

Local Plan

MC4: Schedule of Proposed Additional Changes



Barnsley Local Plan

Schedule of Additional Changes proposed to Publication Version 2016

The following Additional Changes are the changes proposed to be made to the Publication Version 2016 of the Local Plan which was submitted to the Secretary of State for independent examination in December 2016. These are changes proposed by the Council that are minor in scale and therefore not considered to be Main Modifications. This list of Proposed Additional Changes is for information only, and can be read alongside the list of Proposed Main Modifications that is the subject of the current consultation. Changes have been proposed in order to provide updated information or may have arisen from representations either written, or through discussions in hearings.

In the Proposed Additional Change column, where it is proposed that text is deleted it is shown as struck through ~~struck through~~. Where new text is proposed it is shown in bold and underlined **bold and underlined**

The paragraph numbers quoted relate to the Publication draft version of the Local Plan as submitted in 2016. Paragraph numbers in the Main Modifications version will differ given additions and deletions that are proposed in both the schedule of Main Modifications and the schedule of Additional Changes.

Proposed Additional Changes are referenced as ADD #. Where the modifications were included in SD30, the previous reference has been included in the Proposed Additional Change Reference column.

An annex showing a schedule of proposed changes to the Policies map accompanies this document.

Any further amendments required to correct spelling, punctuation and formatting will be done in the final version of the Local Plan document.

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
FOREWORD				
ADD 1 MM 1	Foreword	Forword	Correct spelling Fore <u>w</u> ord	Correction
ADD 2	Foreword, Paragraph 1.5	The Council Jobs and Business Plan 2014-2017 and the Housing Strategy 2014-2017 will be rolled forward and reviewed as the Local Plan develops and becomes the Statutory Development Plan. A Transport Strategy for Barnsley is in preparation. Barnsley's new Local Plan sets out the council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment. To make improvements effectively in relation to our economic priorities we must also ensure progress on other issues such as: Health. Education and skills. Cohesion and community safety. Child poverty. Quality of life and the well-being of Barnsley's people.	The Council Jobs and Business Plan 2014-2017 and the Housing Strategy 2014-2017 will be rolled forward and reviewed as the Local Plan develops and becomes the Statutory Development Plan. A Transport Strategy for Barnsley is in preparation. Barnsley's new Local Plan sets out the council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment. To make improvements effectively in relation to our economic priorities we must also ensure progress on other issues such as: Health. Education and skills. Cohesion and community safety. Child poverty. Quality of life and the well-being of Barnsley's people.	Updated information
ADD 3	Foreword, Paragraph 1.7	1.7 The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF 2012) namely economic, social and environmental, and will deliver sustainable development. In order to support Barnsley's ambitions and vision the Local Plan objectives are: <ul style="list-style-type: none"> • Provide opportunities for the creation of new jobs and protection of existing jobs • Improve the conditions in which people live, work, travel and take leisure • Widen the choice of high quality homes • Improve the design of development 	1.7 The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF 2012) namely economic, social and environmental, and will deliver sustainable development. In order to support Barnsley's ambitions and vision the Local Plan objectives are: <ul style="list-style-type: none"> • Provide opportunities for the creation of new jobs and protection of existing jobs • Improve the conditions in which people live, work, travel and take leisure • Widen the choice of high quality homes • Improve the design of development 	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity 	Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity	
ADD 4	Foreword, Paragraph 1.10	<p>1.10 The Royal Town Planning Institute (RTPI) website has a handy guide to the planning system and explains plan making, and how you can get involved. (1)</p> <p>ⁱ http://www.rtpi.org.uk/planning-aid/planning-explained/briefing-notes-and-guides/</p>	<p>1.10 The Royal Town Planning Institute (RTPI) website has a handy guide to the planning system and explains plan making, and how you can get involved. (1)</p> <p>ⁱ http://www.rtpi.org.uk/planning-aid/planning-explained/briefing-notes-and-guides/</p>	Updated information
VISION AND OBJECTIVES				
ADD 5	Paragraph 2.4	<p>2.4 The focus for growth will be within Urban Barnsley and the principal towns, whilst recognising the need to ensure other settlements within the Borough are able to provide appropriate levels of growth and regeneration critical to maintaining sustainable local communities. Maintaining this settlement hierarchy helps to make the best use of existing infrastructure and to achieve sustainable development. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF 2012) namely economic, social and environmental, and will deliver sustainable development. The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. This Local Plan aims to provide a stronger and more responsive economy and to ensure a brighter future where people can achieve their potential. A 'better Barnsley' can be achieved by working together with local communities.</p>	<p>2.4 The focus for growth will be within Urban Barnsley and the principal towns, whilst recognising the need to ensure other settlements within the Borough are able to provide appropriate levels of growth and regeneration critical to maintaining sustainable local communities. Maintaining this settlement hierarchy helps to make the best use of existing infrastructure and to achieve sustainable development. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF 2012) namely economic, social and environmental, and will deliver sustainable development. The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. This Local Plan aims to provide a stronger and more responsive economy and to ensure a brighter future where people can achieve their potential. A 'better Barnsley' can be achieved by working together with local communities.</p>	Correction
INTRODUCTION				
ADD 6	Paragraph 3.3	<p>3.3 The Council adopted the Core Strategy in September 2011 which set out the key elements of the planning framework for Barnsley and the approach to its development to 2026. Since its adoption the NPPF has been published and the Regional Spatial Strategy was abolished. Therefore this document is being prepared and takes a more holistic approach in line with NPPF. Once adopted this Local Plan will replace the Core Strategy. It is a requirement that plans are reviewed and updated on a regular basis. (2)A glossary is contained in appendix 1 which explains some of the words and phrases used throughout this document.</p> <p>^{2 i} http://www.rtpi.org.uk/planning-aid/planning-explained/briefing-notes-and-guides/</p>	<p>3.3 The Council adopted the Core Strategy in September 2011 which set out the key elements of the planning framework for Barnsley and the approach to its development to 2026. Since its adoption the NPPF has been published and the Regional Spatial Strategy was abolished. Therefore this document is being has been prepared and takes a more holistic approach in line with NPPF. Once adopted this Local Plan will replace the Core Strategy. It is a requirement that plans are reviewed and updated on a regular basis. (2)A glossary is contained in appendix 1 which explains some of the words and phrases used throughout this document.</p> <p>^{2 i} http://www.rtpi.org.uk/planning-aid/planning-explained/briefing-notes-and-guides/</p>	Updated information
ADD 7	Paragraph 3.5	<p>3.5 Neighbourhood plans are plans prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area. They are intended to give direct power to communities to develop a shared vision for their neighbourhood and deliver the sustainable development they need. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan and must not promote less development than set out in the</p>	<p>3.5 Neighbourhood plans are plans prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area. They are intended to give direct power to communities to develop a shared vision for their neighbourhood and deliver the sustainable development they need. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan and must not promote less development than set out in the Local Plan.</p>	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		Local Plan. Neighbourhood Plans are currently being prepared in Barnsley for Oxspring and Penistone.	Neighbourhood Plans are currently being prepared in Barnsley for Oxspring, and Penistone, Silkstone and Cawthorne ..	
ADD 8	Paragraph 3.7	Until the Local Plan is adopted 'saved' policies from the Unitary Development Plan (UDP) will continue to form part of the policy context for planning decisions, together with the adopted Core Strategy, Joint Waste Plan and current national planning.	Until the The policies in this Local Plan is adopted 'saved' policies from the Unitary Development Plan (UDP) will continue to form part of the policy context for planning decisions, together with the adopted supersede the saved UDP policies, Education Sites DPD and Core Strategy. , Joint Waste Plan and current national planning. Appendix 6 sets out the list of superseded policies.	Update of the document given the advanced stage of the Local Plan process
ADD 9	What the Plan is Para 3.8	Once adopted the policies in this Local Plan will supersede the saved UDP policies, Education Sites DPD and Core Strategy. Green boxes have been included to indicate which saved Unitary Development Plan (UDP) policies (Part 1 and Part 2) will be superseded.	Once adopted the policies in this Local Plan will supersede the saved UDP policies, Education Sites DPD and Core Strategy. Green boxes have been included to indicate which saved Unitary Development Plan (UDP) policies (Part 1 and Part 2) will be superseded.	Update of the document given the advanced stage of the Local Plan process
ADD 10	Paragraphs 3.11 to 3.21	<p>3.11 This version of the document is what we call 'Publication' version and may also be referred to as 'pre-submission'. This version, including the draft policies and proposals shown on the Policies Map, is the content that the Council proposes to submit to the Secretary of State for examination in public by an independent planning inspector.</p> <p>3.12 This Publication version of the Local Plan follows on from the consultations we did in 2014 on the consultation draft and the Additional Consultation we did in 2015.</p> <p>3.13 The comments made on those consultations have informed this Publication version of the Local Plan.</p> <p>How can I see the Local Plan Using our online consultation at consult.barnsley.gov.uk/portal At Barnsley Central Library in Wellington House and branch libraries across the borough, either online or as a paper copy (during normal opening hours)</p> <p>How can I get a copy of the Local Plan and comments form? On the Council's website at www.barnsley.gov.uk (follow the 'Local Plan' link) By telephoning 01226 772606 (please note there will be a charge for paper copies) How can I comment? Using our online consultation at http://consult.barnsley.gov.uk/portal</p> <p>3.14 If you are unable to do this then send us your completed comments form in one of the following ways:</p> <p>By e-mail to: localplanconsultation@barnsley.gov.uk By post to: Planning Policy, Economic Regeneration, BMBC, PO Box 634, Barnsley, S70 9GG</p> <p>3.15 You can also comment on our Sustainability Appraisal which accompanies the Local Plan in the same ways. We must receive all responses by 5pm Friday 5th August, 2016</p>	<p>3.11 This version of the document is what we call 'Publication' version and may also be referred to as 'pre-submission'. This version, including the draft policies and proposals shown on the Policies Map, is the content that the Council proposes to submit to the Secretary of State for examination in public by an independent planning inspector.</p> <p>3.12 This Publication version of the Local Plan follows on from the consultations we did in 2014 on the consultation draft and the Additional Consultation we did in 2015.</p> <p>3.13 The comments made on those consultations have informed this Publication version of the Local Plan.</p> <p>How can I see the Local Plan Using our online consultation at consult.barnsley.gov.uk/portal At Barnsley Central Library in Wellington House and branch libraries across the borough, either online or as a paper copy (during normal opening hours)</p> <p>How can I get a copy of the Local Plan and comments form? On the Council's website at www.barnsley.gov.uk (follow the 'Local Plan' link) By telephoning 01226 772606 (please note there will be a charge for paper copies) How can I comment? Using our online consultation at http://consult.barnsley.gov.uk/portal</p> <p>3.14 If you are unable to do this then send us your completed comments form in one of the following ways:</p> <p>By e-mail to: localplanconsultation@barnsley.gov.uk By post to: Planning Policy, Economic Regeneration, BMBC, PO Box 634, Barnsley, S70 9GG</p> <p>3.15 You can also comment on our Sustainability Appraisal which accompanies the Local Plan in the same ways.</p>	Update of the document given the advanced stage of the Local Plan process

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<p>What can I comment on?</p> <p>3.17 We would like your views on the Local Plan, particularly the proposed policies and site allocations. You can also comment on documents that support the Local Plan such as the Sustainability Appraisal. Your comments at this stage should relate to the soundness of the plan.</p> <p>What will happen next?</p> <p>3.18 We will consider the comments received. You will receive an acknowledgement by email. You will only receive an acknowledgement by letter if you have specifically requested that we contact you only by letter.</p> <p>3.19 In due course we will produce a document summarising all the comments received and make this available on our website.</p> <p>3.20 We will consider whether any additional consultation is required and then produce a Publication document which will be the subject of further consultations relating to the soundness of the Local Plan. The Publication version will be the document that the council wishes to submit to the Planning Inspectorate for independent examination in public.</p> <p>Timetable and process</p> <p>3.21 Consultation of the Publication version is the second stage of preparing the Local Plan and is a formal six week consultation period. Further stages of the process and indicative timescales are: Stage 3 Submission to the Secretary of State Autumn 2016 Stage 4 Examination of the Local Plan February 2017 Stage 5 Adoption of the Local Plan Summer 2017</p>	<p>We must receive all responses by 5pm Friday 5th August, 2016</p> <p>What can I comment on?</p> <p>3.17 We would like your views on the Local Plan, particularly the proposed policies and site allocations. You can also comment on documents that support the Local Plan such as the Sustainability Appraisal. Your comments at this stage should relate to the soundness of the plan.</p> <p>What will happen next?</p> <p>3.18 We will consider the comments received. You will receive an acknowledgement by email. You will only receive an acknowledgement by letter if you have specifically requested that we contact you only by letter.</p> <p>3.19 In due course we will produce a document summarising all the comments received and make this available on our website.</p> <p>3.20 We will consider whether any additional consultation is required and then produce a Publication document which will be the subject of further consultations relating to the soundness of the Local Plan. The Publication version will be the document that the council wishes to submit to the Planning Inspectorate for independent examination in public.</p> <p>Timetable and process</p> <p>3.21 Consultation of the Publication version is the second stage of preparing the Local Plan and is a formal six week consultation period. Further stages of the process and indicative timescales are: Stage 3 Submission to the Secretary of State Autumn 2016 Stage 4 Examination of the Local Plan February 2017 Stage 5 Adoption of the Local Plan Summer 2017</p>	
ADD11 MM 178 Formerly PR1	Our approach Paragraph 3.28	3.28 The proposed allocations and policies in this document seek to provide a balance between creating the best possible opportunities to improve the economic prosperity of Barnsley as well as protecting and enhancing the boroughs assets to make Barnsley an attractive place to live, work and invest in.	3.28 The proposed allocations and policies in this document seek to provide a balance between creating the best possible opportunities to improve the economic prosperity of Barnsley as well as protecting and enhancing the boroughs assets to make Barnsley an attractive place to live, work and invest in. <u>Where we use the word ‘we’ in policies this refers to the Council as the local planning authority.</u>	Clarity
ADD 12	Context	3.30 Barnsley lies at the mid point between the region’s two main cities of Leeds to the north and Sheffield to the south, and covers an area of 329 square kilometres. It is home to around 236,600 people. Taken from ONS 2012 based population projections.	3.30 Barnsley lies at the mid point between the region’s two main cities of Leeds to the north and Sheffield to the south, and covers an area of 329 square kilometres. It is home to around 236,600 people (taken from ONS 2012 based population projections.).	Updated information
ADD 13	Paragraph 3.37	3.37 LCR Strategic Economic Plan sets out the ambition to deliver an additional £5.2 Billion in economic output and an extra 62,000 jobs by 2021.	3.37 LCR Strategic Economic Plan sets out the ambition to deliver an additional £5.2- <u>£3.7</u> Billion in economic output and an extra 62,000 <u>35,700</u> jobs by 2021 <u>2036</u> .	Updated information
ADD 14	Paragraph 3.40	3.40 SCR Strategic Economic Plan sets out the ambition to create 70,000 more jobs, 6,000 more businesses and increase productivity by £3 billion .	3.40 SCR Strategic Economic Plan sets out the ambition to create 70,000 more jobs, 6,000 more businesses and increase productivity by £3 billion <u>between 2015 and 2025.</u>	Updated information
RELATIONSHIP TO OTHER PLANS AND STRATEGIES				
ADD 15	Paragraph 4.1	The Local Plan has to be in conformity with the National Planning Policy Framework (NPPF) and the Planning Policy for Traveller sites that both	The Local Plan has to be in conformity <u>consistent</u> with the National Planning Policy Framework (NPPF) and the Planning Policy for Traveller	Updated information

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		came into force in March 2012. The NPPF, and recently issued guidance that supports it, are reflected in this Local Plan.	sites that both came into force in March 2012. The NPPF, and recently issued <u>subsequent</u> guidance that supports it, are reflected in this Local Plan.	
ADD 16	Paragraph 4.2 NPPF	<p>The National Planning Policy Framework sets out a presumption in favour of sustainable development. It also sets out 12 core planning principles that should underpin both plan making and planning decisions. These 12 principles are that planning should:-</p> <p>be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;</p> <p>not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;</p> <p>proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;</p> <p>always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;</p> <p>take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;</p> <p>support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);</p> <p>contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;</p> <p>encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high</p>	<p>The National Planning Policy Framework sets out a presumption in favour of sustainable development. It also sets out 12 core planning principles that should underpin both plan making and planning decisions. These 12 principles are that planning should:-</p> <p>be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;</p> <p>not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;</p> <p>proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;</p> <p>always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;</p> <p>take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;</p> <p>support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);</p> <p>contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;</p> <p>encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;</p>	Updated information

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		<p>environmental value;</p> <p>promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);</p> <p>conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;</p> <p>actively manage patterns of growth to make the fullest possible use of public transport ,walking and cycling, and focus significant development in locations which are or can be made sustainable; and</p> <p>take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.</p>	<p>promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);</p> <p>conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;</p> <p>actively manage patterns of growth to make the fullest possible use of public transport ,walking and cycling, and focus significant development in locations which are or can be made sustainable; and</p> <p>take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.</p>	
ADD 17	Coprorate Plan Paragraph 4.5	<p>4.5 Following the review of governance and ways of working of the local strategic partnership (LSP), One Barnsley, key elements of the Community Strategy for Barnsley, 2011-15 have now been embedded into two main strategies; the Barnsley Economic Strategy and the Health and Wellbeing Strategy. Both of which take their lead from the three key outcomes set out in the corporate plan which are:-</p> <ol style="list-style-type: none"> 1. Growing the Economy 2. Improving people's potential and achievement 3. Changing the relationship between the council and the community 	<p>4.5 Following the review of governance and ways of working of the local strategic partnership (LSP), One Barnsley, key elements of the Community Strategy for Barnsley, 2011-15 have now been embedded into two main strategies; the Barnsley Economic Strategy and the Health and Wellbeing Strategy. Both of which take their lead from the three key outcomes set out in the corporate plan which are:-</p> <ol style="list-style-type: none"> 1. Growing the Economy 2. Improving people's potential and achievement 3. Changing the relationship between the council and the community <p>The council's Corporate Plan for 2017 to 2020 sets out what we aim to achieve over the next three years to improve outcomes for our customers and the community. It explains what we want to do, how we plan to do it, and how we'll measure whether we're on track to achieve it.</p> <p>The Council's three main priorities are:</p> <ul style="list-style-type: none"> • Thriving and vibrant economy • People achieving their potential • Strong and resilient communities 	Updated information
ADD 18	Paragraph 4.6, 4.7, 4.8 and 4.9	<p>4.6 The Jobs and Business Plan 2014-17 was agreed by Barnsley MBC in May 2014 and is a three year business plan which sets the direction for a strong and stable economic future for Barnsley. Barnsley's economy is too small for the size of the borough. The town is unable to maintain enough jobs and businesses to support its working population. Therefore significant intervention in the local economy is needed. The Jobs and Business Plan sets out the business goals for Barnsley to close the economic performance gap as:</p> <ul style="list-style-type: none"> • More new businesses 	<p>4.6 The Jobs and Business Plan 2014-17 was agreed by Barnsley MBC in May 2014 and <u>was refreshed in 2017. This</u> is a three year business plan which sets the direction for a strong and stable economic future for Barnsley. Barnsley's economy is too small for the size of the borough. The town is unable to maintain enough jobs and businesses to support its working population. Therefore significant intervention in the local economy is needed. The Jobs and Business Plan sets out the business goals for Barnsley to close the economic performance gap as:</p> <ul style="list-style-type: none"> • More new businesses 	Updated information

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		<ul style="list-style-type: none"> • More job opportunities • Diversification of the business base towards higher productivity sectors • Better skills and training for Barnsley people <p>4.7 The five primary sectors identified as those to target where there is already a competitive advantage are:-</p> <ul style="list-style-type: none"> • Advanced manufacturing • Construction • Visitor economy • Logistics • Business services <p>4.8 Low carbon and creative and digital industries will also help our primary sectors to innovate and will be the target of support.</p> <p>4.9 Five key steps for as part of our action plan are:- Invest in infrastructure Attract inward investment Improve the town centre Grow existing businesses Encourage higher productivity start-ups</p>	<ul style="list-style-type: none"> • More job opportunities • Diversification of the business base towards higher productivity sectors • Better skills and training for Barnsley people <p>4.7 The five primary sectors identified as those to target where there is already a competitive advantage are:-</p> <ul style="list-style-type: none"> • Advanced manufacturing • Construction • Visitor economy • Logistics • Business services <p>4.8 Low carbon and creative and digital industries will also help our primary sectors to innovate and will be the target of support.</p> <p>4.9 The five key steps for as part of our action plan are:-</p> <ul style="list-style-type: none"> • Invest in infrastructure • Attract inward investment • Improve the town centre • Grow existing businesses • Encourage higher productivity start-ups 	
ADD19 MM 4	Relationship to other plans and strategies paragraph 4.17	4.17 The CCG is responsible for commissioning services with the approval of the Health and Wellbeing Boards(HWB). In turn the HWB .The HWB is responsible for the Joint Strategic Needs Assessment (JSNA). The delivery of the JSNA is the joint responsibility of the local authority and the CCG.	4.17 The CCG is responsible for commissioning services with the approval of the Health and Wellbeing Boards(HWB). In turn the HWB. The HWB is responsible for the Joint Strategic Needs Assessment (JSNA). The delivery of the JSNA is the joint responsibility of the local authority and the CCG.	Correction
ADD 20	Transport Strategy Paragraph 4.20	4.20 A transport strategy is being developed for Barnsley, which will identify and prioritise interventions associated with sustainable development transport corridors within and beyond the borough. The interventions identified within the Barnsley Transport Strategy will be programmed to promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.	4.20 A transport strategy is being has been developed for Barnsley, which will identify identifies and prioritise prioritises interventions associated with sustainable development transport corridors within and beyond the borough. The interventions identified within the Barnsley Transport Strategy will be programmed to promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.	Updated information
ADD 21	Digital Infrastructure and Superfast Broadband Project Paragraph 4.22	4.22 Currently around 20% of Barnsley has no access to commercial NGA infrastructure capable of delivering superfast broadband, mainly because industry has focused on more profitable urban areas with a larger number of potential customers. This has created a situation of market failure, predominantly in rural of outlying urban areas. The Superfast broadband project aims to increase the NGA infrastructure footprint in the region to 95% by 2017 which would enable approximately 588,486 premises at least to benefit from the opportunities provided by superfast broadband, with the remaining premises having 2Mbps/s access. The contract to deliver Superfast Broadband was signed on 19th September, 2014.	4.22 Currently around 20% of Barnsley has no access to commercial NGA infrastructure capable of delivering superfast broadband, mainly because industry has focused on more profitable urban areas with a larger number of potential customers. This has created a situation of market failure, predominantly in rural of outlying urban areas. The Superfast South Yorkshire programme is separate from any commercial activity and exists to plug the gap where the commercial market either has not or does not intend to invest in fibre broadband, ensuring no-one gets left behind digitally. The Superfast broadband project programme aims to increase the NGA infrastructure footprint in the region to 95% by 2017 which would enable approximately 588,486 premises at least to benefit from the opportunities provided by superfast broadband, with the	Updated information

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			remaining premises having 2Mbps/s access. extend the roll out of fibre broadband to 97.9% of South Yorkshire. Fibre broadband is capable of achieving speeds of 24mbps and above. The contract to deliver Superfast Broadband was signed on 19th September, <u>in late 2014.</u> Since this time further investment has been made to extend coverage to 99% and bring ultrafast technology to Enterprise Zones. A phased roll out will take place, with 12 phases that will be completed by the end of 2019.	
SPATIAL STRATEGY				
ADD 22	Spatial strategy and the location of growth Paragraph 5.4	5.4 This Local Plan retains the Core Strategy spatial strategy and settlement hierarchy for Barnsley which is to focus development in the following areas: <ul style="list-style-type: none"> Urban Barnsley The Principal Towns (Wombwell; Hoyland; Penistone; Goldthorpe (Dearne Towns); Cudworth and Royston Development in villages will be encouraged where it meets local needs and supports vitality, the local village economy and viability of the local community. Whilst no allocations for this plan period have been put forward in this Local Plan, development may take place in villages where it is allocated through a Neighbourhood Plan or delivered through a Community Right to Build Order. 	5.4 This Local Plan retains the Core Strategy spatial strategy and settlement hierarchy for Barnsley which is to focus development in the following areas: <ul style="list-style-type: none"> Urban Barnsley The Principal Towns (Wombwell; Hoyland; Penistone; Goldthorpe (Dearne Towns); Cudworth and Royston Development in villages will be encouraged where it meets local needs and supports vitality, the local village economy and viability of the local community. Whilst no allocations for this plan period have been put forward in this Local Plan, development may take place in villages where it is allocated through a Neighbourhood Plan or delivered through a Community Right to Build Order. 	Updated information
ADD 23	Paragraph 5.8	5.8 It is intended that no matter how much development a settlement can accommodate, the local distinctiveness of that place will be retained. Some areas cannot accommodate large numbers of new houses or employment development but that does not mean that those places will not change. We will make sure that what is good and special about a place is preserved and enhanced, and what is not so good will be improved through development as appropriate.	5.8 It is intended that no matter how much development a settlement can accommodate, the local distinctiveness of that place will be retained. Some areas cannot accommodate large numbers of new houses or employment development but that does not mean that those places will not change. We will make sure that what is good and special about a place is preserved and enhanced, and what is not so good will can be improved through development as appropriate.	Updated information
ADD 24	Paragraph 5.11	5.11 It includes Barnsley town itself, the largest settlement in the borough which is the main retail (including a sub-regionally important Market) employment, educational and cultural centre of the borough. It is the most accessible place in the borough in terms of public transport and benefits from the Barnsley Interchange as a hub for bus, rail and taxi services. Barnsley town centre will be the main focus for new retail, leisure, cultural and office development.	5.11 It Urban Barnsley includes Barnsley town itself, the largest settlement in the borough which is the main retail (including a sub-regionally important Market) employment, educational and cultural centre of the borough. It is the most accessible place in the borough in terms of public transport and benefits from the Barnsley Interchange as a hub for bus, rail and taxi services. Barnsley town centre will be the main focus for new retail, leisure, cultural and office development.	Updated information
ADD 25	Paragraph 5.15	5.15 The Regional Spatial Strategy (RSS) designated five Principal Towns in Barnsley. These were Wombwell, Hoyland, Penistone, Goldthorpe (Dearne Towns) and Cudworth. The RSS also provided the opportunity to treat other areas as Principal Towns if there was a need for regeneration purposes and Royston is considered to fall into this category. Through preparation of the Core Strategy a case was made for Royston to become a Principal Town and that case was accepted by the Inspector. As such Barnsley has six Principal Towns which along with Urban Barnsley should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced.	5.15 The Regional Spatial Strategy (RSS) designated five Principal Towns in Barnsley These were Wombwell, Hoyland, Penistone, Goldthorpe (Dearne Towns) and Cudworth. and provided the opportunity to designate other Principal Towns if there was a need for regeneration purposes. A case for Royston to be an additional Principal Town was made through the Core Strategy The RSS also provided the opportunity to treat other areas as Principal Towns if there was a need for regeneration purposes and Royston is considered to fall into this category. Through preparation of the Core Strategy a case was made for Royston to become a Principal Town and that case was accepted by the Inspector. As such Barnsley has six Principal Towns, Wombwell, Hoyland, Penistone, Goldthorpe (Dearne Towns) Cudworth and Royston , which along with Urban Barnsley should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced.	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
			<p><u>The importance of our principal towns and local centres and their contribution to our overall growth agenda is recognised through the Principal Towns programme established in 2016. Principal Towns is a three year £5 million programme which seeks to build economic and community capacity leading to the sustainability and long term vitality of our local centres. Growth proposals with clearly defined outcomes are being actively developed through robust engagement and consultation with local community stakeholders covering a range of initiatives:</u></p> <ul style="list-style-type: none"> • <u>Quality Public Realm</u> • <u>Local area master planning</u> • <u>Shopfront Schemes</u> • <u>Business Incentives</u> • <u>Sustainable transport improvements</u> • <u>Acquisition of buildings / land delivering economic benefits</u> 	
ADD 26	Paragraph 5.16	5.16 The Dearne Towns of Goldthorpe along with Thurnscoe and Bolton on Dearne represent an urban grouping in the east of the borough which relates closely to the A1 and Doncaster to the east. There are train stations at Goldthorpe (with limited park and ride facilities), Bolton on Dearne and Thurnscoe on the Wakefield Sheffield Line. The Dearne Valley Parkway runs north of Goldthorpe linking junction 36 of the M1 on to Doncaster and the Dearne towns is the subject of a pilot community accessibility study. Thurnscoe is a good example of where community facilities such as park and ride and a Sure Start Centre have been located at the railway station to make the most of an accessible location.	5.16 The Dearne Towns of Goldthorpe along with Thurnscoe and Bolton on Dearne represent an urban grouping in the east of the borough which relates closely to the A1 and Doncaster to the east. There are train stations at Goldthorpe (with limited park and ride facilities), Bolton on Dearne and Thurnscoe on the Wakefield Sheffield Line. The Dearne Valley Parkway runs north of Goldthorpe linking junction 36 of the M1 on to Doncaster and the Dearne towns is was the subject of a pilot community accessibility study. Thurnscoe is a good example of where community facilities such as park and ride and a Sure Start Centre have been located at the railway station to make the most of an accessible location.	Updated information
ADD 27	Paragraph 5.18 and 5.19	<p>5.18 Goldthorpe town centre is the main shopping and service centre for the Dearne Towns and benefits from the Goldthorpe Renaissance Market Town Initiative. As part of this the Goldthorpe masterplan provides a guide for the long term regeneration of Goldthorpe. It focuses on the central area of the village, covering the majority of the main shopping area, important community facilities such as the junior and infant school, the market and police station, areas of older terraced housing and potential sites for new housing, some of which is already under construction.</p> <p>5.19 Issues around retail activity are also addressed. It is recognised that the current retail area is too spread out, resulting in a number of empty and derelict shops, giving a poor initial impression to those arriving in Goldthorpe from the east of the village. The masterplan refocuses the shopping area by removing some of the eastern retail units alongside a programme of public realm and shop front improvements. The market is also a key consideration. Public consultation showed that the market is very important to local people but that the current location is hidden away. This will be remedied with the relocation of the junior and infant school as the vacant site will provide an opportunity to create a public open square. This has the potential for a number of uses including a</p>	<p>5.18 Goldthorpe town centre is the main shopping and service centre for the Dearne Towns. and benefits from the Goldthorpe Renaissance Market Town Initiative. As part of this The Goldthorpe masterplan provides a guide for the long term regeneration of Goldthorpe. It focuses on the central area of the village Goldthorpe, covering the majority of the main shopping area, important community facilities such as the junior and infant school, the market and police station, areas of older terraced housing and potential sites for new housing, some of which is already under construction.</p> <p>5.19 Issues around retail activity are also addressed. It is recognised that the current retail area is too spread out, resulting in a number of empty and derelict shops, giving a poor initial impression to those arriving in Goldthorpe from the east of the village. The masterplan refocuses the shopping area by removing some of the eastern retail units alongside a programme of public realm and shop front improvements. The market is also a key consideration. Public consultation showed that the market is very important to local people but that the current location is hidden away. This will be remedied with the relocation of the junior and infant school as the vacant site will provide an opportunity to create a public open square. This has the potential for a number of uses including a market area</p>	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		market area together with a private retail development that will further enhance the sustainability of the village.	together with a private retail development that will further enhance the sustainability of the village.	
ADD 28	Paragraph 5.24	5.24 In addition to potential new housing sites the Goldthorpe Masterplan also identifies a site for a new primary school. The existing school needs significant investment and does not have the space to allow for the future expansion that proposed new housing developments may require. The Masterplan also identifies the potential for new retail/supermarket provision on the site of the existing school. A central location for any new retail provision would be the most sustainable option for Goldthorpe and along with the new school, will support the economic vitality of the town centre.	5.24 In addition to potential new housing sites the Goldthorpe Masterplan also identifies a site for a new primary school. The existing school needs significant investment and does not have the space to allow for the future expansion that proposed new housing developments may require. The Masterplan also identifies the potential for new retail/supermarket provision on the site of the existing school. A central location for any new retail provision would be the most sustainable option for Goldthorpe and along with the new school, will support the economic vitality of the town centre.	Updated information
ADD 29	Paragraph 5.25	5.25 Hoyland, Wombwell, Cudworth (including Grimethorpe) and Royston whilst different in character, can be seen to have more commonality in role. Rather than standing alone they relate more closely to each other and have interlinked functions. They are located in an arc close to Urban Barnsley, hugging the eastern side of the built up area. They cumulatively provide significant housing and employment opportunities and are located within the Barnsley Growth Corridor. They are also grouped around the route of the former Cudworth Railway which will be safeguarded for potential reinstatement.	5.25 Hoyland, Wombwell, Cudworth (including Grimethorpe) and Royston whilst different in character, can be seen to have more commonality in role. Rather than standing alone they relate more closely to each other and have interlinked functions. They are located in an arc close to Urban Barnsley, hugging the eastern side of the built up area. They cumulatively provide significant housing and employment opportunities. and are located within the Barnsley Growth Corridor. They are also grouped around the route of the former Cudworth Railway which will be safeguarded for potential reinstatement.	Updated information
ADD 30	Paragraph 5.26	5.26 Cudworth suffered severe decline in traditional sources of employment during the 1980's, a process which accelerated in the 90's with the almost complete cessation of coal mining and associated activity. The inadequacy of the existing infrastructure and the generally poor image of the area was identified in the UDP as having presented difficulties in attracting new employment opportunities. The Core Strategy identifies Cudworth as an area of growth and aims to enable Cudworth to fulfill its important role as a Principal Town. Grimethorpe and Shafton are included within the Cudworth Principal Town boundary as set out in the Vision section of the Core Strategy. This enables some development to be focused on Grimethorpe to take forward and continue the regeneration that has already been carried out.	5.26 Cudworth suffered severe decline in traditional sources of employment during the 1980's, a process which accelerated in the 90's with the almost complete cessation of coal mining and associated activity. The inadequacy of the existing infrastructure and the generally poor image of the area was identified in the UDP as having presented difficulties in attracting new employment opportunities. The Core Strategy identifies identified Cudworth as an area of growth and aims to enable Cudworth to fulfill its important role as a Principal Town. Grimethorpe and Shafton are included within the Cudworth Principal Town boundary as set out in the Vision section of the Core Strategy. This enables some development to be focused on Grimethorpe to take forward and continue the regeneration that has already been carried out.	Updated information
ADD 31	Paragraph 5.27	5.27 The Cudworth and West Green Link Road is now completed and the treatment of the town centre needs to be carefully considered. The A1-M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District passes between Cudworth and Grimethorpe and has improved accessibility in this area, which will be further enhanced with the completion of the Cudworth and West Green Link Road.	5.27 The Cudworth and West Green Link Road is now completed and the treatment of the town centre needs to be carefully considered. The A1-M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District passes between Cudworth and Grimethorpe and has improved accessibility in this area., which will be further enhanced with the completion of the Cudworth and West Green Link Road	Updated information
ADD 32	Paragraph 5.32	5.32 We want to take the opportunity of the new Advanced Learning Centre to improve social cohesion in Cudworth and to continue the improvement in the community infrastructure that the new primary care health centre has begun. We will plan for Cudworth, Shafton and Grimethorpe together but will ensure that we protect their individual distinctiveness. We will progress and consolidate the success of regeneration schemes completed and already underway such as the new bypass around Cudworth, and the opportunity to improve the public realm as a result of a reduction in through traffic.	5.32 We want to take the opportunity of the new Advanced Learning Centre to improve social cohesion in Cudworth and to continue the improvement in the community infrastructure that the new primary care health centre has begun. We will plan for Cudworth, Shafton and Grimethorpe together but will ensure that we protect their individual distinctiveness. We will progress and consolidate the success of regeneration schemes completed and already underway such as the new bypass around Cudworth, and the opportunity to improve the public realm as a result of a reduction in through traffic.	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
ADD 33	Paragraph 5.33 and Paragraph 5.34	<p>5.33 The Cudworth Principal Town boundary includes both the urban areas of Cudworth and Grimethorpe which are separated by open Green Belt land. The Principal Town has varied land uses and topography where the settlements are situated mainly on higher ground with large areas of residential and industrial development. The topography allows for distant views towards Urban Barnsley. The new Shafton Advanced Learning Centre, which replaces the former Willowgarth High School and Priory Priory School and Sports College, is located centrally between Cudworth, Grimethorpe and Shafton. Retail and service provision is concentrated within Cudworth District Centre and further enhanced with more local provision within Grimethorpe. The central area of Cudworth also benefits from a high quality district park, Cudworth Park and the Dorothy Hyman Sports Centre which serves the Principal Town and the whole borough.</p> <p>5.34 As recognised in the Landscape Character Assessment, there is the potential for well managed development to restore and improve the surrounding landscape. Potential housing development within Cudworth is focused on three key sites at Carrs Lane, Pontefract Road and Weetshaw Lane. Proposals for Grimethorpe are limited to a single site at Brierley Road which has the potential to consolidate progress with ongoing regeneration projects. Options for employment land are focused on Green Belt sites on part of the land between Cudworth and Grimethorpe and existing employment land in Grimethorpe.</p>	<p>5.33 The Cudworth Principal Town boundary includes both the urban areas of Cudworth and Grimethorpe which are separated by open Green Belt land. The Principal Town has varied land uses and topography where the settlements are situated mainly on higher ground with large areas of residential and industrial development. The topography allows for distant views towards Urban Barnsley. The new Shafton Advanced Learning Centre, which replaces the former Willowgarth High School and Priory Priory School and Sports College, is located centrally between Cudworth, Grimethorpe and Shafton. Retail and service provision is concentrated within Cudworth District Centre and further enhanced with more local provision within Grimethorpe. The central area of Cudworth also benefits from a high quality district park, Cudworth Park and the Dorothy Hyman Sports Centre which serves the Principal Town and the whole borough.</p> <p>5.34 As recognised in the Landscape Character Assessment, there is the potential for well managed development to restore and improve the surrounding landscape. Potential housing development within Cudworth is focused on three four key sites at Carrs Lane, Pontefract Road, land off Cudworth Bypass and Weetshaw Lane. Proposals for Grimethorpe are limited to a single site at former Willowgarth school and Brierley Road. which has the potential to consolidate progress with ongoing regeneration projects. Options for employment land are focused on Green Belt sites on part of the land between Cudworth and Grimethorpe and existing employment land in Grimethorpe.</p>	Updated information
ADD 34	Paragraph 5.37 Paragraph 5.38	<p>5.37 Wombwell Principal Town also includes Darfield. Coal mining was a traditional source of employment in Darfield but has now ceased, as a result unemployment has increased and at the same time the population has decreased. East of Darfield is the A1- M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District (part is the Dearne Valley Parkway and part the Coalfields Link Road). This has improved accessibility to the north east linking through Wakefield to key destinations such as the Humber Ports and is further enhanced by the completion of the Cudworth and West Green Link Road.</p> <p>5.38 We want Wombwell to continue to flourish as one of the borough's largest district centres offering a range of services and facilities. We will support the centre in Darfield possibly by way of added retail provision on the redundant Foulstone school site. The new Advanced Learning Centre, which is located between Wombwell and Darfield adjacent to Netherwood Country Park, will improve, integrate and coordinate the social and leisure facilities of the town as well as adding sustainable transport links. We will support improved connections between the two settlements whilst continuing to promote the distinctiveness of both communities.</p>	<p>5.37 Wombwell Principal Town also includes Darfield. Coal mining was a traditional source of employment in Darfield but has now ceased in the 1990's, as a result unemployment has increased. and at the same time the population has decreased. East of Darfield is the A1- M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District (part is the Dearne Valley Parkway and part the Coalfields Link Road). This has improved accessibility to the north east linking through Wakefield to key destinations such as the Humber Ports and is further enhanced by the completion of the Cudworth and West Green Link Road.</p> <p>5.38 We want Wombwell to continue to flourish as one of the borough's largest district centres offering a range of services and facilities. We will support the centre in Darfield possibly by way of added retail provision on the redundant Foulstone school site. The new Advanced Learning Centre, which is located between Wombwell and Darfield adjacent to Netherwood Country Park, will improve, integrate and coordinate the social and leisure facilities of the town as well as adding sustainable transport links. We will support improved connections between the two settlements whilst continuing to promote the distinctiveness of both communities.</p>	<p>Updated information</p> <p>Updated information</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
ADD 35	Paragraph 5.41 and paragraph 5.42	<p>5.41 The main focus for employment development in this area is within existing employment areas at Mitchell's Way and Everill Gate Lane Industrial Estates. Housing development is focused on three key sites, land north of Barnsley Road, the former Wombwell High School and the former playing fields in Darfield. The development of all three sites is likely to involve the loss of existing green space. As such developments will be required to incorporate appropriate green space provision in line with site specific policies set out in the housing section of this document. Given the nature of existing green space provision in Wombwell and the level of proposed development, we have developed a Concept Statement and Plan, set out in the Green Space section of this document, to show how the different land uses can work together and contribute to the overall improvement of green space in the Wombwell area. The main areas of safeguarded land are to the west of Darfield and two sites to the south of Wombwell, with the potential to be considered for development on the next review of the plan.</p> <p>5.42 Hoyland was also hit by pit closures which removed traditional sources of employment in the area. Interest in the area recovered in the late 80's and 90's with industrial estates being established on the sites of two former collieries and housing development taking place. It is a district centre with a market which the Core Strategy will support by focusing retail, service and community facilities here. Hoyland is accessible to the M1 and the Dearne Valley Parkway which forms part of the A1-M1 link road. Hoyland also includes Birdwell, Blacker Hill, Elsecar, Hemingfield and Jump. There is a train station at Elsecar on the Wakefield to Sheffield line which has the tourism assets of the Elsecar Heritage Centre and the Trans Pennine Trail.</p>	<p>5.41 The main focus for employment development in this area is within <u>the existing</u> Everill Gate Lane Industrial Estates. Housing development is focussed on three <u>four</u> key sites, <u>land north of Barnsley Road, land east of Lundhill Road</u>, the former Wombwell High School, <u>land south of Doncaster Road</u> and the former playing fields in Darfield. The development of all three sites <u>the former school sites</u> is <u>are</u> likely to involve the loss of existing green space. As such developments will be required to incorporate appropriate green space provision in line with <u>relevant</u> site specific <u>and green space</u> policies set out in the housing section of this document. Given the nature of existing green space provision in Wombwell and the level of proposed development, we have developed a Concept Statement and Plan, set out in the Green Space section of this document, to show how the different land uses can work together and contribute to the overall improvement of green space in the Wombwell area. The main areas of safeguarded land are to the west of Darfield and two sites to the south of Wombwell, with the potential to be considered for development on <u>at</u> the next review of the plan.</p> <p>5.42 Hoyland was also hit by pit closures which removed traditional sources of employment in the area. Interest in the area recovered in the late 80's and 90's with industrial estates being established on the sites of two former collieries and housing development taking place. It is a district centre with a market which the Core Strategy <u>Local Plan</u> will support by focusing retail, service and community facilities here. Hoyland is accessible to the M1 and the Dearne Valley Parkway which forms part of the A1-M1 link road. Hoyland also includes Birdwell, Blacker Hill, Elsecar, Hemingfield and Jump. There is a train station at Elsecar on the Wakefield to Sheffield line which has the tourism assets of the Elsecar Heritage Centre and the Trans Pennine Trail. <u>Elsecar has been awarded 'Heritage Action Zone' status by Historic England, based on the significance of its heritage and the potential future economic impact of that heritage. The Heritage Action Zone will enable Elsecar to realise its immense potential by deepening understanding of its heritage, extending the visitor experience to key archaeological sites, for which conservation principles will be established, identifying appropriate potential future development and maximising commercial use of historic assets. The Heritage Action Zone is anticipated to be a major driver for future investment, grant funding and economic growth for Elsecar.</u></p>	Updated information Updated information
ADD 36	Paragraph 5.46	<p>5.46 Royston is situated on the northern edge of the borough adjacent to Wakefield District. To the north and west are extensive areas of countryside and to the south open land separates the settlement from Athersley to Carlton (although this is where the new secondary school is to be located). Originally a farming village, during the industrial revolution Royston saw the construction of the canal in the 1790's and the railway which opened in 1840 (both of which are now disused). It had a mine, clay works and brick works which are now closed, but the Monkton Coke and Chemical works is still in operation to the east of the town processing coal brought in by road.</p>	<p>5.46 Royston is situated on the northern edge of the borough adjacent to Wakefield District. To the north and west are extensive areas of countryside and to the south open land separates the settlement from Athersley to Carlton (although this is where the new secondary school is to be located). Originally a farming village, during the industrial revolution Royston saw the construction of the canal in the 1790's and the railway which opened in 1840 (both of which are now disused). It had a mine, clay works and brick works which are now closed, but the Monkton Coke and Chemical works is still in operation to the east of the town processing coal brought in by road.</p>	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
ADD 37	Paragraphs 5.48, 5.49, 5.50, 5.51, 5.52	<p>5.48 Renewing areas where the local housing market has failed is a priority and like Cudworth, Royston is part of Barnsley's Green Corridor area. At Royston the Green Corridor work has been centred around improvements on the Midland Road gateway, providing grants for owners and landlords via a facelift scheme.</p> <p>5.49 We want to support growth and change in Royston. The redevelopment of the former school site offers the opportunity for regeneration and consolidation of the town centre and its two shopping areas, possibly including new retail provision. Additionally the site is likely to deliver housing and green space that will transform this area of the town. Coupled with the housing and employment growth that will occur elsewhere in Royston over the plan period this will result in important changes for the town. We will ensure this is carried out in a way which increases the sustainability and accessibility of the town.</p> <p>5.50 Royston is a low lying self contained settlement within a valley between Wakefield and Urban Barnsley, with significant arable farming and residential settlements. The town's landscape character has a strong urban influence due to earlier industrial and housing development. It is now principally residential in character with the last central employment site now disused. The key traditional employer remains the Coke works, located on the far east of the town, severed from the main built up area of Royston by an existing freight railway line with the potential for passenger reinstatement in the longer term. As well as a key employer the Cokeworks is a striking landmark on Royston's skyline. It's chimney can be seen from most vantage points and is a focal point at the end of the High Street.</p> <p>5.51 The former Barnsley canal also runs through the east of the town providing a green link with biodiversity value and the potential for use of sustainable transport modes. There is a detailed network of footpaths and cycleways running through the town linking the different residential areas, open spaces and community facilities. However, the links between them are not always clear and would benefit from improvement. As part of the development of the new Advanced Learning Centre located at Carlton and serving Royston, part of this network is being used as a safer route to school. RoystonPark in particular is a high quality and valued open space located in the very centre of the town, but its entrance is to an extent concealed</p> <p>5.52 The key areas of opportunity for the future development of Royston are the former Royston High School site and the substantial area of land proposed for housing at the western edge of the town at Lee Lane. Given the size and location of this site, development must consider the need for appropriate local facilities, provided they do not negatively impact on Royston Town Centre. Further detail is contained in the site specific policies in the Housing section of this document. The ongoing development of the 'Rabbit Ings' area as a high quality multi functioning open space to the west of the settlement adjacent to the Cokeworks will also contribute to the improvement of Royston's green space provision.</p>	<p>5.48 Renewing areas where the local housing market has failed is a priority and like Cudworth, Royston is <u>was</u> part of Barnsley's Green Corridor area. At Royston the Green Corridor work has been centred around improvements on the Midland Road gateway, providing grants for owners and landlords via a facelift scheme.</p> <p>5.49 We want to support growth and change in Royston. The redevelopment of the former school site offers the opportunity for regeneration and consolidation of the town centre and its two shopping areas, possibly including new retail provision. Additionally the site is likely to deliver housing and green space that will transform this area of the town. Coupled with the housing and employment growth that will occur elsewhere in Royston over the plan period this will result in important changes for the town. We will ensure this is carried out in a way which increases the sustainability and accessibility of the town</p> <p>5.50 Royston is a low lying self contained settlement within a valley between Wakefield and Urban Barnsley, with significant arable farming and residential settlements. The town's landscape character has a strong urban influence due to earlier industrial and housing development. It is now principally residential in character with the last central employment site now disused. The key traditional employer remains the Coke works, located on the far east of the town, severed from the main built up area of Royston by an existing freight railway line with the potential for passenger reinstatement in the longer term. As well as a key employer the Cokeworks is a striking landmark on Royston's skyline. It's chimney can be seen from most vantage points and is a focal point at the end of the High Street.</p> <p>5.51 The former Barnsley canal also runs through the east of the town providing a green link with biodiversity value and the potential for use of sustainable transport modes. There is a detailed network of footpaths and cycleways running through the town linking the different residential areas, open spaces and community facilities. However, the links between them are not always clear and would benefit from improvement. As part of the development of the new Advanced Learning Centre (<u>Outwood Academy</u>) located at Carlton and serving Royston, part of this network is being used as a safer route to school. Royston Park in particular is a high quality and valued open space located in the very centre of the town, but its entrance is to an extent concealed</p> <p>5.52 The key areas of opportunity for the future development of Royston are is the former Royston High School site and the substantial area of land proposed for <u>mixed use comprising of</u> housing <u>and primary school</u> at the western edge of the town at Lee Lane. Given the size and location of this site, development must consider the need for appropriate local facilities, provided they do not negatively impact on Royston Town Centre. Further detail is contained in the site specific policies policy policy in the Housing Mixed Use section of this document. The ongoing development of the 'Rabbit Ings' area as a high quality multi functioning open space to the west of the settlement adjacent to the Cokeworks will which also contributes to the improvement of Royston's green space provision.</p>	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
ADD 38	Paragraph 5.56	5.56 We want Penistone to be the main local focus for development in the borough's rural west, facilitating its renaissance as a market town and maximising its tourism role. Penistone is the main centre for the surrounding villages and we want to consolidate this role through the plan period. The town centre has undergone regeneration with a new supermarket and market hall now operational	5.56 We want Penistone to be the main local focus for development in the borough's rural west, facilitating its renaissance as a market town and maximising its tourism role. Penistone is the main centre for the surrounding villages and we want to consolidate this role through the plan period. The town centre has undergone regeneration with a new supermarket and market hall now that have been operational since 2010 .	Updated information
POLICIES AND PROPOSALS				
ADD 39 MM 251	Section 6 'Policies and Proposals' Paragraph 6.5	The policy below will be applied to all development. This policy will be the starting point for making decisions on all proposals including those shown on the Proposals Maps as Urban Fabric (shown as light grey areas with the notation of no specific allocation). Other policies of the Local Plan and Joint Waste Plan will be applied as appropriate.	6.5 Development proposals will be assessed against all relevant policies in the Local Plan and Joint Waste Plan. The Ppolicy GD1 below will be applied to all development. This policy will be the starting point for making decisions on all proposals including those shown on the Proposals Maps as Urban Fabric (shown as light grey areas with the notation of no specific allocation). Other policies of the Local Plan and Joint Waste Plan will be applied as appropriate.	Makes clear that all relevant policies apply to development proposals.
LOCATION OF GROWTH				
ADD 40 MM 162	Policy LG1	Policy LG1 City Regions We will support the economic growth agenda of the Sheffield, Leeds and Manchester City Regions. We will seek to maximise the opportunities and benefits of Barnsley's favourable location in the region and the favourable economic position of sitting within two City Regions. We will provide new homes and improve existing infrastructure.	Policy LG1 City Regions We will support the economic growth agenda of the Sheffield, Leeds and Manchester City Regions. We will seek to maximise the opportunities and benefits of Barnsley's favourable location in the region and the favourable economic position of sitting within two City Regions. We will provide new homes and improve existing infrastructure.	Agreed in Main Matter 2 hearing session
ECONOMY				
ADD 41 MM 179 Formerly PR3	Site UB3 Claycliffe Business Park	Site UB3 Claycliffe Business Park 1.5 ha The development will be expected to: Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	Site UB3 Claycliffe Business Park 1.5 ha The development will be expected to: Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Revised arrangement/ removal of bullet point for consistency.
ADD 42 MM 180 Formerly PR4	Site UB5 Zenith Business Park	Site UB5 Zenith Business Park 0.4 ha The development will be expected to: Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains 	Site UB5 Zenith Business Park 0.4 ha The development will be expected to: Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the 	Revised arrangement/ removal of bullet point for consistency.

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> Consideration of how the remains would be affected by the proposed development. 	proposed development.	
ADD 43 MM14 Incorporating PR5	Site UB7 Capitol Park Extension	<p>Site UB7 Capitol Park Extension 5.4 ha</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> undertake ground stability and contamination investigations prior to development and complete necessary remedial works consider the impact on residential amenity and include appropriate mitigation where necessary provide on and off site highways infrastructure works and improvements at Junction 37 as necessary provide off site highway safety enhancements consider the potential impact on the nearby Hugset Wood Local Wildlife Site and include appropriate mitigation where necessary retain, buffer and manage the existing hedgerows. ensure that development respects the landscape and wider countryside, and where appropriate mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside provide air quality assessments in accordance with policy Poll 1 Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site UB7 Capitol Park Extension 5.4 ha</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> undertake ground stability and contamination investigations prior to development and complete necessary remedial works Consider the impact on residential amenity and include appropriate mitigation where necessary; Provide on and off site highways infrastructure works and improvements at Junction 37 as necessary; Provide off site highway safety enhancements; Consider the potential impact on the nearby Hugset Wood Local Wildlife Site and include appropriate mitigation where necessary; Retain, buffer and manage the existing hedgerows; Ensure that development respects the landscape and wider countryside, and where appropriate mitigation measures are incorporated to address impacts on the adjacent Green Belt and countryside; and Provide air quality assessments in accordance with policy Poll 1 <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	<p>Clarity</p> <p>Revised arrangement/ removal of bullet point for consistency.</p>
ADD 44 MM 181 Incorporating one of the items referenced PR6	Site UB8 Capitol Park	<p>Site UB8 Capitol Park 9 ha</p> <p>The site is part of the Sheffield City Region Enterprise Zone. The development will be expected to:</p> <ul style="list-style-type: none"> provide on and off site highways infrastructure works and improvements at Junction 37 as necessary provide off site highway safety enhancements retain the woodland planting on the site's northern embankment and the section of hedgerow, and associated mature trees running adjacent to Higham Lane Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: 	<p>Site UB8 Capitol Park 9 ha</p> <p>The site is part of the Sheffield City Region Enterprise Zone. The development will be expected to:</p> <ul style="list-style-type: none"> Provide on and off site highways infrastructure works and improvements at Junction 37 as necessary provide off site highway safety enhancements;and Retain the woodland planting on the site's northern embankment and the section of Hedgerow, and associated mature trees running adjacent to Higham Lane <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; 	<p>Removal of reference to SCR Enterprise Zone</p> <p>Revised arrangement/ removal of bullet point for consistency.</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<ul style="list-style-type: none"> An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	
ADD 45 MM16 Incorporating PR7	Site C2 Land off Ferrymoor Way	<p>Site C2 Land off Ferrymoor Way 17 ha</p> <p>The development will be expected to:-</p> <ul style="list-style-type: none"> avoid locating any built development in Flood Zone 2 and 3. include the provision of an ecological buffer zone along its northern and eastern boundaries to protect the stream and wetland habitats- plant a strip of native shrubs and trees along the western boundary to allow for the corridor formed by the adjacent dismantled railway line to continue. as Skylark are breeding on site, the timing of development is critical, and should begin outside of the breeding season to prevent disturbance to breeding birds. retain, enhance and manage a buffer strip of existing vegetation along the north and eastern boundaries of the site including the stream corridor. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> information identifying the likely location and extent of the remains, and the nature of the remains an assessment of the significance of the remains consideration of how the remains would be affected by the proposed development. 	<p>Site C2 Land off Ferrymoor Way 17 ha</p> <p>The development will be expected to:-</p> <ul style="list-style-type: none"> Avoid locating any built development in Flood Zone 2 and 3; include the provision of an ecological buffer zone along its northern and eastern boundaries to protect the stream and wetland habitats- Plant a strip of native shrubs and trees along the western boundary to allow for the corridor formed by the adjacent dismantled railway line to continue; Consider timing of development as Skylark are breeding on site, the timing of development is critical, and should begin outside of the breeding season to prevent disturbance to breeding birds; and Retain, enhance and manage a buffer strip of existing vegetation along the north and eastern boundaries of the site including the stream corridor. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	<p>Response to representation, 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>Revised arrangement/ removal of bullet point for consistency.</p>
ADD 46 MM 22 Incorporating PR11	Site HOY7 Ashroyd	<p>Site HOY7 Ashroyd 11.4 ha</p> <p>Part of the site is in Sheffield City Region Enterprise Zone.</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain the young plantation woodland present on the periphery of the site <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site HOY7 Ashroyd 11.4 <u>8.9</u>ha</p> <p>Part of the site is in Sheffield City Region Enterprise Zone.</p> <p>The development will be expected to retain the young plantation woodland present on the periphery of the site.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	<p>Updated site area</p> <p>Revised arrangement/ removal of bullet point for consistency.</p>
ADD 47 MM 183 Formerly PR13	Site W2 Everill Gate Lane	<p>Site W2 Everill Gate Lane 3.6 ha</p> <p>The development will be expected to:-</p>	<p>Site W2 Everill Gate Lane 3.6 ha</p> <p>The development will be expected to:-</p>	<p>Revised arrangement/ removal of bullet</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> provide off site pedestrian and vehicular infrastructure improvements consider the potential impact on the nearby Broom Hill Flash Nature Reserve Local Wildlife Site and include appropriate mitigation where necessary. Retain the mature oak on the site's northern boundary and hawthorn hedgerow on the south-eastern boundary <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<ul style="list-style-type: none"> Provide off site pedestrian and vehicular infrastructure improvements; Consider the potential impact on the nearby Broom Hill Flash Nature Reserve Local Wildlife Site and include appropriate mitigation where necessary; and Retain the mature oak on the site's northern boundary and hawthorn hedgerow on the south-eastern boundary. <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	point for consistency.
ADD 48 MM 182 Formerly PR12	Site P2 Land North of Sheffield Road	<p>Site P2 Land North of Sheffield Road 3.3 ha</p> <p>The development will be expected to:-</p> <ul style="list-style-type: none"> retain the mature trees present on the site's north-eastern boundary. provide a buffer strip along the entire edge of the north-eastern boundary to prevent the site from being developed right up to the woodland edge. observe the statutory safety clearances in relation to the pylons which cross the site archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. respect the setting of the listed Kirkwood Farmhouse 100m t the West by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. 	<p>Site P2 Land North of Sheffield Road 3.3 ha</p> <p>The development will be expected to:-</p> <ul style="list-style-type: none"> Retain the mature trees present on the site's north-eastern boundary; Provide a buffer strip along the entire edge of the north-eastern boundary to prevent the site from being developed right up to the woodland edge; Observe the statutory safety clearances in relation to the pylons which cross the site; and Respect the setting of the listed Kirkwood Farmhouse 100m t to the West by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	<p>Revised arrangement/ removal of bullet point for consistency.</p> <p>Correct typing error.</p>
ADD 49 MM 184 Formerly PR17	Policy E8 Rural Economy	<p>Policy E8 Rural Economy</p> <p>We will encourage a viable rural economy by allowing development in rural areas if it:</p>	<p>Policy E8 Rural Economy</p> <p>We will encourage a viable rural economy by allowing development in rural areas if it:</p>	To make it clear that development proposals will need to meet all of the criteria set out in the second

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> supports the sustainable diversification and development of the rural economy; or results in the growth of existing businesses; or is related to tourism or recreation; or improves the range and quality of local services in existing settlements <p>Development in rural areas will be expected to:</p> <ul style="list-style-type: none"> be of a scale proportionate to the size and role of the settlement be directly related, where appropriate, to the needs of the settlement not have a harmful impact on the countryside, biodiversity, Green Belt, landscape or local character of the area consider the re-use of existing rural buildings in the first instance; and protect the best quality agricultural land, areas of lower quality agricultural land should be used for development in preference to the best and most versatile land 	<ul style="list-style-type: none"> supports the sustainable diversification and development of the rural economy; or results in the growth of existing businesses; or is related to tourism or recreation; or improves the range and quality of local services in existing settlements <p>Development in rural areas will be expected to:</p> <ul style="list-style-type: none"> Be of a scale proportionate to the size and role of the settlement ; Be directly related, where appropriate, to the needs of the settlement; Not have a harmful impact on the countryside, biodiversity, Green Belt, landscape or local character of the area; and Consider the re-use of existing rural buildings in the first instance; and protect the best quality agricultural land, areas of lower quality agricultural land should be used for development in preference to the best and most versatile land 	section.
HOUSING				
ADD 50 MM 285	Paragraph 9.7	9.7 On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward.	9.7 On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward. <u>As set out in policy GS1, compensation could include on site retention and enhancement, off site replacement or financial contribution.</u>	Clarity
ADD 51	Paragraph 9.19	9.18 Proposals for new housing will be expected to deliver a mix of house dwelling sizes, type and tenure informed by the most relevant evidence taking into account an up to date Strategic Housing Market Assessment for the entire housing market area and the needs of the market, or its successor, in order to meet the present and future needs of all members of the community. Various housing types capable of accommodating a range of needs are required across the borough such as family housing and older persons accommodation. Supported housing is required for vulnerable households for example those with physical or mental disabilities and young people with support needs. Proposals will be supported where they are consistent with this policy and other policies in the development plan, or where robust supporting evidence can be provided that would be a material consideration of sufficient weight to take precedence. The principle of creating homes that are capable of meeting long term needs of residents or can be adapted to meet these needs (often referred to as 'Lifetime Homes') will be supported.	9.18 Proposals for new housing will be expected to deliver a mix of house dwelling sizes, type and tenure informed by the most relevant evidence taking into account an up to date Strategic Housing Market Assessment for the entire housing market area and the needs of the market, or its successor , in order to meet the present and future needs of all members of the community. Various housing types capable of accommodating a range of needs are required across the borough such as family housing and older persons accommodation. Supported housing is required for vulnerable households for example those with physical or mental disabilities and young people with support needs. Proposals will be supported where they are consistent with this policy and other policies in the development plan, or where robust supporting evidence can be provided that would be a material consideration of sufficient weight to take precedence. The principle of creating homes that are capable of meeting long term needs of residents or can be adapted to meet these needs (often referred to as 'Lifetime Homes') will be supported.	
Urban Barnsley				
ADD 52 MM 185 Formerly PR18	AC1 Former Woolley Colliery	<p>Site AC1 Former Woolley Colliery Indicative number of dwellings 86</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land. development of the site will not take place until the road layouts are in place for sites H83 and H20 	<p>Site AC1 Former Woolley Colliery Indicative number of dwellings 86-90</p> <p>Development of the site will not take place until the road layouts are in place for sites H83 and H20.</p> <p>The development will be expected to retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land.</p>	Clarity-no amendment/deletion of content, removal of bullets and order of policy requirements.
ADD 53	AC2 Land South of	Site AC2 Land south of Darton Lane, Staincross Indicative number of	Site AC2 Land south of Darton Lane, Staincross Indicative number of	Clarity

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
MM 186 Formerly PR19	Darton Lane	<p>dwelling 64</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> remediate the western portion of the site which is affected by deep mine workings retain species-rich grassland meadows at the west and centre of the site. A buffer strip of vegetation should also be retained adjacent to the disused railway line at the south. archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>dwelling 64 86</p> <p>The development will be expected to remediate the western portion of the site which is affected by deep mine workings retain species-rich grassland meadows at the west and centre of the site. A buffer strip of vegetation should also be retained adjacent to the disused railway line at the south.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	<p>Consistency (removal of first bullet requiring remediation as per MM17- Stability and contamination considered to be adequately covered by Policy CL1 Contaminated and Unstable Land)</p> <p>Further amendment to biodiversity point made following stage 3 hearings main matter 12. Relates to follow up point 11.</p>
ADD 54 MM 187 Formerly PR20	AC3 Former William Freeman Site	<p>Site AC3 Former William Freeman Site, Wakefield Road Indicative number of dwellings 131</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain the diverse grassland to the east, abutting the disused railway line. 	<p>Site AC3 Former William Freeman Site, Wakefield Road Indicative number of dwellings 131 102</p> <p>The development will be expected to retain the diverse grassland to the east, abutting the disused railway line.</p>	Clarity-no amendment to content, removal of bullet point to form sentence
ADD 55	AC10 Land South of West Street, Worsbrough	<p>Site AC10 Land South of West Street, Worsbrough Indicative number of dwellings 48</p> <p>archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> information identifying the likely location and extent of the remains, and the nature of the remains an assessment of the significance of the remains consideration of how the remains would be affected by the proposed development. 	<p>Site AC10 Land South of West Street, Worsbrough Indicative number of dwellings 48</p> <p><u>The site has planning permission for 70 dwellings.</u></p> <p>archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> information identifying the likely location and extent of the remains, and the nature of the remains an assessment of the significance of the remains consideration of how the remains would be affected by the proposed development. 	Updated information
ADD 56 MM 188 Formerly PR21	H14 Site West of Wakefield Road, Mapplewell	<p>Site H14 Site West of Wakefield Road, Mapplewell Indicative number of dwellings 135</p> <p>Part of the site has planning permission for 250 dwellings. The indicative number of dwellings above relates to the remainder of the site.</p>	<p>Site H14 Site West of Wakefield Road, Mapplewell Indicative number of dwellings 135</p> <p>Part of the site has planning permission for 250 dwellings. The indicative number of dwellings above related to the remainder of the site.</p>	Removal of first bullet point/revised arrangement to provide clarity

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<p>The development will be expected to:</p> <ul style="list-style-type: none"> retain, buffer and manage all the hedgerows; significant areas of the existing grassland and scrub should be retained and managed as the greenspace provision. archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>The development will be expected to retain, buffer and manage all the hedgerows; significant areas of the existing grassland and scrub should be retained and managed as the green space provision.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	
ADD 57 MM 250 Formerly PR22	H18 Land East of Smithy Wood Lane, Gilroyd	<p>Site H18 Land East of Smithy Wood Lane, Gilroyd Indicative number of dwellings 144</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide adequate access to allow the complete development of the entire site for residential purposes including bringing Smithy Wood Lane up to adoptable standards and the investigation and evaluation of other potential improvements. provide off site highway safety enhancements retain and buffer boundary vegetation which has ecological value, the hedgerow at the south-west, the tree strip at the south-east adjacent to the wildlife corridor, and the mature trees at the north. archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H18 Land East of Smithy Wood Lane, Gilroyd Indicative number of dwellings 144</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Provide adequate access to allow the complete development of the entire site for residential purposes including bringing <u>the necessary section of</u> Smithy Wood Lane up to adoptable standards and the investigation and evaluation of other potential improvements; Provide off site highway safety enhancements; and Retain and buffer boundary vegetation which has ecological value, the hedgerow at the south-west, the tree strip at the south-east adjacent to the wildlife corridor, and the mature trees at the north. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development 	<p>Removal of fourth bullet point/revised arrangement to provide clarity</p> <p>Addition of wording as a result of discussion in stage 3 hearings</p>
ADD 58 MM31 Incorporating PR24	H20 Land South of Bloomhouse Lane, Darton	<p>Site H20 Land South of Bloomhouse Lane, Darton Indicative number of dwellings 209</p> <p>The development will be expected to :</p> <ul style="list-style-type: none"> provide a new roundabout and access from the B6131 Station Road adequate to accommodate the development of the entire site ensure that the internal road layout will allow access to housing allocation H83 and provide a spine road through the site linking Station Road with Woolley Colliery Road that is capable of taking through traffic. retain, buffer and manage all the hedges plus retain and manage a 	<p>Site H20 Land South of Bloomhouse Lane, Darton Indicative number of dwellings 209<u>214</u></p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Provide a new roundabout and access from the B6131 Station Road adequate to accommodate the development of the entire site; Ensure that the internal road layout will allow access to housing allocation H83 and provide a spine road through the site linking Station Road with Woolley Colliery Road that is capable of taking through traffic; and Retain, buffer and manage all the hedges plus retain and manage a 	<p>additional amendments to wording for clarity</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<p>significant proportion of the existing scrub as the greenspace provision.</p> <ul style="list-style-type: none"> archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary. 	<p>significant proportion of the existing scrub as <u>part</u> of the green space provision</p> <p>Archaeological remains are known to be present on this site. The developable site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.</p>	
ADD 59 MM 190 Formerly PR25	H24 Site North of Carlton Road	<p>Site H24 Site north of Carlton Road Indicative number of dwellings 90</p> <ul style="list-style-type: none"> part of the site currently functions as a car park. This has been included in the development site because part may be needed to provide adequate access. archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H24 Site north of Carlton Road Indicative number of dwellings 9086</p> <p>Part of the site currently functions as a car park. This has been included in the development site because part may be needed to provide adequate access.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. </p>	Removal of first and second bullet point/revised arrangement to provide clarity
ADD 60	H29 Garden House Farm, Garden House Close, Monk Bretton	<p>Site H29 Garden House Farm, Garden House Close, Monk Bretton Indicative number of dwellings 35</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> respect the historic setting of the listed buildings associated with Manor Farm immediately to the South West by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials. retain and manage the scrub/grassland in the south-eastern section of the site apart from the buildings part. Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H29 Garden House Farm, Garden House Close, Monk Bretton Indicative number of dwellings 3570</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Respect the historic setting of the listed buildings associated with Manor Farm immediately to the South West by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials; and Retain and manage the scrub/grassland in the south-eastern section of the site apart from the buildings part. <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. </p>	Updated information
ADD 61 MM 191 Formerly PR26	H31 Land to the West of Smithy Wood Lane, Gilroyd	<p>Site H31 Land to the West of Smithy Wood Lane, Gilroyd Indicative number of dwellings 36</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide off site highway safety enhancements 	<p>Site H31 Land to the West of Smithy Wood Lane, Gilroyd Indicative number of dwellings 36</p> <p>The development will be expected to provide off site highway safety enhancements</p>	Removal of bullet point/revised arrangement
ADD 62	H33 Site to the East of St Helens	<p>Site H33 Site to the east of St Helens Avenue Indicative number of dwellings 96</p>	<p>Site H33 Site to the east of St Helens Avenue Indicative number of dwellings 96</p>	Removal of first and second bullet

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
MM 192 Formerly PR27	Avenue	<p>The development will be expected to:</p> <ul style="list-style-type: none"> retain the woodland at the north-east corner plus the hedgerows in the northern half of the site. These should be buffered and managed archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>The development will be expected to retain the woodland at the north-east corner plus the hedgerows in the northern half of the site. These should be buffered and managed.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	points/revised arrangement
ADD 63 MM 193 Formerly PR28	H42 Land West of Wakefield Road	<p>Site H42 Land west of Wakefield Road Indicative number of dwellings 246</p> <p>The development will be expected to:-</p> <ul style="list-style-type: none"> be accompanied by plans for the improvement, protection and maintenance of the adjacent Scheduled Ancient Monument known as East Gawber Hall Colliery Fanhouse and its setting. 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. archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> information identifying the likely location and extent of the remains, and the nature of the remains an assessment of the significance of the remains consideration of how the remains would be affected by the proposed development. retain, buffer and manage all hedgerows plus the scrubland/swamp in the depression 	<p>Site H42 Land west of Wakefield Road Indicative number of dwellings 246 250</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Be accompanied by plans for the improvement, protection and maintenance of the adjacent Scheduled Ancient Monument known as East Gawber Hall Colliery Fanhouse and its setting. 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>Planning conditions will be used to ensure that details of for the improvement, protection and maintenance of the adjacent monument and its setting have been submitted to and approved by the Council before development commences; and</u> retain, buffer and manage all hedgerows plus the scrubland/swamp in the depression. <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	No amendment to content. Removal of second and third bullet point/revised arrangement to provide clarity.
ADD 64	H53 Land North of Wilthorpe Road, Wilthorpe	<p>Site H53 Land North of Wilthorpe Road, Wilthorpe</p> <p>The site has planning permission for 301 dwellings.</p>	<p>Site H53 Land North of Wilthorpe Road, Wilthorpe</p> <p>The site has planning permission for 301 326 dwellings.</p>	Updated information
ADD 65	H54 Land off High Street, Dodworth	<p>Site H54 Land off High Street, Dodworth Indicative number of dwellings 14</p> <p>The development will be expected to:</p>	<p>Site H54 Land off High Street, Dodworth Indicative number of dwellings 14</p> <p><u>This site has planning permission for 6 dwellings</u></p> <p>The development will be expected to:</p>	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> retain and manage the woodland at the south retain the mature horse chestnut tree on the northern boundary. respect the setting of the adjacent listed building immediately to the north (The Grove) by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials. 	<ul style="list-style-type: none"> retain and manage the woodland at the south retain the mature horse chestnut tree on the northern boundary. respect the setting of the adjacent listed building immediately to the north (The Grove) by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials. 	
ADD 66 MM 194 Formerly PR31	H59 Land at St Michaels Avenue	<p>Site H59 Land at St Michaels Avenue Indicative number of dwellings 38</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide appropriate acoustic treatment to mitigate against noise from the industrial estate archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H59 Land at St Michaels Avenue Indicative number of dwellings 38</p> <p>The development will be expected to provide appropriate acoustic treatment to mitigate against noise from the industrial estate.</p> <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Removal of second bullet point/revised arrangement to provide clarity.
ADD 67 MM 195 Formerly PR32	H62 Land off Highstone Lane, Worsbrough Common	<p>Site H62 Land off Highstone Lane, Worsbrough Common Indicative number of dwellings 18</p> <ul style="list-style-type: none"> archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> information identifying the likely location and extent of the remains, and the nature of the remains an assessment of the significance of the remains consideration of how the remains would be affected by the proposed development. 	<p>Site H62 Land off Highstone Lane, Worsbrough Common Indicative number of dwellings 18</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	No change to content. Removal of first bullet/revised arrangement for consistency
ADD 68 MM 34 Incorporating PR34	H83 Land to the East of Woolley Colliery Road	<p>Site H83 Land to the east of Woolley Colliery Road Indicative number of dwellings 89</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. ensure that the internal road layout will allow access from proposed housing allocation H20 land south of Bloomhouse Lane 	<p>Site H83 Land to the east of Woolley Colliery Road Indicative number of dwellings 89118</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Ensure that the internal road layout will allow access from proposed housing allocation H20 land south of Bloomhouse Lane Ensure that the internal road layout will allow access to housing allocation H83 H20 and provide a spine road through the site linking Station Road with Woolley Colliery Road that is capable of taking through traffic; and Ensure appropriate access is provided to enable the development of site AC1. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p>	<p>Deletion of point about internal road layout as covered in GD1 and corrects a typographical error</p> <p>plus revised arrangement for consistency (removal of first bullet point)</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> ensure that the internal road layout will allow access to housing allocation H83 and provide a spine road through the site linking Station Road with Woolley Colliery Road that is capable of taking through traffic. ensure appropriate access is provided to enable the development of site AC1 	<ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	
ADD 69 MM 196 Formerly PR35	UB6 Land adjacent Zenith Business Park	<p>Site UB6 Land adjacent Zenith Business Park Indicative number of dwellings 182</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain the woodland belt at the west and retain scattered trees in the east of the site. 	<p>Site UB6 Land adjacent Zenith Business Park Indicative number of dwellings 182143</p> <p>The development will be expected to retain the woodland belt at the west and retain scattered trees in the east of the site.</p>	Removal of bullet point/revised arrangement for consistency
ADD 70 MM 197 Formerly PR36	290 Land South West of Priory Road	<p>Site 290 Land south west of Priory Road Indicative number of dwellings 18</p> <p>The development will be expected to:-</p> <ul style="list-style-type: none"> Incorporate methane barrier protection measures into the design of the scheme as the site is within 250m of a category 1 landfill site 	<p>Site 290 Land south west of Priory Road Indicative number of dwellings 18</p> <p>The development will be expected to incorporate methane barrier protection measures into the design of the scheme as the site is within 250m of a category 1 landfill site.</p>	Removal of bullet point/revised arrangement for consistency
ADD 71 MM 198 Formerly PR37	503 Land off Leighton Close	<p>Site 503 Land off Leighton Close Indicative number of dwellings 18</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain and manage boundary vegetation, plus create new biodiverse hedgerows. 	<p>Site 503 Land off Leighton Close Indicative number of dwellings 18</p> <p>The development will be expected to retain and manage boundary vegetation, plus create new biodiverse hedgerows.</p>	Removal of bullet point/revised arrangement for consistency
Cudworth				
ADD 72	Site AC22 Land of High Street, Shafton	Site AC22 Land off High Street, Shafton Indicative number of dwellings 38	<p>Site AC22 Land off High Street, Shafton Indicative number of dwellings 38</p> <p><u>This site has planning permission for 38 dwellings.</u></p>	Updated information
ADD 73 MM 199 Formerly PR38	AC23 Land off Pontefract Road	<p>Site AC23 Land off Pontefract Road Indicative number of dwellings 192</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain and buffer the hedgerows Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site AC23 Land off Pontefract Road Indicative number of dwellings 192147</p> <p>The development will be expected to retain and buffer the hedgerows.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	<p>Removal of bullet point/revised arrangement for consistency</p> <p>Updated information</p>
ADD 74 MM 200 Formerly PR39	H10 Land West of Brierley Road, Grimethorpe	<p>Site H10 Land west of Brierley Road, Grimethorpe Indicative number of dwellings 61</p> <p>The development will be expected to:</p>	<p>Site H10 Land west of Brierley Road, Grimethorpe Indicative number of dwellings 61</p> <p>The development will be expected to:</p>	Revised arrangement/ removal of bullet point for

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> respect the setting of the adjacent listed building 40m immediately to the East (Bridge Farmhouse) by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials. Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. retain a buffer strip of vegetation alongside the dyke at the southern boundary plus the mature trees and hedgerows. 	<ul style="list-style-type: none"> Respect the setting of the adjacent listed building 40m immediately to the East (Bridge Farmhouse) by the use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials. Retain a buffer strip of vegetation alongside the dyke at the southern boundary plus the mature trees and hedgerows <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	consistency /clarity
ADD 75 MM 202 Formerly PR41	H32 Land adjacent to Carrs Lane/ Summerdale Road, Cudworth	<p>Site H32 Land adjacent to Carrs Lane / Summerdale Road, Cudworth Indicative number of dwellings 278</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H32 Land adjacent to Carrs Lane / Summerdale Road, Cudworth Indicative number of dwellings 278</p> <p>The development will be expected to:</p> <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development <p><u>This site has planning permission for 278 dwellings</u></p>	Content of site policy to be deleted as site has planning permission and work has commenced on site
ADD 76	897 Former Willowgarth School, Grimethorpe	<p>Site 897 Former Willowgarth School, Grimethorpe</p> <p>The site has planning permission for 136 dwellings.</p>	<p>Site 897 Former Willowgarth School, Grimethorpe</p> <p>The site has planning permission for 136 97 dwellings.</p>	Updated information
Goldthorpe (Dearne Towns)				
ADD 77 MM 207 Formerly PR47	H1 Former Reema Estate and adjoining land, off School Street, Thurnscoe	<p>Site H1 Former Reema Estate and adjoining land, off School Street, Thurnscoe Indicative number of dwellings 525</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide a bridge for people and vehicles to use across the railway line connecting the site with Thurnscoe East Estate. retain, enhance and manage a wildlife corridor on the eastern boundary alongside the rail line. archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: 	<p>Site H1 Former Reema Estate and adjoining land, off School Street, Thurnscoe Indicative number of dwellings 525 480</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Provide a bridge for people and vehicles to use across the railway line connecting the site with Thurnscoe East Estate; and Retain, enhance and manage a wildlife corridor on the eastern boundary alongside the railway line. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p>	<p>Revised arrangement/ removal of bullet point for consistency /clarity</p> <p>Updated information</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	
ADD 78 MM 208 Formerly PR48	H12 Bolton House Farm, Goldthorpe	<p>Site H12 Bolton House Farm, Goldthorpe Indicative number of dwellings 194</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary. 	<p>Site H12 Bolton House Farm, Goldthorpe Indicative number of dwellings 194</p> <p>The development will be expected to:</p> <p>Archaeological remains are known to be present on this site. The <u>developable</u> site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.</p>	Consistency/ clarity
ADD 79 MM 209 Formerly PR49	H17 Land South of Barnburgh Lane	<p>Site H17 Land south of Barnburgh Lane Indicative number of dwellings 115</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain, enhance and manage hedgerows, woodland and swamp at south-west side of site archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H17 Land south of Barnburgh Lane Indicative number of dwellings 115 69</p> <p><u>Part of the site has planning permission for 61 dwellings. The indicative dwelling number above related to the remainder of the site.</u></p> <p>The development will be expected to retain, enhance and manage hedgerows, woodland and swamp at south-west side of site.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development </p>	Revised arrangement/ removal of bullet points for consistency/ clarity
ADD 80 MM36 Incorporating a policy revision that hadn't been given a reference number	H30 Land North of East Street, Goldthorpe	<p>Site H30 Land North of East Street, Goldthorpe Indicative number of dwellings 112</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain and manage habitat at the north-east part of site (grassland, herbs and trees) plus hedgerows on the site. respect the historic setting of the listed barn opposite Herons Way by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. comply with the Goldthorpe Masterplan. archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary. provide appropriate acoustic treatment to mitigate against road noise 	<p>Site H30 Land North of East Street, Goldthorpe Indicative number of dwellings 112 125</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Retain and manage habitat at the north-east part of site (grassland, herbs and trees) plus hedgerows on the site; Respect the historic setting of the listed barn opposite Herons Way <u>Listed Church of St. John and St Mary Magdalene</u> by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials; Comply with the Goldthorpe Masterplan; and Provide appropriate acoustic treatment to mitigate against road noise. <p>Archaeological remains are known to be present on this site. The <u>developable</u> site area has been reduced to allow flexibility in the</p>	<p>Correction to refer to correct listed building</p> <p>Revised arrangement/ removal of bullet point for consistency /clarity</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
			development to ensure the remains can be preserved in situ if necessary.	
ADD 81 MM 210 Formerly PR50	H50 Land to the North of the Dearne Advanced Learning Centre, Goldthorpe	<p>Site H50 Land to the north of the Dearne Advanced Learning Centre, Goldthorpe Indicative number of dwellings 102</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain, enhance and manage the higher value ecological areas detailed in the ecological assessments produced on behalf of BMBC. archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H50 Land to the north of the Dearne Advanced Learning Centre, Goldthorpe Indicative number of dwellings 402-86</p> <p>The development will be expected to retain, enhance and manage the higher value ecological areas detailed in the ecological assessments produced on behalf of BMBC.</p> <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Revised arrangement/ removal of bullet points for consistency/ clarity
ADD 82 MM 211 Formerly PR51	H51 Land North of Barnburgh Lane, Goldthorpe	<p>Site H51 land north of Barnburgh Lane, Goldthorpe Indicative number of dwellings 109</p> <ul style="list-style-type: none"> archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. retain hedgerows around periphery of the site 	<p>Site H51 land north of Barnburgh Lane, Goldthorpe Indicative number of dwellings 109</p> <p><u>The development will be expected to</u> retain hedgerows around <u>the</u> periphery of the site.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Revised arrangement/ removal of bullet points for consistency /clarity
ADD 83 MM 212 Formerly PR52	H52 Land to the South of Beaver Street Goldthorpe	<p>Site H52 Land to the South of Beaver Street Goldthorpe Indicative number of dwellings 54</p> <p>Part of the site has planning permission for 180 dwellings. The indicative dwelling number above relates to the remainder of the site.</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> comply with the Goldthorpe Masterplan retain, enhance and manage a buffer strip of existing vegetation to the disused railway at south plus mature trees and hedgerows. archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains 	<p>Site H52 Land to the South of Beaver Street Goldthorpe Indicative number of dwellings 54</p> <p>Part of the site has planning permission for 180 dwellings. The indicative dwelling number above related to the remainder of the site.</p> <p>The development will be expected to Retain, enhance and manage a buffer strip of existing vegetation to the disused railway at <u>the</u> south plus mature trees and hedgerows</p> <ul style="list-style-type: none"> Comply with the Goldthorpe Masterplan <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and 	Revised arrangement/ removal of bullet points for consistency /clarity

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> Consideration of how the remains would be affected by the proposed development. 	<ul style="list-style-type: none"> Consideration of how the remains would be affected by the proposed development. 	
ADD 84 MM 213 Formerly PR54	H84 Land West of Thurnscoe Bridge Lane and South of Derry Grove Thurnscoe	<p>Site H84 Land west of Thurnscoe Bridge Lane and south of Derry Grove, Thurnscoe Indicative number of dwellings 308</p> <p>The development will be subject to the production of a masterplan covering the entire site which will ensure that:</p> <ul style="list-style-type: none"> Trees and hedgerows around the periphery of the site, in particular on the southern boundary are retained off site highway enhancements are provided archaeological remains are known to be present on this site. The site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary. 	<p>Site H84 Land west of Thurnscoe Bridge Lane and south of Derry Grove, Thurnscoe Indicative number of dwellings 308</p> <p>The development will be subject to the production of a masterplan covering the entire site <u>to ensure that development is brought forward in a comprehensive manner</u> which will ensure that:</p> <p><u>The development will be expected to:</u></p> <ul style="list-style-type: none"> <u>Ensure that the</u> trees and hedgerows around the periphery of the site, in particular on the southern boundary are retained; and <u>Provide</u> off site highway enhancements. are provided <p>Archaeological remains are known to be present on this site. The developable site area has been reduced to allow flexibility in the development to ensure the remains can be preserved in situ if necessary.</p>	Revised arrangement/ removal of bullet point for consistency /clarity. Additional clarification re masterplan requirement.
ADD 85	372 Land off Gooseacre Avenue, Thurnscoe	<p>Site 372 Land off Gooseacre Avenue, Thurnscoe Indicative number of dwellings 67</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide appropriate access retain the dense scrub at the north and west of the site 	<p>Site 372 Land off Gooseacre Avenue, Thurnscoe Indicative number of dwellings 67<u>80</u></p> <p>The development will be expected to provide appropriate access retain the dense scrub at the north and west of the site</p>	Updated information
Hoyland				
ADD 86 MM 217 Formerly PR58	H4 Land south of Hay Green Lane	<p>Site H4 Land south of Hay Green Lane Indicative number of dwellings 115</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> produced a detailed ecology report in support of any development proposal respect the historic setting of the listed barn opposite Herons Way by retaining the existing mature field boundary with its existing hedge and trees to the east, and by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. provide appropriate access and off site highway works archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H4 Land south of Hay Green Lane Indicative number of dwellings 115<u>118</u></p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Produce a detailed ecology report in support of any development proposal; Respect the historic setting of the listed barn opposite Herons Way by retaining the existing mature field boundary with its existing hedge and trees to the east, and by use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials; and Provide appropriate access and off site highway works. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Updated information Revised arrangement/ removal of bullet point for consistency/ clarity.
ADD 87	H6 Land at Greenside Lane,	Site H6 Land at Greenside Lane, Hoyland Indicative number of dwellings 22	Site H6 Land at Greenside Lane, Hoyland Indicative number of dwellings 22	Revised arrangement/

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
MM 218 Formerly PR59	Hoyland	<p>The development will be expected to:</p> <ul style="list-style-type: none"> retain the mature trees on the boundaries. archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>The development will be expected to retain the mature trees on the boundaries.</p> <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	removal of bullet points for consistency/ clarity.
ADD 88 MM 221	H9 Land off Welland Crescent, Hoyland	<p>Site H9 Land off Welland Crescent, Hoyland Indicative number of dwellings 29</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain and manage existing vegetation at the north-east and north-west boundaries alongside the rail line and footpath. Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H9 Land off Welland Crescent, Hoyland Indicative number of dwellings 29</p> <p>The development will be expected to retain and manage existing vegetation at the north-east and north-west boundaries alongside the rail line and footpath.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Revised arrangement/ removal of bullet points for consistency /clarity.
Penistone				
ADD 89 MM 39 Incorporating PR67	H25 Land at Talbot Road, Penistone	<p>Site H25 Land at Talbot Road, Penistone Indicative number of dwellings 30</p> <p>The development will be expected to :</p> <ul style="list-style-type: none"> provide appropriate access respect the historic setting of the listed buildings at 8-10 Thursltone Road and the group character of Penistone Conservation Area immediately adjacent and to the east. Development of site H25 will require the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains 	<p>Site H25 Land at Talbot Road, Penistone Indicative number of dwellings 30</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Provide appropriate access; and Respect the historic setting of the listed buildings at 8-10 Thurlstone Road and the group character of Penistone Conservation Area immediately adjacent to the east. Development of site H25 will require the use of appropriate site layout sympathetic design that reflects the setting, scaling, massing, details and materials <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the 	<p>MM39 correction of spelling</p> <p>PR 67plus revised arrangement/rem oval of bullet point for consistency/ clarity.</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	proposed development.	
ADD 90 MM40 incorporating PR68	H34 Land East of Saunderson Avenue <u>Road</u> , Penistone	<p>Site H34 Land east of Saunderson Avenue, Penistone Indicative number of dwellings 29</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain the heathland in the southern half plus provide a buffer strip of vegetation to the cemetery at the south archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. respect the historic setting of the listed buildings at 8-10 Thurstlon Road and the group character of Penistone Conservation Area 200m to the east. Development of site H30 will require the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. 	<p>Site H34 Land east of Saunderson Avenue <u>Road</u>, Penistone Indicative number of dwellings 29</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Retain the heathland in the southern half plus provide a buffer strip of vegetation to the cemetery at the south; and respect the historic setting of the listed buildings at 8-10 <u>Thurystone</u> Road and the group character of Penistone Conservation Area 200m to the east. Development of site H30 will require the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	<p>Correction of typographical error.</p> <p>Revised arrangement/ removal of bullet point for consistency/ clarity.</p>
Royston				
ADD 91 MM 229 Formerly PR72	H43 Land at end of Melton Way, Royston	<p>Site H43 Land at end of Melton Way, Royston Indicative number of dwellings 58</p> <ul style="list-style-type: none"> archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H43 Land at end of Melton Way, Royston Indicative number of dwellings 58</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Removal of bullet point for consistency
Wombwell				
ADD 92 MM 230 Formerly PR73	AC39 Land at Pitt Street, Wombwell	<p>Site AC39 Land at Pitt Street, Wombwell Indicative number of dwellings 109</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide appropriate access archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: 	<p>Site AC39 Land at Pitt Street, Wombwell Indicative number of dwellings 109</p> <p>The development will be expected to provide appropriate access.</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and 	Removal of bullet points/revised arrangement for consistency

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<ul style="list-style-type: none"> information identifying the likely location and extent of the remains, and the nature of the remains an assessment of the significance of the remains consideration of how the remains would be affected by the proposed development. 	<ul style="list-style-type: none"> Consideration of how the remains would be affected by the proposed development. 	
ADD 93	Site H3 Land to the south of Doncaster Road, Darfield	<p>Site H3 Land to the south of Doncaster Road, Darfield Indicative number of dwellings 540</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> retain and improve hedgerows running along the east and west boundaries retain and protect the small areas of woodland along the eastern boundary. The area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development. provide appropriate access provide off site road safety enhancements 	<p>Site H3 Land to the south of Doncaster Road, Darfield Indicative number of dwellings 540 441</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Retain and improve hedgerows running along the east and west boundaries; Retain and protect the small areas of woodland along the eastern boundary. The area of woodland/scrub and unimproved neutral grassland to the west of the site should be excluded from development; Provide appropriate access; and Provide off site road safety enhancements 	Updated information
ADD 94 MM 231 Formerly PR74	H40 Former Foulstone School Playing Fields	<p>Site H40 Former Foulstone School Playing Fields Indicative number of dwellings 189</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide a minimum of 3 hectares of the playing fields and provide improvements to compensate for loss of green space to include provision of changing facilities. include measures for the protection and retention of the listed milepost and its immediate setting on the short link road 150m East of the junction with Barnsley Road. Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site H40 Former Foulstone School Playing Fields Indicative number of dwellings 189</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Provide a minimum of 3 hectares of the playing fields and provide improvements to compensate for loss of green space to include provision of changing facilities; and Include measures for the protection and retention of the listed milepost and its immediate setting on the short link road 150m East of the junction with Barnsley Road. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Removal of bullet point/revised arrangement for consistency
ADD 95	H41 The Former Foulstone School	<p>Site H41 The Former Foulstone School Indicative number of dwellings 77</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> investigate options on the southern boundary of the site on the edge of Darfield Local Centre for providing either: <ul style="list-style-type: none"> a small scale convenience shop that is in compliance with Local Plan Policy TC5 Local Shops or an extension to Darfield Local Centre that is in compliance with local and national policy to protect town centres respect the historic setting and the group character of the adjacent 	<p>Site H41 The Former Foulstone School Indicative number of dwellings 77 49</p> <p><u>Part of the site has planning permission for 40 dwellings. The figure above is the capacity of the remainder of the site.</u></p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> Investigate options on the southern boundary of the site on the edge of Darfield Local Centre for providing either: <ul style="list-style-type: none"> a small scale convenience shop that is in compliance with Local Plan Policy TC5 Local Shops; or 	Updated information

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		Darfield Conservation Area by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials.	<ul style="list-style-type: none"> an extension to Darfield Local Centre that is in compliance with local and national policy to protect town centres. Respect the historic setting and the group character of the adjacent Darfield Conservation Area by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials. 	
ADD 96 MM 232 Formerly PR75	H56 Land rear of Kings Oak Primary School, Wombwell	<p>Site H56 Land rear of Kings Oak Primary School, Wombwell Indicative number of dwellings 45</p> <p>The development will be expected to:</p> <p>archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development.</p>	<p>Site H56 Land rear of Kings Oak Primary School, Wombwell Indicative number of dwellings 45 49</p> <p><u>This site has planning permission for 49 dwellings</u> The development will be expected to:</p> <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development 	Removal of text/bullet for consistency/ clarity Updated information
ADD 97	H64 Former Kings Road School Site, Wombwell	Site H64 Former Kings Road School Site, Wombwell Indicative number of dwellings 29	<p>Site H64 Former Kings Road School Site, Wombwell Indicative number of dwellings 29 34</p> <p><u>The site has planning permission for 34 dwellings.</u></p>	Updated information
Land outside Urban Barnsley and the Principal Towns				
ADD 98 MM 234 Formerly PR77	AC44 Former Paper Mill, Oughtibridge	<p>Site AC44 Former Paper Mill, Oughtibridge, Sheffield</p> <p>This site is proposed for housing. Whilst within our boundary, the impact of development will lie within Sheffield. Therefore this site is not included within our housing figures, but will contribute towards Sheffield's housing need figure.</p>	<p>Site AC44 Former Paper Mill, Oughtibridge, Sheffield</p> <p><u>The site has planning permission for 320 dwellings.</u> The site is proposed for housing. Whilst within our boundary, the impact of development will lie within Sheffield. Therefore this site is not included within our housing figures, but will contribute towards Sheffield's housing need figure.</p>	Reflects planning permission since Publication Consultation.
ADD 99 MM 45	Supporting text to Policy H8 Affordable Housing	9.25 The Council will seek provision of affordable housing on all housing development according to the targets set out in policy H8, subject to this being consistent with the economic viability of the development. Generally, it will be necessary to provide the affordable homes needed on site. However, in some cases, we may allow affordable homes to be built off site, but within the local area, where this is beneficial to the affordable housing scheme.	9.25 The Council will seek provision of affordable housing on all housing development according to the targets set out in policy H8, subject to this being consistent with the economic viability of the development. Generally, it will be necessary to provide the affordable homes needed on site. However, in some cases, we may allow affordable homes to be built off site, but within the local area, where this is beneficial to the affordable housing scheme. <u>The areas referred to in the policy are housing sub market areas</u>	Clarity
ADD 100 MM 255 Formerly PR80	Policy H10 Protection of Existing Larger Dwellings and supporting text	<p>Policy H10 Protection of Existing Larger Dwellings</p> <p>Development within the curtilage of existing larger dwellings will be resisted where it will have an adverse impact on the setting of the original dwelling, and the size of the remaining garden area</p> <p>We will resist the loss of existing larger dwellings. Support will be given to</p>	<p>Policy H10 Protection of Existing Larger Dwellings</p> <p>Development within the curtilage of existing larger dwellings will be resisted where it will have an adverse impact on the setting of the original dwelling, and the size of the remaining garden area.</p> <p>We will resist <u>The loss of existing larger dwellings will be resisted.</u> Support</p>	<p>Removal of 'we' and suggested amendments for clarity.</p> <p>Reference to SPD discussed at</p>

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<p>the re-establishment of Houses in Multiple Occupation into single family sized houses.</p> <p>9.35 As well as provision as part of our housing mix of some new low density, large dwellings and family housing, it is also important to ensure the endurance of existing housing stock of this type. In recent years dwelling conversions have been taking place at an increasing rate in the borough. These conversions have resulted in a loss of larger homes and an increase in the number of smaller homes contributing to the imbalance in the housing stock towards smaller homes. This has been a problem particularly in Urban Barnsley around the Town Centre. The Government has changed the designation of garden areas from 'brownfield land' to 'greenfield land', in an attempt to resist development of additional houses within the curtilage of larger homes, known as 'garden grabbing', as this has also had an adverse impact on larger housing stock. Often additional dwellings have been built within their curtilage, resulting in an adverse impact on the original dwelling. In order to further protect larger homes, we will resist the conversion of larger homes into flats and other non self contained housing such as Houses in Multiple Occupation and support their re-introduction into family-sized homes. Where this conflicts with policy GB1, this policy will take precedence if it maintains the existence of a large dwelling. This policy will also take precedence over any infill development that would normally be allowed under paragraph 19 of the Designing New Housing Development SPD, where that development would have an adverse impact on an existing large house. We will also resist development in gardens of larger dwellings where this will have an adverse impact on the original dwelling and its continued function.</p>	<p>will be given to the re-establishment of Houses in Multiple Occupation into single family sized houses.</p> <p>9.35 As well as provision as part of our housing mix of some new low density, large dwellings and family housing, it is also important to ensure the endurance of existing housing stock of this type. In recent years dwelling conversions have been taking place at an increasing rate in the borough. These conversions have resulted in a loss of larger homes and an increase in the number of smaller homes contributing to the imbalance in the housing stock towards smaller homes. This has been a problem particularly in Urban Barnsley around the Town Centre. The Government has changed the designation of garden areas from 'brownfield land' to 'greenfield land', in an attempt to resist development of additional houses within the curtilage of larger homes, known as 'garden grabbing', as this has also had an adverse impact on larger housing stock. Often additional dwellings have been built within their curtilage, resulting in an adverse impact on the original dwelling. In order to further protect larger homes, we will resist the conversion of larger homes into flats and other non self contained housing such as Houses in Multiple Occupation and support their re-introduction into family-sized homes. Where this conflicts with policy GB1 GD1, this policy will take precedence if it maintains the existence of a large dwelling. This policy will also take precedence over any infill development that would normally be allowed under paragraph 19 of the Designing New Housing Development SPD, where that development would have an adverse impact on an existing large house. We will also resist development in gardens of larger dwellings where this will have an adverse impact on the original dwelling and its continued function. <u>The definition of 'larger dwelling' will be contained in the Designing New Housing Development Supplementary Planning Document.</u></p>	stage 3 hearing
MIXED USE SITES				
ADD 101 MM 49	Paragraph 10.3	10.3 Below is a list of proposed housing allocations. Where there are specific issues site specific policies are provided. Where there are no site specific details any subsequent planning application will be determined in accordance with the Local Plan.	10.3 Below is a list of proposed housing allocations 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.	Correction
Urban Barnsley				
ADD 102 MM 237 Formerly PR84	Site AC11 Land between Fish Dam Lane and Carlton Road	<p>Site AC11 Land between Fish Dam Lane and Carlton Road</p> <p>This site is proposed for mixed use for housing and a primary school.</p> <p>The indicative number of dwellings proposed for this site is 294. These have been included in the housing figures for Urban Barnsley in the housing chapter.</p> <p>The development will be expected to:-</p> <ul style="list-style-type: none"> respect the setting of the listed Manor Farmhouse and the Carlton Conservation Area immediately adjacent to the East by the use of 	<p>Site AC11 Land between Fish Dam Lane and Carlton Road</p> <p>This site is proposed for mixed use for housing and a primary school.</p> <p>The indicative number of dwellings proposed for this site is 294. These have been included in the housing figures for Urban Barnsley in the housing chapter.</p> <p>The development will be subject to the production of a phased masterplan <u>Masterplan Framework</u></p> <p>The development will be expected to:</p>	Change in terminology from masterplan to masterplan framework

Proposed Additional Change Reference	Chapter / Policy of Local Plan	Original Text (where applicable)	Additional Change	Reason
		<p>appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials.</p> <ul style="list-style-type: none"> retain the woodland and grassland to the north west of Manor Street retain existing vegetation on the wildlife corridor adjacent the stream at the south and west of site. Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<ul style="list-style-type: none"> Respect the setting of the listed Manor Farmhouse and the Carlton Conservation Area immediately adjacent to the East by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials; Retain the woodland and the grassland to the north west of Manor Street; and Retain existing vegetation on the wildlife corridor adjacent the stream at the south and west of <u>the</u> site. <p>Archaeological remains are known/expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	
ADD 103 MM 238 Formerly PR86	Site AC16 Land off Broadway	<p>Site AC16 Land off Broadway</p> <p>This site is proposed for mixed use for housing and green space. The indicative number of dwellings proposed for this site is 200. These are included in the housing figures for Urban Barnsley in the housing chapter.</p> <p>The development will be expected to:</p> <ul style="list-style-type: none"> provide 3.25 ha of playing pitches archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following: <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains An assessment of the significance of the remains Consideration of how the remains would be affected by the proposed development. 	<p>Site AC16 Land off Broadway</p> <p>This site is proposed for mixed use for housing and green space. The indicative number of dwellings proposed for this site is 200 150. These are included in the housing figures for Urban Barnsley in the Housing chapter.</p> <ul style="list-style-type: none"> The development will be expected to provide 3.25 ha of playing pitches; and Any layout should take account of the relationship between the new development and existing buildings that are not available for redevelopment. <p>Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:</p> <ul style="list-style-type: none"> Information identifying the likely location and extent of the remains, and the nature of the remains; An assessment of the significance of the remains; and Consideration of how the remains would be affected by the proposed development. 	Removal of bullets/revised arrangement for clarity.
TRANSPORT				
ADD 104 MM 53	Pink Box 'The Challenge'	<p>The Challenge</p> <ul style="list-style-type: none"> Reducing transport related green house gas emissions Supporting sustainable development and the locations for growth set out in the Core Strategy Addressing cross boundary transportation issues Reducing the need to travel, particularly by car. Where travel is necessary <ul style="list-style-type: none"> making it easier for people to travel between home and health, education, leisure, countryside and work opportunities within the 	<p>The Challenge</p> <ul style="list-style-type: none"> Reducing transport related green house gas emissions Supporting sustainable development and the locations for growth set out in the Core Strategy Local Plan Addressing cross boundary transportation issues Reducing the need to travel, particularly by car. Where travel is necessary <ul style="list-style-type: none"> making it easier for people to travel between home and health, education, leisure, countryside and work opportunities within the 	Updated information

		<p>borough by walking, cycling and public transport</p> <ul style="list-style-type: none"> improving direct public transport and freight links with significant places of business and employment outside the borough Influencing travel behaviour, in particular encouraging greater take up of walking, cycling and public transport whilst recognising the constraints of existing transport infrastructure, such as narrow roads which can make the provision of dedicated cycle routes difficult <ul style="list-style-type: none"> encouraging a healthier lifestyle to help reduce the high levels of obesity and heart disease managing car parking Increasing the feeling of safety and security whilst using public transport, walking and cycling Ensuring that sustainable and inclusive travel is embedded within new development Reducing the number of people, particularly children, that are killed or seriously injured on our roads Reducing the impact of necessary road travel on the environment, the health and safety of the community and the local economy 	<p>borough by walking, cycling and public transport</p> <ul style="list-style-type: none"> improving direct public transport and freight links with significant places of business and employment outside the borough Influencing travel behaviour, in particular encouraging greater take up of walking, cycling and public transport whilst recognising the constraints of existing transport infrastructure, such as narrow roads which can make the provision of dedicated cycle routes difficult <ul style="list-style-type: none"> encouraging a healthier lifestyle to help reduce the high levels of obesity and heart disease managing car parking Increasing the feeling of safety and security whilst using public transport, walking and cycling Ensuring that sustainable and inclusive travel is embedded within new development Reducing the number of people, particularly children, that are killed or seriously injured on our roads <p>Reducing the impact of necessary road travel on the environment, the health and safety of the community and the local economy</p>	
ADD 105 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 	<ul style="list-style-type: none"> <u>In 2009</u> Barnsley launched (January 2009) and continues 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 operators Stagecoach recently introduced a revised <u>continue to promote an effective</u> bus network using Barnsley Interchange as a hub, to provide links to other bus, rail and taxi services Cudworth and West Green bypass recently completed <u>The Cudworth and West Green bypass has now become established as a significant component of Barnsley's highway network including use for 'express X' bus services</u> <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> <p><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></p>	Updated information
ADD 106 MM 55 & MM 56	Pink Box 'Policy Solutions'	<ul style="list-style-type: none"> Designating a broad based Accessibility Improvement Zone as the focus of future transport investment Implementing the Northern Barnsley Connectivity Study Improving accessibility within the Principal Towns Improving public transport, walking and cycling links between the Principal Towns Improving links between Urban Barnsley and the Principal Towns to places on the Leeds to Sheffield corridor Improving direct links between London, Manchester, other Core Cities and the Humber Ports 	<ul style="list-style-type: none"> Designating a broad based Accessibility Improvement Zone as the focus of future transport investment Implementing the Northern Barnsley Connectivity Study Improving accessibility within the Principal Towns Improving public transport, walking and cycling links between the Principal Towns Improving <u>service</u> links between Urban Barnsley and the Principal Towns to places on the Leeds to Sheffield corridor Improving direct links between London, Manchester, other Core Cities and the Humber Ports <u>and keeping abreast of and contributing to</u> 	Updated information

		<ul style="list-style-type: none"> Supporting neighbouring authorities and joint working and establishing an integrated approach linking our neighbouring authorities through sub-regional and city regional working Protecting disused rail lines for future reinstatement Ensuring that new development is designed and located to be accessible to public transport, walking and cycling Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards Requiring transport assessments and travel plans for new development Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users Setting the scope for Barnsley's parking strategy Developing and implementing Air Quality Action Plans Working with partners to improve the efficiency of vehicles and goods delivery and reduce exhaust emissions Providing for effective use of existing transport networks Capitalising on Barnsley's location at the heart of the Trans Pennine Trail 	<p><u>major transport infrastructure studies</u></p> <ul style="list-style-type: none"> Supporting neighbouring authorities and joint working and establishing an integrated approach linking our neighbouring authorities through sub-regional and city regional working Protecting disused rail lines for future reinstatement Ensuring that new development is designed and located to be accessible to public transport, walking and cycling Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards Requiring transport assessments and travel plans for new development Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users Setting the scope for Barnsley's parking strategy Developing and implementing Air Quality Action Plans Working with partners to improve the efficiency of vehicles and goods delivery and reduce exhaust emissions Providing for effective use of existing transport networks Capitalising on Barnsley's location at the heart of the Trans Pennine Trail 	
ADD 107 MM 57	Paragraph 12.2	Barnsley, working with city region partners and other stakeholders, is mobilising a Transport Strategy for Barnsley.	<p>Barnsley, working with city region partners and other stakeholders, is mobilising a Transport Strategy for Barnsley <u>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> <p><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></p>	Updated information
ADD 108 MM 58	Paragraph 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><u>Consistent with the Local Plan the Barnsley Transport Strategy interventions will</u> promote interventions identified within the Barnsley Transport Strategy will be programmed to 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>	Updated information
ADD 109 MM 59	Paragraph 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>12.10 These aims are also reflected in the Community Strategy <u>corporate</u> 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 <u>Transport has a role</u> in reducing high levels of obesity in all ages including children, by facilitating a major increase in walking and cycling through <u>through combinations of transport modal programmes such as the South Yorkshire Cycling Action Plan increasing the modal share of cycling and</u> the 'Lifestyle programmes', created to improve health and reduce health inequalities in Barnsley.</p>	Updated information
ADD 110 MM 60	Paragraphs 12.14 and 12.15	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.	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	Updated information

		<p>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>our railways in the 1960's, <u>which reflected little rail commuter use at that time</u>, this pattern has resulted in a legacy of a poor range of public transport, walking and cycling options particularly between the Principal Towns.</p> <p>12.15 By 2017 it is intended to implement a <u>Voluntary Bus Partnership (VBP)</u> partnership between the Council, SYPTe and bus operators. This partnership partnership<u>The VBP by setting out performance standards</u> will seek to promote improved bus services and networks <u>network infrastructure</u>, together with improving the quality of vehicles and the passenger experience.</p>	
ADD 111 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>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. <u>The route of the eastern leg was confirmed in July 2017 and the route has a slight incursion into Barnsley (east of Brierley). Additionally further work is about to get underway into the feasibility of HS2 making provision for a HS2 parkway station being located to serve the South Yorkshire economy.</u></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. <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 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>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. <u>12.20 The Government has now confirmed it currently does not have any plans to fund the routes from the original feasibility study of possible active travel routes within the broad HS2 corridor nor is HS2 Ltd funded to implement any of the proposals in the study.</u></p>	Updated information
ADD 112	Paragraph 12.21 & 12.22	12.21 The long term planning of both major national rail and highway routes is being progressed by a series of route studies including trans-	12.21 The long term planning of major national/North of England highway routes is being progressed by a series of <u>Highways England</u> route studies	Updated information

MM 62		<p>pennine and the local authority and other stakeholders will engage with these studies so full account is taken of Barnsley's needs and opportunities.</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>	<p>including trans-pennine. and the local authority The Council and other stakeholders will engage with these studies so full account is taken of Barnsley's needs and opportunities. <u>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.</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>	
ADD 113 MM 63	supporting text to policies T1 and T2 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 stations between London and the north of England) 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</p>	<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 <u>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</u> 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 / <u>Barnsley Rail Vision and any updates</u> 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><u>12.51 ThereAs referred to above there</u> 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 <u>which have significant potential to add value to Barnsley Local Plan policies and transport interventions.</u> In the longer term it is possible that a number of future changes to rail services may arise from the: the construction of a new national high speed rail route and stations between London and the north of England 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 <u>England</u> national route studies</p> <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</p>	Updated information

		<p>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 • 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 	<p>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. <u>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 Leeds. Additionally HS2 in liaison with other stakeholders including Barnsley MBC are assessing the case for a HS2 South Yorkshire Parkway station. The Government has confirmed a first tranche of UK Growth Strategy funding for Sheffield LEP to support maximising the benefits of HS2. Barnsley has 10 stations all with services to Sheffield Midland and 7 with services to Leeds station. Barnsley MBC will assess the ways HS2 and its related investments can support the economic and accessibility priorities of the Local Plan.</u></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 <u>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</u> we need to work with our partners to <u>consider maximise benefits from</u> 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 <u>may also</u> 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 • 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 	
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		<ul style="list-style-type: none"> 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>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</p> <ul style="list-style-type: none"> the Network Rail Yorkshire and Humber RUS includes included specific reference to the reinstatement of the Barnsley to Doncaster and former Cudworth railways in the post 2019 period the South Yorkshire Rail Strategy includes specific reference to the reinstatement of the Barnsley to Doncaster and the former Cudworth (referred to as Barnsley Growth Corridor) Railways the existing national and regional rail network is reaching capacity and additional north south and transpennine lines will be required transpennine corridors are important to the the growth of North of England productivity, both in terms of passenger and freight transport Currently the railhead at Monk Bretton, used by the glass industry, is the only dedicated freight link in Barnsley reinstatement of the former Cudworth line has may have particular benefits in as providing options for relieving capacity on the Doncaster to Leeds line, giving a new route for Midlands freight traffic north of Rotherham development of new and reinstated passenger routes development of new and reinstated reinstating rail infrastructure and diversionary routes can be built to to modern standards appropriate 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. <p>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.</p>	
ADD 114 MM 68	Figure 12.3 Rail Connectivity and Safeguarded Routes		Changes to the wording for 'HS2'	Updated information
ADD 115 Map change 60	Policies Map change to route of HS2		Former consultation route of HS2 deleted and replaced with most recent route.	Updated information
TOWN CENTRES AND RETAIL				
ADD 116 MM 71	Paragraph 15.21	15.21 Outside the centres identified above, proposals for small local shops will be considered in the context of Local Plan policy TC6.	15.21 Outside the centres identified above, proposals for small local shops will be considered in the context of Local Plan policy TC6 TC5 .	Updated information
LOCAL CHARACTER				
ADD 117	Supporting text to Policy D1 Design Paragraphs 13.1-	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.	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.	

MM 69	13.10	<p>Design that reflects the character of areas will help to strengthen their distinctiveness, identity and people's sense of 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 Government, for assessing well designed housing developments. It is led by CABI 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>Design that reflects the character of areas will help to strengthen their distinctiveness, identity and people's sense of 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>13.3 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 Government, for assessing well designed housing developments. It is led by CABI 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,</p>	
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		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>subject to local circumstances it will be refused on design grounds</p> <p>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.’</u></p> <p>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.</u></p> <p>13.3 <u>Inclusiveness and accessibility need to be considered from an early stage of design, preferably including consultation with a wide range of potential users.</u></p> <p>13.34 <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.</u></p> <p>13.45 <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:</u></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> • <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>13.26 The Public Spaces Strategy and the Building Heights Study provide additional evidence for design decisions in Barnsley Town Centre. <u>Inset map 8 illustrates the strategy for tall buildings in Barnsley Town Centre.</u></p> <p>13.67 <u>Supplementary Planning Documents also provide guidance on specific design issues.</u></p>	
BARNSELEY TOWN CENTRE				
ADD 118	Policy BTC13 Development Site 1 – Better Barnsley	Policy BTC13 Development Site 1 – Better Barnsley <u>The Glassworks</u> including former TEC building and CEAG site	Policy BTC13 Development Site 1 – Better Barnsley <u>The Glassworks</u> including former TEC building and CEAG site	Updated information

MM 242	including former TEC building and CEAG site	<p>We will allow the following types of development:</p> <ul style="list-style-type: none"> • Retail, including a department store • Offices • Leisure • Food and drink • Residential • Car parking <p>The development of the site will be expected to:</p> <ul style="list-style-type: none"> • Create new links to and within the town centre and other areas adjacent to the Town Centre such as the Metrodome and Oakwell • Provide residential development on the upper floors only, and not at ground level if it would harm the vitality and character of the town centre • Include other uses if they would support the liveliness and economic strength of the town centre. 	<p>We will allow the following types of development:</p> <ul style="list-style-type: none"> • Retail, including a department store • Offices • Leisure • Food and drink • Residential • Car parking <p>The development of the site will be expected to:</p> <ul style="list-style-type: none"> • Create new links to and within the town centre and other areas adjacent to the Town Centre such as the Metrodome and Oakwell • Provide residential development on the upper floors only, and not at ground level if it would harm the vitality and character of the town centre • Include other uses if they would support the liveliness and economic strength of the town centre. <p><u>Residential development will be supported where it would support the vitality and viability of the town centre.</u></p>	
ADD 119 MM 77 and MM 78	Paragraphs 16.6, 16.7, 16.8 and 16.9	<p>16.6 The Remaking Barnsley: Strategic Development Framework 2003-2033 has inspired progress over the last 8 years towards the creation of a successful, uniquely distinctive '21st Century market town' including major developments within the town centre to strengthen its base from which further developments can emerge. These include the Transport Interchange, Digital Media Centre, The Core, The Civic, Mandela Gardens, Queens Court, Gateway Plaza, Westgate Plaza One, Experience Barnsley and the Pals Centenary Gardens.</p> <p>16.7 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. 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 £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.</p>	<p>16.6 The Remaking Barnsley: Strategic Development Framework 2003-2033 has inspired progress over the last 8 years towards the creation of a successful, uniquely distinctive '21st Century market town' including major developments within the town centre to strengthen its base from which further developments can emerge. These include the Transport Interchange, Digital Media Centre, The Core, The Civic, Mandela Gardens, Queens Court, Gateway Plaza, Westgate Plaza One, <u>replacement Sixth Form College</u>, Experience Barnsley and the Pals Centenary Gardens.</p> <p>16.7 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. 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 <u>16.7 The Glassworks is underway and is a major mixed use town centre redevelopment initiative with a strong leisure component. It has a key role in the regeneration of Barnsley town centre. The Council has set aside resources for Better Barnsley and the project will also attract significant additional private sector investment. It will safeguard jobs and also promote creation of additional jobs.</u></p> <p>16.8 The Council has set aside £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. <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><u>a) Illustrative potential of three development opportunity sites –</u></p>	Updated information

			<p><u>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>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. <u>16.9 Additionally the Council is currently undertaking a review of town centre car parking supply and management.”</u></p>	
ADD 120 MM 79 and MM80	Paragraph 16.10	<p>16.10 The town centre's traditional strengths, which are still valid as the foundation for a coordinated strategy to retain its viability and vitality, include:</p> <ul style="list-style-type: none"> • traditional markets and shops that have a reputation for value to residents and that attract visitors from outside the borough, as cited by Mary Portas as being a role model for the drive to energise the nations high streets (9) • Barnsley has a low retail vacancy level of 9.7% against a regional figure of 12.6% and a national of 11.1% (10) • 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) • a diverse range of shops, services and institutions all within close proximity of each other including the College and University Campus Barnsley • good connectivity by way of an improving range and quality of public transport links • to the borough's communities and surrounding settlements by way of a new Transport Interchange, convenient car parking and convenient access to the M1 motorway • dramatic topography which creates an extra dimension to consider in terms of townscape and views, and a rich urban form with a variety of architectural styles and block sizes • an interesting configuration of streets, arcades and thoroughfares including Conservation Areas, attractive buildings and open spaces providing a compact and walkable town centre which is close to residential parts of the town, with some pedestrianisation and covered shopping areas, CCTV coverage and falling crime levels • a variety of further opportunities to complement the achievements to date. 	<p>16.10 The town centre's traditional strengths, which are still valid as the foundation for a coordinated strategy to retain its viability and vitality, include:</p> <ul style="list-style-type: none"> • Traditional markets and shops that have a reputation for value to residents and that attract visitors from outside the borough, as cited by Mary Portas as being a role model for the drive to energise the nations high streets (9) • Barnsley has a low retail vacancy level <u>compared to regional and national figures</u> of 9.7% against a regional figure of 12.6% and a national of 11.1% (10) • 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) • A diverse range of shops, services and institutions all within close proximity of each other including the College and University Campus Barnsley • Good connectivity by way of an improving range and quality of public transport links • To the borough's communities and surrounding settlements by way of a new Transport Interchange, convenient car parking and convenient access to the M1 motorway • Dramatic topography which creates an extra dimension to consider in terms of townscape and views, and a rich urban form with a variety of architectural styles and block sizes • An interesting configuration of streets, arcades and thoroughfares including Conservation Areas, attractive buildings and open spaces providing a compact and walkable town centre which is close to residential parts of the town, with some pedestrianisation and covered shopping areas, CCTV coverage and falling crime levels • A variety of further opportunities to complement the achievements to date. 	Updated information

ADD 121 MM 81 and MM 82	Paragraph 16.11	<p>16.11 Whilst protecting and further enhancing these strengths the strategy needs to mobilise a coordinated management and development response to challenges from pressures and trends which weaken the viability and vitality of the town centre such as:</p> <ul style="list-style-type: none"> • a recent decline in shopping at markets • competition from the nearby centres of Leeds, Sheffield including Meadowhall, Wakefield and Doncaster and the growing popularity of online shopping • the barrier caused by heavily trafficked dual carriageway roads ringing the town centre which by separating it from residential areas and edge of centre facilities discourage walking and cycling to and within the town centre • the over supply of long stay car parking within the town centre occupying premium development land • a poor visual experience due to tired and badly maintained public spaces, some poor quality 60's and 70's development, unsympathetically designed shopfronts and signage and an uncoordinated approach to street furniture and a lack of seating • a lack of family friendly facilities and activities for younger people and concerns arising from anti social activities • a decline in the number of homes and amount of green space in the town centre. 	<p>16.11 Whilst protecting and further enhancing these strengths the strategy needs to mobilise a coordinated management and development response to challenges from pressures and trends which weaken the viability and vitality of the town centre such as:</p> <ul style="list-style-type: none"> • A recent decline in shopping at markets • Competition from the nearby centres of Leeds, Sheffield including Meadowhall, Wakefield and Doncaster and the growing popularity of online shopping • The barrier caused by heavily trafficked dual carriageway roads ringing the town centre which by separating it from residential areas and edge of centre facilities discourage walking and cycling to and within the town centre • <u>Concerns as to the</u> the over supply of long stay car parking within the town centre occupying premium development land • a poor visual experience due to tired and badly maintained public spaces, some poor quality 60's and 70's development, unsympathetically designed shopfronts and signage and an uncoordinated approach to street furniture and a lack of seating • a lack of family friendly facilities and activities for younger people and concerns arising from anti social activities • a decline in the number of homes and amount of green space in the town centre. • <u>limited early evening 'offer'</u> 	Updated information
ADD 122 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, is detailed in the following two sections which set out:</p> <ul style="list-style-type: none"> • General policies targeted at retaining and strengthening the viability and vitality of the existing town centre uses and enhancing the enjoyment of its spaces and landmark buildings together with improving the convenience of moving around the town centre. • District and site specific policies for sites of opportunity setting out how the development needs to sensitively relate to the distinctive character of the location. 	<p>16.12 The <u>planning policy framework</u> strategy for delivering the vision for a distinctive town centre, building on its strengths and responding to the challenges, is detailed in the following two sections which set out:</p> <ul style="list-style-type: none"> • General policies targeted at retaining and strengthening the viability and vitality of the existing town centre uses and enhancing the enjoyment of its spaces and landmark buildings together with improving the convenience of moving around the town centre. • District and site specific policies for sites of opportunity setting out how the development needs to sensitively relate to the distinctive character of the location. 	Updated information
ADD 123 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>Better Barnsley <u>The Glassworks</u> is a major town centre redevelopment <u>currently underway and</u> 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>	Updated information
ADD 124 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>New, high quality office development, mainly based in the Westgate and Courthouse Campus Districts. <u>in various town centre districts.</u></p>	Updated information
ADD 125 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 shopping hours. Leisure uses will be provided as part of the Better Barnsley project and also in adjacent areas such as Oakwell.</p>	<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 shopping hours. Leisure uses will be provided as part of the Better Barnsley <u>Glassworks</u> project and also in adjacent areas such as Oakwell the Metrodome.</p>	Updated information

ADD 126 MM 87	Paragraph 16.19 'Now' and 'Future' Boxes	<table><tr><th>Now</th><th>The Future</th></tr><tr><td>One theatre Lamproom theatre Cooper Art Gallery Cinema, Eldon Street Experience Barnsley museum is open in the refurbished Town Hall. 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 The Core Voluntary Action Barnsley's building for community and voluntary organisations at Courthouse A hotel in Gateway Plaza</td><td> Provide a new cinema The Lamproom will be extended to include additional performance and seating space. Experience Barnsley museum is open in the refurbished Town Hall A high quality events programme will be established for the town centre. Provide a new Central library</td></tr></table>	Now	The Future	One theatre Lamproom theatre Cooper Art Gallery Cinema, Eldon Street Experience Barnsley museum is open in the refurbished Town Hall. 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 The Core Voluntary Action Barnsley's building for community and voluntary organisations at Courthouse A hotel in Gateway Plaza	 Provide a new cinema The Lamproom will be extended to include additional performance and seating space. Experience Barnsley museum is open in the refurbished Town Hall A high quality events programme will be established for the town centre. Provide a new Central library	<table><tr><th>Now</th><th>The Future</th></tr><tr><td>One theatre Lamproom theatre <u>Replacement Sixth Form College recently completed and opened</u> Cooper Art Gallery –recently extended Cinema, Eldon Street Experience Barnsley museum is open in the refurbished Town Hall. 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 The Core Voluntary Action Barnsley's building for community and voluntary organisations at Courthouse A hotel in Gateway Plaza</td><td> Provide a new cinema <u>additional cinema screens</u> The Lamproom will be extended to include additional performance and seating space. <u>The Lamproom theatre has ambitions to include additional performance and seating space</u> Experience Barnsley museum is open in the refurbished Town Hall A high quality events programme will be established for the town centre. Provide a new Central library</td></tr></table>	Now	The Future	One theatre Lamproom theatre <u>Replacement Sixth Form College recently completed and opened</u> Cooper Art Gallery –recently extended Cinema, Eldon Street Experience Barnsley museum is open in the refurbished Town Hall. 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 The Core Voluntary Action Barnsley's building for community and voluntary organisations at Courthouse A hotel in Gateway Plaza	 Provide a new cinema <u>additional cinema screens</u> The Lamproom will be extended to include additional performance and seating space. <u>The Lamproom theatre has ambitions to include additional performance and seating space</u> Experience Barnsley museum is open in the refurbished Town Hall A high quality events programme will be established for the town centre. Provide a new Central library	Updated information
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ADD 127 MM 88	Paragraph 16.20 'The future ' box	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.	The Glassworks Better Barnsley project will provide new cafes and restaurants. We will encourage <u>throughout the town centre</u> a greater variety of high quality places to eat and drink, including better facilities for families.									
ADD 128 MM 89	Policy BTC1 The daytime and evening economies	Policy BTC1 The daytime and evening economies 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: <ul style="list-style-type: none">• cater for a range of customers and are family friendly• are open throughout the day and evening• maintain an active street frontage through out the day and evening• serve food• complement other leisure activities Planning permission will be granted for pubs, clubs, restaurants, cafés and night time entertainment uses in the town centre provided that they:	Policy BTC1 The daytime and evening economies We will work with developers and operators to diversify the daytime and evening economies (<u>particularly early evening</u>). Preference will be given to pubs, clubs, restaurants, cafés and night time entertainment uses which: <ul style="list-style-type: none">• cater for a range of customers and are family friendly• are open throughout the day and evening• maintain an active street frontage through out the day and evening• serve food• complement other leisure activities Planning permission will be granted for pubs, clubs, restaurants, cafés and night time entertainment uses in the town centre provided that they:									

		<ul style="list-style-type: none">• add to the range and diversity of uses on offer and increase customer choice• do not harm amenity or give rise to increased noise, disturbance, or antisocial behaviour• can be adequately accessed, serviced and ventilated• are designed with public safety, crime prevention and the reduction of anti social behaviour in mind <p>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.</p>	<ul style="list-style-type: none">• add to the range and diversity of uses on offer and increase customer choice• do not harm amenity or give rise to increased noise, disturbance, or antisocial behaviour• can be adequately accessed, serviced and ventilated• are designed with public safety, crime prevention and the reduction of anti social behaviour in mind <p>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.</p>									
ADD 129 MM 90	Paragraph 16.21	16.21 It is important that there is a range of activity in the town centre both during the daytime and into the evening. The aim of this policy is to encourage complementary evening and night time economy uses which appeal to a wide range of social groups and different age groups to ensure that provision is made for a range of leisure, cultural and tourism activities such as cinemas, galleries, exhibitions, theatres, restaurants, pubs, bars, nightclubs and cafés.	16.21 It is important that there is a range of activity in the town centre both during the daytime and into the early and late evening. The aim of this policy is to encourage complementary evening and night time economy uses which appeal to a wide range of social groups and different age groups to ensure that provision is made for a range of leisure, cultural and tourism activities such as cinemas, galleries, exhibitions, theatres, restaurants, pubs, bars, nightclubs and cafés.	Updated information								
ADD 130 MM 91	Paragraph 16.22	We want to encourage the controlled, well managed growth, diversification and promotion of the leisure, 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.	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.	Updated information								
ADD 131 MM 93	Paragraph 16.31	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	All new housing in the Borough must embrace the principles of sustainable development. Policies contained in the Core Strategy Local Plan require developers to comply with national advice on good design such as the Building for Life standard	Updated information								
ADD 132 MM 94	Paragraph 16.32 The ‘Now’ and ‘Future’ boxes	<table><tr><td>Now</td><td>The future</td></tr><tr><td>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 its 188 apartments.</td><td>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.</td></tr></table>	Now	The future	The long established housing of around 700 homes concentrated in the Churchfields district has recently been added to by the completion of the Gateway Plaza and its 188 apartments.	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.	<table><tr><td>Now</td><td>The future</td></tr><tr><td>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.</td><td>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. <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></td></tr></table>	Now	The future	The long established housing of around 700 homes concentrated in the Churchfields district has recently been added to by the completion of the Gateway Plaza and City Reach developments and their 188 and 110 apartments respectively .	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. <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>	Updated information
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ADD 133 MM 95	Paragraph 16.34 The ‘Now’ and ‘Future’ boxes	<table><tr><td>Now</td><td>The future</td></tr><tr><td>Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as green space on Inset Map 3.</td><td>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.</td></tr></table>	Now	The future	Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as green space on Inset Map 3.	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.		<table><tr><td>Now</td><td>The future</td></tr><tr><td>Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as green space on Inset Map 3. <u>Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as green space on Inset Map 3. Pals Centenary Square an enlarged public space and setting to the Town Hall- Experience Barnsley has been completed as the forerunner of a range of new public spaces</u></td><td>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.</td></tr></table>	Now	The future	Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as green space on Inset Map 3. <u>Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as green space on Inset Map 3. Pals Centenary Square an enlarged public space and setting to the Town Hall- Experience Barnsley has been completed as the forerunner of a range of new public spaces</u>	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.		Updated information
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ADD 134 MM 96	Paragraph 16.38	Priority Sites for public space improvement are shown on Inset Map 3 as follows: <ul style="list-style-type: none">Wellington StreetPeel Square and Market HillCourthouseExperience BarnsleyKendray Street (Eldon Place) - part of Better BarnsleyKendray Street (Interchange Square) - part of Better BarnsleyCheapside/Queen Street/May Day Green -part of Better Barnsley		Priority Sites for public space improvement are shown on Inset Map 3 as follows: <ul style="list-style-type: none">Wellington StreetPeel Square and Market HillCourthouseExperience Barnsley (<u>now completed</u>)Kendray Street (Eldon Place) - part of Better Barnsley <u>The Glassworks</u>Kendray Street (Interchange Square) - part of Better Barnsley <u>The Glassworks</u>Cheapside/Queen Street/May Day Green -part of Better Barnsley <u>The Glassworks</u>		Updated information								
ADD 135	Paragraph 16.43	16.43 Landmark buildings are important because they have significant local interest and make a positive contribution to the character and		16.43 Landmark buildings are important because they have significant local interest and make a positive contribution to the character and		Updated information								

MM 97		<p>appearance of Barnsley's townscape. They are located at key points in the town centre such as road junctions and at gateways and help add variety and interest to the town. They are shown on Inset Map 3 as follows:</p> <ol style="list-style-type: none"> 1. Barnsley Town Hall 2. St Mary's Church 3. The Civic 4. John Rideal House, Shambles Street 5. The former Co-op building, Wellington House, New Street 6. Holy Rood church, George Street 7. The National Union of Mineworkers building 8. The Transport Interchange 9. Westgate Plaza One 10. The Digital Media Centre 11. Barnsley College 12. Gateway Plaza 	<p>appearance of Barnsley's townscape. They are located at key points in the town centre such as road junctions and at gateways and help add variety and interest to the town. They are shown on Inset Map 3 as follows:</p> <ol style="list-style-type: none"> 1. Barnsley Town Hall 2. St Mary's Church 3. The Civic 4. John Rideal House, Shambles Street 5. The former Co-op building, Wellington House, New Street 6. Holy Rood church, George Street 7. The National Union of Mineworkers building 8. The Transport Interchange 9. Westgate Plaza One 10. The Digital Media Centre 11. Barnsley College 12. Gateway Plaza 13. Sixth form college 	
ADD 136 MM 98	Paragraph 16.52	As part of the Network Rail programme for closure of level crossings the Jumble Lane crossing and associated signal box are intended to be closed. 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.	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. This will need 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 bus interchange platforms. <u>The provision of extended platforms would support longer trains, including inter-city and high speed services, calling at the station and this in turn could warrant, through enhanced patronage and footfall, a comprehensive re-modelling of the railway station incorporating town centre uses so as to bridge the railway lines and link to the Glassworks scheme.</u>	Updated information
ADD 137 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>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:</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>	Updated information
ADD 138 MM 100	Paragraph 16.64	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.	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.	Updated information
ADD 139 MM 101	Paragraph 16.64 The 'Future' box	<p>Keep approximately the same number of car-parking spaces.</p> <p>(there will be some temporary increases and decreases in this overall figure over time as sites are developed in the town centre).</p>	<p>Keep approximately the same number of car-parking spaces.</p> <p>(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</u></p>	Updated information

			<u>be periodically reviewed. A car parking review is currently being undertaken and will inform future car parking strategy.”</u>																			
ADD 140 MM 74	District and Development Site Policies	<p>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>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>16.134 The organisation, role and funding features are summarised in the table below and subsequent text.</p> <table><tr><td>Organisation</td><td>Role and funding</td></tr><tr><td>Private companies</td><td>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.</td></tr><tr><td>Leeds and Sheffield City Region stakeholder partnerships and agencies</td><td>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.</td></tr><tr><td>National and regional agencies delivering public investment programmes</td><td>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 TCAAP-Town Centre opportunities can be aligned.</td></tr><tr><td>European</td><td>The European Regional Development Fund</td></tr></table>	Organisation	Role and funding	Private companies	The private sector will fund most of the projects and proposals set out in this plan. 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Indicative extracts from a combination of the Inset Maps showing each District in greater detail are included in each District section. <u>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>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. 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ADD 141 MM 242	Policy BTC13 Development Site 1 – Better Barnsley including former TEC building and CEAG site	Policy BTC13 Development Site 1 – Better Barnsley <u>The Glassworks</u> including former TEC building and CEAG site We will allow the following types of development: <ul style="list-style-type: none">• Retail, including a department store• Offices• Leisure• Food and drink• Residential• Car parking The development of the site will be expected to: <ul style="list-style-type: none">• Create new links to and within the town centre and other areas adjacent to the Town Centre such as the Metrodome and Oakwell• Provide residential development on the upper floors only, and not at ground level if it would harm the vitality and character of the town centre• Include other uses if they would support the liveliness and economic strength of the town centre.	Policy BTC13 Development Site 1 – Better Barnsley <u>The Glassworks</u> including former TEC building and CEAG site We will allow the following types of development: <ul style="list-style-type: none">• Retail, including a department store• Offices• Leisure• Food and drink• Residential• Car parking The development of the site will be expected to: <ul style="list-style-type: none">• Create new links to and within the town centre and other areas adjacent to the Town Centre such as the Metrodome and Oakwell• Provide residential development on the upper floors only, and not at ground level if it would harm the vitality and character of the town centre• Include other uses if they would support the liveliness and economic strength of the town centre. <u>Residential development will be supported where it would support the vitality and viability of the town centre.</u>	Updated information										
ADD 142 MM 291	Paragraph 16.124	16.124 The Green Sprint is a pedestrian route identified in the Strategic Development Framework as important to the renaissance of Barnsley. This incorporates a legible east west footpath link through the town centre out towards the Metrodome, Oakwell and Dearne Valley, and enters the town centre in the Eastern Gateway District. It will provide a quick, pleasant route for pedestrians and cyclists, away from traffic. It is part of the new Transport Interchange and the route will include suitable crossings over Harborough Hill Road and Interchange Way.	16.124 The Green Sprint is a pedestrian route identified in the Strategic Development Framework as important to the renaissance of Barnsley. This incorporates a legible east west footpath <u>and cycle</u> link through the town centre out towards the Metrodome, Oakwell and Dearne Valley, and enters the town centre in the Eastern Gateway District. It will provide a quick, pleasant route for pedestrians and cyclists, away from traffic. It is part of the new Transport Interchange and the route will include suitable crossings over <u>under</u> Harborough Hill Road and <u>at</u> Interchange Way.											
ADD 143	Paragraph 16.132	16.132 The adopted Core Strategy sets out a context for the growth and development of Barnsley which envisages a strengthened role for Barnsley in both of the Leeds and Sheffield City Region economies and a spatial strategy which directs development opportunities to the Barnsley Growth corridor. Delivering the Local Plan proposals and	16.132 The adopted Core Strategy sets out a context for the growth and development of Barnsley which envisages a strengthened role for Barnsley in both of the Leeds and Sheffield City Region economies and a spatial strategy which directs development opportunities to the Barnsley Growth corridor. Delivering the Local Plan proposals and policies											

		policies is an important part of strengthening Barnsley's role in Leeds and Sheffield City Region economies.	is an important part of strengthening Barnsley's role in Leeds and Sheffield City Region economies.	
GREEN INFRASTRUCTURE AND GREENSPACE				
ADD 144 MM 102	Pink Box	<p>The Challenge</p> <ul style="list-style-type: none"> • Maintaining and strengthening our networks of natural habitats and creating a network • of Green Infrastructure assets • Using Green Infrastructure to promote sustainable growth, improve health and well being • and adapt to and mitigate climate change and maximise biodiversity • Protecting green space • Enhancing the appearance, character and quality of countryside and protecting it from • development • Conserving biodiversity and geological features and mitigating any impacts on them • Maximising biodiversity opportunities in and around new developments through the • adoption of good design • Protecting what is distinctive about Barnsley's landscape <p>The Current Position</p> <ul style="list-style-type: none"> • National Planning Policy Framework 2012 • Barnsley Biodiversity Action Plan • Landscape Character Assessment • Green Space Strategy Part One • Emerging Green Infrastructure Strategy for Barnsley, and the existing Green Infrastructure • strategies for the Leeds City Region and South Yorkshire <p>Policy Solutions</p> <ul style="list-style-type: none"> • Using Green Infrastructure to promote and shape sustainable growth • Identifying strategic Green Infrastructure corridors • Protecting existing Green Infrastructure assets including the Green Belt and green space • Conserving and enhancing biodiversity and geodiversity • Respecting the character of the landscape using the Landscape Character Assessment 	<p>The Challenge</p> <ul style="list-style-type: none"> • Maintaining and strengthening our networks of natural habitats and creating a network • of Green Infrastructure assets • Using Green Infrastructure to promote sustainable growth, improve health and well being • and adapt to and mitigate climate change and maximise biodiversity • Protecting green space • Enhancing the appearance, character and quality of countryside and protecting it from • development • Conserving biodiversity and geological features and mitigating any impacts on them • Maximising biodiversity opportunities in and around new developments through the • adoption of good design • Protecting what is distinctive about Barnsley's landscape <p>The Current Position</p> <ul style="list-style-type: none"> • National Planning Policy Framework 2012 • Barnsley Biodiversity Action Plan • Landscape Character Assessment • Green Space Strategy Part One • Emerging Green Infrastructure Strategy for Barnsley, and the existing Green Infrastructure • strategies for the Leeds City Region and South Yorkshire <p>Policy Solutions</p> <ul style="list-style-type: none"> • Using Green Infrastructure to promote and shape sustainable growth • Identifying strategic Green Infrastructure corridors • Protecting existing Green Infrastructure assets including the Green Belt and green space • Conserving and enhancing biodiversity and geodiversity • Respecting the character of the landscape using the Landscape Character Assessment 	
ADD145 MM 103 amended	Paragraph 17.9 Supporting text to policy G11	17.9 We will work with partners, developers, the private sector and agencies to deliver Green Infrastructure and collaborate with adjacent local authorities to ensure that the Barnsley Green Infrastructure assets complement and link with cross boundary Green Infrastructure networks and corridors.	17.9 We will work with partners, developers, the private sector and agencies to deliver Green Infrastructure and collaborate with adjacent local authorities to ensure that the Barnsley Green Infrastructure assets complement and link with cross boundary Green Infrastructure networks and corridors. <u>The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions and infrastructure funding to create and improve Green Infrastructure.</u>	
ADD 146 MM 240 Formerly PR88	Green Infrastructure and Green space Policy G11 Green Infrastructure	<p>Policy G11 Green Infrastructure</p> <p>We will protect, maintain, enhance and create an integrated network of connected and multi functional Green Infrastructure assets that:</p> <ul style="list-style-type: none"> • provides attractive environments where people want to live, work, learn, play, visit and invest; • meets the environmental, social and economic needs of communities across the borough and the wider City Regions; 	<p>Policy G11 Green Infrastructure</p> <p>We will protect, maintain, enhance and create an integrated network of connected and multi functional Green Infrastructure assets that:</p> <ul style="list-style-type: none"> • Provides attractive environments where people want to live, work, learn, play, visit and invest; • Meets the environmental, social and economic needs of communities across the borough and the wider City Regions; 	

		<ul style="list-style-type: none"> enhances the quality of life for present and future residents and visitors; helps to meet the challenge of climate change; enhances biodiversity and landscape character; improves opportunities for recreation and tourism; respects local distinctiveness and historical and cultural heritage; maximises potential economic and social benefits secures and improves linkages between green and blue spaces; <p>At a strategic level Barnsley's Green Infrastructure network includes the following corridors which are shown on the Green Infrastructure Diagram 5:</p> <ul style="list-style-type: none"> River Dearne Valley Corridor River Dove Valley Corridor River Don Valley Corridor Dearne Valley Green Heart Corridor Historic Landscape Corridor <p>The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve Green Infrastructure.</p> <p>We have produced a Green Infrastructure Strategy for Barnsley which is informed by the Leeds City Region and South Yorkshire Green Infrastructure Strategies.</p>	<ul style="list-style-type: none"> Enhances the quality of life for present and future residents and visitors; Helps to meet the challenge of climate change; Enhances biodiversity and landscape character; Improves opportunities for recreation and tourism; Respects local distinctiveness and historical and cultural heritage; Maximises potential economic and social benefits; and Secures and improves linkages between green and blue spaces. <p>At a strategic level Barnsley's Green Infrastructure network includes the following corridors which are shown on the Green Infrastructure Diagram 5:</p> <ul style="list-style-type: none"> River Dearne Valley Corridor River Dove Valley Corridor River Don Valley Corridor Dearne Valley Green Heart Corridor Historic Landscape Corridor <p>The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve Green Infrastructure.</p> <p>We have produced a Green Infrastructure Strategy for Barnsley which is informed by the Leeds City Region and South Yorkshire Green Infrastructure Strategies.</p>	
ADD 147	Policy GS1 supporting text paragraph 17.17	17.17 New green spaces will be provided over time and it will not be possible for the Proposals Policies Map to always be up to date. A separate map called the Green Space Register will be kept up to date and available to view on our website	17.17 New green spaces will be provided over time and it will not be possible for the Proposals Policies Map to always be up to date. A separate map called the Green Space Register will be kept up to date and available to view on our website	
ADD 148 MM 104	Policy BIO1 Biodiversity and Geodiversity	<p>Policy BIO1 Biodiversity and Geodiversity</p> <p>Development will be expected to conserve and enhance the biodiversity and geological features of the borough by:</p> <ul style="list-style-type: none"> protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance, ancient woodland and species and habitats of principal importance identified via Section 41 of the Natural Environment & Rural Communities Act 2006 (for list of the species and habitats of principal importance) and in the Barnsley Biodiversity Action Plan maximising biodiversity and geodiversity opportunities in and around new developments conserving and enhancing the form, local character and distinctiveness of the boroughs natural assets such as the river corridors of the Don, the Dearne and Dove as natural floodplains and important strategic wildlife corridors development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured. development which adversely effects a European Site will not be permitted unless there is no alternative option and imperative reasons 	<p>Policy BIO1 Biodiversity and Geodiversity</p> <p>Development will be expected to conserve and enhance the biodiversity and geological features of the borough by:</p> <ul style="list-style-type: none"> protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance, ancient woodland and species and habitats of principal importance identified via Section 41 of the Natural Environment & Rural Communities Act 2006 (for list of the species and habitats of principal importance) and in the Barnsley Biodiversity Action Plan maximising biodiversity and geodiversity opportunities in and around new developments conserving and enhancing the form, local character and distinctiveness of the boroughs natural assets such as the river corridors of the Don, the Dearne and Dove as natural floodplains and important strategic wildlife corridors Proposals will be expected to have followed the national mitigation hierarchy (avoid, mitigate, compensate) which is used to evaluate the impacts of a development on biodiversity interest. protecting ancient and veteran trees where identified encouraging provision of biodiversity enhancements 	

		<p>of overriding public interest (IROPI).</p> <ul style="list-style-type: none"> Proposals will be expected to have followed the national mitigation hierarchy (avoid, mitigate, compensate) which is used to evaluate the impacts of a development on biodiversity interest. protecting ancient and veteran trees where identified encouraging provision of biodiversity enhancements 	<p>Development which may harm a biodiversity or geological feature or habitat, including ancient woodland and aged or veteran trees found outside ancient woodland, will not be permitted unless effective mitigation and/or compensatory measures can be ensured.</p> <p>Development which adversely effects a European Site will not be permitted unless there is no alternative option and there are imperative reasons of overriding public interest (IROPI).</p>	
ADD 49 MM 106	Page 262	Given the close relationship between the west of the borough and the Peak District National Park, it is important to recognise the special qualities of the national park need to be protected from development in Barnsley which could cause harm. Planning permission will not be granted for development that is considered to be harmful to the valued characteristics of the national parkl.	Given the close relationship between the west of the borough and the Peak District National Park, it is important to recognise the special qualities of the national park need to be protected from development in Barnsley which could cause harm. Planning permission will not be granted for development that is considered to be harmful to the valued characteristics of the national parkl park.	Correction
RENEWABLES				
ADD 150 MM 113	Pink box	<p>The Challenge</p> <ul style="list-style-type: none"> Meeting the government's carbon-cutting ambitions by promoting both higher levels of energy efficiency and much greater use of renewable energy Setting ambitious targets and reflecting local opportunities that are deliverable alongside wider housing and economic objectives to contribute to the government's ambitions <p>The Current Position</p> <ul style="list-style-type: none"> Renewable energy is an integral part of the governments longer-term aim of reducing emissions <p>Policy Solutions</p> <ul style="list-style-type: none"> Increasing renewable energy capacity and facilitating the delivery of schemes which lead to wider economic and environmental benefit, reduce greenhouse gas emissions, and provide a diverse energy supply 	<p>The Challenge</p> <ul style="list-style-type: none"> Meeting the government's carbon-cutting ambitions by promoting both higher levels of energy efficiency and much greater use of renewable energy Setting ambitious targets and reflecting local opportunities that are deliverable alongside wider housing and economic objectives to contribute to the government's ambitions <p>The Current Position</p> <ul style="list-style-type: none"> Renewable energy is an integral part of the governments longer-term aim of reducing emissions <u>BMBC Energy Strategy 2015-2025</u> <p>Policy Solutions</p> <p>Increasing renewable energy capacity and facilitating the delivery of schemes which lead to wider economic and environmental benefit, reduce greenhouse gas emissions, and provide a diverse energy supply</p>	
ADD 151 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> "	
WASTE AND RECYCLING				
ADD 152	The Current Position	<p>The Current Position</p> <ul style="list-style-type: none"> The government's objectives for sustainable development include the effective protection of the environment, the prudent use of natural resources, social progress that meets the needs of everyone, and high and stable levels of economic growth and employment PPS10 Planning for Sustainable Waste Management and NPPF set out key planning objectives that planning strategies should seek to achieve Barnsley has successfully increased its municipal waste recycling rates in recent years but currently uses landfills located outside the borough as its main means of disposal of residual waste. In partnership with Doncaster and Rotherham Councils it is actively seeking more sustainable methods of treatment for all waste streams 	<p>The Current Position</p> <ul style="list-style-type: none"> The government's objectives for sustainable development include the effective protection of the environment, the prudent use of natural resources, social progress that meets the needs of everyone, and high and stable levels of economic growth and employment PPS10 Planning for Sustainable Waste Management <u>National Planning Policy for Waste</u> and NPPF set out key planning objectives that planning strategies should seek to achieve Barnsley has successfully increased its municipal waste recycling rates in recent years but currently uses landfills located outside the borough as its main means of disposal of residual waste. In partnership with Doncaster and Rotherham Councils it is actively seeking more sustainable methods of treatment for all waste streams 	
MINERALS				

ADD 153 MM 117	Paragraph 22.37	22.37 The National Planning Policy Framework sets out the government's approach to facilitating the sustainable use of minerals and additional guidance is set out in the Technical Guidance to the National Planning Policy Framework. Core Strategy Policy CSP38 sets out our Is strategic Minerals policy and deals with minerals proposals in the final section. The final section of this policy requires all minerals proposals to amongst other things 'have no unacceptable adverse environmental or amenity impacts'. In accordance with this and paragraph 143 of the NPPF, planning applications for mineral extraction will be subject to the following policy:	22.37 The National Planning Policy Framework sets out the government's approach to facilitating the sustainable use of minerals and additional guidance is set out in the Technical Guidance to the National Planning Policy Framework. Core Strategy Policy CSP38 Local Plan Policy MIN1 sets out our Is strategic Minerals policy and deals with minerals proposals in the final section. The final section of this policy requires all minerals proposals to amongst other things 'have no unacceptable adverse environmental or amenity impacts'. In accordance with this and paragraph 143 of the NPPF, planning applications for mineral extraction will be subject to the following policy	
ADD 154 MM 118	Paragraph 23.1	23.1 Planning Policy Statement 23 Planning and Pollution Control recognises that contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities.	23.1 Planning Policy Statement 23 Planning and Pollution Control The National Planning Policy Framework recognises that contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities.	
ADD 155 MM 119	Paragraph 24.3	24.3 The siting of such installations is controlled by The Planning (Hazardous Substances) (Amendment) (England) Regulations 2009 which is aims to keep these separated from housing and other sensitive land uses. In accordance with Department of the Environment, Transport and Regions circular 04/2000 we will consult the Health and Safety Executive (HSE) about the siting of any proposed notifiable installations. Proposals for development involving hazardous substances will only be permitted where there is no unacceptable risk to public health and safety and in accordance with the General Development Policy GD1.	24.3 The siting of such installations is controlled by The Planning (Hazardous Substances) (Amendment) (England) Regulations 2009 Planning (Hazardous Substances) Regulations 2015 which is aims to keep these separated from housing and other sensitive land uses. In accordance with Department of the Environment, Transport and Regions circular 04/2000 We will consult the Health and Safety Executive (HSE) about the siting of any proposed notifiable installations. Proposals for development involving hazardous substances will only be permitted where there is no unacceptable risk to public health and safety and in accordance with the General Development Policy GD1.	
ADD 156 MM 122	Supporting text under Policy I2 Paragraph 25.8	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.	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.	
MONITORING AND INDICATORS				
ADD 157 MM 123	Monitoring and Indicators		Add " <u>Sustainable Transport</u> " and " <u>Travel Plans</u> " to second column against Policy AQ1 Assess jobs against NOMIS data new indicator? H8 annual affordable housing target 150 through S106?	
ADD 158 MM 124	Glossary		Add the following to glossary after 'Biomass' <u>Community Facilities – Facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (NPPF paragraph 70)</u>	
ADD 159 MM 126	Supplementary Planning Documents	Supplementary Planning Documents 3.1 Below is an indicative list of the Supplementary Planning Documents	Supplementary Planning Documents 3.1 Below is an indicative list of the Supplementary Planning Documents	

		<p>(SPDs) we are considering producing. This list is not exhaustive and an up to date list of documents will be available on our website, together with a programme setting out timescales for production. Some topics may be combined in single SPDs. Some of these SPDs may be based on existing Supplementary Planning Guidance.</p> <ul style="list-style-type: none"> • Parking • Affordable Housing • Hot food takeaways • Planning Obligations • Green Space Provision • Biodiversity and Geodiversity • Renewable Energy • Contaminated Land • Trees and hedgerows • Landscape character • House extensions • Designing out crime • Advertisements • Shopfront Design • Designing New Housing Development • Buildings and Residential Amenity 	<p>(SPDs) we are considering producing. This list is not exhaustive and an up to date list of documents will be available on our website, together with a programme setting out timescales for production. Some topics may be combined in single SPDs. Some of these SPDs may be based on existing Supplementary Planning Guidance.</p> <ul style="list-style-type: none"> • Parking • Affordable Housing • Hot food takeaways • Planning Obligations • Green Space Provision • Biodiversity and Geodiversity • Renewable Energy • Contaminated Land • Trees and hedgerows • Landscape character • House extensions • Designing out crime • Advertisements • Shopfront Design • Designing New Housing Development • Buildings and Residential Amenity • Sustainable Transport 	
<p>ADD 160</p> <p>MM 127</p>	Evidence Base	<p>Evidence Base National</p> <ul style="list-style-type: none"> • National Planning Policy Framework 2012 • Planning Practice Guidance • Revised national and regional guidance for the provision of aggregates in England for the 16 year period 2000-2016 • Designing Gypsy and Traveller Sites a good practice guide • Planning Policy for Traveller Sites 2012 • Flood and Water Management Act 2010 • Network Rail Yorkshire and Humber Route Utilisation strategy • High Speed 2 Consultation Eastern Leg • The Coal Authority Plan Yorkshire and Humber Regional Surface Coal Resource Areas • 1:300,000 2008 • MPG Coal Mining and Colliery Soil • Planning and Minerals Practice Guide • Good Practice Guide on Planning for Tourism • BREEAM and Planning • BREEAM in Use • Building for Life – Delivering Great Places to Live • By Design – Design in the Planning System • English Heritage Guidance on Conservation Area Appraisals • English Heritage Guidance on the Management of Conservation Areas • Historic England at Risk Register 2015: Yorkshire & the Humber • List descriptions for nationally listed heritage assets (The National Heritage List for England • (listed buildings, scheduled monuments, and parks and gardens of 	<p>Evidence Base National</p> <ul style="list-style-type: none"> • National Planning Policy Framework 2012 • Planning Practice Guidance • Revised national and regional guidance for the provision of aggregates in England for the 16 year period 2000-2016 <u>National and regional guidelines for the provision of aggregates in England for the 15 year period 2005-2016</u> • Designing Gypsy and Traveller Sites a good practice guide • Planning Policy for Traveller Sites 2012 <u>2015</u> • Flood and Water Management Act 2010 • Network Rail Yorkshire and Humber Route Utilisation strategy • High Speed 2 Consultation Eastern Leg • The Coal Authority Plan Yorkshire and Humber Regional Surface Coal Resource Areas • 1:300,000 2008 • MPG Coal Mining and Colliery Soil • Planning and Minerals Practice Guide • Good Practice Guide on Planning for Tourism • BREEAM and Planning • BREEAM in Use • Building for Life – Delivering Great Places to Live • By Design – Design in the Planning System • English Heritage Guidance on Conservation Area Appraisals • English Heritage Guidance on the Management of Conservation Areas • Historic England at Risk Register 2015: Yorkshire & the Humber • List descriptions for nationally listed heritage assets (The National Heritage List for England 	

		<p>national significance)).</p> <p>City Regions/ Regional/ Sub regional</p> <ul style="list-style-type: none"> • Leeds City Region Strategic Economic Plan • Sheffield City Region Economic Plan • Sheffield City Region Common Approach to Green Belt Review • South Yorkshire Rail Strategy and Delivery Plan • Sheffield City Region Transport Strategy 2011-2026 • Sheffield City Region Growth Plan 2014 • Leeds City Region Common Approach to Objectively Assessed Housing Need • British Geological Survey South Yorkshire Mineral Resources Map 1:100,000 2006 • South Yorkshire Residential Design Guide • Leeds City Region Green Infrastructure Strategy • South Yorkshire Sites and Monuments Record. • South Yorkshire Historic Environment Characterisation (SYHEC) <p>Local</p> <ul style="list-style-type: none"> • Green Belt Review, Arups 2014 • Strategic Housing Market Assessment, Arc4 2014 • Barnsley Gypsy and Traveller and Travelling Showpeople Accommodation Assessment, Arc4, September 2015 • Barnsley Employment Land Evidence, Mott Macdonald and Colliers International, 2016 • Barnsley Strategic Housing and Employment Land Availability Assessment, Arups 2016 • Employment and Skills Strategy: More and Better Jobs, BMBC 2016 • Demographic Analysis & Forecasts Assumptions, Methodology & Scenario Results, Edge Analytics, 2014 • Draft Employment Land Review, BMBC 2014 • Barnsley Healthy Weight Strategy • Barnsley Air Quality Management Plan • Barnsley Cycling Strategy • Draft Infrastructure Delivery Plan, BMBC 2016 • Market Assessment of LDF Site Viability Report, Peter Brett Associates 2013 • Review of Employment Policy Areas, Bennell Investments, 2013 • Industrial/ Logistics Market Review Supply and Demand Report, CPP 2014 • Goldthorpe Masterplan 2011 • Barnsley Town Centre Public Spaces Strategy • BMBC 11 Barnsley Buildings Heights Study • Jobs and Business Plan 2014-2017 Jobs and Business Plan, BMBC 2014 • Housing Strategy, BMBC 2014 • Barnsley Settlement Assessment & Barnsley's Settlement Assessment 2007 Update • Affordable Housing and CIL Viability Summary Study, update 2015 • CIL Report 2012 	<ul style="list-style-type: none"> • (listed buildings, scheduled monuments, and parks and gardens of national significance)). <p>City Regions/ Regional/ Sub regional</p> <ul style="list-style-type: none"> • Leeds City Region Strategic Economic Plan • Sheffield City Region Economic Plan • Sheffield City Region Common Approach to Green Belt Review • South Yorkshire Rail Strategy and Delivery Plan • Sheffield City Region Transport Strategy 2011-2026 • Sheffield City Region Growth Plan 2014 • Leeds City Region Common Approach to Objectively Assessed Housing Need • British Geological Survey South Yorkshire Mineral Resources Map 1:100,000 2006 • South Yorkshire Residential Design Guide • Leeds City Region Green Infrastructure Strategy • South Yorkshire Sites and Monuments Record. • South Yorkshire Historic Environment Characterisation (SYHEC) <p>Local</p> <ul style="list-style-type: none"> • Green Belt Review, Arups 2014 • Strategic Housing Market Assessment, Arc4 2014 • Barnsley Gypsy and Traveller and Travelling Showpeople Accommodation Assessment, Arc4, September 2015 • Barnsley Employment Land Evidence, Mott Macdonald and Colliers International, 2016 • Barnsley Strategic Housing and Employment Land Availability Assessment, Arups 2016 • Employment and Skills Strategy: More and Better Jobs, BMBC 2016 • Demographic Analysis & Forecasts Assumptions, Methodology & Scenario Results, Edge Analytics, 2014 • <u>Demographic Analysis and Forecasts Assumptions, Methodology & Scenario Results Addendum March 2015, Edge Analytics</u> • <u>SCR Demographic Forecasts 2012-2033 Phase 1 report 2014 Edge Analytics</u> • <u>SCR Demographic Forecasts 2012-2033 Phase 2 report April 2015 Edge Analytics</u> • Draft Employment Land Review, BMBC 2014 <u>Employment Land Review BMBC 2016</u> • Barnsley Healthy Weight Strategy • Barnsley Air Quality Management Plan • Barnsley Cycling Strategy • Draft Infrastructure Delivery Plan, BMBC 2016 • Market Assessment of LDF Site Viability Report, Peter Brett Associates 2013 • Review of Employment Policy Areas, Bennell Investments, 2013 • Industrial/ Logistics Market Review Supply and Demand Report, CPP 2014 • Goldthorpe Masterplan 2011 • Barnsley Town Centre Public Spaces Strategy • BMBC 11 Barnsley Buildings Heights Study 	
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ADD 161 MM 128	Highways England update name change throughout the document		Change all references to 'Highways Agency' to ' Highways England '	