improve the village centre and develop the vision provided within the Renaissance Market Town strategy for Goldthorpe. The masterplan was finalised in 2011. The objectives of the masterplan include improving public realm, new retail development and a public square, car park reorganisation and shop front refurbishment. As part of this work an economic study identified that Goldthorpe town centre has the potential to support a total of 40-50,000 sq ft of retail floorspace. This is less than the total retail floorspace in the town centre at present and it implies the need to consolidate and improve the retail offer and ensure its future viability and sustainability.

### Hoyland

- 15.13** Hoyland is one of the smaller district centres. Its main retail and service offer is concentrated on High Street, King Street and Market Street radiating from the main square which includes the Town Hall and the Co-op supermarket. In terms of vitality and viability Hoyland is slightly above average. Its main strengths are the number and type of shops, the absence of floorspace outside the centre, the market, the low vacancy rates, high pedestrian flows and good bus services and linked trips. The aims for the future of Hoyland are to improve movement for pedestrians, cyclists and the disabled. The strategic direction for Hoyland is to intensify.

### Penistone

- 15.14** Penistone is one of the smaller district centres. Penistone is a historic market town which has its main retail and service offer concentrated on Market Street which is further enhanced by the new Market Hall and Tesco supermarket. The overall vitality and viability is much better than average. Penistone has many strengths including the availability of pubs, cafes and restaurants, the market, the availability of food shopping, the evidence of recent investment by retailers, the very low vacancy rates, good pedestrian flow and public transport access, a feeling of security and high quality of the open spaces and landscaping. Aims for the future of Penistone are to improve the availability of leisure, cultural and entertainment activities, and to improve car parking and movement for pedestrians, cyclists and the disabled. Since the potential for expansion in Penistone has already taken place with the recent Tesco supermarket, the strategic direction for Penistone is to intensify within its existing boundaries.

### Royston

- 15.15** Royston is one of the smaller district centres and comprises two separate centres. The Wells and Midland Road which are separated by housing. The Wells is a centre located on a main road junction and Midland Road is a linear centre surrounded by residential areas. Royston is average in terms of vitality and viability. Its main strengths are the absence of floorspace

## 15 . Town Centres and Retail

outside the centre, the availability of food shopping, good car parking and the high frequency and range of places served by bus services. Aims for the future of Royston are to increase the range of pubs, cafes and restaurants, introduce non food multiple retailers, address high vacancy rates, and to encourage linked trips to the centre. The strategic direction for Royston is to expand (it is recognised that Royston has the potential to physically expand outside of its existing boundaries). The development of the vacant school site provides potential for this to be realised.

### Wombwell

- 15.16** Wombwell is one of the larger district centres. The main retail and service offer is located along High Street. Wombwell is better than average in terms of vitality and viability. Its main strengths are the number and type of shops, the large amount of shopping floorspace within the centre, the number of multiple retailers, the variety of specialist and independent retailers, the market, the low vacancy rates, good pedestrian flows and car parking provision, good bus services, and high quality environment. Aims for the future of Wombwell are to reduce the amount of retail, leisure and office floorspace which exists outside the town centre. The strategic direction for Wombwell is to intensify.
- 15.17** Outside Barnsley Town Centre and the District Centres, Barnsley's network of Local Centres meet more day to day needs and will be the focus for small scale local shops and services. Barnsley also has two retail warehouse parks at the Peel Centre on Harborough Hill Road and Wombwell Lane Retail Park, Stairfoot which will remain the focus for retail warehouses within the borough.
- 15.18** Retail proposals will be encouraged and supported in the Primary Shopping Areas of Barnsley Town Centre the District Centres provided they are appropriate to the scale, role, function and character of the centre. Such proposals located outside of the Primary Shopping Areas will need to undertake a sequential approach (as required by national policy and Local Plan policy TC1) and may also need to undertake an impact assessment (as required by national policy and Policy TC3 of this DPD). These provisions will apply even if the proposal is located within the Barnsley Town Centre or District Centre boundaries.
- 15.19** The extent of the Primary and Secondary frontages in Barnsley Town Centre and the District Centres, is shown on the Policies Map and the Barnsley Town Centre Inset Maps and the following policy applies:

### Policy TC2 Primary and Secondary Shopping Frontages

Proposals for retail (A1-A5) uses will be allowed on Primary and Secondary Shopping frontages in Barnsley Town Centre and the District Centres provided that:

Within each primary shopping frontage in Barnsley Town Centre and the District Centres, ground floor uses would remain predominantly retail (Class A1) in nature.

Other uses may be acceptable, especially where they diversify and improve provision in a centre, provided that it can be demonstrated that the vitality and viability of the primary shopping area concerned would not be negatively affected and that ground floor uses on the Primary Shopping Frontages remain predominantly retail (Class A1) in nature.

- 15.20** For the purposes of policy TC2 we take the view that predominantly means 'most' and will apply a 51% threshold. The other uses referred to in policy TC2 are primarily envisaged to be the other main town centre uses defined by the NPPF. The onus will be on the applicant to demonstrate that other uses, amongst the town centre uses, will be acceptable.
- 15.21** Proposals for main town centre uses that are not in a centre should be assessed against their impact on centres. The NPPF requires such an assessment particularly for developments over 2,500 square metres gross but it also allows us to set a local threshold for the scale of development which should be subject to an impact assessment. As such the following policy applies:

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### Policy TC3 Thresholds for Impact Assessments

Proposals for retail and leisure uses will be required to provide an impact assessment if they are of a scale, role or function where they could have a negative impact on the vitality and viability of the centre and are:

Located outside the **Primary Shopping Area of Barnsley Town Centre** and are:

- Within the catchment of Barnsley Town Centre, and
- Have a floorspace in excess of 2,500 square metres gross

Located outside the **Primary Shopping Area of a District Centre** and are:

- Within the catchment of a District Centre, and
- Have a floorspace in excess of 1,000 square metres gross

Located outside a **Local Centre** and are:

- Within the catchment of a Local Centre, and
- Have a floorspace in excess of 500 square metres gross

If we have concerns that a proposal below these floorspace thresholds may have a significantly adverse impact on centres, we may require an impact assessment as part of a planning application.

- 15.22** Outside the centres identified above, proposals for small local shops will be considered in the context of Local Plan policy TC5.
- 15.23** The boundaries of the Primary Shopping Area of Barnsley Town Centre, the Primary Shopping Area of the District Centres and the Local Centres referred to in the policy above are those shown on the Policies Map and Town Centre Inset Maps.
- 15.24** A map is provided in the Smaller Centres Study (November 2010) which shows the catchments of the defined centres in the borough including the catchments of Local Centres which are defined as being an 800 metre radius around each Local Centre. An impact assessment should include assessment of the impact of the proposal on the existing, committed and planned public and private investment in the centre(s) which the proposal is in the catchment area of. The assessment should also include an assessment of the impact of the proposal on the vitality and viability of the centre, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made, unless

## 15 . Town Centres and Retail

the proposal is for a major scheme where the full impact will not be realised in five years, in which case the impact should be assessed for up to ten years from the time the application is made.

- 15.25** Proposals will only be allowed if they are not likely to have significant adverse impact on investment or on town centre vitality and viability.
- 15.26** The District and Local Centres have localised catchments within which the specified threshold for impact assessment set out in Policy TC3 will apply. The Barnsley Town Centre catchment threshold of 2,500 sq m for impact assessment will apply across the remainder of the authority area.
- 15.27** Policy TC3 refers to Thresholds for Impact Assessments whereas policy TC5 sets out circumstances where small local shops will not require a sequential test.
- 15.28** The borough has two main retail parks, The Peel Centre, off Harborough Hill Road in Barnsley, and the Wombwell Lane Retail Park at Stairfoot. Policy TC4 below will apply to any planning applications received on these parks as shown on the Policies Map.

### Policy TC4 Retail Parks

In the retail parks identified on the Policies Map, retail warehouses will be allowed. Uses other than retail warehouses will be allowed where the role, character and function of the retail park will not be adversely affected.

Except where justified, planning permissions on these retail parks will be subject to conditions to limit:

The minimum size of units to at least 920 square metres gross; and

The type of goods which can be sold from the units to bulky comparison goods.

- 15.29** Retail warehouses are defined as large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car using customers.
- 15.30** Planning permission for retail warehousing will be subject to conditions to control the character of the development, the size of individual units and the range and type of goods sold. Otherwise there is the potential for a wider range of comparison goods to be sold which may negatively affect the vitality and viability of defined centres.

## 15 . Town Centres and Retail

### Policy TC5 Small Local Shops

Outside existing centres small shops that meet the daily shopping needs of a local community will be permitted where:

The shops are of a type and in a place that would meet daily shopping needs and this need is not already met by existing shops; and

The shops are located and designed to encourage trips by pedestrians and cyclists and would not encourage car trips.

**15.31** Local shops perform an important role in meeting the day-to-day needs of communities. They are a vital part of creating sustainable communities, reducing the need for people to travel. We will encourage small shops where it can be shown that they meet a local need. Proposals for small shops will not normally require a sequential test provided that they accord with the criteria set out in Policy TC5.

**15.32** Small shops are defined as units having a gross floor area of 500 sqm or less. Because they are intended to serve local needs, developments allowed under this policy must not include large, dedicated car parks. Conditions may be attached to planning permissions to restrict the range of goods to be sold, making sure that the shops continue to serve local day-to-day needs, rather than attracting customers from some distance away.

## 16 . Barnsley Town Centre

### Vision

- 16.1** The vision for the future of the town centre is the creation of a town centre that is uniquely distinctive and establishes Barnsley as the premier 21st Century market town – not a copy of many other town centres around the country.
- 16.2** The Economic Strategy 2012 – 2033 sets out how we will ‘develop a vibrant town centre with a strong and growing retail and leisure offer, a thriving and balanced business community with a series of attractions and facilities to create a major visitor draw’. Specifically, this will include:
- Delivering the Glassworks Project as a major catalyst for improving Barnsley’s retail ranking and stimulating investment to transform the town’s leisure and retail offer.
  - Prioritising key development sites and under-utilised buildings to provide the greatest economic activity, enhanced vibrancy and footfall within the town centre.
  - Promoting exemplar public realm to create greater inter-connectivity, quality spaces and enhanced opportunities for private investment.
  - Putting in place innovative financial and partnership vehicles, where the pace of delivery maintains the momentum gained over the past 10 years albeit in a more challenging era of public and private sector funding.
  - Building on our existing cultural provision to make Barnsley a desirable visitor destination.
  - Recognising that a sympathetic innovative approach to temporary uses will play a vital role in maintaining the vibrancy and vitality of the town centre while redevelopment schemes are devised and implemented.
- 16.3** A key challenge is to develop the town as a place of diverse quality employment which provides a location for quality business interaction, education and culture. The town centre will be a fitting setting for these activities to flourish. In this way it is a ‘shop window’ and a gateway to the Borough for new investment in the economy. The forward strategy will need to focus very seriously on providing appropriate space for business and cultural development and promoting the benefits of a Barnsley location to potential users.
- 16.4** Delivering the vision will require using its strengths and responding to its challenges by:
- Creating a town centre powerfully shaped by its distinctive and unique features and avoiding insensitive anonymous developments diluting its ‘sense of identity and place’.
  - Building upon Barnsley’s successful role as a market town and bring it up to date to meet the needs of the 21st Century by creating a new market and attracting a more varied range of shops, bars and cafes.
  - Making the most of Barnsley’s traditional strengths, including its retail market, and expand its role as a centre for business and leisure making it a place where people want to come for shopping, services, leisure and work.

## 16 . Barnsley Town Centre

Providing a vibrant family friendly mix of activities that are available throughout the day and evening to create a more family-based environment with a wide range of education, leisure and cultural opportunities including youth facilities.

Increasing job opportunities especially in office, creative and digital industries, information technology and professional sectors and strengthen the town centre as the economic focus for the Borough and attract inward investment.

Encouraging town centre living and attract new residents to the town by introducing a mix of housing which makes the best use of the available land and is affordable to local people.

Ensuring that all new development is of a high quality design, which is sustainable and maintains and enhances the character and appearance of the town centre.

Creating a more exciting, healthy urban environment by securing important landmark and ground breaking buildings, attractive public spaces, public art and green spaces as part of new developments.

Promoting a more efficient transport network, encourage alternative modes of transport other than unsustainable use of the car, improve public transport facilities and manage cars more effectively through our approach to car parking.

Enabling people to walk into and around the town more easily, develop and improve pedestrian and cycle routes, reduce the dominance of the car, and improve the pedestrian environment creating a town centre that favours pedestrians and cyclists and enhances peoples' health and wellbeing.

### Strengths

- 16.5** Barnsley is a sub regional centre and the town centre provides a focus for shopping, transport, commerce, leisure, education, cultural and tourism facilities and activities within the borough so attracting new investment to the borough.
- 16.6** The Remaking Barnsley: Strategic Development Framework 2003-2033 has inspired progress over the last 8 years towards the creation of a successful, uniquely distinctive '21st Century market town' including major developments within the town centre to strengthen its base from which further developments can emerge. These include the Transport Interchange, Digital Media Centre, The Core, The Civic, Mandela Gardens, Queens Court, Gateway Plaza, Westgate Plaza One, replacement Sixth Form College, Experience Barnsley and the Pals Centenary Gardens.

## 16 . Barnsley Town Centre

Westgate Plaza One    The Civic and    Transport    Digital Media    Gateway Plaza  
Mandela Gardens    Interchange    Centre



**16.7** The Glassworks is underway and is a major mixed use town centre redevelopment initiative with a strong leisure component. It has a key role in the regeneration of Barnsley town centre. The Council has set aside resources for the Glassworks and the project will also attract significant additional private sector investment. It will safeguard jobs and also promote creation of additional jobs.

**16.8** The Council has also prepared a town centre marketing, promotion and management prospectus. This sets out in a report by Arup consultants (Barnsley Town Centre Regeneration Plan) three components:

- a. Illustrative potential of three development opportunity sites – Courthouse Campus, Eastern Gateway and Southern Fringe.
- b. Scope for three town centre projects – Mandela Gardens, Peel Square and Barnsley Interchange (focus on west exit).
- c. Town centre wide action on lighting, public art, digital technology and gateways.

**16.9** Additionally the Council is currently undertaking a review of town centre car parking supply and management.”

**16.10** The town centre’s traditional strengths, which are still valid as the foundation for a coordinated strategy to retain its viability and vitality, include:

Traditional markets and shops that have a reputation for value to residents and that attract visitors from outside the borough, as cited by Mary Portas as being a role model for the drive to energise the nations high streets.<sup>(7)</sup>

Barnsley has a low retail vacancy level compared to regional and national figures.

Barnsley has the highest level of Independent retailers in the region by a significant margin.

A diverse range of shops, services and institutions all within close proximity of each other including the College and University Campus Barnsley.

7 British Retail Consortium, Association of Town Centre Management, Springboard Retail Footfall Monitor.

## 16 . Barnsley Town Centre

Good connectivity by way of an improving range and quality of public transport links to the borough's communities and surrounding settlements by way of a new Transport Interchange, convenient car parking and convenient access to the M1 motorway.

Dramatic topography which creates an extra dimension to consider in terms of townscape and views, and a rich urban form with a variety of architectural styles and block sizes.

An interesting configuration of streets, arcades and thoroughfares including Conservation Areas, attractive buildings and open spaces providing a compact and walkable town centre which is close to residential parts of the town, with some pedestrianisation and covered shopping areas, CCTV coverage and falling crime levels.

A variety of further opportunities to complement the achievements to date.

### Challenges

**16.11** Whilst protecting and further enhancing these strengths the strategy needs to mobilise a coordinated management and development response to challenges from pressures and trends which weaken the viability and vitality of the town centre such as:

A recent decline in shopping at markets.

Competition from the nearby centres of Leeds, Sheffield including Meadowhall, Wakefield and Doncaster and the growing popularity of online shopping.

The barrier caused by heavily trafficked dual carriageway roads ringing the town centre which by separating it from residential areas and edge of centre facilities discourage walking and cycling to and within the town centre.

Concerns as to the over supply of long stay car parking within the town centre occupying premium development land.

A poor visual experience due to tired and badly maintained public spaces, some poor quality 60's and 70's development, unsympathetically designed shopfronts and signage and an uncoordinated approach to street furniture and a lack of seating.

A lack of family friendly facilities and activities for younger people and concerns arising from anti social activities.

A decline in the number of homes and amount of green space in the town centre.

Limited early evening 'offer'.

**16.12** The planning policy framework for delivering the vision for a distinctive town centre, building on its strengths and responding to the challenges, is detailed in the following two sections which set out:

## 16 . Barnsley Town Centre

General policies targeted at retaining and strengthening the viability and vitality of the existing town centre uses and enhancing the enjoyment of its spaces and landmark buildings together with improving the convenience of moving around the town centre.

District and site specific policies for sites of opportunity setting out how the development needs to sensitively relate to the distinctive character of the location.

**Pals Centenary Square, Barnsley Town Centre. Image courtesy of photographer A. Kent**



### General Policies

#### Introduction

**16.13** These policies relate to Barnsley town centre as a whole. The Inset Maps 1-5 of this document form part of the Policies Map referred to in the Local Plan and are as follows:

Inset Map 1 - Districts

Inset Map 2 - Movement

Inset Map 3 - Public Spaces

## 16 . Barnsley Town Centre

Inset Map 4 - Development Sites

Inset Map 5 - Primary Shopping Area and Shopping Frontages

**16.14** We have looked at what we need to do to meet the needs of Barnsley's residents, extend the town's economic base and attract new people to the town. The tables in this section summarise the existing situation and the intended future position with regard to different town centre uses. Where relevant the corresponding general policies are included in each sub section. These are as follows:

Reference	General Policy
BTC1	The daytime and evening economies
BTC2	Late night uses
BTC3	Public spaces
BTC4	Improving public spaces
BTC5	Landmark buildings
BTC6	Building heights
BTC7	Gateways
BTC8	Temporary Uses and Phased Development
BTC9	Cycling
BTC10	The Green Sprint
BTC11	Car Parks

**16.15** In the context of the policies in this document (unless otherwise stated in the supporting text) the following definitions apply:

Offices are those which fall into Class B1 of the Use Classes Order.

Financial and professional services are those which fall into Class A2 of the Use Classes Order.

Food and drink uses are those which fall within Class A3, A4 and A5 of the Use Classes Order.

Assembly and leisure uses are those which fall within Class D2 of the Use Classes Order.

## 16 . Barnsley Town Centre

### The Market and Shops

**16.16** Our approach to Town Centres is set out in Policy TC1 Town Centres.

**16.17** Our approach to the Primary Shopping Area and Primary and Secondary Shopping Frontages (Shown on Inset Map 5) is set out in Policy TC2.

Now	The future
<p>450 retail units</p> <p>Approximately 110,000 square metres of retail floorspace</p> <p>The current range and quality of shops falls short of what is needed</p> <p>300 market stalls covering 9,300 square metres. The current market stalls are outdated and unattractive, and customer facilities are poor</p>	<p>The Glassworks is a major town centre redevelopment currently underway and which has a key role in the regeneration of Barnsley town centre.</p>

### Offices

**16.18** Barnsley town centre will be the focus for major new office development.

Now	The future
<p>Approximately 80,000 square metres of office floor space, much of it old and not ideal for modern business needs</p>	<p>New, high quality office development in various town centre districts.</p>

### Culture and Leisure Uses

**16.19** Leisure uses play an important role in the creation of vibrant centres, and it is recognised that Barnsley town centre currently lacks high quality leisure and cultural facilities, especially after normal shopping hours. Leisure uses will be provided as part of the Glassworks project and also in adjacent areas such as the Metrodome.

Now	The Future
<p>Lamproom theatre</p> <p>Replacement Sixth Form College recently completed and opened</p>	<p>Provide additional cinema screens.</p> <p>The Lamproom theatre has ambitions to include additional performance and seating space.</p>

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Now	The Future
<p>Cooper Art Gallery – recently extended Cinema, Eldon Street</p> <p>Experience Barnsley museum is open in the refurbished Town Hall.</p> <p>The Civic has been refurbished to provide a range of cultural and leisure uses including flexible performance and exhibition space and design and craft workshops</p> <p>The Core Voluntary Action Barnsley’s building for community and voluntary organisations at Courthouse</p> <p>A hotel in Gateway Plaza</p>	<p>Experience Barnsley museum is open in the refurbished Town Hall.</p> <p>A high quality events programme will be established for the town centre.</p> <p>Provide a new Central library.</p>

**16.20** The provision of more restaurants and family friendly places to eat is a priority in Barnsley town centre.

Now	The future
<p>75-80 units (over 9,000 square metres). Mostly pubs, with few restaurants. There is little variety, and few family friendly pubs</p>	<p>The Glassworks project will provide new cafes and restaurants. We will encourage throughout the town centre a greater variety of high quality places to eat and drink, including better facilities for families.</p>

### Policy BTC1 The daytime and evening economies

We will work with developers and operators to diversify the daytime and evening economies (particularly early evening) Preference will be given to pubs, clubs, restaurants, cafés and night time entertainment uses which:

- Cater for a range of customers and are family friendly;
- Are open throughout the day and evening;
- Maintain an active street frontage throughout the day and evening;
- Serve food; and
- Complement other leisure activities.

Planning permission will be granted for pubs, clubs, restaurants, cafés and night time entertainment uses in the town centre provided that they:

- Add to the range and diversity of uses on offer and increase customer choice;
- Do not harm amenity or give rise to increased noise, disturbance, or antisocial behaviour;
- Can be adequately accessed, serviced and ventilated; and
- Are designed with public safety, crime prevention and the reduction of anti social behaviour in mind.

All such uses should have regard to the principles and practises of 'Secured by Design' and planning applications must be supported by a design statement.

- 16.21** It is important that there is a range of activity in the town centre both during the daytime and into the early and late evening. The aim of this policy is to encourage complementary evening and night time economy uses which appeal to a wide range of social groups and different age groups to ensure that provision is made for a range of leisure, cultural and tourism activities such as cinemas, galleries, exhibitions, theatres, restaurants, pubs, bars, nightclubs and cafés.
- 16.22** We want to encourage the controlled, well managed growth, diversification and promotion of the leisure, early evening and night time economy so as to promote and safeguard uses contributing to the vibrancy of Barnsley town centre and making the town centre welcoming to all groups.
- 16.23** Proposals for family friendly venues in particular are welcomed as they are currently under represented in the town centre. These should be open throughout the day and evening, serve food (preferably for customers to consume whilst sitting down), and maintain an active frontage to the street. Such uses create valuable additions to the town centre enhancing its vitality

## 16 . Barnsley Town Centre

and viability and increasing the leisure options that the town centre can offer. The Council will work with developers and operators to encourage them to secure restaurants and cafés in preference to further pubs and bars in any redevelopment schemes.

- 16.24** Issues of amenity, noise and disturbance, accessibility, traffic, car parking, ventilation, servicing, community safety, security and anti social behaviour also need to be addressed as part of applications for such uses. Proposals for outside seating areas will need to consider traffic volumes and air quality in particular. Where measures can be used to mitigate such issues, details must be provided to support planning applications. Where appropriate planning conditions and obligations will be used to control matters such as hours of opening, noise control, odour control and the means employed for the extraction of fumes.
- 16.25** In particular the problem of antisocial behaviour in and around pubs and bars can be made worse by badly designed buildings and the spaces surrounding them. We will work with the police to make sure that these buildings are designed to be safe and to minimise the incidence of crime. The police promote a ‘Secure by Design’ Scheme which provides good practice guidance.

### Policy BTC2 late night uses

Late night uses will only be encouraged in the following locations within the town centre:

Wellington Street;

Peel Street;

Market Street;

Market Hill; and

Graham’s Orchard.

Proposals for late night uses in the above locations will be supported provided they:

Add to the range and diversity of uses on offer and increase customer choice;

Do not have a significant adverse effect on amenity including from increased noise, disturbance, or antisocial behaviour;

Can be adequately accessed, serviced and ventilated; and

Are designed with public safety, crime prevention and the reduction of anti-social behaviour in mind.

All such uses should have regard to the principles and practices of ‘Secured by Design’ and planning applications must be supported by a design statement.

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- 16.26** Bars and nightclubs which are open during the evening and night time help to sustain activity in the town centre, however they can sometimes disturb local residents. Late night uses are defined as those which open beyond 00.00 hours (midnight).
- 16.27** Wellington Street, Peel Street, Market Street, Market Hill and Graham's Orchard are an existing focus for late night uses in the town centre. A further concentration of late night uses in this area would create a late night zone within the heart of the town centre which is easily accessible and relatively compatible with existing adjoining uses. There can also be servicing and management benefits of grouping such uses.
- 16.28** By having late night uses in this defined area it is intended that the issues relating to noise, disturbance, litter and antisocial behaviour which can be associated with late night uses can be managed more effectively and avoided in other more sensitive areas of the town centre.
- 16.29** All proposals for late night uses will also be subject to policy BTC1 The Daytime and Evening Economy. This policy seeks to ensure a range of complementary daytime and evening economy uses which appeal to a wide range of social groups and different age groups. It also requires issues of amenity, noise and disturbance, accessibility, car parking, ventilation, servicing, community safety, security and antisocial behaviour to be addressed as part of planning applications.

### Homes

- 16.30** The main existing residential areas of the town centre are in the Churchfields part of the Westgate / Churchfield district to the north of the business centre and the Doncaster Road and Southern Fringe districts. The aim is to build a variety homes of different sizes within vibrant, mixed developments that maximise the town centre's public transport accessibility.
- 16.31** All new housing in the Borough must embrace the principles of sustainable development. Policies contained in the Local Plan require developers to comply with national advice on good design such as the Building for Life standard.
- 16.32** The Council is also committed to providing affordable homes which are made available specifically to people who cannot afford the open market prices.

Now	The future
The long established housing of around 700 homes concentrated in the Churchfields district has recently been added to by the completion of the Gateway Plaza and City Reach developments and their 188 and 110 apartments respectively.	A recent study by Arup consultants (including discussions with developers and estate agents) has identified housing opportunities at three priority areas Court House, Southern Fringe and Eastern Gateway.

## 16 . Barnsley Town Centre

### Public Spaces

- 16.33** The aim is to provide a wide range of open spaces and related facilities so that local people have access to a good choice of outdoor spaces. Open spaces are important to the environmental quality of Barnsley town centre and should be enhanced and protected from development.
- 16.34** The Council’s Green Space Strategy sets out an overall strategy for greenspace and the standards we want to achieve. Green spaces are shown on Inset Map 3 Public Spaces and Local Plan policy GS1 Green Space applies. The Barnsley Public Spaces Strategy sets out a vision for the future of Barnsley’s public spaces and aims to ensure the town is less dominated by vehicles.

Now	The future
Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as green space on Inset Map 3. Pals Centenary Square an enlarged public space and setting to the Town Hall-Experience Barnsley has been completed as the forerunner of a range of new public spaces.	It is anticipated new public spaces meeting a wide range of needs, for both residents and visitors will be created within the Courthouse Campus, Barnsley Markets, Town Hall Square and land between the Transport Interchange and Harborough Hill Road development sites. The Barnsley Public Spaces Strategy identifies a number of priority and gateway sites in the town and lays out design briefs for their redevelopment.

### Policy BTC3 Public Spaces

New development must make a positive contribution to public spaces through its design, siting and use of materials.

The creation of new public spaces and improvements to existing public spaces must be made in accordance with the Barnsley Town Centre Public Spaces Strategy.

- 16.35** Good quality public spaces and public realm will make Barnsley town centre more attractive and set the standard for the quality of development that is required. They can benefit businesses and make homes in town centres more desirable. The quality of the public spaces and streetscape affects peoples’ enjoyment of the town centre.
- 16.36** The Public Spaces Strategy (PSS) outlines a vision for the future of the town centre’s public spaces and describes how they could look and function in the future. It aims to create cohesion and ‘glue’ the town centre together, to create user friendly, comfortable, clutter free streets, spaces and gateways and to celebrate Barnsley.

### Policy BTC4 Improving Public Spaces

New developments above the following sizes must include proposals to improve public spaces:

- Residential developments of 10 homes or more;
- Business developments over 1000 square metres;
- Community uses over 1000 square metres; and
- New strategic roads and public transport projects

Developments must provide a financial contribution to allow off site improvements to public spaces to be made and maintained. The type of improvements which are considered appropriate will be determined using the Barnsley Town Centre Public Spaces Strategy.

Where necessary we will ask for a planning obligation to secure these requirements.

- 16.37** Significant new developments in the town centre must improve the quality of the town centre's streetscape and public spaces for everyone's benefit. Public space improvements include such things as surfacing, street furniture, boundary treatments, paving, lighting, benches, litter bins, signage, and public art.
- 16.38** Priority Sites for public space improvement are shown on Inset Map 3 as follows:
- Wellington Street.
  - Peel Square and Market Hill.
  - Courthouse.
  - Experience Barnsley (now completed).
  - Kendray Street (Eldon Place) - part of The Glassworks.
  - Kendray Street (Interchange Square) - part of The Glassworks.
  - Cheapside/Queen Street/May Day Green - part of The Glassworks.
- 16.39** Gateway Sites for public space improvement are also shown on Inset Map 3 as follows:
- Town End.
  - St Marys.
  - Eldon Street railway bridge.

## 16 . Barnsley Town Centre

Transport Interchange.

Jumble Lane Crossing.<sup>(8)</sup>

Alhambra roundabout.

New Street.

- 16.40** Inset Map 3 also identifies other parts of the town centre where public space improvements would be particularly beneficial.
- 16.41** The aim is for the town to enjoy a wide range of public art, from traditional sculptures and statues to installations that explore new media, using digital images and light. Public art can include specially ordered street furniture. Temporary works of art can allow risks to be taken, particularly during periods of change. The guiding principle is that public art should be varied, creative, of high quality and use appropriate materials. Public art will be particularly encouraged in the Priority Sites and Gateway Sites identified in the Public Spaces Strategy.
- 16.42** Improvements to public spaces will also be encouraged and welcomed as part of smaller developments (below the thresholds set out in this policy). Any such improvements should be identified and undertaken in accordance with the Public Spaces Strategy.

### Policy BTC5 Landmark Buildings

New development must be designed to enhance the settings of and safeguard views of the landmark buildings identified on Inset Map 3. Development which adversely affects the setting of a landmark building will not be allowed.

- 16.43** Landmark buildings are important because they have significant local interest and make a positive contribution to the character and appearance of Barnsley's townscape. They are located at key points in the town centre such as road junctions and at gateways and help add variety and interest to the town. They are shown on Inset Map 3 as follows:
1. Barnsley Town Hall.
  2. St Mary's Church.
  3. The Civic.
  4. John Rideal House, Shambles Street.
  5. The former Co-op building, Wellington House, New Street.
  6. Holy Rood church, George Street.

<sup>8</sup> including Harborough hill underpass gateway to Metrodome and Oakwell neighbourhood

7. The National Union of Mineworkers building.
8. The Transport Interchange.
9. Westgate Plaza One.
10. The Digital Media Centre.
11. Barnsley College.
12. Gateway Plaza.
13. Sixth form college.

**16.44** The landmark buildings are generally taller than surrounding buildings and incorporate distinctive or prominent features such as spires, towers or listed structures. They serve as beacons or important markers to help make it easier for people to find their way around the town centre.

**16.45** It is therefore important to protect and enhance the settings of landmark buildings (such as views and vistas) especially from road approaches into the town centre and ensure that new development does not adversely affect them.

### Policy BTC6 Building Heights

Tall buildings will only be allowed in the locations in Barnsley town centre identified as suitable by the Buildings Heights Study.

Planning applications for tall buildings must be accompanied by the supporting information required by the Buildings Heights Study.

This includes details of daylight, sunlight and wind effects to show the impact any new building will have on nearby buildings and public spaces in terms of:

Privacy;

Levels of sunlight; and

Extent of overshadowing.

The details must also include the measures needed to reduce any harmful effects.

**16.46** Tall buildings are those that are substantially taller than their neighbours or will significantly alter the skyline.

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- 16.47** Tall buildings should not block important views and should not create blank or uninteresting frontages at ground level. Sites that are considered to be suitable for tall buildings have been identified by the Council's Building Heights Study.
- 16.48** It is important that all planning applications for tall buildings are accompanied by detailed supporting evidence setting out the likely impacts of the proposals in terms of daylight, sunlight, wind effects and privacy and set out any likely mitigation measures that would be required.

### Movement and Transport

- 16.49** The challenge is to think about transport and the travel experience in a different way, and to avoid designing an environment that is dominated by the car. The Strategic Development Framework identifies the need to rethink our approach to transport within Barnsley. It sets out a movement hierarchy as follows:

People with disabilities.

Pedestrians.

Cyclists.

Bus users.

Train users.

- 16.50** The Local Plan aims to promote alternatives to unsustainable car travel, and help manage cars more effectively. By improving public transport and pedestrian and cycling links, viable alternatives for car travel into the town centre are created.
- 16.51** The benefits of an improved transport system include increased accessibility, reductions in congestion, better air quality and can help to address health and well being issues amongst other things. An improved transport system will increase the attractiveness of the town centre, attract visitors and make Barnsley more accessible within the context of the city regions and the rest of the country.
- 16.52** As part of the Network Rail programme for closure of level crossings the Jumble Lane crossing and associated signal box are intended to be closed. When this is confirmed there will need to be a replacement pedestrian bridge. Design studies are being undertaken to ensure a high quality 'accessible to all' bridge is provided. The closure of the level crossing and signal box would allow for extension of the current railway station platforms. The provision of extended platforms would support longer trains, including inter-city and high speed services, calling at the station and this in turn could warrant, through enhanced patronage and footfall, a comprehensive re-modelling of the railway station incorporating town centre uses so as to bridge the railway lines and link to the Glassworks scheme.
- 16.53** As described in the Transport Section the Government is promoting the construction of a completely new high speed railway including proposals for stations at Leeds and Meadowhall Interchange, together with associated connectivity and regeneration packages.

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- 16.54** The combination of the closure of the level crossing and signal box together with (subject to consultation) the HS2 related proposals would provide the opportunity to significantly upgrade the range of Barnsley rail services. It would also provide an opportunity to review whether there was also the potential to relocate and improve the station facilities.

### Main routes and Gateways

- 16.55** The Local Plan includes policies to improve the quality of routes into the Town Centre by providing: landscape design treatment, public art, gateway lighting schemes; and high quality development.

- 16.56** The main routes as shown on Inset Map 2 are:

A628 Dodworth Road.

A61 Sheffield Road.

A635 Huddersfield Road.

A628 Pontefract Road.

A61 Harborough Hill Road.

Westway.

Old Mill Lane.

- 16.57** It is important that the main routes into the town centre are attractive and create a good impression for visitors to the town. The design of new buildings fronting these routes and at the Gateways to the town centre identified on Inset Map 2 is especially important and will be expected to be of a particularly high standard. These routes will also be targeted for funding for environmental improvements.

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### Policy BTC7 Gateways

Development on or next to the gateways identified on Inset Map 2 must:

Create a strong distinctive visual gateway to the town centre and a sense of arrival;

Be of high quality design and use the best quality materials;

Be designed to welcome people into the town centre and create active street frontages;

Not detract from important views or skylines;

Include good pedestrian links through the site and to the town centre;

Take the opportunity to create distinctive new landmark buildings;

Improve public spaces in accordance with the Barnsley Town Centre Public Spaces Strategy;  
and

Creating linkages to other areas adjacent to the town centre.

### Temporary uses and phased development

- 16.58** The recent recession together with the changes in retailing such as a growing use of on line shopping combined with home delivery, has meant that many town centres, including Barnsley, have stalled redevelopment schemes. The Local Plan seeks to encourage landowners and developers to include the potential of phased or temporary activities with any redevelopment scheme programming. This is particularly important where where a redevelopment scheme will take several years to implement. Additionally it is considered that a continuing and supportive policy framework to temporary and or phased uses will play an important role in ensuring the town centre is refreshed with innovative attractions. This Markets District policy is complementary to policy GD2 of this Local Plan in dealing with temporary uses and buildings.

### Policy BTC8 Temporary Uses and Phased Development

Within the Markets District temporary uses will be supported where they can demonstrate a positive contribution to the continuing vibrancy and vitality of the Town Centre.

## Cycling

- 16.59** As part of the emerging Transport Strategy we will develop a network of cycle routes and improvements to make the town more cycle-friendly. Any proposals will be based on an assessment of the main points within the town that need to be linked, and which routes are safest for cyclists. In some cases, a small link can create a significant advantage for cyclists. The provision of facilities for secure cycle parking and storage within the town centre will also be encouraged as part of new developments.

Now	The future
There are no dedicated cycle routes within the town centre.	<p>New cycle routes will be created</p> <p>Junction improvements for cyclists will be carried out where feasible</p>

### Policy BTC9 Cycling

Development on sites that include cycle routes as identified in the emerging Transport Strategy will be expected to:

Ensure that the route is designed into the scheme; and

Either build the relevant section of the route, or make a financial contribution towards building it.

We will also take account of cycle and pedestrian routes when considering proposals on nearby sites, which may have an effect on them.

- 16.60** Cycling has a key role to play in the delivery of an integrated transport system and the efficient management of the existing highway network. It can also deliver significant potential economic, environmental and health benefits.
- 16.61** The Green Sprint is an important part of Barnsley's strategy to create a greener, more pedestrian-focused approach to travel within the town. It will be a high-quality pedestrian and cycle route that will start at Town End roundabout linking the town centre with the Interchange, the Metrodome leisure centre and the Dearne Valley Country Park.

## 16 . Barnsley Town Centre

### Policy BTC10 The Green Sprint

A pedestrian and cycle route 'the Green Sprint' will be created to link the town centre with the Dearne Valley Country Park, following the indicative route shown on Inset Map 2. Developments on sites that cover part of the route must:

Ensure that the Green Sprint is designed into the scheme; and

Either build the relevant section of the Green Sprint, or make a financial contribution towards building it.

We will also take account of the Green Sprint when considering proposals on nearby sites, which may have an effect on it.

**16.62** Developments that affect the Green Sprint will need to be designed to take account of it and, in some cases, include it. As appropriate we will use planning conditions or planning obligations to make sure the Green Sprint is built.

**16.63** We will prepare further guidance to explain how we will apply this policy and to provide particular advice on the design requirements and specifications for the route.

### Car Parking

**16.64** To encourage shoppers and visitors the town centre car parks will be managed to favour shoppers and visitors car parking requirements and restrict commuter long stay car parking.

Now	The future
Around 4,200 spaces, in a range of two multi-storey car parks and surface car parks	The level of supply, distribution and management of car parking will be periodically reviewed. A car parking review is currently being undertaken and will inform future car parking strategy.

### Policy BTC11 Car parks

Town centre car parks will be managed to allow short stay car parking and restrict long stay car parking. Long stay car parks will be located on the edge of the town centre. Short stay car parks will be located within the town centre.

Where they are proposed, car parks should be included within developments either in basements or on upper floors.

## 16 . Barnsley Town Centre

- 16.65** The purpose of this policy is to increase short stay parking for shoppers and visitors to the town centre and to reduce long stay commuter car parking. It is intended that the overall number of car parking spaces will remain unaltered. Around the edge of the town centre, new residents-only parking schemes will be introduced to make sure that these areas are not affected by overspill from the town centre. Parking for people with mobility issues will be provided in new developments.
- 16.66** Surface car parks can use up large areas of land, which goes against our aim of creating a compact and vibrant town centre. Therefore, car parks should be included within developments, either in basements or on upper floors and should be designed with safety in mind. This allows 'active' uses (such as shops) to be on the ground floor, where they are most accessible. A ground floor layout which provides an active frontage element but is also able to include car parking may be acceptable if it is innovatively designed.
- 16.67** In the case of residential development, private car parking may be needed to make sure that residents have a secure space to park their car at any time. However, large private car parks for shops, offices and other commercial uses can be harmful to the town centre, by making poor use of land and discouraging people visiting the town centre for more than one reason. For developments that include a car park, conditions may be applied to make sure that the car park is available to members of the public.

### District and Development Site Policies

- 16.68** The Local Plan defines the boundary of the town centre and splits it into 9 districts which are shown on Inset Map 1. The town centre boundary follows the recommendations of the Barnsley Town Centre Retail Study July 2014. Pages 71-78 of that study provides the basis for the following boundaries as used in the Barnsley town centre policies:

Barnsley Town Centre.

Primary shopping area.

Primary and secondary shopping frontages.

- 16.69** Policies relating to the 9 Districts and the Development Sites which fall within them are included in this section as follows:

District	Development Site* (9)(10)
The Markets Area	1 The Glassworks (3 and 4)
The Yards	No specific sites+
Southern Fringe	2 Heelis Street / New Street / Gala Bingo / Burleigh court Site (5)

9 \*The Development Sites are identified and appraised in the Retail Study pages 66 to 70. Shown in brackets in the above table are the Development Site references shown on the Retail Study plan at page 67. The Local Plan combines the Retail Study sites 3 and 4 to be consistent with the Glassworks redevelopment prospectus and proposals.

10 + For a number of Districts no specific sites are highlighted in the Local Plan Policy Map Insets however, there are a number of opportunities which can be accommodated by the District policy.

## 16 . Barnsley Town Centre

Southgate	No specific sites+
Westgate / Churchfield	No specific sites+
Market Hill	No specific sites+
The Lanes	No specific sites+
Courthouse Campus	3 Courthouse (1)
Eastern Gateway	4 Land between the Transport Interchange and Harborough Hill road (5)

**16.70** The boundaries of the Districts are shown on Inset Map 1 and the Development Sites are shown on Inset Map 4. Indicative extracts from a combination of the Inset Maps showing each District in greater detail are included in each District section. The recent Arup consultants Barnsley Town Centre Regeneration Plan study also offers guidance.

### The Markets Area District

**16.71** The Markets Area is Barnsley town centre's primary shopping area. At present there is a mix of retail operators. The Alhambra and the Metropolitan Centres have a broad range of tenants, and the traditional Market is particularly important to Barnsley's town centre and its offer. Along Market Hill, George Yard and the Arcade area there are a small number of high quality independent retailers that are very successful.

Existing Form	<ul style="list-style-type: none"> <li>- Defined retail frontage</li> <li>- Varied age of buildings</li> <li>- Council-owned shopping centre and market</li> <li>- The Alhambra (covered shopping mall)</li> <li>- Former Council offices</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- Shopping</li> <li>- Banks, Professional Services</li> <li>- Cafes</li> <li>- Car parks</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Heavy pedestrian usage and vitality during trading hours</li> <li>- No evening activity</li> </ul>

### Policy BTC12 The Markets Area District

We will allow shops, offices, leisure developments, and food and drink uses within the Markets District.

Other uses will only be supported where they contribute to the vitality and viability of the town centre.

## 16 . Barnsley Town Centre

**16.72** It is intended that this District remains the focus of retail activity within the town. The Glassworks town centre redevelopment project has a key role in the regeneration of Barnsley town centre and its immediate redevelopment programme and proposals that are summarised in the 'strengths' section earlier in the Barnsley Town Centre chapter.

Demolition of the former County Council offices and adjacent shops;

Redesign and redevelopment of the Metropolitan Centre and indoor market;

Purchase by BMBC of the former Training and Enterprise (TEC) building and adjacent property to the north of Kendray Street;

Promotion of the Kendray Street site as a leisure and retail centre;

Construction of a new, purpose built central library/community hub;

Creation of a new public square to accommodate a new open market and town centre events;

Public realm improvements;

Promotion to attract new retail investment;

Cinema and facilities for families and the evening economy, and

New surface car parking.

**16.73** New pedestrian streets will form the primary pedestrian spine around which the new Marketplace Barnsley scheme is organised. Pedestrian priority will be upgraded to make a safe environment for pedestrians and cyclists. Car parking will be on the roof top of the new Marketplace Barnsley development with surface level car park on the site to the south of Jumble Lane crossing. High quality public realm will connect to the existing fabric of the town centre with new public spaces at focal points and there is an opportunity for increased massing and height of buildings.

## 16 . Barnsley Town Centre

### Policy BTC13 Development Site 1 - The Glassworks including former TEC building and CEAG site

We will allow the following types of development:

Retail, including a department store;

Offices;

Leisure;

Food and drink; and

Car parking.

The development of the site will be expected to:

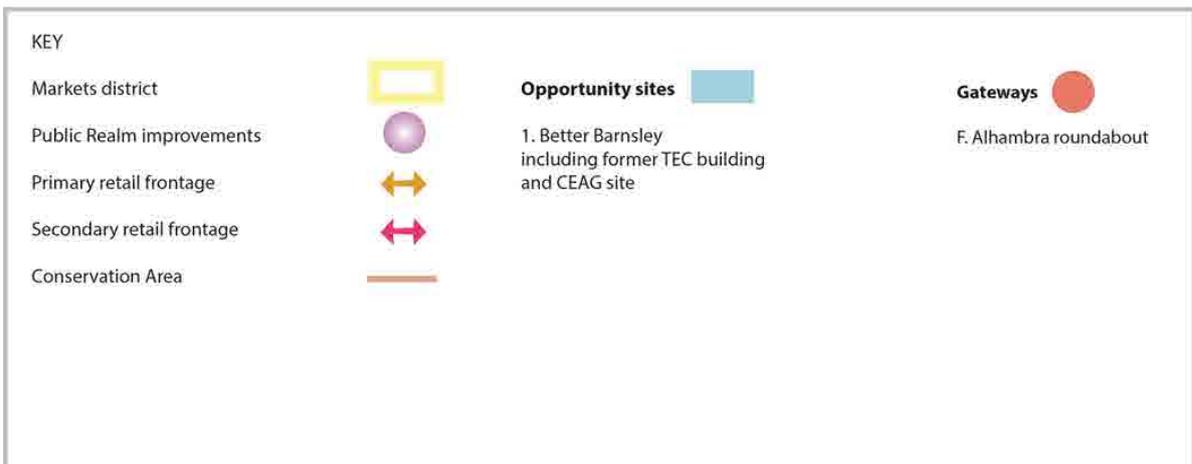
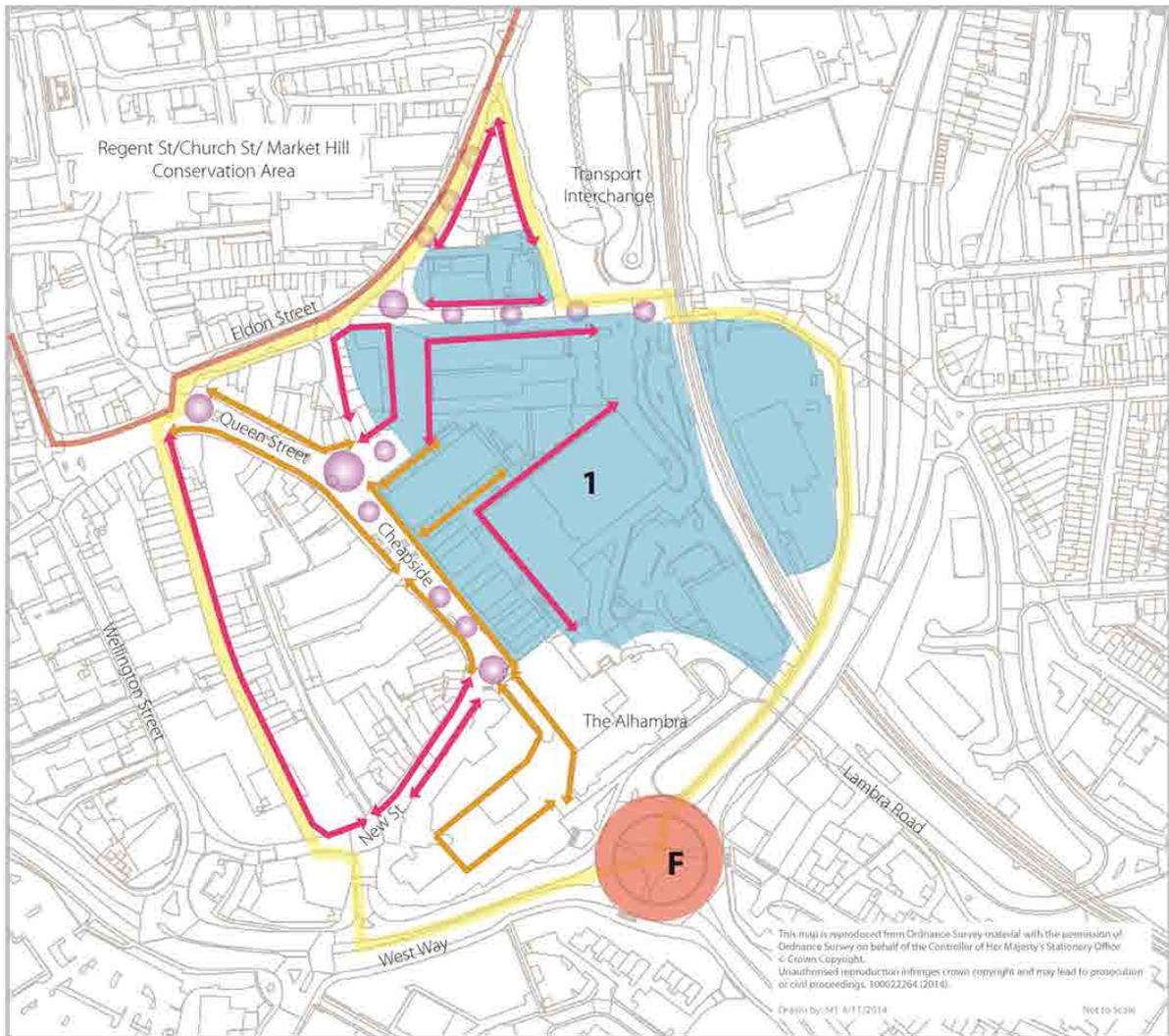
Create new links to and within the town centre and other areas adjacent to the Town Centre such as the Metrodome and Oakwell; and

Include other uses if they would support the liveliness and economic strength of the town centre.

Residential development will be supported where it would support the vitality and viability of the town centre.

- 16.74** The aim is to redevelop the existing town centre and create a new high quality retail and leisure centre for Barnsley. The site of the proposed Marketplace Barnsley project lies at the heart of the town centre, adjacent to Market Parade, May Day Green, Cheapside and Midland Street. Several buildings which fall within the site boundary will be redeveloped. These include the existing Metropolitan Centre in which the markets is located, a multi-storey car park and former Council offices. The site extends across the railway line to include the CEAG building. The site is centrally located and has excellent transport links. In the short term this site will be used as surface car parking however it does have the potential for future redevelopment. A culverted dyke runs through the site and may impact on the scale of future redevelopment.
- 16.75** The Marketplace Barnsley development is identified as a potential area for taller gateway development. As topography falls, the opportunity for taller development is created.
- 16.76** The plan below is an extract from the Inset Maps and shows the District in greater detail.

The Markets Area District



## 16 . Barnsley Town Centre

### The Yards District

**16.77** The Yards District currently contains a variety of small shops and services, together with some homes. It performs a useful role, supporting the town centre and serving local needs.

Existing Form	<ul style="list-style-type: none"> <li>- Road network forms a barrier to town centre</li> <li>- Gateway opportunity not yet maximised</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- Small premises</li> <li>- Residential</li> <li>- Highway</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Local shops and services</li> <li>- Traffic-dominated environment</li> </ul>

#### Policy BTC14 The Yards District

Within The Yards District we will allow housing, offices and small scale shops and services.

Developments will be allowed that would support to the liveliness and economic strength of the town centre.

**16.78** This District includes the Alhambra Roundabout Gateway. The existing character of the district should be maintained with possible developments of an appropriate scale including the opportunity for a key gateway development between Westway, Sheffield Road and Harborough Hill Road.

**16.79** Development should aim to improve the public realm, pedestrian and cycling links to the town centre, particularly in the evening when the link through the Alhambra shopping centre is closed. This District includes the Alhambra Roundabout Gateway where high density development may be appropriate.

The Yards District



**KEY**

The Yards 

Gateways 

F. Alhambra roundabout

## 16 . Barnsley Town Centre

### Southern Fringe

**16.80** The Southern Fringe District is on the southern side of Westway dual carriageway, and is characterised by a number of large sites and buildings, some of which have scope for redevelopment. Proposals must complement the function of the town centre and not compromise its economic strength and liveliness.

Existing Form	<ul style="list-style-type: none"> <li>- Holy Rood Church &amp; St George's cemetery (Grade II Listed)</li> <li>- Disused and underused industrial sites</li> <li>- Morrisons Supermarket</li> <li>- Georgian style buildings on Princess St, Pitt St, &amp; Georges St</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- Residential</li> <li>- Retail</li> <li>- Surface car parking</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Pedestrian usage during trading hours</li> <li>- Traffic dominated environment</li> </ul>

### Policy BTC15 Southern Fringe

Within the Southern Fringe District we will allow housing, offices, employment and commercial uses.

We will allow small scale shops and services along the Dodworth Road frontage.

Developments will be allowed that would support the liveliness and economic strength of the town centre.

**16.81** The District incorporates three important gateways into the town, at Town End, the Alhambra Roundabout and New Street. There is the potential for significant change through the redevelopment of disused and underused industrial sites for housing, offices and other uses complementary to the town centre. Preservation and enhancement of the architectural and historic character of the area is required.

**16.82** The dual carriageway and extensive areas of surface parking make this District very vehicle dominated. Development should improve pedestrian and cycling links to the town centre and enhance the public realm.

**16.83** Proposals must make a positive contribution to the Town End Gateway and public space improvements should be designed in accordance with the design brief for 'Town End Roundabout' in the Public Spaces Strategy.

### Policy BTC16 Development Site 2 – Heelis Street / New Street / Gala Bingo / Burleigh Court Site

We will allow mixed use developments which could include:

Retail;

Residential;

Offices; and

Food and drink.

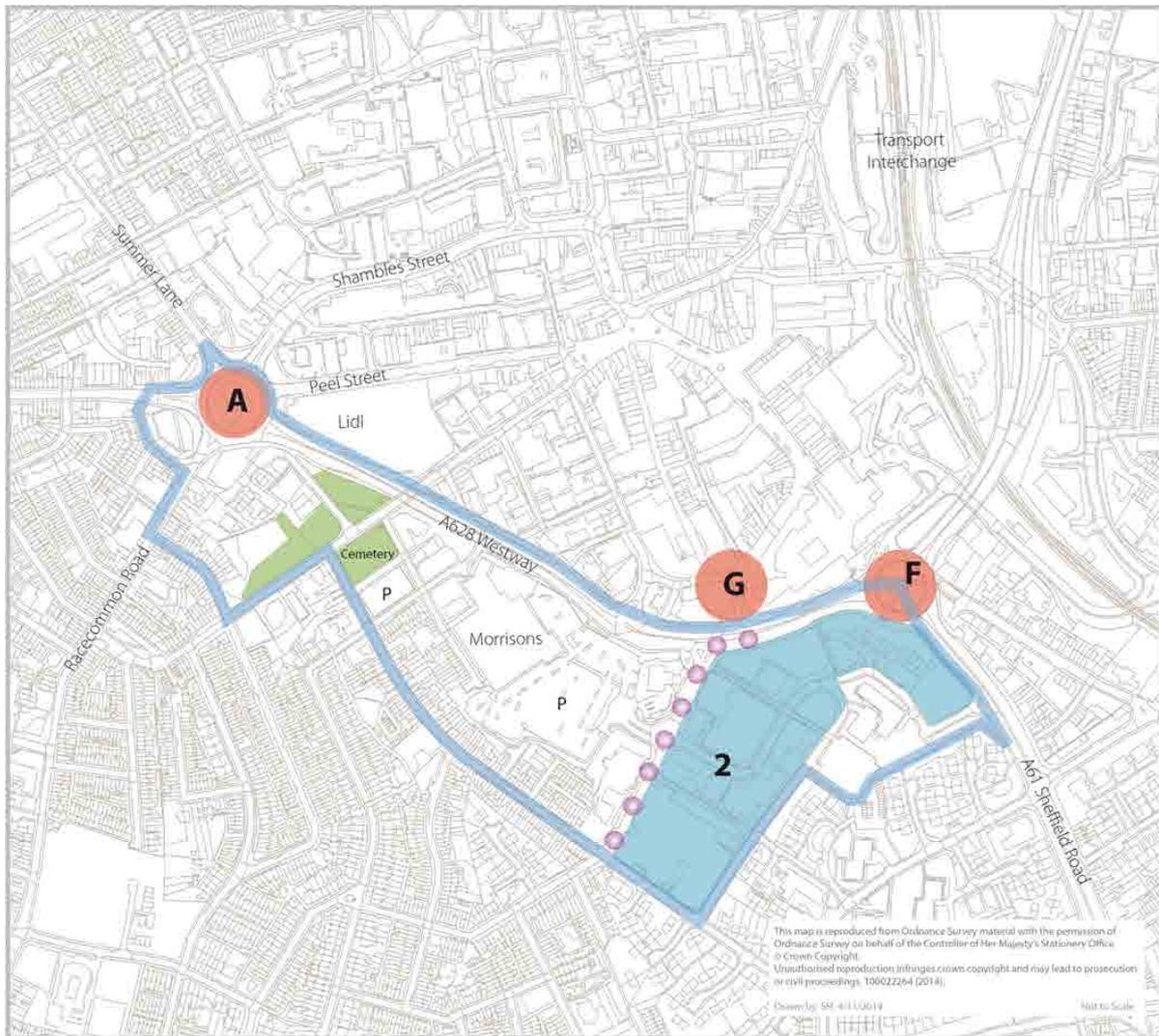
The development of the site must also:

Make a positive contribution to the character and appearance of the New Street Gateway;  
and

Provide improvements to pedestrian links and public spaces around and through the site.

- 16.84** This site contains a number of industrial and commercial buildings, some of which have been cleared. There are also some areas of surface car parking. The site is suitable for a mix of uses including retail, residential accommodation and offices.
- 16.85** A stalled apartment development is in the final stages of completion on this site. This site includes the New Street Gateway and as a result policy AAP7 Gateways applies to proposals in this area of the development site. Public space improvements should be designed, where relevant, in accordance with the design brief for 'New Street Gateway' in the Public Spaces Strategy.
- 16.86** The plan below is an extract from the Inset Maps and shows the District in greater detail.

The Southern Fringe District



KEY		
Southern fringe district		
Proposed Public Realm improvements		
Existing greenspace		
Conservation Area		
Parking		
	<b>Opportunity sites</b>	
	2. Heelis St./New St./Gala Bingo/Burleigh Court	
	<b>Gateways</b>	
	A. Town End	
	F. Alhambra roundabout	
	G. New Street	

## Southgate District

**16.87** Southgate provides the interface between the town centre's retail area and the commercial core at Westgate, and has its southernmost boundary at Pitt Street. The area is principally focused on entertainment and leisure activities, with some retail along the stretch of Peel Street to Town End roundabout contained in the district and other uses including a church and the YMCA.

Existing Form	<ul style="list-style-type: none"> <li>- Low level development</li> <li>- Not an environment of particular quality, but with some buildings of interest</li> <li>- Poor public realm</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- Retail</li> <li>- Entertainment and leisure uses</li> <li>- Office</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Dominance of evening activity, including takeaways</li> <li>- Limited daytime usage, Lidl supermarket (opens 2012) will increase daytime shoppers</li> </ul>

### Policy BTC17 Southgate District

We will allow offices, residential development, assembly and leisure uses, hotel, food and drink uses and car parking within the Southgate District. Retail development will be allowed on Market Street, Pitt Street and as part of a mixed use development at the former Co-op Pioneer site on Peel Street.

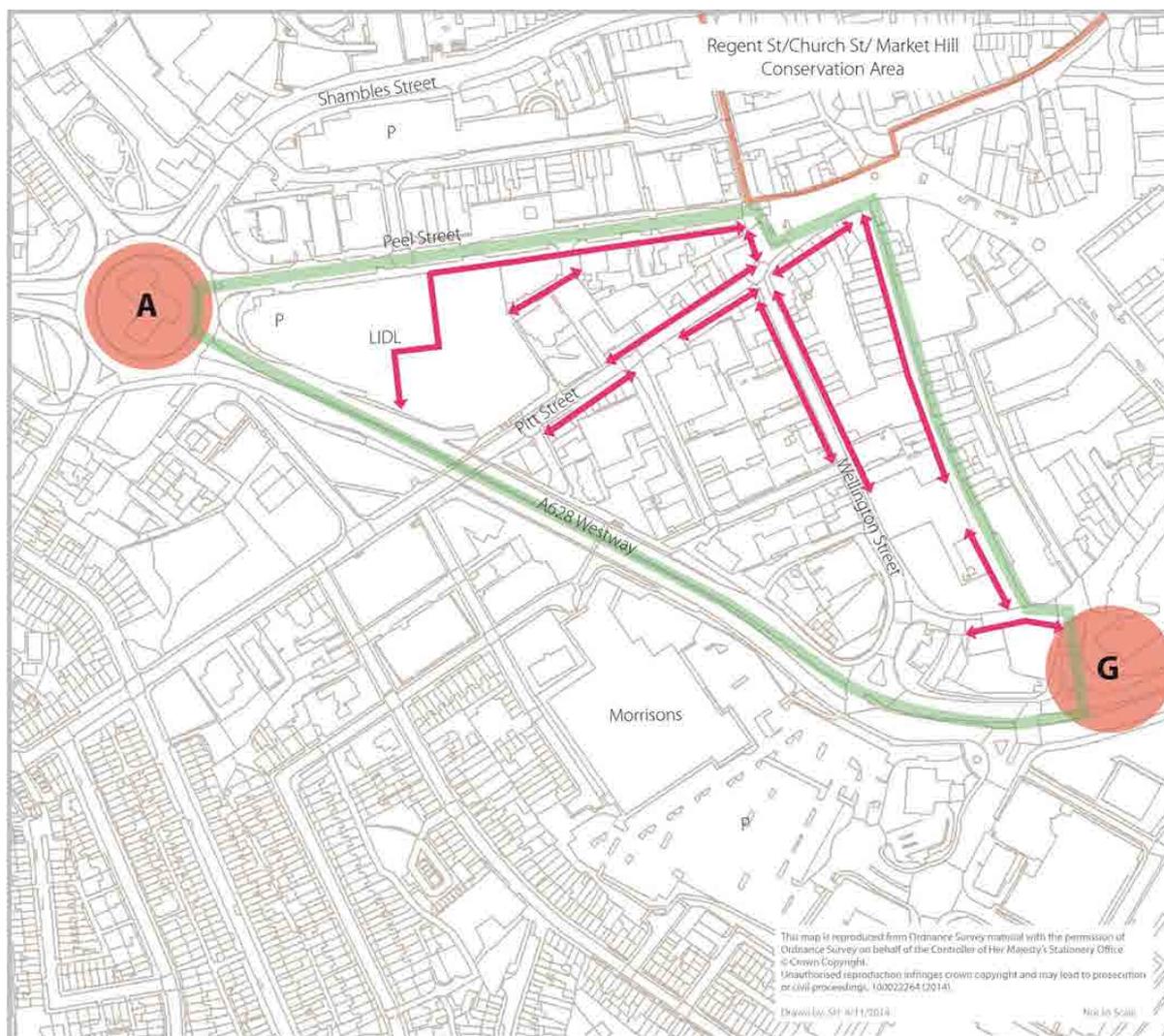
- 16.88** The Southgate District has the potential to become a lively mix of residential, leisure and business uses and maximising its existing strengths could be considered to be Barnsley's entertainment quarter. This policy provides the flexibility for this to happen.
- 16.89** The existing intensification of development should be broadly maintained. Shops will not generally be allowed within the Southgate district, as we want to encourage them to locate within the market area. Exceptions to this are Market Street, which is already an established shopping street forming the boundary between Southgate and the Markets Area, Pitt Street and the Lidl store. This development site also includes one of the nodal long stay car parks which are proposed for the town. Small scale shops and services may also be appropriate elsewhere in this district.
- 16.90** Opportunities to limit vehicles and pedestrianise some streets should be investigated and public spaces and pedestrian routes should be improved. The architectural and historic character of the area should be preserved and enhanced and the quality of the townscape improved.

## 16 . Barnsley Town Centre

**16.91** The only significant development opportunity in the area is the Wellington House office building formerly occupied by the Council. It is not suited to large scale development, however it is situated in a key location in the town.

**16.92** The plan below is an extract from the Inset Maps and shows the District in greater detail.

**The Southgate District**



KEY	
Southgate district	
Secondary retail frontage	
Conservation Area	
Parking	P
Gateway	
	A. Town End G. New Street

**Westgate/Churchfields District**

**16.93** The Westgate District is defined by Summer Lane and Westway on its west side, with the Town End roundabout providing access to its heart along Shambles Street. Market Hill runs down the east side towards the retail core and to the north is the Churchfields office area. It has always been the civic heart of the town centre because of the Town Hall. The headquarters for the police force in Barnsley and the Magistrates Court are also located here. However, more recent development has brought new uses to the district and consolidated it as the commercial core. This includes the mixed-use Gateway Plaza, which comprises office, hotel, leisure and residential uses, and the new Council offices at Westgate Plaza 1. The replacement Barnsley College Sixth Form has been built on the site of the former Central Library.

Existing Form	<ul style="list-style-type: none"> <li>- Historic building at the heart (Town Hall) and historic frontages contained within Conservation Area</li> <li>- Substantial public and office buildings, including new buildings of quality design</li> <li>- Public spaces at Pinfold Steps and Churchfields</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- Civic functions including Barnsley Town Hall, Police Headquarters, Magistrates Court and Central Library</li> <li>- Office accommodation, including car park to Gateway Plaza</li> <li>- Leisure uses and hotel</li> <li>- Residential apartments</li> <li>- Retail on Shambles Street and Market Hill</li>   <li>- Education - Barnsley College Sixth Form</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Recent intensification of activity</li> <li>- Heavy pedestrian usage along Westgate to Westgate Plaza One and Gateway Plaza offices</li> <li>- Some evening activity at the Lamproom Theatre and Gateway Plaza</li> </ul>

**Policy BTC18 Westgate/Churchfields**

Within the Westgate/Churchfields District we will give priority to office development . We will also allow residential, shops, leisure and entertainment uses.

Specific areas of the district will be developed for the following uses:

Creating a civic quarter in the area bounded by Churchfields, St. Marys Gate, Westgate and Sackville Street, to include offices, education and small scale ancillary uses.

Expanding the Lamproom theatre and associated facilities, and improving its setting within the wider Westgate area.

A mix of office, hotel and residential uses in the area bounded by Westgate, St. Marys Gate, Shambles Street, Summer Lane and Fitzwilliam Street.

## 16 . Barnsley Town Centre

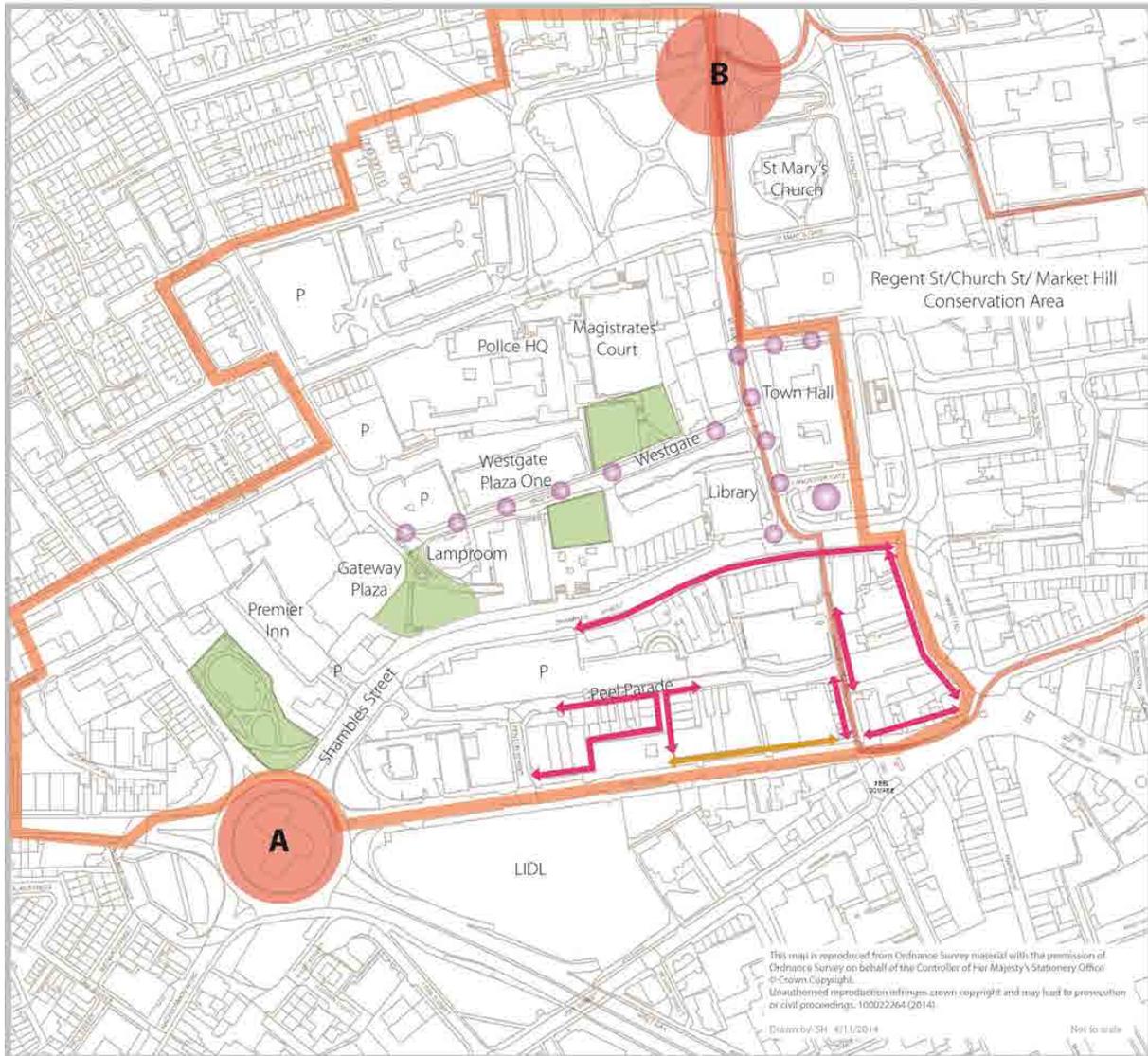
- 16.94** Along with the Courthouse Campus District, Westgate will be the knowledge hub of the town centre. A knowledge hub is an area where educational uses (Barnsley College, University Campus Barnsley and Central Library) administrative uses (local and central government and private companies), cultural/media uses (Cooper Gallery, Lamproom Theatre, Barnsley Chronicle and Experience Barnsley), law enforcement and judicial uses (police headquarters, courts and probation services) and regulatory functions are all concentrated. It may also be a future focus for digital and creative industries. As a result the area contains a number of uses that when combined function as a knowledge hub that serves the town and wider borough. It is envisaged that this role will grow in importance over the plan period and that this is the area in which uses such as these will be particularly encouraged to locate.
- 16.95** Westgate will be the main commercial and civic area of the town with the Town Hall as the focus for civic and cultural activities. There are also opportunities for residential development and leisure uses, and retail uses on Shambles Street which is an established shopping street. The existing intensification of development should be broadly maintained.
- 16.96** A multi storey car park is situated beneath the Gateway Plaza development, surface car parks are located on Westgate and Churchfields. Development should be designed to strengthen east-west pedestrian routes between the Transport Interchange and Courthouse Car Park and the commercial core, pedestrianise Westgate, with only very limited vehicle access and strengthen north-south links to Shambles Street.
- 16.97** Development in this district should improve the setting of the Town Hall, enhance the physical strategic links between key commercial locations, repeat the scale and mass of existing new development and respect the Conservation Area status of part of the site, and the Grade II listed Town Hall.
- 16.98** Gateway Plaza 1 is the town centre's largest existing mixed use development and comprises apartments, offices, a hotel, restaurant/bar and further ancillary units. Gateway Plaza Phase 2 should extend or complement existing uses and must be in keeping with the existing development. The precedent of quality design and finish established by Gateway Plaza Phase 1 must be maintained.
- 16.99** The site contains retail units and areas of multi storey and surface car parking. It has been derelict for a number of years but currently houses a gym in part of the building. It provides a good location for a mixed use development which could include residential, leisure, offices, hotel and a public car park. The topography of the site and its elongated shape adjacent to the main road will require a sensitively designed development. Planning permission has previously been granted for such a development on the site.
- 16.100** Public space improvements should be designed, where relevant, in accordance with the design brief for 'The Town End Roundabout' gateway in the Public Spaces Strategy. Additionally any development affecting the gateway should comply with policy BTC7 Gateways. Any public car park developed on this site will form one of the peripheral, long stay car parks.
- 16.101** The aim is to protect the future of St. Mary's Place through further development and securing a new use for the site which will retain the existing buildings, some of which are listed. The site consists of two stone built buildings accommodating BMBC facilities and a retail unit. In addition there is an out building used for storage and a car park which could be redeveloped as part of a comprehensive scheme.

## 16 . Barnsley Town Centre

- 16.102** The plan below is an extract from the Inset Maps and shows the District in greater detail.
- 16.103** The intention for this site is the re use of the buildings that once housed Beckett Hospital and are now offices whilst preserving the special character of the buildings and the area.
- 16.104** The oldest of the buildings on the site is the former Edwardian Becket Hospital site at the south western corner of Berneslai Close which was built in 1862 in red brick over 3 storeys with Baroque details in stone. Adjacent to this is a larger 1930s building of 4 storeys with a stepped elevation in a orange buff brick. Both buildings are of significant character and contribute to the group character of the Victoria Road Conservation area and must be retained with the minimal of external alterations.
- 16.105** New development on the site will be limited to the redevelopment of existing buildings on the site which are of lesser quality design. The later red brick wing that runs north whilst consistent with the earlier buildings in terms of general scale and massing is not of such high quality. As such, this along with the modern single storey inner courtyard buildings may offer the potential for appropriate redevelopment in the context of the Conservation Area. Any new development should not be of a greater scale or massing than the buildings which it replaces, and should be complementary to the retained older buildings in terms of detailed architectural design and materials.
- 16.106** The plan below is an extract from the Inset Maps and shows the District in greater detail.

# 16 . Barnsley Town Centre

## The Westgate/Churchfields District



KEY	
Westgate/Churchfield district	
Proposed Public Realm improvements	
Existing greenspace	
Primary retail frontage	
Secondary retail frontage	
Conservation Area	
Parking	P
<b>Gateway</b>	
A. Town End	
B. St Mary's	

**Market Hill District**

**16.107** Market Hill runs from St. Mary's Place at its northern end to the Market itself in the south of the town. It is a predominantly pedestrian route running from the Town Hall down to the Markets Area District a central area of the town linking other Districts to each other.

Existing Form	<ul style="list-style-type: none"> <li>- Several large buildings of significance</li> <li>- Civic gardens to the Town Hall and green space surrounding St Mary's Church</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- St Mary's Church</li> <li>- Barnsley Town Hall</li> <li>- Public space</li> <li>- Shops</li> <li>- Offices</li> <li>- Residential</li> <li>- Leisure</li> <li>- Public space (Peel Square) at the historic centre of the town</li> <li>- University Campus Barnsley</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Significant pedestrian flow</li> <li>- Civic and worship activity</li> <li>- Retail</li> </ul>

**Policy BTC19 Market Hill District**

Within the Market Hill District on the east side of Church Street and on either side of Market Hill, we will allow uses and development that provide an active frontage at ground-floor level and conserves or enhances the character and appearance of the area. Appropriate uses include the following:

Shops.

Financial and professional services, for example, estate agents, employment agencies and advice bureaus.

Food and drink, for example, restaurants, cafés and bars.

Non residential institutions, including museums, art galleries and exhibition space.

Assembly and leisure facilities.

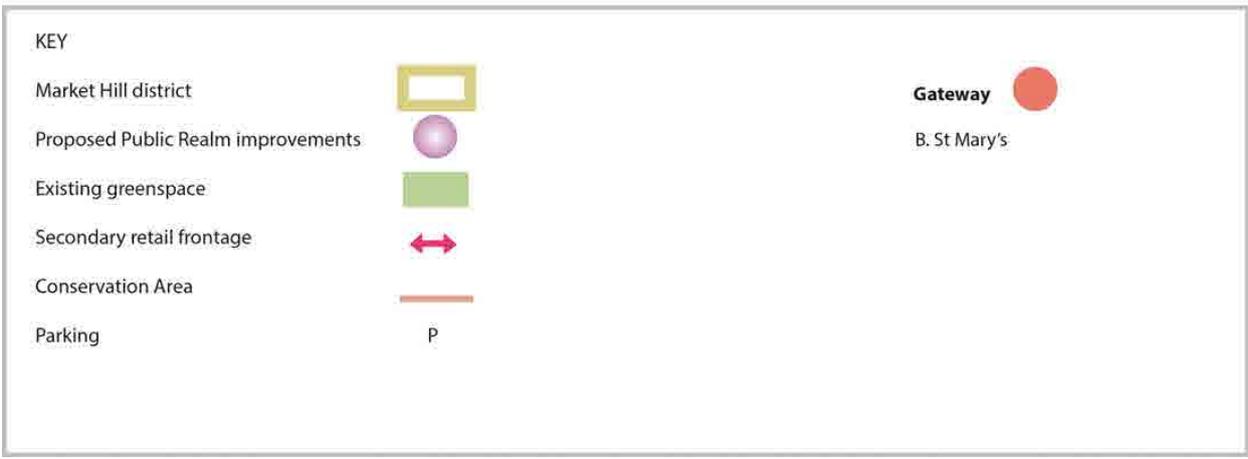
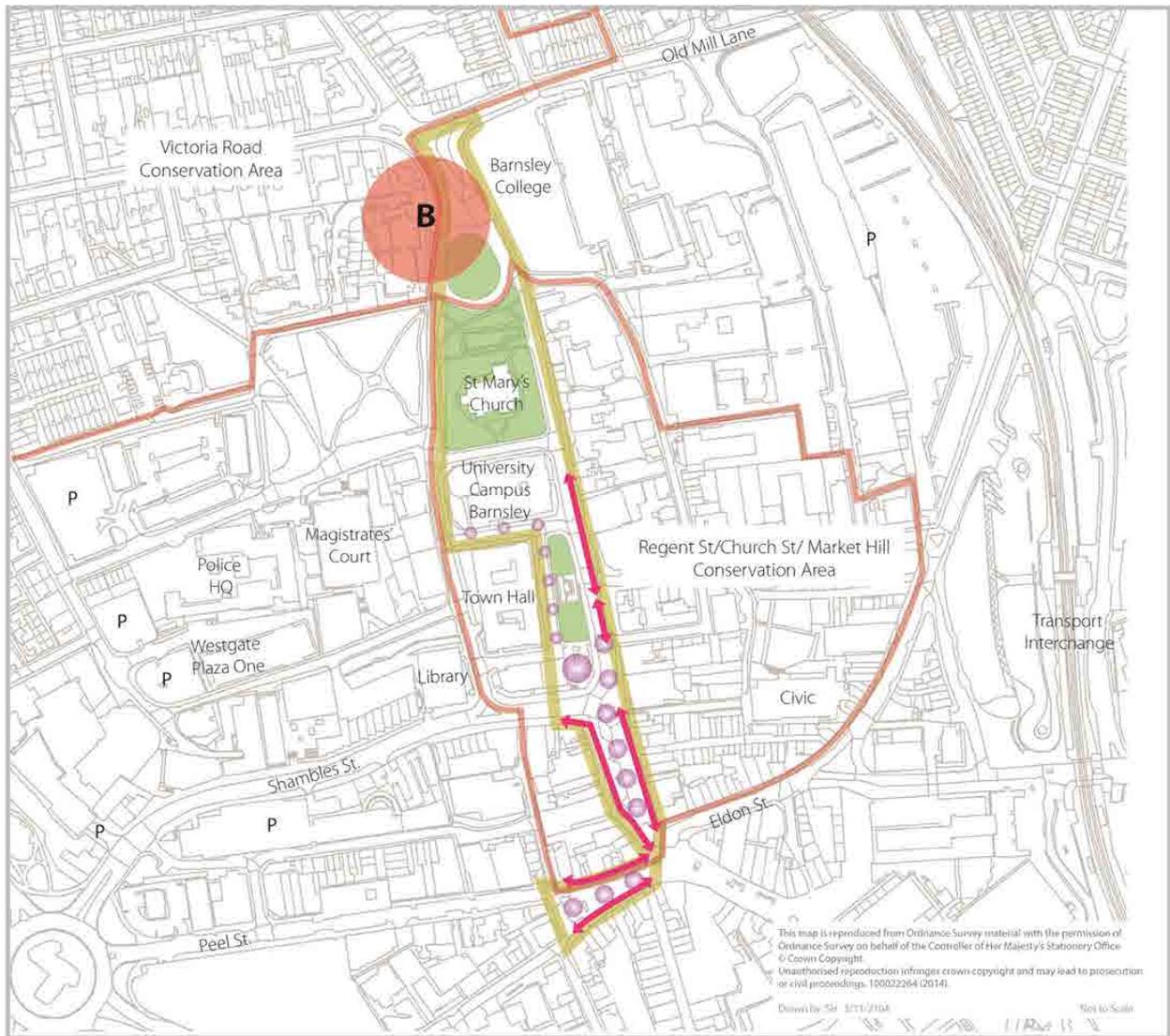
**16.108** Market Hill district is within the Conservation Area. It contains one of Barnsley's most attractive and interesting streets, and Peel Square, a very pleasant public space which can be said to be the historic centre of the town. It includes a range of shops, pubs and cafés. We will allow

## 16 . Barnsley Town Centre

a wide range of uses so we can keep the interesting mix of uses that characterise the area. However, we will not allow uses that may create a 'dead' frontage with no activity. Any new development within this area will need to protect or improve the character of the Conservation Area.

- 16.109** The town centre ring road system carries vehicles through the District. The impact of cars should be reduced. Improvements to the public spaces in this area are proposed, which should reflect the historic character of the environment, create better linkages between businesses and adjacent public spaces.
- 16.110** The plan below is an extract from the Inset Maps and shows the District in greater detail.

The Market Hill District



## 16 . Barnsley Town Centre

### The Lanes District

**16.111** The Lanes is a small District defined by Church Street and Market Hill to the east, Regent Street to the north, and Eldon Street to the southern edge which creates a triangular shaped area. It forms part of the Conservation Area, and has a generally good quality environment (with some opportunity for improvement). It has a close knit, fine grained character made up of a network of passages, and offers independent retailers including some very renowned and quality shops, as well as places to eat and drink. There are some very interesting buildings, including The Civic, a grade II listed building with a modern extension and Mandela Gardens Public Square.

Existing Form	<ul style="list-style-type: none"> <li>- Individual in terms of urban form and character</li> <li>- Focus is around a network of passages</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- Civic functions offered by The Civic Building</li> <li>- Retail uses, particularly independent retailers in small shops</li> <li>- Leisure uses</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Daytime and evening activity</li> </ul>

#### Policy BTC20 The Lanes

All new development within the Lanes District must have an active frontage at ground floor level. The following uses will normally be allowed at ground floor level:

Shops.

Financial and professional services (for example, estate agents, employment agencies and advice bureaux).

Food and drink for example restaurants, cafés and bars.

Non residential institutions including museums, art galleries and exhibition space.

New development must conserve or enhance the specialist nature of this area by being of a size, scale, quality and design appropriate to the character of the area.

Mandela Gardens must be maintained as public open space and no development that would harm its function and quality will be allowed.

**16.112** This policy aims to encourage uses that will improve the existing character of the area, rather than radically altering it. New development must maintain and enhance the specialist nature of this area by being of a size, scale, quality and design appropriate to the character of the area and should respect the Conservation Area. Uses other than those listed in the policy

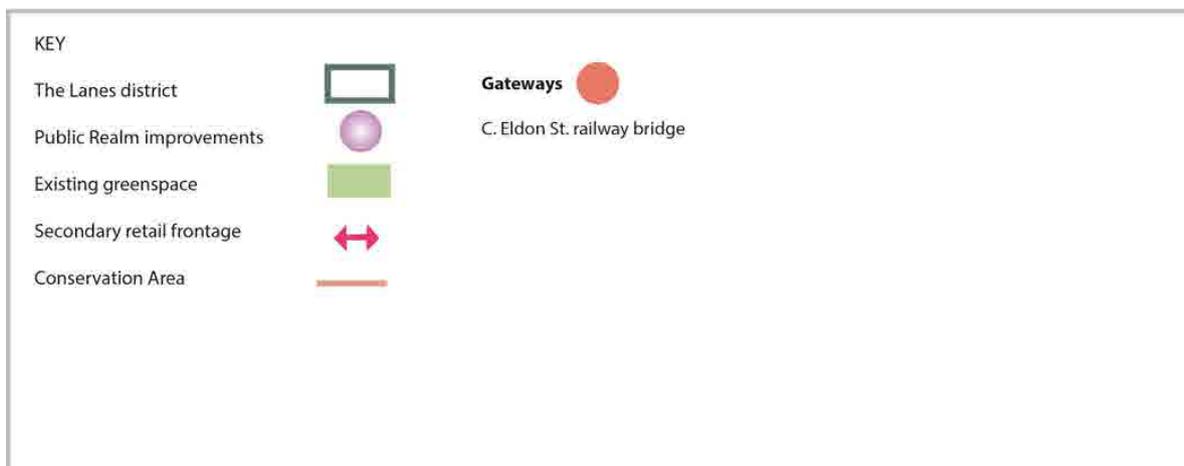
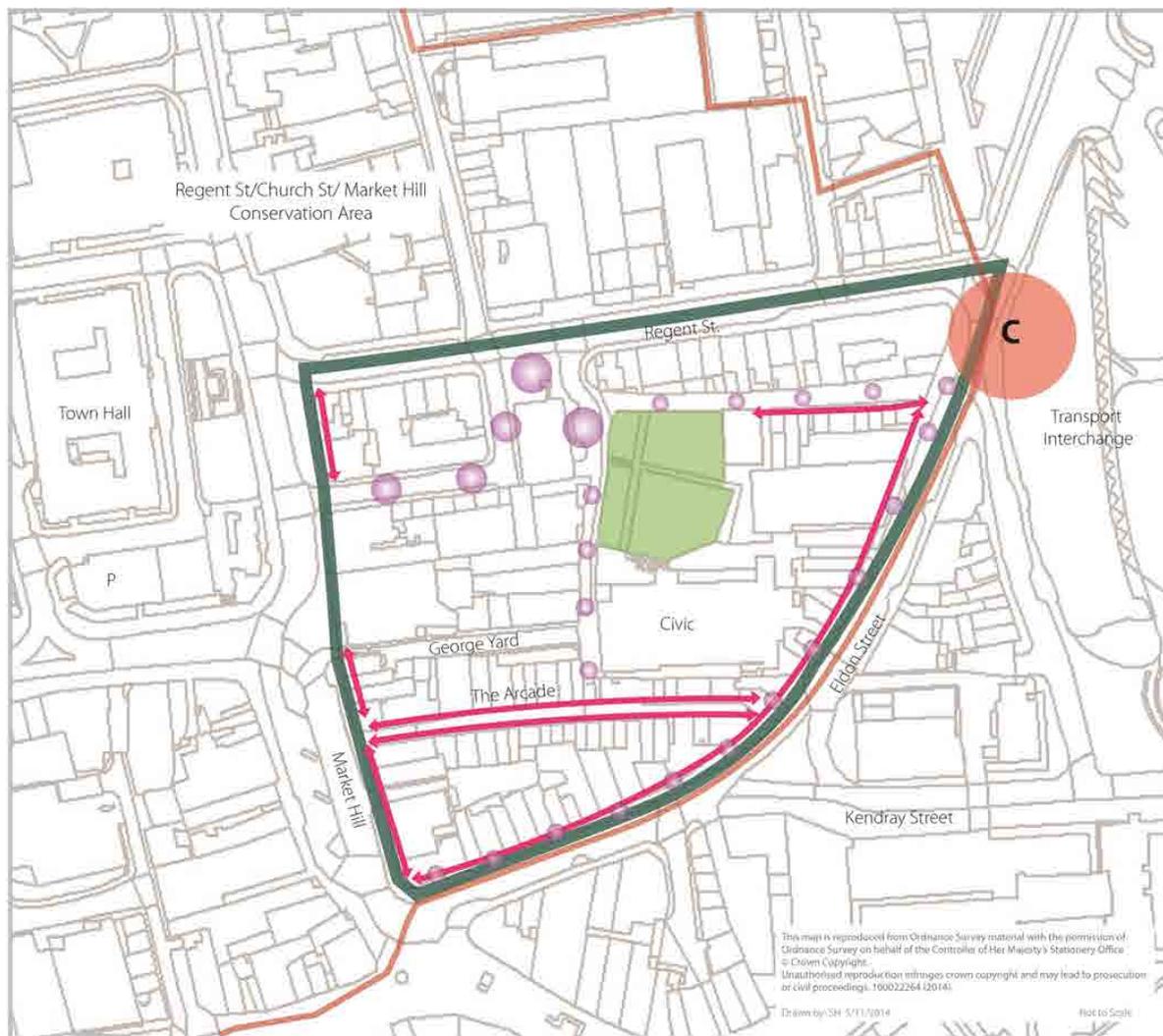
## 16 . Barnsley Town Centre

will be considered on their own merits, but it is important that only uses that have an active frontage and can be used by visiting members of the public are allowed at ground floor level. The Lanes should remain a pedestrian dominated environment.

- 16.113** Mandela Gardens is one of the most important landscaped spaces in the town centre. It is also within the Conservation Area, and provides the setting for the Civic Hall. It is essential that it is protected and that the best possible use is made of it.
- 16.114** The plan below is an extract from the Inset Maps and shows the District in greater detail.

# 16 . Barnsley Town Centre

## The Lanes District



### Courthouse Campus District

**16.115** The Courthouse Campus District is currently dominated by car parking, but located within it are several of Barnsley town centres newest buildings; the Digital Media Centre, providing a working environment designed to support the success and development of creative, media and digital businesses, and The Core, owned and operated by Voluntary Action Barnsley and providing a base for voluntary and community uses within the town. The District is in a prime town centre location, situated close to the Transport Interchange and shopping area, and is currently inefficiently used. It also incorporates part of the Market Hill Conservation Area.

Existing Form	<ul style="list-style-type: none"> <li>- Strong north to south connections link the site into the town centre. East west pedestrian links are less obvious</li> <li>- County Way spine road</li> <li>- New buildings and older buildings associated with the College</li> <li>- Terraced topography created by the previous use of the site as a railway station</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- 900+ space surface car park</li> <li>- Office accommodation, business start up space, training and conference facilities</li> <li>- Adjoining land uses are typically disconnected from the Courthouse site</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Limited activity due to the dominance of car park</li> <li>- Heavy pedestrian usage, primarily between Barnsley Transport Interchange and Barnsley College and the town centre and the Courthouse car park</li> <li>- No evening activity</li> </ul>

### Policy BTC21 Courthouse Campus

We will allow the following types of development in the Courthouse Campus District.

Education and community facilities.

Offices.

Developments designed to support the creative and digital industries.

Residential development, including live-work units.

Multi storey car parking.

A new public park and improved public spaces.

**16.116** This policy allows a range of uses aimed to consolidate and build on the success of recent developments within the District. It also requires the creation of a new multi-storey car park, a new public park, and enhanced public spaces. Along with the Westgate District, Courthouse

## 16 . Barnsley Town Centre

Campus is intended to become the knowledge hub of the town. It may also be a future focus for digital and creative industries. It is envisaged that this role will grow in importance over the plan period and that this is the area in which uses such as these will be particularly encouraged to locate.

- 16.117** We want to improve vehicle access, concentrate vehicle movement through the site on County Way, from which a loop system will service development, create a Disability Discrimination Act (DDA) compliant route along the main north south pedestrian spine including any connections to County Way and enable pedestrian movement across the whole area. The aim is also to progressively replace existing car parking in new multi storey car parks.
- 16.118** Development should be of a scale and massing to tie in to the grain and scale of the surrounding townscape and define the new spaces within the site and respect the Conservation Area status of part of the District. It should vary the use and style of new development to enrich the area and make it a new part of the town. Development should broadly maintain existing site levels and keep existing retaining walls.

### Policy BTC22 Development Site 3 - Courthouse Campus

We will allow the following types of development:

Education and community facilities.

Offices.

Developments designed to support the creative and digital industries.

Residential development, including live-work units.

The development of the site will be expected to:

Include the creation of a new public open space;

Provide improvements to pedestrian links and public spaces; and

Conserve or enhance the Conservation Area.

We will use planning conditions or a planning obligation to ensure the above aspects are included in the development.

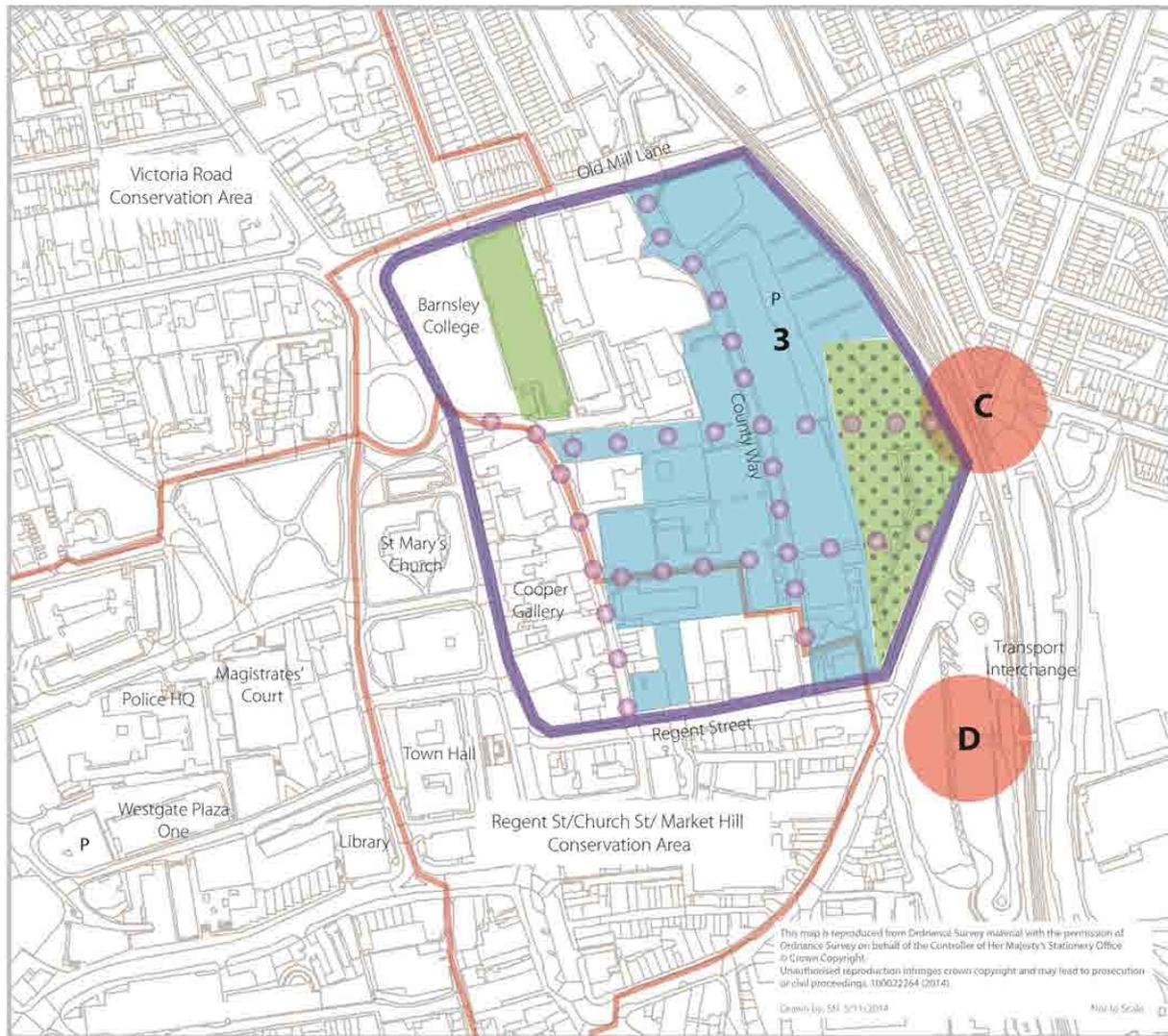
- 16.119** The aim is for the comprehensive redevelopment of this major site in Barnsley town centre, to provide new jobs, places to live and learn and new public spaces for the town. The Courthouse Campus development site lies to the immediate north of Barnsley town centre is within the single ownership of the Council. Its present use is largely surface car parking with two new buildings in the Digital Media Centre and The Core, along with several properties fronting on to Regent Street within its boundary.

## 16 . Barnsley Town Centre

- 16.120** The site represents a significant opportunity for creating new jobs and community facilities including a new town centre park close to the Transport Interchange and could deliver a range of uses. The development should form an integral part of the town centre fabric, fitting in with established uses, street patterns and building height and scale. The northern end of the site is identified as a 'strategic area of opportunity for tall buildings, and the southern end as a 'sensitive area of opportunity for tall buildings'. A key issue is to relate new buildings on the site to existing buildings in the area, including how Courthouse might frame the new College building into its local context and distant skyline views.
- 16.121** The plan below is an extract from the Inset Maps and shows the District in greater detail.

# 16 . Barnsley Town Centre

## The Courthouse Campus District



KEY		
Courthouse Campus district		
Proposed Public Realm improvements		
Existing greenspace		
Proposed greenspace		
Conservation Area		
Parking		
		<b>Opportunity site</b>
		3. Courthouse/County way
		<b>Gateways</b>
		C. Eldon St. railway bridge D. Transport Interchange

### Eastern Gateway District

**16.122** The Eastern Gateway is a main access point to the town centre, and is where the Transport Interchange is located. This integrated bus and rail station is an award winning building, and creates a very positive sense of arrival. There is a Development Site in this District, at a key gateway on land between the Transport Interchange and Harborough Hill Road.

Existing Form	<ul style="list-style-type: none"> <li>- Transport Interchange</li> <li>- Some derelict land</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>- Transport infrastructure</li> </ul>
Activity	<ul style="list-style-type: none"> <li>- Transport hub</li> <li>- Leisure uses</li> <li>- Heavy pedestrian usage</li>   <li>- Improve access and linkages to Metrodome and Oakwell</li> </ul>

#### Policy BTC23 Eastern Gateway

We will allow transport related development, office, education, community and youth facilities and public spaces within the Eastern Gateway District.

Development within the District must make provision for the Green Sprint and make a positive contribution to the character and appearance of the gateways.

Other uses will only be supported where they contribute to the vitality and viability of the town centre.

**16.123** The new public Transport Interchange is a key feature within the Eastern Gateway District, as is the creation of the new Interchange Way. This District includes two important Gateways to the town centre at the Interchange and Eldon Street railway bridge.

**16.124** The Green Sprint is a pedestrian route identified in the Strategic Development Framework as important to the renaissance of Barnsley. This incorporates a legible east west footpath and cycle link through the town centre out towards the Metrodome, Oakwell and Dearne Valley, and enters the town centre in the Eastern Gateway District. It will provide a quick, pleasant route for pedestrians and cyclists, away from traffic. It is part of the new Transport Interchange and the route will include suitable crossings under Harborough Hill Road and at Interchange Way.

**16.125** There is an opportunity to enhance key routes in terms of urban design. Development should repeat the scale, massing and quality of existing development, and there is an opportunity for development and diversification of uses.

## 16 . Barnsley Town Centre

### Policy BTC24 Development Site 4 – Land between the Transport Interchange and Harborough Hill Road

We will allow the following types of development:

Offices.

Education, community and youth facilities.

Transportation uses associated with the adjacent Transport Interchange.

Public space.

Residential.

Ancillary retail.

The development of the site will be expected to:

Make a positive contribution to the character and appearance of gateways;

Consider any implications arising from its location adjacent to an Air Quality Management Area; and

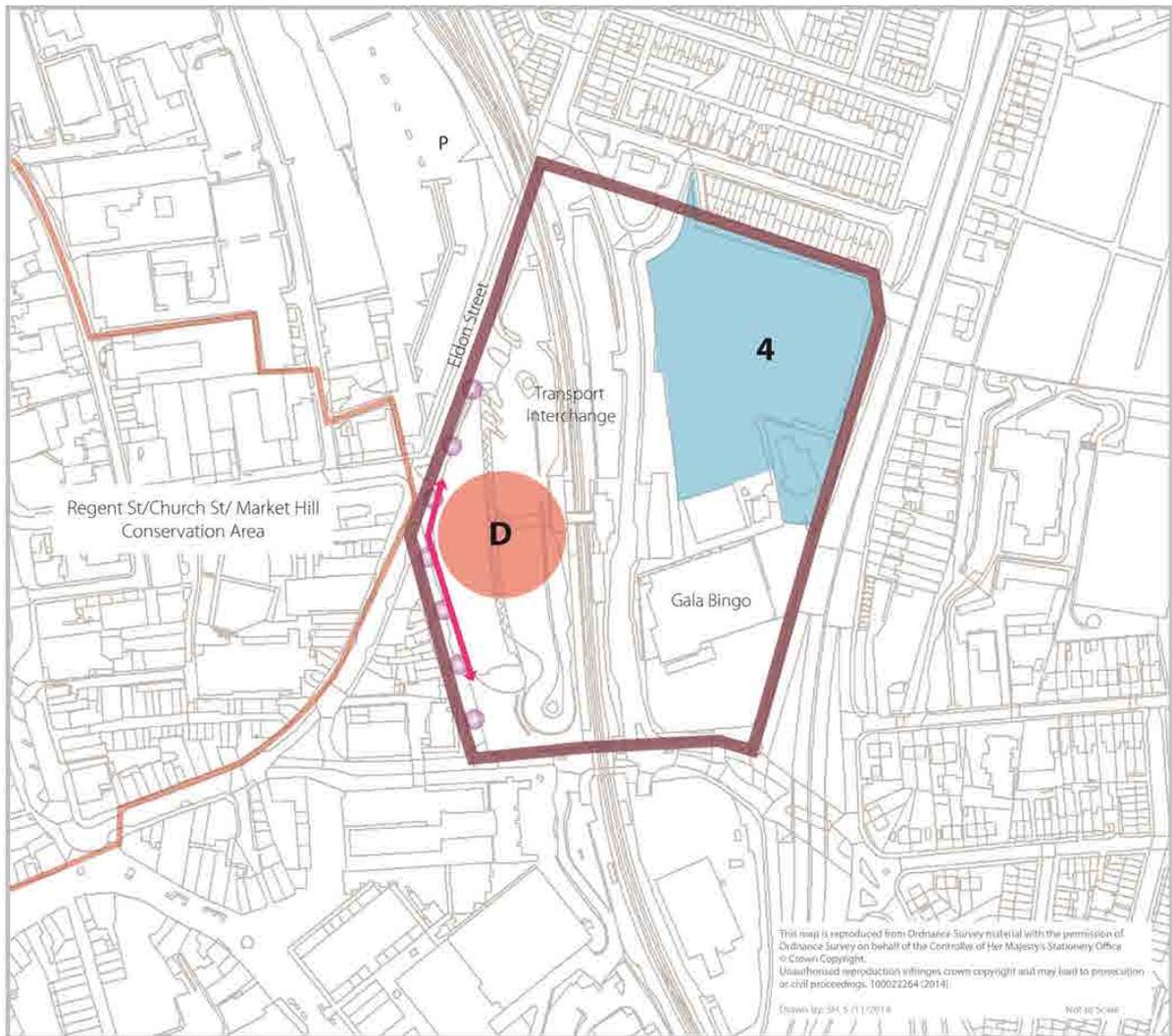
Support the liveliness and economic strength of the town centre.

**16.126** This important gateway site is defined by A61 Harborough Hill Road to the east and Schwabisch Gmund Way, the railway line and the Transport Interchange to the west. It offers the opportunity for a wide range of uses detailed in the policy, and is constrained by the presence of an operational electricity sub station.

**16.127** The site is within a sensitive area of opportunity for tall buildings however the opportunity for tall buildings to create accents, groupings or punctuate the skyline may be deemed appropriate in order to enable higher density development.

**16.128** The plan below is an extract from the Inset Maps and shows the District in greater detail.

The Eastern Gateway District



## 16 . Barnsley Town Centre

### Implementation

#### General approach

- 16.129** The section sets out the general delivery approach.
- 16.130** A range of interests and agencies in the private, public and voluntary sectors will work individually and in partnership to realise the vision for a uniquely distinctive town centre and deliver the Local Plan opportunities. They will operate flexibly both pro actively promoting opportunities and also responding to challenges of funding and events as they arise.
- 16.131** The promotion of and participation in, City Region delivery partnerships will be a feature of the delivery approach. This will be on a thematic basis such as cultural quarters and sectors, and also associated with commercial office developments around stations coordinated with railway infrastructure and service enhancements.
- 16.132** The organisation, role and funding features are summarised in the table below and subsequent text.

Organisation	Role and funding
Private companies	The private sector will fund most of the projects and proposals set out in this plan. They will also contribute to the creativity needed to achieve our vision.
Leeds and Sheffield City Region stakeholder partnerships and agencies	City Region partnerships can support joint initiatives such as thematic and corridor programmes aided by funding from successful competitive bids for funding under such schemes as UK funding regimes.
National and regional agencies delivering public investment programmes	National and regional agencies such as Network Rail, and the Integrated Transport Authority when delivering their programmes can be encouraged to look to do so in such a way as to provide an underpinning national and regional infrastructure and service programmes to which delivery of appropriate Town Centre opportunities can be aligned.
European funding	The European Regional Development Fund and or UK compensatory arrangements following exit from EU.
The Council	We have a wide ranging role in putting the plan into practice. Our role is set out in more detail below.

#### Management of Development

- 16.133** We are the local planning authority. We will use our planning powers to increase the quality of new development within Barnsley and we will use a development team approach to have early discussions with developers ensuring all new development fits with the strategy set out in this plan. We will also ensure that development is supported by appropriate physical, social

## 16 . Barnsley Town Centre

and economic infrastructure. In accordance with policy I1 where necessary provision is not made directly by the developer, contributions will be secured through planning obligations or through infrastructure funding.

- 16.134** The Council has statutory powers to require landowners to improve the appearance of land and buildings that are having an adverse effect on the amenity of an area. We will consider using powers available to us to ensure that the condition of land and buildings are not allowed to harm the appearance of the town centre.

### Highway Authority

- 16.135** We are the local highway authority. We have wide ranging powers and responsibilities to provide an efficient transport network, encourage environmentally friendly transport and improve the environmental quality of roads and other transport routes with high quality design, landscaping and appropriate materials. We are proposing works be promoted in accordance with the South Yorkshire third Local Transport Plan (LTP3), which comprises the Sheffield City Region Transport Strategy, the South Yorkshire Implementation Plan and Annual Delivery Programme. Current proposals for cycling routes in the town centre are to be funded by the Local Sustainable Transport Fund award.

### Council Land, Buildings and Assembly

- 16.136** We will use our own land to support projects where appropriate. This may include selling sites to developers or other agencies. We will also buy land where this can help achieve development proposals. Where necessary, we will use our compulsory purchase powers.

### Public Sector Projects and Funding

- 16.137** We have a dedicated project team to deliver projects within Barnsley urban centre.
- 16.138** In the future the Economic Regeneration Service will work with developers and funding agencies to facilitate development on key sites and potentially secure grant funding for projects where appropriate. In addition the development of further sites will realise business rate income for reinvestment back into the town centre.
- 16.139** Public space improvements will be implemented throughout the plan period based on the sites identified in the Barnsley Public Spaces Strategy and shown on Inset Map 3. It is expected that public funds and contributions from developers generated through planning obligations or infrastructure funding will be used to deliver these schemes.

### Managing the Town Centre

- 16.140** The Town Team continues to work with local traders and businesses to drive forward the town centre proposals and make sure that the high quality environment of public spaces is matched by a high standard of maintenance and management throughout the town centre.

## 16 . Barnsley Town Centre

**16.141** Although the Local Plan is concerned mainly with planning and site development issues, it is part of a new approach to how we want to use the town centre and how we want people to see it. New development is only one aspect of this, and it will continue to support a co-ordinated approach to the town centre on a range of issues, such as:

Keeping the town centre clean and free from litter, fly posting and graffiti;

Making sure that the town centre is well maintained;

Providing clear, well designed signs throughout the town centre, but avoiding creating a cluttered appearance;

Making sure that it is safe at all times of the day and night;

Promoting events and entertainment throughout the year;

Encouraging town centre businesses to maintain attractive building fronts;

Allowing public spaces to be used for seating for cafes, bars and restaurants in appropriate places; and

Working with the police, licensing authorities and local businesses to create a safe town centre.

**16.142** We have a town centre manager to deal with these issues, working with a wide variety of organisations with the support of various partner agencies.

**16.143** By dealing with planning and management issues in a co-ordinated way, and by delivering the main projects, we believe that we can change Barnsley for the better.

### Promotion

**16.144** We will promote the town centre, making sure that there is publicity for the progress that is made in redeveloping Barnsley and that the town has a positive image that attracts visitors and investment. Key Development Sites will be actively promoted to endeavour to secure their early delivery.

### Development Sites Implementation

**16.145** The table below lays out the how the Development Sites will be implemented.

Policy Reference	Development Site	Delivery Agency	Delivery mechanism and funding
BTC12	1.The Glassworks	BMBC	Prospectus / planning brief Planning applications BMBC and Private Developers
BTC15	2.Heelis Street / New Street / Gala Bingo / Burleigh Court	Private landowner / BMBC	Planning applications Private developer
BTC21	3.Courthouse Campus	BMBC Barnsley College Private developer	Masterplan Planning applications BMBC Private developers
BTC23	4.Land between the Transport Interchange and Harborough Hill Road	Private landowner	Planning brief Planning applications Private developers

## 17 . Green Infrastructure and Greenspace

### **The Challenge**

Maintaining and strengthening our networks of natural habitats and creating a network of Green Infrastructure assets

Using Green Infrastructure to promote sustainable growth, improve health and well being and adapt to and mitigate climate change and maximise biodiversity

Protecting green space

Enhancing the appearance, character and quality of countryside and protecting it from development

Conserving biodiversity and geological features and mitigating any impacts on them

Maximising biodiversity opportunities in and around new developments through the adoption of good design

Protecting what is distinctive about Barnsley's landscape

### **The Current Position**

National Planning Policy Framework 2012

Barnsley Biodiversity Action Plan

Green Space Strategy

Green Infrastructure Strategy for Barnsley, and the existing Green Infrastructure strategies for the Leeds City Region and South Yorkshire

### **Policy Solutions**

Using Green Infrastructure to promote and shape sustainable growth

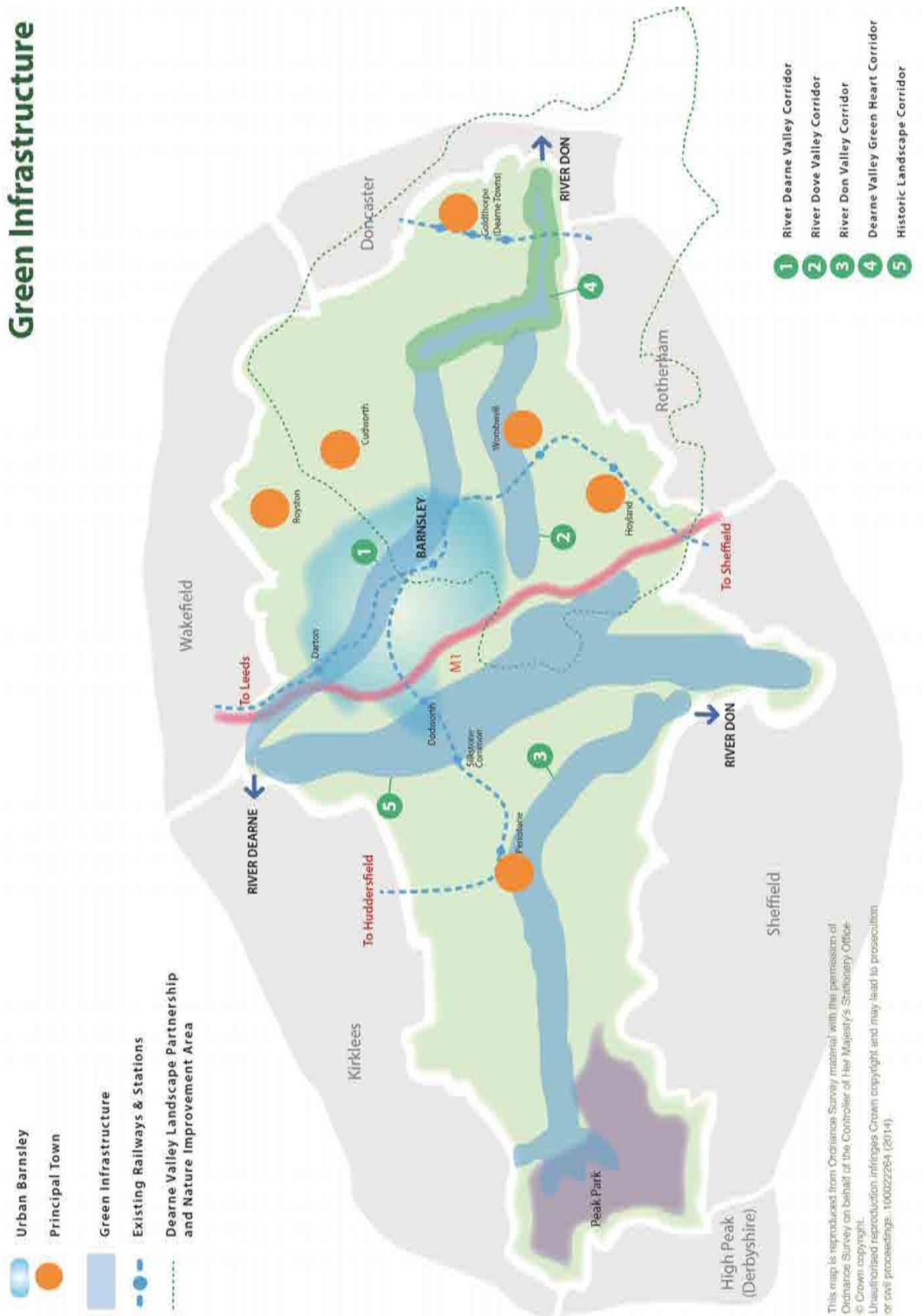
Identifying strategic Green Infrastructure corridors

Protecting existing Green Infrastructure assets including the Green Belt and green space

Conserving and enhancing biodiversity and geodiversity

# 17 . Green Infrastructure and Greenspace

## Green Infrastructure



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## 17 . Green Infrastructure and Greenspace

### Policy GI1 Green Infrastructure

We will protect, maintain, enhance and create an integrated network of connected and multi functional Green Infrastructure assets that:

- Provides attractive environments where people want to live, work, learn, play, visit and invest;
- Meets the environmental, social and economic needs of communities across the borough and the wider City Regions;
- Enhances the quality of life for present and future residents and visitors;
- Helps to meet the challenge of climate change;
- Enhances biodiversity and landscape character;
- Improves opportunities for recreation and tourism;
- Respects local distinctiveness and historical and cultural heritage;
- Maximises potential economic and social benefits; and
- Secures and improves linkages between green and blue spaces;

At a strategic level Barnsley's Green Infrastructure network includes the following corridors which are shown on the Green Infrastructure Diagram:

- River Dearne Valley Corridor.
- River Dove Valley Corridor.
- River Don Valley Corridor.
- Dearne Valley Green Heart Corridor.
- Historic Landscape Corridor.

The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve Green Infrastructure.

We have produced a Green Infrastructure Strategy for Barnsley which is informed by the Leeds City Region and South Yorkshire Green Infrastructure Strategies.

## 17 . Green Infrastructure and Greenspace

- 17.1** Green Infrastructure can be described as including strategic networks of accessible, multifunctional sites (including playing fields, parks, woodland, informal open spaces, nature reserves and historic sites) as well as linkages (such as the principal transport corridors, river corridors and floodplains, wildlife corridors and greenways). These contribute to maintaining the region's biodiversity and environmental quality as well as people's well-being. GI networks should consist of a series of features (both existing and new), appropriate at various spatial scales, preferably with links connecting smaller, more local sites with larger, more strategic ones, including the region's National Parks and key nationally and internationally important habitats.
- 17.2** Natural England advises that Green Infrastructure should be embedded in the plan making process, and that the multi functional nature of Green Infrastructure means that a number of development plan policies can support its implementation (e.g. landscape policy, flood risk policy, open space policy). An overarching policy should ensure Green Infrastructure is prioritised in planning decisions.
- 17.3** The mental and physical health and wellbeing, social and economic benefits of green infrastructure should also be maximised and can include such things as increased accessibility using sustainable transport such as attractive footpaths and cycleways, the creation of an attractive environment which improves image and encourages investment and development, increased property values and more tourism. There are also increased opportunities for landowners to reap economic benefits through managing their natural assets for woodfuel, carbon sequestration and local food production.
- 17.4** Green Infrastructure will have an important role to play in helping Barnsley to adapt to climate change. For example by moderating urban temperatures, contributing to flood risk management through storing excess rainfall and increasing surface porosity to ease drainage, such as may be delivered through policy CC4 Sustainable Drainage Systems (SuDS), the positive impacts of tree planting in terms of CO<sub>2</sub>, and opportunities for the provision of renewable energy.
- 17.5** Our Green Infrastructure Strategy provides a vision and framework for the protection and enhancement of Green Infrastructure in Barnsley. This will take account of planned growth and includes guidelines for developers to ensure that new Green Infrastructure is provided to serve new development and that improvements to existing networks are made to ensure that new development does not place undue pressure on existing provision.
- 17.6** In partnership with Natural England we have identified an initial strategic network of Green Infrastructure which includes the following corridors:

River Don Valley Corridor crosses several local authority boundaries. The Barnsley section of the River Don flows through a varied landscape which extends from the South Pennine Moors and Peak District National Park, through Penistone and on to Wharnccliffe Chase on the Sheffield border. Whilst the Pennines are dominated by moorland and heath, the majority of the Barnsley section of this corridor is woodland and grassland and contains popular tourist destinations due to the spectacular scenery and pleasant villages and hamlets.

## 17 . Green Infrastructure and Greenspace

River Dearne Valley Corridor crosses five local authority boundaries and includes a significant number of multifunctional sites including the Yorkshire Sculpture Park, Dearne Valley Country Park and the Old Moor Wetlands Centre.

River Dove Valley Corridor, Dearne Valley Green Heart Corridor and Historic Landscape Corridor are mostly contained within Barnsley but have potential connections with other local authority areas and include a number of multifunctional sites including Worsbrough Country Park and Stainborough Park and Wentworth Castle, with the potential for further additions.

- 17.7** These corridors are shown on the Green Infrastructure Diagram.
- 17.8** The strategic corridors identified are important valued features which define the borough. They form part of a wider network of Green Infrastructure that allows people and wildlife to move through the countryside and built up areas. Whilst the corridors are the focus for creating and improving green infrastructure, it will also be provided and improved through new development and elsewhere as appropriate. Elements of existing Green Infrastructure are shown on the policies map, for example green space and functional floodplain. We have also considered the role that the Barnsley Canal, Dearne and Dove Canal and former railway lines could have in Barnsley's network of Green Infrastructure.
- 17.9** We will work with partners, developers, the private sector and agencies to deliver Green Infrastructure and collaborate with adjacent local authorities to ensure that the Barnsley Green Infrastructure assets complement and link with cross boundary Green Infrastructure networks and corridors. The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions and infrastructure funding to create and improve Green Infrastructure.

The historic routes of the Barnsley Canal and the Dearne and Dove Canal are shown on the policies map.

- 17.10** The historic route of the Barnsley canal runs from the boundary with Wakefield District north of Royston via Barnsley to Barnby Basin.
- 17.11** The historic route of the Dearne and Dove canal runs from the junction with the Barnsley canal near Hoyle Mill to the boundary with Rotherham Borough west of Wombwell, with two spurs running to Worsbrough and Elsecar.
- 17.12** The historic routes are shown on the Policies map as a historic reference and to give the context to those parts of the routes which are safeguarded in Policy GI2 below. We support proposals to protect any remaining features of the historical route or to record and signpost the routes.

## 17 . Green Infrastructure and Greenspace

### Policy GI2 Canals - Safeguarded Routes

The parts of the canal routes which are in water and/ or have a green infrastructure function, or where a towpath exists that is a public right of way, are shown on the Policies map.

These parts of the canal routes are protected from other forms of development to safeguard their existing and potential green infrastructure role and contribution to the cycling, footpath and horse riding networks.

- 17.13** There is limited opportunity to reinstate the canals as navigable routes in Barnsley because of the extensive sections that have been filled in, built over or removed making their reinstatement (and necessary realignment) financially unviable within the plan period and beyond. As such safeguarding the entire historic routes cannot be justified. However it is recognised that the existing canals have great potential as green infrastructure and as part of cycling and footpath networks. Where the routes of the canals exist and have a recognised green infrastructure function, they are shown on the Policies map and safeguarded from other forms of development. The land adjacent to the safeguarded parts of the routes including the towpaths are also protected by this policy.
- 17.14** We welcome projects to preserve and enhance the value of the canals as wildlife habitats and corridors, and to re-instate sections of the canals, and to protect or extend their potential as cycling and footpath networks as appropriate. Any works carried out would need to address potentially adverse impacts on biodiversity.

## 17 . Green Infrastructure and Greenspace

### Policy GS1 Green Space

We will work with partners to improve existing green space to meet the standards in our Green Space Strategy.

Green Spaces are green open areas which are valuable for amenity, recreation, wildlife or biodiversity and include types such as village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, recreation grounds, sports pitches and parks.

Proposals that result in the loss of green space, or land that was last used as green space, will not normally be allowed unless:

An assessment shows that there is too much of that particular type of green space in the area which it serves and its loss would not affect the existing and potential green space needs of the borough; or

The proposal is for small scale facilities needed to support or improve the proper function of the green space; or

An appropriate replacement green space of equivalent or improved quality, quantity and accessibility is provided which would outweigh the loss.

In order to improve the quantity, quality and value of green space provision we will require qualifying new residential developments to provide or contribute towards green space in line with the standards set out in the Green Space Strategy and in accordance with the requirements of the Infrastructure and Planning Obligations Policy. The Supplementary Planning Document 'Open Space Provision on New Housing Developments' offers guidance to developers on what will be expected in terms of open space provision in order to achieve those standards.

Where there is a requirement to provide new green space an assessment will be carried out to determine the most appropriate provision, taking into account site characteristics and constraints. In cases where it is deemed unsuitable to make provision for open space within or adjacent to a development site, suitable off-site open space facilities may be acceptable either as new facilities or improvements to those existing. Where appropriate new green space should secure access to adjacent areas of countryside.

**17.15** As a component of green infrastructure, green space provides social and environmental benefits which in turn can be given a monetary value and have an impact on the local economy. The value of good quality green space can be quantified through such things as:

Inward investment and job creation.

Land and property values.

Local economic regeneration.

## 17 . Green Infrastructure and Greenspace

**17.16** The returns on green space as part of broader green infrastructure investment can be significant. Investments in green space can improve an area’s image, helping to attract and retain high value industries, new business start-ups, entrepreneurs and workers. This in turn increases the scope for leveraging in private sector investment, reducing unemployment and creating economic growth. As towns increasingly compete with one another to attract investment, the presence of good parks, squares, gardens and other public spaces becomes a business and marketing tool.

The following types of green space are shown on the Policies Map:

Parks and Open Spaces including play areas, sports pitches, natural and semi natural areas, cemeteries and allotments

School Playing Fields

Parks and Gardens of Historic Interest (covered in the Historic Environment Section)

Sites of Biodiversity and Geological Interest (covered in the Biodiversity and Geodiversity Section)

Green Ways

**17.17** We will assess the quality and value of each green space to judge which spaces should be given the highest level of protection from development, which spaces need to be improved and which spaces may no longer be suitable for their current purpose. The four possible outcomes of this assessment are shown in the table below along with a description of the decisions we will need to make for each outcome.

<p><b>High quality and low value</b></p> <p>We will firstly try to improve the value of the space without changing its main use.</p> <p>If this is not possible, we will consider changing the main use of the space to improve its value.</p> <p>Only if both of the above are not possible will we consider allowing the space to be built on.</p>	<p><b>High quality and high value</b></p> <p>This is the category we want all green spaces to achieve.</p> <p>We will protect all spaces in this category from development.</p>
<p><b>Low quality and low value</b></p> <p>We will firstly try to improve the quality of the space if this will improve its value.</p> <p>If this is not possible, the space may not be needed and we may allow it to be built on.</p>	<p><b>Low quality and high value</b></p> <p>We will try to improve the quality of the space.</p> <p>We will protect all spaces in this category from development.</p>

## 17 . Green Infrastructure and Greenspace

- 17.18** New green spaces will be provided over time and it will not be possible for the Policies Map to always be up to date. A separate map called the Green Space Register will be kept up to date and available to view on our website.
- 17.19** In terms of controlling development that affects Green Ways and Public Rights of Way the following policy applies:

### Policy GS2 Green Ways and Public Rights of Way

We will protect Green Ways and Public Rights of Way from development that may affect their character or function.

Where development affects an existing Green Way or Public Right of Way it must:

- Protect the existing route within the development; or
- Include an equally convenient and attractive alternative route.

Where new development is close to a Green Way or Public Right of Way it may be required to:

- Provide a link to the existing route; and/or
- Improve an existing route; and/or
- Contribute to a new route.

In some cases, we will ask developers to make a financial contribution to meet these requirements in accordance with the Infrastructure and Planning Obligations Policy.

- 17.20** When considering new development, we will make sure that it helps create places that connect with each other, providing the right conditions to encourage walking, cycling and the use of public transport.
- 17.21** One of the benefits of Green Ways and Public Rights of Way is that that they allow connections with and access to leisure and facilities. In some cases, small scale tourism and leisure development may improve the quality of routes. Any such proposals must meet the criteria of E8 (Rural Economy) and may include such things as cafes, campsites, bike hire centres, public art and sculpture trails. We must also ensure that there are no negative visual or environmental effects and that development is consistent with Green Belt policy.

## 17 . Green Infrastructure and Greenspace

### Policy BIO1 Biodiversity and Geodiversity

Development will be expected to conserve and enhance the biodiversity and geological features of the borough by:

Protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance, ancient woodland and species and habitats of principal importance identified via Section 41 of the Natural Environment & Rural Communities Act 2006 (for list of the species and habitats of principal importance) and in the Barnsley Biodiversity Action Plan.

Maximising biodiversity and geodiversity opportunities in and around new developments.

Conserving and enhancing the form, local character and distinctiveness of the boroughs natural assets such as the river corridors of the Don, the Dearne and Dove as natural floodplains and important strategic wildlife corridors.

Proposals will be expected to have followed the national mitigation hierarchy (avoid, mitigate, compensate) which is used to evaluate the impacts of a development on biodiversity interest.

Protecting ancient and veteran trees where identified.

Encouraging provision of biodiversity enhancements.

Development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured.

Development which adversely effects a European Site will not be permitted unless there is no alternative option and there are imperative reasons of overriding public interest (IROPI).

- 17.22** The biodiversity of Barnsley is extensive due to its varied geology, topography, soils and climatic conditions. Protecting the natural resources of biodiversity and geological features not only involves protecting sites, habitats and species, but also enhancing the status of the whole resource through active management. Biodiversity and geodiversity provides ecosystem services and is integral to Green Infrastructure which itself has an important role to play in climate change as acknowledged in GI1 Green Infrastructure.
- 17.23** The most important habitats in the borough have been given statutory or other protection through designations ranging from international to national significance to those made by the council or through the Local Sites Partnership. These designations often overlap each other with areas benefiting from several layers of protection.

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**17.24** Biodiversity 2020: A strategy for England's Wildlife and Ecosystem Services (published in 2011) provides the Government's targets for the conservation and enhancement of biodiversity in England. It identified a number of habitats and species considered as priorities for nature conservation. A revised Barnsley Local Biodiversity Action Plan (LBAP) was produced in 2008 by the Barnsley Biodiversity Trust to reflect the UK Biodiversity value of the borough, and it was adopted by Barnsley Council in 2010. It is still the adopted plan but is currently under review (see [Barnsleybiodiversity.org.uk](http://Barnsleybiodiversity.org.uk)) and it is anticipated that a revised version will be adopted in 2019. Further to this biodiversity 'opportunity mapping' is being undertaken at a regional and sub-regional level. We will use this information to develop habitat creation, protection and management proposals and to identify biodiversity networks and opportunities for enhancement.

**17.25** The key ecological assets for Barnsley include:

Peak District Moors (South Pennine Moors) is designated as a Special Protection Area for birds (these sites are also nationally important as SSSIs and also identified as Local Wildlife Sites for their local importance).

South Pennine Moors is designated as Special Area of Conservation for its habitats and supporting species, which are rare in a European context.

7 Sites of Special Scientific Interest (SSSI).

Over 100 Ancient Woodlands that have had continuous woodland cover since at least 1600AD.

57 Local Wildlife Sites.

6 Local Nature Reserves.

30 Regionally Important Geological and Geomorphological Sites.

A number of protected species including the otter, water vole, great crested newt and bat species.

At least 20 UK Biodiversity Action Plan / Section 41 (NERC Act, 2006) priority habitats / habitats of principal importance.

Dearne Valley Green Heart *Nature Improvement Area* (NIA).

**17.26** These biodiversity and geological sites will be shown on the Policies Map that accompanies the Local Plan. The extent of the NIA is shown on the Green Infrastructure diagram.

**17.27** A Supplementary Planning Document will be prepared to provide further guidance on biodiversity and geodiversity. This will include details of how developments will be expected to maximise biodiversity opportunities. The type and scale of improvements will depend on the development proposed but could include the enhancement of existing areas, linkages

## 17 . Green Infrastructure and Greenspace

between habitats, or the creation of new assets such as areas of woodland, ponds, green roofs or bird boxes and wildflower planting which encourages bees and other pollinators. These could be provided either on or off site.

### Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)

**17.28** Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are designated throughout Europe. They provide a network of protected sites, holding important wildlife and geological features that are threatened or rare in a European context. This network of European sites is known as Natura 2000 and is afforded the highest level of protection.

**17.29** The following SAC and SPA are shown on the Policies Map:

#### Site BIO1 Peak District Moors (South Pennine Moors Phase 1) Special Protection Area (SPA)

45300.54ha (Site Code UK9007021)

The South Pennine Moors SPA includes the major moorland blocks of the South Pennines from Ilkley to Matlock. It covers extensive tracts of semi natural moorland habitats including upland heath and blanket mire. The site is of European importance for several upland breeding species including birds of prey and waders.

#### Site BIO2 South Pennine Moors Special Area of Conservation (SAC)

65025.5 (Site Code UK0030280)

The South Pennine Moors SAC supports a significant presence of north atlantic wet heaths with *Erica tetralix* and Transition moors and quaking bogs. The area is considered to be one of the best areas in the UK for European dry heaths, blanket bogs and Old Sessile oak woods with *Ilex* and *Blechnum* in the British Isles.

**17.30** These sites overlap with nationally important SSSIs and also with Local Wildlife Site Western Moors designated for its local importance.

**17.31** The borough contains all or parts of the following statutory Sites of Special Scientific Interest:

Spring Meadows, Alderman's Head and Cow Croft Meadows SSSI is nationally important ecologically for its areas of species-rich unimproved neutral grassland.

Pye Flatts Meadows SSSI is three fields which contain a uniform and mature stand of neutral haymeadow grassland, the best of a number of known scattered examples in the locality.

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Carlton Main Brickworks SSSI's special interests are geological and within the Coal Measures strata, exposed by the extraction of clay. They include one of the best available exposures of the Top Marine Band in the Pennines coalfields.

Stairfoot Brickworks SSSI is a geological site which provides the best available exposure of the Aegiranum Marine Band within the Pennine Basin as well as the best known exposure of the ammonoid bearing part of the marine band in the world.

Dark Peak SSSI represents an extensive tract of semi-natural upland vegetation typical of and including the full range of moorland vegetation of the South Pennines. The moorland breeding bird assemblage is of great regional and national importance.

Little Don Stream Section SSSI is designated for its geological interest as the strata in the banks of the stream provide the reference for one of the major units of the Carboniferous System against which similar features around the world are compared.

Wharnccliffe Crags SSSI is designated for its geological interest as the best example of the Wharnccliffe Edge Rock Formation which makes up part of the sandstone exposures in the Pennines.

- 17.32** Local Nature Reserves are declared by the Council and are places with wildlife or geological features that are of special interest locally and offer opportunities for people to enjoy nature. Six LNRs are shown on the Policies Map as follows:

### Site LNR1 Carlton Marsh, Shaw Lane, Carlton

26.22 ha LWS

This is a Local Nature Reserve and Local Wildlife Site to the east of the mineral railway extending between Shaw Lane and Bleach Croft Farm. It was purchased in 1977 by the Council for the specific purpose of becoming a nature reserve and was formally declared as Barnsley's first LNR in 1980. It comprises a variety of habitats including woodlands, dry and marsh grassland, open water, running water, swamp and mire as well as wet woodlands, lowland dry acid grassland, lowland heath and reed beds. The habitats comprise a diversity of plant species and support a rich variety of birds and invertebrates including breeding birds, passage birds and wintering birds. A new meadow area has been added to the Reserve with the reclamation of the former railway sidings.

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### Site LNR2 Elsecar Reservoir, Water Lane, Elsecar

13.17 ha LWS

This site comprises a reservoir surrounded by a variety of dry and wet habitats including woodland and grassland and was declared an LNR in 1996. It supports a diversity of bird interest for breeding, passage and wintering birds. The area was originally used as a water holding reservoir to feed into the Elsecar Canal. The site is of considerable natural value containing a large area of mature willow carr, grassland containing acid grass species, a large water area and associated water fringe habitats. The site is immediately adjacent to Elsecar Park and as such is particularly important to the community for informal recreation.

### Site LNR3 Dearne Valley Park

49.33 ha LWS

The site is particularly valuable to Barnsley residents as it is within 1 mile from the urban centre. It is a mixed use reserve developed from relict habitats and reclaimed colliery/associated uses around a river valley. It offers a high quality ancient acidic oak woodland together with a mosaic of wetland and grassland habitat and was declared a LNR in 1996. It includes a children's play area and 2 large ponds (one of which is leased to an angling club) some areas managed as amenity grassland but most as pockets of woodland with a network of public footpaths and a cycleway running the length of the park. The canal runs through the park and a section has a fishing lease.

### Site LNR4 West Haigh Wood

38 ha LWS

Located east of Grimethorpe at an altitude of 100m West Haigh Wood is a mixed age oak/birch woodland with a variety of other woody species of plant. There are also beech, sycamore and rhododendron. The ground flora is generally of creeping soft-grass, bluebell and honeysuckle and bracken. There are a few areas that are more species-rich including ancient woodland indicators. In the main body of the woodland some of the sycamores are up to around 120 years old, and there is an ancient sweet chestnut coppice stool which is perhaps 200 years old. Additional habitats of lowland heath and willow carr add diversity to the site. There is also a wealth of woodland archaeological features such as hollow-ways, lynchets, complex boundary earthworks, terraced tracks, charcoal heaths, regrown coppice and an abandoned Victorian pond.

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### Site LNR5 Worsbrough Country Park, Worsbrough

36.91 ha LWS

This extensive site includes a former canal feeder reservoir, the canal basin and a variety of wet and dry habitats and was declared an LNR in 2000. The Country Park covers over 240 acres and incorporates a 17th century working water powered corn mill and a 60 acre reservoir which is open to anglers and birdwatchers. There is standing and running water, reed beds, ponds and canals, scrub fen, willow carr, swamp, spring and summer meadows, grassland, bluebell, woodlands and ancient woodland. These habitats provide good breeding and wintering habitats for a wide range of birds, bats insects, invertebrates and amphibians. The site supports a large number of species listed as RSPB Red List species such as skylark, linnet, reed bunting, spotted flycatcher, tree sparrow, grey partridge, bullfinch and song thrush.

### Site LNR6 Potter Holes Plantation

8.51ha LWS

The site is predominantly a semi mature sycamore plantation with oak, wych elm, beech and ash with ancient woodland indicator species present as well as bluebell. Between 1775 and 1841 ironstone was mined here using the Bell pit method of mining and by 1841 was planted with trees to the shape of the present woodland. Bell pits remain present. The area was probably planted with trees as the mining had made the land unsuitable for agriculture but timber was a possible future saleable crop from these new plantations. Now the management is for wildlife conservation and public recreation and the site was declared a LNR in 1996 and is particularly important to the local community and for breeding birds.

**17.33** Regionally Important Geological and Geomorphological Sites (RIGS), are designated by locally developed criteria, are currently the most important places for geology and geomorphology outside statutorily protected land such as Sites of Special Scientific Interest (SSSI). The designation of RIGS is one way of recognising and protecting important earth science and landscape features for future generations to enjoy. The following RIGS sites are shown on the Policies Map. Some of them have been newly designated:

RIGS No.	Site Name
8	Bentcliffe Lane Quarry
12	Little Fall Wood Quarry
15	Summer Ford
20	Bradshaw Quarry
28	Westfield Lane Quarry

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43	Thurgoland Cutting
44	Nabbes House Cutting
45	Huthwaite Quarry
48	Greenmoor Quarry
50	Well Hill Lane Quarry
53	Hey Crook Quarry
65	Burton Bank
86	Lewden Quarry
131	Quarry Hill Cutting
146	Darfield Quarry
151	Worsborough Dale
156	Silkstone Bypass
157	Hartcliff Hill
158	Thurlstone Bank
159	Burntshaw Q
160	Greenmoor Delph
161	Harden Clough
162	Raven Rocks
163	Cawthorne Bypass
164	Brookhill Quarry
168	Hobb Stones Tor
169	Scarp; Wharncliffe Edge
172	Winscar Reservoir
173	Knowle Quarry
183	183 Hollin Dike / Falthwaite Wood

**17.34** Allocation as a RIGS site does not necessarily rule out any development on these sites, however their special nature needs to be taken into account. If development is felt to be appropriate it could be allowed subject to any adverse impacts on the geological interests being mitigated.

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### 17.35 Woodlands, Protected Trees and Hedgerows

- 17.36** Significant ecological value exists in the borough's Ancient Semi-Natural Woodlands (ASNW) and Plantations on Ancient Woodland Sites (PAWS), and in hedgerows which meet the Hedgerow Regulations criteria and trees covered by a Tree Preservation Order / Conservation Area. Ancient and veteran trees outside of woodland areas would normally be expected to be retained within any development proposals. Allocation as a ASNW/PAWS site does not necessarily rule out any development on these sites, however their special nature needs to be taken into account. If development is felt to be appropriate it could be allowed subject to any adverse impacts on the ecological interests being mitigated.

### Local Wildlife Sites

- 17.37** Local Wildlife Sites are defined areas, identified and selected locally for their nature conservation value based on important, distinctive and threatened habitats and species with a national, regional and local context. 59 sites are shown on the Policies Map.

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<b>LWS No</b>	<b>LWS name</b>
1.	Western Moors
2.	Whitley Edge
3.	Broadstone Reservoir
4.	Ingbirchworth Reservoir
5.	Royd Moor Reservoir
6.	Scout Dike Reservoir
7.	Small Shaw and High Bank
8.	Hartcliff Hill
9.	Brock Holes
10.	Hollin and Spring Woods
11.	Gunthwaite Dam and Clough
12.	Margery Wood
13.	North Wood
14.	Royd, Vicar, Lindley and Coates Great Wood
15.	Black Moor Common
16.	Silkstone Fall Wood
17.	Daking Brook
18.	Mag Wood Meadow
20.	Hugset Wood
21.	Falthwaite and Lowe Wood
22.	Stainborough park
23.	Rockley Woods
24.	Worsbrough Reservoir
25.	Barnsley Canal at Wilthorpe
26.	Cliff Wood
27.	Carlton Marsh

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28.	Stairfoot Disused Railway
29.	Wombwell Wood
30.	Short Wood and Hay Green
31.	Sunny Bank, Horse Carr and Storrs Wood
32.	Hood Green Pastures
33.	Redbrook Pastures
34.	West Haigh Wood
35.	Edderthorpe Ings
36.	Broomhill Flash and Wombwell Ings
37.	Gipsy Marsh
38.	Old Moor and Wath Ings
39.	Bolton-on-Dearne Wetlands
40.	Forge Rocher and Tin Mill Rocher
41.	Wharnccliffe Wood and Chase
42.	West Wood
43.	Sowell Pond
44.	Black Lane
45.	Skiers Spring Wood
46.	Elsecar Reservoir
47.	Hoyland Bank Wood
48.	Bretton Park
49.	Barnsley Canal
50.	Wogden Foot
51.	Barrow Colliery
53.	Kendal Green Scrub
54.	Old Mill Lane Culvert and Bat Roost
55.	Parkhill Nature Reserve
56.	Potter Holes Plantation

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57.	Swaithe Flood Meadows
58.	Wool Greaves Meadows
59.	Glow Worm Site, Thurgoland

- 17.38** As new LWS's are added or old ones deleted, changes will appear here:  
<http://www.barnsleybiodiversity.org.uk/sites.html>
- 17.39** Further information on these sites can be gained from the Barnsley Biological Records Centre via the link on the Council's website (Countryside pages) or from  
[www.barnsleybiodiversity.org.uk](http://www.barnsleybiodiversity.org.uk) .
- 17.40** In addition to the notations shown on the Policies Map the **Barnsley Local Biodiversity Action Plan (LBAP) 2008-2012** was adopted in 2010 and identifies a list of habitats and species considered as priorities for nature conservation. The LBAP is produced by and managed by the Barnsley Biodiversity Trust and can be viewed at  
[www.barnsleybiodiversity.org.uk](http://www.barnsleybiodiversity.org.uk) . The current review of the LBAP taking place extends the list of habitats from 17 to 20 and recognises that any UK BAP priority / Section 41 species that regularly breeds or over-winters in Barnsley should be a local priority. It is anticipated that the revised version will be adopted in 2019.
- 17.41** In addition to this the **Biodiversity Opportunity Map (BOM)** for Barnsley and South Yorkshire will help to monitor and implement the LBAP. This identifies sites and areas with the best potential for the creation and repair of important habitats.
- 17.42** **Dearne Valley Green Heart *Nature Improvement Area***
- 17.43** Nature Improvement Areas (NIAs) are large, discrete areas that will deliver a step change in nature conservation, where a local partnership has a shared vision for their natural environment. The NIA grant scheme was established to help address ecological restoration as part of series of actions at a landscape scale to improve biodiversity, ecosystems and our connections with the natural environment identified by the Natural Environment White Paper (2011) and taking forward recommendations identified in the Lawton Review Making Space for Nature (2010). As set out in the Relationship with Plans and Strategies section, the Dearne Valley Green Heart has been designated as an NIA and its extent within Barnsley's boundary can be seen in the Green Infrastructure Diagram.
- 17.44** The Council expects to adopt an NIA Planning Advice Note which will encourage major developments to incorporate biodiversity enhancements in their proposals.

## 18 . Green Belt and Safeguarded Land

### The Challenge

Protecting the Green Belt and planning positively to enhance the beneficial use of Green Belt and protect the quality of the environment

### Policy Solutions

Protecting the Green Belt from inappropriate development

Releasing Green Belt for development in a manner which secures the continued function and protection of the remaining Green Belt

Identification of Safeguarded Land informed by Green Belt review

### Policy GB1 Protection of Green Belt

The general extent of the Green Belt is set out on the Key Diagram. The detailed boundaries are defined on the Policies Map. Green Belt will be protected from inappropriate development in accordance with national planning policy.

- 18.1** Most of Barnsley's countryside is Green Belt. With the changes proposed in this Local Plan to take land out of the Green Belt, primarily for development needs, the Green Belt will still account for almost 75% of the borough (The Green Belt in the last development plan proposals map, the UDP, amounted to 77% of the Borough). Further details can be found about proposed Green Belt release in the introduction section under 'our approach'. The Green Belt will continue to fulfill its longstanding role in the Borough of helping to conserve the natural environment by restraining development and assisting in the process of urban renaissance. National guidance in the NPPF sets out some uses which are generally acceptable in the Green Belt. We will not allow proposals for other types of development unless it can be shown that there are very special circumstances that justify setting aside local and national policy. In these cases, we will weigh up the harm that would be caused by allowing development that would not normally be allowed in the countryside against any potential benefits.
- 18.2** The NPPF states at paragraph 89 that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:
- Buildings for agriculture and forestry
  - Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries
  - The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building

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The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces

Limited infilling in villages, and limited affordable housing for local community needs

Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land)

- 18.3** All such buildings still have to be considered in terms of their impact on the openness of the Green Belt and whether they cause other harm.
- 18.4** In accordance with the NPPF and as set out in GB1, we will not allow proposals for 'inappropriate' development in the Green Belt unless it can be shown that there are very special circumstances that justify setting aside local and national policy. As set out in paragraph 88 of the NPPF very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 18.5** The following policies apply to development in the Green Belt:

### Policy GB2 Replacement, extension and alteration of existing buildings in the Green Belt

Provided it will not have a harmful impact on the appearance, or character and will preserve the openness of the Green Belt, we will allow the following development in the Green Belt:

Replacement buildings where the new building is in the same use and is not materially larger than that which it replaces.

Extension or alteration of a building where the total size of the proposed and previous extensions does not exceed the size of the original building.

Dividing an existing house to form smaller units of accommodation.

All such development will be expected to:

Be of a high standard of design and respect the character of the existing building and its surroundings, in its footprint, scale and massing, elevation design and materials; and

Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

- 18.6** The NPPF states that an extension to a building is not inappropriate if it does not result in disproportionate additions over and above the size of the original building. We will allow extensions provided that cumulatively they would not amount to more than a doubling of the

## 18 . Green Belt and Safeguarded Land

size of the original building.<sup>(11)</sup> Original means as existing in 1948 or, in relation to a building constructed later, as it was built. A house which has been subdivided will not be considered as the original building. In the case of a replacement building, the original building means the building that was replaced.

- 18.7** The sizes of a building as existing and proposed will be compared by reference to their gross floorspace, using the following guidelines:

Floorspace will be calculated by external measurements of the building.

Floorspace within roof spaces will not be taken into account.

Outbuildings will not be taken into account when calculating original floorspace (but will be taken into account when calculating the cumulative additions to the original dwelling).

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11 The original building must remain the dominant visual feature

### Policy GB3 Changes of use in the Green Belt

We will allow the change of use or conversion of buildings in the Green Belt provided that:

The existing building is of a form, scale and design that is in keeping with its surroundings;

The existing building is of a permanent and substantial construction and a structural survey demonstrates that the building does not need major or complete reconstruction for the proposed new use;

The proposed new use is in keeping with the local character and the appearance of the building; and

The loss of any building from agricultural use will not give rise to the need for a replacement agricultural building, except in cases where the existing building is no longer capable of agricultural use.

All such development will be expected to:

Be of a high standard of design and respect the character of the existing building and its surroundings, in its footprint, scale and massing, elevation design and materials;

Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety; and

Preserve the openness of the Green Belt.

In addition to the above, when a residential use is proposed, we will allow the change of use provided that:

There are not strong economic reasons why such development would be inappropriate; and

Residential use would be a more appropriate way of maintaining and improving the character and appearance of the building than any other use

We will not generally allow the change of use of Green Belt land to extend residential curtilages for use as gardens.

**18.8** The aim of this policy is to allow existing buildings to be reused as long as they are suitable for reuse and the site is in a suitable place for the proposed use.

**18.9** A large part of Barnsley is rural and much of the countryside is in agricultural use. The nature of farming has changed in recent years and government policy supports rural diversification. As a result it is likely that some farm buildings will no longer be needed for agricultural use

## 18 . Green Belt and Safeguarded Land

and there may be opportunities to reuse them, especially in ways that support the local economy. However this has to be balanced with protecting the countryside and achieving sustainable development.

- 18.10** Applicants will need to demonstrate that they have made reasonable attempts to secure a suitable agricultural, business, leisure, tourism or other use which would contribute to the local rural economy before a residential use is allowed.

### Policy GB4 Permanent Agricultural and Forestry Workers Dwellings

Proposals for agricultural and forestry workers dwellings will be allowed provided that:

They support existing agricultural or forestry activities on well established agricultural or forestry units;

There is clearly an established existing functional need which relates to a full time worker;

The unit and the agricultural activity concerned have been established for at least 3 years and profitable for at least one of them, are currently financially sound and have a clear prospect of remaining so; and

The functional need could not be fulfilled by another existing dwelling on the unit or in the area which is suitable and available for occupation by the workers concerned.

Development will be expected to:

Be of a size commensurate with the established functional need;

Be sited directly adjacent to existing buildings wherever possible;

Be of a high standard of design and respect the character of its surroundings, in its footprint, scale and massing, elevation design and materials; and

Have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

Where permission is granted we may remove permitted development rights, and impose occupancy conditions as appropriate.

- 18.11** One of the few circumstances in which isolated residential development may be justified in the Green Belt is when it is required to enable agriculture and forestry full time workers to live at or near their place of work. The aim of this policy is to ensure that such dwellings are genuinely linked to the farming , forestry or rural enterprise which is likely to materialise and capable of being sustained for a reasonable period of time and that the workers are required to live nearby.

## 18 . Green Belt and Safeguarded Land

- 18.12** If a new dwelling is essential to support a new farming activity it should normally, for the first 3 years, be provided by temporary accommodation such as a caravan or wooden structure which can be easily dismantled.

### Policy GB5 Temporary Agricultural and Forestry Workers Dwellings

Proposals for temporary agricultural and forestry workers dwellings will be allowed provided that:

There is clear evidence of a firm intention and ability to develop the enterprise concerned;

A functional need can be demonstrated;

There is clear evidence that the proposed enterprise has been planned on a sound financial basis; and

The functional need could not be fulfilled by another existing dwelling on the unit or in the area which is suitable and available for occupation by the workers concerned.

Development will be expected to:

Be of a size commensurate with the established functional need;

Be sited directly adjacent to existing buildings wherever possible;

Be of a high standard of design and respect the character of its surroundings, in its footprint, scale and massing, elevation design and materials; and

have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

Where permission is granted this will be for a specified temporary period.

- 18.13** In the case of a temporary building, significant investment in new farm buildings will be taken as a good indication of intentions and ability to develop the enterprise concerned.
- 18.14** The information that needs to be provided by an applicant relating to establishing functional need, and demonstrating profitability and financial soundness is relevant for both permanent and temporary buildings.
- 18.15** A functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. This may arise for example if workers are needed on hand day and night in case animals or agricultural processes require essential care at short notice, or to deal quickly with emergencies that could otherwise cause serious loss of crops or products (such as frost damage or the failure of automatic systems). We will consider whether any dwellings (or buildings suitable for conversion to dwellings) have recently been sold or separated from the farmland concerned. Such a sale would constitute evidence of a lack of agricultural need. The protection of livestock

## 18 . Green Belt and Safeguarded Land

from theft or injury may contribute to the needs for a new agricultural dwelling, but will not by itself be sufficient to justify one. Requirements arising from food processing cannot be used to justify an agricultural dwelling.

- 18.16** A financial test is necessary to establish whether the the farming enterprise is economically viable and to provide evidence of the size of the dwelling which the unit can sustain. Levels of profitability will be considered realistically taking into account the nature of the enterprise concerned. Agricultural dwellings should be of a size commensurate with the established functional requirement. Dwellings that are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long term, will not be permitted.
- 18.17** Permitted development rights may be removed to ensure that proposed extensions do not result in a dwelling the size of which exceeds what could be justified by the functional requirement. Where the need for the accommodation has been accepted, it will be necessary to ensure that the dwellings are kept available for meeting this need. As such planning permission should be subject to appropriate occupancy conditions. Where occupancy conditions are imposed they will not normally be removed unless it can be shown that the long terms needs, both on that unit and in the locality, no longer warrant the dwelling's reservation for that purpose.

### Safeguarded land

- 18.18** Paragraph 85 of the NPPF advises that when defining Green Belt boundaries, local planning authorities should where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer term development needs stretching well beyond the plan period. The aim of protecting this land is to make sure that the Green Belt boundaries will remain in the long term avoiding the need to review them at the end of the plan period.
- 18.19** The extent of safeguarded land is shown on the policies map and is listed in the following table:

Site reference Reference	Site address	Site Area (hectares)	
<b>Barnsley</b>			
SL1	North of Burton Road, West Green (a)	4.7	
SL2	North of Staincross Common	26.8	
SL3	West of Barugh	16.5	
<b>Hoyland</b>			

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SL4	Land north of Rockingham, Birdwell	14.6	
SL5	East of Sheffield Road, Hoyland Common	10.6	
SL6	Land North East of Hemingfield	18.2	
<b>Cudworth</b>			
SL7	East of Sandybridge Lane, Shafton	0.6	
SL8	Land behind Queens Drive, Shafton	0.9	
SL9	Land off Cemetery Road, Grimethorpe	4.3	
SL10	Land North of The Green View, Shafton	7.2	
<b>Royston</b>			
SL11	North of Midland Road, Royston	2.1	
SL12	South of Church Hill, Royston	3.5	
<b>Dearne</b>			
SL13	South of Coniston Drive, Bolton	9.8	
<b>Penistone</b>			
SL14	West of Castle Lane, Penistone	2.9	
SL15	East of Castle Lane, Penistone	4.8	

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SL16	Land off Mortimer Road, Cubley	5.5	
SL17	Land at Springvale, Penistone	0.9	
SL18	Land off Moors Avenue, Penistone	3.1	
<b>Wombwell</b>			
SL19	Pitt Street, Low Valley	13.7	
SL20	South of Pit Lane and West of Windmill Road, Wombwell	10.3	
<b>Villages</b>			
SL21	North and South of Roughbirchworth Lane, Oxspring	4.7	
SL22	Off High Street, Great Houghton	2.5	
SL23	South of New Smithy Drive, Thurlstone	4.4	
SL24	South of Halifax Road, Thurgoland	0.7	
SL25	East of Beech Avenue, Silkstone Common	0.9	
SL26	North of Darton Road, Cawthorne	3.8	
SL27	South of Wellthorne Avenue, Ingbirchworth	0.3	
SL28	North of Upper Field Lane, High Hoyland	0.8	

**18.20** Development on safeguarded land will normally only be allowed where it is consistent with the National Planning Policy Framework and which would not affect the potential for the future development of the site in accordance with the following policy.

## 18 . Green Belt and Safeguarded Land

### Policy GB6 Safeguarded Land

We will only grant planning permission on sites allocated as safeguarded land for development that is needed for the operation of existing uses, or alternative uses where the development will protect the open nature of the land, and will not affect the potential for future development of the site. The permanent development of safeguarded land will only be permitted following review of the Local Plan which proposes such development.

- 18.21** NPPF paragraph 85 states where necessary local planning authorities should 'identify areas of 'safeguarded land' between the urban area and Green Belt, in order to meet long term development needs stretching well beyond the plan period'. Its suitability as an allocation for development will be considered in a future review of the Local Plan. Any review of the Local Plan which includes assessment of the suitability of safeguarded land for development will include the normal planning considerations of the sustainability and suitability of sites for development.

## 19 . Climate Change

### The Challenge

Considering central government's belief that climate change is the greatest long term challenge facing the world today, and a main challenge to delivery of sustainable development

Helping to tackle and adapt to climate change through the delivery of new housing, employment and infrastructure

Addressing flood risk

Increasing and encouraging the production of renewable energy in the borough whilst protecting the countryside and amenity

### Policy Solutions

Climate change cuts across many aspects of the Local Plan and many of the policies in this document seek to prepare for and adapt to climate change

The planning system can help meet the targets for the reduction of emissions of greenhouse gases by:

Supporting the building of zero-carbon homes and business premises that are low energy and produce lower carbon emissions.

Locating development to reduce the need to travel and making walking and cycling essential components of new development that are accessible and attractive.

Supporting integrated development.

- 19.1** The NPPF recognises the key role planning has in meeting the challenge of climate change and states that Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change. This policy sets out how the Council will attempt to address the climate change issues will be addressed through the Local Plan.

### Policy CC1 Climate Change

We will seek to reduce the causes of and adapt to the future impacts of climate change by:

Giving preference to development of previously developed land in sustainable locations;

Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques;

Locating and designing development to reduce the risk of flooding;

Promoting the use of Sustainable Drainage Systems (SuDS);

Promoting and supporting the delivery of renewable and low carbon energy; and

Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.

- 19.2** The following policies in this section, CC2 to RE1 provide the detailed policy framework for the implementation of interventions/ initiatives identified in this policy.

### Policy CC2 Sustainable Design and Construction

Development will be expected to minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable.

All non-residential development will be expected, to achieve a minimum standard of BREEAM 'Very Good' (or any future national equivalent). This should be supported by preliminary assessments at planning application stage.

- 19.3** Development proposals will be expected to consider energy efficiency and sustainable design from the outset and will be required to include details of their sustainability within their Design and Access Statement.
- 19.4** For housing development energy efficiency is regulated by Building Regulations. We will encourage energy efficiency that exceeds those minimum standards set out in national standards and take that into account where proposed in support of a planning application.
- 19.5** We will use the BREEAM (British Research Establishment Assessment Method) to measure the environmental performance of all non domestic buildings. As well as energy use and the emissions generated BREEAM deals with water use, materials and waste management, land use and ecology, pollution, health and well-being and transport.
- 19.6** We will encourage and plan for sustainable decentralised zero or low carbon energy generation, such as biomass-fuelled district heating or combined heat and power (CHP) schemes. Where a heat network is not available or viable, a contribution ensuring connection

## 19 . Climate Change

to a future district heating scheme is required on suitable developments. Developments not connected and unsuitable for future connection to a heat network will rely on energy generated from renewables, like solar panels, photovoltaics and heat pumps.

### Flood Risk

#### Policy CC3 Flood Risk

The extent and impact of flooding will be reduced by:

Not permitting new development where it would be at an unacceptable risk of flooding from any sources of flooding, or would give rise to flooding elsewhere;

Ensuring that in the Functional Floodplain (Flood Zone 3b), only water compatible development or essential infrastructure (subject to the flood risk exception test) will be allowed. In either case it must be demonstrated that there would not be a harmful effect on the ability of this land to store floodwater;

Requiring developers with proposals in Flood Zones 2 and 3 to provide evidence of the sequential test and exception test where appropriate;

Requiring site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3;

Expecting proposals over 1000 m<sup>2</sup> floor space or 0.4 hectares in Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk; and

Expecting all development proposals on brownfield sites to reduce surface water run-off by at least 30% and development on greenfield sites to maintain or reduce existing run-off rates requiring development proposals to use Sustainable Drainage Systems (SuDS) in accordance with policy CC4; and

Using flood resilient design in areas of high flood risk.

- 19.7** It is predicted that the incidence of flooding will increase as a consequence of climate change. In Barnsley the rivers Dearne and Dove and the low lying areas in the east of the borough are particularly at risk from flooding. However, recent flood events caused by surface water and sewer flooding have demonstrated that areas which have not suffered from flooding in the past can still be at risk. It is therefore important that all new development is located and designed to reduce the risk of flooding to the development itself and settlements downstream, and provides resilience to protect against increased risk of flooding in the future.
- 19.8** In accordance with the NPPF the Council will discourage inappropriate development in areas at risk of flooding. This means there will be a general presumption against development within areas of high or medium flood risk unless there are no reasonably available sites in areas of lower flood risk and, in cases where it is appropriate for the exception test to be applied, the benefits of the development outweigh the risks from flooding.

- 19.9** The NPPF and the accompanying Planning Practice Guidance categorises areas at risk from fluvial (river) flooding as:
- Flood Zone 1 Low Probability (less than 1 in 1000 year probability of flooding)
  - Flood Zone 2 Medium Probability (1 in 1000 year probability of flooding)
  - Flood Zone 3a High Probability (1 in 100 year probability of flooding)
  - Flood Zone 3b The Functional Floodplain (land where water has to flow or be stored in times of flood).
- 19.10** The Environment Agency (EA) defines and produces maps which show the Flood Zones. These maps are informed by previous flood events and are updated regularly and can be viewed on the EA website.
- 19.11** Flood Zone 3b (The Functional Floodplain) comprises land where water has to flow or be stored in times of flood and forms a vital part of flood control. The boundary of Flood Zone 3b was agreed by the Council and the EA during the production of the Barnsley Strategic Flood Risk Assessment (SFRA) and is shown on the Policies Map. Development will not be allowed in Flood Zone 3b unless it can be shown that there would be no harmful effect on the ability of this land to store floodwater.
- 19.12** Developers will need to take into account the SFRA and give particular consideration to the surface water flood maps and the emerging Local Flood Risk Management Strategy.
- 19.13** The Council's Level 1 Strategic Flood Risk Assessment (SFRA) indicates that the majority of areas where growth will be located are within Flood Zone 1.
- 19.14** Development which would increase the risk of flooding by increasing the rate or volume of surface water must be the subject of measures that will reduce the risk of flooding. In cases where development would increase the risk of flooding by increasing surface water, developers will have to take action to reduce flooding so the development can go ahead, for example, by creating balancing ponds and other facilities for holding water.
- 19.15** We will consider the need to produce Surface Water Management Plans in partnership with stakeholders to reduce the threat of surface water flooding.

## 19 . Climate Change

### Policy CC4 Sustainable Drainage Systems (SuDS)

All major development<sup>(12)</sup> will be expected to use Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it can be demonstrated that all types of SuDS are inappropriate.

The Council will also promote the use of SuDS on minor development.

To enable the Council to determine the suitability of a proposed SuDS scheme:

Outline Planning applications must be supported by a conceptual drainage plan and SuDS design statement; and

Detailed Planning applications must be supported by a detailed drainage plan and SuDS design statement, which should contain information on how the SuDS will operate, be managed and maintained for the lifetime of the development.

- 19.16** Sustainable Drainage Systems (SuDS) control surface water run-off as close to its origin as possible. The Flood and Water Management Act 2010 maintains that there is always a SuDS solution. As such priority will be given to incorporating SuDS into development, unless it can be demonstrated that SuDS are not appropriate.
- 19.17** SuDS are a non-traditional environmentally friendly way of dealing with surface water. SuDS rely on gravity to drain surface water from hard surfaces into drainage systems or into the ground. Where surface water would have traditionally drained into a combined foul and surface water sewer, the use of SuDS prevents relatively clean surface water from passing unnecessarily through the waste-water treatment process. Run-off water is collected and stored so that natural cleansing (sedimentation, filtration and biodegradation) happens before it is released into watercourses. SuDS control surface water run-off as close to its origin as possible, before it enters a watercourse. This involves moving away from traditional piped drainage systems to those that are similar to natural drainage processes.
- 19.18** The SuDS approach is particularly valuable in urban areas where high density development and impermeable surfaces mean surface run-off can easily cause flooding, either directly or indirectly through sewer flooding. SuDS has several environmental and social benefits:
- Prevents pollutants from entering the drainage system;
  - Protects or enhances water quality and decreases demand for treated water (recycling);
  - Conserves energy and reduces carbon dioxide emissions;
  - Reduces sewer discharge and flooding;

<sup>12</sup> as defined in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and subsequent updates

Provides a habitat for wildlife; and

Contributes to the greening of the urban environment.

- 19.19** This policy applies to all elements of the design of developments, including roads and footways. Including SuDS in the overall site and layout, and as part of the wider Green Infrastructure provision where appropriate, should be considered early in the planning and design stage, in consultation with the Environment Agency, the Planning Authority and the Highway Authority.
- 19.20** Developers must show that SuDS will work and will be maintained in the long term. Developers may be required to contribute towards the maintenance of SuDS, possibly through the establishment of a management company where appropriate.
- 19.21** Infiltration type SuDS may not be appropriate in all cases due to ground conditions. Where this is the case alternative (non infiltration) SuDs must be considered. Infiltration SuDS may not be appropriate on land that is affected by contamination, as they can mobilise contaminants in the ground and pollute groundwater. Developers must show that infiltration SuDS will not pose a risk to the quality of underlying groundwater.
- 19.22** All SuDS should be designed in accordance with the CIRIA C697 SuDS Manual or equivalent local guidance.
- 19.23** The Council is working with the Environment Agency to investigate the potential to deliver new flood storage areas. The most significant example of this is the Dearne Valley Green Heart Nature Improvement Area. Schemes are also proposed to commence in 2016 at Wombwell and Little Houghton to formalise areas that are known to flood and increase their capacity and biodiversity potential. We will support these schemes provided they do not affect the openness of the Green Belt.

## Water

### Policy CC5 Water Resource Management

To conserve and enhance the Boroughs water resources proposals will be supported which:

- a. Do not result in the deterioration of water courses and which conserve and enhance:
  - i. The natural geomorphology of water courses;
  - ii. Water quality; and
  - iii. The ecological value of the water environment, including watercourse corridors.
- b. Make positive progress towards achieving “good” status or potential under the Water Framework Directive in the boroughs surface and ground water bodies;
- c. Manage water demand and improve water efficiency through appropriate water conservation techniques including rainwater harvesting and grey-water recycling; and
- d. Dispose of surface water appropriately and improve water quality through the incorporation of SuDS, in accordance with Policy CC4.

## 19 . Climate Change

- 19.24** Barnsley's water resources form an important part of the environment and can provide wildlife habitats and encourage biodiversity, provide opportunities for leisure and recreation and help alleviate flood risk.
- 19.25** This policy seeks to address the key objectives of the Water Framework Directive and Humber River Basin Management Plan, specifically those of the latter which relate to the Don and Rother catchment, the catchment in which the borough lies.

### The Challenge

Meeting the government's carbon-cutting ambitions by promoting both higher levels of energy efficiency and much greater use of renewable energy

Setting ambitious targets and reflecting local opportunities that are deliverable alongside wider housing and economic objectives to contribute to the government's ambitions

### The Current Position

Renewable energy is an integral part of the governments longer-term aim of reducing emissions

BMBC Energy Strategy 2015-2025

### Policy Solutions

Increasing renewable energy capacity and facilitating the delivery of schemes which lead to wider economic and environmental benefit, reduce greenhouse gas emissions, and provide a diverse energy supply

- 20.1** The Government has set out in the National Planning Policy Framework that the environmental dimension to sustainable development requires the planning system to help with mitigation and adaptation to climate change including moving to a low carbon economy.
- 20.2** One of the core planning principles set out in the National Planning Policy Framework is to support the transition to a low carbon future in a changing climate, and to encourage the reuse of existing resources and the use of renewable resources. The NPPF also indicates that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing reliance to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

## 20 . Renewables

### Policy RE1 Low Carbon and Renewable Energy

All developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.

We will allow development that produces renewable energy as long as there is no material harm upon:

The character of the landscape and appearance of the area;

Living conditions;

Biodiversity, Geodiversity and water quality;

Heritage assets, their settings and cultural features and areas;

Key views of, from or to scenic landmarks or landscape features;

Highway safety, or

Infrastructure including radar.

In assessing effect, we will consider appropriate mitigation which could reduce harm to an acceptable level.

Proposals will be expected to include information regarding their efficiency.

Proposals must be accompanied by information that shows how the local environment will be protected, and that the site will be restored when production ends.

- 20.3** Taking into account the energy hierarchy, new buildings and conversions should in the first instance be designed and constructed to be energy efficient in particular through using the principles of passive design, including high insulation levels, solar heating, natural lighting and ventilation, thermal mass and passive cooling. Thereafter, decentralised, renewable or low carbon energy sources should be considered for use in order to reduce carbon dioxide emissions.
- 20.4** The domestic and industrial sectors are responsible for a majority of Barnsley's total emissions and this policy aims to create a framework that promotes and encourages a reduction in emissions.
- 20.5** Proposals for development that produces renewable energy will be assessed against this policy. Such developments can include wind turbines, biomass heating systems, roof mounted wind turbines, photovoltaic cell, ground source heating and cooling systems and hydroelectric power. The policy does not apply to wind turbines, which will be considered against

government policy as set out in the written ministerial statement of 18 June 2015 and clarified in Planning Practice Guidance. Given Barnsley's coal mining history, the potential for water at or near the surface of flooded redundant mineworkings may form a sustainable local means to power ground source heat pumps. We encourage consideration of the use of this technology in commercial properties and in the future, as technology advances, in domestic properties.

- 20.6** We will support proposals for renewable energy unless there are significant harmful effects which cannot be prevented or mitigated. Proposals should be accompanied by information setting out the effects of the proposal and any proposals to reduce or mitigate the effect. We will refuse planning permission for proposals that are not accompanied by enough supporting information.
- 20.7** The Council's energy strategy 2015-2025 sets out the low carbon goals for the borough. The wider use of renewable energy is a key component of the strategy which contains an ambition for 20% of the energy consumed by the borough to be derived from renewable sources by 2025.
- 20.8** In addition our Housing Strategy 2014-2033 includes the Strategic Objective 'to ensure the design and delivery of new high quality, desirable and sustainable homes', and includes the key ambition 'to achieve 15% renewable energy on new build developments'.
- 20.9** Inevitably some proposals for renewable energy will have significant effects on the local area. For example, large scale renewable energy developments will be prominent in the landscape. In these cases we will carefully weigh up the environmental, social and economic benefits of the proposals against effects on the local area including any effects on the National Park, the Green Belt and European Natura 2000 designations (presently the South Pennines Moors Special Area for Conservation and Special Protection Area which abut the borough's western boundary).
- 20.10** It is important to assess the efficiency of devices, particularly large scale installations such as wind turbines, in order to balance the benefits and impacts.
- 20.11** The eastern part of the borough lies within the 30km Wind Farm Safeguard Zone around Robin Hood Airport Doncaster Sheffield (RHADS). Within this Zone in particular wind turbines must not have a harmful effect on infrastructure including radar.

## 21 . Waste and Recycling

### **The Challenge**

Protecting human health and the environment by producing less waste and by using it as a resource wherever possible

Moving away from waste disposal (landfill) and towards energy recovery, recycling and composting, re-use and reduction

Addressing waste as a resource and regarding disposal as the last option, but one that must be adequately catered for

### **The Current Position**

The government's objectives for sustainable development include the effective protection of the environment, the prudent use of natural resources, social progress that meets the needs of everyone, and high and stable levels of economic growth and employment  
National Planning Policy for Waste and NPPF set out key planning objectives that planning strategies should seek to achieve

Barnsley has successfully increased its municipal waste recycling rates in recent years but currently uses landfills located outside the borough as its main means of disposal of residual waste. In partnership with Doncaster and Rotherham Councils it is actively seeking more sustainable methods of treatment for all waste streams

### **Policy solutions**

This Local Plan does not contains policies or text regarding waste and recycling. These issues are covered by a separate Joint Waste Plan prepared by the three metropolitan borough councils of Barnsley, Doncaster and Rotherham. This document was adopted in March 2012 and sets the strategic direction for the future of waste management across the three boroughs.

Barnsley's Local Plan is the planning strategy that will guide the scale and location of new development and the use of land in Barnsley

**The Challenge**

Ensuring the prudent, efficient and sustainable use of minerals and use of suitable materials as secondary aggregates, thereby minimising the requirement for primary extraction

Minimising the environmental and social effects of existing and proposed minerals sites, while recognising that the minerals industry forms an important contribution to sustainable development, the economy and employment in the borough

**The Current Position**

The main commercial interest in Barnsley is currently in clay, both for brick making and pipe making. There is also one small sandstone quarry for building stone, and sites for the extraction of coal mine methane

There is unlikely to be any interest in deep mined coal during the plan period, although there may be increased interest in shallow coal extraction and utilisation of the coal in situ through clean coal technologies

**Policy Solutions**

Identifying existing permitted minerals sites and safeguarding them from inappropriate development

Identifying Areas of Search to provide greater certainty of where future sustainable mineral extraction will take place

Ensuring that secondary and recycled aggregates are maximised and primary mineral extraction minimised

Encouraging mineral extraction prior to non-mineral development

Ensuring environmental protection and high quality reclamation and aftercare

## 22 . Minerals

### Policy MIN 1 Minerals

Provision will be made for non-aggregate mineral resources including primary and secondary resources as follows:

Existing sites with planning permission for the extraction of minerals will be shown on the Policies Map which accompanies this Local Plan and will be protected from inappropriate development that could result in their sterilisation.

Areas of Search are identified in this Local Plan.

Areas of Safeguarding are identified in this Local Plan.

It is expected that future extraction of minerals will normally take place within existing quarries or by site extensions rather than new sites.

Wherever possible sustainable modes of transport will be used in connection with primary mineral extraction and in the transportation of secondary aggregates.

Proposals for the exploration and production of oil and natural gas (excluding shale) will generally be supported.

Within the licensed areas shown on the Policies map, proposals for exploration, appraisals and production of shale gas will be considered on their own merits against the plan as a whole and in accordance with national planning policies and guidance.

Proposals to extract minerals prior to the commencement of non-minerals development which may otherwise sterilise the mineral, will generally be supported.

Proposals for the recovery of material from mineral waste tips and land reclamation schemes (which may include the recycling, blending, processing and distribution of substitute and secondary materials), will generally be supported in appropriate locations as part of mineral extraction/reclamation schemes.

The surface coal resource and fireclay and brick clay will be protected from sterilisation from non-mineral surface development.

Supporting proposals for extraction where the stone is the original source of, or is needed for the repair or restoration of, a heritage asset.

All minerals proposals should:

Be of limited duration.

Have no unacceptable adverse environmental or amenity impacts.

Be subject to high quality and appropriate reclamation and afteruse within a reasonable timescale; and

Result in a net increase in biodiversity and/or geodiversity interests.

- 22.1** This policy forms the strategic approach towards mineral resources and their extraction in Barnsley. It identifies how minerals will be safeguarded and supports the maximisation of secondary aggregates.

## 22 . Minerals

### Aggregates

- 22.2** The Local Plan aims to deliver national objectives and policies for minerals planning. National minerals policy guidance require authorities to contribute to the regional supply of aggregates and provide an adequate and steady supply of other minerals (excluding energy minerals). The Yorkshire and Humber Aggregate Working Party (YHAWP) is responsible for apportioning the requirement for producing aggregate minerals between the 17 sub regions of the Yorkshire and Humber region. Barnsley lies within the South Yorkshire sub region which comprises Barnsley, Doncaster and Rotherham.
- 22.3** However, geological information demonstrates that Barnsley has no mineral resources suitable for use as aggregate minerals. The apportionment for the South Yorkshire sub region will therefore principally be made up from crushed dolomite limestone and sharp sand and gravel from Doncaster borough, with further contributions from Rotherham borough, which also has limestone resource.

### Mineral Safeguarding

- 22.4** The NPPF requires that Mineral Safeguarding Areas are identified so that proven resources are not sterilised by non-mineral development whilst not creating a presumption that resources there will be worked. With reference to minerals found in Barnsley borough, the NPPF requires 25 years' worth of reserves of Brick Clay to support actual and proposed investment. The NPPF also states that Mineral Planning Authorities should provide the ability to extract and stock pile if necessary Fireclay so that it remains available for use.
- 22.5** Data from the Coal Authority British Geological Survey indicates that shallow coal (less than 50m overburden) and Fireclay and Brick Clay (minerals commonly associated with coal seams) underlie virtually all the borough. The surface coal resource and fireclay and brick clay will be protected from sterilisation through the Local Plan.
- 22.6** The NPPF requires mineral planning authorities to meet demand for small scale extraction of building stone. Sandstone quarry sites that may be important for local and regional built heritage conservation and for building and roofing stone have not been identified in Barnsley. There has been very little demand for the coal measures sandstone for building in Barnsley in recent years (currently only one small quarry) and the demand is unlikely to increase significantly over the plan period. Should any suitable sandstone resources be identified in the future, consideration will be given to safeguarding them through a review of the Local Plan.
- 22.7** Current safeguarded areas for all minerals will be identified on the Policies Map which accompany this Local Plan and will be safeguarded from sterilisation from non-minerals development.

## Mineral Production

- 22.8** Although Barnsley has considerable amounts of mineral resources, there is currently very little demand. There are four permitted clay quarries producing clay for bricks and pipes, and one small sandstone quarry. The main mineral resources in the borough are coal with associated minerals such as brick clay, and fireclay, together with coal measures sandstone which is used as building stone.
- 22.9** The coal measures sandstones have been worked for many years in small scale low output quarries, generally linked to the maintenance of properties, and some settlements are characterised by their stone buildings such as Wombwell and Penistone. Proposals for the extraction of building stone must demonstrate a local need, and must be on a scale which avoids significant environmental and amenity impacts. Such proposals may also result in windfall production of aggregates. However, this is unlikely to be of sufficient quantity to qualify as a contribution towards the subregional aggregate apportionment. Brick clays and Fireclay also underlie the borough but current demand is low and extraction is mainly confined to clays for local brick making and pipe making. For all these minerals extension to existing workings may be more sustainable and economically acceptable than working new sites. Areas of Search for new minerals will be shown on the Policies Map which will accompany the Local Plan.

## Coal

- 22.10** The Energy White Paper 2007 notes that the UK is likely to remain reliant on fossil fuels for many years but highlights the security and risks of imported fossil fuels. It is expected that coal will still provide 14% power by 2020. The White Paper indicates that we can reduce the dependence by (amongst other things) utilising our remaining coal reserves, and goes on to state that it will continue to play a role in energy generation for the foreseeable future because it brings security of supply benefits. It is important therefore that coal is not sterilised in the borough.
- 22.11** Shallow coal extraction by opencast methods may occur before some other form of development takes place on a site, whether greenfield or during reclamation of a brownfield site. Most former colliery sites have now been reclaimed in the borough but shallow coal extraction can provide an opportunity to work other associated economic minerals, such as fireclay and brick clay. It is also important to avoid unnecessary sterilisation of coal and associated mineral resources by other forms of development where these can be extracted, within a reasonable timescale and in an environmentally acceptable way or where local or community benefits clearly outweigh the likely impacts to justify the grant of planning permission. Proposals must also comply with government guidance (NPPF and NPG). Proposals for coal and related energy products such as the coal gasification, coal mine methane and coal bed methane will be assessed on their merits against all material planning considerations.

## 22 . Minerals

### On-shore Oil And Gas

**22.12** Petroleum exploration licences have been granted in the borough in the past, and there are several sites which are currently extracting coal mine methane as a source of energy. Following the Climate Change Act 2008, the UK Low Carbon Transition Plan (National Strategy for Climate Change and Energy) anticipates an increase in the research and development of new low carbon technologies such as the extraction of coal bed methane and underground coal gasification. Exploration and development of low carbon technologies such as these will be supported where it can be demonstrated that it would be environmentally acceptable in accordance with government guidance (NPPF).

### Reclamation

**22.13** Proposals for minerals development and other reclamation proposals will only be supported where clear details are provided, including timetable and implementation method, for the reclamation of the site, including restoration and aftercare. In most cases, reclamation of the site will normally be to a mix of agriculture, forestry, nature conservation, suitable outdoor recreation or amenity. Government policy states that Local Plans should promote opportunities to incorporate beneficial biodiversity and geological features within the design of development. It is important that such features are appropriate for the local area as identified by the priorities set out in the Barnsley Local Biodiversity Action Plan and the Green Infrastructure Strategy.

### Secondary Aggregates

**22.14** Government policy seeks to maximise the potential for minerals waste to be used for recycling to produce secondary aggregates or used in site restoration, and local authorities must ensure, as far as practicable, the use of substitute or recycled materials in place of primary materials. In 2009 the Department for Communities and Local Government published revised national and regional guidelines for provision of aggregates in England for the 15 year period 2005 – 2020. Following apportionment the region is expected to produce 133 million tonnes of alternative materials between 2005 and 2020.

**22.15** To reduce dependency on the extraction of primary minerals, the efficient use of secondary and recycled materials and substitutes is promoted. The Joint Waste Plan provides a policy framework for proposals outside mineral sites to recycle construction and demolition wastes and recover secondary and recycled aggregates.

**22.16** The Minerals Planning Authority will in conjunction with partners in the Yorkshire and Humber Local Aggregates Working Party produce an annual Local Aggregate Assessment to assess and plan the supply of aggregates during the plan period.

### Unconventional Natural Gas Exploration and Production

**22.17** Unconventional gas is natural gas which is trapped deep underground by impermeable rocks, such as shale rock or coal beds, and which covers 3 mains types of natural gas resources: shale gas, tight gas and coalbed methane.

**22.18** Research by the British Geological Survey has indicated that there are significant potential resources of shale gas throughout the UK and particularly so in the north of England. Establishing how much is economically recoverable is still in the early stages, however

research suggests that annual UK production of shale gas could be twice that of current annual UK consumption of (conventional) gas and meet Britain's annual gas demand for more than 40 years. The extraction of shale gas relies on fracking. The British Geological Survey indicates that shale gas is likely to be present in shale rock strata throughout Barnsley.

- 22.19** The exploration, appraisal and production of shale gas will require planning permission. National Government is supportive of shale gas exploration and appraisal, subject to all appropriate controls and regulations (including planning permission) being in place. Guidance is set out in Planning Practice and Guidance (Onshore Oil and Gas) 2013. Any proposals for shale gas exploration, appraisal and development would need to comply with this.

### Sites with planning permission for mineral extraction

- 22.20** The following sites as shown on the Policies Map have been allocated as existing sites with planning permission for the extraction of minerals:

#### Site MIN1 Carlton Main Brick Works Clayburn Road, Grimethorpe

##### Clay

This consists of the Carlton Main Brickworks which was originally part of the Grimethorpe Colliery complex but is now a separate operation. Clays and shales are extracted from an area to the east of the works to produce bricks, and the plant is a significant local employer.

#### Site MIN2 Middlecliff Quarry, Lee Lane, Millhouse Green

##### Clay

The Middlecliff Quarry is made up of two sections. The area which is in operation is 13 hectares and produces an annual clay output of 15,000 tonnes. The maximum depth of the quarry is 20 metres but actual extraction depths vary. The other part of the sites is 3 hectares in size and separated from the operational site by Burnshaw Brook. It is opposite the edge of Crow Edge Village and comprises agricultural fields which also have permission for clay extraction in a phased sequence.

## 22 . Minerals

### Site MIN3 Stairfoot Quarry, Hanson Brick, Stairfoot Quarry, Wombwell Lane, Stairfoot

#### Clay

The site area of Stairfoot Quarry is 25 hectares and extends from Wombwell Lane to the rear of St Paul's Parade in Ardsley. Consisting of four separate quarries, planning permission was granted on the 25<sup>th</sup> November 1993 for the extraction of material and restoration. Clay material is used in the adjacent manufacturing complex. The site includes:

Yew Tree Quarry (planning permission has expired and restoration has begun).

Marine Bank Quarry (located within the South East corner of the site and is now mostly exhausted but still operational for water management).

South Quarry (located to the west of Marine Bank Quarry and north of the clay stockpile area, it has been fully restored following land filling and is now in agricultural management).

North Quarry (part of this site has now been fully restored following land filling with the remainder restored at low level).

### Site MIN4 Bankswood Quarry, South Lane, Cawthorne

#### Clay

Banks Wood Quarry is situated 1.5 km to the southwest of Cawthorne, 1 km to the west of Silkstone and 350 metres to the south of South Lane which runs between Cawthorne and Hoylandswaine.

The quarry is used for clay extraction for the manufacture of vitrified clay pipes and fittings. The surrounding area is farm land. The site operates under three planning permissions with the main permission valid until 2022. This involves the extraction of fireclay, coal and associated materials.

Since 1983, the quarry has been backfilled with inert waste comprising pipes and fittings, works waste, excavation, construction and demolition waste and subsoil and topsoil under a rolling programme of restoration to provide pasture and woodland.

### Site MIN5 Hillside Quarry, Cross Lane, Hillside, Thurlstone

#### Sandstone

With a site area of 0.8 hectares the Hillside Quarry is used for the extraction of sandstone and produces a large portion of the material used in existing buildings in the western side of Barnsley. In addition, material from the quarry is commonly used for extensions and alterations for many of the listed and sensitive properties in the borough. As such the material produced is in high demand.

The land surrounding the site is mostly agricultural. The current planning permission involves the extraction of material, storage and the restoration of the site and will see the extraction of 21,000 tonnes of sandstone.

### Site MIN6 Greenley Carr Quarry, Whiteley Road, Dunford

#### Clay (and possibly sandstone in the future)

The site covers an area of 23 hectares which is located north of Whitley Road. In 2006 the existing 2002 planning permission was amended to allow clay extraction until 2021. Currently 13,000 tonnes of material are permitted to be extracted from the site per annum. Part of the site has already been worked with a planning permission dating back to 1986, however a substantial area of the site remains unworked.

#### Areas of Search for minerals

**22.21** The following areas as shown on the Policies Map have been allocated as an Area of Search for new minerals:

### Site MINAS1 Carlton Main Brick Works, Clayburn Road, Grimethorpe, Barnsley

#### Clay

The future reserves for the brickworks are in the form of the existing area of permission which contains as yet unworked reserves and an adjacent Area of Search. A planning permission granted in 1993 includes the restoration of the quarry and the retention of a geological exposure which forms a Site of Special Scientific Interest within the quarry.

## 22 . Minerals

### Site MINAS2 – Banks Wood Quarry, South Lane, Cawthorne

#### Clay

The future reserves for the quarry are in the form of the existing area of permission and an adjacent area of search, which has deemed interest for the extract of Fireclay and associated clay materials.

### Policy MIN2 Existing Permitted Reserves and Areas of Search

Proposals for non mineral development within or close to the Existing Permitted Reserves and Areas of Search identified on the Policies Map will not be permitted unless it can be demonstrated that the development will not compromise extraction operations or result in sterilisation of resources within these areas.

**22.22** The National Planning Policy Framework recognises that minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply to provide the infrastructure, buildings, energy and goods that the country needs. Minerals are a finite resource and we need to ensure that deposits are used in the best way and safeguarded to ensure they are not sterilised by other development. The Policies Map identifies the existing sites with planning permission and areas of search for new minerals which will be safeguarded from inappropriate non-mineral development.

### 22.23 Safeguarding coal and associated minerals

### Site MINSG1 - Hillside Quarry, Cross Lane, Hillside, Thurlstone

#### Sandstone

The proposed safeguarding area is currently subject to a planning application. Minerals from the existing permission area are in high demand and will form a continuing basis for the continuing expansion to meet local and national demand.

**22.24** Minerals safeguarding is the process whereby the presence of a mineral resource is taken into account in deciding whether a proposed non mineral development should be granted planning permission.

**22.25** The NPPF requires Local Plans to define Mineral Safeguarding Areas and adopt appropriate policies in order that known locations of specific mineral resources of local and national importance are not needlessly sterilised by non mineral development , whilst not creating a presumption that resources defined will be worked.

- 22.26** Shallow coal, Fireclay and Brick Clay underlie virtually all the borough and it is important that these minerals are safeguarded as far as possible from sterilisation for future working. We will seek to avoid unnecessary sterilisation of coal and associated mineral resources by other forms of development where these can be extracted, within a reasonable timescale and in an environmentally acceptable way or where the local or community benefits clearly outweigh the likely impacts to justify the grant of planning permission.
- 22.27** The safeguarding of resources does not mean that they would necessarily be exploited in all cases, simply that there should be an opportunity to consider exploitation. Resources across Barnsley range from those which justify a high level of protection to those where the future minerals planning situation is so uncertain that little or no protection is justified. The minerals resource situation within an area will not generally be apparent until it is assessed in response to a possible risk of being lost to other development. This means that the approach to safeguarding must be flexible as it will need to deal with a wide range of circumstances.
- 22.28** When considering proposals for surface development, we will use the policy below to strike a reasonable balance between safeguarding mineral resources (not allowing surface development) and allowing surface development (sterilising the mineral resource).

### Policy MIN3 Non Mineral Development and Safeguarding Minerals

Other than those proposals identified as exemptions (see supporting text below) all proposals for non mineral development on sites over 2 hectares in size must be accompanied by supporting information demonstrating that mineral resources will not be needlessly sterilised.

The supporting information must include details of a prior extraction scheme (showing that the mineral can be extracted satisfactorily prior to the development taking place), or where this is not considered feasible, evidence that:

Minerals resources are not present or have already been extracted;

The mineral resource concerned is of poor quality, or no longer of any value or potential value;

The development will not affect the potential for mineral extraction if required in the future;

The prior extraction of minerals is not feasible (due to significant overburden or ground instability issues for example);

The prior extraction of minerals is not viable (if it would result in abnormal costs or delays which would jeopardise the viability of the development for example);

There is an overriding need for the development which outweighs the need to safeguard the mineral resource; and

The prior extraction of minerals would have unacceptable impacts on neighbouring uses, residential amenity or environmental assets.

## 22 . Minerals

**22.29** In order to ensure that minor development proposals are not subject to the minerals safeguarding policy above, the following proposals are **exemptions**:

All householder applications (except for new dwellings).

Infill development.

Minor development such as walls, gates, accesses, advertisements and shopfronts.

Changes of use.

Amendments to previously approved applications and applications for Reserved Matters relating to an already permitted Outline application.

Certificates of Lawfulness of Existing Use or Development, and Certificates of Lawfulness of Proposed Use or Development.

Applications for works to trees.

Applications for temporary planning permission.

**22.30** Where mineral resources underlie the urban areas, they are effectively already sterilised by built development. The spatial strategy focuses development on the built up areas of Urban Barnsley and the Principal Towns. Evidence suggests that prior extraction can occur in developments in urban areas, and that coal, sand and gravel are the main minerals exploited in this way. Whilst there is no sand and gravel in Barnsley, we do have coal, clay and sandstone. Mineral Safeguarding in England Good Practice Advice (2011) acknowledges this and advises that minor developments may be excluded from safeguarding policies.

**22.31** Given the need to be proportionate in approach to development sites in Barnsley, it would be unreasonable to apply a mineral safeguarding requirement to all sites within the built up areas, for example in relation to householder development. As such, having regard to the size and nature of the site allocations proposed in this Local Plan, the requirement to demonstrate that minerals have not been needlessly sterilised applies only to proposals on sites over 2 hectares in size.

**22.32** This threshold is based on the general scale of the development being proposed through this Local Plan and is considered reasonable and proportionate in the context of the site allocations. The majority of the housing and employment allocations are on sites which are above 2 hectares in size (and as such under the terms of this policy would require supporting information demonstrating that mineral resources will not be needlessly sterilised as part of any planning application).

**22.33** On sites above this threshold, applicants must establish through site specific geological survey data what mineral is present, the quality and quantity of the reserve, and the overburden to reserve ratio. Supporting evidence relating to the extent or quality of the mineral resource and geotechnical issues should be prepared by a mineral surveyor or geologist and should be informed by the most up to date mineral resource information available.

- 22.34** Applicants will need to consider the likelihood of the mineral being extracted in the foreseeable future and the reasonable alternative options, which would avoid or minimise sterilising minerals and the reasons why these are less suitable. On the basis of the geological information the most appropriate course of action will be determined. This will vary according to the quality and quantity of the mineral that would be recovered, the practicability of extraction and the environmental impacts of mineral extraction. It should be noted that on sites where there is a need to address mining legacy, the prior extraction of the remaining surface coal can be a more cost effective option to other remediation techniques.
- 22.35** Where the proposed development would result in a potential loss of a mineral resource we will not generally grant planning permission for the development unless the overall planning benefits of the proposed development outweigh the potential loss of the mineral resource.
- 22.36** It should be noted that where prior extraction is deemed appropriate, separate planning applications will be required for mineral extraction and the non minerals development.
- 22.37** The National Planning Policy Framework sets out the government's approach to facilitating the sustainable use of minerals and additional guidance is set out in the Technical Guidance to the National Planning Policy Framework. Local Plan Policy MIN1 sets out our strategic Minerals policy and deals with minerals proposals in the final section. The final section of this policy requires all minerals proposals to amongst other things 'have no unacceptable adverse environmental or amenity impacts'. In accordance with this and paragraph 143 of the NPPF, planning applications for mineral extraction will be subject to the following policy:

## 22 . Minerals

### Policy MIN4 Mineral Extraction

Proposals for mineral extraction must not have unacceptable adverse impacts on the natural and historic environment or on human health including those from:

Noise;

Dust;

Visual intrusion;

Traffic;

Tip and quarry slope stability;

Differential settlement of quarry backfill;

Mining subsidence;

Increased flood risk;

Impacts on the flow and quantity of surface and groundwater; and

Migration of contamination from the site.

Proposals must also take into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in the a locality.

- 22.38** Minerals can only be worked where they exist, and although considered to be a temporary use of land, mineral operations can be long lived. It is therefore important to ensure that an acceptable balance is maintained between the need for mineral extraction, and protecting the environment and residential amenities.
- 22.39** In accordance with the Technical Guidance to the NPPF where appropriate we will require the submission of a dust assessment to ensure that dust emissions are controlled, mitigated or removed at source. We may also require a noise emissions assessment and will recognise that some noisy short term activities may be unavoidable to facilitate minerals extraction. Applicants will also need to address slope stability in line with this Technical Guidance.
- 22.40** We will impose planning conditions and legal agreements where appropriate to ensure these environmental criteria are met. A programme of work will also need to be agreed which must take account, as far as is practicable, of the potential impacts on the local community over the expected duration of operations. For larger or more complex applications, there may also be a need for an application to be submitted with an Environmental Statement.

- 22.41** Where appropriate we will encourage and support the establishment of community liaison groups to help monitor, appraise, and resolve operational matters associated with mineral extraction sites throughout the life of the development.

## 23 . Contaminated Land and Pollution

### The Challenge

Effectively dealing with contamination the majority of which dates back to the 19th century and early 20th century

Ensuring that new development does not have, and is not at risk from a negative environmental effect

### The Current Position

Barnsley's industrial heritage means that there are areas which are potentially affected by contamination from coal mining and industry. The ground around these sites can contain substances which, in some circumstances, can present a risk to people and the natural environment

The control of pollution is governed by Planning and Environmental Health laws. Various regulatory authorities have a role in controlling pollution, including the Environment Agency

### Policy Solutions

Ensuring planning applications are accompanied by sufficient information regarding contaminated land to show that the development can go ahead safely

Controlling potentially polluting development and protecting new development from pollution

### Policy CL1 Contaminated and Unstable Land

Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:

shows that investigations have been carried out to work out the nature and extent of contamination or stability issues and the possible effect it may have on the development and its future users, the natural and historic environment; and

sets out detailed measures to allow the development to go ahead safely, including, as appropriate:

- removing the contamination;
- treating the contamination;
- protecting or separating the development from the effects of the contamination; and
- addressing land stability issues resulting from former coal mining activities.

Where measures are needed to allow the development to go ahead safely, these will be required as a condition of any planning permission.

- 23.1** The National Planning Policy Framework recognises that contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities.

## 23 . Contaminated Land and Pollution

- 23.2** Proposals for uses on land which is known or suspected to be contaminated, or for uses which would be particularly vulnerable in terms of exposure to contamination (such as housing with gardens) must be supported by sufficient information to enable the possible contamination risks to be fully assessed. It is then essential that measures are put in place which allow the development to go ahead safely.
- 23.3** We will prepare a Supplementary Planning Document to provide more information about how we will apply this policy.

### Policy Poll1 Pollution Control and Protection

Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

- 23.4** An important consideration in the planning process is the precautionary principle. Where there is significant risk of damage to the environment planning and pollution controls will take into account the need to prevent or limit harm, even where there is no definite scientific knowledge.
- 23.5** Noise and vibration can be a serious cause of nuisance. Planning cannot control the noise or vibration from existing development. However it can try to make sure that new noise-sensitive development such as housing and schools is not close to existing sources of noise, including industrial uses and noise created by vehicles and other forms of transport. It can also make sure that potential noise creating uses, including industrial processes or some recreational activities, are not in places where they would be likely to cause nuisance. In particular we will prepare a Supplementary Planning Document to provide further guidance on how we will deal with hot food takeaways.
- 23.6** We will not allow development that could damage the quality of surface water and ground water. We will consult the Environment Agency on these issues.

## 23 . Contaminated Land and Pollution

### Policy AQ1 Development in Air Quality Management Areas

Development which impacts on areas sensitive to air pollution<sup>(13)</sup> in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), taking into account any suitable and proportionate mitigation required for the development.

We will only allow residential development which impacts on areas sensitive to air pollution, where the developer provides an assessment that shows living conditions will be acceptable for future residents, subject to any required mitigation.

We will only allow development which impacts on areas sensitive to air pollution which could cause more air pollution, where the developer provides an assessment that shows there will not be a significantly harmful effect on air quality, subject to any required mitigation.

Furthermore, development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation relative to the increased traffic emissions generated by the development.<sup>(14)</sup>

**23.7** There is an increasing recognition that air pollution can be a cause of serious health problems, such as respiratory illnesses. Air pollution can take the form of released gases, such as oxides of nitrogen, and fine dust mainly as a result of industrial processes, or smells. As the Environmental Health Authority, the council has an important role in controlling air quality, and must carry out regular reviews of air quality in its area, and assess the present and future quality against legal air-quality standards. If the aims are not likely to be achieved, it must name an air quality management area and then make an action plan for improvements in air quality in that area.

**23.8** We will not normally allow new residential development in air quality management areas. This is to make sure that all residents have satisfactory living conditions. In some circumstances, it may be possible for a housing development to go ahead in an air quality management area as long as the developer can show that there will be no harmful effects to the health and living conditions of future residents or that mitigation measures can be successfully used to address these effects.

13 Areas sensitive to air pollution include (but are not limited to) the Borough's air quality management areas; "exceedence" areas within the Borough derived from the national assessment of air pollution by defra and reported to the European Union; and housing within 20 metres of roads > 10k AADT (as defined within the Barnsley MBC Air Quality and Emissions Technical Planning Guidance document)

14 Such areas sensitive to traffic emissions are defined within the Barnsley MBC Air Quality and Emissions Technical Planning Guidance, Section 5, Air Quality and Emissions Mitigation Assessment (<https://www.barnsley.gov.uk/services/environment-and-planning/pollution/air-quality>)

- 24.1** The National Planning Policy Framework requires local planning authorities to work with other authorities and providers to assess the quality and capacity of all types of infrastructure including utilities, and its ability to meet the forecast demands. The responsibility and resources to provide services rests with the utilities companies, however, we must make sure that we co-ordinate the development of an effective network of services with existing and proposed development. We will support new services development, and will work with operators to make sure that any proposed development is well positioned and designed.

### Policy UT1 Hazardous Substances

We will not allow development within the defined hazardous substances consultation distances if it would result in an unacceptable risk to public health and safety, or to residential and other sensitive land uses.

- 24.2** Certain industries and processes involve making, using or storing products which may be dangerous. Sites where these industries and processes take place, and certain pipelines are known as ‘notifiable installations’.
- 24.3** The siting of such installations is controlled by Planning (Hazardous Substances) Regulations 2015 which aims to keep these separated from housing and other sensitive land uses. We will consult the Health and Safety Executive (HSE) about the siting of any proposed notifiable installations. Proposals for development involving hazardous substances will only be permitted where there is no unacceptable risk to public health and safety and in accordance with the General Development Policy GD1.
- 24.4** Whilst they are subject to controls under health and safety legislation, we will also control the kinds of development permitted in the vicinity of these installations. We have maps showing the consultation distances for them and will consult the HSE on any proposed development in these areas so that we can determine what the risks are to the proposed development. Because these consultation distances are subject to regular review they are not shown on the Policies Map.

### Policy UT2 Utilities Safeguarding

Existing services and utilities including major pipelines, transmission lines, distribution mains, sewerage and sewage treatment works, land drainage systems and water resources, together with associated equipment, installations and operational land, will be protected from development that will detrimentally affect them.

- 24.5** The extensive existing infrastructure which serves the borough requires protection to ensure the utilities companies can manage and maintain their networks and installations. We will make sure that the existing network of services is protected from development that would detrimentally affect the way it works and will impose conditions on planning permissions as necessary.

## 25 . Community Infrastructure

### **The Challenge**

Meeting the additional demand on existing infrastructure, services and facilities which development brings

Ensuring development improves existing infrastructure or puts in place new infrastructure to ensure sustainable communities

Investing in education and skills to support the development of the economy and increase educational attainment

### **The Current Position**

UDP policies, SPGs and PANs which require contributions from developers for green space, education facilities and affordable housing

The Education Sites Development Plan Document has been adopted and forms part of the statutory development plan for Barnsley

### **Policy Solutions**

Developing an Infrastructure Delivery Plan

Providing clear guidance to developers on what is expected of them with regard to community infrastructure

Allocating land for schools

Protecting Community uses

Preparing an SPD

### **Policy I1 Infrastructure and Planning Obligations**

Development must be supported by appropriate physical, social, economic and communications infrastructure, including provision for broadband.

Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.

Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations.

Where appropriate, pooled contributions will be used to facilitate delivery of the necessary infrastructure.

## 25 . Community Infrastructure

- 25.1** It is important to ensure that development is adequately supported by appropriate infrastructure, whether existing or new. New development should not overburden existing infrastructure. Where new development creates a need for new or improved infrastructure, developer contributions will be sought to make the development acceptable in planning terms. In some cases the cumulative impact of applications may be considered when assessing infrastructure requirements. There is increasing recognition that the community can benefit through the granting of planning permission. New development will create additional demands on existing infrastructure and where spare capacity may not exist, there will be a need for new infrastructure to ensure it functions satisfactorily.
- 25.2** There are three main types of infrastructure which are:
- Social infrastructure - needed to meet the day to day needs of the population such as schools and community facilities.
  - Physical Infrastructure – needed to enable the borough to function in a sustainable way such as transport, utilities and Green Infrastructure.
  - Economic infrastructure - needed to support economic regeneration.
- 25.3** There are many examples of infrastructure. These include a need for new or improved provision of roads and other services, public transport, Green Infrastructure, recreation and open space facilities and infrastructure that will make Barnsley a better place such as public realm improvements, educational accommodation, affordable housing and also adequate community facilities. Investment may also be required to ensure the local economic infrastructure can accommodate the new development including shopping facilities and the availability of suitably skilled labour to support economic regeneration. New forms of infrastructure are also relevant including communications technology, it is particularly important to ensure provision for Superfast Broadband.
- 25.4** It may be necessary to consider the cumulative effect of a number of developments such that developers may be required to contribute jointly towards necessary infrastructure. All new development should therefore make appropriate provision to contribute towards offsetting the additional pressures it has created whether this is through on or off site provision of facilities or financial contributions. Developers will need to demonstrate that adequate capacity either exists, or that provision will be made to meet the necessary infrastructure requirements within an appropriate timescale.
- 25.5** We will work with infrastructure providers, partners and agencies to establish infrastructure needs and ensure that infrastructure necessary for growth is programmed and deliverable. The infrastructure required to achieve the spatial strategy for the borough will be set out in an Infrastructure Delivery Plan which will set out existing infrastructure, infrastructure funding committed or awaiting confirmation and future infrastructure requirements.
- 25.6** Developer contributions will be sought for infrastructure and anything considered necessary to make a development acceptable. We will consider whether these will be sought via planning obligations or through infrastructure funding. The specific requirements, type of contribution and how it will be secured will be determined through negotiation with the Local Planning

## 25 . Community Infrastructure

Authority working in partnership with the appropriate public, private and voluntary agencies. Where infrastructure requirements are covered by infrastructure funding, planning obligations will not be sought.

### Policy I2 Educational and Community Facilities

We will support the provision of schools, educational facilities and other community facilities.

New schools, educational and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport.

Such uses will be protected from development unless it can be demonstrated that the sites and premises are no longer required by the existing or an alternative community facility.

- 25.7** One of the borough's ambitions is to invest in education and skills to support the development of the economy and increase educational attainment. It is important that everyone has access to a good education. We will support the Remaking Learning agenda, the Building Schools for the Future Programme and future education initiatives.
- 25.8** If local schools do not have enough places for children resulting from new housing development, developer contributions may be sought to ensure enough school places are provided before the development goes ahead, under policy I1.
- 25.9** Buildings and space for community use are important if we are to create sustainable communities where people want to live. The opportunity to take part in community life can help to engender community pride and spirit. Therefore community facilities will be protected where possible.

## 26 . Monitoring & Indicators

- 26.1** The Local Plan policies must have clear arrangements for monitoring and reporting to ensure they continue to remain effective in their implementation. Individual policies will be monitored against the measures below. This will allow us to assess their effectiveness and identify any changes required in future reviews of the Local Plan.
- 26.2** The table below sets out which Local Plan policies achieve each of the Local Plan objectives that are set out in chapter 2 Vision and Objectives. Some policies may contribute to achieving more than one objective.

<b>Local Plan Objective 1: Provide opportunities for the creation of new jobs and the protection of existing jobs</b>			
The following policy references work towards meeting this objective:  LG1 City Regions; E1 Providing strategic employment locations; E2 The distribution of new employment sites; E3 Uses on employment land; E4 Protecting existing employment land; E5 Promoting tourism and encouraging cultural provision; E6 Rural economy; GB4 Permanent agricultural and forestry workers dwellings; GB5 Temporary agricultural and forestry workers dwellings			
<b>Local Plan Policy</b>	<b>Indicator/ Target</b>	<b>Aim</b>	<b>Delivery/ implementation</b>
E1	Amount of employment land delivered (ha)  Total Jobs  Job Density  (NOMIS data will be used to monitor these indicators)	Ensure the provision of sufficient land for development throughout the plan period.  Increase the number of jobs and businesses in the Borough.	BMBC. Landowners/ Developers. LEPs
E4 Protecting Existing Employment Land	Amount of employment land lost to other uses (ha)	Minimise the amount of employment land lost to non employment uses.	BMBC Development Management process. Developers
<b>Local Plan Objective 2: Improve the conditions in which people live, work, travel and take leisure</b>			
The following policy references work towards meeting this objective:  GD1 General Development; GD2 Temporary buildings and uses; LG2 The location of growth; SD1 Presumption in favour of sustainable development; E7 Loss of local community facilities in villages; H8 Housing regeneration areas; GT1 sites for travellers and travelling showpeople; GT2 sites for Traveller; T1 Accessibility priorities; T2 Safeguarding of former railway lines; T3 New development and sustainable travel; T4 New development and highway safety; T5 Reducing the impact of road			

## 26 . Monitoring & Indicators

<p>travel; Barnsley Town Centre policies BTC1 - BTC24; TC1 Town centres; TC2 Primary and secondary shopping frontages; TC3 Thresholds for impact assessments; TC4 Retail parks; TC5 Small local shops; HE1 The historic environment; HE2 Heritage statements and general application procedures; HE3 Developments affecting historic buildings; HE4 Developments affecting historic areas or landscapes; HE5 Demolition of historic buildings; HE6 Archaeology; GB1 Protection of Green Belt; GB2 Replacement, extension and alteration of existing buildings in the green belt; GB3 Changes of use in the green belt; GB6 Safeguarded land; CC1 Climate change; CC2 Sustainable Design and Construction; CC3 Flood Risk; CC4 Sustainable drainage systems; CC5 Water resource management; GI1 Green Infrastructure; GI2 Canals - safeguarded routes; GS1 Green space; Poll1 Pollution control and protection; AQ1 Development in air quality management areas; MIN 1 Minerals; MIN 2 Existing permitted reserves and areas of search. MIN 3 Non mineral development and safeguarding minerals; MIN 4 Mineral extraction; RE1 Low carbon and renewable energy; UT1 Hazardous substances; UT2 Utilities safeguarding; I1 Infrastructure and planning obligations; I2 Educational facilities and community uses;</p>			
Local Plan Policy	Indicator/ Target	Aim	Delivery/ implementation
I1 Infrastructure and Planning Obligations	Number and total financial contributions secured by planning obligations, by type of infrastructure.	Ensure that development is supported by and were necessary contributes to the provision of appropriate infrastructure.	BMBC, Developers, Infrastructure providers.
GS1 Green Space	Number of planning applications where financial contributions are secured to contribute towards green space provision  Amount of new green green space provided (ha)	To protect, enhance and provide adequate green space	BMBC Development Management process, Developers, Green Space Strategy
HE1 The Historic Environment	Number of designated heritage assets on Historic England 'Heritage at Risk Register'	Ensure that development conserves and enhances the historic environment. Aim is to reduce number of designated assets on the 'Heritage at Risk Register'	BMBC, Historic England, Developers, building owners
HE3 Developments affecting Historic Buildings	Number of planning applications granted for demolition of a listed building. Target zero.	Reduce/ mitigate impact on heritage assets.	BMBC, Historic England, Developers

## 26 . Monitoring &amp; Indicators

TC1 Town Centres	Amount of completed retail, office and leisure development in town centres (defined in terms of completed sq metres gross internal floorspace)	Ensure development reflects the hierarchy of centres in order to maintain their vitality and viability.	BMBC, Businesses and Developers
CC3 Flood Risk	Number of planning applications granted contrary to advice of the Environment Agency on flood defence grounds. Target zero	Reduce the extent and impact of flooding. No Planning Permission to be granted against sustained EA advice	BMBC Development Management process. Developers. Environment Agency. Lead Local Flood Authority (LLFA)
AQ1 Development in Air Quality Management Areas	Number of planning applications for development approved within  Sustainable Transport  Travel Plans  Air Quality Management Areas. Target zero	To restrict development within AQMA's except where the developer provides, to the Councils satisfaction, an assessment showing acceptable living conditions for future residents/ occupiers and no detrimental impact to air quality	BMBC, Developers

**Local Plan Objective 3: Widen the choice of high quality homes**

The following policy references work towards meeting this objective:

H1 The number of new homes to be built; H2 The distribution of new homes; H3 Uses on allocated housing sites; H4 Residential development on small on small non-allocated sites; H5 Residential development on large non-allocated sites; H6 Housing mix and efficient use of land; H7 Affordable housing, H9 Protection of existing larger dwellings

Local Plan Policy	Indicator/ Target	Aim	Delivery/ implementation
H1, H4, H5	Number of net additional new dwellings  Number of dwellings delivered on non-allocated sites	Ensure that the Boroughs Objectively Assessed Housing Need (OAHN) is met.	BMBC, Landowners/ Developers
H6	Average density of new homes built	To make the most efficient use of land.	BMBC, Developers

## 26 . Monitoring & Indicators

H7	Number of affordable homes delivered  Annual target 150 through section 106	To deliver homes to meet affordable housing needs	BMBC Development Management process, BMBC Housing Growth team, Housing Associations, Berneslai Homes HCA, Developers
GT1	Number of pitches delivered	To meet the identified need for pitch provision for Gypsy and Travellers	BMBC, Berneslai Homes, Gypsy & Traveller Community

### Local Plan Objective 4: Improve the design of development

The following policy references work towards meeting this objective:

D1 Design; CC1 Climate change

Local Plan Policy	Indicator/ Target	Aim	Delivery/ implementation
D1	Number of developments of 10 dwellings or more achieving BfL 'Green'	No target. Ensure that development fosters the principles of high quality design. Seek to achieve as many of 10 or more dwellings to achieve as many Building For Life 12 'Greens' as possible.	BMBC Development Management process. Developers. Design Panel.

### Local Plan Objective 5: Achieve net gains in biodiversity

The following policy references work towards meeting this objective:

BIO1 Biodiversity; GI1 Green Infrastructure; CC4 Sustainable drainage systems; CC AC1 Water resource management;

Local Plan Policy	Indicator/ Target	Aim	Delivery/ Implementation
BIO1 Biodiversity and Geodiversity	Number of Local Wildlife Sites and Rigs sites in positive conservation management	To conserve and enhance the Borough's biodiversity and geological features.  National Indicator 'Single Data List 160: biodiversity' is a measure which government requires Local Authorities (LA's) to report on	BMBC Development Management process, Developers , Local Sites Partnership, Barnsley Biodiversity Trust

26 . Monitoring & Indicators

		<p>an annual basis. The reported figure updates on the percentage of sites ‘in positive conservation management’ and reflects how LA’s perform a number of their roles, including the Planning process, management of some of their own wildspaces, and partnership-working. It covers both Local Wildlife Sites and Local Geology Sites (also known as RIGS), most of which are not owned by LA’s – these designations are non-statutory.</p> <p>The reporting period for each year is a rolling five-year period. Barnsley’s figure for 2015 (covering 2010-2015) was 17.1% of sites in positive conservation management (15 out of 88 Local Sites).</p>	
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**26.3** The Infrastructure Delivery Programme below is extracted from the Infrastructure Delivery Plan 2016. Future Annual Monitoring Reports will contain a narrative updating on progress against this delivery programme.

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
<b>TRANSPORT</b>										
A61 QBC	QBC improvements	Place Shaping	Quality of life, saferoads, public transport-bus journey times, congestion and network management.	QBC improvements and finalisation	EMBC	Integrated Transport Block	£55 000	2016/17	No gap	EMBC Highways
Various	Local Accident Schemes	Place Shaping	Quality of life, saferoads	Local accident schemes including school safety zones, speed indicator device and VAS deployment, schemes at Thickett Lane, Worsborough and Dovecliffe Road/Wood Walk Junction	EMBC	Integrated Transport Block	£63 000	2016/17	No gap	EMBC Highways
Various	Sustainable/ Active Travel	Place Shaping	Saferoads, congestion and network management, Quality of Life, public transport	Road crossings (Aids to pedestrian movements), DDA Improvements to ex crossings (social inclusions)	EMBC	Integrated Transport Block	£55 000	2016/17	No gap	EMBC Highways
Shafton	Sustainable/ Active Travel	Place Shaping	Saferoads, congestion and network management, Quality of Life, public transport	Shafton Bypass roundabout – visibility improvements	EMBC	Integrated Transport Block	£30 000	2016/17	No gap	EMBC Highways
Mapplewell and	Sustainable/ Active	Place Shaping	Quality of life, congestion and	Walking (New footways) at Everill Gate Lane, Wornbwell and Hill End Road,	EMBC	Integrated Transport	£195	2016/17	No gap	EMBC

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Wombwell	Travel		network management, asset management and maintenance	Mapplewell		Block				Highways
Barnsley Town Centre	Traffic Management	Place Shaping	Saferoads, congestion and network management, Quality of Life, public transport	Peel Square improvements	EMBC	Integrated Transport Block	£100 000	2016/17	No gap	EMBC Highways
Urban Barnsley	Traffic Management	Place Shaping	Saferoads, congestion and network management, Quality of Life, public transport	Improvements at Cundy Cross	EMBC	Integrated Transport Block, Capital Maintenance Grant, BMBC	£1.6	2016/17	No gap	EMBC Highways
Cudworth	Bypass completion		Saferoads, congestion and network management, Quality of Life, public transport	Cudworth and West Green Bypass – final adjustments and land compensation	EMBC	Integrated Transport Block	£119 000	2016/17	No gap	EMBC Highways
Various	Cycling	Place Shaping	Saferoads, congestion and network management,	Cycling Package	EMBC	Integrated Transport Block	£30 000	2016/17	No gap	EMBC Highways

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Various	Other schemes	Place Shaping	Quality of Life Congestion and network management	Preliminary scheme designs	BMBC	Integrated Transport Block	£80,000	2016/17	No gap	BMBC Highways
Urban Barnsley	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Pontefract Road cycleway – continuation of Trans Pennine Trail into town centre	BMBC	Sustainable Transport Exemplar Programme (STEP)	£365,463	2016/17	No gap	BMBC Highways
Urban Barnsley	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	M1 J38 to town centre cycle route – lining J38 to the town centre	BMBC	Sustainable Transport Exemplar Programme (STEP)	£804,300	2016/17 and 2017/18	No gap	BMBC Highways
Park Springs Road to Broomhill	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Park Springs Road to Broomhill cycle route – link existing combined footway/cycleway on Park Spring Road to Broomhill	BMBC	Sustainable Transport Exemplar Programme (STEP)	£256,745	2016/17 and 2017/18	No gap	BMBC Highways
Great Houghton to Park Springs Road	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Great Houghton to Park Springs Road cycle route – Links Great Houghton to Park Springs Road (ASOS)	BMBC	Sustainable Transport Exemplar Programme (STEP)	£144,415	2017/18	No gap	BMBC Highways
Urban	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Pogmoor to Town Centre cycle route –	BMBC	Sustainable	£230,425	2017/18	No gap	BMBC

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Barnsley			congestion and network management, Quality of Life, public transport	links Pogmoor to the town centre, taking in Horizon ALC		Transport Exemplar Programme (STEP)				Highways
Various	Cycling Package	Place Shaping	Safer roads, congestion and network management, Quality of Life, public transport	Barnsley Cycling Package	BMBC	Sustainable Transport Transition Fund (STTF)	£190,000	2016/2017	No gap	BMBC Highways
Various	Eco Stars	Place Shaping	Air quality and climate change	SY ECO Stars Fleet Recognition Scheme	BMBC	Sustainable Transport Transition Fund (STTF)	£75,000	2016/2017	No gap	BMBC Highways
M1 Junction 36 (South Bound Slip Road)	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network Management	Theme-Roads - SCRIF Infrastructure <ul style="list-style-type: none"> <li>• Dedicated lane from the motorway slip road onto the A61, into Barnsley.</li> <li>• Improvements to the A61 Birdwell roundabout</li> <li>• Creation of two new roundabouts along the A6195 Dearne Towns Link Road</li> <li>• Realignment of the A6135 on the approach to the Birdwell Roundabout.</li> </ul> Improved pedestrian & cycling safety by providing shared use routes & designated crossing facilities.	BMBC Highways and Major Projects Team	BMBC	SCRIF – £9,661,750 Highways England – £1,393,000 BMBC – £165,000 Total £11,219,750	2016-2018	No Gap	SCRIF / Highways England and BMBC

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
M1 Junction 37 Claycliffe, Barnsley	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network Management	<p>Theme-Roads - SCRIF Infrastructure</p> <ul style="list-style-type: none"> <li>• New Primary Road Network through proposed new mixed use development at Barugh Green* (subject to adoption of local plan)</li> <li>• Off Site Mitigation works in the following areas:                             <ul style="list-style-type: none"> <li>o Capitol Close, Dodworth</li> <li>o Winiby Road, Dodworth</li> <li>o Dodworth Road / Pogmoor Road Junction area Barnsley</li> <li>o A635 Claycliffe Road / Barugh Green Road R/about</li> <li>o A637 Barnsley Road</li> <li>o Claycliffe Road/ R/about</li> </ul> </li> </ul>	BMBC Highways and Major Projects Team	BMBC and Private Sector	750  Private Sector £4,469,908* subject to final design and actual cost of mitigation measures fully funded from the SCRIF grant  SCRIF £11,808,000  Total £16,277,908* subject to final design and actual cost of	2017-2020	No Gap	SCRIF / Private Sector Developer

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
							mitigation measures fully funded from the SCRIF grant			
A635 Goldthorpe	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network Management	Theme-Roads - SCRIF Infrastructure Network Infrastructure mitigation improvements on the DTLR including the A6195 Cathill Roundabout to the A635 Hollygrove roundabout to enable access in to proposed employment development site * (subject to adoption of local plan) and access roads into the proposed site.	BMBC Highways and Major Projects Team	BMBC	SCRIF £7,304,000	2017-2020+	No Gap	SCRIF / BMBC
Penistone	Theme-Rail improvements	Place Shaping	Congestion and Network Management, Public Transport	Penistone Station park and ride and footbridge	SYPTE and Network Rail	SYPTE and Network Rail	£1,750,000	Unknown	Unknown	SYPTE
Elsecar	Theme-Rail improvements	Place shaping	Congestion and Network Management, Equality, Public Transport	DDA compliant ramp on Sheffield bound platform at Elsecar station.	SYPTE and Network Rail	SYPTE and Network Rail	£100,000	Unknown	Unknown	SYPTE
Various	Theme-HS2 Connectivity	Strategic	Congestion and Network Management, Equality, Public		SYPTE/EMBS, C, Operators	SYPTE/BMBC	unknown	Long term	unknown	SYPTE

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
<b>EDUCATION</b>										
Borough Wide	Primary School Provision	Enabling/ Place Shaping	To provide adequate primary school places for proposed new housing development..	Existing projections for primary school places are based on a 4-5 year time frame which currently project forward to 2019. As the methodology used for calculating school places is closely linked to demographics it is difficult to accurately identify the need for school places over long periods. It is essential to provide certainty that an adequate number of school places are available for the first five years of the plan period (i.e. 2014-2019) after which point, a plan monitor manage approach will need to be taken to ensure that sufficient school places are available to meet demand.	BMBC Education Department.	Basic Need Allowance Developer contribution \$106 Priority Building Schools for Future Free School (central government funding)	£unknown Estimated at cf£22.5m	Whole plan period	Estimated cf£15m	Using information provided by BMBC Education for the entry below*
Junction 37 Claycliffe, Bamsley	Primary School Provision	Enabling/ Place Shaping	To provide adequate primary school places for proposed new housing development..	A maximum 360 Primary School will be required as part of the development of the site. It is anticipated that this will be available by September 2020..	BMBC Education Department.	Basic Need Allowance Priority Building Schools for Future	cf£7.5m	Whole plan period	£5m	BMBC Education

Location (where)	Scheme	Strategic/ Face Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Borough Wide	Secondary School Provision	Enabling/ Place Shaping	To provide adequate secondary school places for proposed new housing development.	The forecasts to 2019 shows a surplus of places for the first five years of the plan period. It is more difficult to identify which secondary school would serve an individual area as there is greater mobility for secondary pupils throughout the Borough.	BMBC Education Department	-Basic Need Allowance -S106 -Free School (central government funding)	Unknown	Whole plan period	Unknown	NA
<b>UTILITIES</b>										
Borough Wide	Electricity Upgrades	Enabling		Arup/NPG analysis and discussions with NPG electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033.  Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Bamsley West if all the employment development as proposed materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.  The additional costs over and above the normal connection costs for all the proposed development quantum in Urban Bamsley West is estimated as £3.5m.	NPG Private developer	NPG Private Developers	£10m plus standard costs	Short to medium term (1 – 10 years)  Depending on build out rates in this area.	Potential gap	Arup/NPG analysis and discussion with NPG

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Borough wide	On-site Water Supply and access to Wastewater Treatment Cost	Enabling	To fund on site infrastructure costs.	<p>YW have confirmed that they will commence their next 5 year Asset Management Plan (known as AMP 6) in April 2015 and will have sign-off for the business plan from their regulator OFWAT in December 2014. It is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WWTW).</p> <p>Lundwood serves all of the urban area of Bamsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works.</p> <p>These works will need to be funded by YW and through developer contributions. In addition developers will need to pay a standard infrastructure fund to Yorkshire Water. There may also be specific on site issues related to individual sewer capacity.</p>	YW	YW Developer Contribution	Unknown	Throughout plan period.	No gap	YW
<b>TELECOMMUNICATIONS</b>										
Borough Wide	Telecommunication improvements	Place Shaping	To allow Bamsley to compete as a business location and open up new opportunities for business	Secure ongoing investment for improvements to broadband provision across the borough and ensure all new developments are built with fibre broadband to meet the needs of the occupied site.	Virgin Media, BT, Other communications providers	Delivered commercial improvements will be marketed, new development	Costs will be funded by the infrastructure providers or developers	Medium term 5-10 years	No gap	NA

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			and residents			will be paid for by telecommunication providers or developers.				
Unknown	Superfast South Yorkshire	Place Shaping	To allow Bamsley to compete as a business location and open up new opportunities for business and residents	The programme is will deliver 99% coverage of fibre broadband across South Yorkshire, ensuring ultrafast connectivity at the enterprise zones and key strategic business parks.	Superfast South Yorkshire, BMBC	SCRIF, BDUK (Broadband Delivery UK), BT	£29m South Yorkshire wide investment	In delivery. Completion due 2019	No gap	NA
Various	IT connections visitor attractions	Enabling	Visitor Economy	Poor connectivity at several the museum sites continues to be an issue, faster broadband is essential for service delivery at these sites. Two of the sites will receive investment from the Superfast South Yorkshire programme, further work is necessary to establish a solution for the others. <ul style="list-style-type: none"> <li>• Elsecar Heritage Centre</li> <li>• Worsbrough Mill And Country Park</li> <li>• Cannon Hall Museum – SFSY investment</li> <li>• Cooper Gallery – SFSY investment</li> </ul>	EMBC Arts and Heritage/SFSY		unknown			

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
<b>FLOOD RISK AND DRAINAGE</b>										
Low Valley	Flood Defences	Enabling	Flood defences, area susceptible to flooding	The scheme will improve flood defences in the area and help to protect 200 existing properties that are susceptible to flooding. In addition it will benefit planned development in the area.	EA/BMBC	EA £600k indicative Private developer £600k indicative	£1.7 million	Summer Medium term plan	£500,000	BMBC Drainage
Wombwell Ings	Habitat Creation and Flood Storage Extension	Enabling	Flood defences and habitat creation	To extend existing flood storage area to reduce flood risk for residential properties in area and improve existing habitat in area.	EA/HLF/RSPB	EA £200k, £545k collaboration between Historic England, Heritage Lottery Fund and RSPB	£745,000	March 2017	No Gap	BMBC Drainage
<b>WASTE AND RECYCLING</b>										
Cross boundary	Waste management	Enabling	To provide adequate waste management facilities	Joint waste strategy and facilities with Rotherham and Doncaster. This provision is in place.	EMBC, RMBC and DMBC Private waste operator.	Private sector funding	unknown	Whole plan period	No Gap	N/A
<b>GREEN INFRASTRUCTURE, OPEN SPACE AND PUBLIC SPACE</b>										
Various	DVLP ED4 Creating and Managing sites more	Place Shaping	To provide a high quality green infrastructure	Looking at new ways of working for the creation and management of washlands, green space, valley verges, woodlands, community sites, former pit sites and public open space.	DVLP	HLF \$106 Small scale grant	£187,619	July 2015 to June 2019.	(HLF £82,807), remainder £104,812	BMBC/DVLP

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
	effectively		network	This project is looking at the opportunities to create and manage environmental sites more effectively, looking at new ways of working and increasing the biodiversity of the area. It is closely linked with ED3 Surveying the Deame with the community engagement and findings from there used as a starting point for practical improvements to sites. Improvements will be made directly resulting from the community engagement and new ways of managing sites will be trialled, reviewed and disseminated.  These sites will fall into three broad categories: Former colliery, industrial and associated sites, Roadside verges and Woodlands		funding applications			812 through S106 and small scale grant funding bids	
Various	DVLP ED5 Reconnecting the River Deame	Place Shaping	To provide a high quality green infrastructure network	This project will focus on the River Deame, with the aim of removing physical barriers at a critical point on the River Deame to assist with fish migration, increase habitats and improve water quality. This would be another vital step in continuing the improvement of the River Deame and its connection with the River Don.	Project led by Don Catchment Rivers Trust who are currently seeking match funding	HLF Match funding- various	£154,100 (HLF £99,500) remainder £54,600 through match funding	July to September 2015	No gap	BMBC/D VLP
	DVLP DD7/Exploring the Deame	Place Shaping	To provide a high quality green infrastructure	This is a series of linked initiatives aimed at encouraging people to walk, cycle and ride horses around and explore the Deame.	DVLP	HLF Match Funding- Section 106,	£223,099	January 2015 until June 2019.	(HLF £99,347) / Match (£123,	BMBC/D VLP

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			network, encourage active travel			LA Budgets			752) to be sought through Section 106 and existing local authority budgets	
	DVLP DD8 Signposting the Deame	Place Shaping	To provide a high quality green infrastructure network, improve connectivity	Improving signage, information points and interpretation primarily from the Trans Pennine Trail to key sites. This project aims to bring specialists together with community volunteers to develop the interpretation and signage at key sites, transport hubs and gateway sites.	DVLP	HLF Match funding- Section 106, LA budgets and small scale grants	£162,523	July 2015 to June 2019	(HLF £85,023) Match (£77,500) to be sought through Section 106, existing local authority budgets and small scale grants	BMBC/D VLP
Various	Green Space Strategy	Place Shaping	Health impact/general	There is a general need and an aspiration to improve the parks across Bamsley.	BMBC	Section 106/Develop	Unknown	Medium-long	Unknown	BMBC

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			wellbeing	Improvements are reliant on current s106 funds and Area budget commitments to specific projects. BMC has no specific capital budget with which to facilitate much needed improvements to the Borough's parks and open spaces.		er contributions		term		
Site specific - various	Green Space Strategy	Place Shaping	Health impact/general wellbeing	Provision of new space within new residential developments. There is a need to ensure revenue funding is made available to ensure future maintenance of these new sites	BMC	Section 106/Developer contributions	unknown	Whole plan period	unknown	BMC
Locke Park	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Locke Park	BMC Developers	Section 106/Developer contributions	£100,000	2016	No gap	BMC
Goldthorpe Recreation Ground	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Goldthorpe Recreation Ground	BMC Developers	Section 106/Developer contributions	£40,000	2016	No gap	BMC
Withthorpe Park	Upgrade of play area	Place Shaping	Health impact/general wellbeing	Upgrading Withthorpe Park play area from LEAP to a NEAP	BMC Developers	Section 106/Developer contributions	£42,000	2016	No gap	BMC
Bluebell Bank, Sheffield Road	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Bluebell Bank	BMC Developers	Section 106/Developer contributions	£90,000	2016	No gap	BMC
Lesley Road, Kendray	Refurbished Play Area	Place Shaping	Health impact/general wellbeing	Refurbish the play area at Lesley Road, Kendray to a LEAP standard – this project is currently out to consultation with local	BMC Developers	Section 106/Developer contributions	£60-65,000	tbc	No gap	BMC

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			wellbeing	residents		contributions				
Former Royston School	Provision of play area	Place Shaping	Health impact/general wellbeing	Provision of LEAP standard play area at the former Royston School Site	BMBC Developers	Section 106/Developer contributions	£unknown	tbc	No gap	BMBC
<b>SPORTS FACILITIES</b>										
Various	Asset investment	Place Shaping	Asset improvement	The leisure facilities owned by Bamsley MBC are currently managed by Bamsley Premier Leisure (BPL). BPL manage all BMBC's leisure facilities including the Metrodome Leisure Complex on the edge of the town centre and several other leisure centres which are dispersed across Bamsley's principal towns. The stock is very well used by the local population, but is aging and is likely to need upgrading in the medium to long term.	EMBC/BPL	BMBC Capital/Sport England Potential Developer Contributions (£106 or CIL)	£unknown	Medium-long term	£unknown	BMBC
Borough wide	Sports Pitches	Place Shaping	Quality improvements to existing playing pitches.	There is a requirement to improve existing playing pitches. Specific capital programme budget required to ensure a Borough wide approach to improvements. The provision of new sports pitches will be required to support large housing sites.	EMBC	BMBC Capital/Developer Contributions (£106 or CIL)	£unknown	Whole plan period	£unknown	BMBC
<b>HEALTH</b>										
No gap in health infrastructure										
<b>CLIMATE CHANGE AND RENEWABLES</b>										

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Site specific - various	Solar PV	Strategic/Place Shaping	Reduction in energy costs/community income generation/tackle fuel poverty	Energise Barnsley project – BMBC-owned domestic and non-domestic property	Energise Barnsley Delivery Partnership	BMBC SCR Community shares offer	various	Ongoing	Potential gap	Community Investment Solar Bond
Site specific - various	District Heat Networks	Strategic/Place Shaping	Decentralised energy supply/income generation	Feasibility works are underway to look at opportunities to develop district heating in and around town centre.	BMBC Carbon Trust Private developers	BMBC DECC SCR Private developers	various	2016-2022	Potential gap	TBD
Metrodome Leisure Centre	Boiler replacement	Place Shaping	Upgrade required	It is anticipated that the existing boiler at the Metrodome Leisure Centre will be replaced by the installation of a combined heat and power plant. Should the scheme go ahead it is likely that a new gas main will be required.	Norse Energy BMBC	Norse Energy	£unknown	TBD	No gap	BMBC Housing and Energy Service
<b>HEALTH</b>										
Barnsley Hospital	Potential enhancement to A&E Services	Place Shaping	Potential increased pressure on A&E Service provision	As yet unknown	Barnsley Hospital Foundation Trust	NHS	£unknown but potentially £1-2m	TBD	TBD	Barnsley Hospital Foundation Trust
<b>EMERGENCY SERVICES</b>										

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Keresforth Fire Station, Barnsley	Redevelopment or relocation of Keresforth Fire Station site	Place Shaping	To address maintenance issues dating back to the 1960's	Details as yet unknown, but either the existing site will need to be redeveloped or a new site required.	South Yorkshire Fire Service	Capital funding, potentially planning obligations or CIL	£TBD	TBD	TBD	South Yorkshire Fire Service
<b>COMMUNITY AND CULTURAL</b>										
Town Centre	New Library	Place Shaping	The town centre library has currently been temporarily relocated to Wellington House to make way for a new college building as part of the Better Barnsley regeneration initiative.	Part of the Better Barnsley Plans-total £41 investment in Town Centre regeneration. Proposed location of new library in Mayday Green.	BMBC	BMBC Capital Funding	£4 million	To be completed early 2018	No gap	BMBC
Cooper Gallery	Renovation of Cooper Gallery Cottage to provide artist studio space	Place Shaping	Visitor Economy/ Jobs growth	Designed and costed scheme to transform the currently empty Cooper Gallery cottage on Eastgate into artist's studio space	BMBC	BMBC	£60,000	2016	£60,000	BMBC Arts & Heritage

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Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Cannon Hall-	Parks for People	Place Shaping	Visitor Economy	Restoration of parks and gardens including lakes. This is a priority for the Museum service linked to the Visitor Economy.  Round 2 development funding has been secured for this project, and Round 2 bid to secure £3.5M of external investment will be submitted in August 2016. This investment would transform the visitor experience at Cannon Hall into one of national significance and put it on the map as one of the top attractions in Yorkshire, adjacent to Cannon Hall Open Farm.	BMBC	HLF/Friends of Cannon Hall/BMBC/ Others	£3.5 million	Round 1 submission August 2014, round 2 submission August 2016. Work on site 2017-2019	The majority of the match is secured, but element s may need to be undertaken by BMBC for the Round 2 submission.	BMBC Arts and Heritage
Cannon Hall	Cannon Hall exhibition galleries	Place Shaping	To transform the galleries at Cannon Hall to maximise on use of collections, and the new partnership with the de Morgan and Foundation	Create new galleries utilising museum service collections and loans.	BMBC	HLF	£750,000	Submission 2017	£750,000  Need to identify match funding	BMBC Arts and Heritage

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Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Monk Bretton Priory	DVLP	Place Shaping	Visitor Economy	Partnership with Friends of Monk Bretton Priory to improve signage, interpretation, access and management of space.	Friends of Monk Bretton Priory	HLF and Grant funding	unknown	Medium term	unknown grant funding	BMBC
Barnsley Main/Oaks Colliery	DVLP	Place Shaping	Visitor Economy	Conservation management plan to protect and enhance the site, building pathways, signage and interpretation. Further investment linked to World Heritage Status aspiration for the Heritage Centre and wider village. The investment would be over a period of ten years.	EMBC/DVLP	HLF/S106	£152,500	Short to medium term	No Gap	BMBC
Elsecar	Elsecar Master planning	Place Shaping		Development Plan-Elsecar has been identified in the Visitor Economy Review Paper and the Destination Management Plan as the site with most potential to attract national and international visitors.  <ul style="list-style-type: none"> <li>The Newcomen Beam Engine has been described as one of the most important pieces of industrial heritage in the world. The Heritage Centre has just been hosted by European Routes to Industrial Heritage-a major European Initiative.</li> </ul> <p>The site at Elsecar has a significant retail element there are approximately 35 businesses on site, employing approximately 200 people. This forms a major part of the visitor offer. The success of these businesses, safeguarding</p>	EMBC	HLF and other external funds	£10M+ £50k secured from BMBC Jobs and Growth Plan to scope project and appoint consultants for master planning exercise. Further BMBC investment is not being sought to take this	Medium term 5-10 years	£10m+	BMBC Arts and Heritage

26 . Monitoring & Indicators

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				and creating jobs together with the ability to attract high quality retailers to complement the visitor experience, is dependent on increasing footfall and visitor spend.			forward.			
Worsbrough Mill	Feasibility for site development	Place Shaping	Visitor Economy	Development of learning facilities including bakery and cookery school. Full design and costing has been undertaken following Jobs & Growth Fund investment	BMBC	HLF/BMBC Jobs and Growth Plan	£1M £50k for feasibility from BMBC Jobs and Growth Plan (Subject to cabinet approval)	2017	£1m	BMBC Arts and Heritage
Canon Hall	Development of assets	Place Shaping	Visitor Economy/Income targets	New function/café space at Canon Hall designed for income generation to ensure long term sustainability of the site, as well as the restoration of two cottages for holiday let. This is all incorporated in to the sites new business plan	BMBC	Heritage Enterprise grant – pre app submitted	£1.5M	17/18	Match funding 10% £150,000	BMBC Arts and Heritage
Bolton upon Dearne	Potential need for new cemetery	Place Shaping	To ensure sufficient burial capacity	To provide sufficient burial space to alleviate potential critical capacity issues.	BMBC	Future Capital Budget/prudential Borrowing	Approx. £250,000	31/32	No gap	BMBC Bereavement Services
<b>Total Funding Gap</b>									<b>£32,766,064m</b>	

## 26 . Monitoring & Indicators

Location (where)	Scheme	Strategic/face Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
(nb. this does not include the potential gaps that have not yet been determined. As projects are costed these will be added to the Infrastructure Delivery Programme in future updates of the IDP)										

\*The figure for the cost of primary school provision entry has been estimated based on the information provided by BMBC Education for the school required as part of site MU1. The estimated cost for a new school on this site is £7.5m. The local has made provision for an additional 2 primary schools and one extension to an existing school. The potential cost has therefore been estimated as c£22.5m (3x£7.5m). This is likely to be an over estimate as the extension is likely to cost less.

## 1 . Glossary

Term	Abbreviation	Meaning
Ancillary uses		A use which forms a small part of a larger use. For example, a factory may include a small shop selling things made in the factory. The shop is ancillary to the main use of the site as a factory.
Biodiversity		The variety of plant and animal life found in an ecosystem and the variation in their genetic makeup. Biodiversity is a measure of the health of an ecosystem, with healthy ecosystems having greater variety and variation in plant and animal life than unhealthy ones.
Biodiversity Action Plan	BAP	A plan which sets out proposals to protect and improve the places where trees, plants, animals and insects live.
Biomass		Biomass in ecology, is the mass of living biological organisms in a given area or ecosystem at a given time. Biomass can also refer to a renewable energy source or biological material derived from living, or recently living organisms. Biomass is commonly plant matter grown to generate electricity or produce heat but can also include plant or animal matter used for production of fibres or chemicals. It excludes organic materials such as fossil fuels which have been transformed by geological processes into substances such as coal or petroleum.
Community Facilities		Facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (NPPF paragraph 70)
Community Infrastructure Levy	CIL	Was introduced in the Planning Bill in 2007 and empowers local authorities to make charges on new developments to help finance the infrastructure needed to support growth.
Comparison goods		Things we buy which are not food and which are not bought every day or every week. Examples include clothes, furniture, computers and cars.
Comparison shops		Shops selling goods which are not food and which are not bought every day or every week. Clothes and furniture shops are comparison shops.
Consultation		A process by which people and organisations are asked their views about planning decisions, including the Local Plan. The terms involvement and participation are also used and mean the same thing.

## 1 . Glossary

Term	Abbreviation	Meaning
Core Cities		The 'major centres of business and wealth creation that in turn power the economy of the surrounding region. They sit at the heart of travel networks, surrounded by towns and rural areas that are economically dependent on each other and across which people travel to and from work; functional economic areas that have developed city region partnerships to work across boundaries'. (Core Cities Group <a href="http://www.corecities.com">www.corecities.com</a> ). They include Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield.
Decentralised Energy		Energy that is locally generated, produced close to where it will be used, rather than at a large plant elsewhere and sent through the national grid
Deliverability		The likelihood of a proposal (for example, a housing site) happening. The things that affect deliverability are the cost of developing a site, how desirable the area in which the site is, and the availability of funding.
Density		Density is the number of houses in a given area. In the Local Plan it is used mainly in relation to housing.
Designations		Policies and proposals which are shown on the policies map. This can, for example, include sites specifically proposed for development such as housing. It can also include sites where new development is limited, for example, areas which are Green Belt.
Development Plan Document	DPD	A document that will form part of our Statutory Development Plan which is used to make decisions on proposals for development. In Barnsley, DPDs are the equivalent of the old Unitary Development Plan (UDP). Most DPDs include policies and proposals which apply to specific areas or sites, these are shown on the Policies Map. Once adopted the Local Plan, together with the Joint Waste Plan, will be the statutory development plan for Barnsley.
Employment allocations		Sites specifically set aside for employment development. Employment in this context mainly refers to industry, storage and distribution, but can include other uses.
End users		Provided for employment development. An end user is a business which is based on the site. It is used to make a distinction between the developer who has got the site ready for development (that is, by putting in roads and services).

## 1 . Glossary

Term	Abbreviation	Meaning
Environmental Impact Assessment	EIA	By law, some planning applications for larger development need to be accompanied by a detailed document which looks at the effects the proposal will have on wildlife, water quality, air quality and living conditions.
Energy Hierarchy		A classification of the options for the energy use and production which prioritises those systems which are more sustainable and will reduce carbon dioxide emissions. The priorities in order are energy efficiency - renewable - low carbon and decentralised resources
Examination or Examination in Public	EIP	An independent process where formal objections to a DPD made at Submission stage are considered by a government inspector. The Examination itself will be run by a government inspector. Many objections to DPDs will be considered through written comments made by the objector and the council. However, objectors have a right to make their case in person at the Examination if they choose.
Farm diversification		This is where a farm is used for other things as well as agriculture. Bed-and-breakfast accommodation is an example of this.
Footprint		The amount of land a development takes up. The footprint of a building is the amount of land it takes up.
Green Belt		A policy or land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or adjacent to urban areas.
Green Infrastructure	GI	Strategic infrastructure made up of a network of connected, multi-functional green spaces throughout the borough.
Green Space		'Green' open areas. They include village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, wildlife areas, recreation grounds, sports pitches and parks.
Hazardous substances consultation zones		By law, the Health and Safety Executive must keep lists of certain potentially dangerous materials. These are usually materials used in industry. We will assess any new development planned in the area near to where these materials are stored. This area is known as a consultation zone. The list of hazardous substances is kept by the Health and Safety Executive, which is part of national government.

## 1 . Glossary

Term	Abbreviation	Meaning
Infill development		Development that goes in the gaps between existing buildings. It is usually small in scale. An infill housing development will usually include one to 10 houses.
Inspector's report		A report produced by the Planning Inspector following the examination. This sets out the inspector's conclusions on the issues considered at the examination. The report will tell us if the DPD needs to be changed as a result and in what way. We must accept the conclusions of the report and act on them.
Local Plan		A document which will be used to make decisions on proposals for development over the next 19 years or so.
Local Development Scheme	LDS	A document which sets out the documents we plan to produce as part of our development plan and the timescales for preparing them, including public consultation.
Low carbon energy		Low carbon energy is associated with a lower carbon output than traditional fossil fuels. Examples include district heating or combined heat and power (using the heat generated from other processes) and air or ground source heat pumps
National Planning Policy Framework	NPPF	A document produced by Central Government which sets out national planning policy. This is als
Planning and Compulsory Purchase Act	The Act	The legal basis for the planning system, including the Local Plan.
Planning Inspectorate	PINS	A government organisation which makes decisions about the policies and proposals in DPDs through a formal Examination. The inspectorate are a neutral organisation who make decisions where people and organisations do not agree with us. They also check whether our proposals are in line with national policy.
Planning obligation		A legal agreement between us and a developer which is needed before a development can go ahead. It will usually deal with things that need to happen away from the development site, including improvements to roads and open spaces.
Planning Policy Statements/ Planning Policy Guidance	PPS PPG	National statements of planning policy prepared by the government and which councils are expected to take into account when preparing LDFs. Planning Policy Guidance notes are being replaced by Planning Policy Statements.
Policies Map		A plan which shows policies and proposals for specific sites and locations. These are shown on an Ordnance Survey map.

## 1 . Glossary

Term	Abbreviation	Meaning
Regeneration		Doing things that will make an area a better place to live and work in.
Regional Spatial Strategy		A document which sets out a planning framework for Yorkshire and the Humber. This has now been abolished by Central Government.
Regulations		Legal documents prepared by the government. They provide detailed information about how Acts should be applied.
Renewable Energy		Is a natural source of energy that is not depleted when used, including wind, water and solar. Renewable energy production includes the use of wind turbines, solar panels (on houses/ other buildings or in commercial energy 'farms') and hydro-electric installations to harness the energy from running water.
River corridor		A river and its immediate surroundings. A river corridor tends to be smaller in width than a river valley which can be several miles wide.
Safeguarded land		This is land which is allocated in case it is needed for development in the long term. It is not available for development in the short term and the need to develop safeguarded land will be considered when the Local Plan is reviewed
Saved Policies		The Act allows the policies and proposals in the current UDP to continue to be used to make decisions on development proposals until the UDP is replaced by DPDs. This process is known as 'saving'.
Secretary of State	SoS	The Minister in central government who is in charge of a particular area of activity.
Sequential approach		Considering options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at sites outside the centre. The same approach is applied to finding land for housing.
Settlement hierarchy		A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about new development.
Social inclusion		Making sure that everyone has access to services and opportunities no matter what their background or income.

## 1 . Glossary

Term	Abbreviation	Meaning
Soundness		At the examination, the inspector must assess whether the DPD is 'sound'. This includes assessing whether the DPD has been prepared in the right way using the right procedures and if it is broadly in line with national planning guidance.
Spatial planning		Spatial planning is about deciding how much development there should be and where it should go.
Statement of Community Involvement	SCI	A document which explains how we plan to involve people and organisations in decisions on the Local Plan and planning applications.
Statutory		Something that is directly needed by law, usually by a government act or regulation.
Strategic bus corridors		Bus routes with frequent and regular bus services.
Strategic Environmental Assessment		Part of the sustainability appraisal specifically covering the effect on the environment.
Strategic highways/ Strategic highway network		The main roads in the borough connecting towns and villages.
Submission		The point at which the DPD is formally sent to the Secretary of State.
Supplementary Planning Document	SPD	A document which helps explain how policies and proposals in DPDs will be applied. An example of this would be a document that sets out detailed requirements or guidance about building design.
Threshold		The minimum size of development to which a policy applies. For example, housing developments above a particular size may have to include some public open space. Developments below a certain size will not need to provide public open space.
Topography		The form and structure of the surface of the land including the man made and natural physical surface features of an area such as lakes, mountains, hills, and valleys.
Viability		The property of being viable, the ability to succeed or to be achievable in a practical and useful way.
Watercourses		Streams, rivers and drains which channel rainwater.

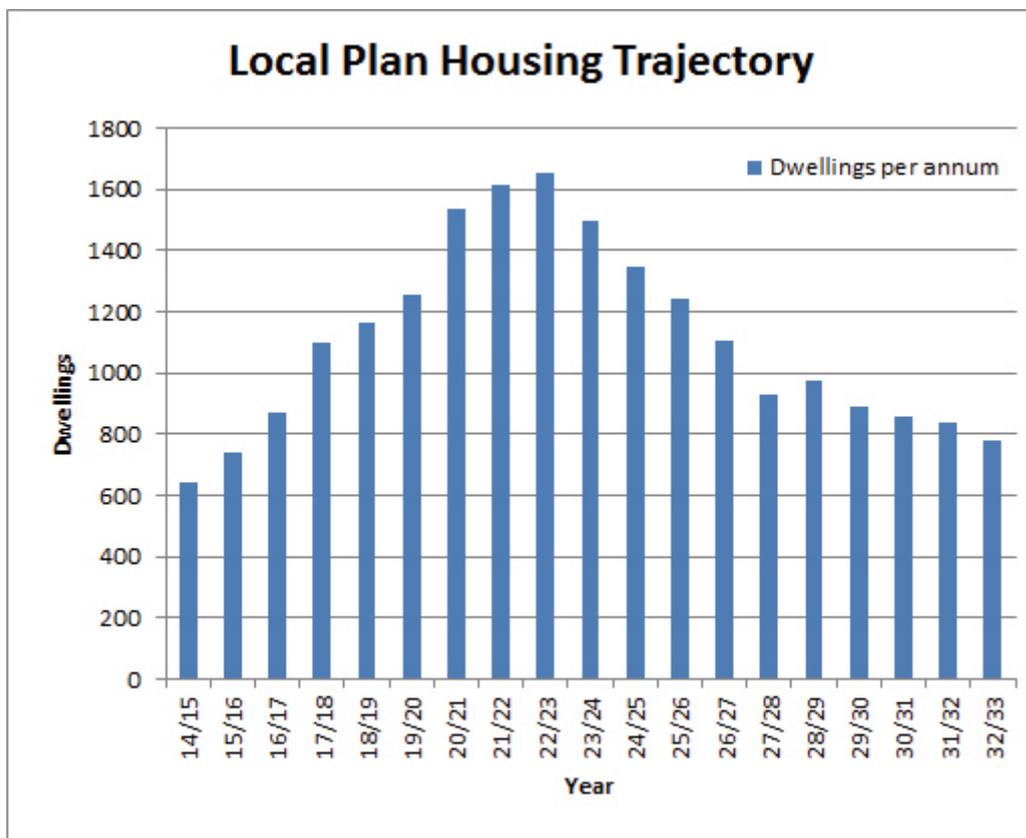
## 1 . Glossary

Term	Abbreviation	Meaning
Water Framework Directive	WFD	This European Directive, together with emerging River Basin Management Plans, looks at integrated management of water resources, taking account of abstraction, water quality and flooding.

## 2 . Housing Trajectory

### Housing Completions 2014 - 2033 (Net)

2.1 Below is the proposed housing trajectory for the Local Plan period 2014 to 2033



## 3 . Supplementary Planning Documents

### Supplementary Planning Documents

Below is an indicative list of the Supplementary Planning Documents (SPDs) we are considering producing. This list is not exhaustive and an up to date list of documents will be available on our website, together with a programme setting out timescales for production. Some topics may be combined in single SPDs. Some of these SPDs may be based on existing Supplementary Planning Guidance.

- Parking
- Affordable Housing
- Hot food takeaways
- Planning Obligations
- Green Space Provision
- Biodiversity and Geodiversity
- Renewable Energy
- Contaminated Land
- Trees and hedgerows
- Landscape character
- House extensions
- Designing out crime
- Advertisements
- Shopfront Design
- Designing New Housing Development
- Buildings and Residential Amenity
- Sustainable Transport

## 4 . Evidence Base

### Evidence Base

#### National

National Planning Policy Framework 2012

Planning Practice Guidance

National and regional guidelines for the provision of aggregates in England for the 15 year period 2005-2020

Designing Gypsy and Traveller Sites a good practice guide

Planning Policy for Traveller Sites 2015

Flood and Water Management Act 2010

Network Rail Yorkshire and Humber Route Utilisation strategy

High Speed 2 Consultation Eastern Leg

The Coal Authority Plan Yorkshire and Humber Regional Surface Coal Resource Areas 1:300,000 2008

MPG Coal Mining and Colliery Soil

Planning and Minerals Practice Guide

Good Practice Guide on Planning for Tourism

BREEAM and Planning

BREEAM in Use

Building for Life – Delivering Great Places to Live

By Design – Design in the Planning System

English Heritage Guidance on Conservation Area Appraisals

English Heritage Guidance on the Management of Conservation Areas

Historic England at Risk Register 2015: Yorkshire & the Humber

List descriptions for nationally listed heritage assets (The National Heritage List for England (listed buildings, scheduled monuments, and parks and gardens of national significance)).

**City Regions/Regional/Sub regional**

Leeds City Region Strategic Economic Plan

Sheffield City Region Economic Plan

Sheffield City Region Common Approach to Green Belt Review

South Yorkshire Rail Strategy and Delivery Plan

Sheffield City Region Transport Strategy 2011-2026

Sheffield City Region Growth Plan 2014

Leeds City Region Common Approach to Objectively Assessed Housing Need

British Geological Survey South Yorkshire Mineral Resources Map 1:100,000 2006

South Yorkshire Residential Design Guide

Leeds City Region Green Infrastructure Strategy

South Yorkshire Sites and Monuments Record.

South Yorkshire Historic Environment Characterisation (SYHEC)

**Local**

Green Belt Review, Arups 2014

Strategic Housing Market Assessment, Arc4 2014

Barnsley Gypsy and Traveller and Travelling Showpeople Accommodation Assessment, Arc4, September 2015

Barnsley Employment Land Evidence, Mott Macdonald and Colliers International, 2016

Barnsley Strategic Housing and Employment Land Availability Assessment, Arups 2016

Employment and Skills Strategy: More and Better Jobs, BMBC 2016

Demographic Analysis & Forecasts Assumptions, Methodology & Scenario Results, Edge Analytics, 2014

Demographic Analysis and Forecasts Assumptions, Methodology & Scenario Results Addendum March 2015, Edge Analytics

## 4 . Evidence Base

SCR Demographic Forecasts 2012-2033 Phase 1 report 2014 Edge Analytics

SCR Demographic Forecasts 2012-2033 Phase 2 report April 2015 Edge Analytics

Employment Land Review, BMBC 2016

Barnsley Healthy Weight Strategy

Barnsley Air Quality Management Plan

Barnsley Cycling Strategy

Draft Infrastructure Delivery Plan, BMBC 2016

Market Assessment of LDF Site Viability Report, Peter Brett Associates 2013

Review of Employment Policy Areas, Bennell Investments, 2013

Industrial/ Logistics Market Review Supply and Demand Report, CPP 2014

Goldthorpe Masterplan 2011

Barnsley Town Centre Public Spaces Strategy

BMBC 11 Barnsley Buildings Heights Study

Jobs and Business Plan 2014

Housing Strategy 2014-2033, BMBC 2014

Barnsley Settlement Assessment & Barnsley's Settlement Assessment 2007 Update

Affordable Housing and CIL Viability Summary Study, update 2015

CIL Report 2012

CIL Update 2015

Town Centre Retail Study, England and Lyle 2014

Barnsley Smaller Centres Study

Conservation area maps, appraisals and summaries, BMBC (various dates)

Archaeology Scoping Study of Site Allocations, Wessex (2015 and 2016)

British Geological Survey Barnsley Mineral Resources Dataset 2009 (Barnsley Mineral Resource Map IDA: 177350 IPR/117-222DW)



## 5 . Viability Assessments

### Viability Assessments

#### How the Council will assess viability appraisals

The Council will seek contributions for various issues as set out in the policies of this draft Local Plan.

Where it can be demonstrated that these requirements would prevent the delivery of a viable scheme or not be consistent with the viability of the development, the precise level of provision will be negotiated, based on a viability assessment. Any viability assessment shall be carried out at the expense of the applicant, according to the principles set out below:

The applicant will raise any viability issues with the Council during the pre-application stage. If a third party appraisal is required the applicant, the Council and the third party consultant will meet to scope the details of the appraisal.

An “open book” approach is required, whereby development finances and their underlying assumptions are subject to appraisal in order to support a claim.

At the very least the applicant will need to provide evidence for the following items:

Projected Gross Development Value (GDV) (e.g. rents, prices, yields; discounted values)  
Construction costs and programme (e.g. £/m<sup>2</sup>, unit size (m<sup>2</sup>), build period)

Finance, fees and all other associated costs (e.g. rate of interest, fee rates, lump sums)

Gross Profit margins (e.g. % on costs; % of GDV)

Residual Land Value (i.e. the budget to buy the land) or Land Price (if already purchased)

The Council acknowledges that, in certain circumstances, a development may not be able to address all of the required planning obligations without the overall scheme becoming unviable. If an applicant considers that this is the case, then an assessment of development viability can be conducted but at their own cost. If the applicant and the Council agree that a development appraisal will be a basis for discussions, a model and its inputs will be made known to both parties. When an applicant provides their own model or a third party model, it should be in a format that enables the Council to interrogate its underlying structure and assumptions.

Abnormal costs should be reflected in the price paid for the site. Demolition of existing structures, site clearance and decontamination costs should be reflected in the land value. In the event that the Council has further questions, the applicant will provide supporting evidence. This could include Building Cost Information Service [BCIS], SPON's Architects' and Builders'

Price Book or Valuation Office Agency [VOA] data and local market transactions. The starting point for any discussion should be based on a model that illustrates a development's viability in the light of the Council's existing policies with regard to affordable housing and the Council's planning obligation requirements. Further satisfactory evidence may be required.

## 5 . Viability Assessments

In the event that the initial appraisal finds the site unviable, the next step is for the applicant and the Council to use the appraisal model to discuss solutions for delivering a viable scheme such as phased payments. A cash flow model may help in assessing this.

## 6 . Superseded Policies

### Superseded Policies

#### Core Strategy

<b>Climate Change</b>	
CSP1	Climate Change
CSP2	Sustainable Construction
CSP3	Sustainable Drainage System (SuDS)
CSP4	Flood Risk
<b>Renewables</b>	
CSP5	Including Renewable Energy in Developments
CSP6	Development that Produces Renewable Energy
<b>Location of Growth</b>	
CSP7	City Regions
CSP8	Location of Growth
CSP9	The Number of New Homes to be Built
CSP10	The Distribution of New Homes
CSP11	Providing Strategic Employment Locations
CSP12	The Distribution of New Employment Sites
<b>Housing</b>	
CSP13	The Release of Allocated Housing Land
CSP14	Housing Mix and Efficient Use of Land
CSP15	Affordable Housing
CSP16	Affordable Housing Rural Exception Policy
CSP17	Housing Regeneration Areas
CSP18	Site for Gypsies, Travellers and Travelling Showpeople
<b>Economy</b>	
CSP19	Protecting Existing Employment Land
CSP20	Promoting Tourism and Encouraging Cultural Provision
CSP21	Rural Economy
CSP22	Loss of Shops and Local Services in Villages
<b>Transport Strategy</b>	
CSP23	Accessibility Priorities
CSP24	Safeguarding of Former Railway Lines
CSP25	New Development and Sustainable Travel
CSP26	New Development and Highway Improvement
CSP27	Parking Strategy
CSP28	Reducing the Impact of Road Travel
<b>Local Character</b>	
CSP29	Design
CSP30	The Historic Environment

## 6 . Superseded Policies

<b>Town Centres</b>	
CSP31	Town Centres
CSP32	Small Local Shops
<b>Green Infrastructure</b>	
CSP33	Green Infrastructure
CSP34	Protection of Green Belt
CSP35	Green Space
CSP36	Biodiversity and Geodiversity
CSP37	Landscape Character
<b>Minerals</b>	
CSP38	Minerals
<b>Contaminated Land and Pollution</b>	
CSP39	Contaminated and Unstable Land
CSP40	Pollution Control and Protection
CSP41	Development in Air Quality Management Areas
<b>Community Infrastructure</b>	
CSP42	Infrastructure and Planning Obligations
CSP43	Educational Facilities and Community Uses

**Unitary Development Plan (Part 1) Saved Policies**

H3	New Housing
H4	Development on Housing Sites
H7	Access to Undeveloped Land
H8	Existing Residential Areas
H8A	Existing Residential Areas Design/Amenity
H8B	Non Residential Uses in Residential Areas
H8C	Home Based Business
H8D	Infill, Backland and Tandem Residential Development
H8F	Private Garages/Access
H8G	Residential Caravans
H10	Needs of Travellers
ED3	Uses on Employment Sites
ED4	Economic Development and Residential Amenity
ED7	Existing Employment Areas
ED8	Older Commercial and Industrial Areas
ED9	Conversion of Buildings to Employment Use
ED10	Growth of Existing Firms
ED11	Expansion Land
GS3	Derelict & Degraded Land
GS4	Derelict & Degraded Land
GS5	Derelict & Degraded Land
GS6	Extent of Green Belt
GS8A	The Reuse of Buildings in the Green Belt
GS8B	Agricultural and Forestry Workers Dwellings
GS8C	Removal of Agricultural Occupancy Conditions

## 6 . Superseded Policies

GS8D	Agricultural Buildings
GS8E	Replacement, Alteration and Extensions to Dwellings
GS10	Safeguarded Land
GS11	Urban Land to Remain Undeveloped
GS18	Local Nature Reserves, Natural Heritage Sites, Ancient Woodland, RIGS, Nature Conservation Sites
GS24	South Yorkshire Forest
GS29	Water Based Recreation
GS30A	Touring Caravan Storage
GS40	Indoor Recreation
BE4	Archaeological Sites
BE5	Improving Existing Areas of Poorer Quality Built Environment
BE6D	Advertising
BE6E	Temporary Structures
BE7	Public Art
ES10	Landfill Gas
ES12C	Control of Development in the Vicinity of Existing Wind Energy Generation Installations
M9A	Environment Restoration
M9B	Working and Restoration
M9C	Working and Restoration
M9D	Plant and Ancillary Buildings
M9H	Oil and Gas Exploration and Production
M9I	Oil and Gas Exploration and Production
M9K	Liaison and Enforcement
M9L	Liaison and Enforcement
M11	Agricultural Land
S1	Shopping/Commercial Centres
S2	Shopping/Commercial Centres
S3	Retail Development Outside Defined Shopping Centres
S5	Retail Development Outside Defined Shopping Centres
S8	Specialised Retail, Display or Fitting Premises
S9	Garden Centres
T3	Existing Strategic Highway Network
T4	Strategic Highways Proposal
T5	Protected Highway Alignment
T8	Highway Maintenance
T10	Bus & Rail Infrastructure
T21	Residents Parking
UTL3	General Safeguarding

### Unitary Development Plan (Part 2) Saved Policies

#### **Barnsley Urban Community Area:**

BA1, BA2, BA3, BA4, BA5, BA6, BA7, BA8, BA9, BA10, BA11, BA12, BA13, BA14, BA15, BA18, BA19, BA20, BA22, BA24, BA25, BA26, BA27, BA28, BA29, BA30, BA34, BA35, BA36, BA37, BA38, BA39, BA40

## 6 . Superseded Policies

<p><b>Barnsley Town Centre:</b> TC1, TC2, TC3, TC4, TC5, TC6, TC7, TC8, TC9, TC10, TC12, TC13, TC14, TC15, TC16, TC20, TC24, TC25, TC26, TC28, TC29, TC30, TC31, TC32, TC34, TC35, TC36, TC37, TC38, TC39, TC41, TC42, TC43, TC45, TC46, TC47, TC48, TC49, TC51, TC52, TC53, TC54, TC55, TC56, TC57, TC58, TC59, TC60</p>
<p><b>Darton Community Area:</b> DT1, DT2, DT3, DT4, DT5, DT6, DT7, DT9, DT12, DT14, DT15, DT16, DT17, DT18</p>
<p><b>Dodworth Community Area:</b> DO1, DO2, DO3, DO4, DO5, DO6, DO8, DO9, DO10, DO13, DO15, DO16</p>
<p><b>Royston Community Area:</b> RO1, RO2, RO3, RO4, RO5, RO6, RO7, RO8, RO11, RO12, RO14</p>
<p><b>North East Towns Community Area:</b> NE1, NE2, NE3, NE4, NE5, NE6, NE7, NE8, NE9, NE10, NE11, NE14, NE16, NE17, NE18, NE21, NE22</p>
<p><b>Darfield Community Areas:</b> DA1, DA2, DA3, DA4, DA5, DA6, DA7, DA8, DA11, DA13, DA15, DA17</p>
<p><b>Dearne Community Area:</b> DE1, DE2, DE3, DE4, DE5, DE6, DE7, DE8, DE9, DE10, DE11, DE16, DE17, DE18, DE19, DE22</p>
<p><b>Wombwell Community Area:</b> WW1, WW2, WW3, WW4, WW5, WW6, WW7, WW8, WW9, WW10, WW11, WW12, WW13, WW14, WW19, WW20, WW21, WW22, WW23, WW26</p>
<p><b>Hoyland Community Area:</b> HN1, HN2, HN3, HN4, HN5, HN6, HN8, HN9, HN10, HN13, HN14, HN15, HN16, HN17</p>
<p><b>Penistone Community Area:</b> PE1, PE2, PE3, PE4, PE5, PE6, PE7, PE9, PE10, PE12, PE14, PE16, PE17, PE18, PE21, PE22</p>
<p><b>Western Rural Community Area:</b> WR1, WR2, WR3, WR8, WR9, WR10, WR11, WR13, WR14, WR15, WR19, WR20, WR21, WR22, WR23, WR24, WR25</p>