

Barnsley Local Plan Submission

List of Minor Modifications proposed to Publication 2016

Ref no.	Chapter / Policy of Local Plan	Proposed Minor Modification	Reason
MM1	Foreword	<p>Correct spelling Fore<u>e</u>word</p> <p>Amend final bullet at 1.7 to read: <u>“Protect and enhance Barnsley’s environmental assets and achieve net gains in biodiversity”</u></p>	<p>Typographical error</p> <p>Response to representation</p>
MM2	Vision and Objectives	<p>Para 2.3 5th bullet point amend to read:</p> <p>Enabling the delivery of at least 20,330 homes that provide <u>20,900</u> homes</p> <p>Include amendment to final (5th) bullet at 2.2 to read: <u>“Protect and enhance Barnsley’s environmental assets and achieve net gains in biodiversity”</u></p>	<p>To be consistent with policy H1. Should have been amended in vision in Publication version The reference to 20,300 new homes should read <u>20,900</u> in order to be consistent with policy H1. Minor modification proposed to correct this typographical error.</p> <p>Minor modifications proposed to add reference to environmental assets and natural, built and historic environment. in response to a representation</p>

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		Clarification of 7 th bullet at 2.3 to read: “ Protecting and enhancing the natural, built and historic environment ”.	
MM3	Introduction	Add a sentence to paragraph 3.4 Once the Local Plan is adopted it will supersede the Core Strategy policies and UDP saved policies	Clarity
MM4	Relationship to other plans and strategies	Paragraph 4.17 2 nd line delete “ In turn the HWB ”	Typographical error
MM5	Spatial Strategy – Settlement hierarchy	<ul style="list-style-type: none"> In the Sub Regional Town box of the table at paragraph 5.9 insert a list of all settlements included in Urban Barnsley, not just Darton and Dodworth as follows: Urban Barnsley (including Darton, and Dodworth, <u>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.</u>) 	<ul style="list-style-type: none"> Clarity around which settlements are within Urban Barnsley
MM6	Spatial Strategy Paragraph 5.44	<ul style="list-style-type: none"> Paragraph 5.44 amend to read: “The Elsecar Heritage Centre is an important tourism and cultural asset in this area that the Local Plan will safeguard and promote. <u>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</u>”. 	Response to representation
MM7	Key Diagram	Amend reference to HS2 consultation route to “ <u>Route of HS2 – 2013 consultation</u> ”	Clarity
MM8	Policy SD1 Presumption in Favour of Sustainable Development	Add a footnote cross referencing to definition of sustainable development in NPPF	Response to a representation

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MM9	Policy GD1 General Development	Amend the seventh bullet to read “ <u>any drains and, culverts and other surface water bodies that may cross the site are considered</u> ”	Response to representation
MM 10	Policy GD2 Temporary Buildings and Uses New paragraphs after paragraph 6.14	Add the following as new paragraphs after 6.14:- <u>There is an expectation that any temporary building on playing field land will need to meet paragraph 74 of the NPPF and the playing field land be reinstated to the same or better quality once the building is removed.</u> <u>Also any temporary building located on playing field there will be measures taken to protect any glazing from projectiles including balls, emanating from the playing field</u>	Amendment proposed in response to comment from Sport England
Economy			
MM 11	Policy E2 The Distribution of New Employment Sites	Amend distribution table at policy E2 to show overall total of <u>307.1ha</u> and amend distribution accordingly. Add an asterisk and corresponding footnote to the Urban Barnsley figure within policy E2 as follows “ <u>*includes 43ha proposed as part of mixed use site MU1 Land south of Barugh Green Road. Please see site policy MU1 for further details.</u> ” Amend supporting text at para 8.10 to read as follows <ul style="list-style-type: none"> • “<u>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.</u> 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. • 	To provide most up to date information Response to representations
MM	Policy E3	Amend first sentence to read “ All developments will be expected to	Clarity

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12	Employment Site Policies	<p>comply with policy GD1 General Development <u>and other policies of the plan</u></p> <p>Amend supporting text at para 8.18 to read as follows <u>“Below is a list of employment land allocations. The employment 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”</u></p>	
	Urban Barnsley		
MM 13	Site UB1 Birthwaite Business Park	<p>Add the following bullet:</p> <p><u>“Safeguard the setting of the Listed Buildings at Birthwaite Hall”</u></p>	Response to representation from Historic England
MM 14	Site UB7 Capitol Park Extension	<p>Delete first bullet point “undertake ground stability and contamination investigations prior to development and complete necessary remedial works”</p>	To provide clarity
MM 15	Site UB16 Bleachcroft Way Industrial Estate	<p>add the following bullet point to the site policy:</p> <p><u>“Safeguard the setting of the Listed Buildings at Swaithe Hall and Ardsley Cemetery”</u></p>	Response to representation from Historic England
	Cudworth		
MM 16	Site C2 Land off Ferrymoor Way	<p>Remove the 2nd bullet point text as this is repetition of the 5th bullet point. The remaining policy text reflects the findings of the ecological assessment so it is considered that no further changes are required.</p> <p><u>“Include the provision of an ecological buffer zone along its northern and eastern boundaries to protect the stream and wetland habitats”</u></p>	Response to representation

Ref no.	Chapter / Policy of Local Plan	Proposed Minor Modification	Reason
	Dearne		
MM 17	Site D1 Land South of Dearne Valley Parkway	<ul style="list-style-type: none"> • Add biodiversity bullet point from RSV1 site policy “protect and enhance biodiversity value including • <u>Taking account of possible impacts on the Golden Plover population and on the nearby Old Moor RSPB reserve and ensuring 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.</u> • <u>Providing a contribution towards the provision of an/or improvements to biodiversity within the Dearne Valley Green Heart Nature Improvement Area.”</u> • Delete first bullet point “undertake ground stability and contamination investigations prior to development and complete necessary remedial works”” <p>Add the following bullet points and supporting text:</p> <ul style="list-style-type: none"> • <u>An air quality assessment should accompany any planning application to assess the impacts of of traffic emissions within air quality management areas along the A635 and other strategic road links to motorways. Any adverse impacts on air quality should be mitigated in accordance with policy AQ1.</u> <p>Supporting text: <u>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</u></p>	<p>Consistency between site policies.</p> <p>Stability and contamination considered to be adequately covered by Policy CL1 Contaminated and Unstable Land</p> <p>Duty to Cooperate. Modifications proposed by Doncaster MBC arising from highway issues in Hickleton and Marr</p>

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		<p><u>within its boundary.</u></p> <ul style="list-style-type: none"> • <u>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 motorways.</u> <p><u>Supporting text: Currently strategic highway links to the motorways experience high traffic levels; timing and 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.</u></p>	
	Hoyland		
MM 18	Site HOY1 Land West of Sheffield Road	<p>Bullet point 3 delete “field”.</p> <p>To the end of the bullet point 3 add “<u>this shall include provision of additional two cricket wickets (3 in total) to meet current and future demand</u>”</p> <p>Bullet point 7 to the end of the sentence add “<u>including the planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary</u>”</p> <p>Delete first bullet point “undertake ground stability and contamination investigations prior to development and complete necessary remedial works”</p>	<p>To provide clarity</p> <p>Amended based on updated evidence in the Playing Pitch Strategy, 2016.</p> <p>To provide clarity</p> <p>Consistency between policies. Stability and contamination considered to be adequately covered by Policy CL1 Contaminated and Unstable Land</p>
MM	Site HOY3	Delete first bullet point “ undertake ground stability and contamination ”	Consistency between policies. Stability and

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19	Shortwood Extension	investigations prior to development and complete necessary remedial works"	contamination considered to be adequately covered by Policy CL1 Contaminated and Unstable Land
MM 20	Site HOY4 Shortwood Business Park	Delete first bullet point " undertake ground stability and contamination investigations prior to development and complete necessary remedial works"	Consistency between policies. Stability and contamination considered to be adequately covered by Policy CL1 Contaminated and Unstable Land
MM 21	Site HOY5 Land South of Dearne Valley Parkway	Delete first bullet point " undertake ground stability and contamination investigations prior to development and complete necessary remedial works"	Consistency between policies. Stability and contamination considered to be adequately covered by Policy CL1 Contaminated and Unstable Land
MM 22	Site HOY7 Ashroyds	Amend site area to <u>8.9ha</u>	Updated information
MM 23	Policy E4 Land Reserved for employment	It is proposed to amend paragraph one of policy E4 as follows: "Prior to the release of land shown on the policies maps reserved for employment (RSV1), a need must be demonstrated to the Local Planning Authority for its use for employment purposes <u>of such a scale that cannot be accommodated on any of the other employment land proposed in this Local Plan.</u> Until such need is demonstrated existing uses will remain."	Response to representation
MM 24	Site RSV1 Land reserved for employment, south of Dearne Valley Parkway	Delete first bullet point "undertake ground stability and contamination investigations prior to development and complete necessary remedial works" Add additional bullet: "Safeguard the setting of the Billingley Conservation Area"	Consistency between policies. Stability and contamination considered to be adequately covered by Policy CL1 Contaminated and Unstable Land Duty to Cooperate. Modifications proposed by Doncaster MBC arising from highway issues in

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Housing			

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MM 25	Policy H1 The number of new homes to be built																																										
MM 26	Policy H2 The Distribution of New Homes	<p>Amend the distribution table at policy H2 as follows:</p> <table border="1"> <thead> <tr> <th>Settlement</th> <th>Number of Homes</th> <th>Planning Permissions</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Urban Barnsley</td> <td>6427</td> <td>2900</td> <td>9327</td> </tr> <tr> <td>Cudworth</td> <td>1162</td> <td>64</td> <td>1226</td> </tr> <tr> <td>Dearne</td> <td>2104</td> <td>753</td> <td>2857</td> </tr> <tr> <td>Hoyland</td> <td>2170 (+52)</td> <td>242</td> <td>2412 (+52)</td> </tr> <tr> <td>Penistone</td> <td>653</td> <td>373</td> <td>1026</td> </tr> <tr> <td>Royston</td> <td>828</td> <td>454</td> <td>1282</td> </tr> <tr> <td>Wombwell</td> <td>1498</td> <td>634</td> <td>2132</td> </tr> <tr> <td>Other</td> <td>0</td> <td>680</td> <td>680</td> </tr> <tr> <td>Total</td> <td>14842 (+52)</td> <td>6100</td> <td>20942 (+52)</td> </tr> </tbody> </table>	Settlement	Number of Homes	Planning Permissions	Total	Urban Barnsley	6427	2900	9327	Cudworth	1162	64	1226	Dearne	2104	753	2857	Hoyland	2170 (+52)	242	2412 (+52)	Penistone	653	373	1026	Royston	828	454	1282	Wombwell	1498	634	2132	Other	0	680	680	Total	14842 (+52)	6100	20942 (+52)	<p>Two sites in Hoyland required amendment to site yields as follows:</p> <ul style="list-style-type: none"> Site Policy H2. The site increased by 2 hectares between the 2014 consultation and 2016 consultation-amendment made to housing trajectory to increase site area from 2.4 to 4.4 hectares resulting in an increase of 64 dwellings (yield now 141 dwellings not 77 dwellings as previously stated) Site Policy 877. Reduction in site area as 43% of site affected by AQMA resulting in a decrease of 12 dwellings (Yield now 17 dwellings not 29 dwellings as previously stated) <p>The above amendments account for the 52 dwelling differences from the 2016 Publication Version highlighted in red in the table above</p>
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MM 27	Policy H2	<p>Add a triple asterisk and corresponding footnote to the total number of dwellings within policy H2 as follows ****includes 3650 dwellings proposed as part of mixed use sites. Please see site policies in Chapter 10 for further details.</p>	Response to representation																																								

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MM 28	Paragraph 9.5	Amend second sentence to read “The sites are shown on the Policies Map and set out in the site policies below <u>and the site policies in section 10 Mixed Use.</u>”	Response to representation
MM 29	Policy H3 Housing Site Policies	Amend first sentence to read “All developments will be expected to comply with policy GD1 General Development <u>and other policies of the plan</u>”	Clarity
	Urban Barnsley		
MM 30	Site H13 Land East of Burton Road, Monk Bretton	Add to the site policy: <u>“provide a wildlife buffer strip between the site and Littleworth Park green space to the east”</u>	Response to representation
MM 31	Site H20 Land south of Bloomhouse Lane, Darton	Amend 3 rd bullet point to read “retain, buffer and manage all the hedges plus retain and manage a significant proportion of the existing scrub as <u>part of the green space provision</u>”	Clarity
MM 32	Site H28 Former Priory School/ Land off Rotherham Road, Cundy Cross	Add bullet point <u>“Either retain and manage the small area of species-rich grassland in the south-east and the plantation woodland or provide a large degree of mitigation for these biodiversity losses within any development.”</u>	Clarity
MM 33	Site H57 Monk Bretton Reservoir and land to the east of Cross Street	Amend first bullet to read: “respect the historic setting of the adjacent listed building associated with Manor Farm immediately to the East and the setting of Monk Bretton Cross Scheduled Ancient Monument by use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials” And add additional bullet: <u>“Ensure that no development takes place around the access road to the cricket ground in order to protect the setting of Monk</u>	Response to representation from Historic England

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		<u>Bretton Cross Scheduled Ancient Monument</u>	
MM 34	Site H83 land to the east of Woolley Colliery Road	Delete second bullet which reads “ ensure that the internal road layout will allow access from proposed housing allocation H20 land south of Bloomhouse Lane ” Amend third bullet point to replace reference to housing allocation ‘ H83 ’ with ‘ H20 ’	Adequately covered in policy GD1 Corrects a typographical error
	Goldthorpe (Dearne Towns)		
MM 35	Site AC26 Land south of Lowfield Road, Bolton on Dearne	add the following bullet point to the site policy: <ul style="list-style-type: none"> • <u>“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.”</u> Agree to inclusion of additional text in site policy to read “ <u>Development of site AC26 will be accompanied by plans 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. Development of the site will not take place until details are submitted to the authority and approved in writing by for maintenance of the monument.”</u> ”	Response to a representation concerned about possible insufficient protection for RSPB’s nearby Adwick Washlands nature reserve. Response to representation
MM 36	Site H30 Land north of East Street, Goldthorpe	Amend second bullet point to read: “ <u>...setting of the Listed Church of St. John and St Mary Magdalene</u> ” NOT “ ...the listed barn opposite Herons Way... ”	Response to representation
MM	Site H67 to the	Amend site address to read “Site to the west of Broadwater Estate”	Correction

Ref no.	Chapter / Policy of Local Plan	Proposed Minor Modification	Reason
37	East of Broadwater Estate		
	Hoyland		
MM 38	Site H2 Land west of Fitzwilliam Street, Elsecar	Delete allocations	As agreed with Historic England
	Penistone		
MM 39	Site H25 Land at Talbot Road, Penistone	Correct spelling of Thurlstone in second bullet point	Correction
MM 40	Site H34 Land east of Saunderson Road, Penistone	Amend site address to read Saunderson Road and correct spelling of Thurlstone in the final bullet point	Correction
MM 41	Site H81 Land south of Well House Lane, Penistone	Add to site policy: “ evaluate the site’s importance as overwintering feeding habitat for golden plovers and provide mitigation or compensation habitat as appropriate ”	In response to comment from Natural England on HRA
MM 42	Site H82 Land south of Halifax Road, Penistone	Add to site policy: “ evaluate the site’s importance as overwintering feeding habitat for golden plovers and provide mitigation or compensation habitat as appropriate ”	In response to comment from Natural England on HRA
MM 43	Policy H6 Residential development on large non allocated sites	Amend reference to ‘Proposals Map’ in second bullet point to ‘ Policies Map ’	Correction
MM 44	Policy H7 Housing Mix and Efficient Use of Land	Amend third line to read “...A density of about 40 dwellings per hectare net will be expected”	Clarity

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MM 45	Policy H8 Affordable Housing	Add a sentence to end of paragraph 9.25 of supporting text: <u>The areas referred to in the policy are housing sub market areas</u>	Clarity
	Paragraph 9.35	Replace reference to policy ' GB1 ' with ' <u>GD1</u> '	Correction
	Sites for Gypsies and Travellers		
MM 46	Site Policy GT2 Sites for Travellers: TRAV013A Land at Carlton Industrial Estate	<ul style="list-style-type: none"> Increase of indicative pitch numbers specified for TRAV013A in Policy GT2 from 40 pitches to <u>11</u> pitches. 	To account for deletion of site AC46
MM 47	Site Policy GT2 Sites for Travellers: AC46 Burntwood Cottages Extension	Deletion of proposed allocation: <u>AC46 Burntwood Cottages extension, Brierley 8 pitches</u>	Availability and deliverability concerns arising from receipt of representation from landowner
Mixed Use Sites			
MM 48	Policy Mixed Use Sites 1	Add as first sentence " <u>All developments will be expected to comply with policy GD1 General Development and other policies of the plan</u> "	Consistency with policies H3 and E3
MM 49	Paragraph 10.3	Amend first line to read "Below is a list of proposed housing allocation <u>mixed use sites</u> "	Correction
	Urban Barnsley		
MM 50	Site MU1 South of Barugh Green Road	Delete first bullet point " <u>undertake ground stability and contamination investigations prior to development and complete necessary remedial works</u> "	Consistency between policies
MM 51	Site AC12 Land off Shaw Lane	Delete ' housing ' from first bullet point to read " <u>development is to the north of Wharncliffe Woodmoor green space</u> "	In response to representation from Yorkshire Wildlife Trust concerned that reference to housing development only would allow ribbon development of other types eg retail.

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	Education		
MM 52	Policy ED1 Primary School site policies	Amend first sentence to read “ All developments will be expected to comply with policy GD1 General Development <u>and other policies of the plan</u> ”	Clarity
Transport			
MM 53	Pink Box ‘The Challenge’	Amend second bullet point to read “Supporting sustainable development and the locations for growth set out in the Core Strategy <u>Local Plan</u> ”	Updated information
MM 54	Pink Box ‘Current Position’	<ul style="list-style-type: none"> • Barnsley launched (January 2009) and continue to develop the ‘Care4Air ECO Stars’ fleet recognition scheme on behalf of the South Yorkshire LTP Partnerships. The scheme encourages operators of buses, coaches, heavy goods vehicles and light vans to maximise efficiency and minimise exhaust emissions • Barnsley’s major bus operator Stagecoach recently introduced a revised bus network using Barnsley Interchange as a hub, providing links to other bus, rail and taxi services • Cudworth and West Green bypass recently completed <p>Replace this section with the following bullet points:</p> <ul style="list-style-type: none"> • <u>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</u> • <u>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</u> • <u>The Cudworth and West Green bypass has now become</u> 	Updated information

		<p><u>established as a significant component of Barnsley’s highway network including use for ‘express X’ bus services</u></p> <ul style="list-style-type: none"> • <u>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.</u> • <u>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.</u> 	
MM 55	Pink Box ‘Policy Solutions’	<p>Second bullet point delete</p> <ul style="list-style-type: none"> • Implementing the Northern Barnsley Connectivity Study <p>Fifth bullet now becomes fourth bullet point to read</p> <ul style="list-style-type: none"> • Improving links between Urban Barnsley and the Principal Towns to places on the Leeds to Sheffield corridor • <u>Improving service links between Urban Barnsley and the Principal Towns to places on the Leeds to Sheffield corridor</u> 	Updated information
MM 56	Pink Box ‘Policy Solutions’	<p>Sixth bullet point deleted</p> <ul style="list-style-type: none"> • Improving direct links between London, Manchester, other Core Cities and the Humber Ports <p>and replaced to read <u>“Improving direct links between London, Manchester, other Core Cities and the Humber Ports and keeping abreast of and contributing to major transport infrastructure studies”</u></p>	Updated information
MM 57	Paragraph 12.2	<p>12.2 Barnsley, working with city region partners and other stakeholders, is mobilising a Transport Strategy for Barnsley.</p> <p>And replaced with <u>“Barnsley, working with city region partners and</u></p>	Updated information

		<p><u>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:</u></p> <ul style="list-style-type: none"> <u>•Economic growth and strategic connections</u> <u>•Inclusion, accessibility and a better quality of life</u> <u>•High quality natural environment, local air quality and climate change</u> <u>•Safety, security and health”</u> 	
MM 58	Paragraph 12.4	<p>12.4 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.</p> <p>Amend to read “<u>12.4 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.”</u>”</p>	Updated information
MM 59	Paragraph 12.10	<p>12.10 These aims are also reflected in the ambitions of the Community Strategy, which recognises the role transportation can play in helping Barnsley to become a strong, healthy and just society. It acknowledges transport's role in reducing high levels of obesity in all ages including children, by facilitating a major increase in walking and cycling through the ‘Lifestyle programmes’, created to improve health and reduce health inequalities in Barnsley.</p> <p>Amend to read “<u>12.10 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</u>”</p>	Updated information

		<u>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.”</u>	
MM 60	Paragraphs 12.14 and 12.15	<p>12.14 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 this pattern has resulted in a legacy of poor public transport, walking and cycling routes particularly between the Principal Towns.</p> <p>12.15 By 2017 it is intended to implement a bus partnership scheme between the Council, SYPTE and bus operators. This partnership will seek to promote improved bus services and networks, together with improving the quality of vehicles and the passenger experience.</p> <p><u>Amend to read “12.14 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 a poor range of public transport, walking and cycling options particularly between the Principal Towns.</u></p> <p><u>12.15 By 2017 it is intended to implement a Voluntary Bus Partnership (VBP) between the Council, SYPTE 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.”</u></p>	Updated information

MM 61	Paragraphs 12.18, 12.19 and 12.20	<p>12.18 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 proposals include a South Yorkshire station at Meadowhall Interchange and also a station in Leeds city centre. The initial preferred route runs through the borough to the east of the M1 and urban Barnsley from Hoyland (partially tunnelled) to Ardsley (partially tunnelled) and then between Lundwood and Cudworth before leaving the borough to the east of Royston.</p> <p>12.19 The route will be subject to consultation prior to being finalised by the Government. Construction is currently intended to begin within the Local Plan period, with the route potentially opening around 2032-33.</p> <p>12.20 Whilst services would not become operational until 2032 if the decision is taken to proceed then there would be a major improvement in advance of that of rail, bus, active travel and highway connections to the proposed South Yorkshire station. The initial preferred route runs through the borough to the east of the M1 and urban Barnsley from Hoyland (partially tunnelled) to Ardsley (partially tunnelled) and then between Lundwood and Cudworth before leaving the borough to the east of Royston. Any adjustment to the route and station proposals will be subject to consultation prior to being finalised by the Government.</p> <p><u>Amend to read “12.18 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 January 2013 consultation route is shown on the Key Diagram however, a revised preferred route with only a slight incursion into Barnsley (east of Brierley)is currently subject to consultation and more summary details are provided later in the Local Plan transport chapter.</u></p> <p><u>12.19 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</u></p>	Updated information
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		<p><u>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.</u></p> <p><u>12.20 Additionally and separate from HS2 there is an potential for a proposal to emerge for a national ‘active travel’ long distance trail in the broad corridor of the HS2 proposal. However, at this time there is no definite route identified for the trail.”</u></p>	
MM 62	Paragraph 12.21	<p>12.21 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.</p> <p>Amend the paragraph to read ” <u>12.21The 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-</u></p>	Updated information

		<p><u>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. “</u></p> <p>12.22 Additionally and separate from HS2 there is an emerging proposal for a national ‘active travel’ long distance trail in the broad corridor of the HS2 proposal. However, at this time there is no definite route identified for the trail.</p>	
MM 63	Policy T1 supporting text paragraphs 12.50 – 12.55	<p>12.50 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 both the M1 and A1, and consequently the regional and national motorway network. As such we 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 emerging Transport Strategy 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.</p> <p>12.51 There are a number of national and regional initiatives outside the scope of the Local Plan, focused on making the best use of these existing routes and stations, which we will continue to support. In the longer term it is possible that a number of future changes to rail services may arise from:</p> <ul style="list-style-type: none"> • the construction of a new national high speed rail route and 	Updated information

		<p>stations between London and the north of England)</p> <ul style="list-style-type: none"> • the Network Rail Long Term Planning process and associated route studies • the Sheffield City Region Economic Plan (2014) and its infrastructure investments • the future Highways Agency national route studies <p>12.52 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 proposals include a South Yorkshire station at Meadowhall Interchange and also a station at Leeds city centre. The Government has indicated there will be funding support for 'connectivity investment packages' associated with each HS2 station. Barnsley has 10 stations with a service to Meadowhall Interchange and 7 stations with services to Leeds.</p> <p>12.53 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 we need to work with our partners to consider initiatives outside Barnsley, such as the current improvements to Wakefield Kirkgate station. We will continue to support neighbouring authorities and contribute to an integrated, joint working approach linking through sub-regional and city regional working.</p> <p>12.54 The reinstatement of former railway lines will 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.</p> <p>12.55 It is important for us to safeguard the routes of former strategic rail lines for potential reinstatement because:</p> <ul style="list-style-type: none"> • 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 	
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		<ul style="list-style-type: none"> • 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 includes 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 has particular benefits in relieving capacity on the Doncaster to Leeds line, giving a new route for Midlands freight traffic north of Rotherham • development of new and reinstated rail infrastructure and diversionary routes can be built to standards appropriate for modern deep sea freight containers, which are significantly larger than the traditional, predominantly bulk freight wagons used for carrying steel and coal. <p>12.56 The former Barnsley Doncaster and Cudworth line railways are indicated on Figure 6 Rail Connectivity and Safeguarded Routes.</p>	
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		<p>Amend to read:</p> <p><u>“12.50 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.</u></p> <p><u>12.51 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 beneficial impact of Transport Strategy interventions. In the longer term it is possible that a number of future changes to rail services may arise from the:</u></p> <ul style="list-style-type: none"> <u>•construction of a new national high speed rail route and stations between London and the north of England)</u> <u>•Network Rail Long Term Planning process and associated route studies</u> <u>•Sheffield City Region infrastructure investments</u> 	
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		<p><u>•future Highways England national route studies</u></p> <p><u>12.52 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 (November 2016) 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 Crofton. Additionally HS2 in liaison with other stakeholders including Barnsley MBC are to assess the case for a HS2 South Yorkshire Parkway station and Government intend to confirm the HS2 eastern leg route, station and depot provision in South Yorkshire in 2017. 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.</u></p> <p><u>12.53 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.”</u></p>	
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		<p><u>12.54 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.</u></p> <p><u>12.55 It is important for us to safeguard the routes of former strategic rail lines for potential reinstatement because:</u></p> <ul style="list-style-type: none"> • <u>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</u> • <u>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</u> • <u>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</u> • <u>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</u> • <u>the existing national and regional rail network is reaching capacity and additional north south and transpennine lines will be required</u> • <u>transpennine corridors are important to the the growth of North of England productivity, both in terms of passenger and freight transport</u> • <u>Currently the railhead at Monk Bretton, used by the glass</u> 	
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		<p><u>industry, is the only dedicated freight link in Barnsley</u></p> <ul style="list-style-type: none"> • <u>reinstatement of the former Cudworth line may have particular benefits as providing options for relieving capacity on freight and passenger routes</u> • <u>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.</u> <p><u>12.56 The former Barnsley Doncaster and Cudworth line railways are indicated on Figure 6 Rail Connectivity and Safeguarded Routes. Other safeguarding provisions are shown on the Policies Map.</u></p>	
MM 64	Policy T3 and associated paras 12.66 and 12.67	<p>New development will be expected to:</p> <ul style="list-style-type: none"> • 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, and should not provide more than the maximum number of car parking spaces set out in the relevant Supplementary Planning Document • provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version) • provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). <p>Travel plans will be secured through a planning obligation or a planning condition</p> <p>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</p> <p>If it is not possible or appropriate for the minimum amount of parking for</p>	Updated information

		<p>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.</p> <p>Amend policy to read <u>“New development will be expected to:</u></p> <ul style="list-style-type: none"> • <u>be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists</u> • <u>provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in the relevant Supplementary Planning Document</u> • <u>provide a transport statement or assessment in line with the guidance set out in Planning Policy Guidance as published and meeting provisions of NPPF paragraphs 32 and 36.</u> • <u>provide a travel plan statement or a travel plan in accordance with guidance set out in Planning Policy Guidance as published and meeting provisions of NPPF paragraphs 32 and 36. Travel plans will be secured through a planning obligation or a planning condition</u> <p><u>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</u></p> <p><u>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. “</u></p> <p>12.66 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. The Highways Agency will work with us to to advise developers how to prepare, implement, monitor,</p>	
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		<p>review and update travel plans to support their development and will consider tri-partite agreements with the council and developers where appropriate. The Highways Agency 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.</p> <p>12.67 The council will also work with the South Yorkshire Local Transport Plan partners and the Highways Agency to ensure a consistent approach for the preparation, implementation and monitoring of travel plans. As previously mentioned, the SYPTE Travel Advisors work with us to provide a valuable service to employers in providing advice to employers producing travel plans.</p> <p><u>12.66 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. The Highways Agency 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.</u></p> <p><u>12.67 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.</u></p>	
MM 65	Policy T4	Policy T4 New Development and Highway Improvement New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.	Updated information

		<p>If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road 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.</p> <p>Amend title to read “<u>New development and Transport Safety</u>” and policy wording to read “<u>New development will be expected to be designed and built to provide all transport users within and bounding the development with safe, secure and convenient access and movement.</u>”</p> <p><u>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.”</u></p>	
MM 66	Paragraph 12.70	<p>12.70 If a development is not suitably served by the existing highway, or would create or add to highway safety problems or 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.</p> <p>Amend to read “<u>12.70 If a development is not suitably served by the existing highway, or would create or add to highway safety problems (including railway level crossings) or the efficiency of the highway we will refuse planning permission, unless the</u>”</p>	Updated information

		<u>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.”</u>	
MM 67	Policy T5 supporting text Paragraphs 12.79 – 12.83 including associated footnotes	<p>12.79 In line with national and regional guidance we are working with our sub-regional partners to implement a South Yorkshire Freight Quality Partnership to determine how to balance the needs of local businesses, minimise congestion and improve air quality. The partnership will involve the freight industry and 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</p> <p>12.80 The Highways Agency are 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). 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.</p> <p>12.81 The M1 and A61(T) within the Barnsley borough generally have sufficient capacity for 2008 traffic demands. The Highways Agency has 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.</p> <p>12.82 In January 2009 The Secretary of State for Transport announced managed motorway proposals for the M1 in South and West Yorkshire. It is proposed that the following sections of this route will be the subject of enhancements by the Highways Agency utilising controlled use of the hard shoulder (Hard Shoulder Running, HSR):</p>	Updated information

		<ul style="list-style-type: none"> • in 2012 and 2013, M1 junction 32 to 35A east of Sheffield • by 2015 M1 junction 39 to 42 Wakefield <p>12.83 Full details of these proposals can be seen on the Highways Agency website at www.highways.gov.uk</p> <p>Footnotes</p> <p>7. The 'Core bus network' has been identified by SYPTe as the bus route network made up of stops having at least six services per hour.</p> <p>8. Good Practice Guidelines: Delivering Travel Plans through the Planning Process DfT 2009</p> <p>Amend to read:</p> <p><u>“12.79 In line with national, 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 TfN programmes and mechanisms and 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.</u></p> <p><u>The National Strategic Highway Network</u></p> <p><u>12.80 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.</u></p> <p><u>12.81 The M1 and A61 (T) within the Barnsley borough generally have sufficient capacity for traffic demands although there are</u></p>	
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		<p><u>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.</u></p> <p><u>12.82 A 'managed motorway' initiative for the M1 in South (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 post 2021 investment programme. The current Road Investment Strategy includes investment for dualling the A61(T) in Barnsley by 2021.</u></p> <p><u>12.83 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' ."</u></p> <p>Footnotes</p> <p><u>9. The 'Core bus network' has been identified by SYPTE as the bus route network made up of stops having at least six services per hour.</u></p> <p><u>10. PPG Transport Assessments Travel Plans</u></p>	
MM 68	Figure 6 Rail Connectivity and Safeguarded Routes	Changes to the wording for 'HS2'	Clarity
Local Character			

MM 69	Policy D1 Design	<p>Replace policy D1 and supporting text with the following:</p> <p>Design Principles:</p> <p>High quality development will be expected to respect, take advantage of and reinforce the distinctive character and features of Barnsley, including: topography, Green Infrastructure assets, important habitats, woodlands and other natural features views and vistas to key buildings, landmarks, skylines and gateways heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form particularly in and around:</p> <p>Barnsley Town Centre Penistone and the rural villages in the west of the borough within and adjacent to Conservation Areas</p> <p>Development should: contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment help to transform the character of physical environments that have become run down and are lacking in distinctiveness enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people contribute towards creating attractive, sustainable and successful neighbourhoods achieve a Building For Life 12 assessment which scores as many 'greens' as possible subject to local circumstances, in developments of 10 or more dwellings</p> <p>13.1 This policy sets overarching design principles for the borough to ensure that development is appropriate to its context, and improves what needs improving, whilst protecting what is good about what we have. Design that reflects the character of areas will help to strengthen their distinctiveness, identity and people's sense of</p>	Some general update and some changes proposed in response to representations
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		<p>belonging to them. The policy also acknowledges the vital role that good design can play in supporting economic and physical regeneration and bringing about new forms of distinctiveness by making run down areas both physically and economically more attractive.</p> <p>13.2 The Public Spaces Strategy and the Building Heights Study provide evidence for design decisions in Barnsley Town Centre.</p> <p>13.3 Quality of design has reached a high position in the national consciousness and planning agenda. As the Local Planning Authority dealing with planning applications the council has a responsibility to bring about a better built environment. Setting a high design quality standard for new development will make Barnsley a more attractive place to live, work and enjoy leisure, and will help to underpin economic regeneration. Good design is also necessary to promote civic pride and reinforce a sense of identity and place.</p> <p>13.4 The above policy will be applied to new developments, and where appropriate to the extension and conversion of existing buildings. Supplementary Planning Documents will be refreshed which provide further advice on the design of new housing development, house extensions, designing out crime, advertisements and shopfront design.</p> <p>13.5 The Government has produced guidance and design through the National Planning Policy Framework and National Planning Practice Guidance.</p> <p>13.6 The Planning Practice Guidance reinforces that the successful integration of all forms of new development with their surrounding context is an important design objective, whilst not preventing outstanding or innovative designs which help to raise the standard of design more generally in the area.</p> <p>Building for Life 13.7 Building for Life is the housing industry standard, endorsed by</p>	
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		<p>Government, for assessing well designed housing developments. It is led by CABE at the Design Council, Design for Homes and the Home Builders Federation. It is based on the National Planning Policy Framework.</p> <p>13.8 Under a Building for Life 12 assessment twelve questions are evaluated under a traffic light system of red, amber and green. A red light gives a warning that an aspect of a development needs to be reconsidered. Where a proposal is identified as having one or more ambers this points to the need to rethink where elements could be improved, subject to local circumstances.</p> <p>13.9 The council will use Building for Life 12 (BfL12) to assess the urban design quality of new housing developments. Applicants for residential development of 10 units and over will be required to submit Design and Access Statements which show how well their schemes respond to the BfL12 criteria.</p> <p>13.10 The more greens scored in a Building for Life12 assessment the better a development will be. If a scheme is poor in achieving greens, subject to local circumstances it will be refused on design grounds.</p> <p><u>Policy D1 High Quality Design and Place Making</u></p> <p><u>Design Principles:</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> • <u>landscape character, topography, Green Infrastructure</u> 	
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		<p><u>assets, important habitats, woodlands and other natural features</u></p> <ul style="list-style-type: none"> • <u>views and vistas to key buildings, landmarks, skylines and gateways</u> • <u>heritage and townscape character including the scale, layout, building styles and materials of the built form particularly in and around:</u> <p style="margin-left: 40px;"> <u>- Barnsley Town Centre</u> <u>- Penistone and the rural villages in the west of the borough</u> <u>- within and adjacent to Conservation Areas</u> </p> <p><u>Through its layout and design development should:</u></p> <ul style="list-style-type: none"> • <u>contribute to place making and be of high quality, that contributes to a healthy, safe and sustainable environment</u> • <u>help to transform the character of physical environments that have become run down and are lacking in distinctiveness</u> • <u>provide clear and obvious connections to the surrounding street and pedestrian network</u> • <u>ensure ease of movement and legibility, with priority for pedestrians and cyclists</u> • <u>ensure overlooking of streets, spaces and pedestrian routes through the arrangement and orientation of buildings and the location of entrances.</u> • <u>promote safe, secure environments and access routes</u> • <u>create clear distinctions between public and private spaces</u> • <u>display architectural quality and express proposed uses through its composition, scale, form, proportions and window pattern and arrangement of materials, colours and details</u> • <u>make the best use high quality materials</u> • <u>include a comprehensive and high quality scheme for hard</u> 	
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		<p><u>and soft landscaping</u></p> <ul style="list-style-type: none"> • <u>provide high quality public realm</u> <p><u>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</u></p> <p><u>13.1</u> As set out in the National Planning Policy Framework (NPPF), 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.’</p> <p><u>13.2</u> 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.</p> <p><u>13.3</u> 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.</p> <p><u>13.4</u> 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:</p> <ul style="list-style-type: none"> • <u>Building for Life 12 (for residential developments of 10 or more dwellings)</u> • <u>Secured By Design/ Safer Places- the Planning System and Crime Prevention</u> 	
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		<ul style="list-style-type: none"> • <u>Manual for Streets (for residential developments)</u> • <u>Manual for Streets 2- Wider Application of the Principles (which takes this guidance beyond just residential developments)</u> • <u>The South Yorkshire Residential Design Guide</u> <p><u>13.5 The Public Spaces Strategy and the Building Heights Study provide additional evidence for design decisions in Barnsley Town Centre.</u></p> <p><u>13.6 Supplementary Planning Documents also provide guidance on specific design issues.</u></p>	
Town Centres and Retail			
MM 70	Policy TC3 Thresholds for Impact Assessments	<p>Add following text to para 15.23:</p> <p><u>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.</u></p> <p>Add text to clarify that “<u>policy TC3 refers to Thresholds for Impact Assessments whereas policy TC5 sets out circumstances where small local shops will not require a sequential test.</u>”</p>	Updated information
MM 71	Paragraph 15.21	<p>Correct typing error at para 15.21. Delete incorrect reference to policy TC6 at and insert reference to <u>TC5</u></p>	Correction
MM 72	Policy TC4 Retail Parks	<p>Propose change to the first bullet to read: cy to set the restriction on units to a minimum of at least 920sq m. <u>The minimum size of units to at least 1,000-square metres 920 square metres gross; and</u></p>	Updated information
MM	Policy TC5 Small	Add a sentence to the text after TC5 at para 15.27:	Updated information

73	Local Shops	<u>“Such applications will not require a sequential test, but if it appears to us that a small shop is not designed to meet daily shopping needs we may require a sequential test”</u>	
Barnsley Town Centre			
MM 74	Implementation	<p data-bbox="539 336 1485 464">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.</p> <p data-bbox="539 504 1469 735"><u>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 as referred to in the Local Plan at paragraph 16.12 also offers guidance.</u></p> <p data-bbox="539 810 1478 1214">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 is being built on the site of the former Central Library.</p> <p data-bbox="539 1249 1469 1378"><u>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</u></p>	

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16.134 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 the Regional Growth Fund and European Regional Development Fund.
National and	National and regional agencies such as Network

		<p>regional agencies delivering public investment programmes</p>	<p>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 TCAAP opportunities can be aligned.</p>	
		<p>European funding</p>	<p>The European Regional Development Fund Programme is being run for Yorkshire and the Humber for the period 2007—2013. The 2014—2020 will be launched following the completion of the current programme</p>	
		<p>The Council</p>	<p>We have a wide ranging role in putting the plan into practice. Our role is set out in more detail below:</p>	
	<p>16.134 The organisation, role and funding features are summarised in the table below and subsequent text.</p>			
	<p>Organisation</p>	<p>Role and funding</p>		
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		<p>Leeds and Sheffield City Region stakeholder partnerships and agencies</p>	<p>City Region partnerships can support joint initiatives such as thematic and corridor programmes aided by funding from successful competitive bids for funding under UK funding regimes.</p>	
		<p>National and regional agencies delivering public investment programmes</p>	<p><u>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.</u></p>	
		<p>European funding</p>	<p><u>European Regional Development Fund and or UK compensatory arrangements following exit from EU.</u></p>	
		<p>The Council</p>	<p>We have a wide ranging role in putting the plan into practice. Our role is set out in more detail below:</p>	
<p>MM 75</p>	<p>Paragraph 16.4</p>	<p>Bullet point 4 • Providing a vibrant family friendly mix of activities that are available throughout the day and evening (particularly early evening) to create a more family based environment with a wide range of education, leisure and cultural opportunities including youth facilities</p>		<p>Updated information</p>

		<p>Amend bullet point four to read:</p> <ul style="list-style-type: none"> • <u>Providing a vibrant family friendly mix of activities that are available throughout the day and evening (particularly early evening) to create a more family-based environment with a wide range of education, leisure and cultural opportunities including youth facilities</u> 	
MM 76	Paragraph 16.4	<p>•Increasing job opportunities and supporting existing businesses especially in office, creative and digital industries, information technology and professional sectors to strengthen the town centre as the economic focus for the Borough and attract inward investment</p> <p>Amend bullet point 5 to read: <u>“Increasing job opportunities and supporting existing businesses especially in office, creative and digital industries, information technology and professional sectors to strengthen the town centre as the economic focus for the Borough and attract inward investment”</u></p>	Updated information
MM 77	Paragraph 16.6	<p>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, Experience Barnsley and the Pals Centenary Gardens</p> <p>Amend to read: <u>“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,</u></p>	Updated information

		<u>replacement Sixth Form College, Experience Barnsley and the Pals Centenary Gardens.”</u>	
MM 78	Paragraphs 16.7, 16.8 and 16.9	<p>16.7 Better Barnsley is a major town centre redevelopment initiative currently underway and which has a key role in the regeneration of Barnsley town centre. The original scheme was granted planning permission in September 2011 but a revised scheme is currently being drawn up. A prospectus was made public in July 2014 and developer interest is being canvassed. The current prospectus includes the major programme of work as listed in paragraph 16.5 in the Town Centres Section.</p> <p>16.8 The Council has set aside resources £35m for the project that will also attract significant additional private sector investment. It will provide an opportunity for jobs to be safeguarded, and for additional jobs to be created. Work on the scheme is due to start in 2015.</p> <p>16.9 The scheme granted planning approval in September 2011 will not now be implemented. It included a department store which was subsequently deleted. The new scheme will have a stronger Markets offer and smaller high quality retail elements. Details of the new scheme are not yet available but we understand that it will include a new indoor Market Hall of around 8,000 sq. metres and up to 21,000 sq.m. of retail and leisure floorspace. For the purposes of our retail analysis we assume that the gross retail floorspace would be around half of the total, say 10,500 sq. metres. This represents a small net increase in retail floorspace compared with existing provision. The scheme is a mixed-use one with a strong leisure component.</p> <p>Replace with the following text:</p> <p><u>“16.7 Better Barnsley 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 Better Barnsley and the</u></p>	Updated information

		<p><u>project will also attract significant additional private sector investment. It will safeguard jobs and also promote creation of additional jobs.</u></p> <p><u>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:</u></p> <p>a) <u>illustrative potential of three development opportunity sites – Courthouse Campus, Eastern Gateway and Southern Fringe</u> b) <u>scope for three town centre projects – Mandela Gardens, Peel Square and Barnsley Interchange (focus on west exit)</u> c) <u>town centre wide action on lighting, public art, digital technology and gateways</u></p> <p><u>16.9 Additionally the Council is currently undertaking a review of town centre car parking supply and management.”</u></p>	
MM 79	Paragraph 16.10	<p>Bullet point 2 • Barnsley has a low retail vacancy level compared to regional and national figures of 9.7% against a regional figure of 12.6% and a national of 11.1% (10)</p> <p>Amend bullet point 2 to read “<u>Barnsley has a low retail vacancy level compared to regional and national figures</u>”</p>	Updated information
MM 80	Paragraph 16.10	<p>Bullet point 3 • Barnsley has the highest level of Independent retailers in the region by a significant margin, with the regional percentage being 45.9% and Barnsley supporting 72.7% Independents (11)</p> <p>Amend bullet point 3 to read “<u>Barnsley has the highest level of Independent retailers in the region by a significant margin</u>”</p>	Updated information
MM 81	Paragraph 16.11	<p>Fourth bullet point the over-supply of long stay car parking within the town centre occupying premium development land</p>	Updated information

		Amend fourth bullet point to read “ <u>concerns as to the over-supply of long stay car parking within the town centre occupying premium development land</u> ”	
MM 82	Paragraph 16.11	Add a bullet point to read “ <u>limited early evening ‘offer’</u> ”	Updated information
MM 83	Paragraph 16.12	<p>16.12 The strategy for delivering the vision for a distinctive town centre, building on its strengths and responding to the challenges and supporting the corporate strategy for Barnsley Town Centre, is detailed in the following two sections which set out...</p> <p>Amend first part of paragraph to read “<u>The planning policy framework for delivering the vision for a distinctive town centre, building on its strengths and responding to the challenges and supporting the corporate initiatives summarised at paragraphs 16.7, 16.8 and 16.9 above , is detailed in the following two sections which set out:....</u>”</p>	Updated information
MM 84	Paragraph 16.17 ‘The Future’ box	<p>Better Barnsley is a major town centre redevelopment which has a key role in the regeneration of Barnsley town centre. The original scheme was granted planning permission in September 2011 but a revised scheme is currently being drawn up.</p> <p>Amend to read “<u>Better Barnsley is a major town centre redevelopment currently underway and which has a key role in the regeneration of Barnsley town centre.</u>”</p>	Updated information
MM 85	Paragraph 16.18 ‘The Future’ box	<p>New, high quality office development, mainly based in the Westgate and Courthouse Campus Districts.</p> <p>Amend to read “<u>New, high quality office development,in various town centre districts.</u>”</p>	Updated information
MM 86	Paragraph 16.19	<p>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</p>	Updated information

		<p>shopping hours. Leisure uses will be provided as part of the Better Barnsley project and also in adjacent areas such as Oakwell.</p> <p>Amend to read <u>“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 Better Barnsley project and also in adjacent areas such as Metrodome.”</u></p>					
MM 87	Paragraph 16.19 'Now' and 'Future' Boxes	<table border="1"> <thead> <tr> <th data-bbox="551 616 1010 695">Now</th> <th data-bbox="1010 616 1469 695">The Future</th> </tr> </thead> <tbody> <tr> <td data-bbox="551 695 1010 1318"> <p>One theatre (Lamproom theatre)</p> <p>Cooper Art Gallery</p> <p>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</p> </td> <td data-bbox="1010 695 1469 1318"> <p>Provide a new cinema</p> <p>-</p> <p>The Lamproom will be extended to include additional performance and seating space.</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> </td> </tr> </tbody> </table>	Now	The Future	<p>One theatre (Lamproom theatre)</p> <p>Cooper Art Gallery</p> <p>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</p>	<p>Provide a new cinema</p> <p>-</p> <p>The Lamproom will be extended to include additional performance and seating space.</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>	Updated information
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		<p>Courthouse</p> <p>A hotel in Gateway Plaza</p>		
<p>Amend to read:</p>				
<p><u>Now</u></p>		<p><u>The Future</u></p>		
<p><u>Lamproom theatre</u></p> <p><u>Replacement Sixth Form College recently completed and opened</u></p> <p><u>Cooper Art Gallery –recently extended</u></p> <p><u>Cinema, Eldon Street Experience Barnsley museum is open in the refurbished Town Hall.</u></p> <p><u>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</u></p> <p><u>The Core Voluntary Action</u></p>		<p><u>Provide additional cinema screens</u></p> <p>-</p> <p><u>The Lamproom theatre has ambitions to include additional performance and seating space.</u></p> <p><u>A high quality events programme will be established for the town centre.</u></p> <p><u>Provide a new Central library</u></p>		

		<p><u>Barnsley’s building for community and voluntary organisations at Courthouse</u></p> <p><u>A hotel in Gateway Plaza</u></p>	
MM 88	Paragraph 16.20 ‘The future ‘ box	<p>The Better Barnsley project will provide new cafes and restaurants. We will encourage a greater variety of high quality places to eat and drink, including better facilities for families.”</p> <p>Amend to read “<u>The Better Barnsley 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.</u>”</p>	Updated information
MM 89	Policy BTC1 The daytime and evening economies	<p>We will work with developers and operators to diversify the daytime and evening economies. Preference will be given to pubs, clubs, restaurants, cafés and night time entertainment uses which:...”</p> <p>Amend first sentence to read: “<u>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:...</u>”</p>	Updated information
MM 90	Paragraph 16.21	<p>First sentence of 16.21 “It is important that there is a range of activity in the town centre both during the daytime, and into the evening.”</p> <p>Amend first sentence of 16.21 to read “<u>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.</u>”</p>	Updated information
MM 91	Paragraph 16.22	<p>We want to encourage the controlled, well managed growth, diversification and promotion of the leisure, 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.”</p>	Updated information

		Amend to read:” <u>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.</u> ”	
MM 92	Policy BTC2 late night uses	<p>Late night uses will only be encouraged in the following locations within the town centre: Wellington Street Peel Street Market Street Market Hill Graham’s Orchard</p> <p>Proposals for late night uses in the town centre will also be subject to Policy AAP1 The daytime and evening economies.</p> <p>Amend to read “<u>Late night uses will only be encouraged in the following locations within the town centre:</u> <u>Wellington Street</u> <u>Peel Street</u> <u>Market Street</u> <u>Market Hill</u> <u>Graham’s Orchard</u></p> <p><u>Proposals for late night uses in the town centre will be supported provided they:</u></p> <ul style="list-style-type: none"> <u>•add to the range and diversity of uses on offer and increase customer choice</u> <u>•do not harm amenity or give rise to increased noise, disturbance, or antisocial behaviour</u> <u>•can be adequately accessed, serviced and ventilated</u> <u>•are designed with public safety, crime prevention and the reduction of anti-social behaviour in mind</u> 	Updated information

		<u>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.”</u>	
MM 93	Paragraph 16.31	<p>All new housing in the Borough must embrace the principles of sustainable development. Policies contained in the Core Strategy require developers to comply with national advice on good design such as the Building for Life standard.”</p> <p>Amend to read: <u>“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.”</u></p>	Updated information

<p>MM 94</p>	<p>Paragraph 16.32 The 'Now' and 'Future' boxes</p>	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Now</td> <td style="width: 50%; text-align: center;">The future</td> </tr> <tr> <td style="vertical-align: top;"> <p>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 development and its 188 apartments.</p> </td> <td style="vertical-align: top;"> <p>Current opportunities and schemes provide for an extra 610 new homes are estimated to be built by 2026 as a result of housing schemes and housing components of mixed use developments at City Reach (110 apartments), Court House apartments (250), Harborough Hill (100 homes) and 150 homes from other redevelopment sites such as Dunnes, Gateway Plaza 2, Freemans Yard, Wellington House and other smaller windfall sites.</p> </td> </tr> </table> <p>Amend to read:</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Now</td> <td style="width: 50%; text-align: center;">The future</td> </tr> </table>	Now	The future	<p>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 development and its 188 apartments.</p>	<p>Current opportunities and schemes provide for an extra 610 new homes are estimated to be built by 2026 as a result of housing schemes and housing components of mixed use developments at City Reach (110 apartments), Court House apartments (250), Harborough Hill (100 homes) and 150 homes from other redevelopment sites such as Dunnes, Gateway Plaza 2, Freemans Yard, Wellington House and other smaller windfall sites.</p>	Now	The future	<p>Updated information</p>
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		<p><u>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.</u></p>	<p><u>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.</u></p>	
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<p>MM 95</p>	<p>Paragraph 16.34 The 'Now' and 'Future' boxes</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: left;">Now</th> <th style="width: 50%; text-align: left;">The future</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top; padding: 5px;"> <p>Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as greenspace on Inset Map 3.</p> </td> <td style="vertical-align: top; padding: 5px;"> <p>An enlarged public space and setting to 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.</p> </td> </tr> </tbody> </table> <p>Amend to read:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: left;">Now</th> <th style="width: 50%; text-align: left;">The future</th> </tr> </thead> <tbody> <tr> <td style="height: 40px;"></td> <td style="height: 40px;"></td> </tr> </tbody> </table>	Now	The future	<p>Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as greenspace on Inset Map 3.</p>	<p>An enlarged public space and setting to 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.</p>	Now	The future			<p>Updated information</p>
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MM 96	Paragraph 16.38	<p>“Priority Sites for public space improvement are shown on Inset Map 3 as follows:</p> <ul style="list-style-type: none"> • Wellington Street • Peel Square and Market Hill • Courthouse • Experience Barnsley • Kendray Street (Eldon Place) – part of Better Barnsley • Kendray Street (Interchange Square) – part of Better Barnsley • Cheapside/Queen Street/May Day Green – part of Better Barnsley <p>Amend to read: <u>“Priority Sites for public space improvement are shown on Inset Map 3 as follows:</u></p> <ul style="list-style-type: none"> • <u>Wellington Street</u> • <u>Peel Square and Market Hill</u> • <u>Courthouse</u> • <u>Experience Barnsley (now completed)</u> • <u>Kendray Street (Eldon Place) - part of Better Barnsley</u> • <u>Kendray Street (Interchange Square) - part of Better Barnsley</u> • <u>Cheapside/Queen Street/May Day Green -part of Better Barnsley”</u> 	Updated information
MM 97	Paragraph 16.43	Add a bullet point to read ”Sixth form college”	Updated information
MM 98	Paragraph 16.52	<p>16.52 As part of the Network Rail programme for closure of level crossings the Jumble Lane crossing and associated signal box will be closed. This will need 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 bus interchange platforms.</p> <p>Amend to read:</p>	Updated information

		<p><u>“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 Better Barnsley scheme. “</u></p>	
MM 99	Policy BTC10 The Green Sprint	<p>A pedestrian and cycle route ‘the Green Sprint’ will be created to link the town centre with the Dearne Valley Country Park, following the route shown on Inset Map 2. Developments on sites that cover part of the route must:</p> <ul style="list-style-type: none"> • 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. <p>We will also take account of the Green Sprint when considering proposals on nearby sites, which may have an effect on it.</p> <p>Amend to read</p> <p><u>“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:</u></p> <ul style="list-style-type: none"> • <u>ensure that the Green Sprint is designed into the scheme; and</u> • <u>either build the relevant section of the Green Sprint, or</u> 	Updated information

		<u>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.</u>	
MM 100	Paragraph 16.64	<p>16.64 The emerging Transport Strategy will deal with Town Centre Car Parking issues. 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.</p> <p>Amend to read “<u>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.</u>”</p>	Updated information
MM 101	Paragraph 16.64 The ‘Future’ box	<p>Keep approximately the same number of car parking spaces. (there will be some temporary increases and decreases in this overall figure over time as sites are developed in the town centre).</p> <p>Amend to read: “<u>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.</u>”</p>	Updated information
Green Infrastructure and Greenspace			
MM 102	Pink Box	Under ‘Current Position’ amend 5 th bullet point to “ Emerging ” from the front of the fifth bullet point	Minor update to reflect that Green Infrastructure Strategy is complete
MM 103	Policy G11 Green Infrastructure	Add the following text to the end of paragraph 17.9 "The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using Community Infrastructure Levy payments and developer contributions to create and improve Green Infrastructure".	Response to representation
MM 104	Policy BIO1 Biodiversity and	Move 2 sections that are currently fourth and fifth bullets to bottom of policy box as paragraphs not bullet points. Amend what is currently fifth	Clarity

	Geodiversity	bullet to read “...will not be permitted unless there is no alternative option and there are imperative reasons of overriding public interest.”	
MM 105	Policy LC1 Landscape Character	To the penultimate paragraph of supporting text to policy LC1 add: “ 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. ”	Response to representation
MM 106	Page 262	Correct end of first paragraph to read “national park ”	Typographical error
Safeguarded Land			
MM 107	Safeguarded Land Sites Table	Amend address of SAF38 to read “ Land to south of Lyndhurst Bank ”	For clarity
MM 108	Paragraph 18.20	Delete ‘Green Belt Policy’ and replace with “ NPPF ”	Correction
MM 109	Policy GB6 Safeguarded Land	The following amendments to the hectarages of Safeguarded Land sites on the Safeguarded tables are proposed: SAF 6 – 16.5 SAF 7 – 22.6 AC33 – 23.5 Total – 135.2	Correction
Climate Change			
MM 110	Policy CC1 Climate Change and Sustainable Construction	Amend policy CC1 and supporting text to read: Policy CC1 Climate Change <u>We will seek to reduce and adapt to the future impacts of climate change by:</u> <ul style="list-style-type: none"> • <u>Giving preference to development of previously developed land in sustainable locations</u> • <u>Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques</u> 	Response to representations

		<ul style="list-style-type: none"> • <u>Locating and designing development to reduce the risk of flooding</u> • <u>Promoting the use of Sustainable Drainage Systems (SuDS)</u> • <u>Promoting and supporting the delivery of renewable and low carbon energy</u> • <u>Promoting investment in Green Infrastructure to promote and encourage biodiversity gain</u> <p>19.1 Tackling and adapting to climate change are key issues that need to be addressed through the planning system. The following policies seek to minimise the borough's contribution to climate change, and also provide a policy framework to ensure development is able to both mitigate and adapt to the effects of climate change.</p> <p>The NPPF recognises the key role planning has in meeting the challenge of climate change and states the 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 through the Local Plan.</p> <p>The following policies in this section, CC2 to RE AC1, provide the detailed policy framework for the implementation of interventions/ initiatives identified in this policy.</p>	
MM 111	Insert new policy CC2	<p>Separate out sustainable design and construction into a stand-alone policy as follow:</p> <p><u>Policy CC2 Sustainable Design and Construction</u></p> <p><u>Development will be expected to show how it is designed to withstand and adapt to the future impacts of climate change and how it minimises resource and energy consumption through the inclusion of sustainable design and construction features, where</u></p>	Response to representations

		<p><u>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.</u></p> <p>19.2 This policy will be implemented through the planning application process. Proposals for development will be required to include details of their sustainability within their Design and Access Statement. These will include consideration of factors such as energy efficiency, water conservation, flood risk, Green Infrastructure provision and community impacts.</p> <p>19.3 It is important that developments are designed to mitigate climate change, and to withstand its effects. This will help to minimise the impact of development on the global environment, and ensure that buildings and spaces endure. Making the best use of the natural features of a site, and designing to take account of factors such as the sun’s path can make an important contribution complementing new technologies.</p> <p>19.4 Green roofs and other types of Green Infrastructure can be used as a sustainable drainage technique, to minimise surface water run-off and therefore help to reduce the risk of flooding. Sustainable drainage techniques are covered by policy GSP3 which requires development proposals over a certain size to use Sustainable Drainage Systems where feasible.</p> <p><u>19.5 Development proposals will be expected to consider energy efficiency and sustainable design from the outset. Whilst many of these principles can be incorporated within existing building materials and</u></p>	
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		<p><u>forms it is also acknowledged that non-traditional materials and designs may be necessary in order to achieve very low carbon or carbon neutral developments and meet the government targets for reducing carbon emissions.</u></p> <p><u>19.6 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.</u></p> <p><u>19.7 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.</u></p> <p><u>19.8 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 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.</u></p>	
MM 112	Policy CC3 Flood Risk	<p>Amend the first and second bullets to read as follows:</p> <ul style="list-style-type: none"> • not permitting new development where it would be at an unacceptable risk of flooding from any all sources of flooding, or would give rise to flooding elsewhere • not allowing development in <u>In the Functional Floodplain (Flood Zone 3b), only water compatible development or essential infrastructure (subject to the flood risk exception</u> 	Response to representations

		test) will be allowed. In either case it must unless it can be demonstrated that there would not be a harmful effect on the ability of this land to store floodwater.	
Renewables			
MM 113	Pink box	Under 'The Current Position' add " <u>BMBC Energy Strategy 2015-2025</u> "	To provide up to date information
MM 114	Between paragraph 20.6 and 20.7	Add a new paragraph " <u>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.</u> "	To provide up to date information.
MM 115	Policy RE1	RE1 – amend second para, second line to read: " <u>....produces renewable energy as long as there is no material harm upon:-</u> " RE1 – Amend "to which appropriate mitigation could reduce the effect to a less than significantly harmful effect." To : <u>"to which appropriate mitigation could reduce harm to an acceptable level"</u>	In response to representations
Minerals			
MM 116	Policy MIN1 Minerals and Map change number 22	Changes to policy MIN1 proposed as a minor modification. 6 th bullet point to be amended to read " <u>proposals for the exploration and production of natural gas, (excluding shale) will generally be supported</u> " 7 th bullet point to be deleted and replaced with the following: <u>"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"</u> <u>It is proposed to include a new inset map that shows the licensed areas.</u>	We agree that amendments to policy MIN1 and the Policies Map are required given concerns expressed following information emerging on experiences of shale gas exploration elsewhere • In response to Historic England comment

		Policy MIN1 add the following additional bullet- point:- <u>“where the stone is the original source of, or is needed for the repair or restoration of, a heritage asset”</u>	
MM 117	Paragraph 22.37	Delete reference to Core strategy Policy CSP38 and replace with <u>“Local Plan Policy MIN1”</u>	Correction
MM 118	Paragraph 23.1	Delete reference to PPG23. Replace with <u>NPPF</u>	Update national policy reference
MM 119	Paragraph 24.3	Delete reference to “Department of the Environment Transport and Regions Circular 04/2000” Delete reference to “The Planning (Hazardous Substances (Amendment) (England) Regulations 2009” Replace with <u>“Planning (Hazardous Substances) Regulations 2015”</u>	Update as circular withdrawn Update as withdrawn Update with latest regulations
Community Infrastructure			
MM 120	Policy I1 Infrastructure and Planning Obligations	Add the following text to the end of paragraph 25.6 <u>“Where infrastructure requirements are covered by CIL, planning obligations will not be sought.”</u>	Update
MM 121	Policy I2 Educational Facilities and Community Uses	<ul style="list-style-type: none"> Amend title of policy I2 to <u>‘Policy I2 Educational and community facilities’</u> Delete paragraph 2 regarding Advanced Learning Centres <u>The sites allocated for Advanced Learning Centres in the Education Sites DPD will be safeguarded for such purposes.</u> Amend para 3 of policy I2 to read <u>“New schools, educational and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, should be centrally located to the</u> 	Response to representations it is agreed that it would provide further clarity to define community facilities in line with para 70 of the NPPF and policy E9. All ALC’s referred to in the Education Sites DPD have now been developed

		<p><u>communities they serve, in places where they will be accessible by walking, cycling and public transport'</u></p> <ul style="list-style-type: none"> Amend fourth paragraph to read '<u>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.</u>' 	
MM 122	Paragraph 25.8	<p>delete paragraph 25.8</p> <p>25.8 The Barnsley Education Sites Development Plan Document has been adopted by the council and forms part of the statutory development plan. The DPD is part of the council's 'Remaking Learning' initiative which is a major investment programme to develop nine new Advanced Learning Centres (ALCs) across the borough. Six of the ALCs will be built on existing school sites but three of the centres require new sites. The Education Sites DPD allocates these new sites for ALC development and sets out the mitigation issues that will need to be addressed as a result of their construction.</p>	no longer relevant
MM 123	Monitoring and Indicators	Add " <u>Sustainable Transport</u> " and " <u>Travel Plans</u> " to second column against Policy AQ1	Clarity
MM 124	Glossary	Amend the glossary as follows: <u>"Community Facilities – Facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (NPPF paragraph 70)</u>	Clarity
MM 125	Housing Trajectory	Replace the housing trajectory graph at appendix 2 with the following graph:	To update with latest position

		<h3 style="text-align: center;">Housing Trajectory</h3> <table border="1"> <caption>Housing Trajectory Data</caption> <thead> <tr> <th>Year</th> <th>Dwellings</th> </tr> </thead> <tbody> <tr><td>14/15</td><td>650</td></tr> <tr><td>15/16</td><td>750</td></tr> <tr><td>16/17</td><td>1080</td></tr> <tr><td>17/18</td><td>1180</td></tr> <tr><td>18/19</td><td>1050</td></tr> <tr><td>19/20</td><td>1380</td></tr> <tr><td>20/21</td><td>1300</td></tr> <tr><td>21/22</td><td>1350</td></tr> <tr><td>22/23</td><td>1350</td></tr> <tr><td>23/24</td><td>1300</td></tr> <tr><td>24/25</td><td>1100</td></tr> <tr><td>25/26</td><td>1000</td></tr> <tr><td>26/27</td><td>1080</td></tr> <tr><td>27/28</td><td>980</td></tr> <tr><td>28/29</td><td>1050</td></tr> <tr><td>29/30</td><td>1100</td></tr> <tr><td>30/31</td><td>1050</td></tr> <tr><td>31/32</td><td>1100</td></tr> <tr><td>32/33</td><td>980</td></tr> </tbody> </table>	Year	Dwellings	14/15	650	15/16	750	16/17	1080	17/18	1180	18/19	1050	19/20	1380	20/21	1300	21/22	1350	22/23	1350	23/24	1300	24/25	1100	25/26	1000	26/27	1080	27/28	980	28/29	1050	29/30	1100	30/31	1050	31/32	1100	32/33	980	
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MM 126	Supplementary Planning Documents	Add " <u>Sustainable Transport</u> "	Update to list																																								
MM 127	Evidence Base	<p>National Third bullet amend to read "<u>national and regional guidelines for the provision of aggregates in England for the 15 year period 2005-2016</u>"</p> <p>Fifth bullet amend to read "Planning Policy for Traveller Sites <u>2015</u>"</p> <p>Local Underneath seventh bullet add the following three documents:-</p>	Updated information																																								

		<p><u>“Demographic Analysis and Forecasts Assumptions, Methodology & Scenario Results Addendum March 2015, Edge Analytics”</u></p> <p><u>“SCR Demographic Forecasts 2012-2033 Phase 1 report 2014 Edge Analytics”</u></p> <p><u>“SCR Demographic Forecasts 2012-2033 Phase 2 report April 2015 Edge Analytics”</u></p> <p>Amend current eighth bullet to read <u>“Employment Land Review BMBC 2016”</u></p> <p>Bullet nineteen delete second “Jobs and Business Plan”</p> <p>Bullet twenty add <u>“2014-2033”</u> after Housing Strategy</p>	
	Changes throughout the document		
MM 128	Highways England update name change	Change all references to ‘Highways Agency’ to <u>‘Highways England’</u>	Update
	Proposed changes to Policies Maps		
MM 129	Map change 1 - Key	Changes to the wording for 'Land Proposed for Mixed Use'	Clarity
MM 130	Map change 2 - Key	Changes to the wording for 'Safeguarded Land'	Clarity
MM 131	Map change 3 - Key	Changes to the wording for 'HS2'	Clarity

MM 132	Map change 4 – Map 38	Removal of greenspace site 508 from the Local Plan greenspace table.	Site is being removed from Green Space Register. ¹
MM 132	Map change 5 – Map 9	Merged housing site H11 and Primary School site 186 and change allocation to Mixed Use	Response to representations
MM 133	Map change 6 - Map 40	Removed Geological site reference 1,294 Stairfoot Brickworks	To update the Policies Map as this site has been deleted from list of Geological Sites
MM 134	Map change 7 - Map 41	Piece of land off Middlecliffe Lane, Little Houghton added to Urban Fabric	Response to representations
MM 135	Map change 8 – Map 49	AC34 undevelopable land area removed from policies map	Response to representations
MM 136	Map change 9 – Map 54	Housing site 377 slightly adjusted to exclude housing to southern part of site	Response to representations
MM 137	Map change 10 – Map 67	Northern part of site HOY7 reduced to exclude developed area which will be Urban Fabric	Response to representations
MM 138	Map change 11 – Map 68	Greenspace ref 265 and 1695, reduced to exclude development park and ride at Elsecar Train Station	To update Policies Map
MM 139	Map change 12 – Map 21	SAF 30 removed as Safeguarded Land to Urban Fabric due to being built out	Response to representations
MM 140	Map change 13 – Map 36	Piece of land at Cross Lane, Hoylandswaine, change designation to Urban Fabric. The site is currently existing community facility in the UDP. It was proposed Green Belt in the Local Plan.	Response to representations
MM 141	Map change 14 – Map 38	Piece of land (GS1751) Removed from Greenspace register, designated Urban Fabric	To update Policies Map
MM 142	Map change 15 – Inset Map 3	Change to the Key. Land mark building change from 'Barnsley Town Centre' to 'Barnsley Town Hall/Experience Barnsley and addition of Sixth Form College	Clarity/updated information
MM 143	Map change 16 - Map 56	Land South of Broadwater Estate, Bolton-on-Deane - amendment to settlement boundary to exclude green belt	Correction
MM 144	Map change 17 – Map 19	Land at Burntwood Cottages, Brierley, Barnsley. Removal of Traveller Site and reallocated as Green Belt.	In response to representation from landowner (see MM47)
MM	Map change 18 –	Removed Geological site reference Bullhouse Mill	To update the Policies Map as this site has

¹ The Local Plan Policies Map contains a snapshot of the latest version of the Green Space register. Once adopted the final Policies Map will show the maps contained on the Greenspace Register at that time.

145	Maps 48 & 62		been deleted from list of Geological Sites
MM 146	Map change 19 - Inset Map 1	Correction to extent of Conservation Area Hudd Road / Victoria Road in Inset Map 1	Correction
MM 147	Map change 20 - New inset map – Safeguarded Surface Coal	It is proposed to create an inset map to illustrate the extent of safeguarded surface coal. This covers most of the borough.	In response to representation from Coal Authority
MM 148	Map change 21 - Key	Remove notation for ' Primary School ' as all school sites are proposed to be shown as part of Mixed Use sites	Clarity
MM 149	Green Belt and Safeguarded Land paragraph 18.21	Add the following sentence to the end of the paragraph: <u>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. These considerations would also apply in the event of a planning application on safeguarded land (ahead of plan review and allocation for development).</u>	This text is proposed in order to deal with a comment from Historic England as this this would include amongst other things Heritage Impact Assessment.
MM 150	Site policy	H77 site policy second to last bullet to be amended from two storeys to <u>“restricting the height of dwellings to a single storey at the eastern margin of the developable area”</u> Also add maintenance condition for the adjacent heritage asset (Hoyland Lowe Stand) similar to H42 to read: <ul style="list-style-type: none"> • <u>“Be accompanied by plans for the improvement, protection and maintenance of the adjacent listed building known as Hoyland Lowe Stand and its setting. Development of the site will not take place until details are submitted to the authority and approved in writing for the maintenance of the building.”</u> 	
MM	Site policy H44	Add bullet point to read <u>“Avoid locating built development in parts</u>	As agreed with Environment Agency

151		<u>of the site within flood zone 2 and 3”</u>	
MM 152	Site policy H39	Add bullet point to read <u>“Avoid locating built development in parts of the site within flood zone 2 and 3”</u>	As agreed with Environment Agency
MM 153	Site Policy AC34	Add bullet point to read <u>“Avoid locating built development in parts of the site within flood zone 2 and 3”</u>	As agreed with Environment Agency
MM 154	Site Policy H81	Add bullet point to read <u>“Avoid locating built development in parts of the site within flood zone 2 and 3”</u>	As agreed with Environment Agency
MM 155	Site Policy H70	Add bullet point to read <u>“Avoid locating built development in parts of the site within flood zone 2 and 3”</u>	As agreed with Environment Agency
MM 156	Site Policy N2	Add bullet point to read <u>“Avoid locating built development in parts of the site within flood zone 2 and 3”</u>	As agreed with Environment Agency
MM 157	Map change site H2	Delete allocation	As agreed with Historic England