

Contents

1	Foreword	3
2	Vision and Objectives	5
3	Introduction	7
4	Relationship to Other Plans and Strategies	15
5	Spatial Strategy	20
6	Policies and Proposals	33
7	Location of Growth	37
8	Economy	39
9	Housing	51
10	Education	72
11	Mixed Use Sites	73
12	Transport	74
13	Local Character	96
14	Historic Environment	99
15	Town Centres and Retail	108
16	Barnsley Town Centre	119
17	Green Infrastructure and Greenspace	174
18	Green Belt and Safeguarded Land	194
19	Climate Change	206
20	Renewables	213
21	Waste and Recycling	220
22	Minerals	221
23	Contaminated Land and Pollution	235
24	Utilities	240
25	Community Infrastructure	242
27	Monitoring and Indicators	245
■	Appendices	
1	Glossary	246
2	Housing Trajectory	253
3	Supplementary Planning Documents	254

Contents

4	Evidence Base	255
5	Viability Assessments	257

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1 . Foreword

- 1.1** Barnsley has changed, and will continue to changefor the better. This document provides local planning policy for the future development of Barnsley up to the year 2033.
- 1.2** The Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council's vision of what sort of place Barnsley wants to become.
- 1.3** The document reflects the council's hopes and aims for the people who live, work, run businesses and enjoy leisure in Barnsley.
- 1.4** Barnsley has a big role to play in the wider City Regions and the Northern Powerhouse initiative being within both the Leeds and Sheffield City Regions, and the council intends to take full advantage of any opportunities that this fortunate position may present.
- 1.5** The Council Jobs and Business Plan 2014-2017 and the Housing Strategy 2014-2017 will be rolled forward and reviewed as the Local Plan develops and becomes the Statutory Development Plan. A Transport Strategy for Barnsley is in preparation. Barnsley's new Local Plan sets out the council's strategic vision and priorities for housing, employment and commercial development, including transport infrastructure and protection of our local environment. To make improvements effectively in relation to our economic priorities we must also ensure progress on other issues such as:
- Health.
 - Education and skills.
 - Cohesion and community safety.
 - Child poverty.
 - Quality of life and the well-being of Barnsley's people.
- 1.6** Only if this is done will the full potential of Barnsley's economic growth be realised, making the borough a better place to live
- 1.7** The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. The Local Plan will have 3 key roles in accordance with the Government's Framework (NPPF 2012) namely economic, social and environmental, and will deliver sustainable development. In order to support Barnsley's ambitions and vision the Local Plan objectives are:
- Provide opportunities for the creation of new jobs and protection of existing jobs
 - Improve the conditions in which people live, work, travel and take leisure
 - Widen the choice of high quality homes
 - Improve the design of development
 - Achieve net gains in biodiversity
- 1.8** In particular it will:-
- Allocate sites for employment land to support our economic needs and aspirations

1 . Foreword

- Allocate housing sites to support the economy and and to provide an appropriate land supply to meet our needs
- Set the planning context for Barnsley Town Centre
- Protect and enhance green spaces and green infrastructure that contribute towards improving quality of life
- Contain policies to secure appropriate high quality development and to protect and enhance what is special about Barnsley and its environment

1.9 A glossary is contained in appendix 1.

1.10 The Royal Town Planning Institute (RTPI) website has a handy guide to the planning system and explains plan making, and how you can get involved. ⁽¹⁾

1 <http://www.rtpi.org.uk/planning-aid/planning-explained/briefing-notes-and-guides/>

2 . Vision and Objectives

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

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

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

- Provide opportunities for the creation of new jobs and protection of existing jobs
- Improve the conditions in which people live, work, travel and take leisure
- Widen the choice of high quality homes
- Improve the design of development
- Achieve net gains in biodiversity

- 2.3** To be achieved by:

- Providing the opportunity to grow the economy by 33,000 jobs, including 17,500 additional jobs over the next 20 years
- Encouraging significant inward investment to generate this additional employment.
- Providing the space to allow existing businesses to grow.
- Creating a vibrant and attractive Town Centre
- Enabling the delivery of at least 20,330 homes that provide housing for all, including affordable housing, and maintaining at least a rolling 5 year deliverable supply of new housing.
- Enabling the provision of critical infrastructure to support sustainable communities
- Protecting the natural and historic environment
- Respecting the cultural identity and local character of Barnsley

- 2.4** The focus for growth will be within Urban Barnsley and the principal towns, whilst recognising the need to ensure other settlements within the Borough are able to provide appropriate levels of growth and regeneration critical to maintaining sustainable local communities. Maintaining this settlement hierarchy helps to make the best use of existing infrastructure and to achieve sustainable development. The Local Plan will have 3 key roles in accordance with the Government’s Framework (NPPF 2012) namely economic, social and environmental, and will deliver sustainable development. The UK Sustainable Development Strategy Securing the Future set out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy

2 . Vision and Objectives

and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. This Local Plan aims to provide a stronger and more responsive economy and to ensure a brighter future where people can achieve their potential. A 'better Barnsley' can be achieved by working together with local communities.

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3 . Introduction

Introduction

What the Plan is

- 3.1** The Planning and Compulsory Purchase Act 2004 introduced a new planning system as a result of which Development Plans were replaced by Local Development Frameworks. In March 2012 the government issued the National Planning Policy Framework (NPPF) which sets out the government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 3.2** The NPPF describes the development plan as including Local Plans, neighbourhood plans, and regional strategies, until regional strategies were revoked (The Regional Spatial Strategy for Yorkshire and Humber was revoked on 22nd February 2013). The Local Plan is the plan for the future development of the local area.
- 3.3** The Council adopted the Core Strategy in September 2011 which set out the key elements of the planning framework for Barnsley and the approach to its development to 2026. Since its adoption the NPPF has been published and the Regional Spatial Strategy was abolished. Therefore this document is being prepared and takes a more holistic approach in line with NPPF. Once adopted this Local Plan will replace the Core Strategy. It is a requirement that plans are reviewed and updated on a regular basis. ⁽²⁾A glossary is contained in appendix 1 which explains some of the words and phrases used throughout this document.
- 3.4** This document, together with the Joint Waste Plan adopted in March 2012 prepared with Doncaster and Rotherham, will be our Local Plan, and once adopted will become the statutory development plan for Barnsley. It deals with Barnsley Town Centre and includes text previously set out in a stand alone document called the Town Centre Area Action Plan, and consulted upon in 2012. It establishes policies and proposals for the development and use of land up to the year 2033. It will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley.
- 3.5** Neighbourhood plans are plans prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area. They are intended to give direct power to communities to develop a shared vision for their neighbourhood and deliver the sustainable development they need. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity

2 The Royal Town Planning Institute (RTPI) website has a handy guide to the planning system and explains plan making, and how you can get involved.
<http://www.rtpi.org.uk/planning-aid/planning-explained/briefing-notes-and-guides/>

3 . Introduction

with the strategic policies of the Local Plan and must not promote less development than set out in the Local Plan. One Neighbourhood Plan is currently being prepared in Barnsley and that is for the village of Oxspring.

- 3.6** This draft Local Plan does not identify sites for waste management as these are set out in the adopted Barnsley, Doncaster & Rotherham Joint Waste Plan.
- 3.7** Until the Local Plan is adopted 'saved' policies from the Unitary Development Plan (UDP) will continue to form part of the policy context for planning decisions, together with the adopted Core Strategy, Joint Waste Plan and current national planning policies.
- 3.8** Once adopted the policies in this Local Plan will supersede the saved UDP policies, Education Sites DPD and Core Strategy. Green boxes have been included to indicate which saved Unitary Development Plan (UDP) policies (Part 1 and Part 2) will be superseded.
- 3.9** The Local Plan must comply with the requirements of the EU Directive on Strategic Environmental Assessment (SEA). These requirements are built into the Sustainability Appraisal (SA) process. The SA can be found on our website. No further work is considered necessary under SEA.
- 3.10** There is also a requirement under the Habitats Regulations to complete an Appropriate Assessment (AA) to demonstrate that the policies in the Local Plan do not harm European designated sites. We have undertaken a screening in conjunction with Natural England. This can also be found on our website.
- 3.11** This version of the document is what we call 'Publication' version and may also be referred to as 'pre-submission'. This version, including the draft policies and proposals shown on the Policies Map, is the content that the Council proposes to submit to the Secretary of State for examination in public by an independent planning inspector.

Have I seen this document before?

- 3.12** This Publication version of the Local Plan follows on from the consultations we did in 2014 on the consultation draft and the Additional Consultation we did in 2015.
- 3.13** The comments made on those consultations have informed this Publication version of the Local Plan.

How can I see the Local Plan

- Using our online consultation at consult.barnsley.gov.uk/portal
- At Barnsley Central Library and branch libraries across the borough, either online or as a paper copy (during normal opening hours)
- At the Barnsley Civic Connects service centre, either online or as a paper copy (Monday to Friday between 9am and 5pm)

3 . Introduction

How can I get a copy of the Local Plan and comments form?

- On the Council's website at www.barnsley.gov.uk (follow the 'Local Development Framework' link)
- From the Barnsley Civic Connects service centre (Monday to Friday between 9am and 5pm)
- By telephoning 01226 772606 (please note there will be a charge for paper copies)

How can I comment?

Using our online consultation at <http://consult.barnsley.gov.uk/portal>

3.14 If you are unable to do this then send us your completed comments form in one of the following ways:

- By e-mail to: localplanconsultation@barnsley.gov.uk
- By post to: Planning Policy, Development, BMBC, PO Box 604, Barnsley, S70 9FE

3.15 You can also comment on our Sustainability Appraisal which accompanies the Local Plan in the same ways.

3.16 We must receive all responses by #####

What can I comment on?

3.17 We would like your views on the Local Plan, particularly the proposed policies and site allocations. You can also comment on documents that support the Local Plan such as the Sustainability Appraisal. Your comments at this stage should relate to the soundness of the plan.

What will happen next?

3.18 We will consider the comments received. You will receive an acknowledgement by email. You will only receive an acknowledgement by letter if you have specifically requested that we contact you only by letter.

3.19 In due course we will produce a document summarising all the comments received and make this available on our website.

3.20 We will consider whether any additional consultation is required and then produce a Publication document which will be the subject of further consultations relating to the soundness of the Local Plan. The Publication version will be the document that the council wishes to submit to the Planning Inspectorate for independent examination in public.

3 . Introduction

Timetable and process

3.21 Consultation of the Publication version is the second stage of preparing the Local Plan and is a formal six week consultation period. Further stages of the process and indicative timescales are:

- Stage 3 Submission to the Secretary of State Autumn 2016
- Stage 4 Examination of the Local Plan February 2017
- Stage 5 Adoption of the Local Plan Summer 2017

Our approach

Plan Period

3.22 In this document we have worked from a base date of 1st April 2014 to 2033, which gives an overall time horizon of 19 years and will be known as the plan period. ⁽³⁾ We have chosen these dates as our plan period particularly because of our economic position and the lead in time for employment land to be developed and 2033 aligns with the council's economic strategy.

Proposed allocations

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

Green Belt Review

3.24 Our housing and employment needs and aspirations cannot be accommodated without the need to release land from the Green Belt. We have undertaken a Green Belt review as part of our evidence base for this Local Plan.

3.25 In addition, further minor changes have been made to the Green Belt boundary to address such things as mapping anomalies, accuracy issues and changes in physical features and to provide more defensible boundaries.

3.26 Changes are shown on the Policies Map and we have produced plans to show these changes which are available in the Green Belt background paper. In relation to major changes to accommodate housing and employment requirements the Green Belt background paper also sets out the exceptional circumstances to justify alterations to the Green Belt boundary.

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

3 . Introduction

- 3.27** The Local Plan seeks to implement sustainable development by allocating previously developed land in the first instance and also by making the best use of existing infrastructure, where possible. There is not a large amount of previously developed land in the borough that is considered suitable for allocation.
- 3.28** The proposed allocations and policies in this document seek to provide a balance between creating the best possible opportunities to improve the economic prosperity of Barnsley as well as protecting and enhancing the boroughs assets to make Barnsley an attractive place to live, work and invest in.

What area does this Local Plan cover?

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

Context

- 3.30** Barnsley lies at the mid point between the region's two main cities of Leeds to the north and Sheffield to the south, and covers an area of 329 square kilometres. It is home to around 236,600 people. Taken from ONS 2012 based population projections.
- 3.31** Historically Barnsley was centred around coal mining resulting in the borough's dispersed pattern of small towns and villages. Because people lived where they worked and coal was moved by rail, road links between towns and villages were poor and communities were self contained.
- 3.32** The borough has a varied geography. The west of the borough is predominantly rural in character with open moorland, arable farmland and natural woodland. It is characterised by attractive hilly countryside part of which lies in the Peak District National Park, and is centred on the rural market town of Penistone. In the centre of the borough is Barnsley itself and the surrounding urban area which is the main shopping, administrative, business and entertainment centre. To the east of the borough stretching from the M1 motorway to the Dearne Valley are the towns of the former Barnsley coalfield which form a dense settlement pattern and have a relatively high level of deprivation.
- 3.33** Barnsley's local distinctiveness stems from its historical character and culture, including its settlements and architecture. Barnsley Town Centre with its market and role as a knowledge hub and administrative centre for the borough, the friendly traditional market towns and the former mining settlements with their strong communities who have a traditional belief in self improvement and learning, along with the attractive rural villages all define Barnsley's distinctiveness. It also includes Barnsley's rural heritage, the Pennine topography, the varied landscapes, and the National Park.

3 . Introduction

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

Duty to Co-operate and the City Regions

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

Leeds City Region (LCR)

3.36 Leeds City Region is the largest city region outside the London economy and has an Economic output of £55 Billion (5% of England's total).

3.37 LCR Strategic Economic Plan sets out the ambition to deliver an additional £5.2 Billion in economic output and an extra 62,000 jobs by 2021.

3.38 The City Regions growth aspirations will be achieved by focusing on the following sectors:
Financial & Professional Services

- Health & Life Sciences
- Innovative Manufacturing
- Creative & Digital
- Food & Drink
- Low Carbon & Environmental

Sheffield City Region (SCR)

3.39 Sheffield City Region's economy needs radical structural change. To achieve this the number and productivity of businesses in the area must grow significantly and the economy must be internationalised.

3.40 SCR Strategic Economic Plan sets out the ambition to create 70,000 more jobs, 6,000 more businesses and increase productivity by £3 billion.

3.41 The SCR LEP Strategic Economic Plan (SEP) outlines Sheffield City Region's plans for bridging the gap between the economy of our region and that of the rest of the country. Central to that plan is the creation of 70,000 new jobs over a 10 year period.

3 . Introduction

- 3.42** The 70,000 net additional jobs to be created in SCR will impact on spatial development patterns. The City Region has initially identified seven long term spatial areas of growth and change where a significant proportion of growth is expected to occur. These seven areas contain our Enterprise Zone, in addition to both urban and rural parts of SCR and the Core City centre. In order to achieve the scale of growth required in the SCR in the long term it will be of vital importance to ensure that they are market ready. This will mean providing appropriate incentives, such as the Enterprise Zone, and infrastructure investment, including in the provision of commercial property, needed to unlock development opportunity.
- 3.43** In both City Regions emerging work will establish and agree what the implications are for Barnsley and the other local planning authorities.

Northern Powerhouse

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

Sustainability and Climate Change

- 3.45** Promoting sustainable development and reducing the borough's impact on climate change are overarching principles of this Local Plan, in accordance with NPPF. Sustainable development is commonly defined as follows: 'The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations'. The use and development of land will be assessed against the objective of securing sustainable development within Barnsley to meet its environmental, economic and social needs. Proposals will be supported where they deliver:
- efficient use of land and infrastructure, particularly by utilising previously developed 'brownfield' land, achieving housing density targets to minimise the use of 'greenfield' sites and promoting appropriate mixed land uses integrated with the existing built form
 - economic and social well-being including health and safety of the population
 - reductions in social inequalities and disadvantages within the community particularly in relation to the location of employment, housing, shopping and other community facilities
 - protection or enhancement of the quality of natural assets including water, air, soil, minerals and biodiversity
 - vibrant and viable town centres
 - high quality well designed development taking into account local distinctiveness
 - improved quality of local landscapes and protection of the character of the wider countryside

3 . Introduction

- preservation or enhancement of the historic and cultural features of acknowledged importance
- convenient and integrated accessibility by public transport, cycle and foot and development located to reduce the need to travel
- efficient use of natural resources such as water
- renewable energy generation to reduce the causes of climate change

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4 . Relationship to Other Plans and Strategies

National Planning Policy Framework

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

4 . Relationship to Other Plans and Strategies

- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

4.3 In addition to national planning policy it is important that the plan is also prepared in the context of work within the City Regions and our local strategies. More detail can be found on these in the introduction section.

Neighbourhood Plans

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

Local Strategies

Corporate Plan

4.5 Following the review of governance and ways of working of the local strategic partnership (LSP), One Barnsley, key elements of the Community Strategy for Barnsley, 2011-15 have now been embedded into two main strategies; the Barnsley Economic Strategy and the Health and Wellbeing Strategy. Both of which take their lead from the three key outcomes set out in the corporate plan which are:-

4 . Relationship to Other Plans and Strategies

1. Growing the Economy
2. Improving people's potential and achievement
3. Changing the relationship between the council and the community

Economic Strategy - Jobs and Business Growth Plan

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

- More new businesses
- More job opportunities
- Diversification of the business base towards higher productivity sectors
- Better skills and training for Barnsley people

4.7 The five primary sectors identified as those to target where there is already a competitive advantage are:-

- Advanced manufacturing
- Construction
- Visitor economy
- Logistics
- Business services

4.8 Low carbon and creative and digital industries will also help our primary sectors to innovate and will be the target of support.

4.9 Five key steps for as part of our action plan are:-

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

Barnsley's Housing Strategy

4.10 In May 2014 Barnsley MBC agreed a Housing Strategy for 2014-2033. This builds on housing and regeneration initiatives that have been delivered across the borough. It also builds on the progress that Barnsley has made over a number of years towards achieving the long-term goal for the borough as 'a successful, uniquely distinctive town that offers prosperity and a high quality of life for all'.

4 . Relationship to Other Plans and Strategies

- 4.11** It sets out the council's ambitions for housing provision, investment and management in the borough, and how a series of four-year delivery plans will be developed. The delivery plans will also show how the Council will use resources and influence partners particularly the private sector, to achieve its goals.
- 4.12** The Housing Strategy sets out five main strategic objectives, what the delivery plans will do to achieve these objectives and key ambitions. The objectives are set out below.
- Objective 1 Support new housing development.
 - Objective 2 Build high quality, desirable and sustainable homes.
 - Objective 3 Make best use of and improve existing housing stock.
 - Objective 4 Develop strong and resilient communities.
 - Objective 5 Support younger, older and vulnerable people to live independently.

Health

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

Joint Strategic Needs Assessment

- 4.15** A Joint Strategic Needs Assessment has been carried out by Barnsley MBC and the Primary Care Trust to draw together various strategies and statistics on the determinants of health.
- 4.16** Barnsley's JSNA (web link <https://www.barnsley.gov.uk/services/public-health/joint-strategic-needs-assessment-jsna>) contains information around the a number of planning related matter in the borough these include:
- Air Pollution
 - Noise
 - Fuel Poverty
 - Excess weight in Children

Transport Strategy

- 4.17** A transport strategy is being developed for Barnsley, which will identify and prioritise interventions associated with sustainable development transport corridors within and beyond the borough. The interventions identified within the Barnsley Transport Strategy

4 . Relationship to Other Plans and Strategies

will be programmed to promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.

Digital Infrastructure Superfast Broadband Project

- 4.18** The four local authorities of the South Yorkshire Region (Sheffield, Rotherham, Barnsley and Doncaster) are embarking on a Superfast Broadband project to deliver improved broadband infrastructure to areas where it is acknowledged that the market is unlikely to deliver. Broadband connectivity is considered essential for building a strong and competitive economy resulting in economic growth and creating more and better jobs.
- 4.19** Currently around 20% of Barnsley has no access to commercial NGA infrastructure capable of delivering superfast broadband, mainly because industry has focused on more profitable urban areas with a larger number of potential customers. This has created a situation of market failure, predominantly in rural or outlying urban areas. The Superfast broadband project aims to increase the NGA infrastructure footprint in the region to 95% by 2017 which would enable approximately 588,486 premises at least to benefit from the opportunities provided by superfast broadband, with the remaining premises having 2Mbits/s access. The contract to deliver Superfast Broadband was signed on 19th September, 2014.

5 . Spatial Strategy

Barnsley's role in the City Regions

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

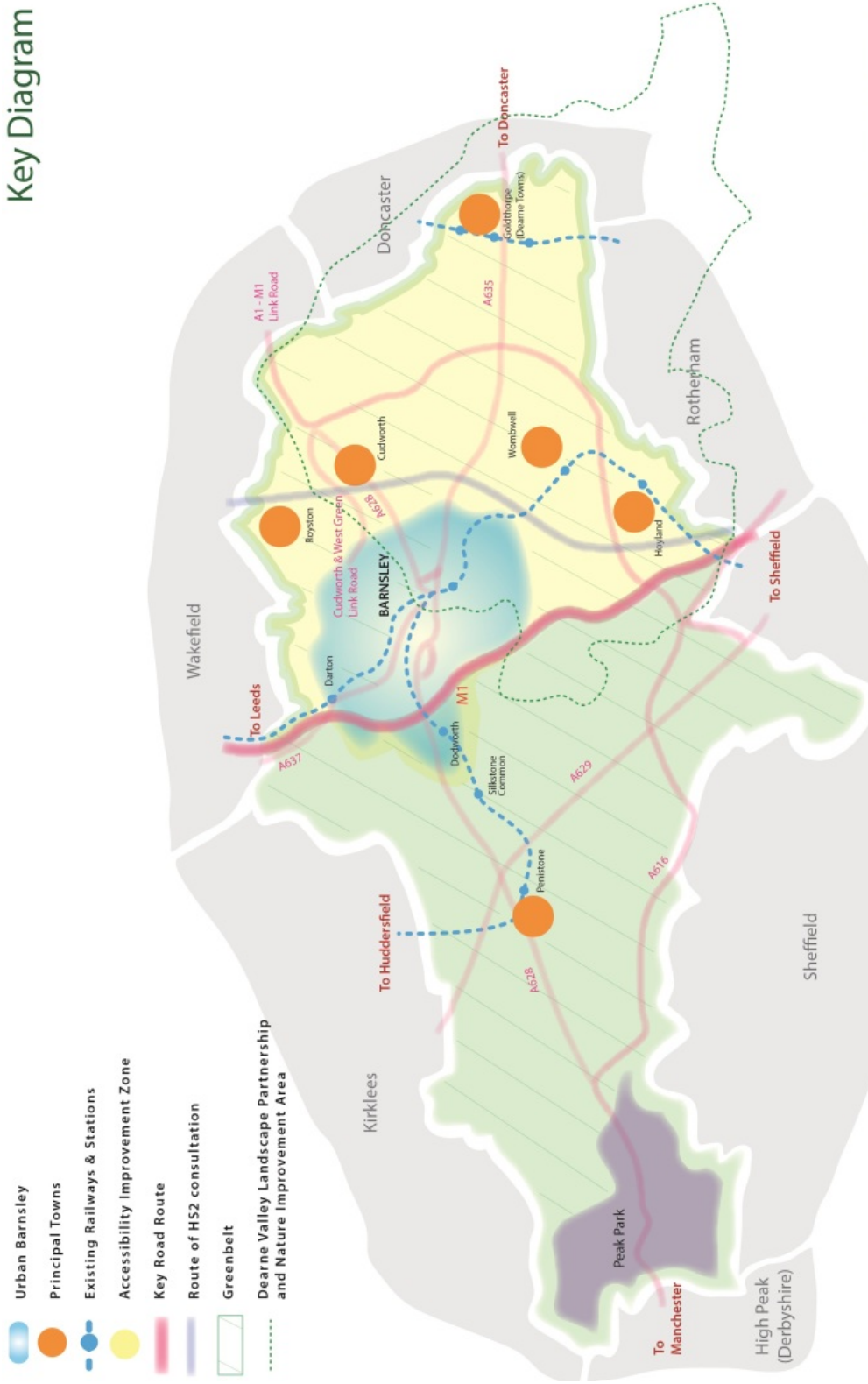
Spatial strategy and the location of growth

- 5.4** This Local Plan retains the Core Strategy spatial strategy and settlement hierarchy for Barnsley which is to focus development in the following areas:
- Urban Barnsley
 - The Principal Towns (Wombwell; Hoyland; Penistone; Goldthorpe (Dearne Towns); Cudworth and Royston
 - Development in villages will be encouraged where it meets local needs and supports vitality, the local village economy and viability of the local community. Whilst no allocations for this plan period have been put forward in this Local Plan, development may take place in villages where it is allocated through a Neighbourhood Plan or delivered through a Community Right to Build Order.
- 5.5** The nature of Barnsley's historic development has led to a dispersed pattern of settlements. Given the number of Principal Towns within the borough it is considered that this spatial strategy, based on spreading growth between these important settlements, is necessary to ensure the continued viability of our places and communities. Locating growth in all the Principal Towns is considered necessary not only to maintain the viability of those settlements but also to accommodate the growth anticipated for the borough. This spatial strategy is the most appropriate for Barnsley because it meets the needs of the borough, is able to accommodate growth, and provides flexibility. The spatial strategy is shown on the Key Diagram.

5 . Spatial Strategy

Key Diagram

Figure 1



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5 . Spatial Strategy

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

The Settlement Hierarchy

- 5.9** In order to create sustainable communities the Local Plan identifies where development should be focused and where it should be limited. Places differ across the borough and the role and function of the borough's settlements is reflected in the following settlement hierarchy.⁽⁴⁾

Classification	Settlements
Sub Regional Town	Urban Barnsley (including Darton and Dodworth)
Principal Towns	Cudworth (including Grimethorpe and Shafton), Wombwell (including Darfield), Hoyland (including Birdwell, Blacker Hill, Elsecar, Hemingfield and Jump), Goldthorpe (Dearne Towns) (including Thurnscoe and Bolton on Dearne), Penistone (including Cubley and Springvale), Royston
Villages	Billingley, Brierley, Broomhill, Carlecotes, Cawthorne, Crane Moor, Crow Edge, Dunford Bridge, Great Houghton, Green Moor, High Hoyland, Hood Green, Howbrook, Hoylandswaine, Hunshelf, Huthwaite, Ingbirchworth, Langsett, Little Houghton, Middlecliff, Millhouse Green, Pilley, Oxspring, Silkstone, Silkstone Common, Swaithe, Tankersley (including lower Pilley), Townhead, Thurlstone, Thurgoland, Weetshaw Lane (near Cudworth), Woolley Colliery Village, Worsbrough Village, and Wortley

4 This hierarchy takes into account the Babbie Settlement Assessment 2003 and subsequent Jacobs update in 2007 together with the changes made through adoption of the Core Strategy in 2011.

5 . Spatial Strategy

Urban Barnsley

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

Principal Towns

- 5.15** The Regional Spatial Strategy (RSS) designated five Principal Towns in Barnsley. These were Wombwell, Hoyland, Penistone, Goldthorpe (Dearne Towns) and Cudworth. The RSS also provided the opportunity to treat other areas as Principal Towns if there was a need for regeneration purposes and Royston is considered to fall into this category. Through preparation of the Core Strategy a case was made for Royston to become a Principal Town and that case was accepted by the Inspector. As such Barnsley has six Principal Towns which along with Urban Barnsley should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced.

5 . Spatial Strategy

- 5.16** **The Dearne Towns** of Goldthorpe along with Thurnscoe and Bolton on Dearne represent an urban grouping in the east of the borough which relates closely to the A1 and Doncaster to the east. There are train stations at Goldthorpe (with limited park and ride facilities), Bolton on Dearne and Thurnscoe on the Wakefield Sheffield Line. The Dearne Valley Parkway runs north of Goldthorpe linking junction 36 of the M1 on to Doncaster and the Dearne towns is the subject of a pilot community accessibility study. Thurnscoe is a good example of where community facilities such as park and ride and a Sure Start Centre have been located at the railway station to make the most of an accessible location.
- 5.17** The decline of the coal mining industry had a significant impact on the area resulting in high levels of unemployment and large amounts of despoiled and derelict land. Reclamation schemes have been carried out although environmental problems persist and the quality of much of the housing stock is poor. The Dearne Towns are a priority in terms of housing and employment development with a particular emphasis on renewing areas where the market has failed.
- 5.18** Goldthorpe town centre is the main shopping and service centre for the Dearne Towns and benefits from the Goldthorpe Renaissance Market Town Initiative. As part of this the Goldthorpe masterplan provides a guide for the long term regeneration of Goldthorpe. It focuses on the central area of the village, covering the majority of the main shopping area, important community facilities such as the junior and infant school, the market and police station, areas of older terraced housing and potential sites for new housing, some of which is already under construction.
- 5.19** Issues around retail activity are also addressed. It is recognised that the current retail area is too spread out, resulting in a number of empty and derelict shops, giving a poor initial impression to those arriving in Goldthorpe from the east of the village. The masterplan refocuses the shopping area by removing some of the eastern retail units alongside a programme of public realm and shop front improvements. The market is also a key consideration. Public consultation showed that the market is very important to local people but that the current location is hidden away. This will be remedied with the relocation of the junior and infant school as the vacant site will provide an opportunity to create a public open square. This has the potential for a number of uses including a market area together with a private retail development that will further enhance the sustainability of the village.
- 5.20** The other smaller local centres in the Dearne Towns of Bolton on Dearne and Thurnscoe will also be supported.
- 5.21** The Sheffield City Region Dearne Valley Eco-Vision sought to re-imagine the Dearne Valley as the green heart of Sheffield City Region Eco Valley. The principles of the Eco-Vision were:
- the delivery of more energy efficient homes, cutting fuel bills for residents
 - better public transport links, improving access and reducing reliance on the car
 - more training opportunities will be available in skills to address climate change

5 . Spatial Strategy

- improving people's job prospects and equipping them for the new jobs created
- more businesses, specialising in environmental technologies, are attracted to the area
- an enhanced natural environment, creating a place where people want to live and work and bring up their families
- the creation of an area attracting visitors from across the City Region

5.22 Work has been done previously to establish whether joint planning documents and seeking Eco-standards for developments is feasible. Latterly it has been decided that the Eco-Vision is best delivered through implementation of the Nature Improvement Area and Local Nature Partnership.

5.23 The Landscape Character Assessment describes it as having a topographically varied landscape characterised by three dominant land use patterns, agriculture, industry and landscape renewal which mitigates impacts of previous industrial activity. The potential for development to improve the condition and character of the landscape is identified. Landscape design will form an important part of any development, with particular attention being given to boundary treatment, restoration of lost and degraded landscape features, protecting the arable areas and ensuring appropriate planting at the urban edge.

5.24 In addition to potential new housing sites the Goldthorpe Masterplan also identifies a site for a new primary school. The existing school needs significant investment and does not have the space to allow for the future expansion that proposed new housing developments may require. The Masterplan also identifies the potential for new retail/supermarket provision on the site of the existing school. A central location for any new retail provision would be the most sustainable option for Goldthorpe and along with the new school, will support the economic vitality of the town centre.

5.25 **Hoyland, Wombwell, Cudworth (including Grimethorpe) and Royston** whilst different in character, can be seen to have more commonality in role. Rather than standing alone they relate more closely to each other and have interlinked functions. They are located in an arc close to Urban Barnsley, hugging the eastern side of the built up area. They cumulatively provide significant housing and employment opportunities and are located within the Barnsley Growth Corridor. They are also grouped around the route of the former Cudworth Railway which will be safeguarded for potential reinstatement.

5.26 **Cudworth** suffered severe decline in traditional sources of employment during the 1980's, a process which accelerated in the 90's with the almost complete cessation of coal mining and associated activity. The inadequacy of the existing infrastructure and the generally poor image of the area was identified in the UDP as having presented difficulties in attracting new employment opportunities. The Core Strategy identifies Cudworth as an area of growth and aims to enable Cudworth to fulfill its important role as a Principal Town. Grimethorpe and Shafton are included within the Cudworth Principal Town boundary as set out in the

5 . Spatial Strategy

Vision section of the Core Strategy. This enables some development to be focused on Grimethorpe to take forward and continue the regeneration that has already been carried out.

- 5.27** The Cudworth and West Green Link Road is now completed and the treatment of the town centre needs to be carefully considered. The A1-M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District passes between Cudworth and Grimethorpe and has improved accessibility in this area, which will be further enhanced with the completion of the Cudworth and West Green Link Road.
- 5.28** *'There's a good range of shops and services in Cudworth, even a couple of furniture stores (Roberts) and it soon became clear that a lot of hard work has been done in recent years by community volunteers, councillors and professionals in key social and economic areas, part of the regeneration of the Borough as a whole, bringing Cudworth out of the doldrums following the 1984/85 miners' strike'. (Brian Elliot www.aroundtownpublications.co.uk)*
- 5.29** Grimethorpe has its own smaller local centre which will also be supported. It has been the focus of major regeneration and renewal in recent years, particularly benefiting from the Green Corridor Programme of housing investment.
- 5.30** At Grimethorpe the focus of recent activity has been to improve owner-occupied terraced housing in the centre of the village, replace 47 old prefabs in the Mount Pleasant area and continue the new build programme on what is known as 'the old village site'. This was an area of older terraced housing cleared between 2000 and 2005.
- 5.31** *'Grimethorpe is a place where, despite tremendous social and economic problems in the wake of the miners' strike and pit closures, residents and supporters are rightly proud of what is now being achieved. And, as we shall see, it is not just structural regeneration and redevelopment that has put a smile on a place of well over 5,000 residents, about the same population size as existed in the days of when Coal was King and Carlton Main Colliery Company the main landowner. Over three or four generations coal was Grimethorpe, and vice versa. It provided work, wages, houses, amenities and culture, the very life and soul of the community. It is no surprise that when coal suddenly went a great vacuum could not be collier-like filled.' (Brian Elliot www.aroundtownpublications.co.uk)*
- 5.32** We want to take the opportunity of the new Advanced Learning Centre to improve social cohesion in Cudworth and to continue the improvement in the community infrastructure that the new primary care health centre has begun. We will plan for Cudworth, Shafton and Grimethorpe together but will ensure that we protect their individual distinctiveness. We will progress and consolidate the success of regeneration schemes completed and already underway such as the new bypass around Cudworth, and the opportunity to improve the public realm as a result of a reduction in through traffic.
- 5.33** The Cudworth Principal Town boundary includes both the urban areas of Cudworth and Grimethorpe which are separated by open Green Belt land. The Principal Town has varied land uses and topography where the settlements are situated mainly on higher ground

5 . Spatial Strategy

with large areas of residential and industrial development. The topography allows for distant views towards Urban Barnsley. The new Shafton Advanced Learning Centre, which replaces the former Willowgarth High School and Priory Priory School and Sports College, is located centrally between Cudworth, Grimethorpe and Shafton. Retail and service provision is concentrated within Cudworth District Centre and further enhanced with more local provision within Grimethorpe. The central area of Cudworth also benefits from a high quality district park, Cudworth Park and the Dorothy Hyman Sports Centre which serves the Principal Town and the whole borough.

- 5.34** As recognised in the Landscape Character Assessment, there is the potential for well managed development to restore and improve the surrounding landscape. Potential housing development within Cudworth is focused on three key sites at Carrs Lane, Pontefract Road and Weetshaw Lane. Proposals for Grimethorpe are limited to a single site at Brierley Road which has the potential to consolidate progress with ongoing regeneration projects. Options for employment land are focused on Green Belt sites on part of the land between Cudworth and Grimethorpe and existing employment land in Grimethorpe.
- 5.35** **Wombwell** is recognised as a small but busy market town which continues to be a well defined centre. The area suffered from the decline of the coal industry and levels of new housebuilding have been historically low. Wombwell has a train station on the Wakefield to Sheffield line with a park and ride facility. The Dearne Valley Parkway runs to the south of Wombwell linking from Junction 36 of the M1 to the Dearne Towns and on to Doncaster. Wombwell has a bypass in the form of Mitchell's Way and Valley Way to the east of the town. This forms a link from Urban Barnsley to the Dearne Valley Parkway.
- 5.36** *'The advent of Valley Way and Mitchells Way, the new by-pass, in recent years has taken its toll on the centre of Wombwell. But this small town has risen to the challenge. Its paved plaza area on High Street is a credit to regeneration. It is good to see such an ancient town still growing and thriving. Wombwell dates back to pre-Norman times and is named in the Domesday Book as a small agricultural village, Wambella - the place of the well.'*
(Brian Elliot www.aroundtownpublications.co.uk)
- 5.37** Wombwell Principal Town also includes Darfield. Coal mining was a traditional source of employment in Darfield but has now ceased, as a result unemployment has increased and at the same time the population has decreased. East of Darfield is the A1- M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District (part is the Dearne Valley Parkway and part the Coalfields Link Road). This has improved accessibility to the north east linking through Wakefield to key destinations such as the Humber Ports and is further enhanced by the completion of the Cudworth and West Green Link Road.
- 5.38** We want Wombwell to continue to flourish as one of the borough's largest district centres offering a range of services and facilities. We will support the centre in Darfield possibly by way of added retail provision on the redundant Foulstone school site. The new Advanced Learning Centre, which is located between Wombwell and Darfield adjacent to Netherwood

5 . Spatial Strategy

Country Park, will improve, integrate and coordinate the social and leisure facilities of the town as well as adding sustainable transport links. We will support improved connections between the two settlements whilst continuing to promote the distinctiveness of both communities.

- 5.39** Wombwell Principal Town, including Darfield is within an undulating topography with Wombwell as a dominant built form stretching from lower to higher ground, and Darfield located on a ridge top making it visible from other vantage points elsewhere in the borough. As recognised in the Landscape Character Assessment, this topography allows for distant views interrupted by built form and vegetation from the Principal Town with the potential for development in Wombwell to restore and enhance the landscape, with an emphasis on screening industrial development, restoring protecting and enhancing urban edges and landscape features and considering woodland planting.
- 5.40** There are a variety of land uses including residential, industrial, shops, services and green infrastructure, with areas of ancient woodland on the edges of the settlement. Retail and service provision is focused in Wombwell District Centre, one of the larger centres outside Barnsley Town Centre and the new Advanced Learning Centre in Low Valley is centrally located between Wombwell and Darfield. There is also local centre provision in Darfield.
- 5.41** The main focus for employment development in this area is within existing employment areas at Mitchell's Way and Everill Gate Lane Industrial Estates. Housing development is focused on three key sites, land north of Barnsley Road, the former Wombwell High School and the former playing fields in Darfield. The development of all three sites is likely to involve the loss of existing green space. As such developments will be required to incorporate appropriate green space provision in line with site specific policies set out in the housing section of this document. Given the nature of existing green space provision in Wombwell and the level of proposed development, we have developed a Concept Statement and Plan, set out in the Green Space section of this document, to show how the different land uses can work together and contribute to the overall improvement of green space in the Wombwell area. The main areas of safeguarded land are to the west of Darfield and two sites to the south of Wombwell, with the potential to be considered for development on the next review of the plan.
- 5.42** **Hoyland** was also hit by pit closures which removed traditional sources of employment in the area. Interest in the area recovered in the late 80's and 90's with industrial estates being established on the sites of two former collieries and housing development taking place. It is a district centre with a market which the Core Strategy will support by focusing retail, service and community facilities here. Hoyland is accessible to the M1 and the Dearne Valley Parkway which forms part of the A1-M1 link road. Hoyland also includes Birdwell, Blacker Hill, Elsecar, Hemingfield and Jump. There is a train station at Elsecar on the Wakefield to Sheffield line which has the tourism assets of the Elsecar Heritage Centre and the Trans Pennine Trail.

5 . Spatial Strategy

- 5.43** *'In recent years, particularly in the wake of pit closures, much work has been done and is ongoing to revive and improve the quality of life, the built environment, community services and the general appearance of Hoyland. New proposals which appear to be the harbinger of Hoyland's renaissance could be very exciting indeed.'* (Brian Elliot www.aroundtownpublications.co.uk)
- 5.44** The Elsecar Heritage Centre is an important tourism and cultural asset in this area that the Local Plan will safeguard and promote.
- 5.45** We want Hoyland to grow in housing and employment terms taking advantage of its accessible location and utilising strategic transport links. We will plan for Birdwell, Hemingfield, Jump, Blacker Hill and Elsecar along with Hoyland whilst seeking to protect their unique identities. The defined centres will be supported and additional development, particularly in Hoyland town centre will be welcomed to improve the vitality and viability of this district centre.
- 5.46** **Royston** is situated on the northern edge of the borough adjacent to Wakefield District. To the north and west are extensive areas of countryside and to the south open land separates the settlement from Athersley to Carlton (although this is where the new secondary school is to be located). Originally a farming village, during the industrial revolution Royston saw the construction of the canal in the 1790's and the railway which opened in 1840 (both of which are now disused). It had a mine, clay works and brick works which are now closed, but the Monkton Coke and Chemical works is still in operation to the east of the town processing coal brought in by road.
- 5.47** As in other places, pit closures meant the loss of a major source of local employment. A shirt factory provided employment in Royston from the 1940s to 1980s, but Royston has traditionally looked to Wakefield district, urban Barnsley and the north east towns for employment opportunities. Most housing growth in recent decades has taken place in the western half of Royston. Reflecting this pattern of housing growth the eastern part of Royston is characterised by older housing stock, much of which is relatively high density and local authority owned. The Trans Pennine Trail runs through Royston along the canal bank.
- 5.48** Renewing areas where the local housing market has failed is a priority and like Cudworth, Royston is part of Barnsley's Green Corridor area. At Royston the Green Corridor work has been centred around improvements on the Midland Road gateway, providing grants for owners and landlords via a facelift scheme.
- 5.49** We want to support growth and change in Royston. The redevelopment of the former school site offers the opportunity for regeneration and consolidation of the town centre and its two shopping areas, possibly including new retail provision. Additionally the site is likely to deliver housing and green space that will transform this area of the town. Coupled with the housing and employment growth that will occur elsewhere in Royston over the plan period this will result in important changes for the town. We will ensure this is carried out in a way which increases the sustainability and accessibility of the town.

5 . Spatial Strategy

- 5.50** Royston is a low lying self contained settlement within a valley between Wakefield and Urban Barnsley, with significant arable farming and residential settlements. The town's landscape character has a strong urban influence due to earlier industrial and housing development. It is now principally residential in character with the last central employment site now disused. The key traditional employer remains the Coke works, located on the far east of the town, severed from the main built up area of Royston by an existing freight railway line with the potential for passenger reinstatement in the longer term. As well as a key employer the Cokeworks is a striking landmark on Royston's skyline. It's chimney can be seen from most vantage points and is a focal point at the end of the High Street.
- 5.51** The former Barnsley canal also runs through the east of the town providing a green link with biodiversity value and the potential for use of sustainable transport modes. There is a detailed network of footpaths and cycleways running through the town linking the different residential areas, open spaces and community facilities. However, the links between them are not always clear and would benefit from improvement. As part of the development of the new Advanced Learning Centre located at Carlton and serving Royston, part of this network is being used as a safer route to school. Royston Park in particular is a high quality and valued open space located in the very centre of the town, but its entrance is to an extent concealed.
- 5.52** The key areas of opportunity for the future development of Royston are the former Royston High School site and the substantial area of land proposed for housing at the western edge of the town at Lee Lane. Given the size and location of this site, development must consider the need for appropriate local facilities, provided they do not negatively impact on Royston Town Centre. Further detail is contained in the site specific policies in the Housing section of this document. The ongoing development of the 'Rabbit lngs' area as a high quality multi functioning open space to the west of the settlement adjacent to the Cokeworks will also contribute to the improvement of Royston's green space provision.
- 5.53** **Penistone** stands alone as a long established Pennine rural market town which is an important shopping and service centre serving a large rural hinterland in the west of the borough. The Principal Town boundary includes Cubley and Springvale.
- 5.54** Penistone is in an area of attractive countryside, close to the Peak Park and surrounded by Green Belt. Its close proximity to Sheffield, Huddersfield and Barnsley has made it attractive to people who wish to combine the benefits of living in a pleasant environment without having excessively long journeys to work. The unemployment rate in the town is lower than other parts of the borough due to the large number of commuters, but many residents still depend upon the limited number of employment opportunities in the town. The relative remoteness of the town from the remainder of the borough, particularly for people who rely on public transport make these employment opportunities even more important.

5 . Spatial Strategy

- 5.55** *'There is much about the history of Penistone that explains the character of the old town and perhaps the local people. The physical character can of course be traced to those early days of church, school and market followed by the impact of the local steel and engineering industry and the associated importance of the railway links. As for the people, this is less easy to argue especially in these days of greatly increased mobility. The town is a great mix of long-established families and family businesses and so called "newcomers" and in fairness to the latter it is probably fair to say that nowadays they far outweigh the former. It all depends of course on what your definition of a "newcomer" might be. It is not unknown for a whole generation to pass by before a newcomer comes to be regarded as a genuine "local". Whilst this no doubt applies to some extent to Penistone with its well-marked and much valued old traditions, there are clear signs of change. Change that is important to maintaining and developing the vitality of the town based on local initiatives. New people moving into the Penistone area – even those who appear at first or even second glance to have mainly "dormitory linkages" nevertheless bring new interests, abilities, skills and of course, expectations to the town.'* (Frank A Wilson www.aroundtownpublications.co.uk)
- 5.56** We want Penistone to be the main local focus for development in the borough's rural west, facilitating its renaissance as a market town and maximising its tourism role. Penistone is the main centre for the surrounding villages and we want to consolidate this role through the plan period. The town centre has undergone regeneration with a new supermarket and market hall now operational.
- 5.57** Penistone Principal Town is focused on the settlement of Penistone, a long established Pennine rural market town which serves the surrounding rural villages. As described in the Landscape Character Assessment the agricultural landscape around Penistone is characterised by regular field patterns with stone wall boundaries. It is close to and has views across open moorland with the wind farm at Spicer Hill a highly visible and dominant feature.
- 5.58** The remaining rural area has both distinctive open moorland forming part of the Peak District National Park and gently rolling hills and valleys containing woodland, agricultural land, stone farmsteads, villages and hamlets and large stone country houses set in designed parkland landscapes. A network of main roads and country lanes link settlements and the disused Woodhead railway crosses the area. The railway now has a role as part of the Transpennine Trail and has the potential for future reinstatement.

5 . Spatial Strategy

Villages

- 5.59** Villages are those settlements with a population below 3000.⁽⁵⁾ They vary in size from larger villages to small hamlets but are generally characterised by a limited range of services and relatively poor public transport. Some are close to nearby towns, others are in the Green Belt.
- 5.60** This Local Plan does not promote significant development in these villages. Development will be supported where it is necessary for the viability of the settlement and to meet local needs.

5 Threshold derived from Babbie 2003, Urban Potential Study Aug 2005, YHA guide, Urban definition, 2001 census and RSS work on Urban Potential

6 . Policies and Proposals

These general policies are intended to guide the location, type and quality of development in the borough. They will be used to make decisions on planning applications together with other policies in this Local Plan, the Joint Waste Plan and the National Planning Policy Framework.

- 6.1** Arrangements for the monitoring of the policies and the key indicators to ensure the policies are working will be set out in the next version of the Local Plan. We will carry out regular monitoring to ensure that the plan is successfully managing change, that its implementation is producing sustainable development and to determine when a review of the Local Plan may be required.
- 6.2** When considering development proposals we will take a positive approach that reflects the presumption in favour of development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 6.3** Planning applications that accord with other relevant policies will be approved without delay, unless material considerations indicate otherwise taking into account whether:
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - Specific policies in that framework indicate that development should be restricted.
- 6.4** The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development, which is to be seen as a 'golden thread' that runs through plan-making and decision taking. In respect of making planning decisions, development proposals that accord with the development plan should be approved without delay unless there are adverse impacts of granting permission that would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework, taken as a whole or specific policies in that framework, indicate that development should be restricted.
- 6.5** The policy below will be applied to all development. This policy will be the starting point for making decisions on all proposals including those shown on the Proposals Maps as Urban Fabric (shown as light grey areas with the notation of no specific allocation). Other policies of the Local Plan and Joint Waste Plan will be applied as appropriate.

6 . Policies and Proposals

Policy GD1 General Development

Proposals for development will be approved if:

- there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents
- they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land
- they will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land
- they include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape.
- any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated

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

Living Conditions

- 6.7** We want to make sure that the living conditions and residential amenity of people are protected, that development is set within high quality landscaping and that land is used efficiently by making sure that new development does not reduce development opportunities on neighbouring land.
- 6.8** We will assess impact on living conditions and residential amenity in relation to
- Noise, smell, dust, vibration, light, air, surface water, groundwater or other pollution and disturbance from any proposed activity, including traffic related noise and the comings and goings of visitors to premises particularly when late evening activity is involved. Planning conditions will be used to control the construction process
 - Overlooking and privacy
 - Outlook from dwellings including consideration of whether structures in close proximity to windows are considered visually over dominant. However, consideration does not extend to the protection of a person's particular view from a property as this is not a material planning consideration.
 - Daylight/sunlight and overshadowing
 - Landscaping and boundary treatments.

6 . Policies and Proposals

Landscaping and Boundary Treatments

- 6.9** Landscaping should be encouraged in all schemes as it has other benefits including biodiversity provision, climate change resilience and carbon absorption. Any new planting should use a variety of native species which are of local provenance where possible as plants from local sources are better adapted to local conditions and using local sources reduces the risk of introducing diseases and pests. Nectar-rich plants and berry producing shrubs incorporated into planting schemes will be encouraged as they will provide valuable food sources for wildlife, and development of other habitats such as wildflower grassland and wetlands should also be considered.
- 6.10** Planting should, where possible, be designed to link habitats to form corridors for wildlife with existing hedgerows included within developments. Where they have become patchy or overgrown, existing hedgerows should be restored as part of new developments wherever possible. Green walls within developments will be encouraged.

Policy GD2 Temporary Buildings and Uses

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

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

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

- 6.11** Temporary buildings include portable and demountable buildings and structures and those built using short life materials.
- 6.12** Such buildings are often utilitarian in design and can detract from the appearance of the area. They may be acceptable when hidden from public view, for example on some parts of industrial estates. However temporary buildings and uses can also play an important role in the phased redevelopment of key locations such as Barnsley Town Centre. Policy BTC7 together with its supporting text covers this scenario. In other instances they will be allowed only exceptionally and for a limited period.
- 6.13** Renewal of temporary permission will only be permitted where it can be shown that exceptional circumstances exist and that measures to resolve the situation are outside the applicant's control. In such instances further temporary permission would be for a period not exceeding 5 years. Applicants must demonstrate that the situation is capable of being resolved within this period.

6 . Policies and Proposals

- 6.14** Temporary uses will be assessed having regard to the provisions of other policies in the plan and in particular Policy GD1 General Development Policy. Where proposals are acceptable temporary permission would be given for a period not exceeding 5 years.

These policies supersede the following Saved Unitary Development Plan Policies

Part 1

H7, H8, H8A, H8B, H8C, H8D, H8F

GS5

ED4, ED7, ED7, ED9

BE6D, BE6E

7 . Location of Growth

The Challenge

- Ensuring that all development reduces the need to travel and improves the general level of accessibility helping to reduce disadvantages and inequalities in access to services and minimising the impact on the countryside
- Providing enough new homes in the borough over the plan period
- Demonstrating at least a 15 year supply of land for housing development is available
- Ensuring new homes are provided in the right places
- Developing the Barnsley economy to meet local needs and to provide local job opportunities
- Capitalising on our position within two City Regions and adjoining a third
- Providing people who live in Barnsley with opportunities to get good quality jobs in and out of Barnsley
- Developing a residential offer that makes Barnsley an attractive location for investment
- Building on economic progress over the last 10 years and addressing entrenched problems of worklessness by creating a more diverse range of employment development and employment opportunities

The Current Position

- Barnsley is a significant market town and sub regional service centre
- Barnsley sits within both the Leeds and the Sheffield City Regions
- Local waiting lists for housing are growing
- Increasing house prices which have led in recent years to an increase in demand for affordable housing.

Policy Solutions

- Continuing to support the growth agenda of the City Regions
- Employing a sequential approach to the location of development
- Allocating land for employment
- Allocating land for housing

Policy LG1 City Regions

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

7 . Location of Growth

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

Policy LG2 The Location of Growth

Priority will be given to development in the following locations:

- Urban Barnsley
- Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (Dearne Towns), Penistone and Royston

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town to accord with its place in the settlement hierarchy.

Development will be allowed in villages if it is consistent with Green Belt policy and is necessary for the viability of the settlement and to meet local needs.

- 7.2** This approach to the location of development is advocated to encourage development in specific locations to ensure the spatial strategy for the borough is achieved. Urban Barnsley, in support of Barnsley Town Centre, will be the main focus for housing, employment, shopping, health, leisure, business and public services in the region. Individual Principal Towns will be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. There will be a slower pace and scale of growth in villages and rural areas.
- 7.3** This spatial strategy takes into account the findings of the Barnsley Settlement Assessment (2003 and 2007), which covers all Barnsley's towns with a population over 3000, along with a sample of villages and hamlets with a population under 3000. It assesses each settlement in terms of:
- existing sustainability (the schools, shops, employment, public transport and other services available in the settlement)
 - potential benefits of growth; and
 - physical and environmental issues that might influence levels of growth.
- 7.4** Barnsley's settlement hierarchy and settlement roles are set out in the Spatial Strategy Section 6.

8 . Economy

The Challenge

- Developing the Barnsley economy to meet local needs and to provide local job opportunities
- Reducing serious levels of worklessness and encouraging the transition from a low skill/low wage economy to a higher skills/higher wage economy
- Protecting existing employment sites and buildings and ensuring provision of sufficient land and premises for future economic growth
- Promoting tourism and cultural facilities
- Enabling appropriate rural diversification
- Maintaining sustainable rural communities and viable villages
- Supporting and developing existing and new sectors in Barnsley which have growth potential
- Ensuring that the office sector and other new sectors are provided with opportunities for growth and development, primarily in Barnsley Town Centre

The Current Position

- Barnsley is under performing economically in comparison with South Yorkshire and the wider region, and its current economic structure makes it more vulnerable to the effects of global economic recession
- Existing tourist attractions include Cannon Hall, Elsecar Heritage Centre, the Trans Pennine Trail, Wentworth Castle, RSPB Old Moor Wetlands Centre and the Peak District National Park and Southern Pennine Fringe
- Existing cultural facilities include Experience Barnsley, the Civic, the Lamproom Theatre and a seasonal town centre events programme

Policy Solutions

- Ensuring the provision of a wide range of employment locations, land and premises
- Resisting the loss of existing employment land that meets the needs of existing businesses or is likely to meet the needs of businesses in the future
- Promoting opportunities for tourism and culture
- Accommodating a range of employment generating use, including work from/at home, within settlements, particularly in or adjacent to their centres
- Resisting the loss of shops and local services in villages

- 8.1** The National Planning Policy Framework is clear that the Government is committed to securing economic growth, and that the planning system must do everything it can to support sustainable economic growth.

8 . Economy

- 8.2** Barnsley's economy is too small and needs to grow significantly if it is to fulfil its potential, benefit local people and maximise its contribution to the Leeds and Sheffield City Region economies.
- 8.3** In order to create a larger and more diverse economy, more businesses and jobs are needed in the Borough. The Local Plan will support economic growth by providing a range of new employment sites and premises in order to attract new investment and support the growth of indigenous business. It will also seek to protect existing employment sites and premises from alternative uses.
- 8.4** Barnsley's Jobs and Business Plan 2014-2017 contains an aspiration to move towards closing the gap with regional job densities by 2033. Based on the analysis of past trends it has been estimated, that with interventions, an ambitious yet more realistic jobs growth target of approximately 17,500 jobs additional new jobs may be achievable during the plan period. Together with jobs that are forecast to occur without interventions, this will mean a total of around 33,000 new jobs.
- 8.5** The Jobs and Business Plan identifies the following sectors as being capable of delivering the Borough's job and economic growth aspirations and as such they are regarded as priority sectors :
- Advanced Manufacturing
 - Construction
 - Visitor Economy
 - Logistics
 - Business Services
- 8.6** In addition, to the priority sectors, two enabling sectors, which are not seen as being capable of delivering significant economic growth, but that can facilitate the growth of the priority sectors are also identified:
- Creative and Digital Industries
 - Low Carbon
- 8.7** Based on the above assumptions Barnsley's objectively assessed employment land requirement is around 291ha. This includes an allowance of 30% for flexibility to provide the market with choice. The total amount of employment land we propose to allocate is around 309 ha of new employment land.
- 8.8** This is just over 20 ha above our estimated need figure and is to enable a sizeable area of land to be proposed as an allocation at Goldthorpe during this plan period, in addition to the adjacent part of the site that is proposed as land reserved for employment should a need be proven. This is because the favourable characteristics of the proposed Goldthorpe site mean it will be a unique addition to Barnsley's employment land portfolio,

8 . Economy

having potential to provide an inward investment opportunity on an unprecedented scale in Barnsley. It is therefore considered to be a key site to assist Barnsley achieve its overall ambitions and aspirations.

- 8.9** The approach to employment land provision is seen as a key intervention that is required if we are to work towards improving Barnsley's economic fortunes. A case could be made for this approach as during the plan period there are forecast to be land availability and topographical constraints in other boroughs within the City Regions, which represent an opportunity for Barnsley moving forward. This is an issue we will be actively discussing through Duty to Co-operate discussions. Coupled with some evidence and market intelligence there is an opportunity to propose appropriate employment land allocations.

Policy E1 Providing Strategic Employment Locations

We will allocate around 300 ha hectares of land in sustainable locations to go towards meeting the development needs of existing and future industry and business up to 2033. This will provide a choice of sites in places that meet the needs of businesses and their workforce in terms of accessibility and are accessible from communities that would benefit from greater access to job opportunities.

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

The land reserved for employment use at Goldthorpe will be brought forward if there is a proven need.

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

8 . Economy

Policy E2 The Distribution of New Employment Sites

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

Location	Employment land (ha)
Urban Barnsley	73.7
Cudworth including Grimethorpe	18.2
Goldthorpe (Dearne Towns)	80.9
Hoyland	116.8
Penistone	3.3
Royston	0
Wombwell	3.6
Other	12.9
Total	309.4

- 8.11** Barnsley town centre has a key role in providing opportunities for office development and modern employment sectors such as Creative Digital Industries (CDI).
- 8.12** The proposed employment land allocations above are considered to provide Barnsley with an appropriate mix of large and small sites. This will put Barnsley in the best position possible to provide a strong economic offer both to inward investors and to indigenous companies seeking to expand.
- 8.13** We consider that the mix of sites proposed accords with the NPPF in terms of delivering sustainable economic growth. Barnsley has a strong role to play within Sheffield and Leeds City Regions, and its location means that it can provide sites that can accommodate a proportion of the ambitious job numbers sought through the Strategic Economic Plans of both City Regions.
- 8.14** The Employment Land background paper provides further detail on why we think the proposed mix of sites is appropriate for Barnsley.
- 8.15** Highways infrastructure improvements to the M1 Junction 36 and Birdwell roundabout are required to serve all of the Hoyland sites.

8 . Economy

- 8.16** Some of the larger sites are currently Green Belt, and more detail on this can be found in the Green Belt section of this Local Plan.
- 8.17** Amongst the proposed allocations are some sites which we consider to be expansion land. As these are regarded as under the control of an existing/ neighbouring end user they may not be immediately available to the market. They are however new sites that are proposed, and therefore they are included as part of our employment land supply. These sites are unlikely to be brought forward in the short to medium term, or sites whose owners intend to develop for their own purposes.
- 8.18** On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward.
- 8.19** Employment land must be developed in line with policy E3 and the relevant site specific policies below.

Policy E3 Employment Site Policies

Planning permission will be expected to be granted if details are provided in accordance with the site specific policies in the tables below.

- 8.20** Site specific policies for the sites below will be contained in the consultation document

Urban Barnsley

Table 1

Reference	Site Name:	Site area (Ha)
UB1	Birthwaite Business Park	3.5
UB3	Claycliffe Business Park	1.5
MU1	Land South of Barugh Green Road	43 (and 1700 dwellings)
UB5	Zenith	0.4
UB7	Capitol Park Extension	5.4
UB8	Capitol Park	9
UB12	Bromcliffe BP	0.7
UB13	Oaks BP	0.9

8 . Economy

UB16	Bleachcroft Way	9.3
Cudworth		
Table 2		
C2	Land off Ferrymoor Way	17
C3	Land West of Springvale Road	1.2
Dearne		
Table 3		
D1	Land South of DVPW	72.9
D2	Fields End	2
D3	Thurnscoe BP	6
Hoyland		
Table 4		
HOY1	Land West of Sheffield Road	52.3
HOY2	Rockingham	8.9
HOY3	Shortwood Extension	11.8
HOY4	Shortwood	3.8
HOY5	Land south of DVPW	28.6
HOY7	Ashroyd	11.4
Penistone		
Table 5		
P2	Land North of Sheffield Road	3.3
Wombwell		

8.21 The development will be expected to:-

8 . Economy

- consider the potential impact on the nearby Broom Hill Flash Nature Reserve Local Wildlife Site and include appropriate mitigation where necessary.
- Retain the mature oak on the site's northern boundary and hawthorn hedgerow on the south-eastern boundary

Outside Urban Barnsley and Principal Towns

Table 6

N1	Wentworth Industrial Est	1.2
N2	Park Springs Houghton	3.4
N5	Land South of Park Springs	8.3

- 8.22** The proposed employment land allocations above are considered to provide Barnsley with an appropriate mix of large and small sites. This will put Barnsley in the best position possible to provide a strong economic offer both to inward investors and to indigenous companies seeking to expand.
- 8.23** We consider that the mix of sites proposed accords with the NPPF in terms of delivering sustainable economic growth. Barnsley has a strong role to play within Sheffield and Leeds City Regions, and its location means that it can provide sites that can accommodate a proportion of the ambitious job numbers sought through the Strategic Economic Plans of both City Regions.
- 8.24** The Employment Land background paper provides further detail on why we think the proposed mix of sites is appropriate for Barnsley.
- 8.25** Highways infrastructure improvements to the M1 Junction 36 and Birdwell roundabout are required to serve all of the Hoyland sites.
- 8.26** Some of the larger sites are currently Green Belt, and more detail on this can be found in the Green Belt section of this Local Plan.
- 8.27** Amongst the proposed allocations are some sites which we consider to be expansion land. As these are regarded as under the control of an existing/ neighbouring end user they may not be immediately available to the market. They are however new sites that are proposed, and therefore they are included as part of our employment land supply. These sites are unlikely to be brought forward in the short to medium term, or sites whose owners intend to develop for their own purposes.
- 8.28** On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward.

8 . Economy

Policy E4 Land reserved for employment

Prior to the release of land shown on the policies map as reserved for employment (RSV1), a need must be demonstrated to the Local Planning Authority for its use for employment purposes. Until such need is demonstrated existing uses shall remain.

Should a need for an employment use be proven, land released should be occupied within 5 years. Where a need is proven, planning permission will be expected to be granted if details are provided in accordance with the site specific policy below.

- 8.29** Policy E4 applies to one site shown as land reserved for employment at Goldthorpe. This site has been reserved for employment should a proven need arise within the plan period for an employment use of such a scale that cannot be accommodated on any of the other proposed employment land proposed in this Local Plan.
- 8.30** Allocated employment sites are shown on the Policies Maps. In terms of controlling development on them the following policy applies to all allocated employment sites. It will also be applied to areas currently in employment use, or where a previous employment use has now ceased.

Policy E5 Uses on employment land

On allocated Employment Sites, or land currently or last used for employment purposes, we will allow the following uses: ⁽⁶⁾

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

Ancillary uses will be allowed where appropriate in scale.

Other uses may be considered on their merits, particularly their contribution to the borough's economic offer and job density.

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

6 The uses in policy E5 are those set out in the Use Classes Order 1987 as amended (including any subsequent amendments), categories B1, B2 and B8 and therefore the exclusions set out in those categories apply. Offices are considered to be a Town Centre use.

8 . Economy

- 8.32** Non employment uses will only be considered where it can be demonstrated that they provide a significant contribution to the economic offer of the borough. Given the job growth targets that Barnsley aspires to to close the job density gap it is imperative that the best use is made of employment land to contribute towards increasing the number of jobs in the borough.
- 8.33** Employment Sites are undeveloped land allocated for employment use. Land currently or last used for employment purposes are areas of established employment use. These areas are sometimes interspersed with other 'employment generating' uses which may not strictly conform to the conventional B class employment uses, and may include some vacant land and premises. Due to their long established nature they comprise some of the borough's most sustainable and most valued employment areas and will be protected from non employment development as set out in policy E6 Protecting Existing Employment Land.
It should be noted that 'Land currently or last used for employment purposes' does not contribute towards the available supply as it is already in existing use.
- 8.34** In order to encourage economic restructuring in accordance with the Jobs and Business Plan, provision is made on the majority of sites for a range of employment creating uses. These will mainly be uses falling within Parts B1, B2 or B8 of the Use Classes Order 1987. However, so that the process of widening the economic base and diversifying the local economy is not hindered, other job creating uses may be allowed. Proposals for waste management facilities may be acceptable subject meeting the requirements set out in the Barnsley, Doncaster and Rotherham Joint Waste Plan 2012 and any updates to this document.

Policy E6 Protecting Existing Employment Land

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

- development would not result in a loss of existing jobs or employment potential; and
- there will still be an adequate supply of employment land in the locality

If the above criteria can be satisfied then redevelopment will be allowed where it can be demonstrated that:

- the land or premises cannot satisfactorily support continued employment use.

8 . Economy

- 8.35** Due to their long established nature, land or premises currently or last used for employment purposes, comprise some of the borough's most sustainable and most valued employment areas. These areas will be protected from non-employment use to maintain the range of land and premises.
- 8.36** It is important to retain existing employment sites in order to maintain a range of types of available premises. Losses have been as high as 8 ha per annum, but have significantly reduced in recent years. These losses have been to a variety of uses, but predominantly to housing. This Local Plan sets out the numbers of housing required and broadly where it will be located. We will seek to stop further losses of employment land to housing unless credible supporting evidence is provided to demonstrate that a proposal conforms with the above policy.

Policy E7 Promoting Tourism and encouraging Cultural Provision

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

- encouraging the provision of a wide range of venues and opportunities for cultural activity
- safeguarding and sustaining existing cultural provision
- promoting the existing cultural provision and tourism offer (for example museums, theatres, accommodation and hospitality)
- encouraging the growth of the tourism business sector

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

Tourist related development in rural areas will be protected and encouraged to support and diversify the local economy, subject to the requirements of Policy E8 Rural Economy.

- 8.37** The Good Practice Guide on Planning for Tourism uses the World Tourism Organisation's (WTO) definition of tourism: 'the activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes'. Tourism refers to all activities of visitors including both 'tourists' (overnight visitors) and 'same-day visitors' and can cover a very diverse range of activities.
- 8.38** Tourism can bring many broader benefits that will contribute to the economic and social well being of local communities as well as to individuals. It can:
- be the focus of regeneration of urban and rural areas
 - provide a catalyst for growth in an area, raising its profile and stabilising out-migration
 - provide opportunities for retraining for the resident workforce and help to diversify over-specialised economies
 - help maintain and expand under used sports and recreation facilities in urban areas

8 . Economy

- 8.39** The future development of tourism is an important issue in both urban and rural areas. Tourism has an important role to play in Barnsley's economy. We want to build on the existing tourism potential of current attractions and others close to our borders and to support and explore all opportunities to improve existing destinations and create new tourism and cultural attractions. We need to build on the legacy of the Tour de France and maximise use of key assets in the borough such as the Trans Pennine Trail.
- 8.40** The council has an emerging Destination Management Plan which aims to improve the economic prosperity and vitality of Barnsley and to improve the health and social well being of the residents and communities of Barnsley.
- 8.41** The benefits of providing for a wide range of cultural activities and facilities include:
- contributing to the local economy
 - creating a rich vibrant and diverse mix of uses
 - well being and enjoyment of town centres and countryside
 - social benefits
 - supporting citizenship and community identity
 - maintaining healthy lifestyles
- 8.42** In order to maximise the benefits of tourism to rural economies, it is important to locate new tourism development in locations where visitors to such attractions can help to support local shops and services. It must also be sensitive to and integrate well with its countryside and landscape setting in accordance with Policy E8 which relates to the rural economy.

Policy E8 Rural Economy

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

- supports the sustainable diversification and development of the rural economy; or
- results in the growth of existing businesses; or
- is related to tourism or recreation; or
- improves the range and quality of local services in existing settlements

Development in rural areas will be expected to:

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

8 . Economy

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

Policy E9 Loss of Local Services and Community Facilities in Villages

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

- The business or facility cannot be economically successful; or
- The change of use would not have a significant effect on the ability of local people to access local services.

- 8.45** It is important that people living in villages have reasonable access to facilities to provide for day-to-day needs such as local shops and post offices. Where possible, these facilities will be kept. If there is going to be a change of use, supporting evidence should be provided to justify the proposal. This may include information about the business (such as any attempts to sell it), or alternative facilities available in the area that provide the same services. A village is a place with a population of less than 3,000 as set out in the settlement hierarchy.

9 . Housing

The Challenge

- Providing the right mix, type and density of housing
- Meeting the need for affordable homes
- Meeting the shortfall of sites for Gypsies, Travellers and Travelling Showpeople
- Meeting the accommodation needs of children and vulnerable adults

The Current Position

- Changing population profiles with a growth in small households
- Insufficient supply of pitches for Gypsies and Travellers and increased instances of unauthorised encampments
- Shortfall in supply of affordable housing

Policy Solutions

- Ensuring the mix, type and density of housing is appropriate
- Seeking affordable housing where appropriate
- Providing for the needs of Gypsies, Travellers and Travelling Showpeople

Policy H1 The Number of New Homes to be Built

We will seek to achieve the completion of at least 20,900 net additional homes during the period 2014 to 2033.

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

- 9.1** This figure gives an indicative annualised figure of around 1100 per annum (20,900 over the plan period). The objectively assessed housing need figure expressed in the Strategic Housing Market assessment is 'around' 1,100 dwellings per annum. This has been arrived at by using the various scenarios in the forecasting work in the Edge Analytics report, and tempering these by applying evidence on issues such as market signals and past delivery rates. It is considered that the 1,100 figure represents an ambitious and aspirational figure which addresses housing needs and supports economic growth ambitions, and would still require a step up in delivery.
- 9.2** This figure will continue to evolve up until the Local Plan is submitted to the Planning Inspectorate for examination.

9 . Housing

Policy H2 The Distribution of New Homes

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

Table 7 Distribution of new homes for the period 2014 to 2033

Settlement	Number of homes	Planning Permissions	Total	% of Overall Supply**
Urban Barnsley	6394	2900	9294	44
Cudworth	1156	68	1224	6
Dearne	2104	751	2855	13
Hoyland	2136	243	2379	11
Penistone	697	373	1070	5
Royston	866	480	1346	6
Wombwell	1501	639	2140	10
Other	0	681	681	3
Total	14854	6135	20989	100**

*The methodology used to calculate indicative dwellings that could be achieved on allocations that do not have planning permission is laid out in the background paper for housing.

A further 476 dwellings will be added to the overall total supply as a windfall allowance. The methodology for calculating this allowance is set out in the background paper for housing.

** Percentages are rounded and as a result do not add up overall to 100%

- 9.3** The location of housing development accords with the settlement hierarchy and Policy LG1 regarding the location of growth.
- 9.4** Figure 3 illustrates the proposed indicative distribution of new homes.

9 . Housing

- 9.5** Sites are allocated for housing in accordance with policy H1 of this Local Plan. The sites are shown on the Policies Maps and set out in the site policies below. All these sites have been assessed at an indicative density of 40 dwellings per hectare. The site areas quoted are gross. A gross to net ratio has been applied to take account of on site infrastructure requirements.
- 9.6** Some site areas have also been reduced further to take into account areas of archaeological or ecological importance, and areas where development would significantly impact on the setting of a heritage asset.
- 9.7** On those sites currently functioning as green space, compensation would be required for loss of this green space should the proposed allocations come forward.

Policy H3 Housing Site Policies

Planning permission will be expected to be granted if details are provided in accordance with the following site specific policies.

- 9.8** The consultation document will contain site specific policies. Below is a list of proposed housing allocations.

9 . Housing

9.9 Urban Barnsley

Table 8

Site Reference	Site Address	Indicative number of dwellings
AC2	Land south of Darton Lane, Staincross	64
AC3	Former William Freeman site, Wakefield Road	131
AC6	Longcar PDC	0
H83	Land to the east of Woolley Colliery Road	89
H13	Site east of Burton Road, Monk Bretton	218
H14	Site west of Wakefield Road	135
H18	Site east of Smithy Wood Lane	144
H20	Site south of Bloomhouse Lane, Darton	209
H42	Site west of Wakefield Road	246
290	Land south west of Priory Road	18
H31	Site to the west of Smithy Wood Lane	36
H33	Site to the east of St Helens Avenue	96
H48	Site of former Kingstone School	0
H53	Site north of Wilthorpe Road	0
H54	Land off High Street, Dodworth	14
H57	Monk Bretton Reservoir and land to the east of Cross Street	82
H59	Land at St Michaels Avenue	38
H29	Land at Garden House Farm	35
H62	Land off Highstone Lane, Worsbrough Common	18
H19	Site north of Keresforth Road	231
503	Land off Leighton Close	18

9 . Housing

H73	Land between Mount Vernon Road and Upper Sheffield Road	154
H72	Land North of Kingwell Road, Wosbrough	77
AC1	Former Woolley Colliery	86
UB6	Zenith Business Park extension	182
H5	Site South of Coniston Avenue Darton	40
H28	Site of Former Priory School, Lundwood, Barnsley	0
H60	Site between Rotherham Road and former Priory School site	51
H24	Site north of Carlton Road	90
H44	Land to the north of West Green Way, West Green	492

9 . Housing

Cudworth

Table 9

Site Reference	Site Address	Indicative number of dwellings
H32	Site adjacent Carrs Lane/ Summerdale Road, Cudworth	278
H39	Site at Weetshaw Lane, Shafton	144
AC22	Land off High Street, Shafton	32
H22	Site at Blacker Lane	160
AC23	Land off Pontefract Road	192
H75	Land off Cudworth Bypass	192
H87	Land north of Oak Tree Avenue	38
H74	Land north of Sidcop Road	18
H76	Land west of Three Nooks Lane, Cudworth	41
H10	Site to the West of Brierley Road, Grimethorpe	61
	Former Willowgarth School, Grimethorpe	0

Goldthorpe (Dearne Towns)

Table 10

Site Reference	Site Address	Indicative number of dwellings
H17	Site south of Barnburgh Lane	115
H30	Land north of East Street, Goldthorpe	112
H50	Land to the north of Dearne ALC	102
H52	Site south of Beaver Street	54
H55	Site at Brunswick Street	45
H1	Former Reema Estate and adjoining land off School Street	525
496	Former Highgate Social Centre	29

9 . Housing

H12	Bolton House Farm, Barnsley Road	194
H67	Site to the east of Broadwater Estate	333
H84	Land to the west of Thurnscoe Bridge Lane, south of Derry Grove, Thurnscoe	308
311	Site south of King Street, Thurnscoe	25
H51	Land north of Barnburgh Lane, Goldthorpe	109
372	Land off Merrill Road, adjacent Clayton Lane Playing Fields, Thurnscoe	67
AC26	Land south of Lowfield Road, Bolton on Dearne	86

9 . Housing

Hoyland

Table 11

Site Reference	Site Address	Indicative number of dwellings
H6	Greenside Lane	22
H8	Land off Meadowfield Drive	74
H16	Site north of Hoyland Road	603
H45	Springwood farm and adjoining land	714
877	Land at Sheffield Road	29
H77	Land west of Upper Hoyland Road	70
H4	Land south of Hay Green Lane	115
AC30	Land at Tankersley Lane	118
H2	Land west of Fitzwilliam street	77
H9	Land off Welland Crescent	29
AC29	Land off Shortwood Roundabout	80
H7	Land off Clough Fields Road	74
AC31	Broad Carr Road	131

Penistone

Table 12

Site Reference	Site Address	Indicative number of dwellings
H34	Land east of Saunderson Avenue, Penistone	29
H47	Site south east of Schole Hill Lane, Penistone Hartcliffe Rd	0
H25	Land at Talbot Road, Penistone	30
H69	Land at Sheffield Road	42
H81	Land south of Well House Lane	134

9 . Housing

AC34	Land north of Barnsley Road/ Land East of Penistone Grammar School	48
H82	Land south of Halifax Road	414

DRAFT

9 . Housing

Royston

Table 13

Site Reference	Site Address	Settlement	Indicative number of dwellings
H11	Land at Lee Lane, Royston	Royston	770
H43	Land at end of Melton Way	Royston	58
482	Land off Redmond Avenue, Royston	Royston	38

9 . Housing

Wombwell

Table 14

Site Reference	Site Address	Indicative number of dwellings
H40	Site of former Foulstone School Playing Fields	189
H41	Site of the former Foulstone School	77
377	Land east of Wortley Street	32
H56	Land to the rear of Kings Oak Primary School	45
H63	Land off Newsome Avenue	0
308	Site at New Street	35
232	Hill Street/ Snape Hill Road, Darfield	32
H64	Former Kings Road School Site	29
H70	Land east of Lundhill Road	163
H3	Land south of Doncaster Road	540
H27	Former Wombwell High School	250
AC39	Land off Margaret Road, Darfield (AC39 addressed in consultation document as Pitt St Wombwell check correct address)	109

9.10 The following policies will be applied to proposals for housing:

9.11 The sites shown as housing sites on the Policies Maps will be developed mainly for residential purposes. We will only allow other uses on these sites where:

- They are small scale and ancillary to the housing elements; and
- They provide a service or other facility mainly for local residents.

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

9 . Housing

Policy H5 Residential Development on Small Non-allocated Sites

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

- 9.13** Whilst many new homes in the borough will be built on sites allocated for housing, other sites will also be suitable for residential development. These sites make a valuable contribution to the housing supply. Sites in towns and villages can offer good opportunities for providing houses where other people already live, near to shops and services. Developing these sites also reduces the need to provide new sites outside settlement boundaries. We will allow small scale residential development within towns and villages in line with other plan policies, including those protecting people's living conditions, road safety and design.
- 9.14** The extent of the settlement boundaries for Urban Barnsley and the Principal Towns are shown on the Proposals Maps. The boundaries of villages are defined by the Green Belt boundary as shown on the Proposals Maps. This policy does not apply in villages which are washed over by the Green Belt (Green Belt policies apply to proposals in these locations).
- 9.15** This policy does not apply to areas of land under 0.4 hectares where they form part of a larger site that is over 0.4 hectares and has potential for housing development. These sites are covered by policy H6 below. This is to ensure that small developments which take place on part of a larger site do not compromise its wider development.

Policy H6 Residential Development on Large Non-allocated Sites

Proposals for residential development on sites above 0.4 hectares which are not shown as housing sites on the Policies Maps are expected to be:

- Located within Urban Barnsley or the Principal Towns as shown on the Proposal Maps
- Located on previously developed land. Greenfield sites which are not allocated for residential development will not be released for development unless all housing allocations have been developed or it can be shown that those that are left are not deliverable.

If the above criteria are satisfied residential development will be allowed where it can be demonstrated that the site:

- Is located within the built up area. Sites on the edge of settlements will need to provide acceptable mitigation of their impact on the countryside or they will not be considered to be acceptable locations for residential development; and
- Is accessible by public transport; and
- Has good access to a range of shops and services.

- 9.16** To ensure sustainable development and to comply with the settlement hierarchy it is important that large housing developments are located in larger settlements as defined in the settlement hierarchy. These are Urban Barnsley and the Principal Towns of Cudworth, Goldthorpe (The Dearne Towns), Hoyland, Penistone, Royston and Wombwell.
- 9.17** An important indicator of a site's sustainability is its access to public transport as this can reduce the amount of travel undertaken using the car. We will use information provided by South Yorkshire Passenger Transport Executive (SYPTTE) to determine if a site is accessible by public transport. SYPTTE can provide an assessment of a site's location in relation to the Core Public Transport Network (CPTN). For a site to be considered to be accessible by public transport the centre of the site will need to be located within the CPTN or within the CPTN buffer and acceptable mitigation provided to compensate for the degree of restriction to public transport use.
- 9.18** The CPTN is defined as core bus corridors with six or more buses per hour and the railway network. A catchment area buffer is applied to the CPTN access points (bus stops and railway stations) which is based on a 400 metre walk to access bus services and an 800 metre walk to access a railway station.
- 9.19** It is important that housing developments have good access to a range of shops and services. This reduces car use and helps to create sustainable communities. We will assess if a site has 'good access' by reviewing information supplied by applicants in support

9 . Housing

of their application. This will be expected to identify the number of facilities within an 800 metre radius of the centre of the site listed in the tables below. Good access to shops and services will be where all the essential facilities, and a range of the other services and facilities listed below, are within 800 metres of the centre of site.

Table 15 Essential Facilities

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

Table 16 Other Services/Facilities

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

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

Policy H7 Housing Mix and Efficient Use of Land

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

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

A density of about 40 dwellings per hectare will be expected.

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

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

9 . Housing

Policy H8 Affordable Housing

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

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

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

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

Limited affordable housing to meet community needs may be allowed in Green Belt.

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

9 . Housing

options for delivery such as on site provision (which would be the priority), a mix of on site and off site contributions such as commuted sums, and the transfer of free serviced plots to an appropriate provider.

- 9.28** The Council will seek provision of affordable housing on all housing development according to the targets set out in policy H8, subject to this being consistent with the economic viability of the development. Generally, it will be necessary to provide the affordable homes needed on site. However, in some cases, we may allow affordable homes to be built off site, but within the local area, where this is beneficial to the affordable housing scheme.
- 9.29** To maintain a stock of affordable homes, it is important that they are not sold or rented at market values in the future. We will require a planning obligation to make sure the homes remain affordable.
- 9.30** The type and tenure of affordable housing will vary from site to site according to local circumstances and will be negotiated between the applicant and the Council.
- 9.31** Custom build and self build will be supported where appropriate.
- 9.32** We recognise the importance of providing affordable homes in rural settlements that are constrained by or washed over by Green Belt. Policy H8 makes provision for rural exception sites to be considered specifically for affordable housing where market value homes would not be allowed. These may in some instances be on the edge of the settlement. We will require a planning obligation to make sure the homes remain affordable.
- 9.33** The Council will seek every opportunity to work positively with developers and other partners to deliver affordable housing and a mix of houses housing types to meet local needs through use of its own land , all available funding opportunities, innovative development models and other initiatives.

9 . Housing

Policy H9 Housing Regeneration Areas

In the following recognised areas of low housing demand we will support a range of housing market regeneration programmes aimed at the renewal of poor housing and the revitalisation of the neighbourhoods and communities:

- Goldthorpe, Bolton on Dearne, Thurnscoe, and Great and Little Houghton
- Royston, Shafton, Brierley and Grimethorpe
- Urban Barnsley

Such support may include:

- Encourage sustainable housing growth to support creation of an overall balanced housing market
- addressing the density and mix of housing types and tenure
- giving full weight to agreed masterplans produced under housing regeneration area programmes
- providing new infrastructure to support the sustainability of communities.
- maximise planning enforcement measures to support high quality neighbourhoods.

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

Policy H10 Protection of Existing Larger Dwellings

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

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

- 9.37** As well as provision as part of our housing mix of some new low density, large dwellings and family housing, it is also important to ensure the endurance of existing housing stock of this type. In recent years dwelling conversions have been taking place at an increasing rate in the borough. These conversions have resulted in a loss of larger homes and an increase in the number of smaller homes contributing to the imbalance in the housing stock towards smaller homes. This has been a problem particularly in Urban Barnsley around the Town Centre. The Government has changed the designation of garden areas from 'brownfield land' to 'greenfield land', in an attempt to resist development of additional houses within the curtilage of larger homes, known as 'garden grabbing', as this has also had an adverse impact on larger housing stock. Often additional dwellings have been built within their curtilage, resulting in an adverse impact on the original dwelling. In order to further protect larger homes, we will resist the conversion of larger homes into flats and other non self contained housing such as Houses in Multiple Occupation and support their re-introduction into family-sized homes. Where this conflicts with policy GB1, this policy will take precedence if it maintains the existence of a large dwelling. This policy will also take precedence over any infill development that would normally be allowed under paragraph 19 of the Designing New Housing Development SPD, where that development would have an adverse impact on an existing large house. We will also resist development in gardens of larger dwellings where this will have an adverse impact on the original dwelling and its continued function.

9 . Housing

Sites for Gypsies and Travellers

Policy GT1 Sites for Travellers and Travelling Showpeople

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

In terms of their broad location sites will:

- have good access to facilities
- be primarily located within urban areas

In terms of their specific location the sites will:

- not be in an area of high flood risk
- not be affected by contamination, unless the site can be adequately remediated
- have adequate vehicular and pedestrian access from the highway
- provide a good safe living environment with appropriate standards of residential amenity
- have the ability to be developed in accordance with the CLG Gypsy and Traveller Site Design Guide (May 2008)
- have no other restrictive development constraints

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

Temporary Stopping Places:

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

9.38 Barnsley's Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment (GTNA) 2015 identifies a five year requirement of 15 pitches between 2014/15 and 2018/19. A further annualised requirement of 1.83 pitches can be applied to this figure to account for household formation.

9.39 An emergency stopping place has been created in the borough to help better management of, and reduce the frequency of illegal and unauthorised encampments, which are symptomatic of the current shortfall in pitch provision. This meets the identified need for transit pitches identified in the GTNA. There is currently no identified need for Travelling Showpeople accommodation in Barnsley.

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

9 . Housing

- ownership issues
- the scope to provide essential services such as mains water, electricity, drainage and sanitation
- ground stability
- other issues that relate to the practicability of development

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

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

Site Policy GT2 Sites for Travellers

The following sites are shown on the Policies Maps:

- TRAV013A Land at Carlton Industrial Estate, Carlton up to 10 pitches
- AC47 Burntwood Cottages extension, Brierley 8 pitches

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

Statement 1

These allocations supersede the following Saved Unitary Development Plan Policies:

Part 1

H3, H4

Part 2

BA1, DT1, DO1, RO1, NE1, DA1, DE1, WW1, HN1, PE1, WR1, WR2

10 . Education

- 10.1** We have worked closely with colleagues in Education to look at the impact that development proposed in the Local Plan will have on the capacity of schools across the borough.
- 10.2** This work has indicated pressures in the capacity of Primary Schools, particularly in Barnsley Town Centre, Wombwell and North East areas of the borough. The Local Plan proposes to allocate the following sites for the future development of primary schools. Some are part of Mixed Use proposals.
- 10.3** Further information is provided in the infrastructure delivery plan.

Urban Barnsley

- Site AC11 Land between Fish Dam Lane and Carlton Road
 - 2 ha of this proposed mixed use site has been allocated to allow the future expansion of Carlton Junior and Infant School. The remainder of the site is proposed as housing.
- Site MU1 Land south of Barugh Green Road
 - A primary school is proposed as part of this mixed use proposal alongside other uses including housing and employment land.

Royston

- Site AC38 Land at Lee Lane, Royston
 - This site is proposed as a primary school.

Wombwell

- Site AC40 Former Wombwell High School, Wombwell
 - 2 ha of this proposed mixed use site has been allocated for a primary school. The remainder of the site is proposed as housing.

11 . Mixed Use Sites

- 11.1** The following sites are proposed for mixed use. The proposed mix of uses will be set out in site specific policies in the consultation document.

Policy Mixed Use Sites 1

Planning permission will be expected to be granted if details are provided in accordance with the site specific policies below.

Table 17

Site Reference	Site Address	Indicative number of dwellings
MU1	Land south of Barugh Green Road	1700 (and 43 ha employment land)
AC11	Land between Fish Dam Lane and Carlton Road	294
AC12	Land off Shaw Lane Carlton	1206
AC16	Land off Broadway, Barnsley	200

12 . Transport

The Challenge

- Reducing transport related green house gas emissions
- Supporting sustainable development and the locations for growth set out in the Core Strategy
- Addressing cross boundary transportation issues
- Reducing the need to travel, particularly by car.
- Where travel is necessary
 - making it easier for people to travel between home and health, education, leisure, countryside and work opportunities within the borough by walking, cycling and public transport
 - improving direct public transport and freight links with significant places of business and employment outside the borough
- Influencing travel behaviour, in particular
 - encouraging greater take up of walking, cycling and public transport whilst recognising the constraints of existing transport infrastructure, such as narrow roads which can make the provision of dedicated cycle routes difficult
 - encouraging a healthier lifestyle to help reduce the high levels of obesity and heart disease
 - managing car parking
- Increasing the feeling of safety and security whilst using public transport, walking and cycling
- Ensuring that sustainable and inclusive travel is embedded within new development
- Reducing the number of people, particularly children, that are killed or seriously injured on our roads
- Reducing the impact of necessary road travel on the environment, the health and safety of the community and the local economy

The Current Position

- Barnsley launched (January 2009) and continue to develop the 'Care4Air ECO Stars' fleet recognition scheme on behalf of the South Yorkshire LTP Partnerships. The scheme encourages operators of buses, coaches, heavy goods vehicles and light vans to maximise efficiency and minimise exhaust emissions
- Barnsley's major bus operator Stagecoach recently introduced a revised bus network using Barnsley Interchange as a hub, providing links to other bus, rail and taxi services
- Cudworth and West Green bypass recently completed

Policy Solutions

12 . Transport

- Designating a broad based Accessibility Improvement Zone as the focus of future transport investment
- Implementing the Northern Barnsley Connectivity Study
- Improving accessibility within the Principal Towns
- Improving public transport, walking and cycling links between the Principal Towns
- Improving links between Urban Barnsley and the Principal Towns to places on the Leeds to Sheffield corridor
- Improving direct links between London, Manchester, other Core Cities and the Humber Ports
- Supporting neighbouring authorities and joint working and establishing an integrated approach linking our neighbouring authorities through sub-regional and city regional working
- Protecting disused rail lines for future reinstatement
- Ensuring that new development is designed and located to be accessible to public transport, walking and cycling
- Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards
- Requiring transport assessments and travel plans for new development
- Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users
- Setting the scope for Barnsley's parking strategy
- Developing and implementing Air Quality Action Plans
- Working with partners to improve the efficiency of vehicles and goods delivery and reduce exhaust emissions
- Providing for effective use of existing transport networks
- Capitalising on Barnsley's location at the heart of the Trans Pennine Trail

12.1 Transport

12.2 Barnsley, working with city region partners and other stakeholders, is mobilising a Transport Strategy for Barnsley.

12.3 The purpose of the transport strategy is 'to identify and prioritise interventions associated with *sustainable development - transport corridors within and beyond the borough* to:

- deliver the Barnsley Economic Strategy
- implement the Barnsley Local Plan Accessibility Priorities
- fully engage the Barnsley economy in the city regional, national and international economies and
- deliver the Barnsley related transport economic growth, social inclusion, health and safety policies and associated investments of the National Planning Policy Framework (paragraphs 29-41) and Sheffield / Leeds City Region sustainable transport strategies

12 . Transport

- 12.4** The interventions identified within the Barnsley Transport Strategy will be programmed to promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.
- 12.5** **The importance of Transport to the Local Plan**
- 12.6** Reducing the impact of climate change is a key objective of the Barnsley Local Plan. In response to this challenge, the accessibility policies included in the Local Plan and the interventions promoted in the Transport Strategy aim to contribute to the reduction in transportation related green house gas emissions.
- 12.7** The overall aim for sustainable travel is firstly to reduce the need to travel, but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking, cycling, or where necessary using public transport. We want to reduce the need for individuals with a car to use it for these journeys. We also need to ensure that everybody has a real alternative option, other than the car.
- 12.8** However we recognise that some journeys will need to be made by road, including the movement of freight. Where these journeys are necessary we want to make sure the existing road network is used more efficiently, supporting a good bus network, allowing public transport, cars and freight to move quickly between their destinations, both within and outside the borough. This will have the added benefit of improving local air quality.
- 12.9** Achieving these aims will need us to change our travel behaviour, but by encouraging these 'smarter choices' and efficient movement, this strategy will also play a part in improving local prosperity, health, quality of life and reduce the impact of climate change. It aims to minimise the impact of travel on the environment and will help to reduce Barnsley's carbon emissions.
- 12.10** These aims are also reflected in the ambitions of the Community Strategy, which recognises the role transportation can play in helping Barnsley to become a strong, healthy and just society. It acknowledges transport's role in reducing high levels of obesity in all ages including children, by facilitating a major increase in walking and cycling through the 'Lifestyle programmes', created to improve health and reduce health inequalities in Barnsley.
- 12.11** The Local Plan policy framework for transport and the interventions of the Transport Strategy by emphasising accessible, inclusive and sustainable travel are consistent with the national goals for transport set out in the NPPF and Government investment programmes.
- 12.12** **The existing and future pattern of transport infrastructure and services**
- 12.13** Barnsley's existing transport infrastructure is a consequence of both the historical coal economy with more recent adjustments as part of the economic restructuring following the ending of coal mining in the 1990's.

12 . Transport

- 12.14** Because the coal mining communities were self contained and coal was transported by rail, there was very little demand for travel or transport infrastructure linking the coalfield townships (the Principal Towns). The bus network serving the townships was a traditional hub and spoke pattern with services solely to Barnsley town centre. Alongside the closure of many of our railways in the 1960's this pattern has resulted in a legacy of poor public transport, walking and cycling routes particularly between the Principal Towns.
- 12.15** By 2017 it is intended to implement a bus partnership scheme between the Council, SYPT and bus operators. This partnership will seek to promote improved bus services and networks, together with improving the quality of vehicles and the passenger experience.
- 12.16** During the immediate post coal economy and to date there have been improvements to the highway pattern, public transport and active travel routes. The main elements have been:
- a series of new roads which have provided direct road access from the M1 and A635 / A628 to the employment sites within the Dearne and other coalfield communities such as Grimethorpe
 - by pass schemes for communities originally penetrated by heavy traffic such as Dodworth and Cudworth
 - other roads providing links between these new roads and established employment areas eg Carlton Industrial estate
 - various localised junction improvements such as associated with the A61 Quality Bus Corridor
 - bus route rationalisation and modern buses operating limited stop 'express' services and concentration of previously less focussed / infrequent services on 'corridor' routes together with targeted 'town' (every 10 minutes) services
 - train patronage has increased and there is now an established inter-regional service connecting Barnsley interchange station to Leeds, Wakefield, Sheffield, Chesterfield and Nottingham and subject to funding confirmation firm proposals are being promoted for improving linespeed on the Barnsley line between Sheffield-Barnsley-Wakefield – Leeds
 - active travel routes have been increased through the establishment of the Trans Pennine long distance trail through Barnsley including using disused railway routes together with a vigorous promotion of a 'Safe Routes to School' associated with the Building Schools for the Future programme.
- 12.17** Future investment in transport infrastructure is being given higher priority nationally and within the Sheffield and Leeds City Regions.
- 12.18** The Government is promoting the construction of a completely new high speed railway from London to Birmingham and then onward via an eastern leg to Leeds and a western leg to Manchester. The proposals include a South Yorkshire station at Meadowhall

12 . Transport

Interchange and also a station in Leeds city centre. The initial preferred route runs through the borough to the east of the M1 and urban Barnsley from Hoyland (partially tunnelled) to Ardsley (partially tunnelled) and then between Lundwood and Cudworth before leaving the borough to the east of Royston.

- 12.19** The route will be subject to consultation prior to being finalised by the Government. Construction is currently intended to begin within the Local Plan period, with the route potentially opening around 2032- 33.
- 12.20** Whilst services would not become operational until 2032 if the decision is taken to proceed then there would be a major improvement in advance of that of rail, bus, active travel and highway connections to the proposed South Yorkshire station. The initial preferred route runs through the borough to the east of the M1 and urban Barnsley from Hoyland (partially tunnelled) to Ardsley (partially tunnelled) and then between Lundwood and Cudworth before leaving the borough to the east of Royston. Any adjustment to the route and station proposals will be subject to consultation prior to being finalised by the Government.
- 12.21** The long term planning of both major national rail and highway routes is being progressed by a series of route studies including trans-pennine and the local authority and other stakeholders will engage with these studies so full account is taken of Barnsley's needs and opportunities.
- 12.22** Additionally and separate from HS2 there is an emerging proposal for a national 'active travel' long distance trail in the broad corridor of the HS2 proposal. However, at this time there is no definite route identified for the trail.
- 12.23** **Development - Transport Priority Corridors**
- 12.24** Over the plan period in order to meet the local economic challenges the Barnsley Economic Strategy is promoting a change to the pattern, size and character of employment sites. The new pattern is characterised by selection of a limited number of locations attractive to the private sector able to provide large sites able to accommodate a variety of employment users. Those employment sites will either be set within existing development – transport priority corridors or will form part of coordinated proposals promoting new development – transport priority corridors.
- 12.25** Additionally as part of growing the visitor economy Barnsley will be seeking to both promote more vigorously its existing visitor offer but also enhance the attractions as well as increasing the range of leisure destinations and hospitality facilities both within the town centre and other areas of heritage and cultural interest.
- 12.26** In supporting the Economic Strategy the emerging Transport Strategy will identify and promote priority corridors in order to progress sustainable transport provision and patronage as well as enthusing and guiding stakeholder investment. The Transport Strategy interventions will progressively target priority corridors. These priority corridors as presently envisaged whilst they are shown in schematic form by diagrams in the Local Plan are not

12 . Transport

shown on the Barnsley Local Plan Policy Map as they will change over time. The corridors and associated interventions will be defined and described in the Transport Strategy documentation.

12.27 The interaction of the Local Plan and the Transport Strategy

12.28 The emerging Transport Strategy will set out priorities for improvements to the existing transport infrastructure as well as ensuring that sustainable travel is an integral part of new development. It considers sustainable and accessible travel within the Barnsley borough and also to places outside of the borough, links which are necessary for Barnsley to fully develop its role in the national and city regional economy.

12.29 The Local Plan sets out the spatial strategy for the sustainable development and use of land within the Borough. Transport infrastructure is both needed to serve the Local Plan policies and proposals as well as providing an important consideration for spatial planning as making the best use of existing infrastructure is a key component of sustainable development. Consequently it is felt appropriate for both the Local Plan and Transport Strategy to have common policy priorities. The Barnsley Local Plan transport policy framework is framed around the following accessibility priorities. These priorities are also the major policy considerations for the interventions set out in the Transport Strategy.

Policy T1 Accessibility Priorities

Working with city region partners and other stakeholders transport investment will be set out in Transport Strategy programmes focused on development-transport corridors as shown in Figure 4 to:

A) Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns

B) Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc.

C) Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including provision for car parking and enhancing the non car role of the transport corridor shown on figure 2 as the 'potential enhanced road based public transport corridor'

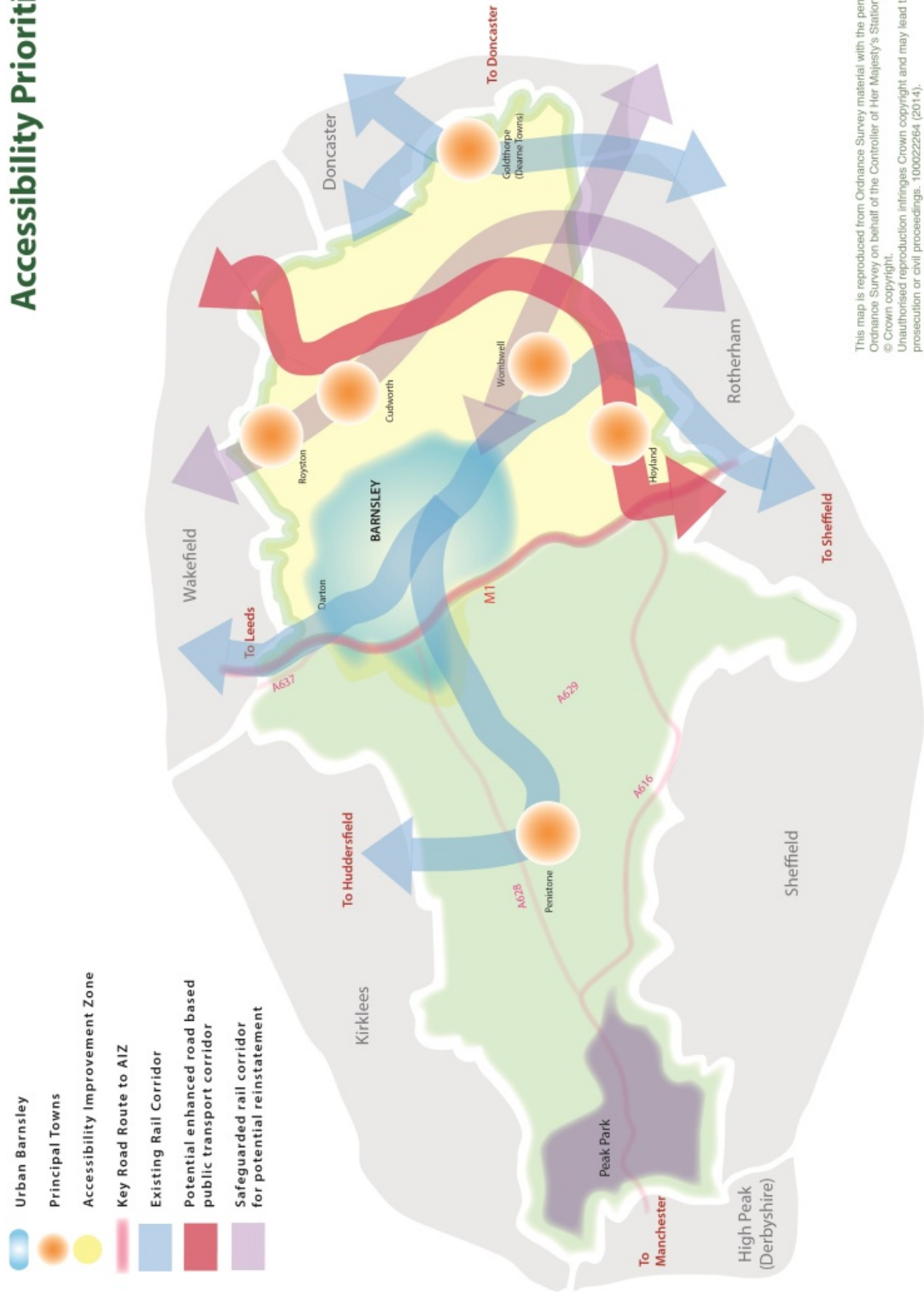
D) Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham

E) Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.

12 . Transport

Figure 2

Accessibility Priorities



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12 . Transport

12.30 A) Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns

12.31 The Accessibility Improvement Zone (AIZ) is directly associated with the main focus of development and renewal set out in the Local Plan. Geographically the AIZ is a broad area embracing that part of the borough extending eastward from the M1. It reflects the focus of growth within the Barnsley Economic Strategy and our location as a key part of the transport corridor connecting the Sheffield and Leeds City Regions, as set out in the earlier vision and spatial strategy sections. The zone is recognised in city region transport, regeneration and housing strategies. By focusing transport investment in this area the Transport Strategy and Local Plan supports the delivery of continued sustainable growth set out in the Barnsley Economic Strategy.

12.32 The zone will enable significant improvement to be made to Barnsley's sustainable integrated transport system focusing on the need to improve passenger and freight connectivity whilst encouraging development in the most sustainable locations. The active travel component of the emerging Transport Strategy aims to encourage walking and cycling in recognition that walking is a healthy, non polluting, versatile and reliable mode of transport available to the majority of the population. In addition proposals for active travel (cycleways and footpaths) are included in the Green space section of this plan which relates to Local Plan policy GS1 Green Space. In particular Green Ways are shown on the the Policies Maps and are subject to policy GS2. Cycleways in Barnsley town centre are considered specifically in the Town Centre Area Action Plan. These proposals further develop the award winning 'Safe Routes to schools' projects completed and underway as part of the sustainable travel plans for the Advanced Learning Centres (ALC's).

12.33 Sheffield City Region Transport Strategy and the emerging Transport Strategy will include investment in walking, cycling and public transport services. This investment could cover physical infrastructure or initiatives to encourage people to make 'smarter choices' about how they travel. Development of smarter choices will involve ensuring people have a genuine choice of travel mode and are aware of the travel opportunities available to them. Interventions will build on existing programmes and might include quality bus corridors, improved capacity on existing rail lines, interchanges, smart ticketing, personalised journey planning, promotional campaigns, car sharing, flexible working, support for voluntary travel plans and working with transport operators to encourage the use of better and cleaner vehicles and routes. We will also support the council's commitment to becoming the most accessible market town in Britain for disabled people.

12.34 To encourage people to make smarter choices, they need to feel safe when walking, cycling and using public transport. Improvements might include closed circuit television (CCTV), improved lighting, on site customer service staff, replacement of level crossings with footbridges and any other measures introduced as part of providing a secure environment. Barnsley Interchange, in the town centre shows how clean, safe and secure facilities for different forms of transport can be brought together to facilitate non-car journeys. Establishing mini or local interchanges would provide an opportunity to improve

12 . Transport

the travelling experience outside of the town centre. However, such facilities require significant investment. Therefore as part of the focus on the AIZ we will explore the potential for developing local public transport interchanges in the Principal Towns, in partnership with the South Yorkshire Passenger Transport Executive (SYPTTE).

- 12.35** Alongside public transport, cycling and walking are key to reducing reliance on the car. We are working with SYPTTE and existing businesses, education establishments and major employers in the borough to encourage the development of voluntary travel plans (see paragraph 13.65 for an explanation of what a travel plan is). As part of this process the council and local employers have carried out travel surveys showing that considerable numbers of staff live within the governments recommended cycle or walking distance from their place of work. However, levels of walking and cycling within the borough are low with under 500 trips per day into the central area, and very few people cycling in to work. This demonstrates the impact that implementing travel plan recommendations can have in delivering smarter choices. We will continue to work with the SYPTTE Travel Advice teams who provide valuable support to employers developing travel plans.
- 12.36 B) Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc.**
- 12.37** The Transport Strategy and Barnsley Local Plan is informed by a multi modal district transport model to identify impacts of development and to identify and test interventions across all modes of transport. These could include public transport options such as quality bus corridors, rail or road improvements. Barnsley's model is compatible with the models of other authorities in South Yorkshire and the approach advocated by the Department for Transport. There is also a micro-simulation model for the Town Centre.
- 12.38** The district transport model is essentially a bespoke computer simulation which contains the accumulated transport 'knowledge' of the borough, including traffic flows, origin and destination data, public transport and development. The Transport Strategy includes provision for its continuing validity for informing policy development, option testing and design.
- 12.39 C) Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including enhancing the non car role of the transport corridor shown on figure 2 as the 'potential enhanced road based public transport corridor'**
- 12.40** The emerging Transport Strategy and its delivery initiatives will increase the number of places, neighbourhoods and development sites in immediate proximity to the 'core bus network'. ⁽⁷⁾Also as part of the emerging Transport Strategy a parking strategy will be developed that will help influence people's sustainable travel choices.

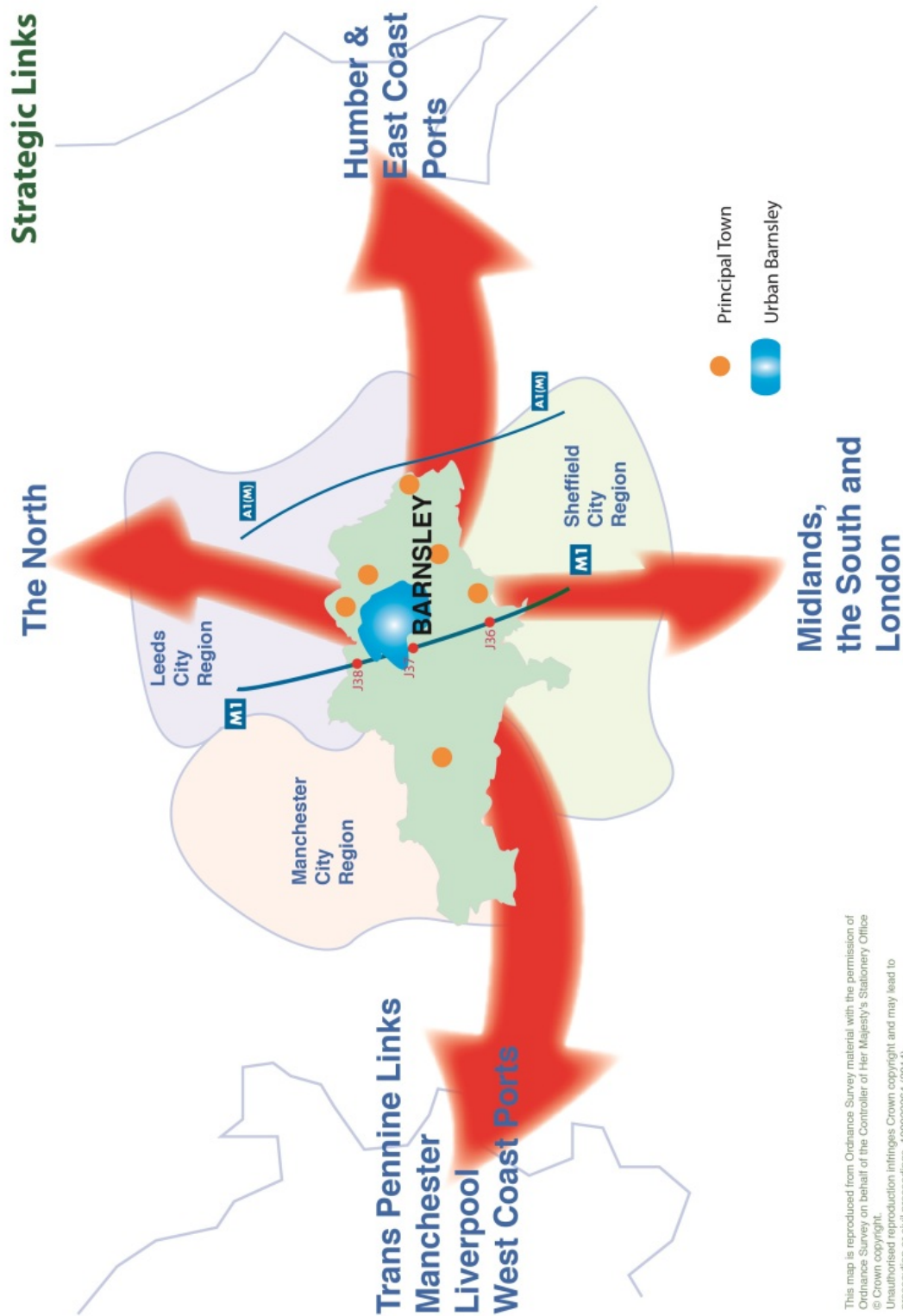
7 The 'Core bus network' has been identified by SYPTTE as the bus route network made up of stops having at least six services per hour.

12 . Transport

- 12.41** In partnership with transport operators, employers and other partners the Council and SYPTE have promoted a stronger corridor approach to bus service provision including identifying and facilitating sustainable links between the Principal Towns and employment, community and leisure and tourism facilities as a priority, including the Peak District National Park.
- 12.42** **D) Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham**
- 12.43** For Barnsley's economy to realise its full growth potential we need to improve our strategic links (connectivity), as well as our internal accessibility. The diagram below summarises our key strategic links 'desires'.
- 12.44** Whilst we can address these issues to some degree, the delivery of improvements will depend upon working effectively with our city region partners and external service providers. For instance, railway services are provided by a franchising process. Therefore the ability to provide direct services to locations outside the borough will be influenced by aspirations of stakeholders including the council, city region partners and other stakeholders.

12 . Transport

Figure 3



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12 . Transport

- 12.45** The now abolished RSS identified a number of significant centres within the Yorkshire and Humber region including the regional cities of Leeds, Bradford, Sheffield and Hull, and a number of subregional towns and cities including Barnsley and its neighbours Wakefield, Huddersfield, Rotherham and Doncaster. Good connectivity to these centres is still relevant.
- 12.46** It is important that Barnsley's Transport Strategy is set in the context of the Leeds and Sheffield City Regions, considering areas of proposed growth and sustainable options for movement between them, because of the strong economic connections between them. We know that Barnsley's population does not carry out all of its journeys within Barnsley borough, particularly when travelling to work.
- 12.47** Therefore we will promote strengthening of public transport services and infrastructure within the Leeds and Sheffield city region corridors and to work with our city region partners to deliver improvements. In particular, direct transport links between the AIZ and our neighbouring sub-regional and principal towns need to be improved. Accessibility and connectivity improvements in these corridors will support the significant housing and employment growth planned.
- 12.48** **E) Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.**
- 12.49** It is important that Barnsley has both efficient freight transport and direct public transport links to London and the core cities to ensure that it can develop its role and potential in the national and city regional economy.
- 12.50** There is potential for these links to be made using a combination of travel modes, including rail and bus based services. It is important that freight operators are able to transport their goods as efficiently as possible, using rail where appropriate, but otherwise the strategic highway networks. Barnsley and its Principal Towns are well located in relation to both the M1 and A1, and consequently the regional and national motorway network. As such we will seek to grasp all opportunities to improve freight links and to place Barnsley more directly on the national and regional rail, coach and bus based networks serving London, Manchester, other Core Cities and the Humber Ports. Through the emerging Transport Strategy we will work with delivery partners to consider and promote opportunities for improved public transport connections including a role for Barnsley Interchange and other interchanges to increase the number of national and regional bus and rail services serving Barnsley.
- 12.51** There are a number of national and regional initiatives outside the scope of the Local Plan, focused on making the best use of these existing routes and stations, which we will continue to support. In the longer term it is possible that a number of future changes to rail services may arise from:
- the construction of a new national high speed rail route and stations (between London and the north of England)
 - the Network Rail Long Term Planning process and associated route studies

12 . Transport

- the Sheffield City Region Economic Plan (2014) and its infrastructure investments
- the future Highways Agency national route studies

12.52 The Government is promoting the construction of a completely new high speed railway from London to Birmingham and then onward via an eastern leg to Leeds and a western leg to Manchester. The proposals include a South Yorkshire station at Meadowhall Interchange and also a station at Leeds city centre. The Government has indicated there will be funding support for 'connectivity investment packages' associated with each HS2 station. Barnsley has 10 stations with a service to Meadowhall Interchange and 7 stations with services to Leeds.

12.53 We recognise that our own aspirations for improving connectivity rely heavily on sub regional improvements being made at key transport hubs such as Leeds, Sheffield, Wakefield and Doncaster stations. For example to improve our strategic accessibility we need to work with our partners to consider initiatives outside Barnsley, such as the current improvements to Wakefield Kirkgate station. We will continue to support neighbouring authorities and contribute to an integrated, joint working approach linking through sub regional and city regional working.

12.54 The reinstatement of former railway lines will play a longer term role in improving our transport connections, providing further opportunity for both freight and passenger lines and supporting continued sustainable development beyond the Local Plan period. The importance of safeguarding these lines within the Local Plan is recognised in Policy T2 below.

Policy T2 Safeguarding of Former Railway Lines

We will safeguard land within and adjacent to existing and historical rail alignments to accommodate the potential reinstatement of former strategic railway lines. Their historical routes will be shown on the PoliciesMaps.

Where it is not possible to use the original alignment we will work with our delivery partners to identify any appropriate alternative routes.

- 12.55** It is important for us to safeguard the routes of former strategic rail lines for potential reinstatement because:
- reinstatement would provide for continuing the growth associated with a robust sustainable transport framework beyond the plan period. The reinstatement of these lines is not required to serve the Local Plan proposals and timescales
 - the Local Plan is strengthening economic and housing focus of the Principal Towns to the east of Barnsley within the Leeds to Sheffield transport corridors. Improved

12 . Transport

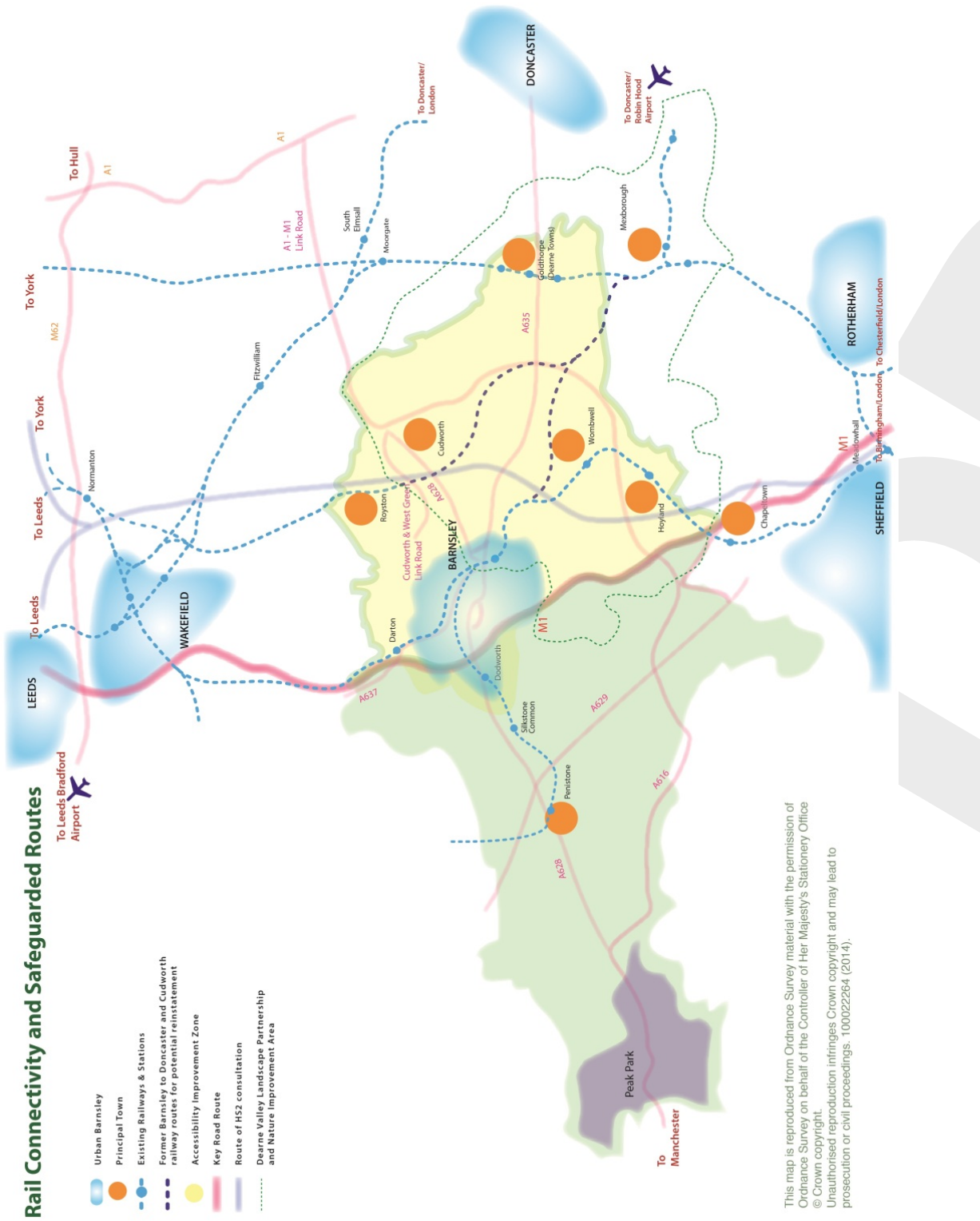
rail links will support sustainable transport links between these towns, and the Leeds, Sheffield and Manchester City Regions

- In earlier plans Network Rail have advised that the substantial passenger growth envisaged over the next 10 years in the Yorkshire and Humber RUS, and the increasing passenger and freight congestion on lines from Leeds to the south east will strengthen support for reopening of lines(including as part of maintenance diversionary work) such as the former Cudworth railways
- the Network Rail Yorkshire and Humber RUS includes specific reference to the reinstatement of the Barnsley to Doncaster and former Cudworth railways in the post 2019 period
- the South Yorkshire Rail Strategy includes specific reference to the reinstatement of the Barnsley to Doncaster and the former Cudworth (referred to as Barnsley Growth Corridor) Railways
- the existing national and regional rail network is reaching capacity and additional north south and transpennine lines will be required
- transpennine corridors are important to the the growth of North of England productivity, both in terms of passenger and freight transport
- Currently the railhead at Monk Bretton, used by the glass industry, is the only dedicated freight link in Barnsley
- reinstatement of the former Cudworth line has particular benefits in relieving capacity on the Doncaster to Leeds line, giving a new route for Midlands freight traffic north of Rotherham
- development of new and reinstated rail infrastructure and diversionary routes can be built to standards appropriate for modern deep sea freight containers, which are significantly larger than the traditional, predominantly bulk freight wagons used for carrying steel and coal.

12.56 The former Barnsley Doncaster and Cudworth line railways are indicated on Figure 6 Rail Connectivity and Safeguarded Routes.

12 . Transport

Figure 4



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Policy T3 New Development and Sustainable Travel

New development will be expected to:

- be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
- provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in the relevant Supplementary Planning Document
- provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version)
- provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1

If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

12.57 A fundamental goal of Barnsley's Local Plan is to provide for sustainable development and it includes a spatial strategy that reduces the need to travel by promoting growth in sustainable, accessible locations. This policy is about ensuring that sustainable and inclusive travel is embedded within any new development and providing the opportunities for people to change their travel behaviour where travel is necessary. It recognises that the availability of car parking is a key factor affecting whether people choose to travel by car or use a smarter alternative and aims to limit car parking associated with new development whilst providing appropriate facilities for cycles, motorbikes, scooters, mopeds and disabled people. This is balanced with the considerations of highway safety, living conditions and the economy, and the need to provide enough parking so people can use other forms of transport than the car.

12.58 We will produce a Supplementary Planning Document which will set out maximum standards of parking for broad classes of development within Urban Barnsley and the Principal Towns and will explain how we will decide the level of parking for particular developments.

12 . Transport

Transport assessments and travel plans for new development

- 12.59** The need for transport assessments and travel plans, for all forms of development will be determined in accordance with government guidance.
- 12.60** A transport assessment 'is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures (such as travel plans) will be taken to address the anticipated transport impacts of the scheme and to improve accessibility, and to encourage sustainable modes of travel'. ⁽⁸⁾
- 12.61** When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient.
- 12.62** The contents of a transport assessment will depend on the size, nature and location of a development, but in all cases the transport mitigation plans or package of measures should focus on maximising sustainable accessibility to the development and should show:
- consideration of reducing the need to travel
 - how accessible the development is by all forms of transport
 - whether the site access can deal with the predicted level of traffic
 - measures to reduce the negative impacts of transport
 - what measures can be taken to encourage travel by walking, cycling and public transport
 - mitigation measures avoiding unnecessary physical highway improvements and promoting innovative and sustainable transport solutions
- 12.63** Where appropriate, developers will be expected to use our multi modal transportation models to estimate the effects of new developments on the transport network and to confirm that submitted transport assessments are accurate.
- 12.64** A travel plan will normally be required alongside planning applications that are likely to have significant transport implications, alongside a full transport assessment. A travel plan statement may be required on smaller scale developments which are expected to have minor travel impacts, particularly where specific concerns are raised in a transport statement or assessment.
- 12.65** A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves developing a set of procedures, schemes and targets that encourage people to use sustainable forms of transport, and should:

8 Good Practice Guidelines: Delivering Travel Plans through the Planning Process DfT 2009

12 . Transport

- be site specific
- contain both measures addressing site design, infrastructure and new services, as well as marketing, promotion and awareness raising
- provide a package of measures integrated into the design and use of the development
- encourage walking, cycling and public transport use and facilitate disabled access
- restrict on-site car-parking spaces
- include arrangements for managing the process

12.66 The travel plan is an important tool in implementing measures to influence travel behaviour. It should demonstrate a firm commitment by developers and occupiers to reduce the number of trips generated by, or attracted to their site. By encouraging walking and cycling in particular, travel plans can contribute to a healthier lifestyle, reducing obesity and improving quality of life. The Highways Agency will work with us to advise developers how to prepare, implement, monitor, review and update travel plans to support their development and will consider tri-partite agreements with the council and developers where appropriate. The Highways Agency has developed toolkits of Active Traffic Management and Integrated Demand Management which can be used to regulate traffic on the National Strategic Road Network. These interventions are preferred to capacity improvements.

12.67 The council will also work with the South Yorkshire Local Transport Plan partners and the Highways Agency to ensure a consistent approach for the preparation, implementation and monitoring of travel plans. As previously mentioned, the SYPTE Travel Advisors work with us to provide a valuable service to employers in providing advice to employers producing travel plans.

Policy T4 New Development and Highway Improvement

New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

12.68 With over 3,000 killed or seriously injured on the UK's roads every year road safety is a major concern for communities across the UK. There were 5952 casualties in collisions on roads in South Yorkshire in 2007, a 4.7% decrease on the 2006 level. The emotional cost to families of serious and sometimes fatal injuries, and the pressure on local health resources are of particular concern.

12 . Transport

- 12.69** Whilst all applications will be expected to meet the sustainable travel criteria in policy T3 there will be occasions where improvements to the existing highway network are also required. We are responsible for making sure the borough's streets are safe for everyone using them. When new developments are built, we make sure any new roads are up to standard and that people using the new development can do so safely and without negatively affecting existing roads. They must be designed and built to provide safe, secure and convenient access for all road users, which will include pedestrians, cyclists, people with special needs and people with mobility problems. In doing so we will support the long term aspirations of the South Yorkshire Road Safety and Casualty Reduction Strategy (delivered through the LTP) which focuses on the need to achieve further reductions in casualties, focusing on vulnerable road users including children and motorcyclists, and on local areas where road safety is a known problem.
- 12.70** If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway we will refuse planning permission, unless the developer agrees to take full responsibility for any necessary improvements or measures to upgrade the highway network to a suitable standard. Under the Highways Act, the developer may need to create and maintain new roads or improve existing ones.

Policy T5 Reducing the Impact of Road Travel

We will reduce the impact of road travel by:

- developing and implementing robust, evidence based air quality action plans to improve air quality
- working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions
- implementing measures to ensure the current road system is used efficiently.

- 12.71** Where it is necessary to travel, it is important that our strategy includes measures to reduce the impact of those journeys on the environment, the health and safety of the community and on the local economy.
- 12.72** Traffic volumes in both South and West Yorkshire are rising, and journey times in Barnsley are increasing, despite Local Transport Plan measures aimed at stemming that growth. Rising traffic levels are also having a detrimental impact on the efficiency of our road network and are increasingly likely to effect the borough's economic performance. Congestion costs money and affects economic performance, costing UK businesses an estimated £17billion per annum (CBI).

12 . Transport

- 12.73** Goods such as food, clothes, furniture and construction materials are a vital part of modern life which we depend upon the freight industry to deliver every day. The stability and growth of local businesses relies on just-in-time delivery, if they are to be competitive. Manufacturing, power stations, construction sites and retail establishments need materials to be delivered promptly ready to meet customer demand. With the development of the Internet, goods can increasingly be delivered directly to our homes at a time when we are available to receive them. As a result of this increasing consumer demand, freight vehicles are contributing to the rising levels of traffic on our roads, adding to the levels of noise, congestion, air pollution and accidents, as well as greenhouse gas emissions.
- 12.74** This rise in road traffic is affecting our environment and health and is contributing to a deterioration in air quality reflected by the declaration of 6 traffic related Air Quality Management Areas in the borough.
- 12.75** We have already outlined how the Transport Strategy and Local Transport Plan will promote sustainable development and encourage people to make smarter choices by providing opportunities to change travel behaviour, with genuine travel choices which have less environmental impact and which do not add to traffic levels. The health benefits of active travel, such as cycling and walking are also well known. Walking and cycling can make a major contribution to our Healthy Weight Strategy, helping to reduce the high levels of obesity incidences of respiratory illness. Our aspirations to improve connectivity will also give freight operators an opportunity to transport their goods as efficiently as possible using rail where appropriate. This policy sets out how we intend to work with partners to ensure that we use our local strategic highway network efficiently, manage congestion and thereby reduce traffic pollution.
- 12.76** We will also continue to work to minimise the impact of air pollution on human health both within the AQMA's and in the borough generally. To this end we are currently updating our Air Quality Action Plan (initially published in 2004) to accommodate measures to improve air quality in the additional AQMA's that have been declared since 2004.
- 12.77** For those journeys where road travel, including freight, is necessary we will work alongside other initiatives including the Local Transport Plan to reduce transport related carbon emissions. To help reduce the number of freight vehicles on the roads and to promote efficient use of the road network to deliver goods we are intending to investigate the possibility of locating a freight consolidation centre within the borough, with careful consideration given to minimising related noise and amenity issues. Such a centre would provide the facility to enable smaller loads to be combined and moved on as one unit in a single delivery.
- 12.78** Recognising the importance of minimising exhaust emissions from major vehicle fleets serving the borough, we have worked with the other South Yorkshire local authorities to successfully launch the 'Care4Air ECO Stars' scheme. We will continue to work in partnership to develop the scheme which rewards organisations who are minimising

12 . Transport

pollution by developing measures to reduce the level of fuel used, improve driver training and develop vehicle replacement programmes to ensure vehicles are running cleanly and efficiently.

- 12.79** In line with national and regional guidance we are working with our sub regional partners to implement a South Yorkshire Freight Quality Partnership to determine how to balance the needs of local businesses, minimise congestion and improve air quality. The partnership will involve the freight industry and will consider issues including journey times, routes, highway improvements to ease congestion, road safety, and the design of new development (especially retail proposals) to adequately accommodate delivery vehicles.

The National Strategic Highway Network

- 12.80** The Highways Agency are responsible for the management of the national strategic highway network on behalf of the Secretary of State for Transport. In Barnsley this includes part of the M1 between junction 35A and junction 38 and the A61(T). The M1 has dual three lane capacity through the district and all M1 junctions are grade separated. The A61(T) is an all purpose trunk road with a dual two lane carriageway and at grade junctions that connect the M1 junction 36 with the A616(T), within Sheffield.
- 12.81** The M1 and A61(T) within the Barnsley borough generally have sufficient capacity for 2008 traffic demands. The Highways Agency has introduced ramp metering at M1 junctions 35 and 35A southbound on-slip roads as a means of regulating the flow of traffic onto the motorway at times of peak demand. Operational conditions on the strategic road and local highway networks and the potential implications of new developments will be kept under review and the most up to date information will inform decisions about proposals for development.
- 12.82** In January 2009 The Secretary of State for Transport announced managed motorway proposals for the M1 in South and West Yorkshire. It is proposed that the following sections of this route will be the subject of enhancements by the Highways Agency utilising controlled use of the hard shoulder (Hard Shoulder Running, HSR):
- in 2012 and 2013, M1 junction 32 to 35A east of Sheffield
 - by 2015 M1 junction 39 to 42 Wakefield
- 12.83** Full details of these proposals can be seen on the Highways Agency website at www.highways.gov.uk
- 12.84** These enhancements will increase capacity for strategic traffic and relieve existing traffic delays. The Agency has no proposals for enhancements to the A61 (T). Circular 02/02007 paragraph 40 states 'There is a general presumption that there will be no capacity enhancements [to the strategic highway network] to accommodate new developments'.

The role of computer based traffic management

12.85 We will continue to develop computer based traffic management systems including our partnership within the South Yorkshire Intelligent Transport Systems (SYITS) to help manage traffic on the road network more efficiently. SYITS is an £11m European Regional Development Fund initiative aimed at enhancing Intelligent Transport System (ITS) capabilities across the county. It will provide central facilities for collecting, processing and accessing real-time traveller information throughout South Yorkshire and in Barnsley has already funded the following:

- a strategic transport modelling upgrade
- a network of cameras to monitor journey times on key routes
- upgrades to our urban traffic control system which will enable the future use of variable message and car park guidance signs
- installation of bus priority equipment at traffic signals
- improvements to a number of traffic signal junctions
- optimisation of urban traffic control
- Real Time Passenger Information on the bus network across South and West Yorkshire, giving major benefits for bus passengers within and across boundaries
- a consultancy report on the future development of intelligent transport systems in Barnsley

13 . Local Character

The Challenge

- Encouraging the community to expect, demand and appreciate high quality urban environments
- Achieving sustainable development
- Insisting on excellent design
- Protecting local distinctiveness

The Current Position

- Design Review Panel of major pre-application and application proposals
- Design and Access Statements are submitted with planning applications to demonstrate how the application conforms with the Development Plan, is sustainable, well designed and inclusive

Policy Solutions

- Requiring developers to embrace good design and protect and enhance the historic environment
- Encouraging developers to work in partnership with organisations such as the Barnsley Civic Trust, community and schools partnerships and other local relevant organisations in forwarding proposals
- Undertaking pre-application discussions
- Using the advice of the Design Advisory Panels on major projects to secure improvements to schemes coming forward and to achieve the best design solutions
- Building the capacity of the community to appreciate and expect higher standards of design by involving them in decisions and consulting them on proposals and strategies
- Producing local design guidance such as SPDs, village design statements, planning and design briefs and master plans.
- Protecting important landscapes both directly and indirectly by ensuring their settings and key views are respected and not subject to inappropriate development

13 . Local Character

Policy D1 Design

Design Principles:

High quality development will be expected to respect, take advantage of and reinforce the distinctive character and features of Barnsley, including:

- topography, Green Infrastructure assets, important habitats, woodlands and other natural features
- views and vistas to key buildings, landmarks, skylines and gateways
- heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form particularly in and around:
 - Barnsley Town Centre
 - Penistone and the rural villages in the west of the borough
 - within and adjacent to Conservation Areas

Development should:

- contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment
- help to transform the character of physical environments that have become run down and are lacking in distinctiveness
- enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people
- contribute towards creating attractive, sustainable and successful neighbourhoods
- achieve a Building For Life 12 assessment which scores as many 'greens' as possible subject to local circumstances, in developments of 10 or more dwellings

- 13.1** This policy sets overarching design principles for the borough to ensure that development is appropriate to its context, and improves what needs improving, whilst protecting what is good about what we have. Design that reflects the character of areas will help to strengthen their distinctiveness, identity and people's sense of belonging to them. The policy also acknowledges the vital role that good design can play in supporting economic and physical regeneration and bringing about new forms of distinctiveness by making run down areas both physically and economically more attractive.
- 13.2** The Public Spaces Strategy and the Building Heights Study provide evidence for design decisions in Barnsley Town Centre.

13 . Local Character

- 13.3** Quality of design has reached a high position in the national consciousness and planning agenda. As the Local Planning Authority dealing with planning applications the council has a responsibility to bring about a better built environment. Setting a high design quality standard for new development will make Barnsley a more attractive place to live, work and enjoy leisure, and will help to underpin economic regeneration. Good design is also necessary to promote civic pride and reinforce a sense of identity and place.
- 13.4** The above policy will be applied to new developments, and where appropriate to the extension and conversion of existing buildings. Supplementary Planning Documents will be refreshed which provide further advice on the design of new housing development, house extensions, designing out crime, advertisements and shopfront design.
- 13.5** The Government has produced guidance and design through the National Planning Policy Framework and National Planning Practice Guidance.
- 13.6** The Planning Practice Guidance reinforces that the successful integration of all forms of new development with their surrounding context is an important design objective, whilst not preventing outstanding or innovative designs which help to raise the standard of design more generally in the area.

Building for Life

- 13.7** Building for Life is the housing industry standard, endorsed by Government, for assessing well designed housing developments. It is led by CABI at the Design Council, Design for Homes and the Home Builders Federation. It is based on the National Planning Policy Framework.
- 13.8** Under a Building for Life 12 assessment twelve questions are evaluated under a traffic light system of red, amber and green. A red light gives a warning that an aspect of a development needs to be reconsidered. Where a proposal is identified as having one or more ambers this points to the need to rethink where elements could be improved, subject to local circumstances.
- 13.9** The council will use Building for Life 12 (BfL12) to assess the urban design quality of new housing developments. Applicants for residential development of 10 units and over will be required to submit Design and Access Statements which show how well their schemes respond to the BfL12 criteria.
- 13.10** The more greens scored in a Building for Life12 assessment the better a development will be. If a scheme is poor in achieving greens, subject to local circumstances it will be refused on design grounds.

14 . Historic Environment

The Challenge

- Protecting local distinctiveness
- Protecting and enhancing the historic environment

The Current Position

- 18 designated Conservation Areas
- 22 Scheduled Ancient Monuments, and 670 Listed Buildings including 13 Grade I , 28 Grade II* , and 629 Grade II
- 5 entries on the register of parks and gardens: the only grade I historic park and garden in South Yorkshire at Wentworth Castle together with Stainborough Park and 4 grade II historic parks and gardens at: Wortley Hall, Cannon Hall, Bretton Hall (part only) and Locke Park Barnsley
- 6 Scheduled Ancient Monuments, 5 Listed Buildings and 1 Conservation Area are identified 'at risk' ⁽⁹⁾
- A regionally and nationally important legacy of buildings and structures associated with the industrial past including coal mining, metalworking, textiles and glass making
- The valued landscapes in the west of the borough and neighbouring Peak District National Park and Southern Pennine Fringe

Policy Solutions

- Requiring developers to embrace good design and protect and enhance the historic environment
- Encouraging developers to work in partnership with organisations such as the Barnsley Civic Trust, community and schools partnerships and other local relevant organisations in forwarding proposals. Also engaging the public to identify what is important about their local area that should be protected
- Undertaking pre-application discussions
- Producing local design guidance such as character appraisals and village design statements, heritage schemes, Conservation Area Character Statements, Appraisals and Management Plans
- Ensuring 'at risk' buildings, sites, monuments or Conservation Areas receive particular attention to ensure they have an identified path to safeguard their long term future
- Securing a sustainable future for the important legacy of buildings and structures associated with Barnsley's industrial past by ensuring our historic assets are appreciated and appropriately managed
- Protecting important landscapes both directly and indirectly by ensuring their settings and key views are respected and not subject to inappropriate development

14 . Historic Environment

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- 9 Heritage at Risk is an English Heritage initiative that aims to identify all the historic assets facing the greatest pressures and threats

14 . Historic Environment

Policy HE1 The Historic Environment

We will positively encourage developments which will help in the management, conservation, understanding and enjoyment of Barnsley's historic environment, especially for those assets which are at risk.

This will be achieved by:-

- a. Supporting proposals which conserve and enhance the significance and setting of the borough's heritage assets, paying particular attention to those elements which contribute most to the borough's distinctive character and sense of place.

These elements and assets include:-

- The nationally significant industrial landscapes of the Don Valley which includes Wortley Top Forge and its associated water management system.
- Elsecar Conservation Village, its former ironworks and its workshops which were once part of the Fitzwilliam Estate.
- A number of important 18th and 19th century designed landscapes and parks including Wentworth Castle parkland (the only grade I Registered Park and Garden in South Yorkshire), and Cannon Hall Park.
- The well preserved upstanding remains of the Cluniac and Benedictine monastery at Monk Bretton.
- 18 designated conservation areas of special and architectural interest including three town centre conservation areas, as well as large areas incorporating Stainborough Park, Cawthorne, Penistone and Thurlstone.
- The 17th century Rockley Blast Furnace and its later engine house
- Gunthwaite Hall Barn, a large 16th century timber framed barn
- Barnsley Main Colliery Engine House and Pithead structures
- The 17th century Worsbrough Mill (the only historic working water mill in South Yorkshire).
- Relatively widespread evidence of pre-historic settlements, and occupation which are often archaeological and below ground but sometimes expressed as physical or topographic features.
- The boroughs more rural western and Pennine fringe characterised by upland and (often) isolated settlements or farmsteads surrounded agricultural land and dominated by historic and vernacular buildings built from local gritstone.

14 . Historic Environment

- b. By ensuring that proposals affecting a designated heritage asset (or an archaeological site of national importance such as a Scheduled Ancient Monument) conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances where there is a clearly defined public benefit.
- c. By supporting proposals that would preserve or enhance the character or appearance of a conservation area. There are 18 conservation areas in the borough and each is designated for its particular built and historic significance. This significance is derived from the group value of its constituent buildings, locally prevalent styles of architecture, historic street layouts and its individual setting which frequently includes views and vistas both into and out of the area. Particular attention will be given to those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance.
- d. By ensuring that proposals affecting an archaeological site of less than national importance or sites with no statutory protection conserve those elements which contribute to its significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, an understanding of the evidence to be lost must be gained in line with the provisions of Policy HE6.
- e. By supporting proposals which conserve Barnsley's non-designated heritage assets. We will ensure that developments which would harm or undermine the significance of such assets, or their contribution to the character of a place will only be permitted where the benefits of the development would outweigh the harm.
- f. By supporting proposals which will help to secure a sustainable future for Barnsley's heritage assets, especially those identified as being at greatest risk of loss or decay.

14.1 Barnsley has many important heritage assets that reflect its long and complex history including a legacy of buildings, structures, places and archaeology. These assets are particularly associated with (but not limited to) its medieval past, its Georgian designed landscapes and its industrial past that relate to coal mining, metalworking, textile production, brick making, and glass manufacture.

14.2 For development proposals likely to impact upon a heritage asset or its setting, the following procedures will apply:-

14 . Historic Environment

Policy HE2 Heritage Statements and general application procedures

Proposals that are likely to affect known heritage assets or sites where it comes to light there is potential for the discovery of unrecorded heritage assets will be expected to include a description of the heritage significance of the site and its setting.

- This description will need to include an appropriate but proportionate level of detail that allows an understanding of the significance of the asset but no more than is necessary to understand the impact of the proposal.
- For sites with significant archaeological potential, a desk based assessment may be required in line with the provisions of Policy HE6.

Applications made in outline form will not be accepted for proposals which will which affect a conservation area, a listed building or any other designated heritage asset. In such cases, sufficiently detailed plans and drawings to enable an assessment to be made of the likely impact of the development upon the significance of any heritage assets affected will be required.

- 14.3** Planning applications made in outline form only do not provide enough information for us to assess the effect the proposals will have on the conservation area. We will refuse planning permission because not enough information has been provided to assess the proposal.
- 14.4** Permission for demolition is likely to be granted only when there are proposals to redevelop the site. Buildings should be demolished only when it is reasonably certain redevelopment will go ahead.
- 14.5** As well as normal planning application requirements, there are extra controls in Conservation Areas to help keep their character. This includes the requirement for permission where a proposal involves totally demolishing any building that is 115 cubic metres or more in size, or demolishing any gate, wall, fence or other enclosure that is more than one metre high where it is next to a highway, or more than two metres high in any other case.

14 . Historic Environment

Policy HE3 Developments affecting Historic Buildings

Proposals involving additions or alterations to listed buildings or buildings of evident historic significance such as locally listed buildings (or their setting) should seek to conserve and where appropriate enhance that building's significance. In such circumstances proposals will be expected to:

- Respect historic precedents of scale, form, massing, architectural detail and the use of appropriate materials that contribute to the special interest of a building.
- Capitalise on opportunities to better reveal the significance of a building where elements exist that detract from its special interest.

14.6 Once a building is listed, Listed Building consent is needed to alter, extend or demolish it. The controls apply to all internal and external work. Consent is not needed for repairs unless these involve alterations. Planning permission will also be needed for work carried out to alter and extend listed buildings. It is an offence to carry out unauthorised work for alteration, extension or demolition of a listed building.

14.7 Planning applications made in outline form only will not provide enough information for us to assess the effect of the proposals on a Listed Building and its setting. The information provided with applications must include full survey drawings of the building, identifying any interior features of historic or architectural interest affected by the proposals. We will refuse planning permission in outline form because we do not have enough information.

14.8 Listed buildings are designated by the Secretary of State because of their special architectural or historic interest. It should be noted that buildings considered to be of sufficient architectural or historic interest, but not included in the statutory list of protected buildings, will be put forward to the Department of Culture Media and Sport (care of English Heritage) with a request for spot listing, particularly if threatened by demolition or harmful alteration. There are opportunities in future to prepare a list of locally important heritage buildings and assets. This policy will be applied to any assets on this list once it is prepared.

14 . Historic Environment

Policy HE4 Developments affecting Historic Areas or Landscapes

Proposals that are within or likely to affect the setting and the heritage significance of a Registered Park and Garden will be expected to:

- Respect historic precedents of layout, density, scale, forms, massing, architectural detail and materials that contribute to the special interest of an area.
- Respect important views either within the area or views that contribute to the setting of the area.
- Take account of and respect important landscape elements including topographic features or trees that contribute to the significance of the area where harm might prejudice future restoration.

14.9 Where permission is granted for demolishing a building, we will attach a condition to make sure that the demolition goes ahead only when full planning permission has been granted for redeveloping the site and the developer can show beyond reasonable doubt that the redevelopment will go ahead within a specific timescale.

14.10 We will always try to save Listed Buildings. Developers will need to provide detailed information to justify the conditions set out in the policy. Detailed national guidance is available on these issues and should be followed. Developers should discuss with us the suitability of any alternative uses at an early stage. If acceptable in principle, we will allow demolition to go ahead only when we are certain that the site will be redeveloped.

14 . Historic Environment

Policy HE5 the Demolition of Historic Buildings

The demolition of listed buildings, buildings that make a positive contribution to a in conservation area, buildings in registered parks and gardens, or other buildings (including locally listed buildings) with evident historic significance will not be approved unless:

- The building is structurally unsound and dangerous and cannot be viably repaired, where it is shown that every effort has been made to secure, repair, or re-use the building, and where no opportunities for grant funding, charitable ownership, sale or lease are available.
- It can be demonstrated that the retention of the building is not justifiable in terms of the overarching public benefit that would outweigh the historic value of the asset.
- Demolition involves partial demolition where that element can be shown not to contribute positively to the area or the heritage significance of the asset.

Where permission is granted for the demolition of a building within a conservation area or a registered park and garden, a condition will be attached to ensure that the demolition only goes ahead when full planning permission has been granted for redeveloping the site and the developer can demonstrate that the redevelopment will go-ahead within a specific timescale.

Policy HE6 Archaeology

Applications for development on sites where archaeological remains may be present must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:

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

Where preservations of the remains are not justified, permission will be conditional upon:-

- Archaeological recording of the evidence (including evidence that might be destroyed), whether buried remains or part of a standing structure or building
- Analysis of the information gathered.
- Interpretation of the results gained
- Public dissemination of the results; and
- Deposition of the resulting archive with an appropriate museum or archive service.

14 . Historic Environment

- 14.11** We will need enough information from developers to assess the probable effects of their proposals on archaeological sites or buildings of archaeological interest. The assessment aims to find out whether there are any remains on site and to show the character and extent of those remains. It will also provide information useful for identifying potential options for reducing or avoiding damage to the remains.
- 14.12** Where the information in the assessment is not sufficient to determine the archaeological impact of the proposal, we may also ask the developer to arrange for an archaeological field evaluation. Pre application discussions with us should be used to clarify whether applications will require supporting archaeological information.
- 14.13** We will consider any archaeological aspects of development proposals in consultation with the South Yorkshire Archaeology Service. As well as providing archaeological advice the South Yorkshire Archaeology Service maintains the South Yorkshire Sites and Monuments Record, which holds information on many of the archaeological sites and finds, and buildings of archaeological interest in Barnsley.
- 14.14** We will use the information submitted with a planning application and required by Policy HE6 and the advice of the South Yorkshire Archaeological Service to determine applications with archaeological implications.
- 14.15** Development which would result in harm to the significance of a Scheduled Monument or other nationally important archaeological site will not be permitted. The preservation of other archaeological sites will be an important consideration. When development affecting such sites is acceptable in principle, the council will seek to ensure mitigation of damage through preservation of the remains in situ as a preferred solution.

15 . Town Centres and Retail

The Challenge

- Enhancing the vitality and viability of existing centres
- Locating new retail and leisure development in existing centres
- Strengthening Barnsley Town Centre's role in the sub-region and wider region and creating a 21st Century Market Town
- Improving the role of the Principal Towns
- Reducing the need to travel to out of centre locations
- Providing local shops to meet local needs outside of existing retail centres
- Encourage Walking and Cycling

The Current Position

- Barnsley is a significant sub regional centre with a large catchment area
- Other District and Local Centres serve more local needs
- 2010 Smaller Centres Study
- 2014 Barnsley Town Centre Retail Study

Policy Solutions

- Setting out a town centre hierarchy
- Identifying retail needs
- Providing flexibility to allow small local shops in appropriate locations

15 . Town Centres and Retail

Policy TC1 Town Centres

Support will be given to maintaining and enhancing the vitality and viability of the following hierarchy of centres:

Type of Centre	Centre
Town	Barnsley Town Centre
District	Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston
Local	Athersley ,Bolton on Dearne (St Andrew's Square), Darfield, Darton, Dodworth, Grimethorpe, Hoyland Common, Lundwood, Mapplewell, Stairfoot, Thurnscoe (Houghton Road), Thurnscoe (Shepherd Lane)

Barnsley Town Centre is the dominant town centre in the borough. To ensure it continues to fulfill its sub regional role the majority of new retail and town centre development will be directed to Barnsley Town Centre.

The District Centres have an important role serving localised catchments and meeting more local needs. To ensure they fulfil this role and continue to complement and support the role of Barnsley Town Centre new retail and town centre development will also be directed to the District Centres.

The Local Centres serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres.

All retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

A sequential approach will be used to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of NPPF.

Impact assessments will also be required as laid out in policy TC3. These should comply with the requirements of the NPPF.

- 15.1** The main town centre uses to which this policy apply are defined by NPPF as being retail, leisure, entertainment facilities, more intensive sport and recreation uses, offices, arts, culture and tourism development.

15 . Town Centres and Retail

- 15.2** We have assessed the centres above in terms of the roles they play, the community they serve, and the range of shops and services they offer in determining the town centre hierarchy. The extent of the centres are shown on the Policies Map that accompanies the Local Plan.
- 15.3** The overall approach is that new retail and town centre development should be located within existing centres. This will help to strengthen and protect their important roles and to reduce the need to travel to out of centre locations.
- 15.4** Barnsley Town Centre will be the prime focus for growth of retail and town centre uses. It has an important role to play in serving the needs of local residents, and also in the context of the region. A Town Centre policy framework is set out in section 17.
- 15.5** The Better Barnsley town centre redevelopment project has a key role in the regeneration of Barnsley town centre and its immediate redevelopment programme and proposals include:
- demolition of the former County Council offices and adjacent shops
 - redesign and redevelopment of the Metropolitan Centre and indoor market
 - purchase by BMBC and demolition of the former Training and Enterprise (TEC) building and adjacent property to the north of Kendray Street
 - promotion and provision of new retail and leisure facilities
 - construction of a new, purpose built central library/community hub
 - creation of a new public square to accommodate a new open market and town centre events
 - new surface car parking
 - public realm improvements
 - cinema and facilities for families and the evening economy
- 15.6** The Barnsley Town Centre Retail Study, England and Lyle 2014 identifies the future need for retail floorspace in Barnsley both for convenience and comparison goods. This concludes that after the Barnsley Markets Project redevelopment there will be some limited capacity for new convenience floorspace but little for new comparison floorspace.
- 15.7** Barnsley's District Centres have a vital role to play in providing shops and services to the people who live near them. The aim is to support and improve the role of all these centres and in particular to support and enhance them to enable them to have the capacity to fulfill their important roles as Principal Towns. Principal Towns should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.
- 15.8** It should be noted that in the hierarchy above Cudworth is identified as the district centre for the Cudworth and Grimethorpe Principal Town, and Goldthorpe as the district centre for the Dearne Towns Principal Town. Royston district centre includes the areas of The Wells and Midland Road.

15 . Town Centres and Retail

- 15.9** The Smaller Centres Study (2010) considers the existing role and potential future role of the District and Local Centres. The study uses a vitality and viability index based on the indicators listed in PPS4 to score the centres as part of a health check. The study also includes conclusions on centres regarding their potential for growth or change and uses the categories of expand, intensify, rationalise or consolidate.

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15 . Town Centres and Retail

The following notations are shown on the Policies Map and the Barnsley Town Centre Inset Maps:

Barnsley Town Centre

- Boundary of Barnsley Town Centre
 - Primary Shopping Area
 - Primary Shopping Frontages
 - Secondary Shopping Frontages

(the extent of the Primary Shopping Area and Primary and Secondary Shopping Frontages in Barnsley Town Centre are shown on the Town Centre Area Action Plan Inset Maps)

District Centres

- Cudworth (serving Cudworth and Grimethorpe Principal Town)
- Hoyland
- Wombwell
- Goldthorpe (serving the Dearne Towns Principal Town)
- Penistone
- Royston (including the Wells and Midland Road)
 - Primary Shopping Areas
 - Primary Shopping Frontages
 - Secondary Shopping Frontages

Local Centres

- Athersley
- Bolton on Dearne (St Andrew's Square)
- Darfield
- Darton
- Dodworth
- Grimethorpe
- Hoyland Common
- Lundwood
- Mapplewell
- Stairfoot
- Thurnscoe (Houghton Road)
- Thurnscoe (Shepherd Lane)

15 . Town Centres and Retail

Cudworth

15.10 Cudworth is one of the smaller district centres with the main retail and service provision located along the main Barnsley Road. It is average in terms of vitality and viability. Its strengths include the amount of shopping floorspace, the absence of floorspace outside the centre, the lack of charity shops and good pedestrian flows and availability of public transport. Aims for the future of Cudworth are to improve the provision of leisure, cultural and entertainment activities, attract non food multiple retailers, and to improve movement for pedestrians and cyclists. The strategic direction for Cudworth is to intensify, (that is to realise its potential within its existing boundaries by redeveloping and reconfiguring to intensify the level of current town centre uses).

Goldthorpe

15.11 Goldthorpe is one of the larger district centres with its main retail and service provision located along the main Barnsley and Doncaster Roads. It is average in terms of vitality and viability. Its main strengths are the number and type of shops, the good supply of offices, the absence of floorspace outside the centre, the variety of specialist and independent shops, the market, the availability of food shopping, good pedestrian flow and the availability of public transport. In order to improve the economic fortunes of Goldthorpe the aims are:

- to improve the provision of leisure, cultural and entertainment activities
- enhance movement for pedestrians, cyclists and the disabled
- improve access to the main attractions and to enhance security
- address environmental problems and increase the quality of open spaces and landscaping

15.12 In 2008 a masterplan was produced for Goldthorpe to improve the village centre and develop the vision provided within the Renaissance Market Town strategy for Goldthorpe. The masterplan was finalised in 2011. The objectives of the masterplan include improving public realm, new retail development and a public square, car park reorganisation and shop front refurbishment. As part of this work an economic study identified that Goldthorpe town centre has the potential to support a total of 40-50,000 sq ft of retail floorspace. This is less than the total retail floorspace in the town centre at present and it implies the need to consolidate and improve the retail offer and ensure its future viability and sustainability.

Hoyland

15.13 Hoyland is one of the smaller district centres. Its main retail and service offer is concentrated on High Street, King Street and Market Street radiating from the main square which includes the Town Hall and the Co-op supermarket. In terms of vitality and viability Hoyland is slightly above average. Its main strengths are the number and type of shops, the absence of floorspace outside the centre, the market, the low vacancy rates, high pedestrian flows

15 . Town Centres and Retail

and good bus services and linked trips. The aims for the future of Hoyland are to improve movement for pedestrians, cyclists and the disabled. The strategic direction for Hoyland is to intensify.

Penistone

15.14 Penistone is one of the smaller district centres. Penistone is a historic market town which has its main retail and service offer concentrated on Market Street which is further enhanced by the new Market Hall and Tesco supermarket. The overall vitality and viability is much better than average. Penistone has many strengths including the availability of pubs, cafes and restaurants, the market, the availability of food shopping, the evidence of recent investment by retailers, the very low vacancy rates, good pedestrian flow and public transport access, a feeling of security and high quality of the open spaces and landscaping. Aims for the future of Penistone are to improve the availability of leisure, cultural and entertainment activities, and to improve car parking and movement for pedestrians, cyclists and the disabled. Since the potential for expansion in Penistone has already taken place with the recent Tesco supermarket, the strategic direction for Penistone is to intensify within its existing boundaries.

Royston

15.15 Royston is one of the smaller district centres and comprises two separate centres. The Wells and Midland Road which are separated by housing. The Wells is a centre located on a main road junction and Midland Road is a linear centre surrounded by residential areas. Royston is average in terms of vitality and viability. Its main strengths are the absence of floorspace outside the centre, the availability of food shopping, good car parking and the high frequency and range of places served by bus services. Aims for the future of Royston are to increase the range of pubs, cafes and restaurants, introduce non food multiple retailers, address high vacancy rates, and to encourage linked trips to the centre. The strategic direction for Royston is to expand (it is recognised that Royston has the potential to physically expand outside of its existing boundaries). The development of the vacant school site provides potential for this to be realised.

Wombwell

15.16 Wombwell is one of the larger district centres. The main retail and service offer is located along High Street. Wombwell is better than average in terms of vitality and viability. Its main strengths are the number and type of shops, the large amount of shopping floorspace within the centre, the number of multiple retailers, the variety of specialist and independent retailers, the market, the low vacancy rates, good pedestrian flows and car parking provision, good bus services, and high quality environment. Aims for the future of Wombwell are to reduce the amount of retail, leisure and office floorspace which exists outside the town centre. The strategic direction for Wombwell is to intensify.

15 . Town Centres and Retail

- 15.17** Outside Barnsley Town Centre and the District Centres, Barnsley's network of Local Centres meet more day to day needs and will be the focus for small scale local shops and services. Barnsley also has two retail warehouse parks at the Peel Centre on Harborough Hill Road and Wombwell Lane Retail Park, Stairfoot which will remain the focus for retail warehouses within the borough.
- 15.18** Retail proposals will be encouraged and supported in the Primary Shopping Areas of Barnsley Town Centre the District Centres provided they are appropriate to the scale, role, function and character of the centre. Such proposals located outside of the Primary Shopping Areas will need to undertake a sequential approach (as required by national policy and Local Plan policy TC1) and may also need to undertake an impact assessment (as required by national policy and Policy TC3 of this DPD). These provisions will apply even if the proposal is located within the Barnsley Town Centre or District Centre boundaries.
- 15.19** The extent of the Primary and Secondary frontages in Barnsley Town Centre and the District Centres, is shown on the Policies Map and the Barnsley Town Centre Inset Maps and the following policy applies:

Policy TC2 Primary and Secondary Shopping Frontages

Within the primary and secondary shopping frontages in Barnsley Town Centre and the District Centres ground floor uses should be predominantly retail in nature. Financial and professional services (class A2) and food and drink (classes A3 to A5) uses will also be acceptable. Other uses may be acceptable, especially where they diversify and improve provision in a centre, providing that it can be demonstrated that the vitality and viability of the primary shopping area concerned is not negatively affected.

- 15.20** Proposals for main town centre uses that are not in a centre should be assessed against their impact on centres. The NPPF requires such an assessment particularly for developments over 2,500 square metres gross but it also allows us to set a local threshold for the scale of development which should be subject to an impact assessment. As such the following policy applies:

15 . Town Centres and Retail

Policy TC3 Thresholds for Impact Assessments

Proposals for retail and leisure uses will be required to provide an impact assessment if they are:

- located outside the **Primary Shopping Area of Barnsley Town Centre** and are:
 - within the catchment of Barnsley Town Centre
 - are of a scale, role or function which means they are likely to have an impact on the town centre, and
 - have a floorspace in excess of 2,500 square metres gross
- located outside the **Primary Shopping Area of a District Centre** and are:
 - within the catchment of a District Centre, and
 - have a floorspace in excess of 1,000 square metres gross
- located outside a **Local Centre** and are:
 - within the catchment of a Local Centre, and
 - have a floorspace in excess of 500 square metres gross

If we have concerns that a proposal below these floorspace thresholds may have a significantly adverse impact on centres, we may require an impact assessment as part of a planning application.

- 15.21** Outside the centres identified above, proposals for small local shops will be considered in the context of Local Plan policy TC6.
- 15.22** The boundaries of the Primary Shopping Area of Barnsley Town Centre, the Primary Shopping Area of the District Centres and the Local Centres referred to in the policy above are those shown on the Policies Map and Town Centre Inset Maps.
- 15.23** A map is provided in the Smaller Centres Study (November 2010) which shows the catchments of the defined centres in the borough including the catchments of Local Centres which are defined as being an 800 metre radius around each Local Centre.
- 15.24** The borough has two main retail parks, The Peel Centre, off Harborough Hill Road in Barnsley, and the Wombwell Lane Retail Park at Stairfoot. Policy TC4 below will apply to any planning applications received on these parks as shown on the Proposals Maps.

15 . Town Centres and Retail

Policy TC4 Retail Parks

In the retail parks identified on the Policies Map only retail warehouses will be allowed.

Planning permissions on these retail parks will be subject to conditions to limit:

- The minimum size of units to at least 1,000 square metres gross; and
- The type of goods which can be sold from the units to bulky comparison goods.

- 15.25** Retail warehouses are defined as large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car using customers.
- 15.26** Planning permission for retail warehousing will be subject to conditions to control the character of the development, the size of individual units and the range and type of goods sold. Otherwise there is the potential for a wider range of comparison goods to be sold which may negatively affect the vitality and viability of defined centres.

Policy TC5 Small Local Shops

Outside existing centres we will allow small convenience shops that meet the daily shopping needs of a local community if:

- the shops are of a type and in a place that would meet local needs and this need is not already met by existing shops; and
- the shops are located and designed to encourage trips by pedestrians and cyclists and would not encourage car trips.

- 15.27** Local shops perform an important role in meeting the day-to-day needs of communities. They are a vital part of creating sustainable communities, reducing the need for people to travel. We will encourage small shops where it can be shown that they meet a local need.
- 15.28** Small shops are defined as units having a gross floor area of 500 sqm or less. Because they are intended to serve local needs, developments allowed under this policy must not include large, dedicated car parks. Conditions may be attached to planning permissions to restrict the range of goods to be sold, making sure that the shops continue to serve local day-to-day needs, rather than attracting customers from some distance away.

15 . Town Centres and Retail

These allocations/policies supersede the following Saved Unitary Development Plan Policies:

Part 1

S1 Shopping / Commercial Centres

S2 Shopping / Commercial Centres

S3 Retail Development Outside Defined Shopping Centres

S5 Retail Development Outside Defined Shopping Centres

S8 Specialised Retail, Display or Fitting Premises

S9 Garden Centres

Part 2

BA24, BA25, BA26, BA27, BA39/7, BA39/8

DT14

DO13

RO11, RO12

NE16

DE17

WW19, WW20, WW21

HN15

PE16, PE17

16 . Barnsley Town Centre

Vision

- 16.1** The vision for the future of the town centre is the creation of a town centre that is uniquely distinctive and establishes Barnsley as the premier 21st Century market town – not a copy of many other town centres around the country.
- 16.2** The Economic Strategy 2012 – 2033 sets out how we will ‘develop a vibrant town centre with a strong and growing retail and leisure offer, a thriving and balanced business community with a series of attractions and facilities to create a major visitor draw’. Specifically, this will include:
- delivering the Better Barnsley Project as a major catalyst for improving Barnsley’s retail ranking and stimulating investment to transform the town’s leisure and retail offer
 - prioritising key development sites and under-utilised buildings to provide the greatest economic activity, enhanced vibrancy and footfall within the town centre
 - promoting exemplar public realm to create greater inter-connectivity, quality spaces and enhanced opportunities for private investment
 - putting in place innovative financial and partnership vehicles, where the pace of delivery maintains the momentum gained over the past 10 years albeit in a more challenging era of public and private sector funding
 - building on our existing cultural provision to make Barnsley a desirable visitor destination.
 - recognising that a sympathetic innovative approach to temporary uses will play a vital role in maintaining the vibrancy and vitality of the town centre while redevelopment schemes are devised and implemented
- 16.3** A key challenge is to develop the town as a place of diverse quality employment which provides a location for quality business interaction, education and culture. The town centre will be a fitting setting for these activities to flourish. In this way it is a ‘shop window’ and a gateway to the Borough for new investment in the economy. The forward strategy will need to focus very seriously on providing appropriate space for business and cultural development and promoting the benefits of a Barnsley location to potential users.
- 16.4** Delivering the vision will require using its strengths and responding to its challenges by:
- Creating a town centre powerfully shaped by its distinctive and unique features and avoiding insensitive anonymous developments diluting its ‘sense of identity and place’.
 - Building upon Barnsley’s successful role as a market town and bring it up to date to meet the needs of the 21st Century by creating a new market and attracting a more varied range of shops, bars and cafes.
 - Making the most of Barnsley’s traditional strengths, including its retail market, and expand its role as a centre for business and leisure making it a place where people want to come for shopping, services, leisure and work

16 . Barnsley Town Centre

- Providing a vibrant family friendly mix of activities that are available throughout the day and evening to create a more family-based environment with a wide range of education, leisure and cultural opportunities including youth facilities
- Increasing job opportunities especially in office, creative and digital industries, information technology and professional sectors and strengthen the town centre as the economic focus for the Borough and attract inward investment
- Encouraging town centre living and attract new residents to the town by introducing a mix of housing which makes the best use of the available land and is affordable to local people
- Ensuring that all new development is of a high quality design, which is sustainable and maintains and enhances the character and appearance of the town centre
- Creating a more exciting, healthy urban environment by securing important landmark and ground breaking buildings, attractive public spaces, public art and green spaces as part of new developments
- Promoting a more efficient transport network, encourage alternative modes of transport other than unsustainable use of the car, improve public transport facilities and manage cars more effectively through our approach to car parking
- Enabling people to walk into and around the town more easily, develop and improve pedestrian and cycle routes, reduce the dominance of the car, and improve the pedestrian environment creating a town centre that favours pedestrians and cyclists and enhances peoples' health and wellbeing

Strengths

- 16.5** Barnsley is a sub regional centre and the town centre provides a focus for shopping, transport, commerce, leisure, education, cultural and tourism facilities and activities within the borough so attracting new investment to the borough.
- 16.6** The Remaking Barnsley: Strategic Development Framework 2003-2033 has inspired progress over the last 8 years towards the creation of a successful, uniquely distinctive '21st Century market town' including major developments within the town centre to strengthen its base from which further developments can emerge. These include the Transport Interchange, Digital Media Centre, The Core, The Civic, Mandela Gardens, Queens Court, Gateway Plaza, Westgate Plaza One, Experience Barnsley and the Pals Centenary Gardens.

16 . Barnsley Town Centre

Westgate Plaza
One

The Civic and
Mandela Gardens

Transport
Interchange

Digital Media
Centre

Gateway Plaza



- 16.7** Better Barnsley is a major town centre redevelopment which has a key role in the regeneration of Barnsley town centre. The original scheme was granted planning permission in September 2011 but a revised scheme is currently being drawn up. A prospectus was made public in July 2014 and developer interest is being canvassed. The current prospectus includes the major programme of work as listed in paragraph 16.5 in the Town Centres Section.
- 16.8** The Council has set aside £35m for the project that will also attract significant additional private sector investment. It will provide an opportunity for jobs to be safeguarded, and for additional jobs to be created. Work on the scheme is due to start in 2015.
- 16.9** The scheme granted planning approval in September 2011 will not now be implemented. It included a department store which was subsequently deleted. The new scheme will have a stronger Markets offer and smaller high quality retail elements. Details of the new scheme are not yet available but we understand that it will include a new indoor Market Hall of around 8,000 sq. metres and up to 21,000 sq.m. of retail and leisure floorspace. For the purposes of our retail analysis we assume that the gross retail floorspace would be around half of the total, say 10,500 sq. metres. This represents a small net increase in retail floorspace compared with existing provision.
- 16.10** The town centre's traditional strengths, which are still valid as the foundation for a coordinated strategy to retain its viability and vitality, include:
- traditional markets and shops that have a reputation for value to residents and that attract visitors from outside the borough, as cited by Mary Portas as being a role model for the drive to energise the nations high streets ⁽¹⁰⁾
 - Barnsley has a low retail vacancy level of 9.7% against a regional figure of 12.6% and a national of 11.1% ⁽¹¹⁾

10 The Portas Review: an independent review into the future of our high streets, 13th December 2011

11 British Retail Consortium, Association of Town Centre Management, Springboard Retail Footfall Monitor

16 . Barnsley Town Centre

- Barnsley has the highest level of Independent retailers in the region by a significant margin, with the regional percentage being 45.9% and Barnsley supporting 72.7% Independents ⁽¹²⁾
- a diverse range of shops, services and institutions all within close proximity of each other including the College and University Campus Barnsley
- good connectivity by way of an improving range and quality of public transport links to the borough's communities and surrounding settlements by way of a new Transport Interchange, convenient car parking and convenient access to the M1 motorway
- dramatic topography which creates an extra dimension to consider in terms of townscape and views, and a rich urban form with a variety of architectural styles and block sizes
- an interesting configuration of streets, arcades and thoroughfares including Conservation Areas, attractive buildings and open spaces providing a compact and walkable town centre which is close to residential parts of the town, with some pedestrianisation and covered shopping areas, CCTV coverage and falling crime levels
- a variety of further opportunities to complement the achievements to date.

Challenges

16.11 Whilst protecting and further enhancing these strengths the strategy needs to mobilise a coordinated management and development response to challenges from pressures and trends which weaken the viability and vitality of the town centre such as:

- a recent decline in shopping at markets
- competition from the nearby centres of Leeds, Sheffield including Meadowhall, Wakefield and Doncaster and the growing popularity of online shopping
- the barrier caused by heavily trafficked dual carriageway roads ringing the town centre which by separating it from residential areas and edge of centre facilities discourage walking and cycling to and within the town centre
- the over supply of long stay car parking within the town centre occupying premium development land
- a poor visual experience due to tired and badly maintained public spaces, some poor quality 60's and 70's development, unsympathetically designed shopfronts and signage and an uncoordinated approach to street furniture and a lack of seating
- a lack of family friendly facilities and activities for younger people and concerns arising from anti social activities
- a decline in the number of homes and amount of green space in the town centre.

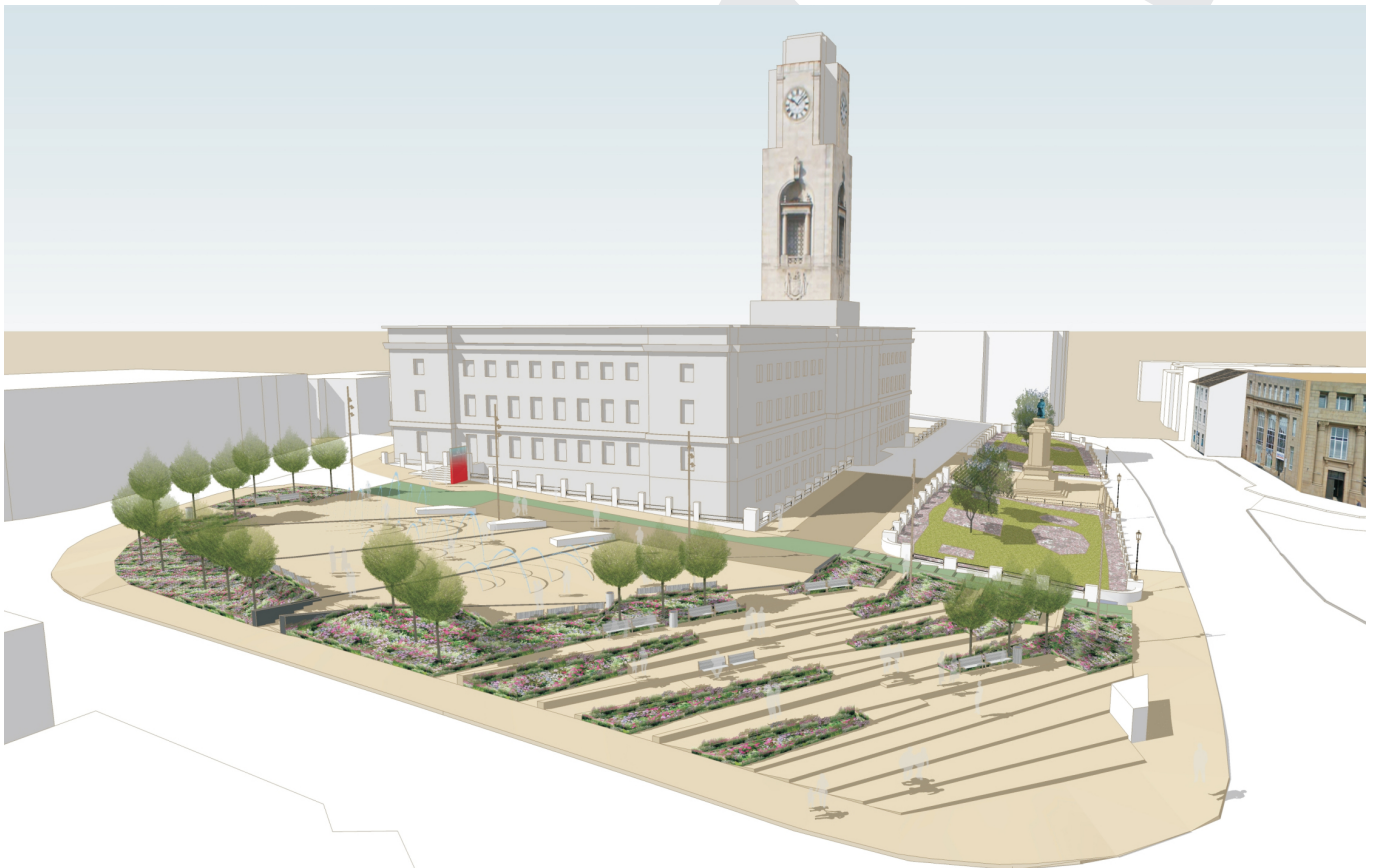
16.12 The strategy for delivering the vision for a distinctive town centre, building on its strengths and responding to the challenges, is detailed in the following two sections which set out:

12 British Retail Consortium, Association of Town Centre Management, Springboard Retail Footfall Monitor

16 . Barnsley Town Centre

- **General policies** targeted at retaining and strengthening the viability and vitality of the existing town centre uses and enhancing the enjoyment of its spaces and landmark buildings together with improving the convenience of moving around the town centre.
- **District and site specific policies** for sites of opportunity setting out how the development needs to sensitively relate to the distinctive character of the location.

Figure 5 Artists Impression of Experience Barnsley/Pals Centenary Square



General Policies

Introduction

16.13 These policies relate to Barnsley town centre as a whole. The Inset Maps 1-5 of this document form part of the Proposals Maps referred to in the Development Sites and Places DPD and are as follows:

- Inset Map 1 - Districts
- Inset Map 2 - Movement
- Inset Map 3 - Public Spaces
- Inset Map 4 - Development Sites
- Inset Map 5 - Primary Shopping Area and Shopping Frontages

16 . Barnsley Town Centre

16.14 We have looked at what we need to do to meet the needs of Barnsley's residents, extend the town's economic base and attract new people to the town. The tables in this section summarise the existing situation and the intended future position with regard to different town centre uses. Where relevant the corresponding general policies are included in each sub section. These are as follows:

Table 18

Reference	General Policy
BTC1	The daytime and evening economies
BTC2	Late night uses
BTC3	Public spaces
BTC4	Improving public spaces
BTC5	Landmark buildings
BTC6	Building heights
BTC7	Gateways
BTC8	Cycling
BTC9	The Green Sprint
BTC10	Car parks

16.15 In the context of the policies in this document (unless otherwise stated in the supporting text) the following definitions apply:

- Offices are those which fall into Class B1 of the Use Classes Order
- Financial and professional services are those which fall into Class A2 of the Use Classes Order
- Food and drink uses are those which fall within Class A3, A4 and A5 of the Use Classes Order
- Assembly and leisure uses are those which fall within Class D2 of the Use Classes Order

The Market and Shops

16.16 Our approach to Town Centres is set out in Policy TC1 Town Centres.

16 . Barnsley Town Centre

16.17 Our approach to the Primary Shopping Area and Primary and Secondary Shopping Frontages (Shown on Inset Map 5) is set out in Policy TC2.

Table 19

Now	The future
<p>450 retail units</p> <p>Approximately 110,000 square metres of retail floorspace</p> <p>The current range and quality of shops falls short of what is needed</p> <p>300 market stalls covering 9,300 square metres. The current market stalls are outdated and unattractive, and customer facilities are poor</p>	<p>Better Barnsley is a major town centre redevelopment which has a key role in the regeneration of Barnsley town centre. The original scheme was granted planning permission in September 2011 but a revised scheme is currently being drawn up.</p>

Offices

16.18 Barnsley town centre will be the focus for major new office development.

Table 20

Now	The future
<p>Approximately 80,000 square metres of office floor space, much of it old and not ideal for modern business needs</p>	<p>New, high quality office development, mainly based in the Westgate and Courthouse Campus Districts</p>

Culture and Leisure Uses

16.19 Leisure uses play an important role in the creation of vibrant centres, and it is recognised that Barnsley town centre currently lacks high quality leisure and cultural facilities, especially after normal shopping hours. Leisure uses will be provided as part of the Better Barnsley project and also in adjacent areas such as Oakwell.

Table 21

Now	The Future
<p>One theatre (Lamproom theatre)</p>	<p>Provide a new cinema</p>

16 . Barnsley Town Centre

Now	The Future
<p>Cooper Art Gallery Cinema, Eldon Street</p> <p>The Civic has been refurbished to provide a range of cultural and leisure uses including flexible performance and exhibition space and design and craft workshops</p> <p>The Core Voluntary Action Barnsley's building for community and voluntary organisations at Courthouse</p> <p>A hotel in Gateway Plaza</p>	<p>The Lamproom theatre will be extended to include additional performance and seating space.</p> <p>Experience Barnsley museum is open in the refurbished Town Hall.</p> <p>A high quality events programme will be established for the town centre.</p> <p>Provide a new Central library</p>

16.20 The provision of more restaurants and family friendly places to eat is a priority in Barnsley town centre.

Table 22

Now	The future
<p>75-80 units (over 9,000 square metres). Mostly pubs, with few restaurants. There is little variety, and few family friendly pubs</p>	<p>The Better Barnsley project will provide new cafes and restaurants. We will encourage a greater variety of high quality places to eat and drink, including better facilities for families.</p>

16 . Barnsley Town Centre

Policy BTC1 The daytime and evening economies

We will work with developers and operators to diversify the daytime and evening economies. Preference will be given to pubs, clubs, restaurants, cafés and night time entertainment uses which:

- cater for a range of customers and are family friendly
- are open throughout the day and evening
- maintain an active street frontage through out the day and evening
- serve food
- complement other leisure activities

Planning permission will be granted for pubs, clubs, restaurants, cafés and night time entertainment uses in the town centre provided that they:

- add to the range and diversity of uses on offer and increase customer choice
- do not harm amenity or give rise to increased noise, disturbance, or antisocial behaviour
- can be adequately accessed, serviced and ventilated
- are designed with public safety, crime prevention and the reduction of anti social behaviour in mind

All such uses should have regard to the principles and practises of 'Secured by Design' and planning applications must be supported by a design statement.

- 16.21** It is important that there is a range of activity in the town centre both during the daytime and into the evening. The aim of this policy is to encourage complementary evening and night time economy uses which appeal to a wide range of social groups and different age groups to ensure that provision is made for a range of leisure, cultural and tourism activities such as cinemas, galleries, exhibitions, theatres, restaurants, pubs, bars, nightclubs and cafés.
- 16.22** We want to encourage the controlled, well managed growth, diversification and promotion of the leisure, evening and night time economy so as to promote and safeguard uses contributing to the vibrancy of Barnsley town centre and making the town centre welcoming to all groups.
- 16.23** Proposals for family friendly venues in particular are welcomed as they are currently under represented in the town centre. These should be open throughout the day and evening, serve food (preferably for customers to consume whilst sitting down), and maintain an active frontage to the street. Such uses create valuable additions to the town centre enhancing its vitality and viability and increasing the leisure options that the town centre

16 . Barnsley Town Centre

can offer. The Council will work with developers and operators to encourage them to secure restaurants and cafés in preference to further pubs and bars in any redevelopment schemes.

- 16.24** Issues of amenity, noise and disturbance, accessibility, traffic, car parking, ventilation, servicing, community safety, security and anti social behaviour also need to be addressed as part of applications for such uses. Proposals for outside seating areas will need to consider traffic volumes and air quality in particular. Where measures can be used to mitigate such issues, details must be provided to support planning applications. Where appropriate planning conditions and obligations will be used to control matters such as hours of opening, noise control, odour control and the means employed for the extraction of fumes.
- 16.25** In particular the problem of antisocial behaviour in and around pubs and bars can be made worse by badly designed buildings and the spaces surrounding them. We will work with the police to make sure that these buildings are designed to be safe and to minimise the incidence of crime. The police promote a 'Secure by Design' Scheme which provides good practice guidance.

Policy BTC2 late night uses

Late night uses will only be encouraged in the following locations within the town centre:

- Wellington Street
- Peel Street
- Market Street
- Market Hill
- Graham's Orchard

Proposals for late night uses in the town centre will also be subject to Policy AAP1 The daytime and evening economies.

- 16.26** Bars and nightclubs which are open during the evening and night time help to sustain activity in the town centre, however they can sometimes disturb local residents. Late night uses are defined as those which open beyond 00.00 hours (midnight).
- 16.27** Wellington Street, Peel Street, Market Street, Market Hill and Graham's Orchard are an existing focus for late night uses in the town centre. A further concentration of late night uses in this area would create a late night zone within the heart of the town centre which is easily accessible and relatively compatible with existing adjoining uses. There can also be servicing and management benefits of grouping such uses.

16 . Barnsley Town Centre

- 16.28** By having late night uses in this defined area it is intended that the issues relating to noise, disturbance, litter and antisocial behaviour which can be associated with late night uses can be managed more effectively and avoided in other more sensitive areas of the town centre.
- 16.29** All proposals for late night uses will also be subject to policy BTC1 The Daytime and Evening Economy. This policy seeks to ensure a range of complementary daytime and evening economy uses which appeal to a wide range of social groups and different age groups. It also requires issues of amenity, noise and disturbance, accessibility, car parking, ventilation, servicing, community safety, security and antisocial behaviour to be addressed as part of planning applications.

Homes

- 16.30** The main existing residential areas of the town centre are in the Churchfields part of the Westgate / Churchfield district to the north of the business centre and the Doncaster Road and Southern Fringe districts. The aim is to build a variety homes of different sizes within vibrant, mixed developments that maximise the town centre's public transport accessibility.
- 16.31** All new housing development in the Borough must embrace the principles of sustainable development. Policies contained in the Core Strategy require developers to comply with national advice on good design such as the Building for Life standard.
- 16.32** The Council is also committed to providing affordable homes which are made available specifically to people who cannot afford the open market prices.

Table 23

Now	The future
The long established housing of around 700 homes concentrated in the Churchfields district has recently been added to by the completion of the Gateway Plaza development and its 188 apartments.	Current opportunities and schemes provide for an extra 610 new homes are estimated to be built by 2026 as a result of housing schemes and housing components of mixed use developments at City Reach (110 apartments), Court House apartments (250), Harborough Hill (100 homes) and 150 homes from other redevelopment sites such as Dunnes, Gateway Plaza 2, Freemans Yard, Wellington House and other smaller windfall sites.

Public Spaces

- 16.33** The aim is to provide a wide range of open spaces and related facilities so that local people have access to a good choice of outdoor spaces. Open spaces are important to the environmental quality of Barnsley town centre and should be enhanced and protected from development.

16 . Barnsley Town Centre

- 16.34** The Council's Green Space Strategy Part 1 was adopted in 2006, and sets out an overall strategy for greenspace and the standards we want to achieve. Green spaces are shown on Inset Map 3 Public Spaces and Local Plan policy GS1 Green Space applies. The Barnsley Public Spaces Strategy sets out a vision for the future of Barnsley's public spaces and aims to ensure the town is less dominated by vehicles.

Table 24

Now	The future
Existing open spaces at Peel Square, Mandela Gardens and Churchfields and other areas some shown as greenspace on Inset Map 3	An enlarged public space and setting to Experience Barnsley has been completed as the forerunner of a range of new public spaces. It is anticipated new public spaces meeting a wide range of needs, for both residents and visitors will be created within the Courthouse Campus, Barnsley Markets, Town Hall Square and land between the Transport Interchange and Harborough Hill Road development sites. The Barnsley Public Spaces Strategy identifies a number of priority and gateway sites in the town and lays out design briefs for their redevelopment.

Policy BTC3 Public Spaces

New development must make a positive contribution to public spaces through its design, siting and use of materials.

The creation of new public spaces and improvements to existing public spaces must be made in accordance with the Barnsley Town Centre Public Spaces Strategy.

- 16.35** Good quality public spaces and public realm will make Barnsley town centre more attractive and set the standard for the quality of development that is required. They can benefit businesses and make homes in town centres more desirable. The quality of the public spaces and streetscape affects peoples' enjoyment of the town centre.
- 16.36** The Public Spaces Strategy (PSS) outlines a vision for the future of the town centre's public spaces and describes how they could look and function in the future. It aims to create cohesion and 'glue' the town centre together, to create user friendly, comfortable, clutter free streets, spaces and gateways and to celebrate Barnsley.

16 . Barnsley Town Centre

Policy BTC4 Improving Public Spaces

New developments above the following sizes must include proposals to improve public spaces:

- residential developments of 10 homes or more;
- business developments over 1000 square metres;
- community uses over 1000 square metres; and
- new strategic roads and public transport projects

Developments must provide a financial contribution to allow off site improvements to public spaces to be made and maintained. The type of improvements which are considered appropriate will be determined using the Barnsley Town Centre Public Spaces Strategy.

Where necessary we will ask for a planning obligation to secure these requirements.

- 16.37** Significant new developments in the town centre must improve the quality of the town centre's streetscape and public spaces for everyone's benefit. Public space improvements include such things as surfacing, street furniture, boundary treatments, paving, lighting, benches, litter bins, signage, and public art.
- 16.38** Priority Sites for public space improvement are shown on Inset Map 3 as follows:
- Wellington Street
 - Peel Square and Market Hill
 - Courthouse
 - Experience Barnsley
 - Kendray Street (Eldon Place) - part of Better Barnsley
 - Kendray Street (Interchange Square) - part of Better Barnsley
 - Cheapside/Queen Street/May Day Green -part of Better Barnsley
- 16.39** Gateway Sites for public space improvement are also shown on Inset Map 3 as follows:
- Town End
 - St Marys
 - Eldon Street railway bridge
 - Transport Interchange
 - Jumble Lane Crossing⁽¹³⁾

13 including Harborough hill underpass gateway to Metrodome and Oakwell neighbourhood

16 . Barnsley Town Centre

- Alhambra roundabout
- New Street

16.40 Inset Map 3 also identifies other parts of the town centre where public space improvements would be particularly beneficial.

16.41 The aim is for the town to enjoy a wide range of public art, from traditional sculptures and statues to installations that explore new media, using digital images and light. Public art can include specially ordered street furniture. Temporary works of art can allow risks to be taken, particularly during periods of change. The guiding principle is that public art should be varied, creative, of high quality and use appropriate materials. Public art will be particularly encouraged in the Priority Sites and Gateway Sites identified in the Public Spaces Strategy.

16.42 Improvements to public spaces will also be encouraged and welcomed as part of smaller developments (below the thresholds set out in this policy). Any such improvements should be identified and undertaken in accordance with the Public Spaces Strategy.

Policy BTC5 Landmark Buildings

New development must be designed to enhance the settings of and safeguard views of the landmark buildings identified on Inset Map 3. Development which adversely affects the setting of a landmark building will not be allowed.

16.43 Landmark buildings are important because they have significant local interest and make a positive contribution to the character and appearance of Barnsley's townscape. They are located at key points in the town centre such as road junctions and at gateways and help add variety and interest to the town. They are shown on Inset Map 3 as follows:

1. Barnsley Town Hall
2. St Mary's Church
3. The Civic
4. John Rideal House, Shambles Street
5. The former Co-op building, Wellington House, New Street
6. Holy Rood church, George Street
7. The National Union of Mineworkers building
8. The Transport Interchange
9. Westgate Plaza One
10. The Digital Media Centre
11. Barnsley College
12. Gateway Plaza

16 . Barnsley Town Centre

- 16.44** The landmark buildings are generally taller than surrounding buildings and incorporate distinctive or prominent features such as spires, towers or listed structures. They serve as beacons or important markers to help make it easier for people to find their way around the town centre.
- 16.45** It is therefore important to protect and enhance the settings of landmark buildings (such as views and vistas) especially from road approaches into the town centre and ensure that new development does not adversely affect them.

Policy BTC6 Building Heights

Tall buildings will only be allowed in the locations in Barnsley town centre identified as suitable by the Buildings Heights Study.

Planning applications for tall buildings must be accompanied by the supporting information required by the Buildings Heights Study.

This includes details of daylight, sunlight and wind effects to show the impact any new building will have on nearby buildings and public spaces in terms of:

- privacy
- levels of sunlight
- extent of overshadowing.

The details must also include the measures needed to reduce any harmful effects.

- 16.46** Tall buildings are those that are substantially taller than their neighbours or will significantly alter the skyline.
- 16.47** Tall buildings should not block important views and should not create blank or uninteresting frontages at ground level. Sites that are considered to be suitable for tall buildings have been identified by the Council's Building Heights Study.
- 16.48** It is important that all planning applications for tall buildings are accompanied by detailed supporting evidence setting out the likely impacts of the proposals in terms of daylight, sunlight, wind effects and privacy and set out any likely mitigation measures that would be required.

16 . Barnsley Town Centre

Movement and Transport

16.49 The challenge is to think about transport and the travel experience in a different way, and to avoid designing an environment that is dominated by the car. The Strategic Development Framework identifies the need to rethink our approach to transport within Barnsley. It sets out a movement hierarchy as follows:

- People with disabilities
- Pedestrians
- Cyclists
- Bus users
- Train users

16.50 The Local Plan aims to promote alternatives to unsustainable car travel, and help manage cars more effectively. By improving public transport and pedestrian and cycling links, viable alternatives for car travel into the town centre are created.

16.51 The benefits of an improved transport system include increased accessibility, reductions in congestion, better air quality and can help to address health and well being issues amongst other things. An improved transport system will increase the attractiveness of the town centre, attract visitors and make Barnsley more accessible within the context of the city regions and the rest of the country.

16.52 As part of the Network Rail programme for closure of level crossings the Jumble Lane crossing and associated signal box will be closed. This will need a replacement pedestrian bridge. Design studies are being undertaken to ensure a high quality 'accessible to all' bridge is provided. The closure of the level crossing and signal box would allow for extension of the current bus interchange platforms.

16.53 As described in the Transport Section the Government is promoting the construction of a completely new high speed railway including proposals for stations at Leeds and Meadowhall Interchange, together with associated connectivity and regeneration packages.

16.54 The combination of the closure of the level crossing and signal box together with (subject to consultation) the HS2 related proposals would provide the opportunity to significantly upgrade the range of Barnsley rail services. It would also provide an opportunity to review whether there was also the potential to relocate and improve the station facilities.

Main routes and Gateways

16.55 The Local Plan includes policies to improve the quality of routes into the Town Centre by providing: landscape design treatment, public art, gateway lighting schemes; and high quality development.

16.56 The main routes as shown on Inset Map 2 are:

16 . Barnsley Town Centre

- A628 Dodworth Road
- A61 Sheffield Road
- A635 Huddersfield Road
- A628 Pontefract Road
- A61 Harborough Hill Road
- Westway
- Old Mill Lane.

16.57 It is important that the main routes into the town centre are attractive and create a good impression for visitors to the town. The design of new buildings fronting these routes and at the Gateways to the town centre identified on Inset Map 2 is especially important and will be expected to be of a particularly high standard. These routes will also be targeted for funding for environmental improvements.

Policy BTC7 Gateways

Development on or next to the gateways identified on Inset Map 2 must:

- create a strong distinctive visual gateway to the town centre and a sense of arrival
- be of high quality design and use the best quality materials
- be designed to welcome people into the town centre and create active street frontages
- not detract from important views or skylines
- include good pedestrian links through the site and to the town centre
- take the opportunity to create distinctive new landmark buildings
- improve public spaces in accordance with the Barnsley Town Centre Public Spaces Strategy.
- creating linkages to other areas adjacent to the town centre

Temporary uses and phased development

16.58 The recent recession together with the changes in retailing such as a growing use of on line shopping combined with home delivery, has meant that many town centres, including Barnsley, have stalled redevelopment schemes. The Local Plan seeks to encourage landowners and developers to include the potential of phased or temporary activities with any redevelopment scheme programming. This is particularly important where where a redevelopment scheme will take several years to implement. Additionally it is considered

16 . Barnsley Town Centre

that a continuing and supportive policy framework to temporary and or phased uses will play an important role in ensuring the town centre is refreshed with innovative attractions. This Markets District policy is complementary to policy GD2 of this Local Plan in dealing with temporary uses and buildings.

Policy BTC8 Temporary Uses and Phased Development

Within the Markets District temporary uses will be supported where they can demonstrate a positive contribution to the continuing vibrancy and vitality of the Town Centre.

Cycling

16.59 As part of the emerging Transport Strategy we will develop a network of cycle routes and improvements to make the town more cycle-friendly. Any proposals will be based on an assessment of the main points within the town that need to be linked, and which routes are safest for cyclists. In some cases, a small link can create a significant advantage for cyclists. The provision of facilities for secure cycle parking and storage within the town centre will also be encouraged as part of new developments.

Table 25

Now	The future
There are no dedicated cycle routes within the town centre.	New cycle routes will be created Junction improvements for cyclists will be carried out where feasible

Policy BTC9 Cycling

Development on sites that include cycle routes as identified in the emerging Transport Strategy will be expected to:

- ensure that the route is designed into the scheme
- either build the relevant section of the route, or make a financial contribution towards building it

We will also take account of cycle and pedestrian routes when considering proposals on nearby sites, which may have an effect on them.

16 . Barnsley Town Centre

- 16.60** Cycling has a key role to play in the delivery of an integrated transport system and the efficient management of the existing highway network. It can also deliver significant potential economic, environmental and health benefits.
- 16.61** The Green Sprint is an important part of Barnsley's strategy to create a greener, more pedestrian-focused approach to travel within the town. It will be a high-quality pedestrian and cycle route that will start at Town End roundabout linking the town centre with the Interchange, the Metrodome leisure centre and the Dearne Valley Country Park.

Policy BTC10 The Green Sprint

A pedestrian and cycle route 'the Green Sprint' will be created to link the town centre with the Dearne Valley Country Park, following the route shown on Inset Map 2. Developments on sites that cover part of the route must:

- ensure that the Green Sprint is designed into the scheme; and
- either build the relevant section of the Green Sprint, or make a financial contribution towards building it.

We will also take account of the Green Sprint when considering proposals on nearby sites, which may have an effect on it.

- 16.62** Developments that affect the Green Sprint will need to be designed to take account of it and, in some cases, include it. As appropriate we will use planning conditions or planning obligations to make sure the Green Sprint is built.
- 16.63** We will prepare further guidance to explain how we will apply this policy and to provide particular advice on the design requirements and specifications for the route.

Car Parking

- 16.64** The emerging Transport Strategy will deal with Town Centre Car Parking issues. To encourage shoppers and visitors the town centre car parks will be managed to favour shoppers and visitors car parking requirements and restrict commuter long stay car parking.

16 . Barnsley Town Centre

Table 26

Now	The future
Around 4,200 spaces, in a range of two multi-storey car parks and surface car parks	<p>Keep approximately the same number of car-parking spaces.</p> <p>(there will be some temporary increases and decreases in this overall figure over time as sites are developed in the town centre).</p>

Policy BTC11 Car parks

Town centre car parks will be managed to allow short stay car parking and restrict long stay car parking. Long stay car parks will be located on the edge of the town centre. Short stay car parks will be located within the town centre.

Where they are proposed, car parks should be included within developments either in basements or on upper floors.

- 16.65** The purpose of this policy is to increase short stay parking for shoppers and visitors to the town centre and to reduce long stay commuter car parking. It is intended that the overall number of car parking spaces will remain unaltered. Around the edge of the town centre, new residents-only parking schemes will be introduced to make sure that these areas are not affected by overspill from the town centre. Parking for people with mobility issues will be provided in new developments.
- 16.66** Surface car parks can use up large areas of land, which goes against our aim of creating a compact and vibrant town centre. Therefore, car parks should be included within developments, either in basements or on upper floors and should be designed with safety in mind. This allows 'active' uses (such as shops) to be on the ground floor, where they are most accessible. A ground floor layout which provides an active frontage element but is also able to include car parking may be acceptable if it is innovatively designed.
- 16.67** In the case of residential development, private car parking may be needed to make sure that residents have a secure space to park their car at any time. However, large private car parks for shops, offices and other commercial uses can be harmful to the town centre, by making poor use of land and discouraging people visiting the town centre for more than one reason. For developments that include a car park, conditions may be applied to make sure that the car park is available to members of the public.

16 . Barnsley Town Centre

District and Development Site Policies

16.68 The Local Plan defines the boundary of the town centre and splits it into 9 districts which are shown on Inset Map1. The town centre boundary follows the recommendations of the Barnsley Town Centre Retail Study July 2014. Pages 71-78 of that study provides the basis for the following boundaries as used in the Barnsley town centre policies:

- Barnsley Town Centre
- Primary shopping area
- Primary and secondary shopping frontages

16.69 Policies relating to the 9 Districts and the Development Sites which fall within them are included in this section as follows:

Table 27

District	Development Site* (14) (15)
The Markets Area	1 Better Barnsley (3 and 4)
The Yards	No specific sites+
Southern Fringe	2 Heelis Street / New Street / Gala Bingo / Burleigh court Site (5)
Southgate	No specific sites+
Westgate / Churchfield	No specific sites+
Market Hill	No specific sites+
The Lanes	No specific sites+
Courthouse Campus	3 Courthouse (1)
Eastern Gateway	4 Land between the Transport Interchange and Harborough Hill road (5)

14 *The Development Sites are identified and appraised in the Retail Study pages 66 to 70. Shown in brackets in the above table are the Development Site references shown on the Retail Study plan at page 67. The Local Plan combines the Retail Study sites 3 and 4 to be consistent with the Better Barnsley redevelopment prospectus and proposals.

15 + For a number of Districts no specific sites are highlighted in the Local Plan Policy Map Insets however, there are a number of opportunities which can be accommodated by the District policy.

16 . Barnsley Town Centre

16.70 The boundaries of the Districts are shown on Inset Map 1 and the Development Sites are shown on Inset Map 4. Indicative extracts from a combination of the Inset Maps showing each District in greater detail are included in each District section.

The Markets Area District

16.71 The Markets Area is Barnsley town centre's primary shopping area. At present there is a mix of retail operators; The Alhambra and the Metropolitan Centres have a broad range of tenants, and the traditional Market is particularly important to Barnsley's town centre and its offer. Along Market Hill, George Yard and the Arcade area there are a small number of high quality independent retailers that are very successful.

Table 28

Existing Form	<ul style="list-style-type: none"> - Defined retail frontage - Varied age of buildings - Council-owned shopping centre and market - The Alhambra (covered shopping mall) - Former Council offices
Land Use	<ul style="list-style-type: none"> - Shopping - Banks, Professional Services - Cafes - Car parks
Activity	<ul style="list-style-type: none"> - Heavy pedestrian usage and vitality during trading hours - No evening activity

Policy BTC12 The Markets Area District

We will allow shops, offices, leisure developments, and food and drink uses within the Markets District. We will allow residential development on upper floors, but not at ground level if it would harm the vitality and character of the town centre. We may allow other uses if they would support the liveliness and economic strength of the town centre.

16.72 It is intended that this District remains the focus of retail activity within the town. The Better Barnsley town centre redevelopment project has a key role in the regeneration of Barnsley town centre and its immediate redevelopment programme and proposals that are set out in paragraph 16.5 of the Town Centres section.

- demolition of the former County Council offices and adjacent shops
- redesign and redevelopment of the Metropolitan Centre and indoor market
- purchase by BMBC of the former Training and Enterprise (TEC) building and adjacent property to the north of Kendray Street

16 . Barnsley Town Centre

- promotion of the Kendray Street site as a leisure and retail centre
- construction of a new, purpose built central library/community hub
- creation of a new public square to accommodate a new open market and town centre events
- public realm improvements
- promotion to attract new retail investment
- cinema and facilities for families and the evening economy, and
- new surface car parking.

16.73 New pedestrian streets will form the primary pedestrian spine around which the new Marketplace Barnsley scheme is organised. Pedestrian priority will be upgraded to make a safe environment for pedestrians and cyclists. Car parking will be on the roof top of the new Marketplace Barnsley development with surface level car park on the site to the south of Jumble Lane crossing. High quality public realm will connect to the existing fabric of the town centre with new public spaces at focal points and there is an opportunity for increased massing and height of buildings.

Policy BTC13 Development Site 1 - Better Barnsley including former TEC building and CEAG site

We will allow the following types of development:

- Retail, including a department store
- Offices
- Leisure
- Food and drink
- Residential
- Car parking

The development of the site will be expected to:

- Create new links to and within the town centre and other areas adjacent to the Town Centre such as the Metrodome and Oakwell
- Provide residential development on the upper floors only, and not at ground level if it would harm the vitality and character of the town centre
- Include other uses if they would support the liveliness and economic strength of the town centre.

16.74 The aim is to redevelop the existing town centre and create a new high quality retail and leisure centre for Barnsley. The site of the proposed Marketplace Barnsley project lies at the heart of the town centre, adjacent to Market Parade, May Day Green, Cheapside and Midland Street. Several buildings which fall within the site boundary will be redeveloped.

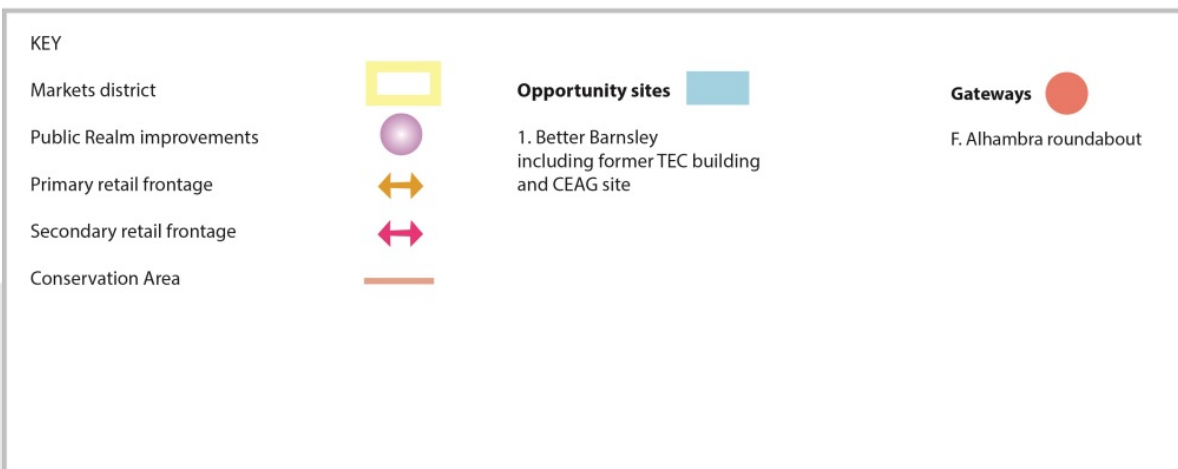
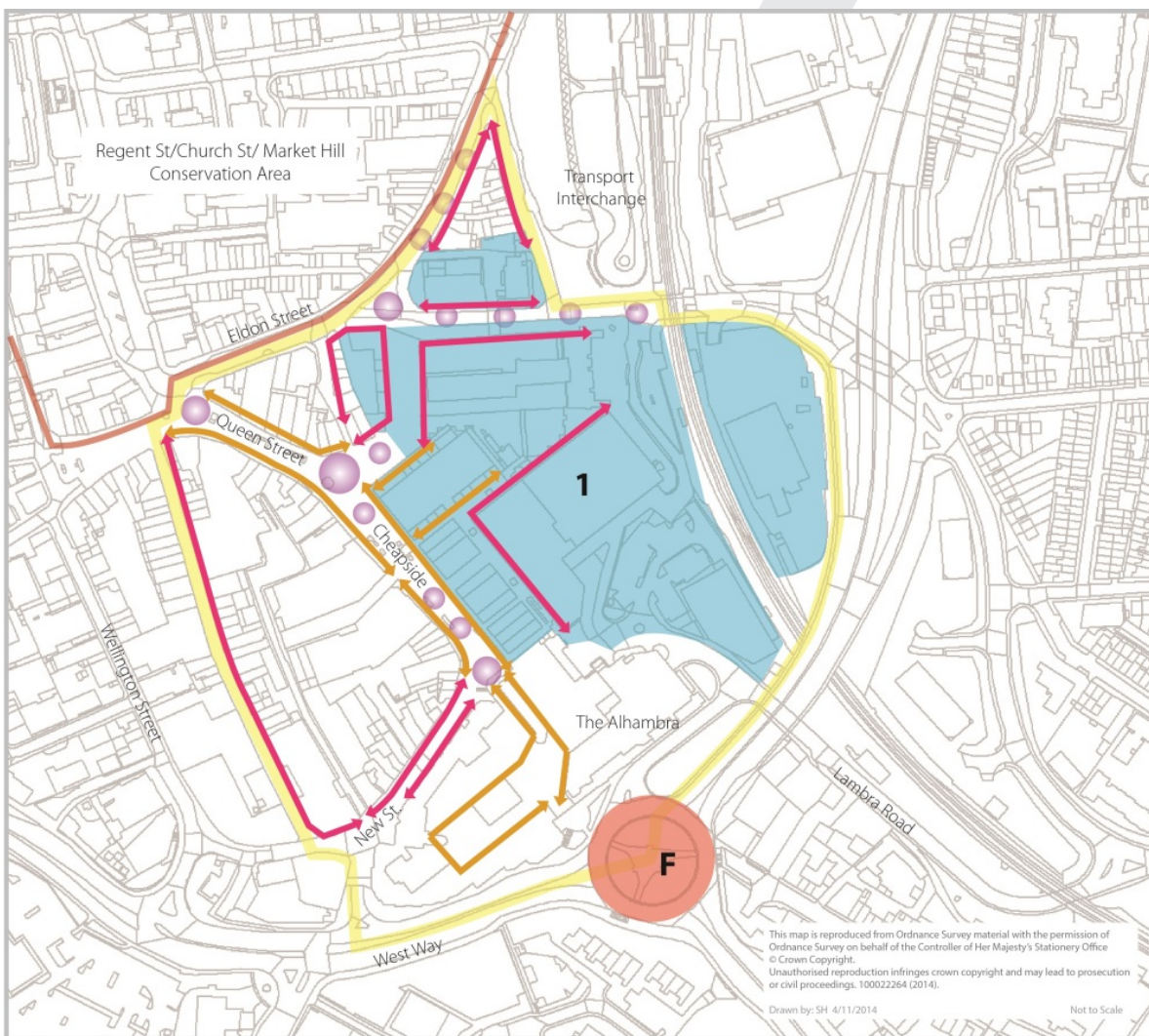
16 . Barnsley Town Centre

These include the existing Metropolitan Centre in which the markets is located, a multi-storey car park and former Council offices. The site extends across the railway line to include the CEAG building. The site is centrally located and has excellent transport links. In the short term this site will be used as surface car parking however it does have the potential for future redevelopment. A culverted dyke runs through the site and may impact on the scale of future redevelopment.

- 16.75** The Marketplace Barnsley development is identified as a potential area for taller gateway development. As topography falls, the opportunity for taller development is created.
- 16.76** The plan below is an extract from the Inset Maps and shows the District in greater detail.

16 . Barnsley Town Centre

Figure 6 The Markets Area District



16 . Barnsley Town Centre

The Yards District

16.77 The Yards District currently contains a variety of small shops and services, together with some homes. It performs a useful role, supporting the town centre and serving local needs.

Table 29

Existing Form	<ul style="list-style-type: none"> - Road network forms a barrier to town centre - Gateway opportunity not yet maximised
Land Use	<ul style="list-style-type: none"> - Small premises - Residential - Highway
Activity	<ul style="list-style-type: none"> - Local shops and services - Traffic-dominated environment

Policy BTC14 The Yards District

Within The Yards District we will allow housing, offices and small scale shops and services.

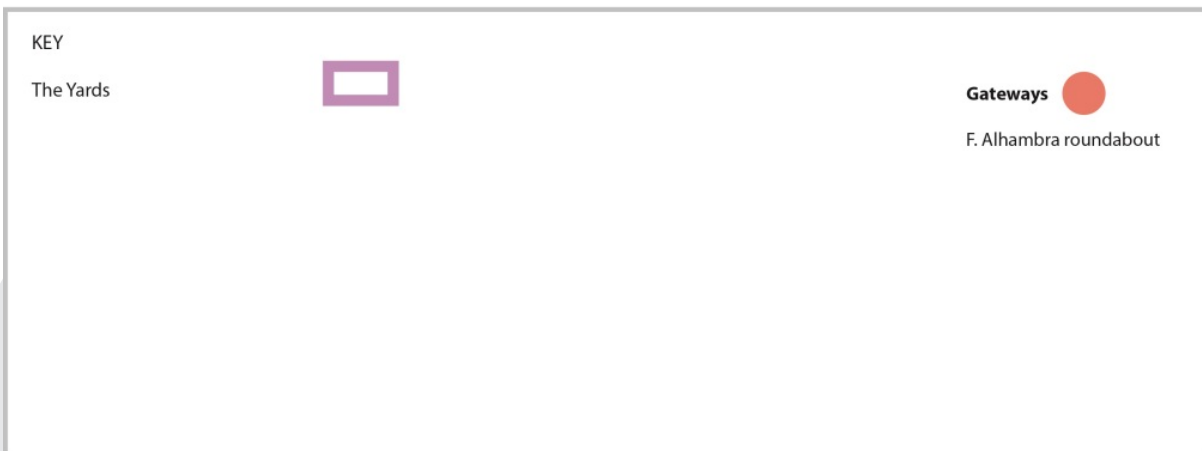
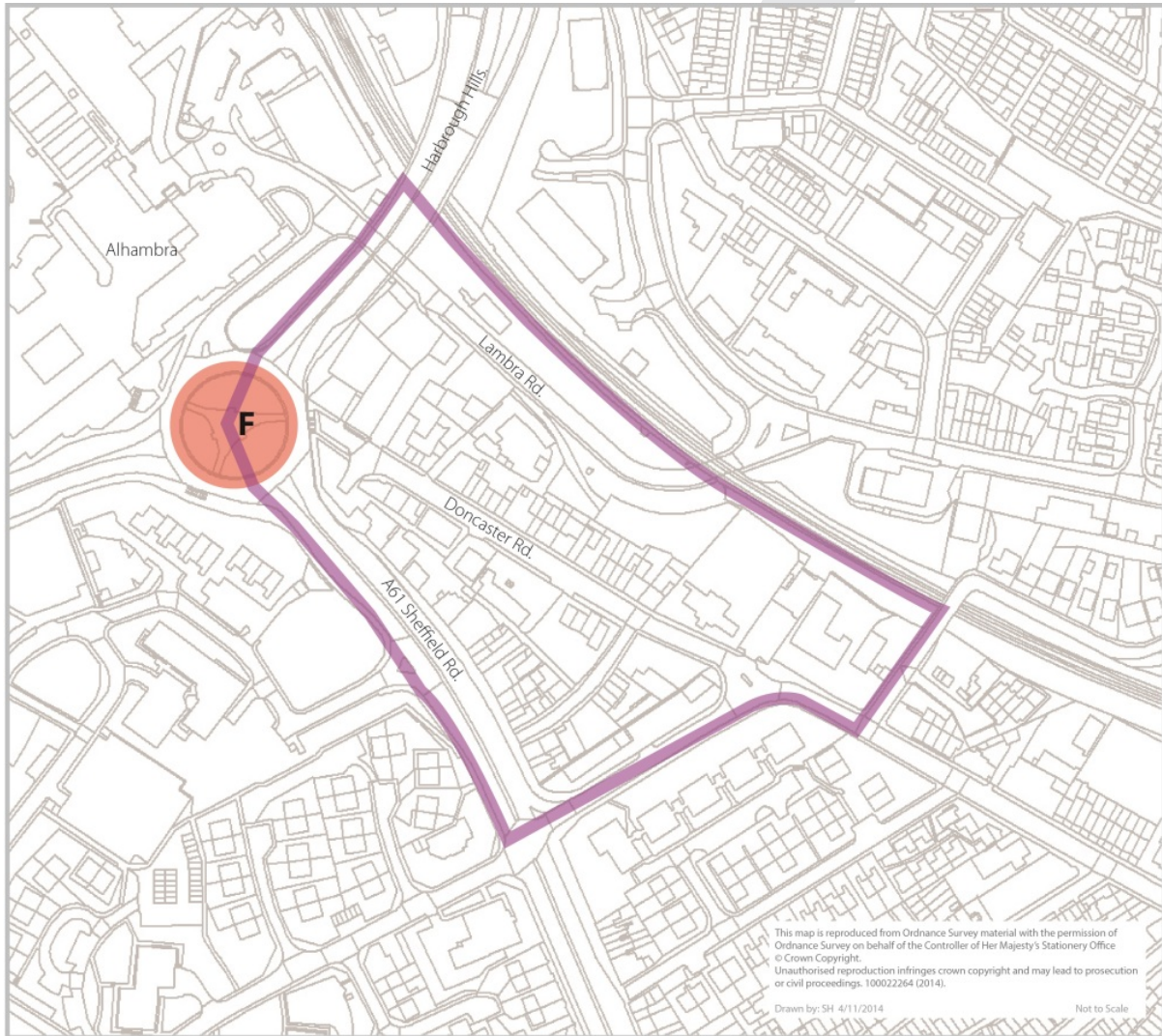
We will not allow developments that would be harmful to the liveliness and economic strength of the town centre.

16.78 This District includes the Alhambra Roundabout Gateway. The existing character of the district should be maintained with possible developments of an appropriate scale including the opportunity for a key gateway development between Westway, Sheffield Road and Harborough Hill Road.

16.79 Development should aim to improve the public realm, pedestrian and cycling links to the town centre, particularly in the evening when the link through the Alhambra shopping centre is closed. This District includes the Alhambra Roundabout Gateway where high density development may be appropriate.

16 . Barnsley Town Centre

Figure 7 The Yards District



16 . Barnsley Town Centre

Southern Fringe

16.80 The Southern Fringe District is on the southern side of Westway dual carriageway, and is characterised by a number of large sites and buildings, some of which have scope for redevelopment. Proposals must complement the function of the town centre and not compromise its economic strength and liveliness.

Table 30

Existing Form	<ul style="list-style-type: none"> - Holy Rood Church & St George's cemetery (Grade II Listed) - Disused and underused industrial sites - Morrisons Supermarket - Georgian style buildings on Princess St, Pitt St, & Georges St
Land Use	<ul style="list-style-type: none"> - Residential - Retail - Surface car parking
Activity	<ul style="list-style-type: none"> - Pedestrian usage during trading hours - Traffic dominated environment

Policy BTC15 Southern Fringe

Within the Southern Fringe District we will allow housing, offices, employment and commercial uses.

We will allow small scale shops and services along the Dodworth Road frontage.

We will not allow developments that would be harmful to the liveliness and economic strength of the town centre.

16.81 The District incorporates three important gateways into the town, at Town End, the Alhambra Roundabout and New Street. There is the potential for significant change through the redevelopment of disused and underused industrial sites for housing, offices and other uses complementary to the town centre. Preservation and enhancement of the architectural and historic character of the area is required.

16.82 The dual carriageway and extensive areas of surface parking make this District very vehicle dominated. Development should improve pedestrian and cycling links to the town centre and enhance the public realm.

16 . Barnsley Town Centre

- 16.83** Proposals must make a positive contribution to the Town End Gateway and public space improvements should be designed in accordance with the design brief for 'Town End Roundabout' in the Public Spaces Strategy.

Policy BTC16 Development Site 2 – Heelis Street / New Street / Gala Bingo / Burleigh Court Site

We will allow mixed use developments which could include:

- Retail
- Residential
- Offices

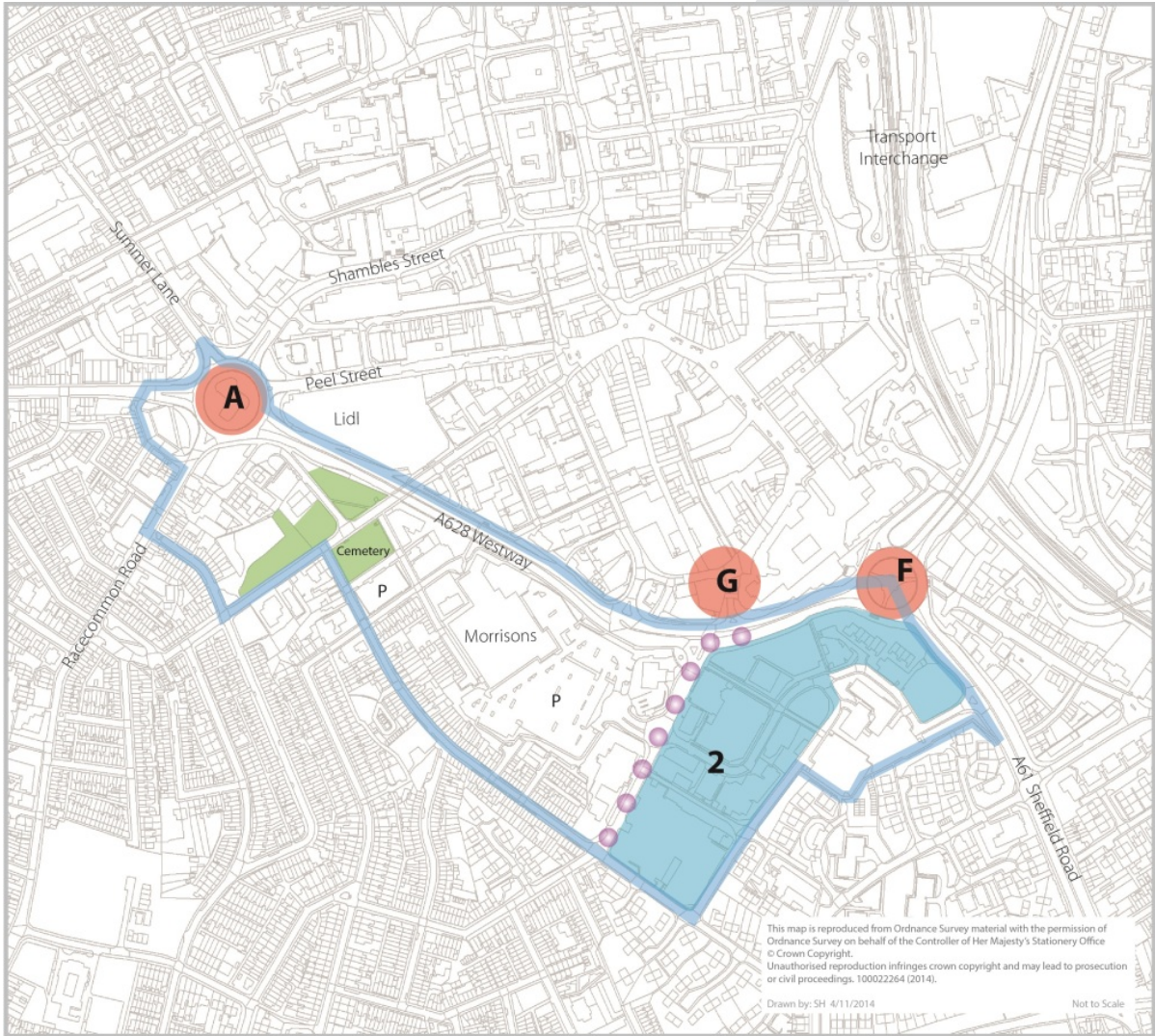
The development of the site must also:

- Make a positive contribution to the character and appearance of the New Street Gateway
- Provide improvements to pedestrian links and public spaces around and through the site.

- 16.84** This site contains a number of industrial and commercial buildings, some of which have been cleared. There are also some areas of surface car parking. The site is suitable for a mix of uses including retail, residential accommodation and offices.
- 16.85** A stalled apartment development is in the final stages of completion on this site. This site includes the New Street Gateway and as a result policy AAP7 Gateways applies to proposals in this area of the development site. Public space improvements should be designed, where relevant, in accordance with the design brief for 'New Street Gateway' in the Public Spaces Strategy.
- 16.86** The plan below is an extract from the Inset Maps and shows the District in greater detail.

16 . Barnsley Town Centre

Figure 8 The Southern Fringe District



16 . Barnsley Town Centre

Southgate District

16.87 Southgate provides the interface between the town centre's retail area and the commercial core at Westgate, and has its southernmost boundary at Pitt Street. The area is principally focused on entertainment and leisure activities, with some retail along the stretch of Peel Street to Town End roundabout contained in the district and other uses including a church and the YMCA.

Table 31

Existing Form	<ul style="list-style-type: none"> - Low level development - Not an environment of particular quality, but with some buildings of interest - Poor public realm
Land Use	<ul style="list-style-type: none"> - Retail - Entertainment and leisure uses - Office
Activity	<ul style="list-style-type: none"> - Dominance of evening activity, including takeaways - Limited daytime usage, Lidl supermarket (opens 2012) will increase daytime shoppers

Policy BTC17 Southgate District

We will allow offices, residential development, assembly and leisure uses, hotel, food and drink uses and car parking within the Southgate District. Retail development will be allowed on Market Street, Pitt Street and as part of a mixed use development at the former Co-op Pioneer site on Peel Street.

16.88 The Southgate District has the potential to become a lively mix of residential, leisure and business uses and maximising its existing strengths could be considered to be Barnsley's entertainment quarter. This policy provides the flexibility for this to happen.

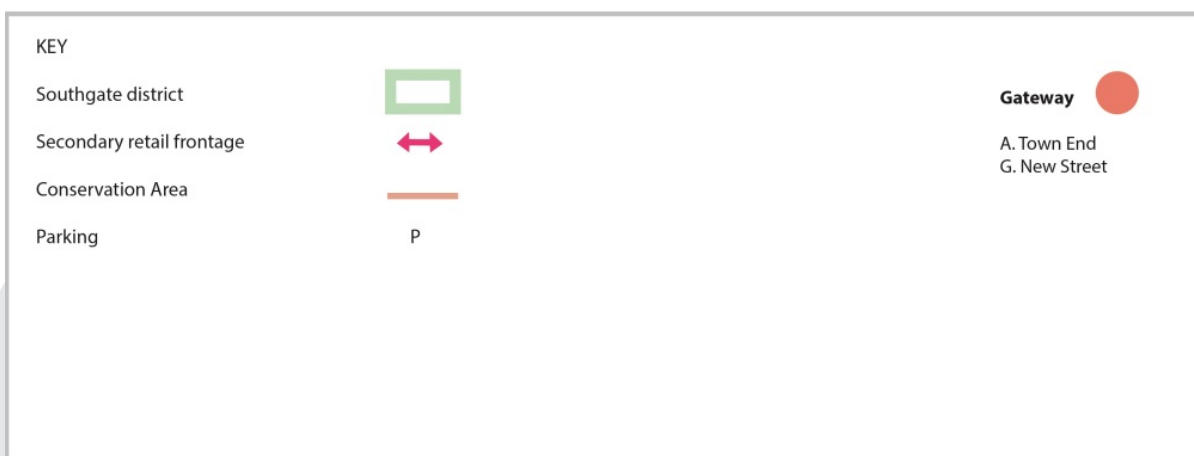
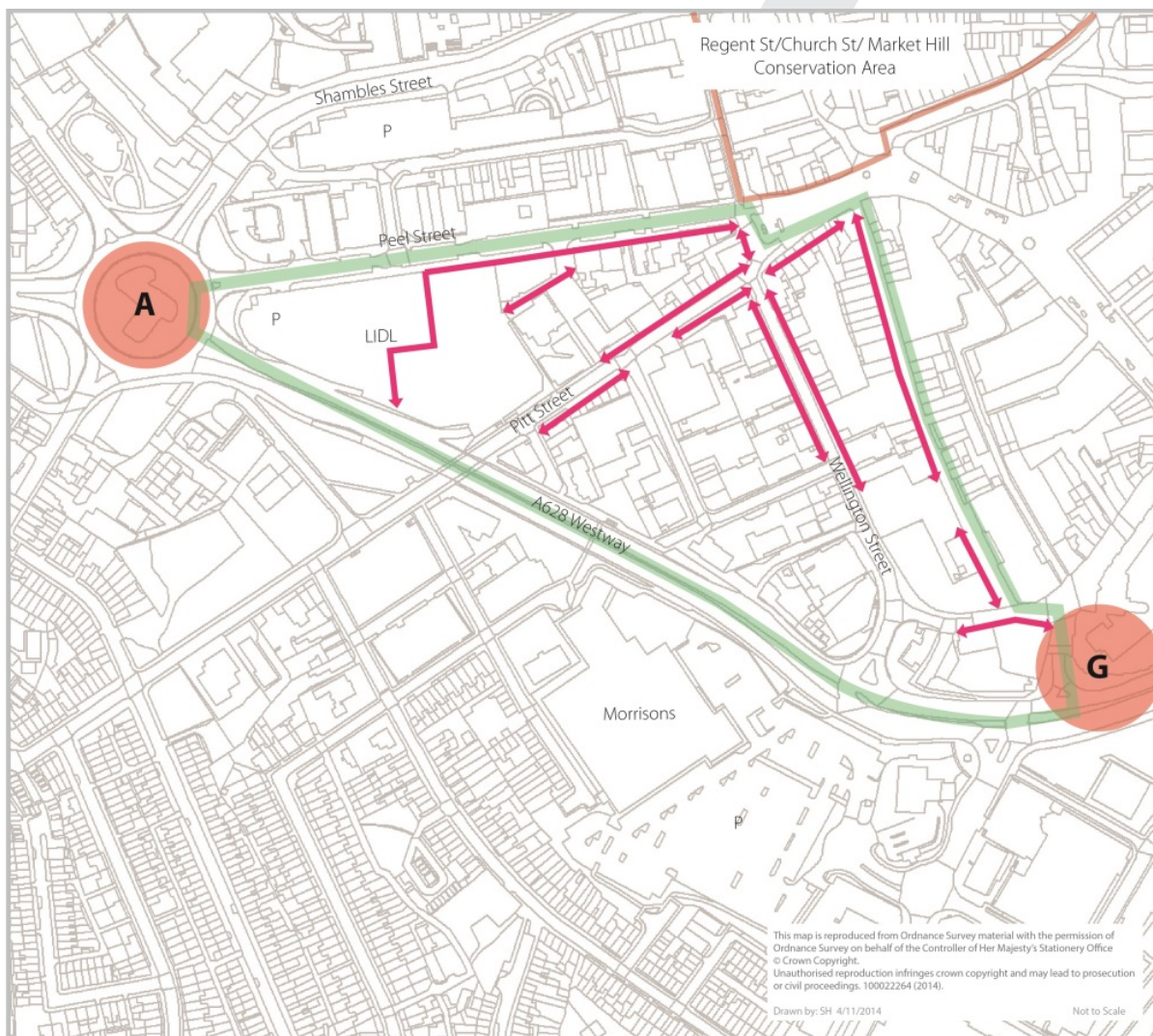
16.89 The existing intensification of development should be broadly maintained. Shops will not generally be allowed within the Southgate district, as we want to encourage them to locate within the market area. Exceptions to this are Market Street, which is already an established shopping street forming the boundary between Southgate and the Markets Area, Pitt Street and the Lidl store. This development site also includes one of the nodal long stay car parks which are proposed for the town. Small scale shops and services may also be appropriate elsewhere in this district.

16 . Barnsley Town Centre

- 16.90** Opportunities to limit vehicles and pedestrianise some streets should be investigated and public spaces and pedestrian routes should be improved. The architectural and historic character of the area should be preserved and enhanced and the quality of the townscape improved.
- 16.91** The only significant development opportunity in the area is the Wellington House office building formerly occupied by the Council. It is not suited to large scale development, however it is situated in a key location in the town.
- 16.92** The plan below is an extract from the Inset Maps and shows the District in greater detail.

16 . Barnsley Town Centre

Figure 9 The Southgate District



16 . Barnsley Town Centre

Westgate / Churchfields District

16.93 The Westgate District is defined by Summer Lane and Westway on its west side, with the Town End roundabout providing access to its heart along Shambles Street. Market Hill runs down the east side towards the retail core and to the north is the Churchfields office area. It has always been the civic heart of the town centre because of the Town Hall. The headquarters for the police force in Barnsley and the Magistrates Court are also located here. However, more recent development has brought new uses to the district and consolidated it as the commercial core. This includes the mixed-use Gateway Plaza, which comprises office, hotel, leisure and residential uses, and the new Council offices at Westgate Plaza 1. The replacement Barnsley College Sixth Form is being built on the site of the former Central Library.

Table 32

Existing Form	<ul style="list-style-type: none"> - Historic building at the heart (Town Hall) and historic frontages contained within Conservation Area - Substantial public and office buildings, including new buildings of quality design - Public spaces at Pinfold Steps and Churchfields
Land Use	<ul style="list-style-type: none"> - Civic functions including Barnsley Town Hall, Police Headquarters, Magistrates Court and Central Library - Office accommodation, including car park to Gateway Plaza - Leisure uses and hotel - Residential apartments - Retail on Shambles Street and Market Hill - Education - Barnsley College Sixth Form
Activity	<ul style="list-style-type: none"> - Recent intensification of activity - Heavy pedestrian usage along Westgate to Westgate Plaza One and Gateway Plaza offices - Some evening activity at the Lamproom Theatre and Gateway Plaza

16 . Barnsley Town Centre

Policy BTC18 Westgate/ Churchfields

Within the Westgate / Churchfields District we will give priority to office development . We will also allow residential, shops, leisure and entertainment uses.

Specific areas of the district will be developed for the following uses:

- Creating a civic quarter in the area bounded by Churchfields, St. Marys Gate, Westgate and Sackville Street, to include offices, education and small scale ancillary uses.
- Expanding the Lamproom theatre and associated facilities, and improving its setting within the wider Westgate area.
- A mix of office, hotel and residential uses in the area bounded by Westgate, St. Marys Gate, Shambles Street, Summer Lane and Fitzwilliam Street.

- 16.94** Along with the Courthouse Campus District, Westgate will be the knowledge hub of the town centre. A knowledge hub is an area where educational uses (Barnsley College, University Campus Barnsley and Central Library) administrative uses (local and central government and private companies), cultural/media uses (Cooper Gallery, Lamproom Theatre, Barnsley Chronicle and Experience Barnsley), law enforcement and judicial uses (police headquarters, courts and probation services) and regulatory functions are all concentrated. It may also be a future focus for digital and creative industries. As a result the area contains a number of uses that when combined function as a knowledge hub that serves the town and wider borough. It is envisaged that this role will grow in importance over the plan period and that this is the area in which uses such as these will be particularly encouraged to locate.
- 16.95** Westgate will be the main commercial and civic area of the town with the Town Hall as the focus for civic and cultural activities. There are also opportunities for residential development and leisure uses, and retail uses on Shambles Street which is an established shopping street. The existing intensification of development should be broadly maintained.
- 16.96** A multi storey car park is situated beneath the Gateway Plaza development, surface car parks are located on Westgate and Churchfields. Development should be designed to strengthen east-west pedestrian routes between the Transport Interchange and Courthouse Car Park and the commercial core, pedestrianise Westgate, with only very limited vehicle access and strengthen north-south links to Shambles Street.
- 16.97** Development in this district should improve the setting of the Town Hall, enhance the physical strategic links between key commercial locations, repeat the scale and mass of existing new development and respect the Conservation Area status of part of the site, and the Grade II listed Town Hall.

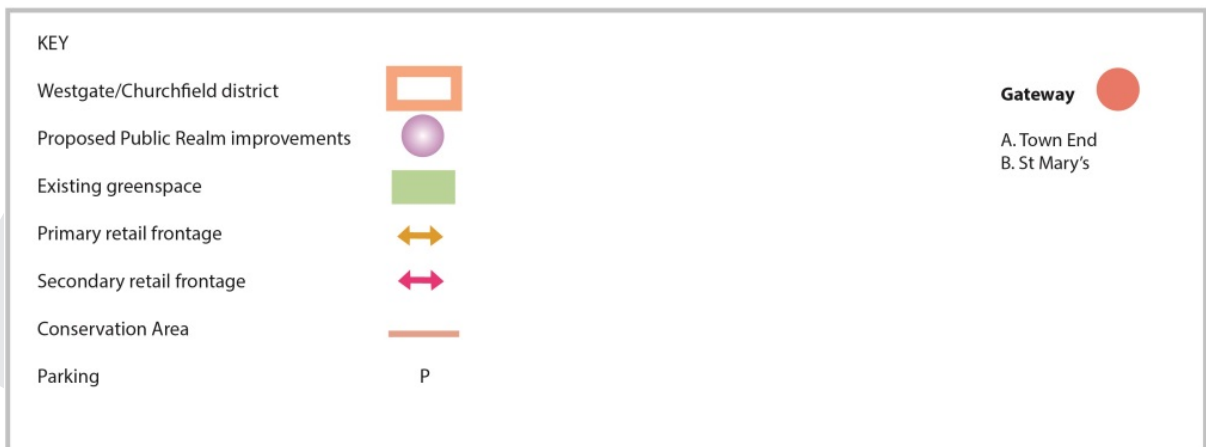
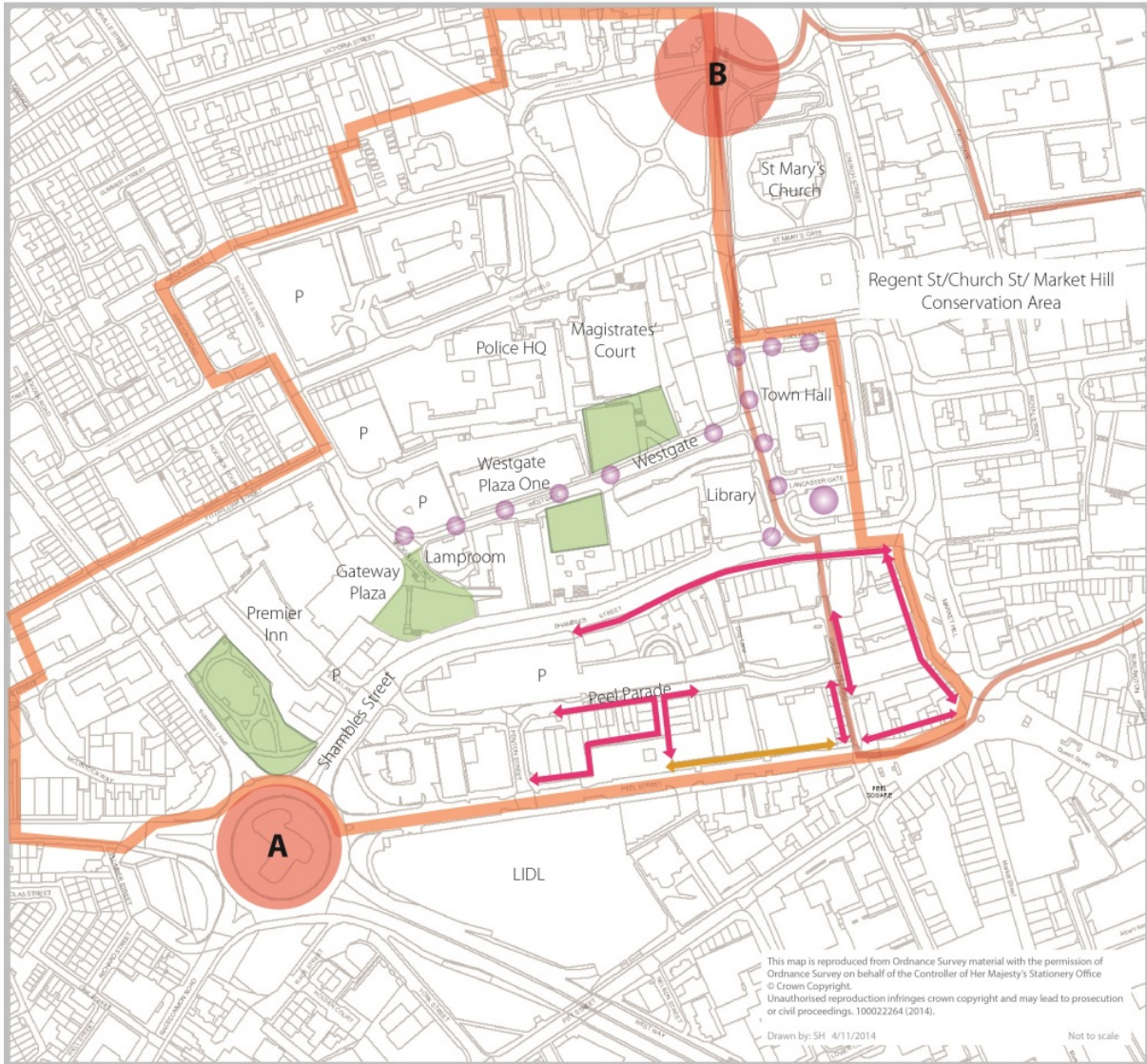
16 . Barnsley Town Centre

- 16.98** Gateway Plaza 1 is the town centre's largest existing mixed use development and comprises apartments, offices, a hotel, restaurant/bar and further ancillary units. Gateway Plaza Phase 2 should extend or complement existing uses and must be in keeping with the existing development. The precedent of quality design and finish established by Gateway Plaza Phase 1 must be maintained.
- 16.99** The site contains retail units and areas of multi storey and surface car parking. It has been derelict for a number of years but currently houses a gym in part of the building. It provides a good location for a mixed use development which could include residential, leisure, offices, hotel and a public car park. The topography of the site and its elongated shape adjacent to the main road will require a sensitively designed development. Planning permission has previously been granted for such a development on the site.
- 16.100** Public space improvements should be designed, where relevant, in accordance with the design brief for 'The Town End Roundabout' gateway in the Public Spaces Strategy. Additionally any development affecting the gateway should comply with policy BTC7 Gateways. Any public car park developed on this site will form one of the peripheral, long stay car parks.
- 16.101** The aim is to protect the future of St. Mary's Place through further development and securing a new use for the site which will retain the existing buildings, some of which are listed. The site consists of two stone built buildings accommodating BMBC facilities and a retail unit. In addition there is an out building used for storage and a car park which could be redeveloped as part of a comprehensive scheme.
- 16.102** The plan below is an extract from the Inset Maps and shows the District in greater detail.
- 16.103** The intention for this site is the re use of the buildings that once housed Beckett Hospital and are now offices whilst preserving the special character of the buildings and the area.
- 16.104** The oldest of the buildings on the site is the former Edwardian Becket Hospital site at the south western corner of Berneslai Close which was built in 1862 in red brick over 3 storeys with Baroque details in stone. Adjacent to this is a larger 1930s building of 4 storeys with a stepped elevation in a orange buff brick. Both buildings are of significant character and contribute to the group character of the Victoria Road Conservation area and must be retained with the minimal of external alterations.
- 16.105** New development on the site will be limited to the redevelopment of existing buildings on the site which are of lesser quality design. The later red brick wing that runs north whilst consistent with the earlier buildings in terms of general scale and massing is not of such high quality. As such, this along with the modern single storey inner courtyard buildings may offer the potential for appropriate redevelopment in the context of the Conservation Area. Any new development should not be of a greater scale or massing than the buildings which it replaces, and should be complementary to the retained older buildings in terms of detailed architectural design and materials.

16 . Barnsley Town Centre

16.106 The plan below is an extract from the Inset Maps and shows the District in greater detail.

Figure 10 The Westgate/Churchfields District



16 . Barnsley Town Centre

Market Hill District

16.107 Market Hill runs from St. Mary's Place at its northern end to the Market itself in the south of the town. It is a predominantly pedestrian route running from the Town Hall down to the Markets Area District a central area of the town linking other Districts to each other.

Table 33

Existing Form	<ul style="list-style-type: none"> - Several large buildings of significance - Civic gardens to the Town Hall and green space surrounding St Mary's Church
Land Use	<ul style="list-style-type: none"> - St Mary's Church - Barnsley Town Hall - Public space - Shops - Offices - Residential - Leisure - Public space (Peel Square) at the historic centre of the town - University Campus Barnsley
Activity	<ul style="list-style-type: none"> - Significant pedestrian flow - Civic and worship activity - Retail

Policy BTC19 Market Hill District

Within the Market Hill District on the east side of Church Street and on either side of Market Hill, we will allow uses and development that provide an active frontage at ground-floor level and are sympathetic to the character and appearance of the area. Appropriate uses include the following:

- Shops
- Financial and professional services, for example, estate agents, employment agencies, and advice bureaus
- Food and drink, for example, restaurants, cafés and bars
- Non residential institutions, including museums, art galleries and exhibition space
- Assembly and leisure facilities.

16.108 Market Hill district is within the Conservation Area. It contains one of Barnsley's most attractive and interesting streets, and Peel Square, a very pleasant public space which can be said to be the historic centre of the town. It includes a range of shops, pubs and

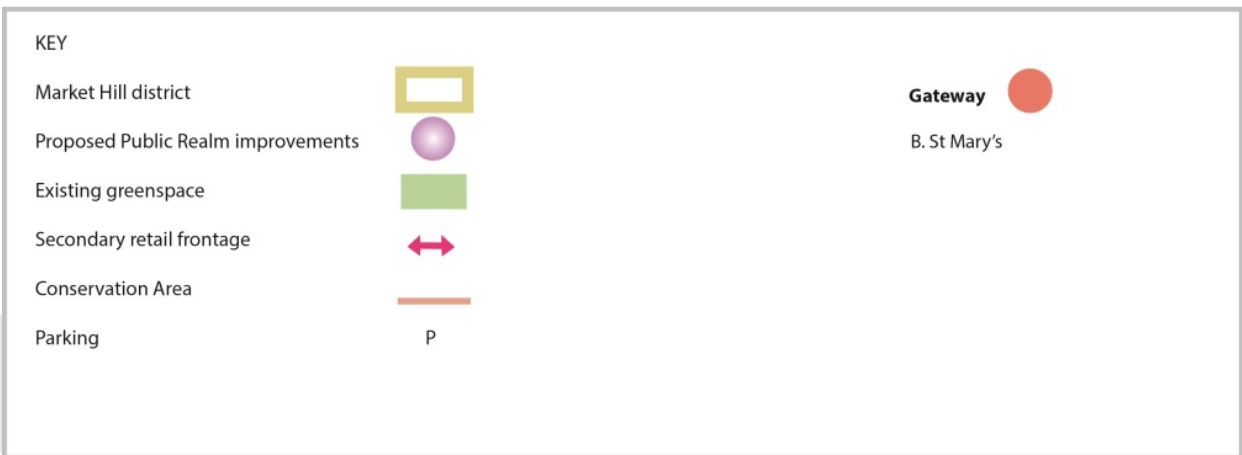
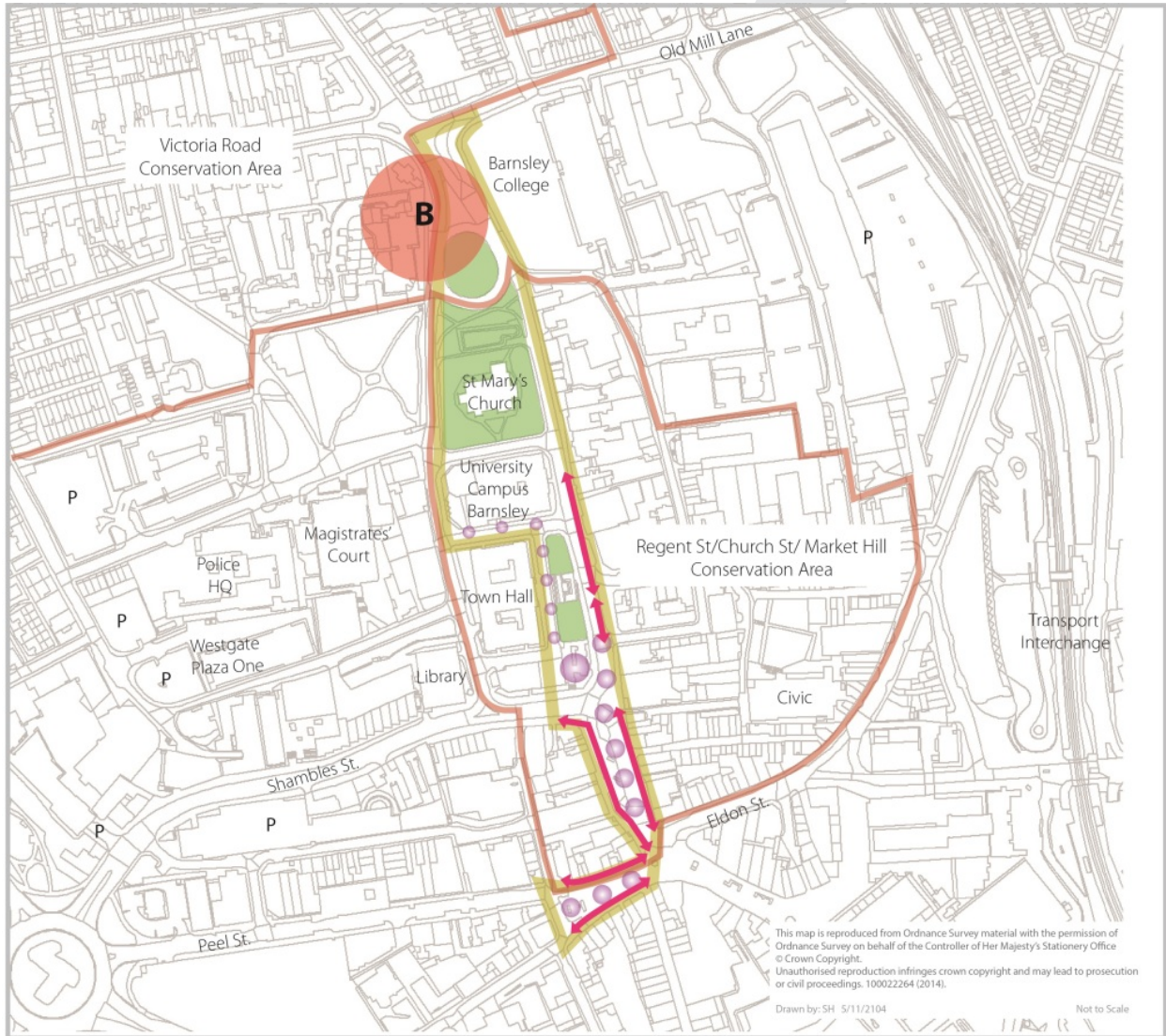
16 . Barnsley Town Centre

cafés. We will allow a wide range of uses so we can keep the interesting mix of uses that characterise the area. However, we will not allow uses that may create a 'dead' frontage with no activity. Any new development within this area will need to protect or improve the character of the Conservation Area.

- 16.109** The town centre ring road system carries vehicles through the District. The impact of cars should be reduced. Improvements to the public spaces in this area are proposed, which should reflect the historic character of the environment, create better linkages between businesses and adjacent public spaces.
- 16.110** The plan below is an extract from the Inset Maps and shows the District in greater detail.

16 . Barnsley Town Centre

Figure 11 The Market Hill District



16 . Barnsley Town Centre

The Lanes District

16.111 The Lanes is a small District defined by Church Street and Market Hill to the east, Regent Street to the north, and Eldon Street to the southern edge which creates a triangular shaped area. It forms part of the Conservation Area, and has a generally good quality environment (with some opportunity for improvement). It has a close knit, fine grained character made up of a network of passages, and offers independent retailers including some very renowned and quality shops, as well as places to eat and drink. There are some very interesting buildings, including The Civic, a grade II listed building with a modern extension and Mandela Gardens Public Square.

Table 34

Existing Form	- Individual in terms of urban form and character - Focus is around a network of passages
Land Use	- Civic functions offered by The Civic Building - Retail uses, particularly independent retailers in small shops - Leisure uses
Activity	- Daytime and evening activity

Policy BTC20 The Lanes

All new development within the Lanes District must have an active frontage at ground floor level. The following uses will normally be allowed at ground floor level:

- Shops
- Financial and professional services (for example, estate agents, employment agencies, and advice bureaus)
- Restaurants and cafés
- Non residential institutions including museums, art galleries and exhibition space

New development must maintain and enhance the specialist nature of this area by being of a size, scale, quality and design appropriate to the character of the area.

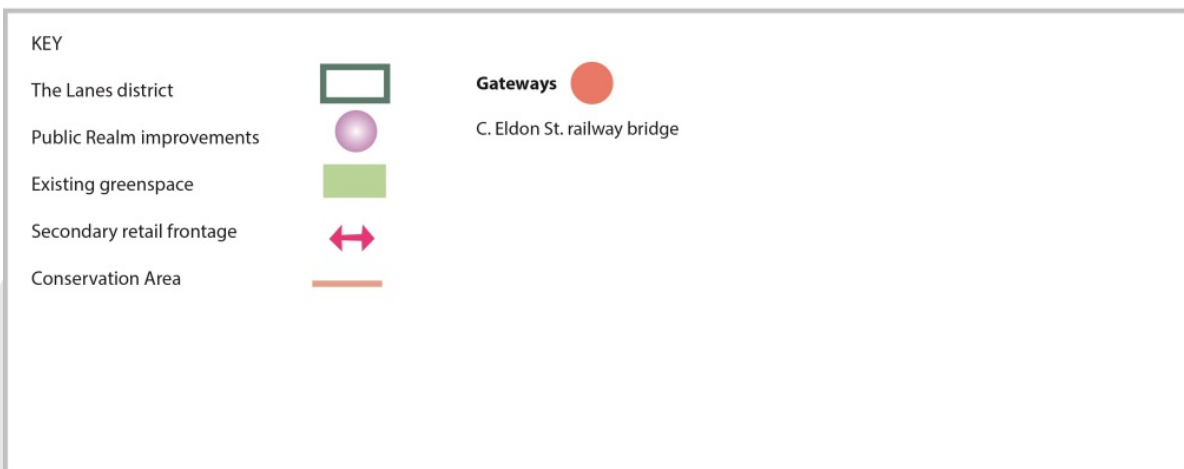
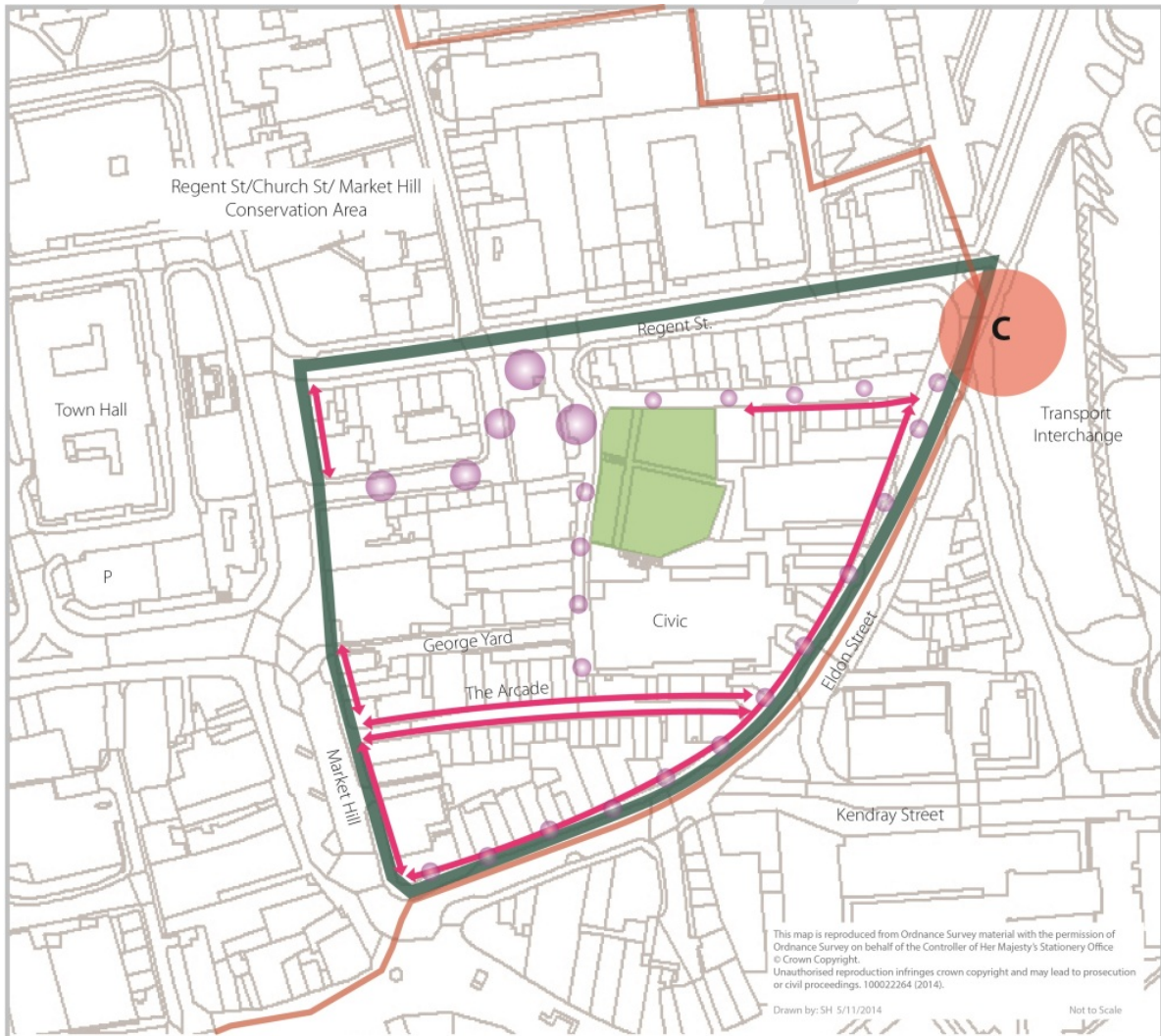
Mandela Gardens must be maintained as public open space and no development that would harm its function and quality will be allowed.

16 . Barnsley Town Centre

- 16.112** This policy aims to encourage uses that will improve the existing character of the area, rather than radically altering it. New development must maintain and enhance the specialist nature of this area by being of a size, scale, quality and design appropriate to the character of the area and should respect the Conservation Area. Uses other than those listed in the policy will be considered on their own merits, but it is important that only uses that have an active frontage and can be used by visiting members of the public are allowed at ground floor level. The Lanes should remain a pedestrian dominated environment.
- 16.113** Mandela Gardens is one of the most important landscaped spaces in the town centre. It is also within the Conservation Area, and provides the setting for the Civic Hall. It is essential that it is protected and that the best possible use is made of it.
- 16.114** The plan below is an extract from the Inset Maps and shows the District in greater detail.

16 . Barnsley Town Centre

Figure 12 The Lanes District



16 . Barnsley Town Centre

Courthouse Campus District

16.115 The Courthouse Campus District is currently dominated by car parking, but located within it are several of Barnsley town centres newest buildings; the Digital Media Centre, providing a working environment designed to support the success and development of creative, media and digital businesses, and The Core, owned and operated by Voluntary Action Barnsley and providing a base for voluntary and community uses within the town. The District is in a prime town centre location, situated close to the Transport Interchange and shopping area, and is currently inefficiently used. It also incorporates part of the Market Hill Conservation Area.

Table 35

Existing Form	<ul style="list-style-type: none"> - Strong north to south connections link the site into the town centre. East west pedestrian links are less obvious - County Way spine road - New buildings and older buildings associated with the College - Terraced topography created by the previous use of the site as a railway station
Land Use	<ul style="list-style-type: none"> - 900+ space surface car park - Office accommodation, business start up space, training and conference facilities - Adjoining land uses are typically disconnected from the Courthouse site
Activity	<ul style="list-style-type: none"> - Limited activity due to the dominance of car park - Heavy pedestrian usage, primarily between Barnsley Transport Interchange and Barnsley College and the town centre and the Courthouse car park - No evening activity

Policy BTC21 Courthouse Campus

We will allow the following types of development in the Courthouse Campus District.

- Education and community facilities
- Offices
- Developments designed to support the creative and digital industries
- Residential development, including live-work units
- Multi storey car parking
- A new public park and improved public spaces
- We will consider retail and leisure development in line with the sequential approach as set in TC1.

16 . Barnsley Town Centre

- 16.116** This policy allows a range of uses aimed to consolidate and build on the success of recent developments within the District. It also requires the creation of a new multi-storey car park, a new public park, and enhanced public spaces. Along with the Westgate District, Courthouse Campus is intended to become the knowledge hub of the town. It may also be a future focus for digital and creative industries. It is envisaged that this role will grow in importance over the plan period and that this is the area in which uses such as these will be particularly encouraged to locate.
- 16.117** We want to improve vehicle access, concentrate vehicle movement through the site on County Way, from which a loop system will service development, create a Disability Discrimination Act (DDA) compliant route along the main north south pedestrian spine including any connections to County Way and enable pedestrian movement across the whole area. The aim is also to progressively replace existing car parking in new multi storey car parks.
- 16.118** Development should be of a scale and massing to tie in to the grain and scale of the surrounding townscape and define the new spaces within the site and respect the Conservation Area status of part of the District. It should vary the use and style of new development to enrich the area and make it a new part of the town. Development should broadly maintain existing site levels and keep existing retaining walls.

Policy BTC22 Development Site 3 - Courthouse Campus

We will allow the following types of development:

- Education and community facilities
- Offices
- Developments designed to support the creative and digital industries
- Residential development, including live-work units

The development of the site will be expected to:

- Include the creation of a new public park
- Include the provision of a multi storey car park
- Provide improvements to pedestrian links and public spaces
- Take account of the Conservation Area status of part of the site

We will use planning conditions or a planning obligation to ensure the above aspects are included in the development.

- 16.119** The aim is for the comprehensive redevelopment of this major site in Barnsley town centre, to provide new jobs, places to live and learn and new public spaces for the town. The Courthouse Campus development site lies to the immediate north of Barnsley town centre

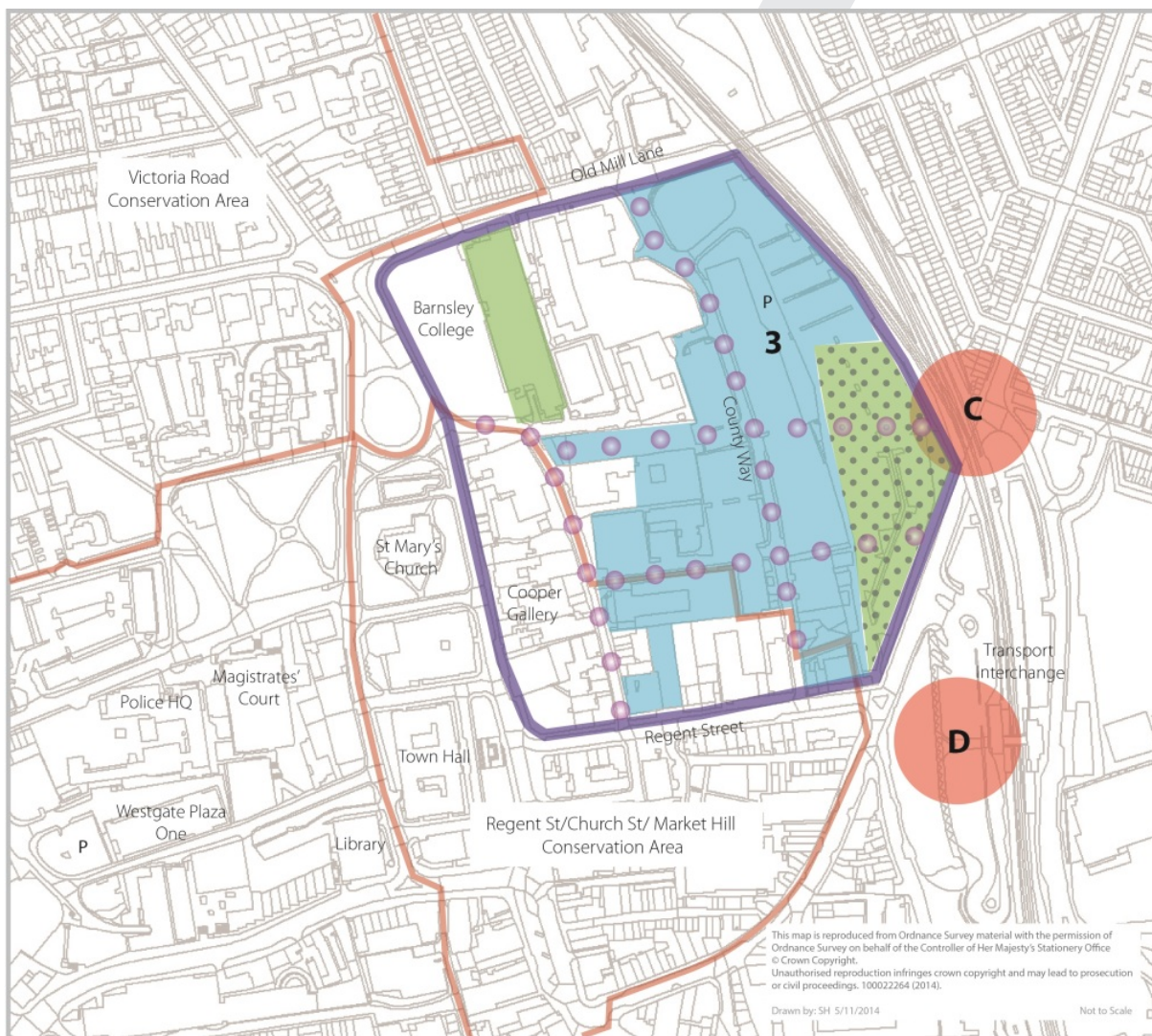
16 . Barnsley Town Centre

is within the single ownership of the Council. Its present use is largely surface car parking with two new buildings in the Digital Media Centre and The Core, along with several properties fronting on to Regent Street within its boundary.

- 16.120** The site represents a significant opportunity for creating new jobs and community facilities including a new town centre park close to the Transport Interchange and could deliver a range of uses. The development should form an integral part of the town centre fabric, fitting in with established uses, street patterns and building height and scale. The northern end of the site is identified as a 'strategic area of opportunity for tall buildings, and the southern end as a 'sensitive area of opportunity for tall buildings'. A key issue is to relate new buildings on the site to existing buildings in the area, including how Courthouse might frame the new College building into its local context and distant skyline views.
- 16.121** The plan below is an extract from the Inset Maps and shows the District in greater detail.

16 . Barnsley Town Centre

Figure 13 The Courthouse Campus District



KEY		
Courthouse Campus district		
Proposed Public Realm improvements		
Existing greenspace		
Proposed greenspace		
Conservation Area		
Parking	P	
		Opportunity site
		3. Courthouse/County way
		Gateways
		C. Eldon St. railway bridge
		D. Transport Interchange

16 . Barnsley Town Centre

Eastern Gateway District

16.122 The Eastern Gateway is a main access point to the town centre, and is where the Transport Interchange is located. This integrated bus and rail station is an award winning building, and creates a very positive sense of arrival. There is a Development Site in this District, at a key gateway on land between the Transport Interchange and Harborough Hill Road.

Table 36

Existing Form	<ul style="list-style-type: none"> - Transport Interchange - Some derelict land
Land Use	<ul style="list-style-type: none"> - Transport infrastructure
Activity	<ul style="list-style-type: none"> - Transport hub - Leisure uses - Heavy pedestrian usage - Improve access and linkages to Metrodome and Oakwell

Policy BTC23 Eastern Gateway

We will allow transport related development, office, education, community and youth facilities and public spaces within the Eastern Gateway District.

Development within the District must make provision for the Green Sprint and make a positive contribution to the character and appearance of the gateways.

We will not allow developments that would be harmful to the liveliness and economic strength of the town centre.

16.123 The new public Transport Interchange is a key feature within the Eastern Gateway District, as is the creation of the new Interchange Way. This District includes two important Gateways to the town centre at the Interchange and Eldon Street railway bridge.

16.124 The Green Sprint is a pedestrian route identified in the Strategic Development Framework as important to the renaissance of Barnsley. This incorporates a legible east west footpath link through the town centre out towards the Metrodome, Oakwell and Dearne Valley, and enters the town centre in the Eastern Gateway District. It will provide a quick, pleasant route for pedestrians and cyclists, away from traffic. It is part of the new Transport Interchange and the route will include suitable crossings over Harborough Hill Road and Interchange Way.

16 . Barnsley Town Centre

16.125 There is an opportunity to enhance key routes in terms of urban design. Development should repeat the scale, massing and quality of existing development, and there is an opportunity for development and diversification of uses.

Policy BTC24 Development Site 4 – Land between the Transport Interchange and Harbrough Hill Road

We will allow the following types of development:

- Offices
- Education, community and youth facilities
- Transportation uses associated with the adjacent Transport Interchange
- Public space
- Residential
- Ancillary retail

The development of the site will be expected to:

- Make provision for the Green Sprint and make a positive contribution to the character and appearance of gateways
- Consider any implications arising from its location adjacent to an Air Quality Management Area
- Not be harmful to the liveliness and economic strength of the town centre.

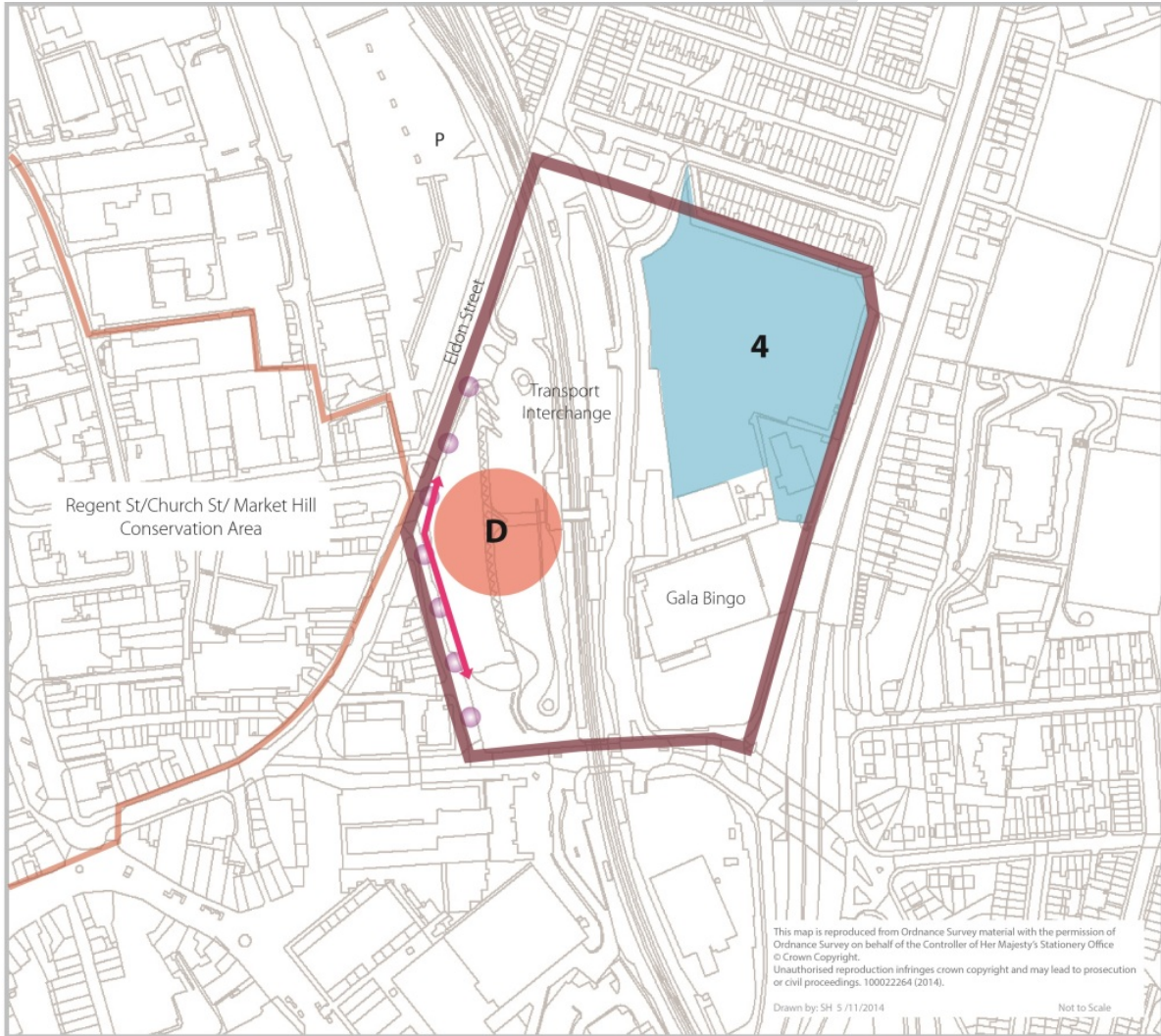
16.126 This important gateway site is defined by A61 Harbrough Hill Road to the east and Schwabisch Gmund Way, the railway line and the Transport Interchange to the west. It offers the opportunity for a wide range of uses detailed in the policy, and is constrained by the presence of an operational electricity sub station.

16.127 The site is within a sensitive area of opportunity for tall buildings however the opportunity for tall buildings to create accents, groupings or punctuate the skyline may be deemed appropriate in order to enable higher density development.

16.128 The plan below is an extract from the Inset Maps and shows the District in greater detail.

16 . Barnsley Town Centre

Figure 14 The Eastern Gateway District



16 . Barnsley Town Centre

Implementation

16.129 General approach

16.130 The section sets out the general delivery approach.

16.131 A range of interests and agencies in the private, public and voluntary sectors will work individually and in partnership to realise the vision for a uniquely distinctive town centre and deliver the Local Plan opportunities. They will operate flexibly both pro actively promoting opportunities and also responding to challenges of funding and events as they arise.

16.132 The adopted Core Strategy sets out a context for the growth and development of Barnsley which envisages a strengthened role for Barnsley in both of the Leeds and Sheffield City Region economies and a spatial strategy which directs development opportunities to the Barnsley Growth corridor. Delivering the Local Plan proposals and policies is an important part of strengthening Barnsley's role in Leeds and Sheffield City Region economies.

16.133 The promotion of and participation in, City Region delivery partnerships will be a feature of the delivery approach. This will be on a thematic basis such as cultural quarters and sectors, and also associated with commercial office developments around stations coordinated with railway infrastructure and service enhancements.

16.134 The organisation, role and funding features are summarised in the table below and subsequent text.

16 . Barnsley Town Centre

Table 37

Organisation	Role and funding
Private companies	The private sector will fund most of the projects and proposals set out in this plan. They will also contribute to the creativity needed to achieve our vision.
Leeds and Sheffield City Region stakeholder partnerships and agencies	City Region partnerships can support joint initiatives such as thematic and corridor programmes aided by funding from successful competitive bids for funding under such schemes as the Regional Growth Fund and European Regional Development Fund.
National and regional agencies delivering public investment programmes	National and regional agencies such as Network Rail, and the Integrated Transport Authority when delivering their programmes can be encouraged to look to do so in such a way as to provide an underpinning national and regional infrastructure and service programmes to which delivery of appropriate TCAAP opportunities can be aligned.
European funding	The European Regional Development Fund Programme is being run for Yorkshire and the Humber for the period 2007 – 2013. The 2014 – 2020 will be launched following the completion of the current programme
The Council	We have a wide ranging role in putting the plan into practice. Our role is set out in more detail below:

16.135 Management of Development

16.136 We are the local planning authority. We will use our planning powers to increase the quality of new development within Barnsley and we will use a development team approach to have early discussions with developers ensuring all new development fits with the strategy set out in this plan. We will also ensure that development is supported by appropriate physical, social and economic infrastructure. In accordance with policy I1 where necessary provision is not made directly by the developer, contributions will be secured through planning obligations or through the Community Infrastructure Levy (CIL).

16.137 The Council has statutory powers to require landowners to improve the appearance of land and buildings that are having an adverse effect on the amenity of an area. We will consider using powers available to us to ensure that the condition of land and buildings are not allowed to harm the appearance of the town centre.

16 . Barnsley Town Centre

16.138 Highway Authority

16.139 We are the local highway authority. We have wide ranging powers and responsibilities to provide an efficient transport network, encourage environmentally friendly transport and improve the environmental quality of roads and other transport routes with high quality design, landscaping and appropriate materials. We are proposing works be promoted in accordance with the South Yorkshire third Local Transport Plan (LTP3), which comprises the Sheffield City Region Transport Strategy, the South Yorkshire Implementation Plan and Annual Delivery Programme. Current proposals for cycling routes in the town centre are to be funded by the Local Sustainable Transport Fund award.

16.140 Council Land, Buildings and Assembly

16.141 We will use our own land to support projects where appropriate. This may include selling sites to developers or other agencies. We will also buy land where this can help achieve development proposals. Where necessary, we will use our compulsory purchase powers.

16.142 Public Sector Projects and Funding

16.143 We have a dedicated project team to deliver projects within Barnsley urban centre.

16.144 In the future the Economic Regeneration Service will work with developers and funding agencies to facilitate development on key sites and potentially secure grant funding for projects where appropriate. In addition the development of further sites will realise business rate income for reinvestment back into the town centre.

16.145 Public space improvements will be implemented throughout the plan period based on the sites identified in the Barnsley Public Spaces Strategy and shown on Inset Map 3. It is expected that public funds and contributions from developers generated through planning obligations or a community infrastructure levy will be used to deliver these schemes.

16.146 Managing the Town Centre

16.147 The Town Team continues to work with local traders and businesses to drive forward the town centre proposals and make sure that the high quality environment of public spaces is matched by a high standard of maintenance and management throughout the town centre.

16.148 Although the Local Plan is concerned mainly with planning and site development issues, it is part of a new approach to how we want to use the town centre and how we want people to see it. New development is only one aspect of this, and it will continue to support a co-ordinated approach to the town centre on a range of issues, such as:

- keeping the town centre clean and free from litter, fly posting and graffiti
- making sure that the town centre is well maintained

16 . Barnsley Town Centre

- providing clear, well designed signs throughout the town centre, but avoiding creating a cluttered appearance
- making sure that it is safe at all times of the day and night
- promoting events and entertainment throughout the year
- encouraging town centre businesses to maintain attractive building fronts
- allowing public spaces to be used for seating for cafes, bars and restaurants in appropriate places; and
- working with the police, licensing authorities and local businesses to create a safe town centre.

16.149 We have a town centre manager to deal with these issues, working with a wide variety of organisations with the support of various partner agencies.

16.150 By dealing with planning and management issues in a co ordinated way, and by delivering the main projects, we believe that we can change Barnsley for the better.

16.151 Promotion

16.152 We will promote the town centre, making sure that there is publicity for the progress that is made in redeveloping Barnsley and that the town has a positive image that attracts visitors and investment. Key Development Sites will be actively promoted to endeavour to secure their early delivery.

16 . Barnsley Town Centre

Development Sites Implementation

16.153 The table below lays out the how the Development Sites will be implemented.

Table 38

Policy Reference	Development Site	Delivery Agency	Delivery mechanism and funding
BTC12	1.Better Barnsley	BMBC	Prospectus / planning brief Planning applications BMBC and Private Developers
BTC 15	2.Heelis Street / New Street / Gala Bingo / Burleigh Court	Private landowner / BMBC	Planning applications Private developer
BTC 21	3.Courthouse Campus	BMBC Barnsley College Private developer	Masterplan Planning applications BMBC Private developers
BTC 23	4.Land between the Transport Interchange and Harborough Hill Road	Private landowner	Planning brief Planning applications Private developers

17 . Green Infrastructure and Greenspace

The Challenge

- Maintaining and strengthening our networks of natural habitats and creating a network of Green Infrastructure assets
- Using Green Infrastructure to promote sustainable growth, improve health and well being and adapt to and mitigate climate change and maximise biodiversity
- Protecting green space
- Enhancing the appearance, character and quality of countryside and protecting it from development
- Conserving biodiversity and geological features and mitigating any impacts on them
- Maximising biodiversity opportunities in and around new developments through the adoption of good design
- Protecting what is distinctive about Barnsley's landscape

The Current Position

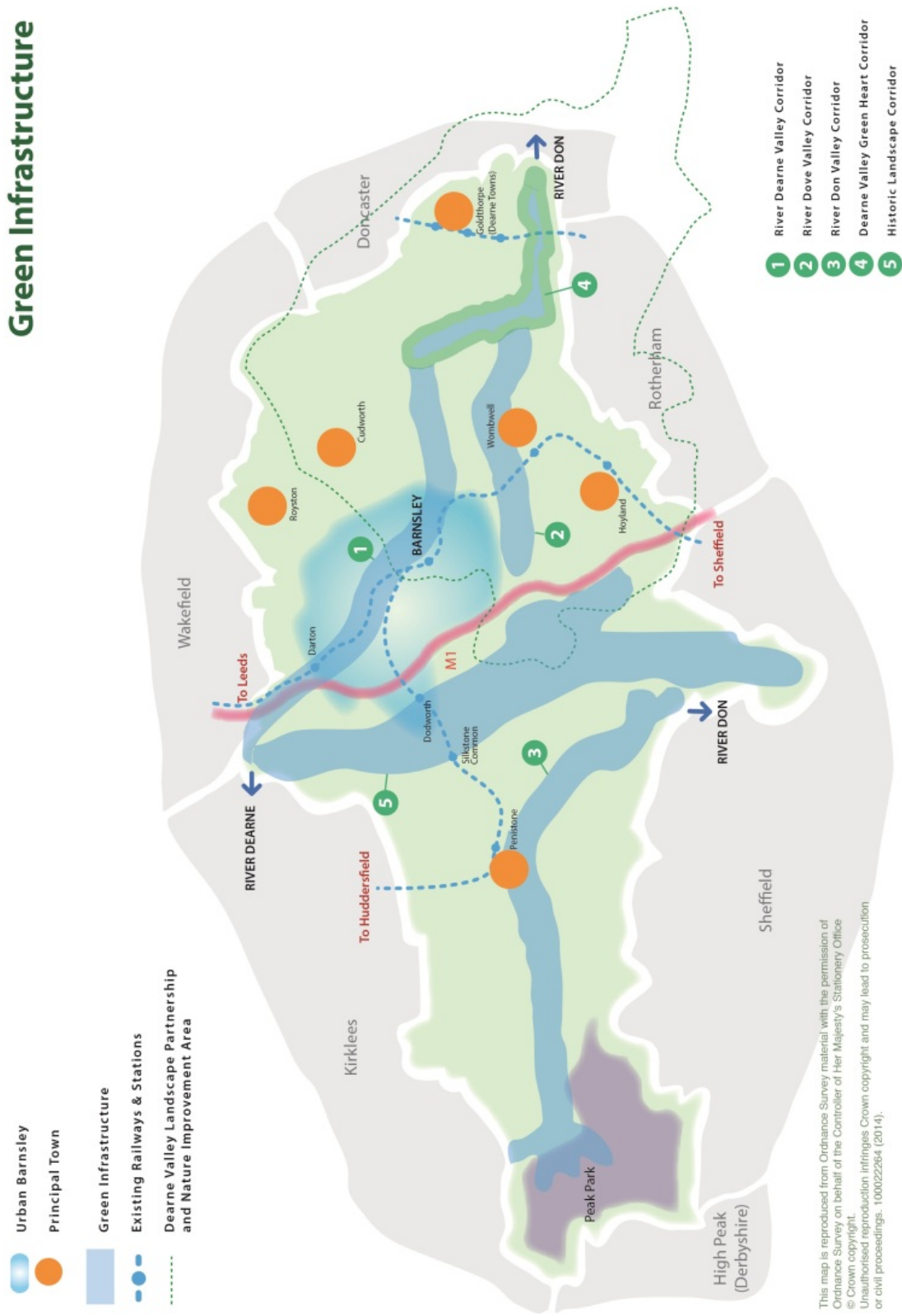
- National Planning Policy Framework
- Biodiversity Action Plan
- Landscape Character Assessment
- Green Space Strategy Part One
- Emerging Green Infrastructure Strategy for Barnsley, and the existing Green Infrastructure strategies for the Leeds City Region and South Yorkshire

Policy Solutions

- Using Green Infrastructure to promote and shape sustainable growth
- Identifying strategic Green Infrastructure corridors
- Protecting existing Green Infrastructure assets including the Green Belt and green space
- Conserving and enhancing biodiversity and geodiversity
- Respecting the character of the landscape using the Landscape Character Assessment

17 . Green Infrastructure and Greenspace

Figure 15



17 . Green Infrastructure and Greenspace

Policy GI1 Green Infrastructure

We will protect, maintain, enhance and create an integrated network of connected and multi functional Green Infrastructure assets that:

- provides attractive environments where people want to live, work, learn, play, visit and invest
- meets the environmental, social and economic needs of communities across the borough and the wider City Regions
- enhances the quality of life for present and future residents and visitors
- helps to meet the challenge of climate change
- enhances biodiversity and landscape character
- improves opportunities for recreation and tourism
- respects local distinctiveness and historical and cultural heritage
- maximises potential economic and social benefits
- secures and improves linkages between green and blue spaces

At a strategic level Barnsley's Green Infrastructure network includes the following corridors which are shown on the Green Infrastructure Diagram 5:

- River Dearne Valley Corridor
- River Dove Valley Corridor
- River Don Valley Corridor
- Dearne Valley Green Heart Corridor
- Historic Landscape Corridor

The network of Green Infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve Green Infrastructure.

We have produced a Green Infrastructure Strategy for Barnsley which is informed by the Leeds City Region and South Yorkshire Green Infrastructure Strategies.

- 17.1** Green Infrastructure can be described as including strategic networks of accessible, multifunctional sites (including playing fields, parks, woodland, informal open spaces, nature reserves and historic sites) as well as linkages (such as the principal transport corridors, river corridors and floodplains, wildlife corridors and greenways). These contribute to maintaining the region's biodiversity and environmental quality as well as people's well-being. GI networks should consist of a series of features (both existing and new), appropriate at various spatial scales, preferably with links connecting smaller, more local sites with larger, more strategic ones, including the region's National Parks and key nationally and internationally important habitats.

17 . Green Infrastructure and Greenspace

- 17.2** Natural England advises that Green Infrastructure should be embedded in the plan making process, and that the multi functional nature of Green Infrastructure means that a number of development plan policies can support its implementation (e.g. landscape policy, flood risk policy, open space policy). An overarching policy should ensure Green Infrastructure is prioritised in planning decisions.
- 17.3** The mental and physical health and wellbeing, social and economic benefits of green infrastructure should also be maximised and can include such things as increased accessibility using sustainable transport such as attractive footpaths and cycleways, the creation of an attractive environment which improves image and encourages investment and development, increased property values and more tourism. There are also increased opportunities for landowners to reap economic benefits through managing their natural assets for woodfuel, carbon sequestration and local food production.
- 17.4** Green Infrastructure will have an important role to play in helping Barnsley to adapt to climate change. For example by moderating urban temperatures, contributing to flood risk management through storing excess rainfall and increasing surface porosity to ease drainage, such as may be delivered through policy CC4 Sustainable Drainage Systems (SuDS), the positive impacts of tree planting in terms of CO₂, and opportunities for the provision of renewable energy.
- 17.5** Our Green Infrastructure Strategy provides a vision and framework for the protection and enhancement of Green Infrastructure in Barnsley. This will take account of planned growth and includes guidelines for developers to ensure that new Green Infrastructure is provided to serve new development and that improvements to existing networks are made to ensure that new development does not place undue pressure on existing provision.
- 17.6** In partnership with Natural England we have identified an initial strategic network of Green Infrastructure which includes the following corridors:
- River Don Valley Corridor crosses several local authority boundaries. The Barnsley section of the River Don flows through a varied landscape which extends from the South Pennine Moors and Peak District National Park, through Penistone and on to Wharncliffe Chase on the Sheffield border. Whilst the Pennines are dominated by moorland and heath, the majority of the Barnsley section of this corridor is woodland and grassland and contains popular tourist destinations due to the spectacular scenery and pleasant villages and hamlets.
 - River Dearne Valley Corridor crosses two local authority boundaries and includes a significant number of multifunctional sites including the Yorkshire Sculpture Park, Dearne Valley Country Park and the Old Moor Wetlands Centre.
 - River Dove Valley Corridor, Dearne Valley Green Heart Corridor and Historic Landscape Corridor are mostly contained within Barnsley but have potential connections with other local authority areas and include a number of multifunctional sites including Worsborough Country Park and Stainborough Park and Wentworth Castle, with the potential for further additions.

17 . Green Infrastructure and Greenspace

- 17.7** These corridors are shown on the Green Infrastructure Diagram.
- 17.8** The strategic corridors identified are important valued features which define the borough. They form part of a wider network of Green Infrastructure that allows people and wildlife to move through the countryside and built up areas. Whilst the corridors are the focus for creating and improving green infrastructure, it will also be provided and improved through new development and elsewhere as appropriate. Elements of existing Green Infrastructure are shown on the policies map, for example green space and functional floodplain. We have also considered the role that the Barnsley Canal, Dearne and Dove Canal and former railway lines could have in Barnsley's network of Green Infrastructure.
- 17.9** We will work with partners, developers, the private sector and agencies to deliver Green Infrastructure and collaborate with adjacent local authorities to ensure that the Barnsley Green Infrastructure assets complement and link with cross boundary Green Infrastructure networks and corridors.

xxxThe historic routes of the Barnsley Canal and the Dearne and Dove Canal are shown on the policies map.

- 17.10** The historic route of the Barnsley canal runs from the boundary with Wakefield District north of Royston via Barnsley to Barnby Basin.
- 17.11** The historic route of the Dearne and Dove canal runs from the junction with the Barnsley canal near Hoyle Mill to the boundary with Rotherham Borough west of Wombwell, with two spurs running to Worsbrough and Elsecar.
- 17.12** The historic routes are shown on the Policies map as a historic reference and to give the context to those parts of the routes which are safeguarded in Policy GI2 below. We support proposals to protect any remaining features of the historical route or to record and signpost the routes.

Policy GI2 Canals - Safeguarded Routes

The parts of the canal routes which are in water and have a green infrastructure function, or where a towpath exists that is a public right of way, are shown on the Policies map.

These parts of the canal routes are protected from other forms of development to safeguard their existing and potential green infrastructure role and contribution to the cycling, footpath and horse riding networks.

17 . Green Infrastructure and Greenspace

- 17.13** There is limited opportunity to reinstate the canals as navigable routes in Barnsley because of the extensive sections that have been filled in, built over or removed making their reinstatement (and necessary realignment) financially unviable within the plan period and beyond. As such safeguarding the entire historic routes cannot be justified. However it is recognised that the existing canals have great potential as green infrastructure and as part of cycling and footpath networks. Where the routes of the canals exist and have a recognised a recognised green infrastructure function, they are shown on the Policies map and safeguarded from other forms of development. The land adjacent to the safeguarded parts of the routes including the towpaths are also protected by this policy.
- 17.14** We welcome projects to preserve and enhance the value of the canals as wildlife habitats and corridors, and to re-instate sections of the canals, and to protect or extend their potential as cycling and footpath networks as appropriate. Any works carried out would need to address potentially adverse impacts on biodiversity.

There are no saved policies in the Unitary Development Plan which these policies supersede.

17 . Green Infrastructure and Greenspace

Policy GS1 Green Space

We will work with partners to improve existing green space to meet the standards in our Green Space Strategy.

Green Spaces are green open areas which are valuable for amenity, recreation, wildlife or biodiversity and include types such as village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, recreation grounds, sports pitches and parks.

Proposals that result in the loss of green space, or land that was last used as green space, will not normally be allowed unless:

- An assessment shows that there is too much of that particular type of green space in the area which it serves and its loss would not affect the existing and potential green space needs of the borough; or
- The proposal is for small scale facilities needed to support or improve the proper function of the green space.

We will assess the need for green space against the standards in our Green Space Strategy. In instances where the the loss of green space is deemed acceptable following assessment, compensatory provision will be required which is of equivalent or improved quality, quantity and accessibility.

In addition we will expect new developments to provide and maintain appropriate green space. This requirement is set out in the Infrastructure and Planning Obligations Policy.

Where appropriate new green space should secure access to adjacent areas of countryside.

Further detail on provision, layout and design of green space is set out in Supplementary Planning Document 'Open Space Provision on New Housing Developments'.

17.15 As a component of green infrastructure, green space provides social and environmental benefits which in turn can be given a monetary value and have an impact on the local economy. The value of good quality green space can be quantified through such things as:

- Inward investment and job creation
- Land and property values
- Local economic regeneration

17.16 The returns on green space as part of broader green infrastructure investment can be significant. Investments in green space can improve an area's image, helping to attract and retain high value industries, new business start-ups, entrepreneurs and workers. This in turn increases the scope for leveraging in private sector investment, reducing unemployment

17 . Green Infrastructure and Greenspace

and creating economic growth. As towns increasingly compete with one another to attract investment, the presence of good parks, squares, gardens and other public spaces becomes a business and marketing tool.

The following types of green space are shown on the Proposals Maps:

- Parks and Open Spaces including play areas, sports pitches, natural and semi natural areas, cemeteries and allotments
- School Playing Fields
- Parks and Gardens of Historic Interest (covered in the Historic Environment Section)
- Sites of Biodiversity and Geological Interest (covered in the Biodiversity and Geodiversity Section)
- Green Ways

17.17 New green spaces will be provided over time and it will not be possible for the Proposals Map to always be up to date. A separate map called the Green Space Register will be kept up to date and available to view on our website.

17.18 In terms of controlling development that affects Green Ways and Public Rights of Way the following policy applies:

Policy GS2 Green Ways and Public Rights of Way

We will protect Green Ways and Public Rights of Way from development that may affect their character or function.

Where development affects an existing Green Way or Public Right of Way it must:

- Protect the existing route within the development; or
- Include an equally convenient and attractive alternative route.

Where new development is close to a Green Way or Public Right of Way it may be required to:

- Provide a link to the existing route; and/or
- Improve an existing route; and/or
- Contribute to a new route.

In some cases, we will ask developers to make a financial contribution to meet these requirements in accordance with the Infrastructure and Planning Obligations Policy.

17 . Green Infrastructure and Greenspace

- 17.19** When considering new development, we will make sure that it helps create places that connect with each other, providing the right conditions to encourage walking, cycling and the use of public transport.
- 17.20** One of the benefits of Green Ways and Public Rights of Way is that that they allow connections with and access to leisure and facilities. In some cases, small scale tourism and leisure development may improve the quality of routes. Any such proposals must meet the criteria of E8 (Rural Economy) and may include such things as cafes, campsites, bike hire centres, public art and sculpture trails. We must also ensure that there are no negative visual or environmental effects and that development is consistent with Green Belt policy.

There are no saved policies in the Unitary Development Plan which these policies supersede.

Policy BIO1 Biodiversity and Geodiversity

Development will be expected to conserve and enhance the biodiversity and geological features of the borough by:

- protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance, ancient woodland and species and habitats of principal importance identified in the NERC Act and in the Barnsley Biodiversity Action Plan
- maximising biodiversity and geodiversity opportunities in and around new developments
- conserving and enhancing the form, local character and distinctiveness of the boroughs natural assets such as the river corridors of the Don, the Dearne and Dove as natural floodplains and important strategic wildlife corridors
- development which may harm a biodiversity or geological feature will not be permitted unless effective mitigation and/or compensatory measures can be ensured.
- protecting ancient and veteran trees where identified
- encouraging provision of biodiversity enhancements

- 17.21** The biodiversity of Barnsley is extensive due to its varied geology, topography, soils and climatic conditions. Protecting the natural resources of biodiversity and geological features not only involves protecting sites, habitats and species, but also enhancing the status of the whole resource through active management. Biodiversity and geodiversity provides ecosystem services and is integral to Green Infrastructure which itself has an important role to play in climate change as acknowledged in GI1 Green Infrastructure.

17 . Green Infrastructure and Greenspace

- 17.22** The most important habitats in the borough have been given statutory or other protection through designations ranging from international to national significance to those made by the council or through the Local Sites Partnership. These designations often overlap each other with areas benefiting from several layers of protection.
- 17.23** Biodiversity 2020: A strategy for England's Wildlife and Ecosystem Services (published in 2011) provides the Governments targets for the conservation and enhancement of biodiversity in England. It identified a number of habitats and species considered as priorities for nature conservation. A revised Barnsley Local Biodiversity Action Plan (LBAP) was produced in 2008 by the Barnsley Biodiversity Trust to reflect the UK Biodiversity value of the borough , and it was adopted by Barnsley Council in 2010. It is still the adopted plan but is currently under review (see Barnsleybiodiversity.org.uk) and it is anticipated that a revised version will be adopted in 2016. Further to this biodiversity 'opportunity mapping' is being undertaken at a regional and sub-regional level. We will use this information to develop habitat creation, protection and management proposals and to identify biodiversity networks and opportunities for enhancement.
- 17.24** The key ecological assets for Barnsley include:
- Peak District Moors (South Pennine Moors) is designated as a European Special Protection Area for birds (these sites are also nationally important as SSSIs and also identified as Local Wildlife Sites for their local importance)
 - South Pennine Moors is designated as Special Area of Conservation for its habitats and supporting species, which are rare in a European context
 - 5 Sites of Special Scientific Interest
 - over 100 Ancient Woodlands that have had continuous woodland cover since at least 1600AD
 - 57 Local Wildlife Sites
 - 6 Local Nature Reserves
 - 32 Regionally Important Geological and Geomorphological Sites
 - a number of protected species including the otter, water vole, great crested newt and bat species
- 17.25** These biodiversity and geological sites will be shown on the Policies Map that accompanies the Local Plan.
- 17.26** A Supplementary Planning Document will be prepared to provide further guidance on biodiversity and geodiversity. This will include details of how developments will be expected to maximise biodiversity opportunities. The type and scale of improvements will depend on the development proposed but could include the enhancement of existing areas, linkages between habitats, or the creation of new assets such as areas of woodland, ponds, green roofs or bird boxes and wildflower planting which encourages bees and other pollinators. These could be provided either on or off site.

17 . Green Infrastructure and Greenspace

Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)

Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are designated throughout Europe. They provide a network of protected sites, holding important wildlife and geological features that are threatened or rare in a European context. This network of European sites is known as Natura 2000 and is afforded the highest level of protection.

The following SAC and SPA are shown on the Proposals Maps:

Site BIO1 Peak District Moors (South Pennine Moors Phase 1) Special Protection Area (SPA)

45300.54ha (Site Code UK9007021)

The South Pennine Moors SPA includes the major moorland blocks of the South Pennines from Ilkley to Matlock. It covers extensive tracts of semi natural moorland habitats including upland heath and blanket mire. The site is of European importance for several upland breeding species including birds of prey and waders.

Site BIO2 South Pennine Moors Special Area of Conservation (SAC)

65025.5 (Site Code UK0030280)

The South Pennine Moors SAC supports a significant presence of north atlantic wet heaths with *Erica tetralix* and Transition moors and quaking bogs. The area is considered to be one of the best areas in the UK for European dry heaths, blanket bogs and Old Sessile oak woods with *Ilex* and *Blechnum* in the British Isles.

These sites overlap with nationally important SSSIs and also with Local Wildlife Site Western Moors designated for its local importance.

Local Nature Reserves are declared by the Council and are places with wildlife or geological features that are of special interest locally and offer opportunities for people to enjoy nature .Six LNRs are shown on the Proposals Maps as follows:

17 . Green Infrastructure and Greenspace

Site LNR1 Carlton Marsh, Shaw Lane, Carlton

26.22 ha LWS

This is a Local Nature Reserve and Local Wildlife Site to the east of the mineral railway extending between Shaw Lane and Bleach Croft Farm. It was purchased in 1977 by the Council for the specific purpose of becoming a nature reserve and was formally declared as Barnsley's first LNR in 1980. It comprises a variety of habitats including woodlands, dry and marsh grassland, open water, running water, swamp and mire as well as wet woodlands, lowland dry acid grassland, lowland heath and reed beds. The habitats comprise a diversity of plant species and support a rich variety of birds and invertebrates including breeding birds, passage birds and wintering birds. A new meadow area has been added to the Reserve with the reclamation of the former railway sidings.

Site LNR2 Elsecar Reservoir, Water Lane, Elsecar

13.17 ha LWS

This site comprises a reservoir surrounded by a variety of dry and wet habitats including woodland and grassland and was declared an LNR in 1996. It supports a diversity of bird interest for breeding, passage and wintering birds. The area was originally used as a water holding reservoir to feed into the Elsecar Canal. The site is of considerable natural value containing a large area of mature willow carr, grassland containing acid grass species, a large water area and associated water fringe habitats. The site is immediately adjacent to Elsecar Park and as such is particularly important to the community for informal recreation.

17 . Green Infrastructure and Greenspace

Site LNR3 Dearne Valley Park

49.33 ha LWS

The site is particularly valuable to Barnsley residents as it is within 1 mile from the urban centre. It is a mixed use reserve developed from relict habitats and reclaimed colliery/associated uses around a river valley. It offers a high quality ancient acidic oak woodland together with a mosaic of wetland and grassland habitat and was declared a LNR in 1996. It includes a children's play area and 2 large ponds (one of which is leased to an angling club) some areas managed as amenity grassland but most as pockets of woodland with a network of public footpaths and a cycleway running the length of the park. The canal runs through the park and a section has a fishing lease.

Site LNR4 West Haigh Wood

38 ha LWS

Located east of Grimethorpe at an altitude of 100m West Haigh Wood is a mixed age oak/birch woodland with a variety of other woody species of plant. There are also beech, sycamore and rhododendron. The ground flora is generally of creeping soft-grass, bluebell and honeysuckle and bracken. There are a few areas that are more species-rich including ancient woodland indicators. In the main body of the woodland some of the sycamores are up to around 120 years old, and there is an ancient sweet chestnut coppice stool which is perhaps 200 years old. Additional habitats of lowland heath and willow carr add diversity to the site. There is also a wealth of woodland archaeological features such as hollow-ways, lynchets, complex boundary earthworks, terraced tracks, charcoal heaths, regrown coppice and an abandoned Victorian pond.

17 . Green Infrastructure and Greenspace

Site LNR5 Worsbrough Country Park, Worsbrough

36.91 ha LWS

This extensive site includes a former canal feeder reservoir, the canal basin and a variety of wet and dry habitats and was declared an LNR in 2000. The Country Park covers over 240 acres and incorporates a 17th century working water powered corn mill and a 60 acre reservoir which is open to anglers and birdwatchers. There is standing and running water, reed beds, ponds and canals, scrub fen, willow carr, swamp, spring and summer meadows, grassland, bluebell, woodlands and ancient woodland. These habitats provide good breeding and wintering habitats for a wide range of birds, bats insects, invertebrates and amphibians. The site supports a large number of species listed as RSPB Red List species such as skylark, linnet, reed bunting, spotted flycatcher, tree sparrow, grey partridge, bullfinch and song thrush.

Site LNR6 Potter Holes Plantation

8.51ha LWS

The site is predominantly a semi mature sycamore plantation with oak, wych elm, beech and ash with ancient woodland indicator species present as well as bluebell. Between 1775 and 1841 ironstone was mined here using the Bell pit method of mining and by 1841 was planted with trees to the shape of the present woodland. Bell pits remain present. The area was probably planted with trees as the mining had made the land unsuitable for agriculture but timber was a possible future saleable crop from these new plantations. Now the management is for wildlife conservation and public recreation and the site was declared a LNR in 1996 and is particularly important to the local community and for breeding birds.

Regionally Important Geological and Geomorphological Sites (RIGS), are designated by locally developed criteria, are currently the most important places for geology and geomorphology outside statutorily protected land such as Sites of Special Scientific Interest (SSSI). The designation of RIGS is one way of recognising and protecting important earth science and landscape features for future generations to enjoy. The following RIGS sites are shown on the Policies Map. Some of them have been newly designated:

List of RIGS sites to be included in the consultation document

Allocation as a RIGS site does not necessarily rule out any development on these sites, however their special nature needs to be taken into account. If development is felt to be appropriate it could be allowed subject to any adverse impacts on the geological interests being mitigated.

17.27 Ancient Woodland

17 . Green Infrastructure and Greenspace

Ancient woodland is land that has had continuous woodland cover since at least 1600AD and may be ancient semi natural woodland (ASNW), or plantation on ancient woodland site (PAWS). Over 100 are shown on the Proposals Maps.

Local Wildlife Sites

17.28 Local Wildlife Sites are defined areas, identified and selected locally for their nature conservation value based on important, distinctive and threatened habitats and species with a national, regional and local context. 59 sites are shown on the Policies Map.

17 . Green Infrastructure and Greenspace

Table 39

LWS No	LWS name
1.	Western Moors
2.	Whitley Edge
3.	Broadstone Reservoir
4.	Ingbirchworth Reservoir
5.	Royd Moor Reservoir
6.	Scout Dike Reservoir
7.	Small Shaw and High Bank
8.	Hartcliff Hill
9.	Brock Holes
10.	Hollin and Spring Woods
11.	Gunthwaite Dam and Clough
12.	Margery Wood
13.	North Wood
14.	Royd, Vicar, Lindley and Coates Great Wood
15.	Black Moor Common
16.	Silkstone Fall Wood
17.	Daking Brook
18.	Mag Wood Meadow
20.	Hugset Wood
21.	Falthwaite and Lowe Wood
22.	Stainborough park
23.	Rockley Woods
24.	Worsbrough Reservoir

17 . Green Infrastructure and Greenspace

25. Barnsley Canal at Wilthorpe
26. Cliff Wood
27. Carlton Marsh
28. Stairfoot Disused Railway
29. Wombwell Wood
30. Short Wood and Hay Green
31. Sunny Bank, Horse Carr and Storrs Wood
32. Hood Green Pastures
33. Redbrook Pastures
34. West Haigh Wood
35. Edderthorpe Ings
36. Broomhill Flash and Wombwell Ings
37. Gipsy Marsh
38. Old Moor and Wath Ings
39. Bolton-on-Dearne Wetlands
40. Forge Rocher and Tin Mill Rocher
41. Wharnccliffe Wood and Chase
42. West Wood
43. Sowell Pond
44. Black Lane
45. Skiers Spring Wood
46. Elsecar Reservoir
47. Hoyland Bank Wood
48. Bretton Park
49. Barnsley Canal
50. Wogden Foot

17 . Green Infrastructure and Greenspace

- 51. Barrow Colliery
- 53. Kendal Green Scrub
- 54. Old Mill Lane Culvert and Bat Roost
- 55. Parkhill Nature Reserve
- 56. Potter Holes Plantation
- 57. Swaithe Flood Meadows
- 58. Wool Greaves Meadows
- 59. Glow Worm Site, Thurgoland

17.29 Further information on these sites can be gained from the Barnsley Biological Records Centre via the link on the Council's website, Countryside pages.

17.30 In addition to the notations shown on the Policies Maps the **Barnsley Local Biodiversity Action Plan (LBAP) 2008-2012** was adopted in 2010 and identifies a list of habitats and species considered as priorities for nature conservation. The LBAP belongs to the Barnsley Biodiversity Trust and can be viewed at www.barnsleybiodiversity.org.uk

17.31 In addition to this the **Biodiversity Opportunity Map (BOM)** for Barnsley and South Yorkshire will help to monitor and implement the LBAP. This identifies sites and areas with the best potential for the creation and repair of important habitats.

17.32 Nature Improvement Area

Nature Improvement Areas (NIAs) are large, discrete areas that will deliver a step change in nature conservation, where a local partnership has a shared vision for their natural environment. The NIA grant scheme was established to help address ecological restoration as part of series of actions at a landscape scale to improve biodiversity, ecosystems and our connections with the natural environment identified by the Natural Environment White Paper (2011) and taking forward recommendations identified in the Lawton Review Making Space for Nature (2010). As set out in the Relationship with Plans and Strategies section, the Dearne Valley has been designated as a Nature Improvement Area (NIA) and its extent within Barnsley's boundary can be seen in the map on the Natural England Website.

The Council expects to adopt a Nature Improvement Area Planning Advice Note which will encourage major developments to incorporate biodiversity enhancements in their proposals.

17 . Green Infrastructure and Greenspace

Landscape Character

Policy LC1 Landscape Character

Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character Area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments).

Development which may adversely affect the purpose of the Peak District National Park or be harmful to its valued characteristics will not be allowed

The 1996 Countryside Agency/English Nature publication 'The Character of England - landscapes, wildlife and natural features' provides a framework identifying unique landscape character areas nationally, and was refined in 1999 by 'Countryside Character Volume 3: Yorkshire and the Humber'.

These documents provide a framework into which the 'Landscape Character Assessment of Barnsley Borough' fits. This was carried out in 2002 to provide a complete statement of landscape character and quality across the borough and to give a better understanding of the landscape types, their quality and character and how they combine with each other.

The assessment divides Barnsley into 6 character types (unenclosed moorland, upland river valleys, lowland river floors, settled arable slopes, settled wooded farmland and upland farmland) and 17 geographical landscape character areas which are shown on the Landscape Character Area Map.

All new development should be in keeping with the surrounding landscape and reflect the character, materials and details of the local area. We will pay particular attention to development in prominent positions, for example, by waterside locations, within Conservation Areas and on the edge of towns and villages where it is important to maintain a clear distinction between urban areas and the countryside and to ensure that development is not obtrusive in the skyline.

We will also seek opportunities for the conservation, management and enhancement of landscape character through development and land management.

Given the close relationship between the west of the borough and the Peak District National Park, it is important to recognise the special qualities of the national park need to be protected from development in Barnsley which could cause harm. Planning permission will not be granted for development that is considered to be harmful to the valued characteristics of the national park.

We will produce a Supplementary Planning Document on Landscape Character to provide more detailed guidance on how to assess the impact of development on the landscape. The Landscape Character Assessment was carried out in 2002 . The former Countryside Agency 2002 guidelines are still current.

17 . Green Infrastructure and Greenspace

These allocations/policies supersede the following Saved Unitary Development Plan Policies:

Part 1

GS18

Part 2

BA12, DT9, DO8, RO7, NE10, DA7, DE9, WW10, HN8, PE9, WR13

18 . Green Belt and Safeguarded Land

The Challenge

- Protecting the Green Belt and planning positively to enhance the beneficial use of Green Belt and protect the quality of the environment

The Current Position

- The adopted extent of the Green belt as set out in the Unitary Development Plan
- Unitary Development Plan saved policies and policy in the adopted Core strategy which seek to protect the extent of the Green Belt and also protect it from inappropriate development

Policy Solutions

- Protecting the Green Belt from inappropriate development
- Releasing Green Belt for development in a manner which secures the continued function and protection of the remaining Green Belt
- Identification of Safeguarded Land informed by Green Belt review

Policy GB1 Protection of Green Belt

The general extent of the Green Belt is set out on the Key Diagram. The detailed boundaries are defined on the Policies Map. Green Belt will be protected from inappropriate development in accordance with national planning policy.

- 18.1** Most of Barnsley's countryside is Green Belt. With the changes proposed in this Local Plan to take land out of the Green Belt, primarily for development needs, the Green Belt will still account for almost 75% of the borough (The Green Belt in the last development plan proposals map, the UDP, amounted to 77% of the Borough). Further details can be found about proposed Green Belt release in the introduction section under 'our approach'. The Green Belt will continue to fulfill its longstanding role in the Borough of helping to conserve the natural environment by restraining development and assisting in the process of urban renaissance. National guidance in the NPPF sets out some uses which are generally acceptable in the Green Belt. We will not allow proposals for other types of development unless it can be shown that there are very special circumstances that justify setting aside local and national policy. In these cases, we will weigh up the harm that would be caused by allowing development that would not normally be allowed in the countryside against any potential benefits.
- 18.2** The NPPF states at paragraph 89 that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

18 . Green Belt and Safeguarded Land

- Buildings for agriculture and forestry
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building
- The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces
- Limited infilling in villages, and limited affordable housing for local community needs
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land)

18.3 All such buildings still have to be considered in terms of their impact on the openness of the Green Belt and whether they cause other harm.

18.4 In accordance with the NPPF and as set out in GB1, we will not allow proposals for 'inappropriate' development in the Green Belt unless it can be shown that there are very special circumstances that justify setting aside local and national policy. As set out in paragraph 88 of the NPPF very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

18.5 The following policies apply to development in the Green Belt:

Policy GB2 Replacement, extension and alteration of existing buildings in the Green Belt

Provided it will not have a harmful impact on the appearance, character or openness of the Green Belt, we will allow the following development in the Green Belt:

- Replacement buildings where the new building is in the same use and is not materially larger than that which it replaces
- Extension or alteration of a building where the total size of the proposed and previous extensions does not exceed the size of the original building
- Dividing an existing house to form smaller units of accommodation

All such development will be expected to:

- be of a high standard of design and reflect the architectural style of the existing dwelling and vernacular styles in the locality
- be of a scale and design that harmonises with the existing building (which must remain the dominant visual feature)
- have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

18 . Green Belt and Safeguarded Land

- 18.6** The NPPF states that an extension to a building is not inappropriate if it does not result in disproportionate additions over and above the size of the original building. We will allow extensions provided that cumulatively they would not amount to more than a doubling of the size of the original building. Original means as existing in 1948 or, in relation to a building constructed later, as it was built. A house which has been subdivided will not be considered as the original building. In the case of a replacement building, the original building means the building that was replaced.
- 18.7** The sizes of a building as existing and proposed will be compared by reference to their gross floorspace, using the following guidelines:
- floorspace will be calculated by external measurements of the building
 - floorspace within roof spaces will not be taken into account
 - outbuildings will not be taken into account when calculating original floorspace (but will be taken into account when calculating the cumulative additions to the original dwelling).

18 . Green Belt and Safeguarded Land

Policy GB3 Changes of use in the Green Belt

We will allow the change of use or conversion of buildings in the Green Belt provided that:

- The existing building is of a form, scale and design that is in keeping with its surroundings
- The existing building is of a permanent and substantial construction and a structural survey demonstrates that the building does not need major or complete reconstruction for the proposed new use
- The proposed new use is in keeping with the local character and the appearance of the building
- The loss of any building from agricultural use will not give rise to the need for a replacement agricultural building, except in cases where the existing building is no longer capable of agricultural use.

All such development will be expected to:

- be of a high standard of design and reflect the architectural style of the existing dwelling and vernacular styles in the locality
- be of a scale and design that harmonises with the existing dwelling (which must remain the dominant visual feature)
- have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

In addition to the above, when a residential use is proposed, we will allow the change of use provided that:

- there are not strong economic reasons why such development would be inappropriate
- residential use would be a more appropriate way of maintaining and improving the character and appearance of the building than any other use.

We will not generally allow the change of use of Green Belt land to extend residential curtilages for use as gardens.

18.8 The aim of this policy is to allow existing buildings to be reused as long as they are suitable for reuse and the site is in a suitable place for the proposed use.

18.9 A large part of Barnsley is rural and much of the countryside is in agricultural use. The nature of farming has changed in recent years and government policy supports rural diversification. As a result it is likely that some farm buildings will no longer be needed for

18 . Green Belt and Safeguarded Land

agricultural use and there may be opportunities to reuse them, especially in ways that support the local economy. However this has to be balanced with protecting the countryside and achieving sustainable development.

- 18.10** Applicants will need to demonstrate that they have made reasonable attempts to secure a suitable agricultural, business, leisure, tourism or other use which would contribute to the local rural economy before a residential use is allowed.

Policy GB4 Permanent Agricultural and Forestry Workers Dwellings

Proposals for agricultural and forestry workers dwellings will be allowed provided that:

- They support existing agricultural or forestry activities on well established agricultural or forestry units
- There is clearly an established existing functional need which relates to a full time worker
- The unit and the agricultural activity concerned have been established for at least 3 years and profitable for at least one of them, are currently financially sound and have a clear prospect of remaining so
- The functional need could not be fulfilled by another existing dwelling on the unit or in the area which is suitable and available for occupation by the workers concerned

Development will be expected to:

- be of a size commensurate with the established functional need
- be sited directly adjacent to existing buildings wherever possible
- be of a high standard of design and reflect the architectural style of the existing dwelling and vernacular styles in the locality
- be of a scale and design which harmonises with the existing dwelling and ensures that it remains the dominant visual feature
- have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

Where permission is granted we may remove permitted development rights, and impose occupancy conditions as appropriate.

- 18.11** One of the few circumstances in which isolated residential development may be justified in the Green Belt is when it is required to enable agriculture and forestry full time workers to live at or near their place of work. The aim of this policy is to ensure that such dwellings are genuinely linked to the farming , forestry or rural enterprise which is likely to materialise and capable of being sustained for a reasonable period of time and that the workers are required to live nearby.

18 . Green Belt and Safeguarded Land

- 18.12** If a new dwelling is essential to support a new farming activity it should normally, for the first 3 years, be provided by temporary accommodation such as a caravan or wooden structure which can be easily dismantled.

Policy GB5 Temporary Agricultural and Forestry Workers Dwellings

Proposals for temporary agricultural and forestry workers dwellings will be allowed provided that:

- There is clear evidence of a firm intention and ability to develop the enterprise concerned
- A functional need can be demonstrated
- There is clear evidence that the proposed enterprise has been planned on a sound financial basis
- The functional need could not be fulfilled by another existing dwelling on the unit or in the area which is suitable and available for occupation by the workers concerned

Development will be expected to:

- be of a size commensurate with the established functional need
- be sited directly adjacent to existing buildings wherever possible
- be of a high standard of design and reflect the architectural style of the existing dwelling and vernacular styles in the locality
- be of a scale and design which harmonises with the existing dwelling and ensures that it remains the dominant visual feature
- have no adverse effect on the amenity of local residents, the visual amenity of the area, or highway safety.

Where permission is granted this will be for a specified temporary period.

- 18.13** In the case of a temporary building, significant investment in new farm buildings will be taken as a good indication of intentions and ability to develop the enterprise concerned.
- 18.14** The information that needs to be provided by an applicant relating to establishing functional need, and demonstrating profitability and financial soundness is relevant for both permanent and temporary buildings.
- 18.15** A functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most time. This may arise for example if workers are needed on hand day and night in case animals or agricultural processes require essential care at short notice, or to deal quickly with emergencies that could otherwise cause serious loss of crops or products (such as frost damage or the failure of automatic systems). We will consider whether any dwellings (or buildings suitable for conversion to dwellings) have recently been sold or separated from

18 . Green Belt and Safeguarded Land

the farmland concerned. Such a sale would constitute evidence of a lack of agricultural need. The protection of livestock from theft or injury may contribute to the needs for a new agricultural dwelling, but will not by itself be sufficient to justify one. Requirements arising from food processing cannot be used to justify an agricultural dwelling.

- 18.16** A financial test is necessary to establish whether the the farming enterprise is economically viable and to provide evidence of the size of the dwelling which the unit can sustain. Levels of profitability will be considered realistically taking into account the nature of the enterprise concerned. Agricultural dwellings should be of a size commensurate with the established functional requirement. Dwellings that are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long term, will not be permitted.
- 18.17** Permitted development rights may be removed to ensure that proposed extensions do not result in a dwelling the size of which exceeds what could be justified by the functional requirement. Where the need for the accommodation has been accepted, it will be necessary to ensure that the dwellings are kept available for meeting this need. As such planning permission should be subject to appropriate occupancy conditions. Where occupancy conditions are imposed they will not normally be removed unless it can be shown that the long terms needs, both on that unit and in the locality, no longer warrant the dwelling's reservation for that purpose.

Safeguarded land

- 18.18** Paragraph 85 of the NPPF advises that when defining Green Belt boundaries, local planning authorities should where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer term development needs stretching well beyond the plan period. The aim of protecting this land is to make sure that the Green Belt boundaries will remain in the long term avoiding the need to review them at the end of the plan period.
- 18.19** The extent of safeguarded land is shown on the policies map and is listed in the following table:

Table 40

Site reference Reference	Site address	Site Area (hectares)	
Barnsley			
SAF 1	North of Burton Road, West Green (a)	4.70	
SAF 5	North of Staincross Common	26.80	

18 . Green Belt and Safeguarded Land

SAF 6	West of Barugh	15.50	
Hoyland			
AC33	Land north of Rockingham, Birdwell	14.6	
SAF 7	East of Sheffield Road, Hoyland Common	23.50	
H79	Land north of Wood Walk, Hoyland	3.6	
H 85	Land North East of Hemingfield	18.2	
Cudworth			
SAF 9	East of Sandybridge Lane, Shafton	0.60	
SAF10	Land behind Queens Drive, Shafton	0.90	
SAF35	Land off Cemetery Road, Grimethorpe	4.3	
Royston			
SAF 12	North of Midland Road, Royston	2.10	
SAF13	South of Church Hill, Royston	3.5	
Dearne			
SAF 15	South of Coniston Drive, Bolton	9.80	

18 . Green Belt and Safeguarded Land

Penistone			
SAF16	West of Castle Lane, Penistone	2.9	
SAF17	East of Castle Lane, Penistone	4.8	
SAF37	Land at Springvale, Penistone	0.9	
SAF 38	Land off Moors Avenue, Penistone	3.1	
SAF 31	Land off Mortimer Road, Cubley	5.5	
Wombwell			
AC42	South of Pit Lane and West of Windmill Road, Wombwell	10.3	
AC41	Pitt Street, Low Valley	13.7	
Villages			
SAF 18	North and South of Roughbirchworth Lane, Oxspring	5.10	
SAF 20	Off High Street, Great Houghton	6.70	
SAF 21	South of New Smithy Drive, Thurlstone	4.40	
SAF 22	Site north of Halifax Road, Thurgoland	0.80	
SAF 23	South of Springwood, off Cote Lane, Thurgoland	2.60	
SAF 24	South of Halifax Road, Thurgoland	0.70	

18 . Green Belt and Safeguarded Land

SAF 25	East of Beech Avenue, Silkstone Common	0.90	
SAF 27	North of Darton Road, Cawthorne	3.80	
SAF 28	South of Wellthorne Avenue, Ingbirchworth	0.30	
SAF 30	Land South of Wellthorne Lane, Ingbirchworth	0.9	
SAF 32	North of Upper Field Lane, High Hoyland	0.80	
SAF 33	Land off New Road and Lidgett Lane, Pilley	2.70	
SAF 34	Land off Lidgett Lane and Pilley Green, Pilley	2.50	

- 18.20** Development on safeguarded land will normally only be allowed where it is consistent with Green Belt policy and which would not affect the potential for the future development of the site in accordance with the following policy.

Policy GB6 Safeguarded Land

We will only grant planning permission on sites allocated as safeguarded land for development that is needed for the operation of existing uses, or alternative uses where the development will protect the open nature of the land, and will not affect the potential for future development of the site. The permanent development of safeguarded land will only be permitted following the adoption of a replacement Local Plan which proposes such development.

- 18.21** Safeguarded land is identified as land which may be considered to meet development needs after the end of the plan period. Its suitability as an allocation for development will be considered in a future review of the Local Plan.
- 18.22** Where a shortage of housing land supply is established through a plan, monitor, manage approach, development of safeguarded land may be considered where it can be proven that there is no alternative site that can meet the need, and the site is considered to be sustainable.
- 18.23** Other than the circumstances referred to above, planning permission for the permanent development of safeguarded land will only be granted following the adoption of a replacement Local Plan which proposes such development.

18 . Green Belt and Safeguarded Land

These allocations/policies supersede the following Saved Unitary Development Plan Policies:

Part 1

GS6 Extent of Green Belt

GS8A The reuse of buildings in the Green Belt

GS8B Agricultural and forestry workers dwellings

GS8C Removal of agricultural occupancy conditions

GS8D Agricultural buildings

GS8E Replacement alterations and extensions to dwellings

GS10 Safeguarded Land

GS11 Urban Land to Remain undeveloped

Part 2

BA9, BA10, BA11, BA40/4, BA40/5, BA40/6

DT5, DT6, DT7

DO5, DO6

RO5, RO6

NE7, NE8, NE9

DA5, DA6

DE7, DE8

WW7, WW8, WW9

HN5, HN6

PE5, PE6, PE7

WR10, WR11

18 . Green Belt and Safeguarded Land

These allocations/policies supersede the following adopted Core Strategy Policies:

CSP 34 Protection of the Green Belt.

DRAFT

19 . Climate Change

The Challenge

- Considering central government's belief that climate change is the greatest long term challenge facing the world today, and a main challenge to delivery of sustainable development
- Helping to tackle and adapt to climate change through the delivery of new housing, employment and infrastructure
- Addressing flood risk
- Increasing and encouraging the production of renewable energy in the borough whilst protecting the countryside and amenity

Policy Solutions

- Climate change cuts across many aspects of the Local Plan and many of the policies in this document seek to prepare for and adapt to climate change
- The planning system can help meet the targets for the reduction of emissions of greenhouse gases by:
 - supporting the building of zero-carbon homes and business premises that are low energy and produce lower carbon emissions
 - locating development to reduce the need to travel and making walking and cycling essential components of new development that are accessible and attractive
 - supporting integrated development

- 19.1** Tackling and adapting to climate change are key issues that need to be addressed through the planning system. The following policies seek to minimise the borough's contribution to climate change, and also provide a policy framework to ensure development is able to both mitigate and adapt to the effects of climate change.

19 . Climate Change

Policy CC1 Climate Change

Development will be expected to:

- reduce and mitigate the impact of growth on the environment and carbon emissions
- ensure existing and new communities are resilient to climate change
- harness the opportunities that growth, and its associated energy demands, brings to increase the efficient use of resources through sustainable construction techniques and the use of renewable energy

We will take action to adapt to climate change by:

- giving preference to development of previously developed land in sustainable locations
- locating and designing development to reduce the risk of flooding
- promoting the use of sustainable drainage systems
- promoting investment in Green Infrastructure to promote and encourage biodiversity gain.

- 19.2** This policy will be implemented through the planning application process. Proposals for development will be required to include details of their sustainability within their Design and Access Statement. These will include consideration of factors such as energy efficiency, water conservation, flood risk, Green Infrastructure provision and community impacts.
- 19.3** It is important that developments are designed to mitigate climate change, and to withstand its effects. This will help to minimise the impact of development on the global environment, and ensure that buildings and spaces endure. Making the best use of the natural features of a site, and designing to take account of factors such as the sun's path can make an important contribution complementing new technologies.
- 19.4** Green roofs and other types of Green Infrastructure can be used as a sustainable drainage technique, to minimise surface water run-off and therefore help to reduce the risk of flooding. Sustainable drainage techniques are covered by policy CSP3 which requires development proposals over a certain size to use Sustainable Drainage Systems where feasible.
- 19.5** Development proposals will be expected to consider energy efficiency and sustainable design from the outset. Whilst many of these principles can be incorporated within existing building materials and forms it is also acknowledged that non-traditional materials and designs may be necessary in order to achieve very low carbon or carbon neutral developments and meet the government targets for reducing carbon emissions.
- 19.6** Energy efficiency is regulated by Building Regulations. We will encourage energy efficiency that exceeds those minimum standards set out in national standards and take that into account where proposed in support of a planning application.

19 . Climate Change

- 19.7** We will use the BREEAM (British Research Establishment Assessment Method) to measure the environmental performance of all non domestic buildings. As well as energy use and the emissions generated BREEAM deals with water use, materials and waste management, land use and ecology, pollution, health and well-being and transport.
- 19.8** We will encourage and plan for sustainable decentralised zero or low carbon energy generation, such as biomass-fuelled district heating or combined heat and power (CHP) schemes. Where a heat network is not available or viable, a contribution ensuring connection to a future district heating scheme is required on suitable developments. Developments not connected and unsuitable for future connection to a heat network will rely on energy generated from renewables, like solar panels, photovoltaics and heat pumps.

Flood Risk

Policy CC 3 Flood Risk

The extent and impact of flooding will be reduced by:

- not permitting new development where it would be at an unacceptable risk of flooding from all sources of flooding, or would give rise to flooding elsewhere
- not allowing development in the Functional Floodplain (Flood Zone 3b) unless it can be demonstrated that there would not be a harmful effect on the ability of this land to store floodwater.
- requiring developers with proposals in Flood Zones 2 and 3 to provide evidence of the sequential test and exception test where appropriate
- requiring site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3
- expecting proposals over 1000 m² floor space or 0.4 hectares in Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk
- expecting all development proposals on brownfield sites to reduce surface water run-off by at least 30% and development on greenfield sites to maintain or reduce existing run-off rates
- requiring development proposals to use Sustainable Drainage Systems (SuDS) in accordance with policy CC4
- using flood resilient design in areas of high flood risk.

- 19.9** It is predicted that the incidence of flooding will increase as a consequence of climate change. In Barnsley the rivers Dearne and Dove and the low lying areas in the east of the borough are particularly at risk from flooding. However, recent flood events caused by surface water and sewer flooding have demonstrated that areas which have not suffered from flooding in the past can still be at risk. It is therefore important that all new development

19 . Climate Change

is located and designed to reduce the risk of flooding to the development itself and settlements downstream, and provides resilience to protect against increased risk of flooding in the future.

- 19.10** In accordance with the NPPF the Council will discourage inappropriate development in areas at risk of flooding. This means there will be a general presumption against development within areas of high or medium flood risk unless there are no reasonably available sites in areas of lower flood risk and, in cases where it is appropriate for the exception test to be applied, the benefits of the development outweigh the risks from flooding.
- 19.11** The NPPF and the accompanying Planning Practice Guidance categorises areas at risk from fluvial (river) flooding as:-
- Flood Zone 1 Low Probability (less than 1 in 1000 year probability of flooding)
 - Flood Zone 2 Medium Probability (1 in 1000 year probability of flooding)
 - Flood Zone 3a High Probability (1 in 100 year probability of flooding)
 - Flood Zone 3b The Functional Floodplain (land where water has to flow or be stored in times of flood).
- 19.12** The Environment Agency (EA) defines and produces maps which show the Flood Zones. These maps are informed by previous flood events and are updated regularly and can be viewed on the EA website.
- 19.13** Flood Zone 3b (The Functional Floodplain) comprises land where water has to flow or be stored in times of flood and forms a vital part of flood control. The boundary of Flood Zone 3b was agreed by the Council and the EA during the production of the Barnsley Strategic Flood Risk Assessment (SFRA) and is shown on the Proposals Maps. Development will not be allowed in Flood Zone 3b unless it can be shown that there would be no harmful effect on the ability of this land to store floodwater.
- 19.14** Developers will need to take into account the SFRA and give particular consideration to the surface water flood maps and the emerging Local Flood Risk Management Strategy.
- 19.15** The Council's Level 1 Strategic Flood Risk Assessment (SFRA) indicates that the majority of areas where growth will be located are within Flood Zone 1.
- 19.16** Development which would increase the risk of flooding by increasing the rate or volume of surface water must be the subject of measures that will reduce the risk of flooding. In cases where development would increase the risk of flooding by increasing surface water, developers will have to take action to reduce flooding so the development can go ahead, for example, by creating balancing ponds and other facilities for holding water.
- 19.17** We will consider the need to produce Surface Water Management Plans in partnership with stakeholders to reduce the threat of surface water flooding.

19 . Climate Change

Policy CC4 Sustainable Drainage Systems (SuDS)

All major development⁽¹⁶⁾ will be expected to use Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it can be demonstrated that all types of SuDS are inappropriate.

The Council will also promote the use of SuDS on minor development.

To enable the Council to determine the suitability of a proposed SuDS scheme:

- Outline Planning applications must be supported by a conceptual drainage plan and SuDS design statement.
- Detailed Planning applications must be supported by a detailed drainage plan and SuDS design statement, which should contain information on how the SuDS will operate, be managed and maintained for the lifetime of the development.

19.18 Sustainable Drainage Systems (SuDS) control surface water run-off as close to its origin as possible. The Flood and Water Management Act 2010 maintains that there is always a SuDS solution. As such priority will be given to incorporating SuDS into development, unless it can be demonstrated that SuDS are not appropriate.

19.19 SuDS are a non-traditional environmentally friendly way of dealing with surface water. SuDS rely on gravity to drain surface water from hard surfaces into drainage systems or into the ground. Where surface water would have traditionally drained into a combined foul and surface water sewer, the use of SuDS prevents relatively clean surface water from passing unnecessarily through the waste-water treatment process. Run-off water is collected and stored so that natural cleansing (sedimentation, filtration and biodegradation) happens before it is released into watercourses. SuDS control surface water run-off as close to its origin as possible, before it enters a watercourse. This involves moving away from traditional piped drainage systems to those that are similar to natural drainage processes.

19.20 The SuDS approach is particularly valuable in urban areas where high density development and impermeable surfaces mean surface run-off can easily cause flooding, either directly or indirectly through sewer flooding. SuDS has several environmental and social benefits:

16 as defined in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and subsequent updates

19 . Climate Change

- prevents pollutants from entering the drainage system
- protects or enhances water quality and decreases demand for treated water (recycling)
- conserves energy and reduces carbon dioxide emissions
- reduces sewer discharge and flooding
- provides a habitat for wildlife
- contributes to the greening of the urban environment

- 19.21** This policy applies to all elements of the design of developments, including roads and footways. Including SuDS in the overall site and layout, and as part of the wider Green Infrastructure provision where appropriate, should be considered early in the planning and design stage, in consultation with the Environment Agency, the Planning Authority and the Highway Authority.
- 19.22** Developers must show that SuDS will work and will be maintained in the long term. Developers may be required to contribute towards the maintenance of SuDS, possibly through the establishment of a management company where appropriate.
- 19.23** Infiltration type SuDS may not be appropriate in all cases due to ground conditions. Where this is the case alternative (non infiltration) SuDs must be considered. Infiltration SuDS may not be appropriate on land that is affected by contamination, as they can mobilise contaminants in the ground and pollute groundwater. Developers must show that infiltration SuDS will not pose a risk to the quality of underlying groundwater.
- 19.24** All SuDS should be designed in accordance with the CIRIA C697 SuDS Manual or equivalent local guidance.
- 19.25** The Council is working with the Environment Agency to investigate the potential to deliver new flood storage areas. The most significant example of this is the Dearne Valley Green Heart Nature Improvement Area. Schemes are also proposed to commence in 2016 at Wombwell and Little Houghton to formalise areas that are known to flood and increase their capacity and biodiversity potential. We will support these schemes provided they do not affect the openness of the Green Belt.

19 . Climate Change

Water

Policy CC AC1 Water Resource Management

To conserve and enhance the Boroughs water resources proposals will be supported which:

a. do not result in the deterioration of water courses and which conserve and enhance:

i. the natural geomorphology of water courses

ii. water quality; and

iii. the ecological value of the water environment, including watercourse corridors

b. make positive progress towards achieving “good” status or potential under the Water Framework Directive in the boroughs surface and ground water bodies.

c. manage water demand and improve water efficiency through appropriate water conservation techniques including rainwater harvesting and grey-water recycling

d. dispose of surface water appropriately and improve water quality through the incorporation of SuDS, in accordance with Policy CC4.

- 19.26** Barnsley's water resources form an important part of the environment and can provide wildlife habitats and encourage biodiversity, provide opportunities for leisure and recreation and help alleviate flood risk.
- 19.27** This policy seeks to address the key objectives of the Water Framework Directive and Humber River Basin Management Plan, specifically those of the latter which relate to the Don and Rother catchment, the catchment in which the borough lies.

20 . Renewables

The Challenge

- Meeting the government's carbon-cutting ambitions by promoting both higher levels of energy efficiency and much greater use of renewable energy
- Setting ambitious targets and reflecting local opportunities that are deliverable alongside wider housing and economic objectives to contribute to the government's ambitions

The Current Position

- Renewable energy is an integral part of the governments longer-term aim of reducing emissions

Policy Solutions

- Increasing renewable energy capacity and facilitating the delivery of schemes which lead to wider economic and environmental benefit, reduce greenhouse gas emissions, and provide a diverse energy supply

- 20.1** The Government has set out in the National Planning Policy Framework that the environmental dimension to sustainable development requires the planning system to help with mitigation and adaptation to climate change including moving to a low carbon economy.
- 20.2** One of the core planning principles set out in the National Planning Policy Framework is to support the transition to a low carbon future in a changing climate, and to encourage the reuse of existing resources and the use of renewable resources. The NPPF also indicates that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing reliance to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

20 . Renewables

Policy RE1 Low Carbon and Renewable Energy

All developments will be expected to seek to incorporate initially appropriate design measures, and thereafter decentralised, renewable or low carbon energy sources in order to reduce carbon dioxide emissions and should at least achieve the appropriate carbon compliance targets as defined in the Building Regulations.

We will allow development that produces renewable energy as long as there is no significant harmful effect on:

- The character of the landscape and appearance of the area
- Living conditions
- Biodiversity, Geodiversity and water quality
- Heritage assets, their settings and cultural features and areas
- Highway safety, or
- Infrastructure including radar

Proposals will be expected to include information regarding their efficiency, particularly in respect of wind turbines.

Proposals must be accompanied by information that shows how the local environment will be protected, and that the site will be restored when production ends.

- 20.3** Taking into account the energy hierarchy, new buildings and conversions should in the first instance be designed and constructed to be energy efficient in particular through using the principles of passive design, including high insulation levels, solar heating, natural lighting and ventilation, thermal mass and passive cooling. Thereafter, decentralised, renewable or low carbon energy sources should be considered for use in order to reduce carbon dioxide emissions.
- 20.4** The domestic and industrial sectors are responsible for a majority of Barnsley's total emissions and this policy aims to create a framework that promotes and encourages a reduction in emissions.
- 20.5** Proposals for development that produces renewable energy will be assessed against this policy. Such developments can include wind turbines, biomass heating systems, roof mounted wind turbines, photovoltaic cell, ground source heating and cooling systems and hydroelectric power.

20 . Renewables

- 20.6** We will support proposals for renewable energy unless there are significant harmful effects which cannot be prevented or mitigated. Proposals should be accompanied by information setting out the effects of the proposal and any proposals to reduce or mitigate the effect. We will refuse planning permission for proposals that are not accompanied by enough supporting information.
- 20.7** We have recognised in the Jobs and Business Plan 2014-2017 that Low Carbon Industries will help our primary sectors to innovate and will be the target of support.
- 20.8** In addition our Housing Strategy 2014-2033 includes the Strategic Objective ‘to ensure the design and delivery of new high quality, desirable and sustainable homes’, and includes the key ambition ‘to achieve 15% renewable energy on new build developments’.
- 20.9** Inevitably some proposals for renewable energy will have significant effects on the local area. For example, large scale renewable energy developments will be prominent in the landscape. In these cases we will carefully weigh up the environmental, social and economic benefits of the proposals against effects on the local area including any effects on the National Park, the Green Belt and European Natura 2000 designations (presently the South Pennines Moors Special Area for Conservation and Special Protection Area which about the borough’s western boundary) .
- 20.10** Undulating landscapes, such as those in the west of the borough, can increase the prominence of turbines. Careful consideration will need to be given to the capacity of the landscape to accommodate turbines, the ability to mitigate visual intrusion and the cumulative impacts of individual sites when they are grouped rather than dispersed. We will use the Landscape Character Assessment and the Landscape Character Policy to assess the effect of development proposals.
- 20.11** It is important to assess the efficiency of devices, particularly large scale installations such as wind turbines, in order to balance the benefits and impacts.
- 20.12** The eastern part of the borough lies within the 30km Wind Farm Safeguard Zone around Robin Hood Airport Doncaster Sheffield (RHADS). Within this Zone in particular wind turbines must not have a harmful effect on infrastructure including radar.
- 20.13** The Council has commissioned, along with four other local planning authorities wholly or partly within the South Pennines, a study to identify, at a strategic level, areas that are of lower landscape sensitivity to wind energy of different scales, and to identify any known cumulative impacts. Consideration will be given to how this study can inform and support the Local Plan for inclusion in a future version of the Plan.

20 . Renewables

Policy RE AC1 Wind Turbine Areas of Search

Indicative Areas of Search for Wind Turbines have been identified on the **Policies Map**. These will be subject to further investigation with any final boundaries and development principles set out in a Supplementary Planning Document

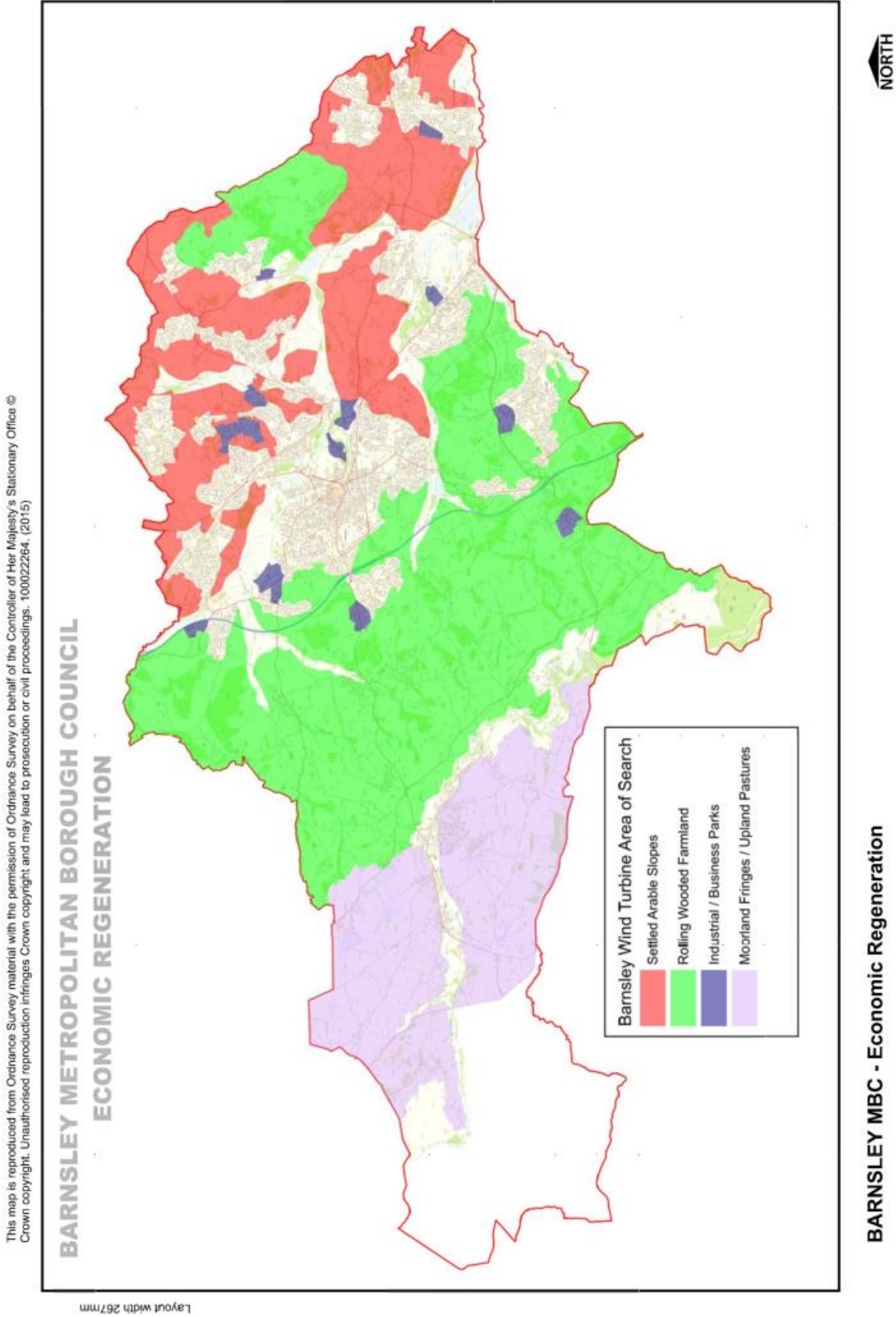
- 20.14** The National Planning Policy Framework indicates that Planning Authorities should consider identifying Areas suitable for Renewable Energy in their Local Plans. The June 2015 Ministerial Statement on Wind Energy states that local authorities should only consider granting planning permission for wind turbines where they have been allocated within Local Plans and have community support.
- 20.15** The Council together with neighbouring authorities commissioned the “South Pennines Wind Energy Landscape Study” to identify the landscape sensitivity of different areas to wind turbines (Julie Martin Associates and Land Use Consultants (2014)). The Study is strategic in nature and does not remove the need for individual site assessments
- 20.16** The land shown on figure 1 as an “Area of Search” represents those areas of the Borough with the greatest capacity to accommodate a limited amount of new development. However, the Study indicates that the areas are variously sensitive to turbines of different heights. These areas are indicated on the figure: ‘Existing Wind Energy Deployment in Barnsley’ (figure 1 in this document) and are:
- D – Moorland Fringes/Upland Pastures (shown lilac on figure 1) – sensitive to anything other than very small turbines (up to 24m to blade tip); lower slopes sensitive to anything more than single turbines, higher land highly sensitive to large (11-20) and very large (21+) wind farms
 - N – Rolling Wooded Farmland (shown green on figure 1) – sensitive to anything other than very small and small turbines (up to 59m to blade tip); highly sensitive to groups larger than medium wind farms (6-10)
 - O – Industrial / Business Parks (shown blue on figure 1) – sensitive to anything other than very small and small turbines (up to 59m to blade tip); sensitive to anything more than single turbines.
 - Q – Settled Arable Slopes (shown coral on figure 1) – sensitive to anything other than very small, small and medium turbines (up to 89m to blade tip); sensitive to anything other than single, small clusters and small groups (up to 5 turbines).
- 20.17** In addition, wider cumulative impacts will always need to be taken into account.
- 20.18** Landscape capacity is only one issue that requires consideration in identifying areas suitable for wind turbines. Other important issues that require further consideration include those set out in policy RE1.

20 . Renewables

- 20.19** There are valued landscapes in the west of the borough and the neighbouring Peak District National Park and Southern Pennine Fringe. It is important that these landscapes are protected both directly and indirectly by ensuring their setting and key views are respected and not subject to inappropriate development. Section 11(A)2 of the National Parks and Access to the Countryside Act 1949 (as amended) states that "conservation of natural beauty, wildlife and cultural heritage and the promotion of enjoyment of the National Park's special qualities are material considerations and restriction of development may be necessary.
- 20.20** Given the need to undertake further research the Areas proposed are only indicative. It will therefore be necessary to undertake further assessment to inform production of a Supplementary Planning Document (SPD) on the topic. The findings of this additional work may lead to significant reduction in the "Areas of Search" or may not ultimately support allocations.

20 . Renewables

Figure 16



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21 . Waste and Recycling

The Challenge

- Protecting human health and the environment by producing less waste and by using it as a resource wherever possible
- Moving away from waste disposal (landfill) and towards energy recovery, recycling and composting, re-use and reduction
- Addressing waste as a resource and regarding disposal as the last option, but one that must be adequately catered for

The Current Position

- The government's objectives for sustainable development include the effective protection of the environment, the prudent use of natural resources, social progress that meets the needs of everyone, and high and stable levels of economic growth and employment
- PPS10 Planning for Sustainable Waste Management and NPPF set out key planning objectives that planning strategies should seek to achieve
- Barnsley has successfully increased its municipal waste recycling rates in recent years but currently uses landfills located outside the borough as its main means of disposal of residual waste. In partnership with Doncaster and Rotherham Councils it is actively seeking more sustainable methods of treatment for all waste streams

Policy solutions

- This Local Plan does not contain policies or text regarding waste and recycling. These issues are covered by a separate Joint Waste Plan prepared by the three metropolitan borough councils of Barnsley, Doncaster and Rotherham. This document was adopted in March 2012 and sets the strategic direction for the future of waste management across the three boroughs.
- Barnsley's Local Plan is the planning strategy that will guide the scale and location of new development and the use of land in Barnsley.

The Challenge

- Ensuring the prudent, efficient and sustainable use of minerals and use of suitable materials as secondary aggregates, thereby minimising the requirement for primary extraction
- Minimising the environmental and social effects of existing and proposed minerals sites, while recognising that the minerals industry forms an important contribution to sustainable development, the economy and employment in the borough

The Current Position

- The main commercial interest in Barnsley is currently in clay, both for brick making and pipe making. There is also one small sandstone quarry for building stone, and sites for the extraction of coal mine methane
- There is unlikely to be any interest in deep mined coal during the plan period, although there may be increased interest in shallow coal extraction and utilisation of the coal in situ through clean coal technologies

Policy Solutions

- Identifying existing permitted minerals sites and safeguarding them from inappropriate development
- Identifying Areas of Search to provide greater certainty of where future sustainable mineral extraction will take place
- Ensuring that secondary and recycled aggregates are maximised and primary mineral extraction minimised
- Encouraging mineral extraction prior to non-mineral development
- Ensuring environmental protection and high quality reclamation and aftercare

22 . Minerals

Policy MIN 1 Minerals

Provision will be made for non-aggregate mineral resources including primary and secondary resources as follows:

- existing sites with planning permission for the extraction of minerals will be shown on the Policies Map which accompanies this Local Plan and will be protected from inappropriate development that could result in their sterilisation
- areas of Search are identified in this Local Plan
- Areas of Safeguarding are identified in this Local Plan
- it is expected that future extraction of minerals will normally take place within existing quarries or by site extensions rather than new sites
- wherever possible sustainable modes of transport will be used in connection with primary mineral extraction and in the transportation of secondary aggregates
- proposals for the exploration and production of oil and gas (including petroleum, natural gas, coal mine methane, coal bed methane or underground gasification of coal), will generally be supported
- Proposals for the exploration and production of shale gas via hydraulic fracturing will generally be supported.
- proposals to extract minerals prior to the commencement of non-minerals development which may otherwise sterilise the mineral, will generally be supported
- proposals for the recovery of material from mineral waste tips and land reclamation schemes (which may include the recycling, blending, processing and distribution of substitute and secondary materials), will generally be supported in appropriate locations as part of mineral extraction/reclamation schemes
- the surface coal resource and fireclay and brick clay will be protected from sterilisation from non mineral surface development

All minerals proposals should:

- be of limited duration
- have no unacceptable adverse environmental or amenity impacts
- be subject to high quality and appropriate reclamation and afteruse within a reasonable timescale; and
- result in a net increase in biodiversity and/or geodiversity interests.

- 22.1** This policy forms the strategic approach towards mineral resources and their extraction in Barnsley. It identifies how minerals will be safeguarded and supports the maximisation of secondary aggregates.

22 . Minerals

Aggregates

- 22.2** The Local Plan aims to deliver national objectives and policies for minerals planning. National minerals policy guidance require authorities to contribute to the regional supply of aggregates and provide an adequate and steady supply of other minerals (excluding energy minerals). The Yorkshire and Humber Aggregate Working Party (YHAWP) is responsible for apportioning the requirement for producing aggregate minerals between the 17 sub regions of the Yorkshire and Humber region. Barnsley lies within the South Yorkshire sub region which comprises Barnsley, Doncaster and Rotherham.
- 22.3** However, geological information demonstrates that Barnsley has no mineral resources suitable for use as aggregate minerals. The apportionment for the South Yorkshire sub region will therefore principally be made up from crushed dolomite limestone and sharp sand and gravel from Doncaster borough, with further contributions from Rotherham borough, which also has limestone resource.

Mineral Safeguarding

- 22.4** The NPPF requires that Mineral Safeguarding Areas are identified so that proven resources are not sterilised by non-mineral development whilst not creating a presumption that resources there will be worked. With reference to minerals found in Barnsley borough, the NPPF requires 25 years' worth of reserves of Brick Clay to support actual and proposed investment. The NPPF also states that Mineral Planning Authorities should provide the ability to extract and stock pile if necessary Fireclay so that it remains available for use.
- 22.5** Data from the Coal Authority British Geological Survey indicates that shallow coal (less than 50m overburden) and Fireclay and Brick Clay (minerals commonly associated with coal seams) underlie virtually all the borough. The surface coal resource and fireclay and brick clay will be protected from sterilisation through the Local Plan.
- 22.6** The NPPF requires mineral planning authorities to meet demand for small scale extraction of building stone. Sandstone quarry sites that may be important for local and regional built heritage conservation and for building and roofing stone have not been identified in Barnsley. There has been very little demand for the coal measures sandstone for building in Barnsley in recent years (currently only one small quarry) and the demand is unlikely to increase significantly over the plan period. Should any suitable sandstone resources be identified in the future, consideration will be given to safeguarding them through a review of the Local Plan.
- 22.7** Current safeguarded areas for all minerals will be identified on the Policies Maps which accompany this Local Plan and will be safeguarded from sterilisation from non-minerals development.

22 . Minerals

Mineral Production

- 22.8** Although Barnsley has considerable amounts of mineral resources, there is currently very little demand. There are four permitted clay quarries producing clay for bricks and pipes, and one small sandstone quarry. The main mineral resources in the borough are coal with associated minerals such as brick clay, and fireclay, together with coal measures sandstone which is used as building stone.
- 22.9** The coal measures sandstones have been worked for many years in small scale low output quarries, generally linked to the maintenance of properties, and some settlements are characterised by their stone buildings such as Wombwell and Penistone. Proposals for the extraction of building stone must demonstrate a local need, and must be on a scale which avoids significant environmental and amenity impacts. Such proposals may also result in windfall production of aggregates. However, this is unlikely to be of sufficient quantity to qualify as a contribution towards the subregional aggregate apportionment. Brick clays and Fireclay also underlie the borough but current demand is low and extraction is mainly confined to clays for local brick making and pipe making. For all these minerals extension to existing workings may be more sustainable and economically acceptable than working new sites. Areas of Search for new minerals will be shown on the Proposals Maps which will accompany the Development Sites and Places DPD.

Coal

- 22.10** The Energy White Paper 2007 notes that the UK is likely to remain reliant on fossil fuels for many years but highlights the security and risks of imported fossil fuels. It is expected that coal will still provide 14% power by 2020. The White Paper indicates that we can reduce the dependence by (amongst other things) utilising our remaining coal reserves, and goes on to state that it will continue to play a role in energy generation for the foreseeable future because it brings security of supply benefits. It is important therefore that coal is not sterilised in the borough.
- 22.11** Shallow coal extraction by opencast methods may occur before some other form of development takes place on a site, whether greenfield or during reclamation of a brownfield site. Most former colliery sites have now been reclaimed in the borough but shallow coal extraction can provide an opportunity to work other associated economic minerals, such as fireclay and brick clay. It is also important to avoid unnecessary sterilisation of coal and associated mineral resources by other forms of development where these can be extracted, within a reasonable timescale and in an environmentally acceptable way or where local or community benefits clearly outweigh the likely impacts to justify the grant of planning permission. Proposals must also comply with government guidance (NPPF and NPG). Proposals for coal and related energy products such as the coal gasification, coal mine methane and coal bed methane will be assessed on their merits against all material planning considerations.

On-shore Oil And Gas

22.12 Petroleum exploration licences have been granted in the borough in the past, and there are several sites which are currently extracting coal mine methane as a source of energy. Following the Climate Change Act 2008, the UK Low Carbon Transition Plan (National Strategy for Climate Change and Energy) anticipates an increase in the research and development of new low carbon technologies such as the extraction of coal bed methane and underground coal gasification. Exploration and development of low carbon technologies such as these will be supported where it can be demonstrated that it would be environmentally acceptable in accordance with government guidance (NPPF).

Reclamation

22.13 Proposals for minerals development and other reclamation proposals will only be supported where clear details are provided, including timetable and implementation method, for the reclamation of the site, including restoration and aftercare. In most cases, reclamation of the site will normally be to a mix of agriculture, forestry, nature conservation, suitable outdoor recreation or amenity. Government policy states that Local Plans should promote opportunities to incorporate beneficial biodiversity and geological features within the design of development. It is important that such features are appropriate for the local area as identified by the priorities set out in the Barnsley Local Biodiversity Action Plan and emerging Green Infrastructure Strategy.

Secondary Aggregates

22.14 Government policy seeks to maximise the potential for minerals waste to be used for recycling to produce secondary aggregates or used in site restoration, and local authorities must ensure, as far as practicable, the use of substitute or recycled materials in place of primary materials. In 2009 the Department for Communities and Local Government published revised national and regional guidelines for provision of aggregates in England for the 15 year period 2005 – 2020. Following apportionment the region is expected to produce 133 million tonnes of alternative materials between 2005 and 2020.

22.15 To reduce dependency on the extraction of primary minerals, the efficient use of secondary and recycled materials and substitutes is promoted. The Joint Waste Plan provides a policy framework for proposals outside mineral sites to recycle construction and demolition wastes and recover secondary and recycled aggregates.

22.16 The Minerals Planning Authority will in conjunction with partners in the Yorkshire and Humber Local Aggregates Working Party produce an annual Local Aggregate Assessment to assess and plan the supply of aggregates during the plan period.

22 . Minerals

Unconventional Natural Gas Exploration and Production

- 22.17** Unconventional gas is natural gas which is trapped deep underground by impermeable rocks, such as shale rock or coal beds, and which covers 3 mains types of natural gas resources: shale gas, tight gas and coalbed methane.
- 22.18** Research by the British Geological Survey has indicated that there are significant potential resources of shale gas throughout the UK and particularly so in the north of England. Establishing how much is economically recoverable is still in the early stages, however research suggests that annual UK production of shale gas could be twice that of current annual UK consumption of (conventional) gas and meet Britain's annual gas demand for more than 40 years. The extraction of shale gas relies on fracking. The British Geological Survey indicates that shale gas is likely to be present in shale rock strata throughout Barnsley.
- 22.19** The exploration, appraisal and production of shale gas will require planning permission. National Government is supportive of shale gas exploration and appraisal, subject to all appropriate controls and regulations (including planning permission) being in place. Guidance is set out in Planning Practice and Guidance (Onshore Oil and Gas) 2013. Any proposals for shale gas exploration, appraisal and development would need to comply with this.

Sites with planning permission for mineral extraction

- 22.20** The following sites as shown on the Policies Maps have been allocated as existing sites with planning permission for the extraction of minerals:

Site MIN1 Carlton Main Brick Works Clayburn Road, Grimethorpe

Clay

This consists of the Carlton Main Brickworks which was originally part of the Grimethorpe Colliery complex but is now a separate operation. Clays and shales are extracted from an area to the east of the works to produce bricks, and the plant is a significant local employer.

Site MIN2 Middlecliff Quarry, Lee Lane, Millhouse Green

Clay

The Middlecliff Quarry is made up of two sections. The area which is in operation is 13 hectares and produces an annual clay output of 15,000 tonnes. The maximum depth of the quarry is 20 metres but actual extraction depths vary. The other part of the sites is 3 hectares in size and separated from the operational site by Burnshaw Brook. It is opposite the edge of Crow Edge Village and comprises agricultural fields which also have permission for clay extraction in a phased sequence.

Site MIN3 Stairfoot Quarry, Hanson Brick, Stairfoot Quarry, Wombwell Lane, Stairfoot

Clay

The site area of Stairfoot Quarry is 25 hectares and extends from Wombwell Lane to the rear of St Paul's Parade in Ardsley. Consisting of four separate quarries, planning permission was granted on the 25th November 1993 for the extraction of material and restoration. Clay material is used in the adjacent manufacturing complex. The site includes:

- Yew Tree Quarry (planning permission has expired and restoration has begun)
- Marine Bank Quarry (located within the South East corner of the site and is now mostly exhausted but still operational for water management)
- South Quarry (located to the west of Marine Bank Quarry and north of the clay stockpile area, it has been fully restored following land filling and is now in agricultural management)
- North Quarry (part of this site has now been fully restored following land filling with the remainder restored at low level).

22 . Minerals

Site MIN4 Bankswood Quarry, South Lane, Cawthorne

Clay

Banks Wood Quarry is situated 1.5 km to the southwest of Cawthorne, 1 km to the west of Silkstone and 350 metres to the south of South Lane which runs between Cawthorne and Hoylandswaine.

The quarry is used for clay extraction for the manufacture of vitrified clay pipes and fittings. The surrounding area is farm land. The site operates under three planning permissions with the main permission valid until 2022. This involves the extraction of fireclay, coal and associated materials.

Since 1983, the quarry has been backfilled with inert waste comprising pipes and fittings, works waste, excavation, construction and demolition waste and subsoil and topsoil under a rolling programme of restoration to provide pasture and woodland.

Site MIN5 Hillside Quarry, Cross Lane, Hillside, Thurlstone

Sandstone

With a site area of 0.8 hectares the Hillside Quarry is used for the extraction of sandstone and produces a large portion of the material used in existing buildings in the western side of Barnsley. In addition, material from the quarry is commonly used for extensions and alterations for many of the listed and sensitive properties in the borough. As such the material produced is in high demand.

The land surrounding the site is mostly agricultural. The current planning permission involves the extraction of material, storage and the restoration of the site and will see the extraction of 21,000 tonnes of sandstone.

Site MIN6 Greenley Carr Quarry, Whiteley Road, Dunford

Clay (and possibly sandstone in the future)

The site covers an area of 23 hectares which is located north of Whitley Road. In 2006 the existing 2002 planning permission was amended to allow clay extraction until 2021. Currently 13,000 tonnes of material are permitted to be extracted from the site per annum. Part of the site has already been worked with a planning permission dating back to 1986, however a substantial area of the site remains unworked.

Areas of Search for minerals

22.21 The following areas as shown on the Policies Map have been allocated as an Area of Search for new minerals:

Site MINAS1 Carlton Main Brick Works, Clayburn Road, Grimethorpe, Barnsley

Clay

The future reserves for the brickworks are in the form of the existing area of permission which contains as yet unworked reserves and an adjacent Area of Search. A planning permission granted in 1993 includes the restoration of the quarry and the retention of a geological exposure which forms a Site of Special Scientific Interest within the quarry.

Site MINAS2 – Banks Wood Quarry, South Lane, Cawthorne

Clay

The future reserves for the quarry are in the form of the existing area of permission and an adjacent area of search, which has deemed interest for the extract of Fireclay and associated clay materials.

Policy MIN2 Existing Permitted Reserves and Areas of Search

Proposals for non mineral development within or close to the Existing Permitted Reserves and Areas of Search identified on the Proposals Maps will not be permitted unless it can be demonstrated that the development will not compromise extraction operations or result in sterilisation of resources within these areas.

22.22 The National Planning Policy Framework recognises that minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply to provide the infrastructure, buildings, energy and goods that the country needs. Minerals are a finite resource and we need to ensure that deposits are used in the best way and safeguarded to ensure they are not sterilised by other development. The Policies Map identifies the existing sites with planning permission and areas of search for new minerals which will be safeguarded from inappropriate non-mineral development.

22.23 Safeguarding coal and associated minerals

22 . Minerals

Site MINSG1 - Hillside Quarry, Cross Lane, Hillside, Thurlstone

Sandstone

The proposed safeguarding area is currently subject to a planning application. Minerals from the existing permission area are in high demand and will form a continuing basis for the continuing expansion to meet local and national demand.

- 22.24** Minerals safeguarding is the process whereby the presence of a mineral resource is taken into account in deciding whether a proposed non mineral development should be granted planning permission.
- 22.25** The NPPF requires Local Plans to define Mineral Safeguarding Areas and adopt appropriate policies in order that known locations of specific mineral resources of local and national importance are not needlessly sterilised by non mineral development , whilst not creating a presumption that resources defined will be worked.
- 22.26** Shallow coal, Fireclay and Brick Clay underlie virtually all the borough and it is important that these minerals are safeguarded as far as possible from sterilisation for future working. We will seek to avoid unnecessary sterilisation of coal and associated mineral resources by other forms of development where these can be extracted, within a reasonable timescale and in an environmentally acceptable way or where the local or community benefits clearly outweigh the likely impacts to justify the grant of planning permission.
- 22.27** The safeguarding of resources does not mean that they would necessarily be exploited in all cases, simply that there should be an opportunity to consider exploitation. Resources across Barnsley range from those which justify a high level of protection to those where the future minerals planning situation is so uncertain that little or no protection is justified. The minerals resource situation within an area will not generally be apparent until it is assessed in response to a possible risk of being lost to other development. This means that the approach to safeguarding must be flexible as it will need to deal with a wide range of circumstances.
- 22.28** When considering proposals for surface development, we will use the policy below to strike a reasonable balance between safeguarding mineral resources (not allowing surface development) and allowing surface development (sterilising the mineral resource).

Policy MIN3 Non Mineral Development and Safeguarding Minerals

Other than those proposals identified as exemptions (see supporting text below) all proposals for non mineral development on sites over 2 hectares in size must be accompanied by supporting information demonstrating that mineral resources will not be needlessly sterilised.

The supporting information must include details of a prior extraction scheme (showing that the mineral can be extracted satisfactorily prior to the development taking place), or where this is not considered feasible, evidence that:

- Minerals resources are not present or have already been extracted
- The mineral resource concerned is of poor quality, or no longer of any value or potential value
- The development will not affect the potential for mineral extraction if required in the future
- The prior extraction of minerals is not feasible (due to significant overburden or ground instability issues for example)
- The prior extraction of minerals is not viable (if it would result in abnormal costs or delays which would jeopardise the viability of the development for example)
- There is an overriding need for the development which outweighs the need to safeguard the mineral resource
- The prior extraction of minerals would have unacceptable impacts on neighbouring uses, residential amenity or environmental assets.

22.29 In order to ensure that minor development proposals are not subject to the minerals safeguarding policy above, the following proposals are **exemptions**:

- All householder applications (except for new dwellings)
- Infill development
- Minor development such as walls, gates, accesses, advertisements and shopfronts
- Changes of use
- Amendments to previously approved applications and applications for Reserved Matters relating to an already permitted Outline application
- Certificates of Lawfulness of Existing Use or Development, and Certificates of Lawfulness of Proposed Use or Development
- Applications for works to trees
- Applications for temporary planning permission.

22.30 Where mineral resources underlie the urban areas, they are effectively already sterilised by built development. The spatial strategy focuses development on the built up areas of Urban Barnsley and the Principal Towns. Evidence suggests that prior extraction can occur in developments in urban areas, and that coal, sand and gravel are the main minerals exploited in this way. Whilst there is no sand and gravel in Barnsley, we do have coal,

22 . Minerals

clay and sandstone. Mineral Safeguarding in England Good Practice Advice (2011) acknowledges this and advises that minor developments may be excluded from safeguarding policies.

- 22.31** Given the need to be proportionate in approach to development sites in Barnsley, it would be unreasonable to apply a mineral safeguarding requirement to all sites within the built up areas, for example in relation to householder development. As such, having regard to the size and nature of the site allocations proposed in this Local Plan, the requirement to demonstrate that minerals have not been needlessly sterilised applies only to proposals on sites over 2 hectares in size.
- 22.32** This threshold is based on the general scale of the development being proposed through this DPD and is considered reasonable and proportionate in the context of the site allocations which are proposed. The majority of the housing and employment allocations proposed are on sites which are above 2 hectares in size (and as such under the terms of this policy would require supporting information demonstrating that mineral resources will not be needlessly sterilised as part of any planning application).
- 22.33** On sites above this threshold, applicants must establish through site specific geological survey data what mineral is present, the quality and quantity of the reserve, and the overburden to reserve ratio. Supporting evidence relating to the extent or quality of the mineral resource and geotechnical issues should be prepared by a mineral surveyor or geologist and should be informed by the most up to date mineral resource information available.
- 22.34** Applicants will need to consider the likelihood of the mineral being extracted in the foreseeable future and the reasonable alternative options, which would avoid or minimise sterilising minerals and the reasons why these are less suitable. On the basis of the geological information the most appropriate course of action will be determined. This will vary according to the quality and quantity of the mineral that would be recovered, the practicability of extraction and the environmental impacts of mineral extraction. It should be noted that on sites where there is a need to address mining legacy, the prior extraction of the remaining surface coal can be a more cost effective option to other remediation techniques.
- 22.35** Where the proposed development would result in a potential loss of a mineral resource we will not generally grant planning permission for the development unless the overall planning benefits of the proposed development outweigh the potential loss of the mineral resource.
- 22.36** It should be noted that where prior extraction is deemed appropriate, separate planning applications will be required for mineral extraction and the non minerals development.
- 22.37** The National Planning Policy Framework sets out the government's approach to facilitating the sustainable use of minerals and additional guidance is set out in the Technical Guidance to the National Planning Policy Framework. Core Strategy Policy CSP38 sets out our

22 . Minerals

strategic Minerals policy and deals with minerals proposals in the final section. The final section of this policy requires all minerals proposals to amongst other things 'have no unacceptable adverse environmental or amenity impacts'. In accordance with this and paragraph 143 of the NPPF, planning applications for mineral extraction will be subject to the following policy:

Policy MIN4 Mineral Extraction

Proposals for mineral extraction must not have unacceptable adverse impacts on the natural and historic environment or on human health including those from:

- Noise
- Dust
- Visual intrusion
- Traffic
- Tip and quarry slope stability
- Differential settlement of quarry backfill
- Mining subsidence
- Increased flood risk
- Impacts on the flow and quantity of surface and groundwater; and
- Migration of contamination from the site.

Proposals must also take into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in the a locality.

- 22.38** Minerals can only be worked where they exist, and although considered to be a temporary use of land, mineral operations can be long lived. It is therefore important to ensure that an acceptable balance is maintained between the need for mineral extraction, and protecting the environment and residential amenities.
- 22.39** In accordance with the Technical Guidance to the NPPF where appropriate we will require the submission of a dust assessment to ensure that dust emissions are controlled, mitigated or removed at source. We may also require a noise emissions assessment and will recognise that some noisy short term activities may be unavoidable to facilitate minerals extraction. Applicants will also need to address slope stability in line with this Technical Guidance.
- 22.40** We will impose planning conditions and legal agreements where appropriate to ensure these environmental criteria are met. A programme of work will also need to be agreed which must take account, as far as is practicable, of the potential impacts on the local community over the expected duration of operations. For larger or more complex applications, there may also be a need for an application to be submitted with an Environmental Statement.

22 . Minerals

- 22.41** Where appropriate we will encourage and support the establishment of community liaison groups to help monitor, appraise, and resolve operational matters associated with mineral extraction sites throughout the life of the development.

These allocations/policies supersede the following Saved Unitary Development Plan Policies:

Part 1

M9A Environment restoration

M9B Working and restoration

M9C Working and restoration

M9D Plant and ancillary buildings

M9H Oil and gas exploration and production

M9K Liaison and enforcement

M9L Liaison and enforcement

M11 Agricultural land

Part 2

BA37, BA38

NE21, NE22

WW26

PE21, PE22

WR24, WR25

23 . Contaminated Land and Pollution

The Challenge

- Effectively dealing with contamination the majority of which dates back to the 19th century and early 20th century
- Ensuring that new development does not have, and is not at risk from a negative environmental effect

The Current Position

- Barnsley's industrial heritage means that there are areas which are potentially affected by contamination from coal mining and industry. The ground around these sites can contain substances which, in some circumstances, can present a risk to people and the natural environment
- The control of pollution is governed by Planning and Environmental Health laws. Various regulatory authorities have a role in controlling pollution, including the Environment Agency

Policy Solutions

- Ensuring planning applications are accompanied by sufficient information regarding contaminated land to show that the development can go ahead safely
- Controlling potentially polluting development and protecting new development from pollution

23 . Contaminated Land and Pollution

Policy CL1 Contaminated and Unstable Land

Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:

- shows that investigations have been carried out to work out the nature and extent of contamination or stability issues and the possible effect it may have on the development and its future users, the natural and historic environment; and
- sets out detailed measures to allow the development to go ahead safely, including, as appropriate:
 - removing the contamination;
 - treating the contamination;
 - protecting or separating the development from the effects of the contamination; and
 - addressing land stability issues resulting from former coal mining activities.

Where measures are needed to allow the development to go ahead safely, these will be required as a condition of any planning permission.

- 23.1** Planning Policy Statement 23 Planning and Pollution Control recognises that contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities.
- 23.2** Proposals for uses on land which is known or suspected to be contaminated, or for uses which would be particularly vulnerable in terms of exposure to contamination (such as housing with gardens) must be supported by sufficient information to enable the possible contamination risks to be fully assessed. It is then essential that measures are put in place which allow the development to go ahead safely.
- 23.3** We will prepare a Supplementary Planning Document to provide more information about how we will apply this policy.

23 . Contaminated Land and Pollution

Policy Poll1 Pollution Control and Protection

Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

- 23.4** An important consideration in the planning process is the precautionary principle. Where there is significant risk of damage to the environment planning and pollution controls will take into account the need to prevent or limit harm, even where there is no definite scientific knowledge.
- 23.5** Noise and vibration can be a serious cause of nuisance. Planning cannot control the noise or vibration from existing development. However it can try to make sure that new noise-sensitive development such as housing and schools is not close to existing sources of noise, including industrial uses and noise created by vehicles and other forms of transport. It can also make sure that potential noise creating uses, including industrial processes or some recreational activities, are not in places where they would be likely to cause nuisance. In particular we will prepare a Supplementary Planning Document to provide further guidance on how we will deal with hot food takeaways.
- 23.6** We will not allow development that could damage the quality of surface water and ground water. We will consult the Environment Agency on these issues.

23 . Contaminated Land and Pollution

Policy AQ1 Development in Air Quality Management Areas

Development which impacts on areas sensitive to air pollution ⁽¹⁷⁾ in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), taking into account any suitable and proportionate mitigation required for the development.

We will only allow residential development which impacts on areas sensitive to air pollution, where the developer provides an assessment that shows living conditions will be acceptable for future residents, subject to any required mitigation.

We will only allow development which impacts on areas sensitive to air pollution which could cause more air pollution, where the developer provides an assessment that shows there will not be a significantly harmful effect on air quality, subject to any required mitigation.

Furthermore, development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation relative to the increased traffic emissions generated by the development. ⁽¹⁸⁾

- 23.7** There is an increasing recognition that air pollution can be a cause of serious health problems, such as respiratory illnesses. Air pollution can take the form of released gases, such as oxides of nitrogen, and fine dust mainly as a result of industrial processes, or smells. As the Environmental Health Authority, the council has an important role in controlling air quality, and must carry out regular reviews of air quality in its area, and assess the present and future quality against legal air-quality standards. If the aims are not likely to be achieved, it must name an air quality management area and then make an action plan for improvements in air quality in that area.
- 23.8** We will not normally allow new residential development in air quality management areas. This is to make sure that all residents have satisfactory living conditions. In some circumstances, it may be possible for a housing development to go ahead in an air quality

17 Areas sensitive to air pollution include (but are not limited to) the Borough's air quality management areas; "exceedence" areas within the Borough derived from the national assessment of air pollution by defra and reported to the European Union; and housing within 20 metres of roads > 10k AADT (as defined within the Barnsley MBC Air Quality and Emissions Technical Planning Guidance document)

18 Such areas sensitive to traffic emissions are defined within the Barnsley MBC Air Quality and Emissions Technical Planning Guidance, Section 5, Air Quality and Emissions Mitigation Assessment
(<https://www.barnsley.gov.uk/services/environment-and-planning/pollution/air-quality>)

23 . Contaminated Land and Pollution

management area as long as the developer can show that there will be no harmful effects to the health and living conditions of future residents or that mitigation measures can be successfully used to address these effects.

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24 . Utilities

- 24.1** The National Planning Policy Framework requires local planning authorities to work with other authorities and providers to assess the quality and capacity of all types of infrastructure including utilities, and its ability to meet the forecast demands. The responsibility and resources to provide services rests with the utilities companies, however, we must make sure that we co-ordinate the development of an effective network of services with existing and proposed development. We will support new services development, and will work with operators to make sure that any proposed development is well positioned and designed.

Policy UT1 Hazardous Substances

We will not allow development within the defined hazardous substances consultation distances if it would result in an unacceptable risk to public health and safety, or to residential and other sensitive land uses.

- 24.2** Certain industries and processes involve making, using or storing products which may be dangerous. Sites where these industries and processes take place, and certain pipelines are known as 'notifiable installations'.
- 24.3** The siting of such installations is controlled by The Planning (Hazardous Substances) (Amendment) (England) Regulations 2009 which aims to keep these separated from housing and other sensitive land uses. In accordance with Department of the Environment, Transport and Regions circular 04/2000 we will consult the Health and Safety Executive (HSE) about the siting of any proposed notifiable installations. Proposals for development involving hazardous substances will only be permitted where there is no unacceptable risk to public health and safety and in accordance with the General Development Policy GD1.
- 24.4** Whilst they are subject to controls under health and safety legislation, we will also control the kinds of development permitted in the vicinity of these installations. We have maps showing the consultation distances for them and will consult the HSE on any proposed development in these areas so that we can determine what the risks are to the proposed development. Because these consultation distances are subject to regular review they are not shown on the Proposals Maps.

Policy UT2 Utilities Safeguarding

Existing services and utilities including major pipelines, transmission lines, distribution mains, sewerage and sewage treatment works, land drainage systems and water resources, together with associated equipment, installations and operational land, will be protected from development that will detrimentally affect them.

- 24.5** The extensive existing infrastructure which serves the borough requires protection to ensure the utilities companies can manage and maintain their networks and installations. We will make sure that the existing network of services is protected from development that would detrimentally affect the way it works and will impose conditions on planning permissions as necessary.

The following Saved Unitary Development Plan Policies are superseded:

Part 1

UTL3 general safeguarding

Part 2

BA36

25 . Community Infrastructure

The Challenge

- Meeting the additional demand on existing infrastructure, services and facilities which development brings
- Ensuring development improves existing infrastructure or puts in place new infrastructure to ensure sustainable communities
- Investing in education and skills to support the development of the economy and increase educational attainment

The Current Position

- UDP policies, SPGs and PANs which require contributions from developers for green space, education facilities and affordable housing
- The Education Sites Development Plan Document has been adopted and forms part of the statutory development plan for Barnsley

Policy Solutions

- Developing an Infrastructure Delivery Plan
- Providing clear guidance to developers on what is expected of them with regard to community infrastructure
- Allocating land for schools
- Protecting Community uses
- Preparing an SPD

Policy I1 Infrastructure and Planning Obligations

Development must be supported by appropriate physical, social, economic and communications infrastructure, including provision for broadband.

Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.

Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations.

Where appropriate, pooled contributions will be used to facilitate delivery of the necessary infrastructure.

- 25.1** It is important to ensure that development is adequately supported by appropriate infrastructure, whether existing or new. New development should not overburden existing infrastructure. Where new development creates a need for new or improved infrastructure,

25 . Community Infrastructure

developer contributions will be sought to make the development acceptable in planning terms. In some cases the cumulative impact of applications may be considered when assessing infrastructure requirements. There is increasing recognition that the community can benefit through the granting of planning permission. New development will create additional demands on existing infrastructure and where spare capacity may not exist, there will be a need for new infrastructure to ensure it functions satisfactorily.

25.2 There are three main types of infrastructure which are:

- social infrastructure - needed to meet the day to day needs of the population such as schools and community facilities
- physical Infrastructure – needed to enable the borough to function in a sustainable way such as transport, utilities and Green Infrastructure.
- economic infrastructure - needed to support economic regeneration

25.3 There are many examples of infrastructure. These include a need for new or improved provision of roads and other services, public transport, Green Infrastructure, recreation and open space facilities and infrastructure that will make Barnsley a better place such as public realm improvements, educational accommodation, affordable housing and also adequate community facilities. Investment may also be required to ensure the local economic infrastructure can accommodate the new development including shopping facilities and the availability of suitably skilled labour to support economic regeneration. New forms of infrastructure are also relevant including communications technology, it is particularly important to ensure provision for Superfast Broadband.

25.4 It may be necessary to consider the cumulative effect of a number of developments such that developers may be required to contribute jointly towards necessary infrastructure. All new development should therefore make appropriate provision to contribute towards offsetting the additional pressures it has created whether this is through on or off site provision of facilities or financial contributions. Developers will need to demonstrate that adequate capacity either exists, or that provision will be made to meet the necessary infrastructure requirements within an appropriate timescale.

25.5 We will work with infrastructure providers, partners and agencies to establish infrastructure needs and ensure that infrastructure necessary for growth is programmed and deliverable. The infrastructure required to achieve the spatial strategy for the borough will be set out in an Infrastructure Delivery Plan which will set out existing infrastructure, infrastructure funding committed or awaiting confirmation and future infrastructure requirements.

25.6 Developer contributions will be sought for infrastructure and anything considered necessary to make a development acceptable. We will consider whether these will be sought via planning obligations or through the forthcoming Community Infrastructure Levy. The specific requirements, type of contribution and how it will be secured will be determined through negotiation with the Local Planning Authority working in partnership with the appropriate public, private and voluntary agencies.

25 . Community Infrastructure

Policy I2 Educational Facilities and Community Uses

We will support the provision of schools, educational facilities and other community facilities.

The sites allocated for Advanced Learning Centres in the Education Sites DPD will be safeguarded for such purposes.

New schools, educational facilities and community uses should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport.

Such uses will be protected from development unless it can be demonstrated that the sites and premises are no longer required by the existing use or an alternative community use.

- 25.7** One of the borough's ambitions is to invest in education and skills to support the development of the economy and increase educational attainment. It is important that everyone has access to a good education. We will support the Remaking Learning agenda, the Building Schools for the Future Programme and future education initiatives.
- 25.8** The Barnsley Education Sites Development Plan Document has been adopted by the council and forms part of the statutory development plan. The DPD is part of the council's 'Remaking Learning' initiative which is a major investment programme to develop nine new Advanced Learning Centres (ALCs) across the borough. Six of the ALCs will be built on existing school sites but three of the centres require new sites. The Education Sites DPD allocates these new sites for ALC development and sets out the mitigation issues that will need to be addressed as a result of their construction.
- 25.9** If local schools do not have enough places for children resulting from new housing development, developer contributions may be sought to ensure enough school places are provided before the development goes ahead, under policy I1.
- 25.10** Buildings and space for community use are important if we are to create sustainable communities where people want to live. The opportunity to take part in community life can help to engender community pride and spirit. Therefore community facilities will be protected where possible.

27 . Monitoring and Indicators

- 27.1** The Local Plan policies must have clear arrangements for monitoring and reporting to ensure they continue to remain effective in their implementation. Individual policies will be monitored against the measures below. This will allow us to assess their effectiveness and identify any changes required in future reviews of the Local Plan.
- 27.2** The consultation document will contain a list of monitoring indicators.

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1 . Glossary

Term	Abbreviation	Meaning
Ancillary uses		A use which forms a small part of a larger use. For example, a factory may include a small shop selling things made in the factory. The shop is ancillary to the main use of the site as a factory.
Biodiversity		The variety of plant and animal life found in an ecosystem and the variation in their genetic makeup. Biodiversity is a measure of the health of an ecosystem, with healthy ecosystems having greater variety and variation in plant and animal life than unhealthy ones.
Biodiversity Action Plan	BAP	A plan which sets out proposals to protect and improve the places where trees, plants, animals and insects live.
Biomass		Biomass in ecology, is the mass of living biological organisms in a given area or ecosystem at a given time. Biomass can also refer to a renewable energy source or biological material derived from living, or recently living organisms. Biomass is commonly plant matter grown to generate electricity or produce heat but can also include plant or animal matter used for production of fibres or chemicals. It excludes organic materials such as fossil fuels which have been transformed by geological processes into substances such as coal or petroleum.
Community Infrastructure Levy	CIL	Was introduced in the Planning Bill in 2007 and empowers local authorities to make charges on new developments to help finance the infrastructure needed to support growth.
Comparison goods		Things we buy which are not food and which are not bought every day or every week. Examples include clothes, furniture, computers and cars.
Comparison shops		Shops selling goods which are not food and which are not bought every day or every week. Clothes and furniture shops are comparison shops.
Consultation		A process by which people and organisations are asked their views about planning decisions, including the Local Plan. The terms involvement and participation are also used and mean the same thing.

1 . Glossary

Term	Abbreviation	Meaning
Core Cities		The 'major centres of business and wealth creation that in turn power the economy of the surrounding region. They sit at the heart of travel networks, surrounded by towns and rural areas that are economically dependent on each other and across which people travel to and from work; functional economic areas that have developed city region partnerships to work across boundaries'. (Core Cities Group www.corecities.com). They include Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield.
Decentralised Energy		Energy that is locally generated, produced close to where it will be used, rather than at a large plant elsewhere and sent through the national grid
Deliverability		The likelihood of a proposal (for example, a housing site) happening. The things that affect deliverability are the cost of developing a site, how desirable the area in which the site is, and the availability of funding.
Density		Density is the number of houses in a given area. In the Local Plan it is used mainly in relation to housing.
Designations		Policies and proposals which are shown on the policies map. This can, for example, include sites specifically proposed for development such as housing. It can also include sites where new development is limited, for example, areas which are Green Belt.
Development Plan Document	DPD	A document that will form part of our Statutory Development Plan which is used to make decisions on proposals for development. In Barnsley, DPDs are the equivalent of the old Unitary Development Plan (UDP). Most DPDs include policies and proposals which apply to specific areas or sites, these are shown on the Policies Map. Once adopted the Local Plan, together with the Joint Waste Plan, will be the statutory development plan for Barnsley.
Employment allocations		Sites specifically set aside for employment development. Employment in this context mainly refers to industry, storage and distribution, but can include other uses.

1 . Glossary

Term	Abbreviation	Meaning
End users		Provided for employment development. An end user is a business which is based on the site. It is used to make a distinction between the developer who has got the site ready for development (that is, by putting in roads and services).
Environmental Impact Assessment	EIA	By law, some planning applications for larger development need to be accompanied by a detailed document which looks at the effects the proposal will have on wildlife, water quality, air quality and living conditions.
Energy Hierarchy		A classification of the options for the energy use and production which prioritises those systems which are more sustainable and will reduce carbon dioxide emissions. The priorities in order are energy efficiency - renewable - low carbon and decentralised resources
Examination or Examination in Public	EIP	An independent process where formal objections to a DPD made at Submission stage are considered by a government inspector. The Examination itself will be run by a government inspector. Many objections to DPDs will be considered through written comments made by the objector and the council. However, objectors have a right to make their case in person at the Examination if they choose.
Farm diversification		This is where a farm is used for other things as well as agriculture. Bed-and-breakfast accommodation is an example of this.
Footprint		The amount of land a development takes up. The footprint of a building is the amount of land it takes up.
Green Belt		A policy or land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or adjacent to urban areas.
Green Infrastructure	GI	Strategic infrastructure made up of a network of connected, multi-functional green spaces throughout the borough.
Green Space		'Green' open areas. They include village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, wildlife areas, recreation grounds, sports pitches and parks.

1 . Glossary

Term	Abbreviation	Meaning
Hazardous substances consultation zones		By law, the Health and Safety Executive must keep lists of certain potentially dangerous materials. These are usually materials used in industry. We will assess any new development planned in the area near to where these materials are stored. This area is known as a consultation zone. The list of hazardous substances is kept by the Health and Safety Executive, which is part of national government.
Infill development		Development that goes in the gaps between existing buildings. It is usually small in scale. An infill housing development will usually include one to 10 houses.
Inspector's report		A report produced by the Planning Inspector following the examination. This sets out the inspector's conclusions on the issues considered at the examination. The report will tell us if the DPD needs to be changed as a result and in what way. We must accept the conclusions of the report and act on them.
Local Plan		A document which will be used to make decisions on proposals for development over the next 19 years or so.
Local Development Scheme	LDS	A document which sets out the documents we plan to produce as part of our development plan and the timescales for preparing them, including public consultation.
Low carbon energy		Low carbon energy is associated with a lower carbon output than traditional fossil fuels. Examples include district heating or combined heat and power (using the heat generated from other processes) and air or ground source heat pumps
National Planning Policy Framework	NPPF	A document produced by Central Government which sets out national planning policy. This is als
Planning and Compulsory Purchase Act	The Act	The legal basis for the planning system, including the Local Plan.
Planning Inspectorate	PINS	A government organisation which makes decisions about the policies and proposals in DPDs through a formal Examination. The inspectorate are a neutral organisation who make decisions where people and organisations do not agree with us. They also check whether our proposals are in line with national policy.

1 . Glossary

Term	Abbreviation	Meaning
Planning obligation		A legal agreement between us and a developer which is needed before a development can go ahead. It will usually deal with things that need to happen away from the development site, including improvements to roads and open spaces.
Planning Policy Statements/ Planning Policy Guidance	PPS PPG	National statements of planning policy prepared by the government and which councils are expected to take into account when preparing LDFs. Planning Policy Guidance notes are being replaced by Planning Policy Statements.
Policies Map		A plan which shows policies and proposals for specific sites and locations. These are shown on an Ordnance Survey map.
Regeneration		Doing things that will make an area a better place to live and work in.
Regional Spatial Strategy		A document which sets out a planning framework for Yorkshire and the Humber. This has now been abolished by Central Government.
Regulations		Legal documents prepared by the government. They provide detailed information about how Acts should be applied.
Renewable Energy		Is a natural source of energy that is not depleted when used, including wind, water and solar. Renewable energy production includes the use of wind turbines, solar panels (on houses/ other buildings or in commercial energy 'farms') and hydro-electric installations to harness the energy from running water.
River corridor		A river and its immediate surroundings. A river corridor tends to be smaller in width than a river valley which can be several miles wide.
Safeguarded land		This is land which is allocated in case it is needed for development in the long term. It is not available for development in the short term and the need to develop safeguarded land will be considered when the Local Plan is reviewed
Saved Policies		The Act allows the policies and proposals in the current UDP to continue to be used to make decisions on development proposals until the UDP is replaced by DPDs. This process is known as 'saving'.

1 . Glossary

Term	Abbreviation	Meaning
Secretary of State	SoS	The Minister in central government who is in charge of a particular area of activity.
Sequential approach		Considering options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at sites outside the centre. The same approach is applied to finding land for housing.
Settlement hierarchy		A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about new development.
Social inclusion		Making sure that everyone has access to services and opportunities no matter what their background or income.
Soundness		At the examination, the inspector must assess whether the DPD is 'sound'. This includes assessing whether the DPD has been prepared in the right way using the right procedures and if it is broadly in line with national planning guidance.
Spatial planning		Spatial planning is about deciding how much development there should be and where it should go.
Statement of Community Involvement	SCI	A document which explains how we plan to involve people and organisations in decisions on the Local Plan and planning applications.
Statutory		Something that is directly needed by law, usually by a government act or regulation.
Strategic bus corridors		Bus routes with frequent and regular bus services.
Strategic Environmental Assessment		Part of the sustainability appraisal specifically covering the effect on the environment.
Strategic highways/ Strategic highway network		The main roads in the borough connecting towns and villages.
Submission		The point at which the DPD is formally sent to the Secretary of State.

1 . Glossary

Term	Abbreviation	Meaning
Supplementary Planning Document	SPD	A document which helps explain how policies and proposals in DPDs will be applied. An example of this would be a document that sets out detailed requirements or guidance about building design.
Threshold		The minimum size of development to which a policy applies. For example, housing developments above a particular size may have to include some public open space. Developments below a certain size will not need to provide public open space.
Topography		The form and structure of the surface of the land including the man made and natural physical surface features of an area such as lakes, mountains, hills, and valleys.
Viability		The property of being viable, the ability to succeed or to be achievable in a practical and useful way.
Watercourses		Streams, rivers and drains which channel rainwater.
Water Framework Directive	WFD	This European Directive, together with emerging River Basin Management Plans, looks at integrated management of water resources, taking account of abstraction, water quality and flooding.

2 . Housing Trajectory

Housing Completions 2014 - 2033 (Net)

The consultation document will contain a revised housing trajectory

DRAFT

3 . Supplementary Planning Documents

Supplementary Planning Documents

3.1 Below is an indicative list of the Supplementary Planning Documents (SPDs) we are considering producing. This list is not exhaustive and an up to date list of documents will be available on our website, together with a programme setting out timescales for production. Some topics may be combined in single SPDs. Some of these SPDs may be based on existing Supplementary Planning Guidance.

- Parking
- Affordable Housing
- Hot food takeaways
- Planning Obligations
- Green Space Provision
- Biodiversity and Geodiversity
- Renewable Energy
- Contaminated Land
- Trees and hedgerows
- Landscape character
- House extensions
- Designing out crime
- Advertisements
- Shopfront Design
- Designing New Housing Development
- Buildings and Residential Amenity

4 . Evidence Base

Evidence Base

National

- National Planning Policy Framework 2012
- Planning Practice Guidance
- MPG Coal Mining and Colliery Soil
- Planning and Minerals Practice Guide
- Revised national and regional guidance for the provision of aggregates in England for the 16 year period 2000-2016
- Designing Gypsy and Traveller Sites a good practice guide
- Planning Policy for Traveller Sites 2012
- Flood and Water Management Act 2010
- Network Rail Yorkshire and Humber Route Utilisation strategy
- High Speed 2 Consultation Eastern Leg
- By Design – Design in the Planning System
- CIL regulations 2014
- The Coal Authority Plan Yorkshire and Humber Regional Surface Coal Resource Areas 1:300,000 2008
- Good Practice Guide on Planning for Tourism
- Code for Sustainable Homes
- BREEAM and Planning
- BREEAM in Use
- English Heritage Guidance on Conservation Area Appraisals
- English Heritage Guidance on the Management of Conservation Areas
- English Heritage Heritage at Risk Register 2010: Yorkshire & the Humber
- Building for Life – Delivering Great Places to Live

City Regions/ Regional/ Sub regional

- Leeds City Region Strategic Economic Plan
- Sheffield City Region Economic Plan
- Sheffield City Region Common Approach to Green Belt Review
- Gypsy and Traveller Accommodation Needs Assessment update 2011
- South Yorkshire Rail Strategy and Delivery Plan
- Sheffield City Region Transport Strategy 2011-2026
- Sheffield City Region Growth Plan 2014
- Leeds City Region Common Approach to Objectively Assessed Housing Need
- British Geological Survey South Yorkshire Mineral Resources Map 1:100,000 2006
- South Yorkshire Residential Design Guide
- Leeds City Region Green Infrastructure Strategy

4 . Evidence Base

Local

- Green Belt Review, Arups 2014
- Strategic Housing Market Assessment, Arc4 2014
- Demographic Analysis & Forecasts Assumptions, Methodology & Scenario Results, Edge Analytics, 2014
- Strategic Housing Land Availability Assessment, Peter Brett Associates 2013
- Employment Land Review 2010
- Draft Employment Land Review 2014
- Barnsley Healthy Weight Strategy
- Barnsley Air Quality Management Plan
- Barnsley Cycling Strategy
- Draft Infrastructure Delivery Plan
- Market Assessment of LDF Site Viability Report, Peter Brett Associates 2013
- Review of Employment Policy Areas, Bennell Investments, 2013
- Industrial/ Logistics Market Review Supply and Demand Report, CPP 2014
- Goldthorpe Masterplan 2011
- Barnsley Town Centre Public Spaces Strategy
- BMBC 11 Barnsley Buildings Heights Study
- Barnsley Economic Strategy and Economic Plan March 2012
- Jobs and Business Plan 2014-2017
- Jobs and Business Plan, 2014
- Housing Strategy, 2014
- Barnsley Settlement Assessment & Barnsley's Settlement Assessment 2007 Update
- Affordable Housing Viability Study, 2014
- Town Centre Retail Study, England and Lyle 2014
- Barnsley Smaller Centres Study
- British Geological Survey Barnsley Mineral Resources Dataset 2009 (Barnsley Mineral Resource Map IDA: 177350 IPR/117-222DW)
- Remaking Barnsley Strategic Development Framework 2003-2033
- Biodiversity Action Plan second edition 2008-2012

5 . Viability Assessments

Viability Assessments

How the Council will assess viability appraisals

- 5.1** The Council will seek contributions for various issues as set out in the policies of this draft Local Plan.
- 5.2** Where it can be demonstrated that these requirements would prevent the delivery of a viable scheme or not be consistent with the viability of the development, the precise level of provision will be negotiated, based on a viability assessment. Any viability assessment shall be carried out at the expense of the applicant, according to the principles set out below:
- 5.3** The applicant will raise any viability issues with the Council during the pre-application stage. If a third party appraisal is required the applicant, the Council and the third party consultant will meet to scope the details of the appraisal.
- 5.4** An “open book” approach is required, whereby development finances and their underlying assumptions are subject to appraisal in order to support a claim.
- 5.5** At the very least the applicant will need to provide evidence for the following items:
- Projected Gross Development Value (GDV) (e.g. rents, prices, yields; discounted values)
 - Construction costs and programme (e.g. £/m², unit size (m²), build period)
 - Finance, fees and all other associated costs (e.g. rate of interest, fee rates, lump sums)
 - Gross Profit margins (e.g. % on costs; % of GDV)
 - Residual Land Value (i.e. the budget to buy the land) or Land Price (if already purchased)
- 5.6** The Council acknowledges that, in certain circumstances, a development may not be able to address all of the required planning obligations without the overall scheme becoming unviable. If an applicant considers that this is the case, then an assessment of development viability can be conducted but at their own cost. If the applicant and the Council agree that a development appraisal will be a basis for discussions, a model and its inputs will be made known to both parties. When an applicant provides their own model or a third party model, it should be in a format that enables the Council to interrogate its underlying structure and assumptions.

5 . Viability Assessments

- 5.7** Abnormal costs should be reflected in the price paid for the site. Demolition of existing structures, site clearance and decontamination costs should be reflected in the land value. In the event that the Council has further questions, the applicant will provide supporting evidence. This could include Building Cost Information Service [BCIS], SPON's Architects' and Builders'
- 5.8** Price Book or Valuation Office Agency [VOA] data and local market transactions. The starting point for any discussion should be based on a model that illustrates a development's viability in the light of the Council's existing policies with regard to affordable housing and the Council's planning obligation requirements. Further satisfactory evidence may be required.
- 5.9** In the event that the initial appraisal finds the site unviable, the next step is for the applicant and the Council to use the appraisal model to discuss solutions for delivering a viable scheme such as phased payments. A cash flow model may help in assessing this.