

BARNSLEY LOCAL PLAN MONITORING REPORT

1 April 2024 – 31 March 2025



PREPARED BY BARNSLEY METROPOLITAN BOROUGH COUNCIL

September 2026



**Barnsley – the place
of possibilities.**



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Introduction

The statutory development plan for Barnsley is made up of the following documents:

- Local Plan, adopted January 2019
- Joint Waste Plan, adopted March 2012
- Oxspring Neighbourhood Development Plan, made June 2019
- Penistone Neighbourhood Development Plan, made August 2019
- Cawthorne Neighbourhood Development Plan, made July 2021
- Silkstone Neighbourhood Development Plan, made December 2023

Barnsley's Local Plan

1. Barnsley's Local Plan and policies map sets out how the council will manage the physical development of the borough on behalf of residents and businesses. The Local Plan was adopted on 3 January 2019. This followed an extensive period of scrutiny through the Local Plan examination in public process by an independent Planning Inspector. The Local Plan was submitted to the Planning Inspectorate for examination in December 2016. The examination was held in four stages and culminated in receipt of the Inspector's report at the end of December 2018.
2. The Local plan forms a key part of the statutory development plan for Barnsley. The main role of this monitoring report is to demonstrate the extent to which the policies in Barnsley's Local Plan are being achieved. This will help us to assess the effectiveness of the policies and help to identify any changes required in future reviews of the Local Plan.

Local Plan Review

3. The Local Plan review was endorsed at a meeting of Full Council on 24 November 2022. The review concluded that the Local Plan remains fit for purpose and is adequately delivering its objectives.
4. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. A further review will take place in 2027 or earlier if circumstances, including fundamental changes to the Local Plan system, require it. More detail can be found on our website at <https://barnsleymbc.moderngov.co.uk/ielIssueDetails.aspx?IId=46918&PlanId=0&Opt=3#AI57201>

Supplementary Planning Documents

5. Following the adoption of the Local Plan we have produced new and updated Supplementary Planning Documents which contain advice for people applying for planning permission. These are used to help make decisions on planning applications, alongside the Local Plan.
6. The current supplementary planning documents are:
 - Advertisements (May 2019)
 - Affordable housing (May 2019, updated July 2022) and associated first homes technical note (adopted November 2022)
 - Barn conversions (May 2019)
 - Biodiversity and geodiversity (May 2019, updated March 2024)
 - Cawthorne village design statement (November 2019)
 - Design of housing development (May 2019, updated July 2023)
 - Development of land affected by contamination (November 2019)
 - Elsecar conservation area design and maintenance guide (November 2019)
 - Financial contributions for educational provision (May 2019, updated May 2025)
 - Heritage impact statements (May 2019)
 - Hot food takeaways (May 2019, updated March 2026)
 - Hot food takeaways Planning Advice Note (May 2019, updated March 2026)
 - House extensions and other domestic alterations (May 2019, updated March 2024)
 - Lawful development certificates (May 2019)
 - Mortar mixes for pointing historic buildings (May 2019)
 - Open space provision on new housing developments (May 2019)
 - Parking (November 2019)
 - Planning obligations (November 2019)
 - Removal of agricultural occupancy conditions (May 2019)
 - Residential amenity and the siting of buildings (May 2019)
 - Section 278 agreements (November 2019)
 - Section 38 agreements (November 2019)
 - Shopfront designs (May 2019)
 - Sustainable construction and climate change adaptation (July 2023)
 - Sustainable travel (November 2019, updated July 2022)
 - Trees and hedgerows (May 2019)
 - Walls and fences (May 2019)

7. Following a period of consultation in August/September 2025, the hot food takeaway supplementary planning document and planning advice note have been updated and subsequently adopted as of March 2026.

Local Development Order

8. Local Development Orders are made by local planning authorities and give a grant of planning permission to specific types of development within a defined area.
9. The Ashroyd and Shortwood Business Park, Hoyland, Local Development Order 2012 provides planning guidance for development on the Ashroyd and Shortwood Business Parks.

Article 4 Directions

10. Article 4 directions can be used by local planning authorities to remove specified permitted development rights across a defined area. The restrictions imposed will vary on a case by case basis.
11. There are two article 4 directions currently confirmed in the Barnsley Borough.
 - Direction relating to houses in multiple occupation (HMOs): A boroughwide (Barnsley Metropolitan Borough) direction confirmed on 24 June 2021. The direction is available to view at <https://www.barnsley.gov.uk/services/housing/private-landlords/houses-in-multiple-occupation-hmo/> (within 'changing a house to an HMO')
 - Direction relating to temporary use of land Class B Part 4 Schedule 2 Permitted development rights: a direction relating to West Wood, Tankersley, Barnsley confirmed 18 December 2019. This direction will be available to view at the following webpage as soon as practically possible <https://www.barnsley.gov.uk/services/planning-and-buildings/>
12. 2024/25 is the third monitoring year since the direction requiring planning permission for HMOs was confirmed. During this period nine certificates of lawfulness were granted for existing HMOs, eight of which were established as HMOs before the article 4 direction was confirmed, and one of which the building was satisfactorily demonstrated to have been used as a large HMO for at least 10 years. In the same period, one certificate of lawfulness was granted for a new HMO, and one change of use increasing the size of an existing HMO from six to seven occupants (so a 'large' HMO) was approved. One application for a change of use from a dwelling house to a five bed HMO was refused.

Masterplan Frameworks

13. The Local Plan includes some site allocations which require the production of a masterplan framework. The individual site policies explain why a masterplan framework is needed.
14. Seven masterplan frameworks have been adopted by the Council. These are:
 - Barnsley West – adopted December 2019
 - Hoyland North – adopted December 2019
 - Hoyland West – adopted September 2020
 - Hoyland South – adopted November 2020
 - Goldthorpe – adopted September 2021
 - Royston – adopted July 2021
 - Carlton – adopted November 2021
15. More information about these documents can be found on our website at www.barnsley.gov.uk/masterplan-frameworks

Town Centre Urban Design and Sustainability Strategy by Urbed

16. The Town Centre Urban Design and Sustainability Strategy was adopted in July 2022 and will be used in future planning decisions in Barnsley Town Centre, strongly influencing future town centre projects and initiatives. The strategy is based on five themes including retail, culture, skills/employment, housing, greenspace and connections, and looks at potential projects.
17. The purpose of the strategy is to
 - Find out how we can move the town centre towards being zero carbon by 2045
 - Look at urban design issues and opportunities throughout the town centre
 - Make sure we have a fully inclusive town centre
 - Update the 2016 regeneration plan by ARUP
 - Think about post Covid recovery actions
18. More information about the Town Centre Urban Design and Sustainability Strategy and other accompanying documents can be found on our website at <https://www.barnsley.gov.uk/services/planning-and-buildings/town-centre-urban-design-and-sustainability-strategy-by-urbed/>

Joint Waste Plan

19. The Joint Waste Plan was adopted in March 2012 and was prepared with neighbouring local authorities Doncaster and Rotherham. It contains policies that should be applied to waste related development, and a general policy that

should be applied to all developments to ensure waste implications are adequately considered.

20. We are working with the other South Yorkshire authorities of Doncaster, Rotherham and Sheffield to prepare a new Joint Waste Plan, to replace the Plan adopted in 2012. A Joint Waste Needs Assessment was completed in 2022, to provide supporting evidence for a Joint Waste Plan. This can be found at <https://www.barnsley.gov.uk/media/23274/south-yorkshire-waste-needs-assessment-2021-to-2041.pdf>
21. Work is ongoing to consider the scope and content of a Joint Waste Plan and its relationship with the emerging Spatial Development Strategy to be prepared by the South Yorkshire Mayoral Combined Authority (SYMCA). It is not possible to confirm the timetable to prepare a Joint Waste Plan at present.

Neighbourhood Development Plans

22. As at 31 March 2025, four Neighbourhood Development Plans had been 'made' (adopted) in the borough.
23. These are:
 - Oxspring Neighbourhood Development Plan – made 12 June 2019
 - Penistone Neighbourhood Development Plan – made 27 August 2019
 - Cawthorne Neighbourhood Development Plan – made 14 July 2021
 - Silkstone Neighbourhood Development Plan - made 7 December 2023
24. All four now form part of the statutory development plan for Barnsley.
25. In addition, the neighbourhood area for the proposed Tankersley Neighbourhood Plan was approved on 1 March 2023.
26. More information about the neighbourhood development plans can be found on our website at <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/neighbourhood-plans/>

Duty to Cooperate

27. We continue to work with our local authority neighbours and both the Sheffield and West Yorkshire Mayoral Combined Authorities on cross-border and strategic issues.

Further information can be found on our website at <https://www.barnsley.gov.uk/localplan>

Monitoring the Local Plan

28. The monitoring and indicators section of the Local plan sets out which local plan policies achieve each of the Local Plan objectives and specifies the associated monitoring indicators.
29. The following commentary provides an update on these indicators for the period 1 April 2024 to 31 March 2025.
30. In summary, the indicators reported are:

Local Plan Objective 1: Provide opportunities for the creation of new jobs and the protection of existing jobs

- Policy E1 Providing strategic employment locations: Amount of employment land delivered; total jobs; and jobs density
- Policy E4 Protecting existing employment land: Amount of employment land lost to other uses

Local Plan Objective 2: improve the conditions in which people live, work, travel and take leisure

- Policy I1 Infrastructure and planning obligations: number and total financial contributions secured by planning obligations, by type of infrastructure
- Policy GS1 Green space: Number of planning applications where financial contributions are secured to contribute towards green space provision and amount of new green space provided
- Policy HE1 The historic environment: number of designated assets on the Historic England Heritage at Risk Register
- Policy HE3 Development affecting historic buildings: Number of planning applications granted for demolition of a listed building
- Policy TC1 Town centres: Amount of completed retail, office and leisure development in town centres
- Policy CC3 Flood risk: Number of planning applications granted contrary to advice of the Environment Agency on flood defence grounds
- Policy AQ1 Development in air quality management areas: Number of planning applications for development approved within air quality management areas

Local Plan Objective 3: Widen the choice of high quality homes

- Policies H1 The number of new homes to be built; H4 Residential development on small non-allocated sites; and H5 Residential development on large non-allocated sites: Number of net additional new dwellings and number of dwellings delivered on non-allocated sites
- Policy H6 Housing mix and efficient use of land: Average density of new homes built
- Policy H7 Affordable housing: number of affordable homes delivered
- Policy GT1 Sites for Travellers and Travelling Showpeople: number of pitches delivered

Local Plan Objective 4: Improve the design of development

- Policy D1 High quality design and place making: Number of developments of 10 dwellings or more achieving Building for a Healthy Life 'greens'

Local Plan Objective 5: Achieve net gains in biodiversity

- Policy Bio 1 Biodiversity and geodiversity: Number of Local Wildlife Sites and RIGs sites in positive conservation management

The final section provides a progress report on the Infrastructure Delivery Programme (2016).

Local Plan objective 1: Provide opportunities for the creation of new jobs and the protection of existing jobs

Local Plan Policy E1 Providing strategic employment locations

31. Our aim is to ensure the provision of sufficient land for development throughout the plan period and to increase the number of jobs and businesses in the borough.

Table 1: Employment

Indicator	Reporting period*	Performance
Amount of employment land delivered (ha)	2019/20	5.2
	2020/21	2.3
	2021/22	12.5
	2022/23	3.6
	2023/24	0
	2024/25	10.0
Total jobs (annual increase, source: ONS jobs density data via Nomis)	2018/19	1000
	2019/20	(-) 6000
	2020/21	4000
	2021/22	(-) 2000
	2022/23	No change
	2024/25	3000
Job density (source: ONS data via Nomis)	2019	0.65

Indicator	Reporting period*	Performance
	2020	0.61
	2021	0.63
	2022	0.62
	2023	0.61
	2024	0.62

*The latest Nomis data available is for 2024, this is reflected in table 1. The next update for 2025 is expected in 2027.

Local Plan Policy E4 Protecting existing employment land

32. Our aim is to minimise the amount of employment land lost to other non-employment uses.

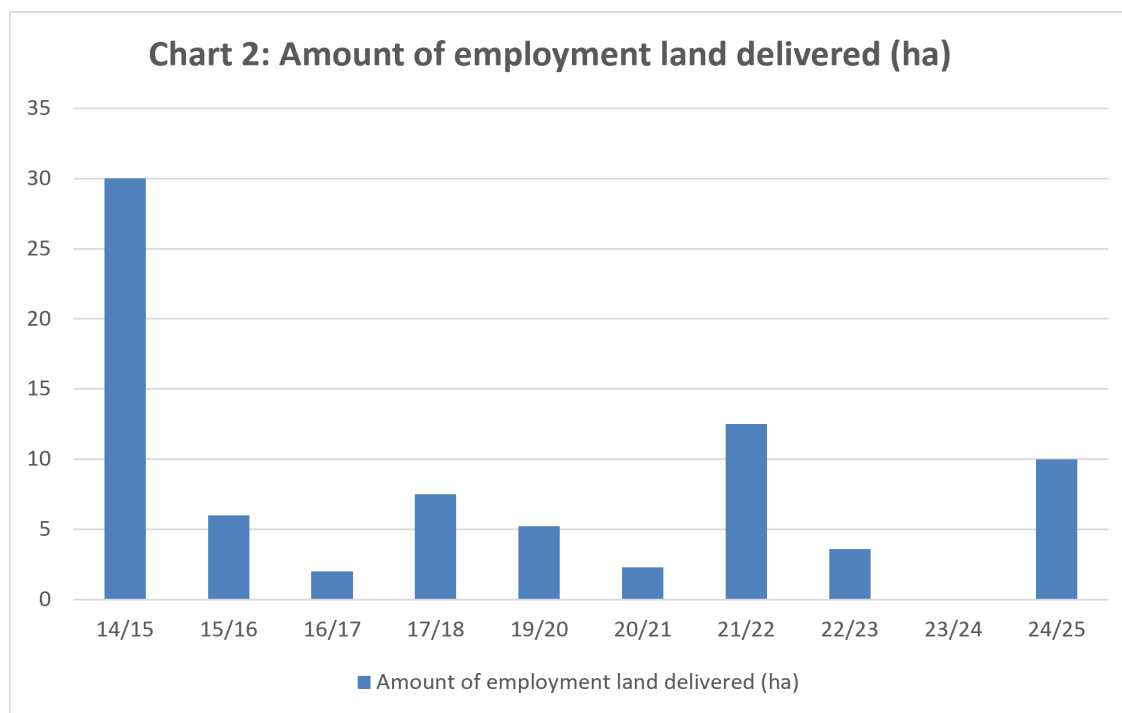
In the year 2024/25 there has been no employment land lost to other uses.

Commentary

33. The overarching aim of Local Plan Objective 1 is to provide opportunities for the creation of new jobs and the protection of existing jobs, and Local Plan policies E1 and E4 both work towards meeting this objective.

Employment land provision

34. The Local Plan allocates 297ha of land to meet the development needs of existing and future businesses up to 2033. The plan period, with a base date of 2014, reflects our economic position, the Council's economic strategy and the lead in time for employment land to be developed.
35. The following chart shows the level of employment land development (regarding B2 and B8 and E(g) plot completions, including changes of use) since the start of the plan period.



36. Chart 1 shows that since the start of the plan period the level of employment land delivered has broadly remained between 2ha and 6ha, except for the years:
- 2014/15 which saw 30ha developed mainly due to the completion of the large Aldi at Goldthorpe;
 - 2021/22 which saw 12.5ha developed, predominantly through the completion of two large plots on Tankersley Industrial Estate; and
37. 2024/25, the current reporting year, which saw 10ha developed.
38. The new employment land created this year is due to the completion of Local Plan allocation ES15 Shortwood Extension at Hoyland (9.7ha) and a smaller extension of an existing employment site, Stanley Mills, in Penistone.
39. The suite of adopted Masterplan Frameworks adds to the policy basis for economic development. However, the 'employment land delivered (ha)' indicator described above does not always fully reflect progress on these sites and other Local Plan employment allocations. An employment site is included as completed only when the whole of the associated plot (or allocation) has been completed.

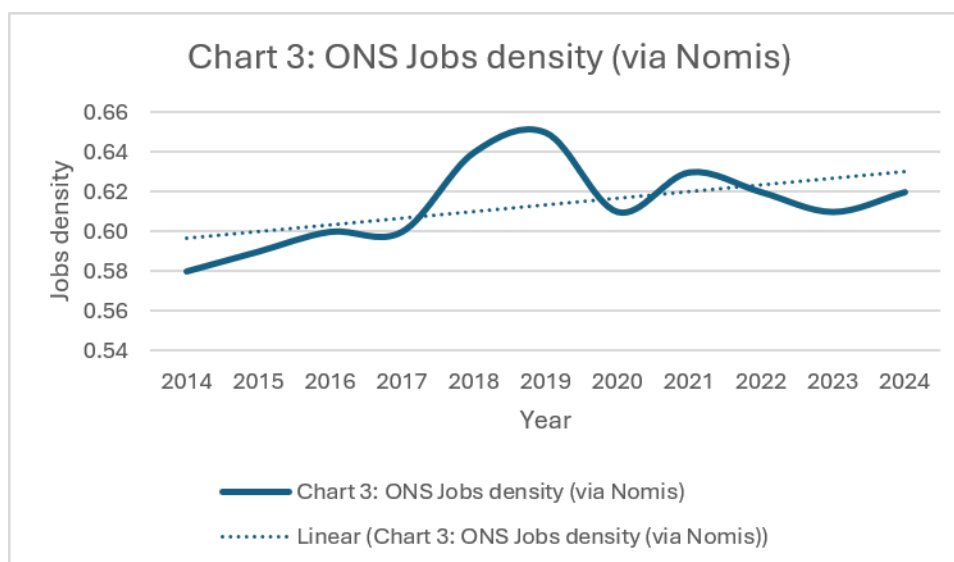
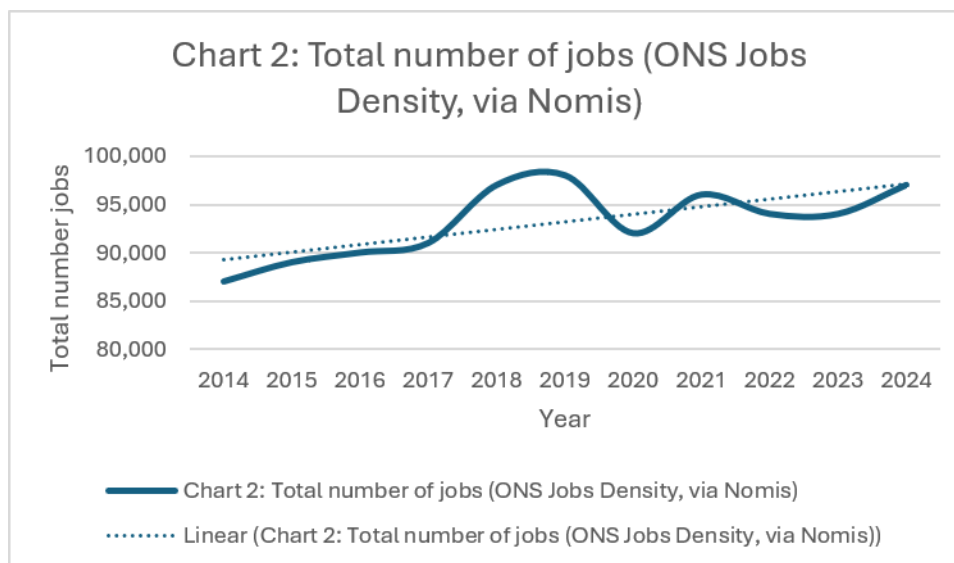
40. Reflecting the large scale of many of the Local Plan employment allocations, alongside lead-in time for employment development, it is recognised that these allocations will be delivered in stages, over time. The developments that have completed in the current and recent years show that progress is being made, and new employment development is coming forward.
41. In addition to 10ha of new employment land completed, a further 971sqm of new internal employment floorspace has been successfully delivered through small extensions/development associated with existing businesses on existing employment land, thereby helping to support and strengthen our employment base, demonstrating continuing support for our existing employers.
42. Future monitoring reports will continue to build a clearer picture of employment land development, including delivery of Local Plan allocations and those sites subject to the Masterplan Frameworks.

Protecting existing employment land

43. During the start of the Local Plan period, but before adoption (2014 to 2018), the annual loss of employment land to residential use was between 0ha and 2ha. Since Local Plan adoption the annual loss of employment land to non-employment uses (including residential) has remained below 0.6ha, decreasing to 0.02ha in 2021/22, 0.04ha in 2022/23 and 0.08 in 2023/24.
44. In the year 2024/25 there has been no employment land lost to other uses.

Number of jobs

45. Data sourced from the ONS Jobs Density dataset (via Nomis) shows there was a total number 97,000 jobs in Barnsley in 2024 representing a job density of 0.62. The job density figure represents the ratio of total jobs to population aged 16-64. The following charts show the pattern of total jobs and job density since the start of the plan period to April 2024. The Local Plan was adopted in January 2019.
46. The latest data available is for 2024 and the next ONS update for 2025 is expected to be published via Nomis in 2027.



47. The pattern of jobs growth and resultant jobs density during the plan period has been reported in detail in the monitoring report for 2021/22¹ and is not repeated here. The data in table 1, and charts 2 and 3, show that although the total number of jobs in Barnsley rose from 94,000 to 97,000 from 2023 to 2024, the associated job density figure increased relatively modestly from 0.61 to 0.62. This modest increase is likely to reflect updated population data from the 2021 census.
48. In addition, analysis of the number of employee jobs, an alternative measure taken from the ONS Business Register and Employment Survey (which excludes those who are self-employed, Government supported trainees, HM

¹ For further details please see the Local Plan Monitoring Report (1 April 2021 to 31 March 2022) at <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/>

Armed Forces and farm based agriculture) showed that the total employee jobs in Barnsley has dipped from 86,000 between 2022 and 2023, to 84,000 in 2024.

49. Whilst the total jobs number has decreased, the results should be viewed in the wider context of a challenging macroeconomic situation, with low growth at the national and South Yorkshire level during the year 2023 to 2024. Given the high prevalence of manufacturing, transport and storage in Barnsley, we are particularly vulnerable to changes within these sectors, which has been reflected in the overall decrease in total number of employee jobs. Significant losses have also been seen in wholesale and retail trade; repair of motor vehicles and motorcycles; and administrative and support services sectors.
50. The loss of 2000 jobs within wholesale, retail, and motor trade between 2023 and 2024, means it now drops below human health and social work, as the largest employment sector in Barnsley.
51. However, whilst the manufacturing sector saw an overall decrease of 1000 total employee jobs, it remains a major employment sector within Barnsley, accounting for 12.4% of the total local employment, compared with 7% in England. The most significant local losses were in subsectors including the manufacture of plastics products; and the processing of meat and production of meat products.
52. Despite the year being challenging for the local economy, there was also evidence of rising employment within sectors such as professional, scientific and technical activities; human health and social work; and construction.
53. With overall growth of 27% (compared to a national decrease of -0.1%) the increase in professional, scientific and technical activities is particularly noteworthy. This sector has experienced an overall 53.1% increase since 2019, and in the reporting year saw job gains of 79% in accounting, bookkeeping and auditing activities, tax consultancy subsectors; and 100% in the technical testing and analysis subsector.
54. Developments in this sector are reflective of the overall growth of cross-cutting, knowledge-intensive business services (KIBS) as part of Barnsley's economy. KIBS include businesses that provide expert support for business processes in both the public and private sectors such as accountancy, legal, consultancy and advertising services as well as engineering, technical testing, R&D and computer services - typically having large shares of highly qualified employees in the workforce. In 2024, it provided 9% of total employment in Barnsley, below the England average of 15%. However, this represents local growth of 10% between 2023 and 2024, significantly ahead of the 0.3% growth across England.

55. Overall, the total number of jobs in Barnsley rose from 94,000 to 97,000 from 2023 to 2024, but the associated job density figure increased relatively modestly from 0.61 to 0.62. Further analysis showed a dip in employee jobs (excluding those who are self-employed, Government supported trainees, HM Armed Forces and farm based agriculture). However, whilst the level of employee jobs in Barnsley has dipped in 2023 to 2024, this reflects trends around the rebalancing of the national economy which is moving towards higher value industries which employ less workers.

Concluding comments

56. The Local Plan continues to provide a supportive policy basis for developing our economy to support local needs and provide local job opportunities, and to help achieve our corporate vision for Barnsley 2030. It nurtures a commercial development economy that benefits everyone including startups, local business and inward investors supporting our aim to promote Barnsley thrive as a place to start, grow and relocate business. You can read more about Barnsley 2030 on our website at <https://www.barnsley.gov.uk/services/our-council/barnsley-2030/>
57. The policy basis and statistics available to date continue to show a positive platform for employment development in the borough, with a positive Local Plan, associated suite of adopted Masterplan Frameworks; new space being developed and little loss of existing employment land to other uses; and a modest rise in job density in 2024.
58. However, the preceding analysis has shown that the total number of employee jobs in Barnsley has dipped between 2023 and 2024. This is reflective of our vulnerability to changes within manufacturing, transport and storage, given the high prevalence of these sectors in Barnsley. Though, despite the year being challenging for the local economy, there was also evidence of rising employment within sectors such as professional, scientific and technical activities; human health and social work; and construction. Overall, these patterns reflect trends around the rebalancing of the national economy which is moving towards higher value industries which employ less workers.
59. A number of our main future employment sites are allocated as “opportunity” Investment Zone locations (including J36 and Goldthorpe), presenting a significant opportunity to support future jobs and investment. These sites are expected to be eligible for a range of Investment Zone interventions, subject to final agreement, which may include tax incentives, targeted public investment and business support to accelerate delivery and inward investment.
60. Future monitoring reports will allow us to consider any potential changes to the pattern following the adoption of the Local Plan and emerging impacts of the pandemic and other economic pressures.

Local Plan objective 2: Improve the conditions in which people live, work, travel and take leisure

Local Plan Policy I1 Infrastructure and planning obligations

61. Our aim is to ensure that development is supported by, and where necessary contributes to the provision of appropriate infrastructure.
62. During the year 2024/25, a total of eight Section 106 Agreements were successfully negotiated between the Local Authority and developers, resulting in £2,845,200.62* of secured (indexed linked) financial contributions. This can be broken down by infrastructure as shown in table 2 below.

Commentary

63. Table 2 shows the level of infrastructure related financial commitments that have been secured during this year (2024/25) to be, for the most part, delivered in future years.
64. Barnsley's Annual Infrastructure Funding Statement for 2024/25 provides further detail about Section 106 activity for this period, including:
 - The Council's internal process relating to Section 106 contributions
 - The Section 106 contributions paid to the Council in the 2024/25 monitoring period
 - Projects delivered in the Borough through Section 106 in 2024/25
 - Section 106 contributions secured for future years (as reported in table 2 above)
65. The statement has been published and is available on our website at <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/>
66. Table 2 shows that contributions secured for education and green space purposes, under well-established processes, and contributions secured for biodiversity purposes through the newer mandatory biodiversity net gain requirement², continue to be significant. The level of contributions towards sustainable travel has also increased in this reporting year.

² A more detailed explanation of the mandatory biodiversity net gain requirement can be found in the Barnsley Local Plan monitoring report 2022/23 available on our website here: <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/>

Table 2: Infrastructure and planning obligations

Infrastructure type	Total financial contributions secured by S106 agreement (£)*	Number of agreements
Affordable housing	Financial requirement only required if affordable housing units are not delivered on site.	4
Education	1,968,000	4
Green space	415,950.62	6
Sustainable travel	213,750	4
Biodiversity	247,500 +2 agreements for Biodiversity Enhancement Management Plan (BEMP) and Biodiversity Net Gain land.	4
Sum total	2,845,200.62	21**

*Where a secured contribution is associated with an outline planning permission, the amount of the contribution will be calculated at the subsequent reserved matters stage, based on the final number and type of dwellings permitted. These instances are included in the total number of agreements secured, but not in the total financial contributions secured. **The total number of agreements signed (para 61) is not equal to the sum of agreements relating to each type of infrastructure because some agreements include more than one type of contribution or provision

67. Alongside these financial contributions, policy requires that development must also be supported by appropriate onsite infrastructure. In some instances, this provision is also secured using S106 Agreements; and is included in the Annual Infrastructure Funding Statement.
68. During the year 2024/25 all the affordable housing provision required as part of new development has been secured onsite, with 4 relevant S106 agreements having been made to this effect. As such, financial contributions will only be sought for these developments if the units are not delivered onsite and where it has been specified in the S106 Agreement.
69. Other onsite provisions have included two biodiversity enhancement management plans and off-site biodiversity net gain sites. The completed provision of new green space is reported in the following section.

Local Plan Policy GS1 Green space

70. Our aim is to protect, enhance and provide adequate green space. Local Plan policy GS1 requires qualifying new residential developments to provide or contribute towards green space in line with the standards set out in the Green Space Strategy and in accordance with the infrastructure and planning obligations policy I1. The two indicators identified to measure relative success are discussed below.

The number of planning applications where financial contributions are secured to contribute towards green space provision

During the year 2024/25 six planning permissions included a Section 106 Agreement securing financial contributions towards green space provision. As shown in table 2, this amounts to a total of £415,950.62. Many of these contributions will be collected and spent in future years.

The amount of new green space provided (ha)

Green space projects are delivered either directly by developers as they build their projects, or indirectly by the Council using financial contributions received. Part of the money spent comes from some of the Section 106 Agreements signed in 2024/25, but the majority relate to agreements signed in earlier years for developments that were being delivered and hitting financial trigger points in 2023/24.

During the year 2024/25 all new green space created as part of new housing development has remained the responsibility of the developers or an assigned management company. As such no new green space has been directly provided by developers and transferred to the Council's ownership. However, 35 projects have been delivered indirectly by the Council, using the financial contributions to improve existing green spaces rather than to create new spaces. Further details about the projects delivered in 2024/25 is available in the Annual Infrastructure Funding Statement.

Local plan Policies HE1 The historic environment and HE3 Developments affecting historic buildings

71. Our aim is to ensure that development conserves and enhances the historic environment, reducing the number of designated assets on the English Heritage 'Heritage at Risk Register' and reducing/mitigating the impact of development on heritage assets.

Table 3: The historic environment

Year	Designated heritage assets on the heritage at risk register (number)	Listed building consents granted for the demolition of a listed building (number)
2019	11	0
2020	12	0
2021	12	0
2022	12	0
2023	14	0
2024	14	0
2025	13	0

Commentary

72. Historic England publish the current 'Heritage at Risk Register' annually in October/November. Our aim is to reduce the number of designated assets on the Heritage at Risk Register, working with the owners of those assets as appropriate.
73. As of November 2025, the number on the risk register was 13, a reduction from last year. A successful project to repair a large section of the kitchen garden wall at risk of imminent collapse, has meant Cannon Hall Park and Garden could be removed from the list. As an authority we continue to liaise with the relevant owners on solutions to repair the assets remaining on the register.
74. The Local Plan indicator for policy HE3 Developments affecting historic buildings is the number of planning permissions granted for demolition of a listed building. However, given that demolition will always need Listed Building consent, but not always planning permission, we have chosen to report on the number of Listed Building consents granted for the total demolition of a Listed Building. For the year 2024/25 this was, as for previous years, zero, in line with the Local Plan target.
75. Following an 18 month project funded by the Ministry of Housing, Communities, and Local Government to create a South Yorkshire wide local heritage list covering the four local authorities in the area, the Barnsley local list has been expanded to 63. This will grow over time and is an ongoing initiative. Local listing is a material consideration whenever planning permission is required.

Local Plan Policy TC1 Town Centres

76. Our aim is to ensure development reflects the hierarchy of centres to maintain their vitality and viability.

There has been no leisure development completed in town centres during the year 2024/25. However, there has been 28 square metres of retail floorspace created in Royston town centre and 290 square metres of office floorspace completed in Mapplewell during that period.

Commentary

77. No developments for leisure were recorded as completed within Barnsley Town Centre or defined district and local town centres. However, 28 square metres of retail floorspace was created in Royston town centre. This resulted from the extension of a property with use class E(a) display or retail sale of goods, other than hot food. A further 290 square metres of office floorspace was created in Mapplewell. This resulted from the change of use of a property from D2 Assembly and Leisure to use class E(g)(i) Offices to carry out any operational or administrative functions. There are also likely to have been changes of use within all centres that fall within permitted development rules and are not recorded as part of this indicator.

Local Plan policy CC3 Flood risk

78. Our aim is to reduce the extent and impact of flooding with no planning permissions granted against sustained Environment Agency advice.

In the monitoring period 2024/25, no planning applications were granted contrary to the advice of the Environment Agency on flood risk grounds in line with the Local Plan target.

Local Plan policy AQ1 Development in air quality management areas (AQMAs)

79. Our aim is to restrict development within AQMAs except where the developer provides, to the Council's satisfaction, an assessment showing acceptable living conditions for future residents/occupiers and no detrimental impact to air quality.

In the monitoring period 2024/25, no planning applications were approved within an AQMA that would have worsened air quality within that particular AQMA.

80. Analysis shows that 9 planning applications were approved within, or partly within AQMAs in the year 2024/25, contrary to the Local Plan 'zero' target.

81. The permissions included a variation of conditions to an already approved access, a residential loft conversion; 2 extensions to existing residential properties; an existing garage extension; a dropped kerb to an existing dwelling; the tip of an access road to a new wildlife pond; the erection of a single advertising hoarding board; and the demolition of an existing house erection of two new dwellings, a modest development in an existing residential area.
82. None of these applications were deemed to worsen air quality within the AQMA or adversely affect living conditions as a result of the development being located within, or partly within an AQMA.

Local Plan objective 3: Widen the choice of high quality homes

Local Plan Policies H1, H4, H5, H6, H7 and GT1

- H1 The number of new homes to be built
- H4 Residential development on small non allocated sites
- H5 Residential development on large non allocated sites
- H6 Housing mix and efficient use of land
- H7 Affordable housing
- GT1 Sites for Travellers and Travelling Showpeople

83. Our aim is to ensure that the Borough's objectively assessed housing need (OAHN) is met making the most efficient use of land, alongside delivering homes to meet affordable housing needs and identified need for pitch provision for Gypsy and Travellers.

Table 4: Housing

Indicator	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Net additional new dwellings (number)	1054	588	594	685	636	603
New dwellings delivered on non-allocated sites (number)	748	246	200	243	229	146
Average density of new homes built (dwellings per hectare net)*	85	53	58	58	38	35
Affordable homes delivered (number)	203	128	39	69	148	116
Pitches for Travellers delivered (number)	0	0	0	4	0	4

*This figure is the average net density calculated using gross to net ratio assumptions

Commentary

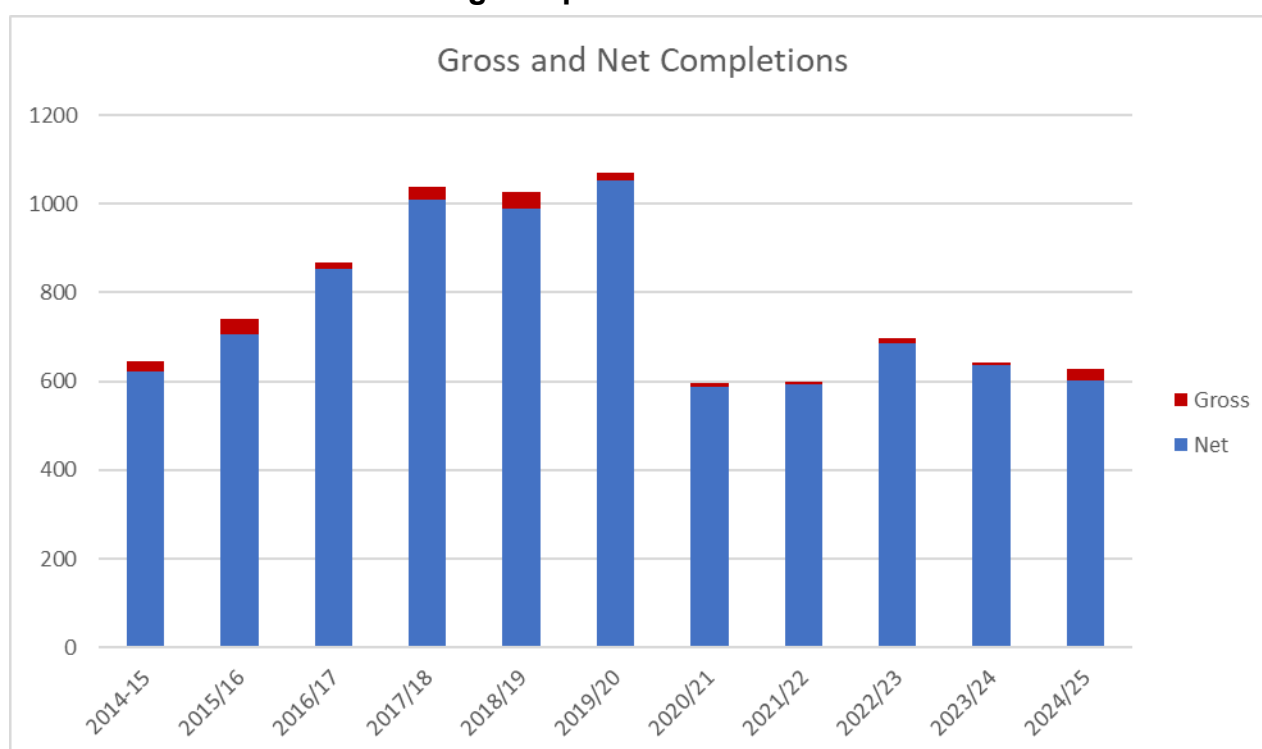
The number of homes

84. Local Plan policy H1 seeks to achieve the completion of at least 21,546 net additional homes during the plan period (2014 to 2033). This gives an indicative annualised figure of 1,134 per annum, an ambitious and aspirational figure which addresses housing needs and supports economic growth ambitions.

Table 4 shows that 603 net additional new dwellings have been developed in the year 2024/25, 531 dwellings short of the indicative annualised figure.

85. Chart 4 below shows the level of housing completions (gross and net) since the start of the Local Plan period. It shows a general trend of increasing completions to the reporting year 2019/20, which was the highest of the plan period to date. There has been a decrease in the number of net completions in 2024/25 compared to the previous year, influenced partly by the significant increase in the number of losses. At 25 units the number of losses is the highest it has been since 2018/19 and can be explained for the most part as the result of clearances made as part of ongoing regeneration schemes in Goldthorpe.

Chart 4: Gross and net housing completions



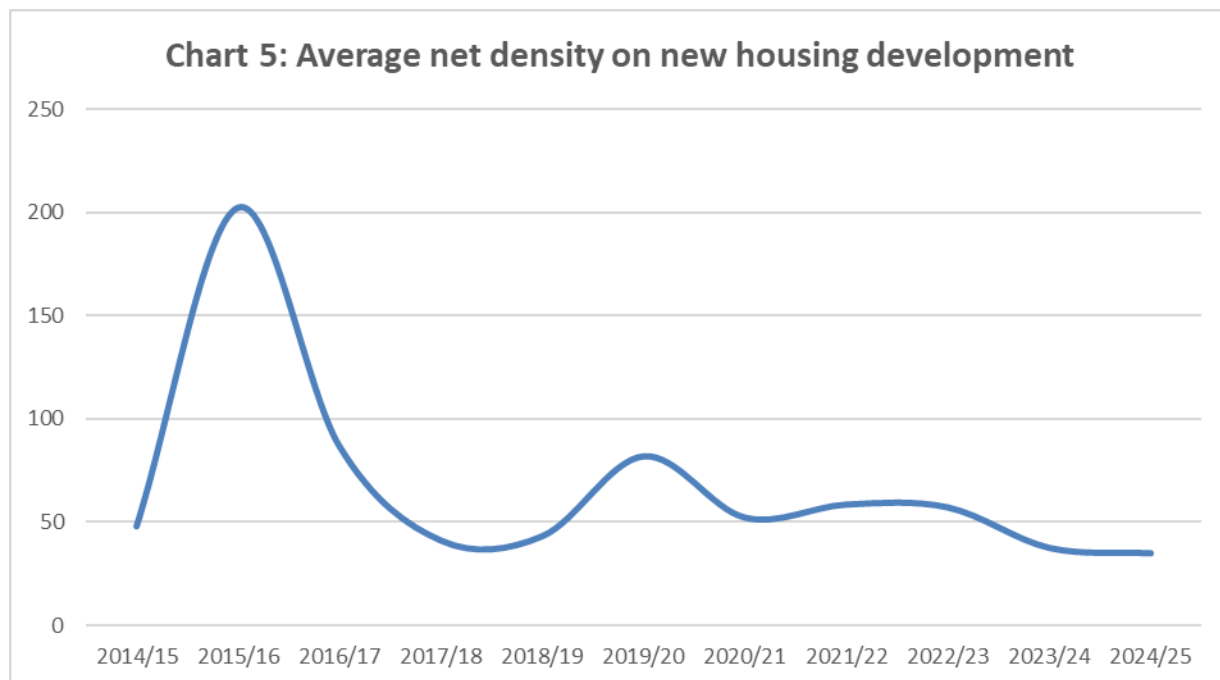
86. It is clear from chart 4 that the impact of the COVID-19 pandemic and subsequent 'cost of living crisis' has been significant. Whilst the level of new development has not yet recovered to pre-Covid levels, it remains above that recorded during 2020 to 2022.
87. Barnsley consistently met the Housing Delivery Test (HDT) from its inception until the 2022 measurement, published in December 2023. However, the 2023 measurement, published by Government on 12 December 2024, shows a result of 84%. This means that delivery has fallen below our HDT housing requirement over the previous three years. As a result we have:

- prepared an action plan to assess the causes of under delivery and identify actions to increase delivery in future years; and
 - included a buffer of 20% to our identified supply of specific deliverable sites as set out in paragraph 78 of the NPPF.
88. Table 4 also shows that the supply from non-allocated sites continues to be an important aspect of housing supply during 2024/25, with 146 dwellings, or 24% of new dwellings (including change of use and conversions) built on non-allocated sites. Of the 146 dwellings delivered on non-allocated sites, 70 of these were on large sites of 10 or more dwellings and 76 on small sites with less than 10 dwellings.
89. The latest five year supply position and updated housing trajectory is set out in the 'Barnsley Five Year Deliverable Housing Land Supply Report'. This report and our 'Housing Delivery Test Action Plan' are available to view on the Housing Reports section of our website at <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/>

Density of development

90. Before the Local Plan was adopted, Barnsley's Core Strategy set a minimum density target of 40 dwellings per hectare (dph). Local Plan policy H6 Housing mix and efficient use of land expects a density of 40 dwellings per hectare net in Urban Barnsley and the Principal Towns and 30 dwellings per hectare net in the villages. The policy has some flexibility to allow lower densities where demonstrably necessary, according to prescribed circumstances.
91. It is important to note that Local Plan density requirements constitute a significant change from data that has been collected and reported on in previous years. It is a change from monitoring plot density (per hectare) to monitoring plot density per hectare net. The focus on density per hectare net takes account of land that is retained/used for other purposes due to site constraints or requirements, including but not limited to ecological constraint, impact on historic environment, flood risk and air quality issues, highway infrastructure and green space. As such it provides a more realistic, clearer reflection of housing density achieved.
92. The figures shown in table 4 are the average net plot density calculated using gross to net ratio assumptions. It is our intention that future monitoring reports will analyse housing plot density per hectare net for both allocated and non-allocated housing developments in urban and rural areas.
93. Table 4 shows an average plot density of 35 dwellings per hectare net for the reporting year 2024/25, just below the Local Plan target. Chart 5 below shows the average housing density since the start of the Local Plan period. The

exceptionally high figure 2015/16 figure (202dph) was unusually high due to the completion of the Skyline apartment development. By continuing to monitor the density of built development in future monitoring reports we will be able to determine whether this dip is an annual 'blip', or a continuing pattern.



Affordable homes

94. Affordable housing is sought through Local Plan policy H7 with differing percentages and thresholds derived from an Affordable Housing Viability Study. Our aim is to deliver homes to meet affordable housing needs, achieving an annual target of 150 affordable homes delivered through Section 106 Agreements.
95. Table 4 shows that 116 affordable homes have been delivered during 2024/25. 89 of these affordable homes were delivered directly by developers through Section 106 Agreements. In addition, the Council added 20 units to the affordable stock through acquisitions and delivered 7 units directly during this period. This included a £241,300 S106 spend on purchasing empty homes.
96. It should also be noted that during the year 2024/25 the Council received a further £86,614 cash income from previous S106 Agreements to contribute to affordable housing provision. Further details are available in the Annual Infrastructure Funding Statement.

97. Whilst we have continued to secure affordable requirements as part of any relevant planning permissions for housing in line with Local Plan policy H7, it is likely that lower levels of completions in recent years are related to the decline in overall housing delivery, the impact of the Covid pandemic and the subsequent 'cost of living crisis'.
98. In May 2021 the prevailing Government announced a new kind of discounted market sale housing, First Homes, as the preferred discounted market tenure. Subject to a transition period from 28th June 2021 First Homes were required to account for at least 25% of all affordable housing units delivered. However, whilst 3 of the affordable housing units delivered in the 2024/25 monitoring period were defined as First Homes, it should be noted that as of December 2024, the new prevailing Government amended national planning policy, removing the 25% minimum delivery requirement for First Homes.

Sites for Travellers and Travelling Showpeople

99. Table 4 shows that 4 new pitches for Travellers and Travelling Showpeople were completed in the year 2024/25. The latest five year supply position is set out in the 'Barnsley Gypsy and Traveller Five Year Deliverable Land Supply Report' and is available to view on the Housing Reports section of our website at <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/>

Barnsley's Local Self Build Register

100. The Local Plan and the Affordable Housing SPD give general support to custom and self-build housing. We maintain a register of people who are interested in self-build or custom build projects in Barnsley. The register helps us to understand the demand for self-build and custom housebuilding in Barnsley.

As of 30 October 2025, there were 123 people on our Local Self-Build Register.

101. Many residential developments may be suitable for self-build or custom housebuilding, therefore, where appropriate, an informative is placed on decision notices for outline residential planning permissions, drawing the applicant's attention to the register and asking them to let us know if we can pass details of their sites onto people on our self-build/custom build register.
102. Details of planning applications can be found on our website at <https://www.barnsley.gov.uk/services/planning-and-buildings/using-planning-explorer/>

103. We have also put into place a system whereby we can notify people on the register when Council owned sites go out to auction. Auctions on behalf of the Council are carried out by Mark Jenkinson & Son Property Auctioneers (www.markjenkinson.co.uk). It should be noted that this does not mean that plots would automatically be suitable for housing and planning permission would need to be obtained. Pre application advice is available from the Planning Department and details of this service are available via the following link: <https://www.barnsley.gov.uk/services/planning-and-buildings/commercial-and-housing-developments/pre-application-advice-for-developments/>

Local Plan objective 4: Improve the design of development

Local Plan Policy D1 Quality of design and placemaking

104. In relation to Local Plan Policy D1 'Quality of Design and Placemaking', Building for a Healthy Life assessments have been undertaken to monitor the quality of design.
105. 'Building for a Healthy Life' specifically focusses on the design of housing developments, of 10 or more dwellings.
106. 'Building for a Healthy Life' (2020) is the new name and latest edition of the 'Building for Life 12' / 'Building for Life' assessment tool, (which was launched in 2001). As the name suggests, the latest edition includes a strong appreciation of the impact on the design of housing development on the health and wellbeing of residents, with NHS England being one of the contributors to the text.
107. The Local Plan, (adopted January 2019), lists 'Building for Life 12' (and any future update of this) as a tool to help assess the quality of design for residential developments of 10 or more dwellings.
108. Central Government, through The National Planning Policy Framework (December 2023), endorses the use of 'Building for a Healthy Life' by local authorities as an assessment framework, to help improve the design of development.

Building for a Healthy Life: How the assessment works

109. Organised across three headings, (Integrated neighbourhoods', 'Distinctive places' and 'Streets for all'), each has four issues to consider, as shown in tables 5 to 7 below. The bullet points within the table list some examples of things to consider under each issue. For a fuller list please refer to the online document: <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>

Table 5: Integrated neighbourhoods

Issue number	Issue	Examples of things to consider under each issue
1	Natural connections	• Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy to move through and around. • Draw points of connection into and through the site, creating a strong and direct street, path and open space network
2	Walking, cycling and public transport	• Ensure access for all and help make walking (and cycling) feel like an instinctive choice for everyone undertaking short journeys. • Provide streets and paths that connect people to places and public transport services in the most direct way, making car-free travel more attractive, safe and convenient. • Avoid oversized radii corners and overwide carriageways, which encourage faster vehicle speeds
3	Facilities and services	• Provide places that offer social, leisure and recreational opportunities a short walk or cycle from their homes. • Avoid play and other recreational activities hidden away within developments rather than located in more prominent locations that can help encourage new and existing residents to share a space.
4	Homes for everyone	• Provide a range of homes that meet local community needs, with a mix of housing types and tenures. • Any affordable homes are distributed across a development • Design homes and streets where it is difficult to determine the tenure of properties through architectural, landscape and other differences.

Table 6: Distinctive places

Issue number	Issue	Examples of things to consider under each issue
5	Making the most of what's there	• Identify any visual connections into, out, through and beyond the site. • Work with the contours of the land. • Identify opportunities to integrate and reuse existing features of value, these might be natural or man-made, on or beyond the site.
6	A memorable character	• Create a place with a locally inspired or otherwise distinctive character. • Review the wider area for sources of inspiration. If distinctive local characteristics exist delve deeper than architectural style and details. • Where the local context is poor or generic do not use this as a justification for more of the same.
7	Well defined streets and spaces	• Provide a strong framework of connected and well overlooked streets and spaces • Provide perimeter blocks with clearly defined public fronts and private backs • Carefully consider street corners
8	Easy to find your way around	• Provide streets that connect with one another • Use street types, buildings, spaces, non-residential uses, landscape, water and other features to help people create a mental map of a place. • Streets with clearly different characters are more effective than character areas in helping people grasp whether they are on a principal or secondary street.

Table 7 Streets for all

Issue number	Issue	Examples of things to consider under each issue
9	Healthy streets	• Provide the right balance between movement and place functions. • Provide low speed streets with pedestrian and cycle priority- avoid streets that are just designed as routes for motor vehicles to pass through and cars to park within • Provide street trees • Provide well overlooked streets with front doors facing streets and public spaces
10	Cycle and car parking	• Integrate car parking into the street environment, with a range of parking solutions • Provide generous landscaping to settle frontage car parking into the street • Avoid providing all cycle storage in garages and sheds- provide cycle storage where it is as easy to access as the car
11	Green and blue infrastructure	• Create a strong landscape strategy that has impact from day 'one' • Create a network of different types of spaces • Weave opportunities for habitat creation throughout the development • Provide well overlooked public open spaces with strong levels of natural surveillance
12	Back of pavement, front of home	• Clearly define private spaces through strong boundary treatments • Manage changes in level in a way that does not compromise the qualities of the street • Avoid pieces of 'leftover' land that serve no useful public or private function

110. The assessment for each of the 12 considerations is based on a simple 'traffic light' scoring system, (red, amber and green).

111. It is recommended that new developments:

- Secure as many greens as possible
- Minimise the number of ambers
- Avoid reds

The assessment for Barnsley during the monitoring period

112. During the monitoring period of 1st April 2024 to 31st March 2025 six developments of more than 10 dwellings gained planning permission in the borough.
113. The assessments have been carried out by planning officers. 'Building for a Healthy Life' is the latest version and new name for 'Building for Life 12,' and was introduced in June 2020. Developers are requested to submit a 'Building for Life 12' assessment as part of their planning application, and where these have occurred, they have formed part of the background documents of the planning applications to help inform the officers' assessment. All six development sites were visited by planning officers as part of the assessment process.
114. The table below gives a summary of the score for each assessment, under each of the 12 considerations, and the numbers of 'greens' 'ambers' and 'reds' scored for each housing development. The full assessments, with comments for each consideration, are given in Appendix 1.
115. The table below lists the developments in ascending order of number of dwellings.

Table 7 Summary of building for a healthy life assessment scores

Ref No.	No. of dwellings	Area	Integrated Neighbourhoods				Distinctive Spaces				Streets For All				No.	No.	No.
			1	2	3	4	5	6	7	8	9	10	11	12			
1.	45	Staincross													0	1	11
2.	46	Darton													0	2	10
3.	51	Worsbrough													0	4	8
4.	91	Mapplewell													0	8	4
5.	179	Gilroyd													0	6	6
6.	221	Smithies													0	7	5

116. It was noted that three of the planning applications did not include a Building for Life 12 assessment as part of their application.

Summary analysis

117. Generally, the six housing applications scored well. It was evident that in reading the officer reports for the planning applications, that a lot of negotiations had occurred during the course of the applications, resulting in significant amendments to proposals and improvements in the scoring.

Development by development

118. The highest scoring developments, scoring ten greens or more, were:

- Staincross (ref no.1, Paddock Road) (11 greens).
- Darton (ref no.2, Land to the south of Darton Lane) (10 greens)

119. Not far behind, one development scored eight greens:

- Worsbrough (ref no.3, Land to south of West Street)

120. No developments scored red (which the scoring system asks to avoid).

121. The highest number of ambers, six or above, were scored by:

- Mapplewell (ref no.4, Former William Freeman Site, Wakefield Road) (8 ambers) for the considerations of 'walking, cycling and public transport', 'homes for everyone', 'a memorable character', 'well defined streets and spaces', 'easy to find your way around', 'healthy streets', 'cycle and car parking' and 'back of home, front of pavement'.
- Smithies (ref.6, Land at Wakefield Road, Smithies) (7 ambers) for the considerations of 'natural connections', 'homes for everyone', 'making the most of what's there', 'a memorable character', 'well defined streets and spaces', 'cycle and car parking' and 'back of pavement, front of home'.
- Gilroyd (ref.5, Land off Smithywood Lane and land off Calver Close, Gilroyd)(6 ambers) for the considerations of 'walking, cycling and public transport', 'facilities and services', 'homes for everyone', 'a memorable character', 'cycle and car parking' and 'back of pavement, front of home'.

122. Developments which scored four or less ambers were:

- Worsbrough (ref.3, Land to the south of West Street) (4 ambers) for the considerations of 'homes for everyone', 'a memorable character', 'easy to find your way around' and 'healthy streets'.
- Darton (ref.2, Land to the south of Darton Lane, Darton) (2 ambers) for the considerations of 'cycle and car parking' and 'back of pavement, front of home'.

- Staincross (ref no.1, Paddock Road, Staincross) (1 amber) for the considerations of 'homes for everyone'.

Consideration by consideration

123. In terms of the considerations the most consistently best scoring (in terms of the number of 'greens') were:

- '11. Green and blue infrastructure', with all developments scoring green.
- '1. Natural connections', with 5 of the 6 developments scoring green, by creating places that are well integrated into their site and their wider natural & built surroundings and by drawing points of connection into & through the site, creating a strong and direct street, path & open space network.
- '3. Facilities and services', with 5 of the 6 developments scoring green, for example by providing facilities on site such as public open space and by being located close to existing facilities and services off site.
- '5. Making the most of what's there', with 5 of the 6 developments scoring green, mainly for identifying opportunities to integrate and reuse existing features of value, natural or man-made, on or beyond the site.

124. In terms of the considerations that could do with improving, the most ambers were scored under:

- '4. Homes for everyone', scoring 5 ambers, for example by not providing any or sufficient M4(2) and M4(3) accessible dwellings on site. It was noted that regarding M4(3) dwellings none were specified as M4(3)(2)(b) 'wheelchair accessible'. The Design of Housing Development states that all M4(3) dwellings need to be M4(3)(2)(b) 'wheelchair accessible'.
- '6. A memorable character', scoring 4 ambers, for example by having generic layouts and by providing character through materials & landscaping rather than through their built form.
- '10. Cycle and car parking', scoring 4 ambers, for example by providing an overdominance of front-of-dwelling parking, rather than side-of-dwelling parking.
- '12. Back of pavement, front of home', scoring 4 ambers, for example by not clearly differentiating public and private spaces at the front of dwellings.

As a summary

125. Things that are going well:

Responses to the following considerations:

- Green and blue infrastructure
- Natural connections
- Walking, cycling and public transport
- Facilities and services
- Making the most of what's there

Things that could be improved:

- Homes for everyone, (for example by providing affordable and accessible accommodation including M4(2) and M4(3)(2)(b) dwellings on site).
- A memorable character, (for example by providing multiple house types, reflective of local context and by creating new placemaking & gateway features on site).
- Cycle and car parking, (for example by providing side of dwelling parking, visitor parking and adequate landscaping).
- Back of pavement, front of home (for example by differentiating private and public spaces at the front of dwellings through landscaping and boundary treatments, including, hedges and street trees).
- Ensuring that future planning applications contain a 'Building for a Healthy Life' assessment.

126. Please refer to Appendix 1 for the full assessments of each development.

Local Plan objective 5: Achieve net gains in biodiversity

Local Plan Policy BIO1 Biodiversity

127. Our aim is to conserve and enhance the Borough's biodiversity and geological features as can be evidenced through the designation of the Dearne Valley Wetlands Site of Special Scientific Interest (SSSI), formally confirmed by Natural England on 19th January 2022. More detail about the designation can be found in the [Barnsley Local Plan Monitoring Report 2022/23](#) (in the Authority monitoring Report section).
128. The Local Plan uses the national indicator 'Single Data List 160: biodiversity' as a proxy for measuring success of Local Plan policy BIO 1: Biodiversity. The indicator provides an update on the number and percentage of Local Sites in positive conservation management and reflects how local authorities perform a number of their roles, including the planning process, management of some of their own wild spaces and partnership working. It covers both Local Wildlife Sites and Local Geology Sites (known as RIGS), most of which are not owned by local authorities. These designations are non-statutory but receive some level of protection from Local Plan policy BIO1.
129. This biodiversity indicator is reported annually to Government and is shown in table 5 below. The reporting period is a rolling five-year period ending on 31 March each year. Although the data was not required to be reported in 2020 or 2021 due to the national Covid pandemic, the relevant figures for the period 2016 to 2021 are included in table 5 for information.

Commentary

130. The data for the 2015 baseline set out in the Local Plan and the following reporting years are summarised in the table below.

Table 8: Biodiversity

Reporting period (1 April to 31 March)	Local sites (number)	Local sites in positive conservation management (number)	Local sites in positive conservation management (%)
Local Plan baseline 2010 to 2015	88	15	17
2011 to 2016	87	15	17
2012 to 2017	90	18	20
2013 to 2018	92	18	20
2014 to 2019	92	18	20
2015 to 2020*	-	-	-
2016 to 2021	93	17	18
2017 to 2022	93	21	23
2018 to 2023	85	16	19
2019 to 2024	86	22	26
2020 to 2025	90	26	30

*There is no figure to report for the monitoring period 1st April 2015 to 31st March 2020, as the data was not collected by Government due to the national Covid pandemic.

131. The impact of the 'Dearne Valley Wetlands Site of Special Scientific Interest (SSSI)' designation can be seen within the 2018 to 2023 reporting period for the biodiversity indicator in table 8 above. Seven Local Wildlife Sites (LWS) which fell within the newly designated area were deselected and are now included within the Dearne Valley Wetlands SSSI, giving them a greater level of protection.

132. Table 8 shows that the positive, upward trend in conservation management has continued during the current reporting year, with a 4% increase of local sites in positive conservation management. This increase reflects four additional sites moving into positive conservation management through public and private investment and support, alongside continued positive partnership working and invaluable support from local groups and stakeholders.

133. The sites that have moved into positive conservation management are:

- Harden Quarries (LWS) is managed and monitored
- Bat boxes have been installed at Old Mill Lane (LWS), and the site is being monitored as part of mitigation works for a local highways scheme
- Conservation grazing at Wogden Foot (LWS)
- Conservation grazing at Hood Green Pastures (LWS)

134. In addition, our key focus and targeting of available resources has been to prevent our Local Sites from deteriorating and falling into the failing category, a position understood and supported by our local partners. Whilst they may not have been moved into positive conservation management, many of our sites have been managed to prevent further deterioration.

Infrastructure Delivery Programme: update

The Local Plan Monitoring and Indicators section includes the Infrastructure Delivery Programme which was included in the associated Infrastructure Delivery Plan 2016. The following section describes general progress on the projects set out in the programme as at April 2025 (unless stated otherwise).

Transport

Scheme	Location	Update
Identified Integrated Transport Block and Sustainable Transport Exemplar Programme (STEP) projects	Boroughwide	The identified projects have been delivered with two exceptions: - Investigations into new footway at Hill End Road, Mapplewell are currently paused. - M1 J38 to town centre cycle route: The route from the Town Centre to Bar Lane is complete. Extensions to this are currently paused pending design review. The completed projects included QBC improvements, traffic management, bypass completion, sustainable/active travel, local accident schemes, cycling and eco stars.
Roads: SCRIF Infrastructure	M1 Junction 36 (South bound slip road)	Completed
Roads: SCRIF Infrastructure	M1 Junction 37 Claycliffe, Barnsley	Planning Permission approved for off- site highway improvements, works commenced May 2024. Link Road detail design ongoing as part of current planning application.
Roads: SCRIF Infrastructure	A635 Goldthorpe	Completed
Penistone Station Park and Ride footbridge; and platform extension at Barnsley station	Penistone and Barnsley	SYMCA City Region Sustainable Transport Settlement (CRSTS) funding allocated to build the park and ride extension and provide a contribution to the construction of a new track crossing solution (likely to be a footbridge, with lifts). BMBC have now assumed responsibility

BARNSELEY LOCAL PLAN MONITORING REPORT (1 April 2024 – 31 March 2025)

Scheme	Location	Update
		for the design and delivery of the scheme. Anticipated start on site mid-2027 and completion March 2028.
DDA compliant ramp on Sheffield bound platform at Elsecar Station	Elsecar	No update for this project.
HS2 Connectivity	Various	The 2022 to 2024 Sunak Conservative Government confirmed in the 'Network North Transforming British Transport' announcement (October 2023) that phases 2a, 2b or HS2 East will not proceed; and that a Network North Transport Investment Plan is being clarified to include an upgrade and electrification of the line between Sheffield and Leeds to allow faster and more frequent rail service along with other transport projects.

Education

Scheme	Location	Update
Primary school provision	Boroughwide	MU1 Land South of Barugh Green Road: Please see item below. MU2 Land between Fish Dam Land and Carlton Road: This mixed use site is the subject of an adopted (November 2021) Masterplan Framework, options for school place planning are currently being explored. MU5 Land off Lee Lane, Royston: This mixed use site is the subject of an adopted (July 2021) Masterplan Framework, options for school place planning are currently being explored. MU6 Former Wombwell High School, Wombwell: The land for the school has been reserved as part of an approved hybrid outline application for the wider MU6 site, but reserved matters have not yet been submitted. Options for school place planning are currently being explored.

BARNSELEY LOCAL PLAN MONITORING REPORT (1 April 2024 – 31 March 2025)

Scheme	Location	Update
		The local Plan includes four sites for the future development of primary schools as part of wider mixed use site allocations.
Primary school provision	Junction 37, Claycliffe	The new primary school on the MU1 site will be delivered through the free school presumption process, which is the statutory route currently required where a local authority identifies the need for a new school in its area. The presumption process is a competition through which an academy trust (normally a Multi-Academy Trust) is selected to establish and run the school, with the Department for Education involved in the assessment and approval of proposals. This process was completed in May 2021, following which the successful Multi-Academy Trust was appointed. The Trust is now working alongside the Local Authority and the MU1 development team to progress the development and delivery of the new school.
Secondary school provision	Boroughwide	The new Free School, or Trinity Academy St. Edwards as it is now officially known, has been delivered. Having initially opened in temporary buildings in September 2021, the new permanent school building was opened to pupils in September 2024.

Utilities

Scheme	Location	Update
Electricity and gas upgrades	Boroughwide	Where a site or collection of sites is covered by a Masterplan Framework, utilities are considered as part of the development of the framework. Site specific requirements will be negotiated between private developers and utility companies.
On-site water supply and access to wastewater treatment cost	Junction 37, Claycliffe	Bolton and Lundwood treatment stations have had improvements to their water quality works. The works are understood to be near completed or completed.

BARNSELY LOCAL PLAN MONITORING REPORT (1 April 2024 – 31 March 2025)

Telecommunications

Scheme	Location	Update
Telecommunications (broadband provision) improvements	Boroughwide	Ongoing: Local Plan Infrastructure Policy I1 includes requirements for broadband provision associated with new developments and conversions. As of December 2022, the Building Regulations 2010 (Infrastructure for Electronic Communications) changed to compel gigabit capable connections in new build residential dwellings. This will ensure all new build residential dwellings have sufficient digital connectivity for the future. SFSY continues to offer support to building control departments in overseeing adherence to this changed building regulation. These changes do not apply to planning applications relating to commercial developments; these will continue to have conditions applied requiring details of measures to facilitate provision of gigabit-capable, full fibre broadband.
Openreach/BDUK: Gigabit Voucher Scheme	Billingley, Tankersley, Silkstone Common	Gigabit-capable broadband (fibre to the premises): The Government scheme is providing voucher funding for people experiencing slow broadband speeds (<100Mbps) in rural areas. Billingley, Tankersley & Silkstone Common have benefited from gigabit voucher projects coordinated by SFSY and delivered by Openreach. The South Yorkshire MCA has approved £505,000 as part of a local top up scheme to the Government's national voucher scheme. A maximum voucher value of £7,000 is proposed, meaning a maximum MCA local contribution per voucher of £2,500 (£4,500 coming from central government). This therefore would fund a minimum of 200 vouchers, leveraging in £900,000 of government funding. However, as this represents the minimum number of premises per voucher benefiting if the full funding is utilised, it is hoped that the actual number will be greater.

BARNSELEY LOCAL PLAN MONITORING REPORT (1 April 2024 – 31 March 2025)

Scheme	Location	Update
		<u>Benefits and Outcomes:</u> • An estimated 200 individual resident and SME connections completed in hard-to-reach areas. • 95% availability of Gigabit Broadband in South Yorkshire by 2025 (South Yorkshire Digital Infrastructure Strategy target) – baseline as of 01/04/2025 is 93.02%
Project Gigabit – BDUK	National	The Government wants to have nationwide gigabit capable broadband as soon as possible and recognises it needs help in the parts of the country that are not commercially viable. £5bn was committed in the 2020 Budget to ensure that all areas of the UK can benefit equally. The funding will be spent on a range of projects known collectively as Project Gigabit. The supply side of the Project Gigabit programme will target properties with the slowest speeds that would have otherwise been left behind by commercial plans by using government funding to install gigabit capable infrastructure. Project Gigabit is a key programme to help us to achieve our gigabit coverage ambitions. The 'gigabit capable' coverage aspirational target set out in the SY Digital Infrastructure Strategy was 95% by [end of] 2025. <u>Quickline Communications Ltd</u> were appointed as the winning supplier in February 2024. As part of their bid, Quickline made a commitment to social value as part of this contract. The awarded contract value has decreased by £2,392,000 to £42,008,000 from the original value of £44,400,000. The awarded premises have increased(rescoped) by 1,013 and decreased (descoped) by 8,225 to a total of 13,285 from the original 20,497. 2,928 premises are ready for service in South Yorkshire (3,319 contract wide).

BARNSELEY LOCAL PLAN MONITORING REPORT (1 April 2024 – 31 March 2025)

Scheme	Location	Update												
		<table border="1" data-bbox="980 289 1562 695"> <thead> <tr> <th data-bbox="980 289 1180 440">Intervention Area</th><th data-bbox="1180 289 1371 440">Contract Value</th><th data-bbox="1371 289 1562 440">Premises</th></tr> </thead> <tbody> <tr> <td data-bbox="980 440 1180 505">Initial Scope</td><td data-bbox="1180 440 1371 505">£30.6m</td><td data-bbox="1371 440 1562 505">13,285</td></tr> <tr> <td data-bbox="980 505 1180 597">Deferred Scope</td><td data-bbox="1180 505 1371 597">£11.4m</td><td data-bbox="1371 505 1562 597">11,685</td></tr> <tr> <td data-bbox="980 597 1180 695">Total (Type B)</td><td data-bbox="1180 597 1371 695">£42m</td><td data-bbox="1371 597 1562 695">24,970</td></tr> </tbody> </table> Current gigabit coverage in Barnsley is c85% which is c3% behind the national average. Most of the gigabit coverage has been delivered without public subsidy.	Intervention Area	Contract Value	Premises	Initial Scope	£30.6m	13,285	Deferred Scope	£11.4m	11,685	Total (Type B)	£42m	24,970
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Initial Scope	£30.6m	13,285												
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Total (Type B)	£42m	24,970												
Commercial gigabit-capable, full fibre Broadband roll out	Boroughwide	<u>CityFibre</u>: Delivery commenced in January 2021, with a £32 million investment, around 64, 000 premises with a further phase covering around 33, 000 announced. CityFibre have reviewed the prioritisation of their rollout locations and ended all build activities in Barnsley. Redundant infrastructure such as utility poles has been raised with CityFibre. <u>Openreach</u>: All Barnsley Exchange area upgrades announced in full fibre Broadband build plan. Build has commenced, with over 100k premises set to benefit. <u>Virgin Media</u>: Upgraded existing network to be gigabit-capable in October 2022, with full fibre upgrades to the whole network to be completed by 2028. Penistone build complete via <u>nexfibre</u> joint venture. <u>Zzoomm</u>: Deployed in Penistone, with no further plans announced.												

BARNSELEY LOCAL PLAN MONITORING REPORT (1 April 2024 – 31 March 2025)

Scheme	Location	Update
		<u>Brsk</u> : Building in central Barnsley with plans for Kingston, Pogmoor, Athersley and Barugh Green. Brsk have merged with Netomnia to become The Substantial Group with the YouFibre as their flagship ISP.
Fibre in Water	Barnsley, Penistone	Yorkshire Water, with a consortium of partners, secured up to £3.2m of Government funding to pilot an innovative Fibre in Water scheme, delivering advanced broadband and mobile services via drinking water mains. The consortium completed a feasibility study of the technology and installation method: Phase 1 of the project. Phase 1 researched the technical solution, improved the knowledge of the legal, safety, and regulatory issues, and built an understanding of the costs and the commercial model. The decision was made at a gateway review not to progress to Phase 2, the pilot stage.
Superfast South Yorkshire (SFSY)	Barnsley, Doncaster, Rotherham and Sheffield	Phase 1: Superfast broadband (fibre to the cabinet, >30Mbps): Delivery was completed in March 2019 achieving 96.8% Superfast coverage for Barnsley (rising to 99.16% by December 2023) alongside commercial deployment. In addition, gigabit-capable broadband (fibre to the premises) was delivered to some employment sites. Overall, 95,000 homes and businesses benefitted from Phase 1 of the SFSY programme. Phase 2: Gigabit-capable (fibre to the premises): Delivery has completed, 6,500 properties have benefited from Phase 2. Gigabit-capable, full fibre broadband is available to 91.6% of premises in South Yorkshire as of December 2024. The Government's national target is for this is to reach 85% of the UK by 2025 and close to 100% as soon as possible thereafter.
Improvements to IT connections at visitor attractions	Various premises in Barnsley Borough	Project completed.

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Flood risk and drainage

Scheme	Location	Update
Flood defences	Low Valley	Feasibility work ongoing. Working with partners at the Environment Agency to better understand flooding mechanisms with view to carrying out works on site to better protect properties in the medium to long term.
Habitat creation and flood storage extension	Wombwell Ings	Project completed March 2020

Waste and recycling

Scheme	Location	Update
Waste management: Joint waste strategy and facilities with Rotherham and Doncaster	Cross Boundary	The strategy and facility are in place. Please refer to the monitoring report introduction for reference to the adopted Joint Waste Plan. We have since worked with Rotherham, Doncaster and Sheffield to prepare an updated waste needs assessment for the four South Yorkshire Authorities. The four authorities intend to work together on a review of the Joint Waste Plan document.

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Green infrastructure, open space and public space

Scheme	Location	Update
Identified DVLP Projects	The Dearne Valley	The identified projects have been successfully delivered. Please see the Local Plan Monitoring Report (1st April 2019 to 31st March 2020) for further details. https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/
Identified play and youth facility projects	Boroughwide	The identified projects have been successfully delivered. Please see the Local Plan Monitoring Report (1st April 2019 to 31st March 2020) for further details. https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/
Green Space Strategy: Improving parks	Boroughwide	Please refer to the Annual Infrastructure funding Statement for details of spaces and funding secured through Section 106 Agreements and expenditure on green space projects for 2023/24. https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/
Green Space Strategy: Provision of new space within residential development	Boroughwide	Please refer to the Annual Infrastructure funding Statement for details of spaces and funding secured through Section 106 Agreements and expenditure on green space projects for 2023/24. https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/

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Sports facilities

Scheme	Location	Update
Improvements to MBC owned sports facilities, managed by BPL	Boroughwide	Since 2016 there have been investment and upgrades at many locations including Royston, Hoyland, Dearneside, Metrodome and Dorothy Hyman. This has included things such as cafes, energy efficiency improvements (including the replacement of coal boilers at the Metrodome and solar PV at other sites), internal upgrades and improved use of inside space. A new AGP has been provided at Dorothy Hyman and a new track has been laid including new lighting, throw cage and planned replacement of stadium seating. £200k of funding has been secured for the Pool Support Fund to create energy efficient mitigation at Dearneside Leisure Centre.
Quality improvements to existing playing pitches	Boroughwide	Investment in pitches continues with minor works being undertaken to improve pitch quality and drainage. Funding has been secured from Football Foundation for improvements at Darfield Cricket Club, Dearne Cricket Club.
	Thurgoland	Playing Pitch Strategy completed and adopted by Cabinet. Local Football Facility Plan has been produced in partnership with the FA, Football Foundation and Sheffield and Hallamshire County FA.
	Goldthorpe	Thurgoland Parish Council was awarded S106 to relandscape the village cricket pitch and successfully brought it back into use for 2025.
	Hoyland	The Dearne Valley Bulldogs Rugby League Club has been awarded S106 to provide external viewing platform for disabled spectators.
	Penistone	Forge Parkside Centre (£4.1m total) – Oversized Artificial Turf Football Pitch (ATP), community and activity centre, and outdoor archery range has been completed and is due to open June 2026.

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Scheme	Location	Update
	Wombwell	Section 106 Support provided to Penistone Cricket Club (£350k total) to build a new cricket pavilion, changing facility and social space. Due for completion June 2026
	Thurnscoe	Section 106 support provided to Wombwell Main Sports Association (£65k total) to support drainage work on the football and cricket pitches. Additional support to Wombwell Main Sports Association has been for an additional section 106 development grant for the Mitchell and Darfield Site (£160k total) to develop the site with changing facilities, onsite café and new car park to remove parking on the highway.
	Penistone	Section 106 support provided to Thurnscoe Cricket Club (£81k value) to improve their sights screens, fencing, off pitch netting training wickets and potential pavilion development. There are also several section 106 projects in development with Penistone Church Football Club, Oxspring Junior Football Club, Wortley Rugby Union FC all relating to site facility improvement.

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Health

Scheme	Location	Update
Potential enhancement to A&E services	Barnsley Hospital	Plans to extend the front of the hospital building to create a separated accident and emergency department and clinical assessment unit specifically for children were approved under planning application 2019/1070 on 20 November 2019. The accompanying design and access statements explained that this initiative aims to deliver a better patient experience for children and families accessing urgent and emergency paediatric care at Barnsley Hospital. The proposed physical reconfiguration of the Emergency Department footprint, releasing additional adult ED capacity, will significantly strengthen the Trust's clinical strategy of consistently delivering urgent and emergency care within the 4-hour access standard. The building works were underway at April 2021 and are understood to have since been completed.

Climate change and renewables

Scheme	Location	Update
Solar PV	Various	Ongoing development/delivery of solar PV installation as follows: Solar PV has been installed in over 700 properties since September 2025 with the programmed installations completing this summer 2026. There will be over 500 tonnes CO2 saved over the lifetime of the project, with a community fund estimated in excess of £700,000 and tenant electricity bill savings of over £3m and total carbon savings of 12,100 tonnes

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Scheme	Location	Update
		• Solar PV installed as part of Public Sector Decarbonisation Scheme (See bottom row) • Exploring the possibility of installing Solar PV to BMBC PFI & BSF schools subject to suitable funding and resources – the project cannot progress at this time as suitable funding is not currently available. • Active Travel has delivered a £500k programme to install solar PV to Metrodome roof completed resulting in £24,843k savings per annum and 38,672kg Carbon savings.
Energy efficiency in Council housing stock	Various	Berneslai Homes have assessed the position regarding energy efficiency in council stock and have modelled the estimated costs and measures required for all council housing stock to achieve EPC C by 2030 (currently 45% of council stock at EPC C), and Net Zero Carbon by 2045 aligned to BMBC ambitions. Next steps are for a Retrofit Strategy or approach to be developed end 2025/26.
District Heat Networks	Various	Options for district heat networks are being considered and in response to the recent government announcements concerning zoning proposals, the Council is working with partners to finalise the strategic position for a heat network that clearly sets out the rationale and role that the local authority might wish to take. The Council continues to work at a national and regional level to ensure that research is undertaken to understand the viability of different types of heat networks for the borough. Where appropriate, we will continue to work with heat network providers to help facilitate the implementation of a renewable, green and cost-effective heat network for the borough.

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Scheme	Location	Update																																																																																		
Boiler replacement	Barnsley Metrodome	The scheme is completed saving 1650 tonnes CO2 pa																																																																																		
Public Sector Decarbonisation Scheme	Royston Leisure Centre	The following energy efficiency improvements have been implemented at all sites. All equipment, with the exception of the air source heat pumps at Royston and Dearnside Leisure Centres has been fully commissioned. The remaining equipment is anticipated to go live in February 2024: <table><tr><th>ECM #</th><th>ECM Description</th><th>No. Site per ECM</th><th>Royston Leisure Centre</th><th>Hoyland Leisure Centre</th><th>Dearnside Leisure centre</th><th>Digital Media centre</th><th>Westgate Plaza One</th><th>Gateway Plaza</th><th>Barnsley Town Hall</th><th>Crematorium</th></tr><tr><td>1</td><td>LED Lighting Replacement</td><td>2</td><td></td><td></td><td></td><td>✓</td><td>✓</td><td></td><td></td><td></td></tr><tr><td>3</td><td>BMS Upgrade/Optimisation</td><td>8</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td></tr><tr><td>4</td><td>Solar Photovoltaic</td><td>6</td><td></td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td></td></tr><tr><td>6</td><td>EC motors</td><td>5</td><td>✓</td><td>✓</td><td>✓</td><td></td><td>✓</td><td>✓</td><td></td></tr><tr><td>9</td><td>Building Fabric Improvement</td><td>1</td><td></td><td></td><td></td><td></td><td></td><td>✓</td><td></td></tr><tr><td>12</td><td>A/C unit controls</td><td>2</td><td></td><td></td><td></td><td>✓</td><td>✓</td><td></td><td></td></tr><tr><td>14</td><td>Air Source Heat Pump (ASHP)</td><td>6</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td>✓</td><td></td></tr></table>	ECM #	ECM Description	No. Site per ECM	Royston Leisure Centre	Hoyland Leisure Centre	Dearnside Leisure centre	Digital Media centre	Westgate Plaza One	Gateway Plaza	Barnsley Town Hall	Crematorium	1	LED Lighting Replacement	2				✓	✓				3	BMS Upgrade/Optimisation	8	✓	✓	✓	✓	✓	✓	✓	4	Solar Photovoltaic	6		✓	✓	✓	✓	✓		6	EC motors	5	✓	✓	✓		✓	✓		9	Building Fabric Improvement	1						✓		12	A/C unit controls	2				✓	✓			14	Air Source Heat Pump (ASHP)	6	✓	✓	✓	✓	✓	✓	
	ECM #		ECM Description	No. Site per ECM	Royston Leisure Centre	Hoyland Leisure Centre	Dearnside Leisure centre	Digital Media centre	Westgate Plaza One	Gateway Plaza	Barnsley Town Hall	Crematorium																																																																								
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Decarbonising Transport (new schemes)	Various	An initial review suggests total carbon savings of 611t of carbon dioxide per annum and based on today's energy costs with financial savings of £494k per annum.																																																																																		
		BMBC are working with SYMCA to roll out new public transport, and to encourage a modal shift to cleaner, greener and safer public transport and other active travel initiatives to encourage more wheeling, walking and cycling.																																																																																		

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Scheme	Location	Update
		BMBC has also committed to drawing down £1.7m Local Electric Vehicle Infrastructure capital funding to enable us to build capability and capacity to roll out on-street charging throughout the borough. We are also working to support an increase in the provision of EV charging facilities in public car parks.

Emergency Services

Scheme	Location	Update
Redevelopment or relocation of Keresforth Fire Station site	Keresforth Fire Station Barnsley	Plans to demolish the existing fire station and replace with a modern fire station fit for purpose have been approved under planning permission 2019/1134, granted on 7 th February 2020 and is now complete.

Community and cultural

Scheme	Location	Update
New library	Barnsley Town Centre	This project has been successfully completed. Please see the Local Plan Monitoring Report (1 st April 2019 to 31 st March 2020) for further details. https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/
Cooper Gallery Cottage renovation projects	Cannon Hall	This project has been successfully completed. Please see the Local Plan Monitoring Report (1 st April 2019 to 31 st March 2020) for further details.

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Scheme	Location	Update
		https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/local-plan-research-and-evidence-documents/
Parks for people	Cannon Hall	Project is now complete.
Exhibition galleries	Cannon Hall	The new ceramics galleries have now been completed.
Development of site including new function/café space and restoration of two cottages for holiday let.	Cannon Hall	Project is now complete.
DVLP: Partnership with Friends of Monk Bretton Priory to improve signage, interpretation, access and management of space	Monk Bretton Priory	Project is now complete.
DVLP: Conservation and management plan to protect and enhance the site, building pathways, signage and interpretation	Barnsley Main/Oaks Colliery	Project is now complete.
Masterplanning	Elsecar	Elsecar has secured £3.1m capital investment funding from the government's Cultural Development Fund to develop the visitor experience, enhance the cultural offer and boost the local economy. Planning began in 2023/4 with construction commencing in spring 2024. This work will be supplemented by investment in the sites drainage system. A vision for the transformation of the Elsecar Ironworks, a scheduled ancient monument now recognised to be of international significance, was published in 2023. The ambitious vision, which has been costed at around £25m, involves a new 21st century heritage railway, using reconstructed sustainably fuelled locomotives, a rail college, volunteer hub, advanced engineering workshops, a major new food, beverage and events offer set against the spectacular backdrop of the restored

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Scheme	Location	Update
		blast wall. This vision was not taken forward due to the challenging funding climate and a decision was made to review the vision as the CDF works were completed.
Site development including new learning facilities (bakery and cookery school)	Worsborough Mill	A masterplanning exercise was completed in September 2021. A Nano bakery, new shop, office space and volunteer hub have been completed. (Culture Recovery Funds March 2021)
Potential need for new cemetery	Bolton upon Dearne	Site selection work is ongoing.

Appendix 1: Full Building for a Healthier Life Assessments

Monitoring Indicators- for the Local Plan, Policy D1 - Building for a Healthy Life' (BHL) assessment

Ref no. 1	Date of assessment: 20/02/2026	Planning application no. 2022/0965	
No of residential units: 45	Scheme Location: 28 Paddock Road, Staincross, Barnsley, S75 6LG	Scheme description: Residential development of 45 dwellinghouses and associated works (Amended Plans)	Full or outline application: Full Stage of application: Approved subject to legal agreement Stage of development: Started building on site.

					Any comments	Comments on any barriers to improving score
Integrated Neighbourhoods						
1.	Natural connections			/	The development includes the planting of new vegetation & landscaping, and it integrates existing connections to ensure links between the development & the surrounding area. The site features a single vehicle access point that creates a straightforward street layout, and includes a connection point designed to accommodate future expansion of the housing site. Furthermore, there are footpath connections to the existing public right of way to the east and to the large recreational park to the west of the southern part of the site.	
2.	Walking, cycling and public transport			/	Public transport is not immediately accessible from the site, the nearest bus routes are along Paddock Rd. The proposal includes contributions towards public transport, to enhance sustainability and connectivity. Visitor parking facilities are available on-site.	

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					Any comments	Comments on any barriers to improving score
3.	Facilities and services			/	There are three pockets of public open space that have been provided. They have also contributed towards open space improvements under financially section 106 agreement. The site is located near several facilities, including a school, park, shops, and small businesses. These amenities are within walking distance of the site.	
4.	Homes for Everyone		/		Nine affordable units have been included on site as part of the 20% affordable housing contribution and are distributed across various parts of the site. However, no M4(2) and M4(3)(2)(b) accessible dwellings are being provided on site. The development provides a range of homes suitable for different family types, including a mix of 1-bedroom apartments, and 2-bedroom, 3-bedroom, and 4-bedroom dwellings.	
Distinctive Spaces						
5.	Making the most of what's there			/	Some greenery has been preserved, and additional planting has been provided in the area. The site connects to an existing public right of way to the east of the site and there is a footpath to an existing large recreational park to the western portion of the site. The development uses natural stone on elevations and boundary treatments enhancing the existing character of the building to the immediate northern of the site.	
6.	A memorable character			/	The development uses natural stone on elevations and boundary treatments, and the buildings are well detailed with stone quoins headers and cills along with heritage green doors and windows. The	

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					Any comments	Comments on any barriers to improving score
					elevations are well modelled to help reduce their massing and scale.	
7.	Well defined streets and spaces			/	The development features clearly defined boundaries, including stone walls, hedges and fences, which effectively distinguish public and private areas. The orientation of dwellings towards the street maintains a consistent streetscape and facilitates natural surveillance, thereby deterring anti-social behaviour.	
8.	Easy to find your way around			/	The site has been designed with a primary spine road and a potential future connection beyond the site, creating a straightforward street layout that is easy to navigate. The three pockets of public open space provide way finding features to help navigate the site.	
Streets for All						
9.	Healthy streets			/	The site includes several bends in the road layout, which will help reduce vehicle speeds. Three pockets of open space are provided. Additionally, there is an existing playing field to the west of the southern part of the site. The application includes a financial contribution for open space. Few street trees are shown, but several areas of greenery will be provided.	
10.	Cycle and car parking			/	Visitor parking is available on site, and front boundary treatment of natural stone walls will help to reduce the visual impact of on-plot parking. Most parking areas are located in front of the dwellings, with approximately 13 side-of-dwelling parking spots. Each dwelling has rear access for cycle and bin storage.	

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					Any comments	Comments on any barriers to improving score
11.	Green and blue infrastructure			/	The development has preserved and, where feasible, enhanced some of the existing green infrastructure. The layout incorporates hedgerows, some street trees, shrubland, and an orchard. The site will also feature five integrated bat boxes and five pairs of integrated swallow boxes.	
12.	Back of pavement, front of home			/	Front boundary treatments clearly differentiate private from public areas.	
	TOTALS		1	11	Any extra commentary on this assessment:	

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Monitoring Indicators- for the Local Plan, Policy D1 - 'Building for a Healthy Life' (BHL) assessment

Ref no. 2	Date of assessment: 20/02/2026	Planning application no. 2023 0566	
No of residential units: 46	Scheme Location: Land to the south of Darton Lane, Darton, Barnsley	Scheme description: Reserved Matters application for erection of 46no. homes and associated works with appearance, landscaping, layout and scale under consideration (Application in connection with outline approval 2019/1244 as amended by application 2023/0579) (Amended Plans)	Full or outline application: Reserved Matters Stage of application: Approve with Conditions Stage of development: Started on site, about halfway complete and occupied.

					Any comments	Comments on any barriers to improving score
Integrated Neighbourhoods						
1.	Natural connections			/	The development retains a large area of green field land to the west of the properties, which is due to be enhanced for its ecological value and includes an attenuation basin. A smaller area of public open space dissects the middle of the site, providing a footpath link to the informal footpaths which run along a dismantled railway line running parallel to the southern boundary of the site. The dismantled railway line is well wooded.	
2.	Walking, cycling and public transport			/	The site has access to numerous bus routes/ stops along the northern boundary of the site. As part of the application,	

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					Any comments	Comments on any barriers to improving score
					sustainable travel contributions have been provided to increase regular services and infrastructure.	
3.	Facilities and services			/	The site provides two areas of public open space. The nearest local shops and facilities are a ten-minute walk from the site. Located to the west of the site is a primary school which can be accessed via Darton Lane.	
4.	Homes for Everyone			/	The development has contributed 9 affordable dwellings as part of the proposal, which are spread across the site. In terms of accessible dwellings eight M4(2) dwellings are being provided and three M4(3) dwellings are being provided. There is a mix of one, two, three and four bedroom dwellings on site with a mix of 14 different house types. However, a few of the dwellings have undersized rear gardens due to the tight dimensions of the width of the site.	
Distinctive Spaces						
5.	Making the most of what's there			/	A large area of greenfield has been retained in the western part of the site which will be ecological enhanced. A smaller central area of public open space provides a connection through to the east-west running footpath along the dismantled railway located south of the site. There are some natural stone	

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					Any comments	Comments on any barriers to improving score
					boundary features at the main entrance of the site, reflecting the use of stone boundaries for some of the properties located opposite the site. The development retains some existing trees and accommodates drop in levels from Darton Lane.	
6.	A memorable character			/	The development has a mix of 14 different house types which are spread over the site. The development features a mix of artificial stone dwellings and muted red brick dwellings.	
7.	Well defined streets and spaces			/	There are two different relationships to Darton Ln along the length of the site. The western end of the site has dwellings which mainly face towards Darton Ln, with the changes in level landscaped with tree planting. The eastern end of the site has dwellings which mainly back onto Darton Ln, with the changes in levels landscaped with tree planting and rear boundary fencing. Within the site some of the properties have front boundary treatments of hedges. All access roads are overlooked by properties. The small, central public open space is directly overlooked by two properties.	
8.	Easy to find your way around			/	The western half of the site has a cul-de-sac road layout, and the eastern part of the site has four access points leading to private drives, serving no more than five	

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					Any comments	Comments on any barriers to improving score
					dwelling each. The small central public open space only provides 'informal' pedestrian footpaths linking the two halves of the site. The development does not have any 'landmark' features other than corner housing plots.	
Streets for All						
9.	Healthy streets			/	The eastern part of the site consists of four private drives which are short in length, which will help reduce traffic speeds. On the western half the site has bends in the access road and vertical vehicle restraints, to help reduce traffic speeds. Some street trees have been provided on site.	
10.	Cycle and car parking		/		There is generally a good provision of side-of-dwelling parking, to counter the number of front-of-dwelling parking spaces, thereby, helping to reduce the visual impact of on plot parking. Some visitor parking spaces are provided on the eastern part of the site, but none are provided on the western part of the site.	
11.	Green and blue infrastructure			/	The development retains a large area of greenfield on the western part of the site, which will be ecologically enhanced and includes an attenuation basin. The smaller, centrally located public open space retains some existing soft landscaping. Tree planting is provided on the edge of Darton Ln to help buffer the development and some street trees are planted on site.	

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					Any comments	Comments on any barriers to improving score
					Offsite biodiversity mitigation will be carried out.	
12.	Back of pavement, front of home		/		Some of the front gardens have front boundary treatments of hedging.	
	TOTALS		2	10	Any extra commentary on this assessment:	

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Monitoring Indicators- for the Local Plan, Policy D1 - 'Building for a Healthy Life' (BHL) assessment

Ref no. 3	Date of assessment: 20.02.2026	Planning application no. 2023/1104	
No of residential units: 51	Scheme Location: Land to the south of West Street, Worsbrough Bridge, Barnsley	Scheme description: Erection of 51no. dwellings and associated landscaping, new access from West Street and other associated infrastructure works.	Full or outline application: Full Stage of application: Approved subject to legal agreement Stage of development: Started building on site

				Any comments	Comments on any barriers to improving score
Integrated Neighbourhoods					
1.	Natural connections			/	The site was previously covered with industrial buildings which have now been cleared. The only existing trees are located towards the southern boundary of the site. A footpath connection is being provided as part of the development to the Trans Pennine Trail (TPT), which runs east-west beyond the southern boundary of the site. The TPT is well wooded on either side of its route.
2.	Walking, cycling and public transport			/	The site benefits from a new footpath and cycle connection to the TPT, which runs parallel to the southern boundary of the site. There are frequent buses running along West Street.
3.	Facilities and services			/	No public open space is provided on site. The site is adjacent to a local health centre and pharmacy, and a small local ASDA supermarket is located within walking distance along with some smaller shops.

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					Any comments	Comments on any barriers to improving score
4.	Homes for Everyone		/		The development proposes 5 affordable dwellings as part of the 10% requirement, which are dispersed within the site. In terms of accessible dwellings only one M4(2) dwelling is being provided and only two M4(3) dwellings are being provided. The development provides a mix of house types and sizes to accommodate a range of households; 14 two bedroom, 29 three bedroom, 8 four-bedroom properties. 6 different house types are proposed.	
Distinctive Spaces						
5.	Making the most of what's there		/		This is a brownfield site which has little vegetation other than some trees along, its southern boundary. The development will increase the level of biodiversity on site, for example by introducing bat and bird boxes within each dwelling and through the addition of street trees and hedgerows. A footpath and cycle connection is also provided to the adjacent TPT.	
6.	A memorable character		/		The development includes dwellings with brown-mixed bricks and dark-red mixed bricks, with small areas of render to help break up the elevations. There is some horizontal brick detailing. The proposal fits into the existing street scene with its brick and roof colours.	
7.	Well defined streets and spaces		/		Front boundary treatments are provided through hedging, for nearly all, the	

BARNSELEY LOCAL PLAN MONITORING REPORT (1 April 2024 – 31 March 2025)

					Any comments	Comments on any barriers to improving score
					properties. All access roads are overlooked by dwellings.	
8.	Easy to find your way around		/		The two access roads into the development are both cul-de-sacs with no connections or pedestrian routes linking them. One of the cul-de-sacs provides a pedestrian connection to the TPT which runs close to the southern boundary of the site.	
Streets for All						
9.	Healthy streets		/		The site is constrained by, having access to a very busy highway, which is not conducive towards the shared use of access roads within the site. The three Mews Courts, although surfaced in block paving, all access a high number of parking spaces, so again are not very conducive to shared use.	
10.	Cycle and car parking			/	Eight visitor parking spaces have been provided on site. Generally, there is a good mix of side-of-dwelling parking to ensure that front-of-dwelling parking does not over dominate. Where front-of-parking does occur trees and hedges have been used, to help reduce their visual dominance on the streetscape.	
11.	Green and blue infrastructure			/	Formally a brownfield site, this development has now introduced street trees and front boundary hedging and has also retained some trees on the eastern and southern boundaries. The development will also provide bird and bat boxes within each dwelling and provides hedgehog highways.	

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					Any comments	Comments on any barriers to improving score
12.	Back of pavement, front of home			/	Front boundaries are clearly distinguished through hedging, to help differentiate between public and private spaces.	
	TOTALS		4	8	Any extra commentary on this assessment:	

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Monitoring Indicators- for the Local Plan, Policy D1 - 'Building for a Healthy Life' (BHL) assessment

Ref no. 4	Date of assessment: 20.02.2026	Planning application no. 2021/1405	
No of residential units: 91	Scheme Location: Former William Freeman Site, Wakefield Road, Mapplewell, Barnsley, S75 6DN	Scheme description: Reserved matters (appearance, landscaping, layout and scale) application for development of 91 homes, structural planting and landscaping, surface water attenuation and associated infrastructure in connection with outline planning permission 2017/1718 (Outline planning for up to 102 homes) (Amended Plans)	Full or outline application: Reserved Matters Stage of application: Approved subject to legal agreement Stage of development: Not started

				Any comments	Comments on any barriers to improving score
Integrated Neighbourhoods					
1.	Natural connections			/	The site is a brownfield site with a previous factory building now demolished, leaving existing vegetation around the site's edges. In the development more dense shrubs and trees are provided along the southern and western boundaries (the latter boundaries). A footpath connection has been provided to a nearby public right of way which runs along a former railway line located to the eastern boundary of the site.
2.	Walking, cycling and public transport		/		The nearest bus stops are a ten-minute walk away from the site. A new footpath connection is provided to the nearby public right of way, along the former railway line. Besides the single vehicular access into the site there is also a pedestrian access through a green space linking to Wakefield Road.

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					Any comments	Comments on any barriers to improving score
3.	Facilities and services			/	The site includes the addition of a LEAP (Locally equipment area for play) in the southern part of the site, close to Wakefield Rd, making it also accessible to the wider local community. Informal public space is located towards the eastern edge of the site. The site is adjacent to an Aldi superstore and the site is within walking distance from schools and other shops.	
4.	Homes for Everyone		/		14 dwellings have been provided as affordable units with a mix of four one-bedroom apartments, two one-bedroom apartments, four two bed houses, and four three bed houses. The development provides only one M4(2) dwelling and only two M4(3) dwellings. The site includes a mix of one-, two-, three- and four-bedroom dwellings with ten different house types.	
Distinctive Spaces						
5.	Making the most of what's there			/	The site is a brownfield site with a previous factory building now demolished, leaving existing vegetation around the site edges. In the development, with more dense shrubs and trees are provided along the southern and western boundaries (the latter boundaries). A footpath connection has been provided to a nearby public right of way which runs along a former railway line located to the east of the site.	
6.	A memorable character		/		The scheme is set to make use of a broad range of materials including brick, render	

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				Any comments	Comments on any barriers to improving score
				and boarding which will help to break up the massing and scale of the dwellings. Furthermore, the proposed elevations show detailing such as gables, heads and cills, canopies and projections.	
7.	Well defined streets and spaces		/	Front boundary treatments are limited to the use of street trees in front gardens. All of the access roads and most of the public open spaces are overlooked by dwellings.	
8.	Easy to find your way around		/	There is only one vehicular entrance to this large site. However, there is one central loop, and radiating cul-de-sacs are kept short and straight. There is an additional footpath provided to links through to Wakefield Rd. A footpath connection has been provided to a nearby public right of way which runs along a former railway line to the east of the site.	
Streets for All					
9.	Healthy streets		/	The road layout includes a long stretch of straight road with no physical speed restraints, so this is not conducive to reducing vehicle speeds. A LEAP facility has been provided close to Wakefield Rd, which will also enable this facility to be used by the wider local community. Street trees have been provided in front gardens.	
10.	Cycle and car parking		/	Visitor parking spaces have been provided throughout the site. Whilst some side-of-dwelling parking has been incorporated, the predominant parking is front-of-dwelling. It	

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					Any comments	Comments on any barriers to improving score
					is left to the street trees to try to help reduce the dominance of front-of-dwelling parking.	
11.	Green and blue infrastructure			/	The site is a brownfield site with a previous factory building now demolished, leaving existing vegetation around the site edges. In the development more dense shrubs and trees are provided along the southern and western boundary (the latter boundaries). There is a considerable amount of public open space providing both informal and formal, around the southern and eastern boundaries of the site. The development includes bird and bat boxes.	
12.	Back of pavement, front of home		/		Street trees are planted in some front gardens, which will partially help to distinguish between public and private spaces.	
	TOTALS	0	8	4	Any extra commentary on this assessment:	

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Monitoring Indicators- for the Local Plan, Policy D1 - 'Building for a Healthy Life' (BHL) assessment

Ref no. 5	Date of assessment: 23.02.2026	Planning application no. 2021/1642	
No of residential units: 179	Scheme Location: Land off Smithywood Lane and land off Calver Close, Gilroyd, Barnsley (The planning application consists of two distinct sites. Although they are located close together, they have separate red line boundaries).	Scheme description: Residential development of 179 dwellings and associated works	Full or outline application: Full Stage of application: Approved subject to legal agreement Stage of development: Started on both sites.

				Any comments	Comments on any barriers to improving score
Integrated Neighbourhoods					
1.	Natural connections			/	Both sites are greenfield sites. The larger of the two sites retains vegetation along its south-western and south-eastern boundaries. For the smaller site, it only has existing trees on part of its north-eastern boundary, which are being retained. A public right of way stretching north-south through the larger of the two sites, has been retained.
2.	Walking, cycling and public transport		/		An existing public right of way across the larger of the two sites has been retained and a connection has been made with the TPT (Trans Pennine Trail) which runs adjacent to the south-western boundary of the larger site, and the north-eastern boundary of the smaller site. The nearest access to bus services is a 10-minute walk from the site.
3.	Facilities and services		/		The site does provide a Locally Equipped Area of Play (LEAP) along with a 'pocketed' approach

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					Any comments	Comments on any barriers to improving score
					to the provision and distribution of Public Open Space. However, there are few local facilities and services surrounding the site within walking distance. For a larger range of services such as shops and entertainment, vehicular transport is required.	
4.	Homes for Everyone		/		There are 54 affordable dwellings provided, which are spread across the two sites. The development does not include any accessible units such as M4(2) or M4(3). There is a mix of one/ two bed, two bed, three, bed and four bed properties.	
Distinctive Spaces						
5.	Making the most of what's there			/	Formerly agricultural fields, the sites provide a relatively blank canvas for development. Boundary vegetation has been retained where possible. The public right of way stretching north-south through the larger site has been retained and connections have been made from both sites from the TPT.	
6.	A memorable character		/		For the larger site there is not much character to the elevations, with big windows which look flat to the brickwork (with a small depth of window reveal). In terms of the solid/ void relationship there appears to be too much solid (walling). The smaller site has dwellings with more character. Their elevations have a more harmonious solid/ void relationship. There is a large area of public open space located at the	

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					Any comments	Comments on any barriers to improving score
					entrance of the larger site, creating a positive gateway feature.	
7.	Well defined streets and spaces			/	All streets and public open spaces are overlooked by dwellings. The gateway public open space of the larger site is especially well overlooked by dwellings on all sides.	
8.	Easy to find your way around			/	The larger site has a large loop in its road layout, with radiating cul-de-sacs kept short and straight. An existing public right of way running north-south has been retained and connects to the TPT. The smaller site has a cul-de-sac layout and also connects to the adjacent TPT.	
Streets for All						
9.	Healthy streets			/	For the larger site, the large loop of the road layout includes some long, straight stretches. However, these have been traffic calmed with what appear to be speed humps. Block paving has been used for some of the 'shared surfaces' cul-de-sacs. For the smaller site, half of the road surfacing is block-paved shared surfaces. Street trees have been included within front gardens for both sites. The larger development includes the provision of a LEAP.	
10.	Cycle and car parking		/		The majority of parking provided is front of dwelling with a much smaller number of side of dwelling parking spaces. Generally, there is an overdominance of front of dwelling parking. No visitor parking has been provided on site.	
11.	Green and blue infrastructure			/	The site appears to have retained existing vegetation where possible. Biodiversity	

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					Any comments	Comments on any barriers to improving score
					enhancements such as bird and bat boxes are to be installed throughout the development, along with hedgehog highways.	
12.	Back of pavement, front of home		/		Some of the dwellings have hedges providing front boundary treatment. Others are grassed with some of them also having street trees.	
	TOTALS		6	6	Any extra commentary on this assessment:	

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Monitoring Indicators- for the Local Plan, Policy D1 - 'Building for a Healthy Life' (BHL) assessment

Ref no. 6	Date of assessment: 23.02.2026	Planning application no. 2022/0633	
No of residential units: 221	Scheme Location: Land at Wakefield Road, Smithies, Barnsley, S71 1NX	Scheme description: Residential development of 221no dwellings and associated works (Reserved matters of outline planning permission 2017/1451 seeking approval of the details of layout, scale, appearance and landscaping)	Full or outline application: Reserved Matters Stage of application: Approve with Conditions Stage of development: Not started construction on site, just earthworks.

				Any comments	Comments on any barriers to improving score
Integrated Neighbourhoods					
1.	Natural connections		/		Whilst the site is greenfield in nature the land was previously associated with a historic colliery. Substantial remediation work has been undertaken on site. A substantial part of the centrally located hedgerows and trees have been removed in the scheme layout. However, a belt of public open space, stretching from the centre of the site to the southwestern boundary, does allow the redaction of hedgerows and trees. A woodland buffer is also provided along part of the northern boundary of the site. Two footpath links are provided to the south-western edge of the site, which could potentially link to an existing path which runs parallel to the south-western boundary.

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					Any comments	Comments on any barriers to improving score
2.	Walking, cycling and public transport			/	The scheme includes provision for the possible future implementation of a 4m wide bus corridor. There are currently no planned bus routes through the site, but Wakefield Rd nearby is well served by bus routes. Visitor parking has been provided on site. Two footpath links are provided to the south-western edge of the site, which could potentially link to an existing path which runs parallel to the south-western boundary.	
3.	Facilities and services			/	The site includes the provision of a Locally Equipped Area of Play (LEAP) and an area for Public Open Space. Facilities and services such as shops, schools and places to eat are located within about a 10-minute walking distance from the site, along Wakefield Rd.	
4.	Homes for Everyone		/		The scheme provides 22 affordable housing units, which meets local requirements. In terms of accessible dwellings, whilst the site over-provides M4(2) units, with 68 dwellings, it provides no M4(3) dwellings. The scheme has a variety of 14 different house types throughout the site, with a mix of 47 two bedroom, 124 three bedroom and 50 four-bedroom dwellings.	
Distinctive Spaces						
5.	Making the most of what's there		/		Whilst the site removes a large number of hedgerows and trees, which run in a north-east/ south-west direction within the	

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					Any comments	Comments on any barriers to improving score
					centre of the site, it does retain some trees through an open space belt which stretches from the centre of the site to the south-western boundary. Two footpath links are provided to the south-western edge of the site, which could potentially link to an existing path which runs parallel to the south-western boundary.	
6.	A memorable character		/		The central belt of public open space is partially visible from the entrance road into the estate and wraps around two boundaries of the site.	
7.	Well defined streets and spaces		/		Generally, all streets and public open spaces are well overlooked except for the woodland buffer on part of the northern boundary.	
8.	Easy to find your way around			/	The road layout includes two loops with radiating cul-de-sacs generally kept short and straight. The 'glimpse' of the edge of the central public open space, when viewed from the access road into the development, will help to aid orientation. Two footpath links are provided to the south-western edge of the site, which could potentially link to an existing path which runs parallel to the south-western boundary.	
Streets for All						
9.	Healthy streets			/	A belt of public open space includes a locally equipped area of play (LEAP). Speed restraints have been provided on site by	

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					Any comments	Comments on any barriers to improving score
					material changes and through the curvature of the streets. Some street trees have been provided in front gardens.	
10.	Cycle and car parking		/		There are some areas of the layout where front-dwelling-parking over dominates. Visitor parking spaces have been provided in the layout.	
11.	Green and blue infrastructure			/	There is a large area of public open space provided, stretching from the centre of the site towards the south-western boundary of the site. Towards the south-western boundary is an existing pond which has been retained, and an attenuation basin has been created. Hedgehog corridors have been provided and 50% of dwellings with the installation of bird and bat boxes installed.	
12.	Back of pavement, front of home		/		No front boundary treatment has been provided. Front gardens are generally grassed over with some having partial shrub cover and a few having street trees.	
	TOTALS		7	5	Any extra commentary on this assessment:	