

MEETING:	Cabinet
DATE:	Wednesday, 5 October 2016
TIME:	10.00 am
VENUE:	Reception Room, Barnsley Town Hall

AGENDA

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 21st September, 2016 (Cab.5.10.2016/3)
(Pages 3 - 6)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.5.10.2016/4) (Pages 7 - 8)

Petitions

5. Petitions received under Standing Order 44 (Cab.5.10.2016/5)

Items for Decision/Recommendation to Council

Communities Spokesperson

6. Re-Modelling Customer Services - Community Engagement (Cab.5.10.2016/6)
(Pages 9 - 40)

Place Spokesperson

7. CIL Draft Charging Schedule (Cab.5.10.2016/7) (Pages 41 - 272)
8. Longcar Housing Development (Cab.5.10.2016/8) (To Follow)

People (Safeguarding) Spokesperson

9. HMIP Inspection of Barnsley Youth Offending Team (Cab.5.10.2016/9) (Pages 273 - 282)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner, Howard, Miller and Platts

Cabinet Support Members:

Councillors Cherryholme, Franklin, David Griffin, Lamb, Mitchell and Saunders

Chair of Overview and Scrutiny Committee
Chair of Audit Committee

Diana Terris, Chief Executive
Rachel Dickinson, Executive Director People
Matt Gladstone, Executive Director Place
Wendy Lowder, Interim Executive Director Communities
Julia Burrows, Director Public Health
Frances Foster, Director Finance, Assets and Information Services
Julia Bell, Director Human Resources, Performance and Communications
Andrew Frosdick, Director Legal and Governance
Katie Rogers, Communications and Marketing Business Partner
Anna Morley, Scrutiny Officer
Ian Turner, Service Director, Council Governance

Corporate Communications and Marketing
Labour Group Room – 1 copy

Please contact Ian Turner on 01226 773421 or email governance@barnsley.gov.uk

Tuesday, 27 September 2016



MEETING:	Cabinet
DATE:	Wednesday, 21 September 2016
TIME:	10.00 am
VENUE:	Reception Room, Barnsley Town Hall

MINUTES

Present Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner, Howard, Miller and Platts

Members in Attendance: Councillors Franklin, David Griffin, Lamb, Mitchell, Sheard and Shepherd

77. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

78. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 7th September, 2016 had been called in.

79. Minutes of the previous meeting held on 7th September, 2016 (Cab.21.9.2016/3)

The minutes of the meeting held on 7th September, 2016 were taken as read and signed by the Chair as a correct record.

80. Decisions of Cabinet Spokespersons (Cab.21.9.2016/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 9th September, 2016 were noted.

81. Petitions received under Standing Order 44 (Cab.21.9.2016/5)

It was reported that no petitions had been received under Standing Order 44.

Leader/Corporate Services Spokesperson

82. Service and Financial Planning 2017/18 - 2019/2020 (Cab.21.9.2016/6)

RESOLVED:-

- (i) that the Future Council 2020 report, at Section 1 of the report now submitted, giving an update on progress of the Future Council Strategy and the planned change, improvement and growth to a sustainable Future Council be noted;
- (ii) that the Efficiency Plan 2020 at Section 2 and its submission to the DCLG be agreed;
- (iii) that the Financial Planning for 2020 report including the Medium Term Forecast at Section 3 of the report be noted;

- (iv) that the current Future Council proposals included at Section 4 be noted and the Director of HR, Performance and Communications be authorised to take appropriate action in relation to them;
- (v) that SMT be requested to identify further potential proposals to close the remaining gaps for consideration as part of the Service and Financial Planning process;
- (vi) that the outcomes from the ongoing consultations and equality impact assessments on all proposals be reported back to inform any future decisions; and
- (vii) that further consideration be given to the implementation of proposals at the Budget Council on 23rd February, 2017, where final decisions will be taken.

People (Safeguarding) Spokesperson

83. Commissioning of the Young People's Substance Misuse Service 2016-19 (Cab.21.9.2016/7)

RESOLVED that approval be given to the award of a contract to Lifeline Projects Ltd for the provision of a Young People's Substance Misuse Service, in Barnsley for a period of up to 3 years, commencing on 1st October, 2016, at a value of £1,020,000, as detailed in the report now submitted.

Place Spokesperson

84. Licensing Act 2003 - Statement of Licensing Policy Consultation (Cab.21.9.2016/8)

RESOLVED that the draft Licensing Act Statement of Licensing Policy 2016 be received as far as Cabinet is concerned and be referred to Statutory Licensing Committee for consideration prior to public consultation.

85. Air Quality Action Plan (Cab.21.9.2016/9)

RESOLVED that the production of the revised Air Quality Action Plan and actions contained within, as detailed in the report now submitted be noted, and authorisation be given for the Plan to go forward to formal consultation and further discussion, including stakeholders external to the Council.

Cabinet Spokesperson without Portfolio

86. Appointments to Outside Bodies - Shaw Lands Trust (Cab.21.09.2016/10)

RECOMMENDED TO COUNCIL ON 29TH SEPTEMBER, 2016 that approval be given to the appointment of two representatives as Trustees to the Shaw Lands Trust for a three year term.

(Note: The above item was accepted by the Chair as an urgent item in view of the need to make appointments before the next meeting of the Trust.)

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Chair

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BARNSELY METROPOLITAN BOROUGH COUNCIL

CABINET SPOKESPERSONS' DECISIONS

Schedule of Decisions taken for week ending 16th September, 2016

<u>Cabinet Spokesperson</u>	<u>Item</u>	<u>Decisions</u>	<u>Contact Officer</u>
1. Leader	Responsibility for Executive Functions – Reallocation of Delegated Powers	<p>(i) that the Service Director Stronger, Safer and Healthier Communities be authorised to exercise the powers and functions of the Council under the Public Health Acts 1936 and 1961 and the Prevention of Damage by Pests Act 1949 and these be added to the list of legislation under paragraph C.13(d) of the Responsibility for Executive Functions (Officer Delegations);</p> <p>(ii) that the proper officer function of the Head of Planning and Building Control under Section 78 of the Building Act be transferred from the Non-Executive to the Executive Officer delegations;</p> <p>(iii) that the Head of Planning and Building Control be authorised to exercise the powers and functions of the Council under Section 77 of the Building Act 1984 in respect of dangerous buildings; and</p> <p>(iv) that the Director of Legal and Governance be authorised to apply to the Magistrates' Court for the permanent closure of highways under Section 116 of the Highways Act 1980, in consultation with the Head of Highways, Engineering and Transportation and relevant local members.</p>	A. Frosdick Tel. 773001

<u>Cabinet Spokesperson</u>	<u>Item</u>	<u>Decisions</u>	<u>Contact Officer</u>
2. Place	Oaks Colliery Disaster Memorial Sculpture	that Barnsley MBC procures and adopts the Oaks Colliery Disaster Memorial Sculpture in partnership with People in Mining, in line with the Council's Public Art Strategy and in accordance with best practice in the public art sector.	S. Thiedeman Tel. 787506
3. Place	Primary Authority Partnerships and the National Market Traders Federation	that the Council formally enters into a co-ordinated Primary Authority Partnership with the National Market Traders Federation.	P. Hill Tel. 772535
4. Place	Social Housing Drainage Repairs and Renewal Works (Term Contract) 2016-2019	that in line with the outcome of a competitive tender exercise, the contract be awarded to Easaway Drain Care Ltd for a three year term with a possible extension to five years subject to review of performance.	S. Cartwright Tel. 787942
5. Place	Sheffield City Region Social Housing Providers' Compact	(i) that the proposed Sheffield City Region social and affordable housing compact be noted; and (ii) that the Council be a signatory to the compact and work collaboratively with partners on its delivery.	S. Cartwright Tel. 787942

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

Report of the Executive
Director - Communities

RE-MODELLING CUSTOMER SERVICES (including Libraries) – COMMUNITY ENGAGEMENT

1. Purpose of report

- 1.1 The purpose of the report is to seek approval for an initial 6 week period of community engagement in relation to the future delivery model for public libraries and customer service. The purpose of the community engagement will be to explore with members of the public and other stakeholders the factors which are important in developing a sustainable model that meets customer expectations, fulfils our statutory responsibilities and supports the delivery of the Customer Services Strategy.

2. Recommendations

2.1 That the Council agrees:

- **A 6 week period of community engagement to inform the development of a new operating model for Customer Services Operations (including Libraries) in order to build a modern, dynamic and sustainable public library and customer service operation for the borough, which meets the statutory requirements.**

3. Introduction

- 3.1 Customer Services Operations is part of Business Unit 7, Customer Services and was formed under Future Council in 2015 to deliver the frontline customer service functions for the Council. The Service Area is responsible for the delivery of the statutory Public Library Service, the statutory Registration Service, face to face customer service appointments on behalf of Finance and Berneslai Homes, and the Council switchboard and Contact Centre telephone access for Berneslai Homes and a range of Council Services for the Place Directorate, including a 24/7 365 day emergency telephone service for Berneslai Homes (repairs) and Highways. The frontline staff in libraries deliver the public library service and face to face customer service enquiries and support.
- 3.2 The Council's Customer Services Strategy was approved in 2015 and the Future Council 2020 Outcomes include the target of '70% of contacts are completed online via self-service'. Customer Services has already seen a significant year on year reduction in the number of face to face appointments as the ability for customers to access the council increases and more customers are able to self-serve. This is noticeable in relation to appointments conducted on behalf of Financial Services and Berneslai Homes is also seeking to migrate more of its

tenant transactions online. This therefore has an impact on the requirements for face to face customer services delivered through the public libraries in the future.

- 3.3 The Council must meet its statutory responsibilities under the Public Libraries and Museum Act 1964 (Section7), to provide a comprehensive and efficient service for all persons' in the area that want to make use of it. The future operating model must be fit for purpose, sustainable and meet the future needs of the residents of Barnsley, within the context of the Council's Medium Term financial position. The model also needs to deliver a modern and dynamic service which is adaptable to the changing environment, and has the capacity to be proactive and responsive to new opportunities
- 3.4 The public library service is currently delivered across 15 libraries, with 10 managed by Customer Services, 4 managed by Place Directorate and 1 library delivered by Priory Campus under a MOU. Council staffing across all sites is stretched and there is limited capacity to deliver the full range of support and promotional activities expected from a modern public library service. The current structure is not sustainable and is not fit for purpose in delivering all the services and activities expected of a modern public library service.
- 3.5 Due to Customer Services including the statutory public library service, there is a need to engage with members of the public and key stakeholders in developing a new model for the whole service, alongside information from a local needs assessment and equalities impact assessment. Once the model is developed there would be a period of statutory public consultation on the model and the strategy for the Service.

4. Proposal and justification

- 4.1 The proposal is to conduct a 6 week period of community engagement activity around the future delivery model for the face to face service in relation to the public library service. The engagement activity is intended to explore how customers currently use libraries, what will be important to them in the future, what they value now and how their needs are changing. The engagement activity will also seek their views on potential methods for changing the delivery model. The engagement activity will also seek the views of non-users around how the Service can widen its appeal and encourage additional usage. An engagement plan has been developed to support a thorough and comprehensive programme of engagement.
- 4.2 The engagement activity will include the use of questionnaires, drop ins, forum events especially with equalities groups and young people, engagement with staff, Elected Members and other key stakeholders. We will also engage with Area Councils and Ward Alliances and seek to engage with specific communities that host the Libraries to explore opportunities to redesign the Service.
- 4.3 The engagement activity will cover both library and customer service functions, to ensure a robust and transparent process is followed which both meets the council's duty and mitigates against the risk of Judicial Review.
- 4.4 By undertaking a period of public engagement the council is demonstrating its four core values of:
 - Team - by inviting the local community to co-produce the new model,

- Honest - by explaining the need for change and the factors affecting the current delivery model
- Proud - as the Service has a long history of high customer satisfaction and the council is committed to continuously improve the offer for local communities
- Excellent - as we need a model which is fit for purpose, sustainable and delivers an excellent service for the residents of Barnsley

5. Consideration of alternative approaches

- 5.1 This is the initial phase of the re-modelling exercise and the engagement activity is intended to inform the development of the model. Therefore there are no alternative approaches and a further report will be presented to Cabinet on the findings of the engagement and the proposed future operating model. These proposals would then be subject to public consultation before any final report and decision by Cabinet.

6. Implications for local people / service users

- 6.1 The purpose of the engagement activity is to provide the opportunity for members of the public and stakeholders to share information on their needs, consider alternative options for the future delivery model and contribute to the future design and strategy. This will allow the Council to identify the potential impact and implications from a changed model.

7. Financial implications

- 7.1 The cost of the engagement activity will be contained within the budgets for the Service Area and the Customer Services Implementation Project.

8. Employee implications

- 8.1 There are no employee implications as a result of this report.

9. Communications implications

- 9.1 In order to engage as widely as possible a communications strategy will be required to promote the engagement activity and encourage the participation of customers, non-users, partners and stakeholders. The engagement events will be publicised through the local media, on the council's website, via social media, in all libraries and in a range of council and community buildings.
- 9.2 The new Town Centre Library and Community Hub will not only host the new modern library, but will offer a range of high spec IT facilities, multifunctional meeting spaces and a rooftop terrace ideal for social events, meetings, performance and exhibitions. This building will form the cornerstone of the Library and Customer Service offer for our customers.
- 9.3 To reassure members of the public that the re-modelling of Customer Services is a separate matter to the Better Barnsley project and will not negatively impact the construction of the new Central Library, previously approved by Cabinet. Equally, the capital costs of the new library are funded via the Town Centre

redevelopment Capital funding stream and not within the revenue budget that Customer Services will need to operate within.

10. Consultations

Julia Bell, Director of Human Resources, Performance and Communications.
Faith Ridgwick, Equality and Inclusion Officer
Mark Bell, Strategic Finance Manager
Frances Foster, Director of Finance Assets and IS
Andrew Frosdick, Director, Legal & Governance
Garry Kirk, Service Director, Legal Services
Ian Turner, Service Director, Governance & Member Support
Wendy Lowder, Interim Executive Director, Communities
Tom Smith, Head of Employment and Skills
Paul Hussey, Interim Service Director, Stronger, Safer & healthier Communities
Ann O'Flynn, Service Director, Customer Services
Diana Terris, Chief Executive
Matt Gladstone, Executive Director Place
Rachel Dickinson, Executive Director, People
Julia Burrows, Director of Public Health
Trade Unions

11. The Corporate Plan and the Council's Performance Management Framework

- 11.1 The services delivered by Customer Services primarily support the council's priority for 'Strong and resilient communities'. However, the work of the public library service contributes to a much wider agenda around raising educational attainment through language development, reading and learning, supporting people into employment through free access to ICT and Wi-Fi and assistance in Job Clubs and volunteering opportunities, and improving health and well-being both through access to information and self-help materials, reducing social isolation and loneliness through groups and activities and supporting community cohesion.

12. Promoting equality, diversity, and social inclusion

- 12.1 Discussions have taken place with the Equality and Inclusion Officer and an initial Equalities Impact Assessment (EIA) has been compiled. The EIA has identified the potential for some protected characteristics groups to be affected by a changing delivery model and therefore the immediate action is to undertake the engagement activity to explore any concerns and issues further. The community engagement will actively seek the views of representatives of the different equalities forums and throughout the re-modelling process the EIA will be updated as new information becomes available.

A comprehensive local needs assessment is being compiled which will inform the development of the new model and a revised EIA in terms of potential community impacts.

13. Tackling the Impact of Poverty

- 13.1 The Equalities Impact Assessment has identified that individuals and families on low income could be potentially adversely affected depending on the preferred

new delivery model. Therefore the community engagement will ascertain the impact potential changes could have on this group and take this into account when developing the new model and any mitigating actions.

14. Tackling health inequalities

14.1 Public libraries support health and well-being of both individuals and communities and this area forms one of the National Offers for libraries. There is the potential for a new delivery model to impact on a community's health, for example if access to community facilities, groups or personal contact is reduced, but equally there are opportunities for this to be enhanced or increased through new partnerships and activities. The engagement activity will therefore consider this impact and any mitigating actions and a health impact assessment will also be conducted.

15. Reduction of crime and disorder

15.1 Public libraries contribute to the reduction of crime and disorder by organising events and activities for all ages including children and young people. They are also safe, neutral community spaces which are valued within communities. The aim of a new delivery model is to increase the capacity of the service and its partners to offer a wider range of activities within communities which will continue to promote positive activities and therefore contribute to the reduction of anti social behaviour within a community.

16. Risk management issues

16.1 In re-modelling Customer Services there is the potential for significant change to the delivery of the statutory public library service. A rigorous and robust process must be followed in terms of community engagement and public consultation to avoid challenge through Judicial Review.

16.2 Equally the new delivery model must meet the council's statutory duty under the 1964 Public Libraries and Museums Act, and the Secretary of State can intervene and order an Inquiry and transfer powers if the council is found in breach of that duty.

16.3 By implementing the recommendation, an excellent process of transparent and meaningful community engagement will be achieved, to inform a new model based on the evidence gathered. .

16.4 If the recommended option is not approved, Cabinet should be aware of the risk of a future Judicial Review, reputational damage to the council, adverse publicity and lengthy and financially damaging legal action.

16.5 There will be a number of new risks to consider as a result of commencing community engagement including the capacity of the Service to complete the work in a timely manner, the capacity of support Services to provide adequate resource when required and the risk of adverse publicity and increased concern and potential protest from residents in local Wards. These risks will be mitigated by careful planning, the development of an open and honest communications strategy and by devoting time to build relationships and trust with all stakeholders. The engagement phase is a genuine opportunity to listen to

stakeholders, address their concerns and integrate their requirements into a future strategy and model.

- 16.6 There is a risk of perception from the public that we are building a new central library to enable the closure of the district libraries. Whilst we can't eliminate this risk we must be clear that the new central library will be the cornerstone of our library and customer service provision. The new building is funded through the Better Barnsley project as part of the total development of the Town Centre, and as such has no impact on the Customer Services base budget.

17. Health, safety, and emergency resilience issues

- 17.1 A stress risk assessment conducted by the Service concluded that a new delivery model was required to reduce the impact of the current structure on staff, and enhance the capacity of the Service to deliver the full range of activities to meet the council's priorities, deliver the National Offers for Libraries and continue to deliver a consistent and excellent Service to meet the statutory duty of a 'comprehensive and efficient' service under the Public Libraries and Museums Act 1964.

18. Compatibility with the European Convention on Human Rights

There are no implications in relation to the European Convention on Human Rights.

19. Conservation of biodiversity

There are no implications for the conservation of biodiversity.

20. Glossary

EIA Equalities Impact Assessment


21. List of appendices

Appendix 1 - Equalities Impact Assessment 25 July 2016
Appendix 2 – Library Service Redesign Community Engagement Strategy

22. Background papers

N/A

Officer Contact: Kathryn Green Telephone No: 773144 Date: 25 August 2016


Financial Implications /
Consultation
(To be signed by senior Financial Services officer)

Equality Impact Assessment

Changes to Services – Community Impact

To identify whether a service change will impact on all sections of the local community equally and agree what action can be taken to better understand the impact and to reduce any inequalities.

About the Service

Name of Service	Customer Services Operations
Name of Officer responsible for EIA	Kathryn Green
What outcomes does this service deliver for customers or the public?	Customer Services is responsible for the delivery of the statutory public library service, face to face customer services appointments primarily for Finance and Berneslai Homes, the main Council Contact Centre and switchboard, including a 24/7 emergency telephone line for Berneslai Homes (repairs) and Highways, and also the statutory Registration Service.

About the Service Change

Why is the service changing?	The need to re-model the Service has been identified in order to address changing demands in line with the successful implementation of the Customer Services Strategy, channel shifting more people to complete transactions online. There has been a significant change in demand for appointments with a 57.51% reduction in appointments between 2014/15 and 2015/16. Alongside this the desire of Finance and Berneslai Homes to progress this further, along with the Future Council 2020 Outcome to have 70% of contacts completed online has significantly affected the Service offer. In addition, the financial savings for Future Council 2020 will require the Service to work within a smaller financial envelope, requiring the Service to review its future operating model to ensure that the Council's statutory requirements are fully met and the new model is fit for purpose and
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sustainable. The current operating model for the public library service and face to face customer services functions is very lean and this has resulted in stress for staff and an inability to deliver consistently the wide range of activities to be expected from a modern public library service.

How is the service changing / likely to change?

The new operating model will be determined following a period of customer engagement and public consultation to determine the aspects of the Service which are most valued and to test public reaction to potential options for a future service model.

However, known information indicates a reduced need for face to face customer service appointments. Berneslai Homes have reviewed the service they require Customer Services to deliver on their behalf and intend to change to a single point of contact at the Central Library for face to face customer services appointments for our most vulnerable customers only. This is based on the evidence that customer service appointments have reduced by 57.51% between 2014/15 and 2015/16 and have transitioned to completing applications online and self-service. Similar discussions are currently underway with Finance on the future requirements. Currently customer service appointments are offered at 8 locations across the borough. Finance is also considering how to define 'vulnerable customers' and the outcome from this task will inform the future model for Customer Services.

The new operating model for the public library service will meet the statutory requirements of the 1964 Public Libraries & Museums Act and will be formulated following an initial period of public engagement and consultation. This will then be subject to a longer period of public consultation where comments will be invited on the preferred future delivery model from members of the public and stakeholders, before a final decision is made by Council.

What will this change mean for the service's outcomes for customers / the public?

Evidence shows that significant numbers of customers are already completing their contacts with the Council online where the option exists. As these

	<p>opportunities are developed further then it is likely that the 2020 target of 70% contacts completed online will be achieved. Customer Services will continue to assist vulnerable customers, and the current provision of public access computers, free Internet and free WiFi in all public libraries, along with support to use IT, enables customers to transition to self service.</p> <p>The future delivery model for the public library service will ensure that the statutory provision meets the needs of the residents of Barnsley in providing access to a full range of library services and activities and that the Council’s responsibility to provide a ‘comprehensive and efficient service for all persons’ in the area that want to make use of it will be met.</p> <p>The proposed model will be formed following a period of public engagement and analysis of the results, alongside demographic information from the local needs assessment, performance and financial data. The proposed model will be subject to public consultation and a revised EIA produced.</p>
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<p>When will this be taking place (start and finish)?</p>	<p>The Service will seek approval from Cabinet to initiate a period of public engagement in Autumn 2016. This will be followed by a further period of public consultation with the aim of a decision on the future model by September 2017, with implementation taking effect in 2018/19.</p>
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What We Already Know About the Equality Impact of the Service

<p>Service feedback:</p>	<ul style="list-style-type: none"> • Staff intelligence would suggest that Older people use the library service for both traditional library services, to access IT and to use the community spaces within libraries in order to socialize and learn. Older people may have difficulties with mobility, using their own or public transport or carrying items for long distances. The Home Library Service is predominantly used by older people no longer able to access a static library but still wanting to utilise library services which help support independent living and improve health and wellbeing. • Economically deprived people may not have access to the internet at home, so a library’s free internet is of value in accessing services. Equally the provision of free public WiFi in all libraries enables
<p>What do you already know about the equality impact of the service? This could be from consultation, complaints / compliments, stakeholder feedback, staff anecdotal evidence etc.</p>	

members of the public to use their own devices without using up their own mobile data allowances. This group may also have limited access to a car or be affected by the cost of public transport, and therefore close proximity of a library to where they live is a key determinant in continued use of the Service.

- Staff intelligence would suggest that **Disabled people** use customer services and the public library service to access Council services and to find out about community services.
- Anecdotally, we are not aware of many **Deaf People** using the service, which is something that we will need to better understand within the development of the new service. We do know that we have 127 active borrowers registered with a **hearing impairment**, but this does not give us an accurate picture of the numbers of Deaf people using the service at present.
- **Children/younger people** use the library service for their learning, reading for pleasure, attending groups and holiday activities and to supplement a school's resources. The Service plays a key role in supporting language development in very young children, particularly through Book Start and story and rhyme sessions, and literacy for children generally.
- **BME People** access the library service in order to attend community groups, Conversation Cafe and access library stock in languages other than English. Use of the public access computers is high for migrants/asylum seekers, both for maintaining contact with family and friends, but also to find out about life in Britain and to find out about the residency/asylum process. This group may also need assistance in completing customer service functions due to language/communication needs.

Data to support some of these anecdotal assertions is available from the library management system and customer satisfaction surveys outlined below and in the local needs assessment.

Since libraries function as a neutral community space, they are a venue for community groups to hold meetings, and a place where people from different backgrounds and communities come together and interact. The impact of a new delivery model on this purpose will form part of the community engagement and public consultation and will therefore involve these groups. Details of which groups use libraries and their attendances forms part of the local needs assessment.

Customer complaints and compliments for the Business

Unit in 2015/16 showed 26 complaints and 357 compliments. This supports the high levels of customer satisfaction for the Service recorded in the PLUS surveys.

Data:

What evidence is available about equality impact of the service area and what does it tell you? This could be service performance monitoring data, it could demographic data (as shown in ward profiles), etc.

Some evidence of the potential equality impact of the Service is available from the Library Management System, CRM system for customer services function, customer satisfaction surveys and from the Local Needs Assessment which has been produced to detail the demographic breakdown and key factors impacting delivery across the borough and individual Wards.

There were 17,420 active borrowers across Barnsley libraries between 1st April 2015 and 31st March 2016 which equates to 7.29% of the population (based on ONS Mid 2015 Population Estimates). Of these active borrowers, 64% were female, 35% aged 15 and under, 24% aged 65 and over, 8% disabled and 93% White British. It should be noted that active borrowers are people who have loaned an item, but there will be other library users who simply use the building or IT facilities and will not be recorded in these statistics. The equalities data in the Library Management System is also not complete for all active borrowers (70% complete), so the percentages are for those customers with complete profiles. Work is ongoing to improve the completion rates for customer records and the data will be updated in future EIAs.

Customer Satisfaction Surveys (PLUS) for Adults and Young People survey all library users during the specified survey week. In October 2015, 2,106 people aged 16 and over completed the Adult PLUS Survey and of these, 62% were female, 31% were aged 65 or over, 97% were heterosexual, 64% were not in employment (including retired and unemployed amongst other categories), and 34% of respondents reported one or more disabilities.

In February 2014, 490 people aged 15 and under completed the Young Peoples PLUS Survey and of these, 57% were female, 63% were pre-school to KS1, and 94% were White. Overall satisfaction with the library they visited was 9.3 out of 10. Of the KS2 group, 98% reported that the library had helped them to enjoy reading and to get better at reading, 95% to find things out for themselves, and 84% to help them complete projects or homework. More detailed

analysis is available in the local needs assessment.

Previous EIA's:

Has there already been an EIA on all or part of this service before, or a related service? If so, what were the main issues and actions it identified?

The Service has conducted several EIAs in recent years in relation to changes in the delivery of the public library service:

Libraries & Archives EIA (30th January 2012)

1. Monk Bretton Library is not DDA compliant
2. There is a need to improve analysis of equalities data within the service
3. There is a lack of provision for library information and services in alternative formats/languages. This has subsequently been mitigated in part with the introduction of the 'Big Word' initiative.

Future Library Strategy (18th September 2013)

1. Identify alternative provision for Monk Bretton Library in order to meet DDA access.
2. Analyse results of public consultation and review draft Future Library Strategy and proposed opening hours.
3. Review all comments from public consultation and incorporate key actions into service planning

Re-location of Central Library (14th January 2014)

1. Concerns re accessibility in relation to public transport. Only one bus route travels via Westway.
2. Parking provision in area of Wellington House, including disabled parking spaces. There is more parking provision within 200m of Wellington House, including parking for blue badge holders, than within 200m of Central Library.
3. Suitability of the area, particularly for families and children to visit. No evidence that there was any variation in crime or anti-social behaviour in this area compared to rest of the town centre during library opening hours.
4. To monitor usage and satisfaction levels on a regular basis.

New extension on rear of Wombwell Library (20th February 2014)

1. Advise Berneslai Homes on project and potential impact on disabled customers
2. Communications to public
3. Communications to local businesses
4. Update procedures for Contact Centre re booking appointments at Wombwell
5. Inform Home Library Service of potential temporary clients

6. Monitor usage and satisfaction levels
7. Implement any agreed mitigating actions throughout project.

Closure of Monk Bretton Library (8th September 2014)

1. Subject to decision being approved, offer Home Library Service to customers identified through public consultation
2. Review take up of Silverdale to evaluate effectiveness of offer.

Cessation of Mobile Library Service (23rd February 2015)

1. Concerns during public consultation related to the ability of older people to access a static library, rather than the Mobile which visited their street and the ability to carry books longer distances and wait for public transport.
2. Children were concerned that parents would not be able to take them to static libraries, particularly from those living in rural areas.
3. Subject to decision being approved, offer Home Library Service to customers identified through public consultation
4. Consider increased use of volunteers for the Home Library Service and the introduction of a Good Neighbour Scheme.
5. Review take up of other service points.
6. Address customer concerns and complaints via Customer Services Feedback and Improvement Team, PLUS Surveys and Home Library Service satisfaction survey.

These findings were reported at the time, mitigations provided and actions completed. We will review the issues raised to inform the engagement where any are directly relevant, alongside the outcomes from the new engagement activity.

Assessment of Equality Impact

Protection from unlawful discrimination is provided by the Equality Act in relation to the following characteristics:

- disability
- pregnancy, maternity, breastfeeding
- religion and belief
- age
- race
- sex
- gender reassignment
- sexual orientation

An “equal” service is one where those who **need** to use the service the most **do** use the service the most.

What do you know about the extent to which the above groups need to use your service? What do you know about the extent to which they do use your service? And is there a gap between the two? How will the service change affect this?

From the Library Management System we have complete equalities information for approximately 70% of active borrowers. We know that 57% of active borrowers are either aged over 65 (24%) or aged under 15 years (35%). From this sample we know that 7% are from a BME background which as a proportion of active borrowers is a higher percentage than the population of Barnsley overall.

Conversely 12% of Barnsley’s population report their day-to-day activities limited a lot, compared to 8% of active library borrowers recording a disability (e.g, eyesight, hearing, mobility). Whilst these are not a direct correlation they give an indication that fewer disabled residents actively use the library service. Part of the focus group engagement would be to explore the reasons for this and how the Service can be made more attractive or accessible.

During the engagement activity for the Future Library Strategy in 2013 focus group activity was undertaken with various equalities groups on the importance of the public library service to them, the Strategy’s 6 priorities and the impact of the proposed delivery model.

Three focus groups were held with 40 attendees representing equalities sector e.g. BME, disabilities, LGBT, and a mix of library users and non-users.

The key themes from the focus groups were:

- Children and young people - events for teenagers, working with schools
- Marketing
- Improved customer service
- Improved book stock
- Books, posters, signs in languages other than English
- Specialist classes
- More partnership working
- Volunteers from BME community

For the review on Re-modelling Customer Services further engagement activity will take place with similar representative groups to understand any changes in requirements and the impact of a revised delivery model for the borough.

An “equal” service is one where people are equally likely to receive a **good quality of service**, and one where the service leads to **good outcomes for the customer**.

What do you know about the quality of the service people receive (eg fair decision-making, waiting times, etc)? What do you know about the outcomes your service achieves for customers or the public? How will the service change affect this?

The statutory public library service is based on equal access for all persons wanting to make use of it. We measure customer satisfaction through the Adults and Young Peoples PLUS Surveys and whilst these give an overall satisfaction score for the Service and each individual library this cannot be broken down by equalities characteristics groups (the number of respondents from these groups is known by individual library). Of the respondents in the Adult PLUS Survey, 34% indicated they had a disability, 92% were White British, and 97% heterosexual.

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In 2015, 94% of respondents in the Adult PLUS Survey rated the library service overall as 'Very Good' or 'Good'.

In 2014, overall respondents in the Young Peoples PLUS Survey rated the Library Service 9.3 out of 10.

The proposed model will be developed using information available on the demographics of the borough and local needs assessment, the outcomes from the customer engagement and public consultation, and will be subject to further updated equalities impact assessments to mitigate against any unintended impact for equalities groups. All engagement and consultation activities will be inclusive and accessible and planned to ensure that the widest range of people have the opportunity to contribute, so that we capture information of the different requests, needs and aspirations.

Monitoring and evaluation of performance trends and customer satisfaction levels following any changes to service delivery will form part of the management of the Service.

An "equal" service is one where people can find out about it, apply for it and use it **accessibly and independently**.

What do you know about the accessibility of the service? How will the service change affect this?

The public library service is a statutory service available for anyone wishing to use it and it has a duty to lend items to people who live, work or study in the borough. Full membership of the library service is available on providing acceptable proof of name and address, but options are also available for temporary membership for visitors and members of the public with no ID, including homeless people. The Service also has a statutory duty to encourage both adults and children to make full use of the library service.

Information about the library service is available on the Council web pages and services, events and activities are actively promoted through social media and local media distribution networks.

All library buildings are DDA compliant, including disabled access and hearing loops. Translation services are available through the Council, and signers can be provided for special events.

The Service has self service kiosks at Central and Goldthorpe libraries, providing privacy and enabling customers to issue and return items and manage their account without any staff intervention.

Library Services are also available online 24/7 with the use of a PIN, including the ability to join online, search the catalogue, reserve items, renew items and access most online reference resources remotely.

The provision of free WiFi at all libraries also enables customers to self serve by bringing their own device to the library.

The Central Library holds the Rainbow Tick Silver Award for accessible services to the LGBT community.

All libraries are breast feeding welcome locations and all are hate crime reporting centres.

It would be a fundamental requirement that the new Service delivery model continued to offer equal access for all to the statutory service in Barnsley.

It is understood that because of the demographic differences within the users of the library, as outlined within this EIA, that the consultation we undertake will need to be inclusive and accessible. The format of the consultation will be carefully considered and planned to make sure that we get to engage with a wide range of people with different wants needs and aspirations.

Which of the following have you identified a potential inequality for? Is this currently the case, or after the service change, or both?

Please indicate the degree of potential inequality. (H – high, M – medium, L- low, N – none)

Group	Now	After	Details
Men	N	N	There should be no change in equality of service based solely on gender.
Women	N	L	There should be no change in equality of service based solely on gender, however as the majority of active library borrowers are women, any change to the delivery model will have a greater impact on this group.
Disabled people	M	H	Deaf people, hearing impaired people and the visually impaired people may experience difficulties accessing the service both now and following any change due to the limited specialist resources or trained staff to help with communication needs and also in providing resources and support to use the IT facilities. As part of the re-modelling, increased online provision for Deaf people would be an area for development. Depending on the new Service model, the potential for increased reliance on self service access may be a barrier to some disabled people (i.e.the absence of power doors on some of our libraries may impact people being able to access the building when the technology only is in operation), but clear plans and mitigation activity will need to be in place in relation to accessibility of buildings, services and associated health and safety issues, including fire strategies.
BME people	M	M	The lack of information in alternative languages can cause communication issues and barriers for this group. Depending on the new Service model there is potential for this to be increased if alternative delivery models for sites are introduced which reduce access to trained staff or introduce greater levels of self service. Plans to reduce this risk would need to be in place, and web tools can be used to improve access, so the overall risk is not expected to increase significantly.
LGBT people	L	L	The quality of service received is not affected for this group, however there is some impact on access to services as LGBT stock is located at Central Library and is not widely available

			at all locations, but this can be supplemented with the e-book collection. It is unlikely under the new model that this situation would change.
Trans people	L	L	Whilst the same comment for LGP people may be applicable for this group, subject to the future model there may be concerns regarding the quality of service received and personal safety if there is a move to self-service access and a reduction in trained staff. Plans to reduce this risk and potential impact would need to be in place.
Young People	L	H	<p>The current limitations are around the location of libraries for those living in more rural parts of the borough and the dependency on a parent or guardian to take them to the library when young. It is a legal requirement for all under 8's to be accompanied by an adult, but for older children, if a library is not within walking distance this can prevent young people from accessing the Service independently. Some families do not give the support for children to access the Service or value the role libraries play in educational development and attainment and a reliance on family to take a child to the library may prevent some from using the Service.</p> <p>There is potential for this impact to increase depending on the future delivery model. Accessibility could reduce either geographically or in terms of opening hours, and a move to increased access through self service would require all under 16's to be accompanied by an adult during non-staffed hours for their own safety and as part of the operating parameters. There is also the risk with a community managed model for this age group to become less engaged with the library if the demographic of volunteers is not representative of the wider community with role models young people can identify with.</p>
Older people	L	H	<p>Older people can have limited access to libraries depending on where they live, their mobility and access to transport, either private or public. Older people also find it harder to carry books for longer distances and they value the community aspect of a library for reducing social isolation. This also has benefits on their health and wellbeing.</p> <p>There is potential for an increased impact for this group depending on the future delivery model. If the distance this group had to travel to access a public library increased then they could be impacted physically, financially and socially. They are also likely to be the group most concerned about personal safety with an increase in self service access, so careful mitigation would be needed to ensure a balance of staffed and self service hours.</p> <p>Any move to a community managed delivery model is likely to involve this group more in the delivery of the service as the national tendency is for a higher proportion of retired users to volunteer within a community due to time capacity.</p>
Faith groups	N	L	There are no specific issues currently identified with faith groups using the public library service. However, any changes should be fully explored with the relevant forum . Research from other local authorities has indicated that with

			full engagement with faith groups it is possible to retain the reputation of the library as a safe, appropriate and neutral space.
Pregnancy / maternity	L	L	All libraries are breast feeding friendly locations and support the Council's policy. Whilst the Service will always support a mother's right to breast feed in the library, not all buildings are able to offer a private space if requested. There would be no change to this situation as a result of any changes to operational delivery.
Other: Eg carers, homeless, military, low incomes	L	H	In this section, the group most likely to be affected are members of the public on low incomes. The statutory requirement is for a free public library service and it is possible to borrow books and use IT and resources without incurring any cost. Charges are incurred for additional services such as requesting an item, overdue charges and printing/photocopying, but these are kept at a low rate to encourage continued use of the Service. Depending on the future delivery model, if this involved some families travelling further to access a public library then this would increase their transport costs or prevent them from walking to the library, thereby affecting them financially. Unemployed users need to use the public access PCs on a daily basis for Universal Jobmatch and to demonstrate the job searching they have undertaken in order to avoid sanctions being imposed on their benefits. There could then be a potential risk of increased worklessness, an increased risk of homelessness and a potential impact on a person's health and well-being. Families on low incomes are also required to apply online for benefits and are more likely to depend on using either the public access PCs or WiFi to make their claims and upload evidence in the future. If these facilities are not available within the local community then they will also be adversely affected financially.

Next Steps

To improve you knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, improve equality monitoring, stakeholder focus group etc.

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Action taken so far:	Lead Officer	Completion date
Local Needs Assessment compiled	Liz Pitt	July 2016
Summary of performance data compiled	Liz Taylor	July 2016
Discussions with Equalities & Inclusion Manager on approach for addressing Equalities Duty	Kathryn Green/Jules Horsler	21.7.16
Action we will take:	Lead Officer	Completion date
Improve equalities data quality and completion rates in Library Management System	Lorraine Bennett	
Conduct 6 week period of community engagement activity	Kathryn Green	
Organise focus group activity for all equalities forums	Kathryn Green/Faith Ridgwick	

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of service change, reviewing actual impact in future, phasing-in changes over period of time etc.

Action taken so far:	Lead Officer	Completion date
Action we will take:	Lead Officer	Completion date
Produce evaluation report on the outcomes of the community engagement, highlighting issues and mitigating options	Kathryn Green	
Use the information from the community engagement to build the proposal for the future operating model	Kathryn Green/Ann O'Flynn	
Produce updated Equalities Impact Assessment	Kathryn Green	
Seek Cabinet approval for further public consultation	Ann O'Flynn	
Conduct 12 weeks public consultation on proposal, including further equalities focus group activity	Kathryn Green	
Conduct Scrutiny Overview Committee	Ann O'Flynn/Ian	

Review of process	Turner	
Evaluate feedback from consultation, identify mitigating actions for issues raised and amend proposal accordingly	Kathryn Green	
Produce updated Equalities Impact Assessment	Kathryn Green	
Seek Cabinet approval for final proposed model	Ann O'Flynn	
Begin implementation phase working with key stakeholders	Kathryn Green	

The Public Sector Equality Duty

As a result of this EIA how have you demonstrated due regard to the need to:

Eliminate unlawful discrimination, harassment or victimisation?	The statutory public library service is based on the premise of free and equal access for everyone and this would continue to be the foundation of any new operating model for the Service. All libraries are currently hate crime reporting centres and this would also continue in the new model.
Advance equality of opportunity between people who share a protected characteristic and those who do not?	The public library service must be available equally for anyone wanting to use it. Representative forums of the protected characteristics groups will be actively engaged at all stages of the consultation and their needs and concerns will be taken into consideration when building the new model.
Foster good relations between people who share a protected characteristic and those who do not?	Public libraries are neutral, community spaces valued and used by many groups and individuals. This role will be central to the new model which will seek to enhance opportunities for more work to be undertaken to develop relationships and create capacity to deliver a wider offer than currently available. Representative forums of the protected characteristics groups will be actively engaged at all stages of the consultation and their needs and concerns will be taken into consideration when building the new model, as well as those of the current users and the wider public.

Reporting and Publishing

Please summarise the main findings and next steps identified in this EIA.

The outcomes of this EIA must be summarised in the cabinet report or delegated decision report which approves the proposed service changes. You could also include the EIA as an appendix to the report or reference it as a background paper.

You must also record how you will inform all stakeholders of the outcome of this EIA. In practice this is usually best achieved when reporting the service change itself.

Summary of equality impact	<p>This document is the initial Equalities Impact Assessment for Re-modelling Customer Services, which includes the statutory public library service. The EIA identifies that several protected characteristic groups could be affected by any changes and that the current Service offer could also be improved to meet their needs.</p> <p>Key issues to be addressed in the review are the impact of any proposed changes on older people, children and young people, women, BME community, families on low incomes and Disabled people. Financial, transport, ICT, communication issues and accessibility of the service for these users must be considered at all stages, and the maintenance of a safe, welcoming, neutral, appropriate community offer which supports the needs of different groups kept at the heart of the new model.</p>
Summary of next steps	<p>It is essential that full and meaningful consultation is conducted, with the opportunity for anyone wishing to participate to do so. Specific community engagement and consultation events will be organised with specialist support where required in order to engage with the representatives of the different equalities forums.</p> <p>Revised EIAs will be produced at all stages of the Review, following evaluation of the results of engagement and consultation.</p>
How stakeholders will be informed	<p>All stakeholders will be informed of the community engagement and public consultation through normal media channels, social media, BMBC website, posters in all libraries, key Council buildings and through community venues, including shops and Post Offices.</p> <p>Public meetings will be held in local communities.</p> <p>Equalities Forums will be made aware of the focus group activity as well as the wider engagement and consultation through the established contact methods and our equalities partner organisations.</p> <p>Reports to Cabinet will also be publicly available on the Council website, along with supporting documentation such as revised EIAs.</p>
How Cabinet will be informed	<p>Authorisation will be sought from Cabinet at all stages of the review and reports will inform Cabinet of the findings from the engagement and consultation, mitigating actions, changes to the proposals and risks and</p>

impacts of the decisions requested. Cabinet will have full access to all supporting documentation and consultation responses in order to make an informed decision. The process will also be subject to the Council's own internal scrutiny processes.

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Remodeling Customer Services:

Appendix 2

Library and Customer Services Re-Design Community Engagement Strategy

Author Kathryn Green / Omar Khan v1.0



Purpose

- This document is to support the Engagement Phase of the re design of Barnsley’s public Library and Customer Services.
- It will define the scope and describe how, what ,when and with whom engagement activity will be completed, the expected outcome and how it will be reviewed during the process.



Context

Customer Services Operations is part of Business Unit 7, Customer Services and was formed under Future Council in 2015 to deliver the frontline customer service functions for the Council.

The Service Area is responsible for the delivery of the statutory Public Library Service, the statutory Registration Service, face to face customer service appointments (on behalf of Finance and Berneslai Homes), the Council switchboard, the Contact Centre telephone access for Berneslai Homes and a range of Council Services for the Place Directorate, including a 24/7 365 day emergency telephone service for Berneslai Homes (repairs) and Highways.

The frontline staff in libraries deliver the public library service and deal with face to face customer service enquiries and support.

As Customer Services and the public library function are fully integrated the need to re-model the public library service has been identified in order to address changing demands in line with the successful implementation of the Customer Services Strategy, channel shifting more people to complete transactions online.

There has been a significant change in demand for appointments with a 57.51% reduction in appointments between 2014/15 and 2015/16. This reduction is expected to continue in line with the Future Council 2020 Outcome to have 70% of contacts completed online.



Rationale for Engagement

The proposed new operating model will be determined following a period of community engagement to determine the aspects of the Service which are most valued and to test public reaction to potential options for a future service model.

The new operating model for the public library service will meet the statutory requirements of the 1964 Public Libraries & Museums Act and will be formulated following an initial period of community engagement.

This will then be subject to a longer period of public consultation where comments will be invited on the preferred future delivery model from members of the public and stakeholders, before a final decision is made by Council.

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By undertaking a period of public engagement the council is demonstrating its four core values of:

- Team - by inviting the local community to support the development of the new model,
- Honest - by explaining the need for change and the factors affecting the current delivery model
- Proud - as the Service has a long history of high customer satisfaction and the council is committed to continuously improve the offer for local communities
- Excellent - as we need a model which is fit for purpose, sustainable and delivers an excellent service for the residents of Barnsley



Overall Aim of the engagement

The overall aim of the engagement is to support the remodeling of the public library service to:

- ✓ Ensure that the Council meets its statutory responsibilities for libraries and that a future operating model is fit for purpose, sustainable and meets the diverse needs of the residents of Barnsley within the context of our medium term financial challenges.
- ✓ To ensure that we meet our legal responsibilities as outlined within the Equality Act and the Public Sector Equality Duty.
- ✓ Ensure we invite and include our communities' views in the designs and running of our library and customer services offer.
- ✓ Ensure we design a modern and dynamic service which is adaptable to the changing customer expectations and changing environment (including demographics of the borough) and has the capacity to be proactive and responsive to new opportunities.
- ✓ To undertake a robust engagement and consultation process, which is representative of Barnsley's diverse population, allowing us to use this to inform the overall decision making process.



Aims of the Strategy

The strategy has been put together in order to:

- ✓ Engage with the community from the start of the project in order to shape the model that is submitted for consultation.
- ✓ Establish a dialogue where individuals, groups and organisations can contribute ideas equally and help to shape the model.
- ✓ Involve people actively in the project.
- ✓ Ensure we understand and represent the local values and aspirations of our community.
- ✓ Understand our customers and community better to inform decision making and service re-design.

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Review/ Analysis

The analysis of the returned surveys will be undertaken and will be used to shape the re design.

The surveys will be available in the following formats:

- Eforms- via the website and the links communicated as part of our communications release to all media channels prior to the start of the engagement phase.
- Paper forms – available at all Libraries, Better Barnsley shop and other community locations.

Page 39 The preferred method of response will be eforms to reduce the administrative burden of having to rekey the information for analysis.

During planned engagement sessions, support to complete the feedback forms, share their views or access the online e-form will be available for people who feel that they need this.

As the purpose of the stage is to understand the options and opinions the resulting output will be qualitative and identify key themes for the project to consider as part of the model re design.



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BARNSLEY METROPOLITAN BOROUGH COUNCIL

This matter /is not a Key Decision within the council's definition and has/has not been included in the relevant Forward Plan

**Report of the Executive
Director of Development
Environment and Culture**

Community Infrastructure Levy - Draft Charging Schedule

1. Purpose of report

- 1.1** The report requests authority to proceed with consultation on a Draft Charging Schedule as part of the ongoing adoption of the Community Infrastructure Levy, (CIL), within Barnsley.

2. Recommendations

2.1 It is recommended that:

Approval is provided to proceed with consultation on the Community Infrastructure Draft Charging Schedule as outlined within this report.

- 2.2 That the budget for the implementation of CIL as outlined in Appendix A to this report be approved and the PLACE revenue and capital budgets be amended accordingly.**

Cabinet note that a further report will be provided following completion of the consultation exercise.

3. Introduction

- 3.1** This report has been prepared in order seek approval to proceed with consultation on a Draft Charging Schedule as part of the ongoing adoption of the Community Infrastructure Levy, (CIL), within Barnsley.

4. Proposal and justification

- 4.1** CIL is a charge on new buildings, above a certain size, that local planning authorities may choose to set and which is designed to help fund local and sub-regional infrastructure identified in their development plans. CIL would primarily be paid by owners and developers of land that is developed.
- 4.2** The adoption of CIL within Barnsley will help to ensure that financial contributions are provided through the determination of planning applications which will directly contribute to delivery key infrastructure projects linked to the economic aspirations of Barnsley.

- 4.3 An initial consultation on a proposed CIL framework for Barnsley was undertaken summer 2015. The consultation on a preliminary draft charging schedule ran for a six week period between 15th June 2015 and 24th July 2015. Appendix B of this document provides an overview of the process and key messages arising from that consultation.
- 4.4 Responses received from the preliminary draft charging schedule have been used to inform the creation the draft CIL charging schedule document which can be found in Appendix C of this document.
- 4.5 The formal adoption of CIL will need to be progressed through a number of key stages as outlined by the CIL Regulations. The key implementation stages are described in more detail below:

Stage	Purpose	Indicative Timescales
Viability Assessment	<p>The Council is required to carry out a viability assessment on development within the borough. The viability assessment identifies whether or not a CIL rate can be introduced that supports the provision of infrastructure without restricting development from taking place.</p> <p>The viability assessment directly informs the CIL charges that can be applied within the Barnsley area.</p>	Completed March 2015
Preliminary Draft Charging Schedule consultation	The Council is required to prepare a preliminary draft CIL charging schedule and make this available for a formal public consultation.	Completed 24 th July
Draft Charging Schedule consultation	The Council is required to prepare a draft CIL charging schedule and make this available for a formal public consultation	17th October 2016 for a six week period ending 27 th November 2016
Examination in public	<p>A finalised charging schedule will be prepared incorporating the outputs from the draft charging schedule consultation.</p> <p>The finalised charging schedule will then</p>	Summer 2017 linked to Local Plan Examination

Stage	Purpose	Indicative Timescales
	be subject to a formal independent examination in public.	
Adoption	The Council will be formally required to adopt the CIL charging schedule via Full Council approval following completion of the examination in public. This will signify the implementation of the CIL charging framework.	Autumn 2017

4.6 Progressing with the adoption of CIL will require and implementation budget specifically to fund the examination in public stage and for the procurement of a supporting IT System. Initial benchmarking research with other local authorities have identified that examination costs are in the region of £20,000 and a budget of £45,000 is felt to be sufficient to fund the procurement of an IT System. Total costs around the adoption of CIL are projected to be in the region of £65,000.

4.7 It is proposed to fund CIL adoption costs through the Future Council Investment framework. A bid of £65,000 has been submitted in order to cover the cost of adoption whilst providing a modest contingency budget.

4.8 This report therefore seeks authorisation to move forward with public consultation on the Community Infrastructure Draft Charging Schedule and supporting documentation. The consultation process will commence on the 17/10/16 and will run for a six week period ending on the 27/11/16.

5. Implications for local people / service users

5.1 There are no specific implications for local people or service users in relation to this consultation phase. The actual longer term implementation of the Community Infrastructure Levy will result in implications as the payment of the levy will be required in respect of qualifying planning applications.

6. Financial implications

6.1 Consultations on the financial implications have taken place with representatives of the Director of Finance Property & Information Services during the preparation of this report.

6.2 The capital cost of the IT requirements needed for the implementation of CIL is estimated to be £45,000 including a small contingency sum.

6.3 The revenue cost of the public examination is estimated to be £20,000.

6.4 It is anticipated that this expenditure will be financed as part of the recently established Future Council Investment framework. However, if the bid proves

to be unsuccessful the expenditure will be contained within the existing revenue and capital budgets for the Place Directorate.

- 6.5 It is currently estimated that the introduction CIL charges will generate receipts of £1.495M based on 1,100 dwellings per annum (aspirational Housing Growth estimate) or £0.687M based on 500 dwellings (minimum projected level of housing completion rates). These receipts will be available for the Council to invest in its own infrastructure priorities.

7. Employee implications

- 7.1 There are no specific employee implications associated within this report.

8. Communications implications

- 8.1 The consultation process will be managed in conjunction with Corporate Communications. This will include the development of a communications strategy around the consultation process utilising all access channels that are available including the Councils social media presence.

9. Consultations

- 9.1 Consultations have taken place with key stakeholders within the Council during the creation of this report.
- 9.2 Internal stakeholders will also be actively engaged during the live consultation period of the Draft Charging Schedule.
- 9.3 A list of stakeholders consulted during the preparation of this report includes Economic Regeneration, Planning Policy, Planning Development Management, Legal, Finance, Risk Management, Better Barnsley, Communities, Customer Services, Environment & Transport, Culture Housing & Regulation, Corporate Communications, Corporate Performance, Equalities, Public Health, CYP&F Infrastructure for Learning and S106 Strategic Panel.

10. Community Strategy and the Council's Performance Management Framework

- 10.1 This report does not seek or request any alterations to existing council policy nor does it have any current policy implications. The report seeks approval to undertake initial consultation which will help to shape future CIL policy which will be subject to further cabinet reports.
- 10.2 The adoption of CIL and the associated infrastructure funds generated would have a direct contribution to the delivery of economic infrastructure contributing to the attainment of Outcomes 1, 2, 3 and 4 of the Corporate Plan.

11. Risk Management Issues

- 11.1 There are minimal risks for the Council associated with moving forward with consultation on the Draft Charging Schedule.

11.2 The implementation project is supported with a dedicated risk register. A summary of the risk assessment undertaken is shown in the table below:

Risk Description	Solution/ Mitigation	Risk Level
Poor levels of engagement in the consultation process	The main mitigation to this risk is to proactively promote the consultation event. The provision of a stakeholder engagement event is seen as being a key mitigation. A supporting communication strategy will be developed as mitigation for this risk.	Low
Negative media coverage in relation to CIL	Through working with colleagues within Corporate Communications it is hoped that the positive aspect of the consultation exercise can be promoted.	Low
National changes to the CIL framework	There is a risk that government may review or change the CIL framework nationally. The main mitigation to this risk is to monitor the situation providing an opportunity to proactively respond to any proposed changes. Progressing with the DCS will see CIL adoption moving forward within Barnsley placing the Council in stronger position to be able to respond to any policy changes.	Low

12 Promoting Equality & Diversity and Social Inclusion

12.1 An initial assessment of the impact on diverse groups of the Community Infrastructure Levy is that there are not likely to be any significant inequalities. This initial assessment will be reviewed as and when the CIL scheme is itself next reviewed or revised.

13 Glossary

CIL	Community Infrastructure Levy
DCS	Draft Charging Schedule
PDCS	Preliminary Draft Charging Schedule
NPPF	National Planning Policy Framework
POS	Planning Officers Society
PPG	Planning Policy Guidance
SPD	Supplementary Planning Document
S106	Section 106 Agreements

14 List of Appendices

Appendix A – Financial Implications

Appendix B – Preliminary Draft Charging Schedule Consultation Summary

Appendix C – Draft Charging Schedule

Appendix D – CIL Guidance Document & Supporting Policies

Appendix E – CIL Rate Calculation Methodology

Appendix F – S106 Collection Rates

Appendix G – Draft Infrastructure Delivery Plan

Appendix H – Statement of Representation

Office Contact: Paul Clifford	Telephone No: 5772	Date: 13/09/16
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Report of the Executive Director Place

FINANCIAL IMPLICATIONS

Community Infrastructure Levy - Draft Charging Schedule

i) Capital Expenditure	<u>2016/17</u> £	<u>2017/18</u> £	<u>2018/19</u> £	<u>Total</u> £
	0		0	0
	0	0	0	0
To be financed from:				0
	0	0	0	0

ii) Revenue Effects	<u>2016/17</u> £	<u>2017/18</u> £	<u>2018/19</u> £	<u>2019/20</u> £
Public Examination costs	25,000			
CIL System Requirements		45,000		
	25,000	45,000	0	0
To be financed from:				
Future Council Investment Framework	25,000	45,000		
	25,000	45,000	0	0

NB

It is currently estimated that the introduction of CIL charges will generate £1.495M based on 1,100 dwellings per annum or £0.687M based on 800 dwellings

Impact on Medium Term Financial Strategy

Not applicable in this report

Agreed by:  8/9/16 On behalf of the Director-Finance, Assets & IS

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Barnsley Community Infrastructure Levy (CIL)

Consultation Summary
September 2016



- Consultation on the CIL PDCS for Barnsley took place for a six week period between the 15th June 2015 and 24th July 2015.
- A robust approach was taken to consultation with stakeholders contacted across a range of channels. Only 35 responses were received despite the proactive level of engagement.
- The table provides a high level summary of feedback received broken down by theme. The table also provides a summary of action Feedback can be broken down into 6 key themes:

Theme	Key Points	Action Taken
Viability Evidence	<ul style="list-style-type: none"> • Currency of evidence. • Methodology feedback • Compliance with national planning policy 	<ul style="list-style-type: none"> • An independent gateway review assessment has been undertaken to provide assurance on the CIL evidence base and compliance with national planning policy.
Local Plan Linkages	<ul style="list-style-type: none"> • Concerns over progressing CIL in isolation to Local Plan 	<ul style="list-style-type: none"> • The decision has been taken to progress CIL adoption in parallel with the Local Plan
Charging Schedule	<ul style="list-style-type: none"> • Perception of high charges in certain housing submarkets • Concern to proposed retail exemptions are not supported by evidence base. 	<ul style="list-style-type: none"> • Proposed charges have been reviewed and adjusted where appropriate within the context of the Draft Charging Schedule. • The proposal to include retail exemptions has been removed at Draft Charging Schedule to bring proposed retail rates in line with viability evidence.
Regional Comparison	<ul style="list-style-type: none"> • View that proposed charges are higher than surrounding authorities 	<ul style="list-style-type: none"> • Proposed charges have been reviewed and adjusted where appropriate within the context of the Draft Charging Schedule.
Infrastructure Planning	<ul style="list-style-type: none"> • Infrastructure planning is not advanced enough to support CIL adoption • Greater clarity on infrastructure funding through CIL is required, (Regulation 123 list). 	<ul style="list-style-type: none"> • Infrastructure Planning has now progressed with detailed information available at Draft Charging Schedule. • A refined version of the Regulation 123 list is available at Draft Charging Schedule Consultation.
General Feedback	<ul style="list-style-type: none"> • General compliance with National Planning Guidance. • Additional detail required around exemptions, payment instalments and relief components 	<ul style="list-style-type: none"> • An independent gateway review has been undertaken providing assurance over compliance with National Planning Guidance. • Additional documentation including exemptions, instalments and relief are available at Draft Charging Consultation Schedule

Barnsley Community Infrastructure Levy (CIL)

Draft Charging Schedule
September 2016



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Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

1. What is the Community Infrastructure Levy?

- 1.1** CIL was introduced under the Planning Act 2008 and allows local authorities in England and Wales to raise funds from development in their area. The money raised can be used to fund a wide range of infrastructure required as a result of the development that takes place. CIL is a levy that is charged when planning permission or permitted development is granted for new development.
- 1.2** The charge can apply to the types of development that people use or inhabit such as housing or retail. CIL is not applied to structures such as pylons or telecommunication masts.
- 1.3** The levy will be based on £ per square metre of internal gross floor space of development. It is not charged on a change of use unless there is an increase in floor space.

2. Why introduce a Community Infrastructure Levy?

- 2.1** Most development has some impact on the need for infrastructure and services, or benefits from them. Therefore it is appropriate that such development pays a share of the cost. The government considers that those who benefit financially when planning permission is given should share some of that gain with the local community.
- 2.2** Through the payment of a CIL contribution, developers will help fund the Infrastructure that is needed to make their development acceptable and sustainable within the local area.

3. How will the CIL chargeable amount be calculated?

- 3.1** The amount of CIL charge will be calculated according to additional floorspace of the proposed development and will factor in an inflation measure to allow for changes in building costs over time. A summary of the method is set out below:

$$\text{CIL rate} \times \text{Net additional new build floorspace} \times \text{Inflation Measure}$$

- 3.2** The inflation measure used will be the national 'All-in Tender Price Index' published by the Building Cost Information Service (BCIS) of Royal Institution of Chartered Surveyors. The inflation measure involves dividing the index costs from the year the planning permission is granted, by the index costs from the year that the Charging Schedule is adopted. Full details of the method are set out in the CIL Regulations 2010 (as amended), Regulation 40.
- 3.3** As CIL is charged on the gross internal floor space of new development, where planning permission is granted for a development that involves the creation or demolition of a building in lawful use, the level of CIL payable will be calculated on the net increase in

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

floor space. This means that the existing floor space contained within the building will be deducted from the total floor space of the new development when calculating the CIL charge.

4. Section 106

- 4.1** Unlike the Section 106 system, CIL can be collected on all developments and then 'pooled' in the style of a tariff. The pooled levy can then be spent on the type of infrastructure a charging authority has identified via its local plan, providing greater flexibility in the delivery of future infrastructure projects.
- 4.2** The existing Section 106 system will remain in place, but will be scaled back to ensure that CIL is the key mechanism for infrastructure funding.
- 4.3** The reason for retaining Section 106 is to ensure that site specific impacts caused by development can be mitigated (e.g. access roads, small areas of open space or play provision, on-site environmental improvements, etc). The current CIL regulations ensure there is a distinction between the two systems and that they do not overlap.

5. Exemptions and relief

- 5.1** Most development that involves the creation of buildings that people normally use will be liable to pay CIL. The regulations do however provide for a number of exemptions against which a levy cannot be charged.
- 5.2** Development up to 100sqm will be exempt (an extension to a house for instance will not pay CIL if it is less than 100sqm). However, this exemption does not apply if a new house is being created by the development (i.e. a new 60sqm house would have to pay the levy).
- 5.3** Social or affordable housing has full relief from CIL. Where social housing forms part of a mixed tenure development that includes market homes, CIL will not apply to the proportion of floor space that consists of social housing.
- 5.4** Charity landowners will also benefit from relief provided that the development is to be used for charitable purposes.
- 5.5** The CIL regulations also provide a procedure for giving discretionary exceptional circumstance relief if the Charging Authority has decided to make this available and provided that a set of tightly drawn conditions can be met.
- 5.6** Changes of use, conversions or subdivision of a building that do not involve an increase in floorspace are exempt. The creation of mezzanine floors of less than 200 m², inserted into an existing building, are not liable for the CIL unless they form part of a wider planning permission that seeks to provide other works as well.

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- 5.7** The decision to offer exceptional circumstances relief is not part of the process of developing a Charging Schedule. The Charging Authority may publicise its decision to offer exceptional circumstances relief separate to the publication of a Charging Schedule. The council is considering the introduction of an exceptional circumstances relief policy as CIL is prepared and consulted on.
- 5.8** Full details relating exemptions and relief can be found in the supporting CIL Guidance Document.

6. Evidence to support a CIL

- 6.1** The key pieces of evidence required to support a CIL include the following:
- An up-to-date or emerging Local Plan
 - Evidence that a CIL is economically viably
 - Evidence of an infrastructure funding deficit
 - Evidence of historic S106 rates
- 6.2** The Local Plan for Barnsley is currently being developed and provides the overarching planning policy framework for the implementation of CIL. The Council is continuing to work on the development and adoption of its Local Plan.
- 6.3** Viability evidence to support the adoption of CIL has been prepared. The evidence has considered a market analysis and viability testing of different development types and provides recommended rates of CIL that can be charged without putting major development at risk.
- 6.4** The evidence indicates that for residential development, it is considered that CIL will not render the majority of development throughout the borough unviable. However, it is acknowledged that different rates may have to be set for different parts of Barnsley in order to reflect the viability of residential developments within local areas.
- 6.5** For non residential uses, the only types of development which could support CIL and remain viable (at present) are A1 uses⁽¹⁾
- 6.6** Initial infrastructure planning work has been carried out that shows an infrastructure funding deficit which CIL can partly meet.
- 6.7** The CIL evidence base for Barnsley can be viewed on the council's CIL webpage: www.barnsley.gov.uk/CIL. A number of CIL evidence base documents have been produced to inform the preparation of a Preliminary Draft Charging Schedule:

1 A1 refers to the town planning use class order of shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

- Draft Charging Schedule
- Barnsley CIL Viability Report 2012
- Barnsley CIL Viability Report 2015 (Updated)
- Preliminary Draft Charging Schedule Consultation Findings
- Barnsley Draft Infrastructure Delivery Plan
- Barnsley CIL Rate Calculation Methodology
- Historic Section 106 Collection Rates
- CIL Guidance Document
- Statement Of Representation

7. The proposed levy

- 7.1** The Preliminary Draft Charging Schedule (shown at Appendix 1) has been prepared in accordance with the Community Infrastructure Levy Regulations 2010 (as amended). The council must strike a balance between ensuring appropriate development comes forward and the impact on development viability.

Residential development

- 7.2** The assessment of residential land and property values in Barnsley indicates that the borough can be divided into eight principal sub-market areas. A map showing the zones is included in the Preliminary Draft Charging Schedule at Appendix 2.
- 7.3** The viability assessment undertaken demonstrates an increased land value benchmark for residential schemes of < 15 dwellings as a result of Affordable Housing provision not being applicable for those developments. Viability evidence therefore shows that a separate differential charging zone could be applied for those developments across the identified submarkets.
- 7.4** These sub-markets suggest differential charging zones can be applied as shown in Table 1:

Table 1 Residential Zones		
Sub Market	CIL Rate Per SQM => 15 Dwellings	CIL Rate Per SQM < 15 Dwellings
Rural West	£80	£80
Penistone & Dodworth	£80	£80
Darton & Barugh	£50	£80
South Barnsley & Worsbrough	£10	£50

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

Rural East	£0	£30
Hoyland, Wombwell & Darfield	£0	£0
North Barnsley & Royston	£0	£0
Bolton, Goldthorpe & Thurnscoe	£0	£0

Commercial development

- 7.5** The viability evidence indicates that most categories of commercial development are not viable in current market circumstances in Barnsley should a CIL rate be applied. Only general retail was assessed to be viable and capable of accommodating CIL.
- 7.6** It is recommended that two commercial CIL charge zones are established is taken to setting commercial rates as illustrated in Table 2. A map showing the proposed zones is included in the Draft Charging Schedule at Appendix 3.

Table 2: Proposed Commercial CIL Charges	
Land Use	CIL Rate
A1 All Areas	£70
All other non-residential development	£0

8. CIL indexing and review

- 8.1** Once CIL is adopted, the charging rates proposed will be indexed to account for inflation using a nationally recognised index. The overall Charging Schedule will be reviewed as outlined within this document.

9. Payment of CIL

- 9.1** CIL is payable on commencement of development where a planning permission is granted after the Charging Schedule has taken effect.
- 9.2** A Charging Authority is able to introduce payment by instalments. Full details relating to the proposed CIL instalment policy can be found in the supporting CIL Guidance document. The instalment policy can be introduced, withdrawn or amended at any time with 28 days notice.

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10. Spending CIL

The intention is to use CIL to unlock and deliver larger strategic sites in support of the delivery of the council's economic strategy (with S106 retained only for direct mitigation of site-specific impacts). Under CIL Regulation 123, the council will need to prepare a list setting out the types of infrastructure that it intends to fund through CIL, prior to the adoption of its Charging Schedule. CIL cannot be used in combination with Section 106 to deliver the same piece of infrastructure.

The Regulation 123 list can be reviewed at any time and it is initially suggested that this would be on an annual basis linked to the publication of the council's Annual Monitoring Report that would identify progress on collecting and spending CIL.

The Regulation 123 list is likely to be restricted to 'core infrastructure' and items where contributions need to be pooled. It might include for example development of business parks, green infrastructure, new schools and strategic/sustainable transport. Other items such as affordable housing, site specific highway works and small areas of open space or play provision are likely to be negotiated via Section 106, Section 38 and Section 278 agreements outside of CIL.

The council has undertaken initial infrastructure planning and has consulted with infrastructure providers during the development of the Local Plan. A draft Infrastructure Delivery Plan has been prepared which highlights the borough's key infrastructure requirements over the plan period. The council will be refining and reviewing this work as CIL is prepared and consulted on.

However, for the purposes of this CIL consultation exercise, a S106 & CIL an **indicative list** has been prepared. The aim of the list is to identify and provide clarity about what types of infrastructure the council will fund via S106 and CIL and provide a clear distinction between the two systems. This list is shown in Tables 3 and 4.

The council's guiding principle when identifying infrastructure for CIL purposes is that it should enable the delivery of major economic regeneration projects (and thus be of benefit to the borough's economy or environment as a whole). For S106 the aim is for it to be limited to minor on-site and off-site development related improvements.

There will be a need to discuss any emerging Regulation 123 list with key infrastructure providers. Additionally other forms of funding will also need to be investigated including for example potential use of New Homes Bonus or regional funding sources.

The CIL regulations also allow up to 5% of the CIL collected each year to be used to pay for the administrative expenses incurred by the Council. The Council anticipates that it is likely to seek an element of reimbursement to cover the cost associated with the collection, implementation and monitoring of CIL. This will be accounted for in the Councils monitoring of the expenditure of CIL.

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Table 3 – <u>Indicative</u> CIL Infrastructure List	
CIL (regulation 123 list)	Evidence
Provision of key economic infrastructure (including the delivery of strategic business parks, employment sites and associated works such as and land remediation and provision of utilities).	Local Plan Jobs & Business Plan More & Better Skills Plan
Road infrastructure (excluding motorway and major trunk roads)	Local Plan Jobs & Business Plan Draft Infrastructure delivery plan Barnsley Transport Strategy
Urban infrastructure and public realm improvements (including street scene and public art)	Local Plan Jobs & Business Plan Public Art Strategy
Provision of new and improvement of existing Green Infrastructure (including district, borough and regional level parks and open spaces; outdoor sports provision; cemeteries; local, national and European designated sites; historic parks and gardens; and strategic greenways)	Draft Infrastructure delivery plan Barnsley, Leeds City Region and Sheffield City Region Green Infrastructure Studies Greenspace strategy Dearne Valley Landscape Partnership Sport Facility Strategy
Flood mitigation	Draft Infrastructure Delivery Plan Local Flood Risk Management Strategy
A new school (or schools) including primary, nursery, secondary and higher education facilities	Draft Infrastructure delivery plan
Low carbon and renewable energy	Energy Strategy

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	Draft Infrastructure delivery plan
Sustainable transport measures (including walking and cycling)	Draft Infrastructure delivery plan Destination Management Plan Local Transport Plan Barnsley Transport Strategy
Other large scale community facilities (including libraries; cultural attractions; health centres; indoor sports and recreational centres)	Draft Infrastructure delivery plan Destination Management Plan

Table 4 – Indicative S106 Funding

Affordable Housing

Provision of new, expansion of and improvements to local green and open spaces (including local level parks and open spaces; local level public realm works; non-designated sites of biodiversity and geological interest; play provision; and non-strategic greenways (on-site and off-site contributions))

Minor road improvements outside of Section 278 agreements (on-site)

Footpath/cycling improvements (on-site)

Sustainable design or energy efficiency measures (on-site)

Education contributions for existing primary, nursery, secondary and higher education facilities schools to address shortfalls in capacity as a result of development taken place within the local area. This will exclude the building of new schools which will be identified through the Infrastructure Delivery Plan within funding contributions provided through CIL.

All of any other necessary on site or off-site infrastructure that is not covered by the CIL table 3 list.

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

11. Neighbourhood Funding

- 11.1** Charging authorities will be required to pass a proportion of CIL receipts to town or parish councils. Town and parish councils will receive a 15% share of CIL revenue from development in their area, subject to a cap of £100 per household in the town or parish council area. Where a neighbourhood has drawn up a Neighbourhood Plan, this share would increase to an uncapped 25%
- 11.2** Barnsley Metropolitan Borough Council will be required to work closely with Local Parish and Town Councils in order to ensure this element of CIL is managed and delivered effectively.

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

12. Reporting and Monitoring of CIL

12.1 CIL Regulation 62 requires the Council to publish an annual report on the operation of the levy each financial year. This will form part of the Council's Annual Monitoring Report and will include the following information:

- The total amount of CIL monies collected
- How much of that money has been spent including on which infrastructure projects
- Administration costs
- The amount of CIL retained at the end of each financial year.

12.2 It is recognised that there is a need to closely monitor the proposed CIL charges in order to reflect changes in the local development market and to reflect changes in both local and national policy. The Council therefore proposes to review CIL every three years or earlier, if necessary, in response to significant changes in local development viability.

13. Next Steps

13.1 This Draft Charging Schedule is the subject of consultation for six weeks from **17/10/16** to **27/11/16**. This consultation is aimed particularly at town and parish councils, local residents, businesses, infrastructure providers, the local development industry and adjoining local authorities.

13.2 Following the consultation period, the representations received will be taken into consideration, and if required, modifications made or further testing undertaken. The next stage is to then finalise the Charging Schedule with a view to examination and adoption in 2017.

13.3 The council requests that the following questions be considered when responding to this consultation:

1. Do you have any general comments to make about the consultation document and the approach taken to bring CIL forward in Barnsley?
2. Do you agree that the proposed residential charges areas in Barnsley are correct?
3. Do you agree that the proposed non residential CIL charges in Barnsley are correct?
4. Do you have any comments or observations that you would like to express relating to the CIL evidence base?
5. Do you have any comments or observations in respect of supporting CIL documents and draft guidance documentation?

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

13.4 Comments should be put in writing and sent to:

Barnsley MBC
Planning & Building Control
PO Box 604
S70 9FE

13.5 Comments can also be submitted electronically utilising the Councils online consultation portal available at: www.barnsley.gov.uk/CIL

13.6 Full details relating to the consultation process can be found in the supporting Statement of Representation document.

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

Appendix 1. The Draft Charging Schedule (DCS)

Proposed CIL Residential Rates

Table 1 Residential Zones		
Sub Market	CIL Rate Per SQM => 15 Dwellings	CIL Rate Per SQM < 15 Dwellings
Rural West	£80	£80
Penistone & Dodworth	£80	£80
Darton & Barugh	£50	£80
South Barnsley & Worsborough	£10	£50
Rural East	£0	£30
Hoyland, Wombwell & Darfield	£0	£0
North Barnsley & Royston	£0	£0
Bolton, Goldthorpe & Thurnscoe	£0	£0

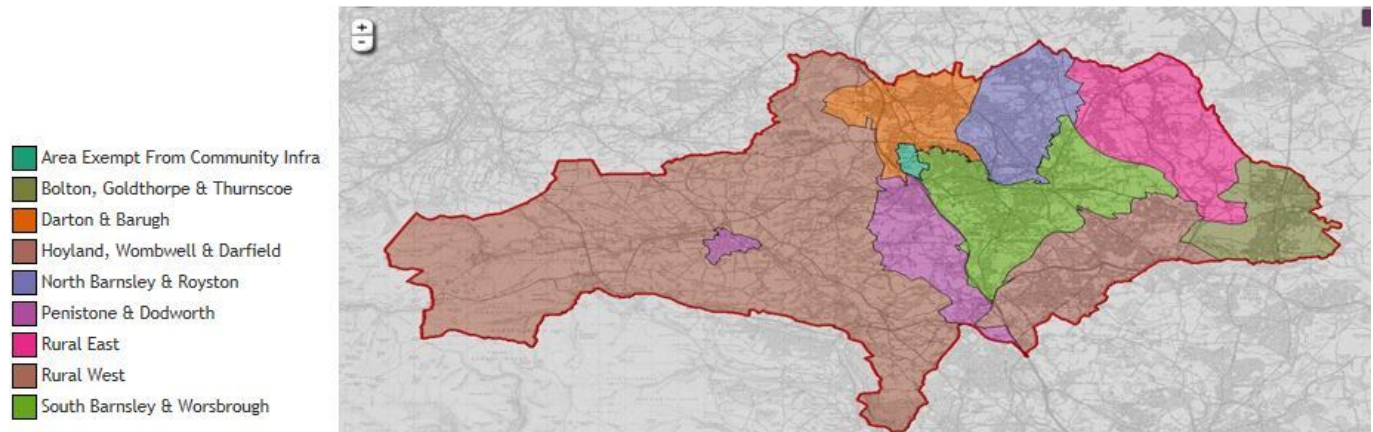
Proposed CIL Commercial Rates

Table 2: Proposed Commercial CIL Charges	
Land Use	CIL Rate
A1 All Other Areas	£70
All other non-residential development	£0

Barnsley Metropolitan Borough Council Community Infrastructure Levy (CIL) - Draft Charging Schedule

Appendix 2. Barnsley MBC - Draft Charging Schedule Residential Charging Zones (Spatially)

Charge rate information can be viewed electronically at the following [link](#)



Residential Zones		
Sub Market	CIL Rate Per SQM => 15 Dwellings	CIL Rate Per SQM < 15 Dwellings
Rural West	£80	£80
Penistone & Dodworth	£80	£80
Darton & Barugh	£50	£80
South Barnsley & Worsbrough	£10	£50
Rural East	£0	£30
Hoyland, Wombwell & Darfield	£0	£0
North Barnsley & Royston	£0	£0
Bolton, Goldthorpe & Thurnscoe	£0	£0

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Barnsley Community Infrastructure Levy (CIL)

Guidance Notes
September 2016



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1 . The CIL Process

Introduction

This guidance note sets out the process involved in the charging and collection of CIL. The Barnsley Council **CIL Charging Schedule** applies from dd/mm/yyyy. All relevant consents granted on or after this date will be liable to pay CIL.

The 'Is my development CIL liable' document will assist in working out if the proposed development will be subject to a CIL charge.

The CIL process

Step 1 - Submitting information to enable CIL liability to be determined

Applications for a development that will be, or may be, liable for CIL must include with their application the **CIL Additional Information Requirement form**. This is a **Local Planning Application Information Requirement** in Barnsley and without it a planning application cannot be validated.

In most cases the CIL form will contain enough information for the Council to calculate the CIL liability. (An exception might be if a transfer of land is a proposed form of payment.)

Step 2 – Assumption of Liability

This form lets the Council know who is responsible for paying the CIL related to the development. If it is not submitted, then the charge will default to the registered land owner and a surcharge will be applied to cover the costs of establishing their identity.

Note on timing:

The earlier the Assumption of Liability form is submitted, the better, as without it a Liability Notice cannot be easily and promptly sent to the liable and interested parties. (The latest it can be sent is immediately prior to commencing development, but this will leave the liable and interested parties without the Council's formal determination of the CIL charge and with little time for options such as making changes, seeking a review of or appealing the decision. All these processes are unavailable on commencement of development.)

Step 3 - Issuing a Liability Notice

When the Council grants planning consent, it will issue a Liability Notice. If the **Assumption of Liability form** has not been submitted to establish who the liable (and any interested) parties are, a **Draft Liability Notice** will be issued.

The Liability Notice sets out the total amount of CIL payment due for the development. It will include all relevant floor space contained in the development, including any floor space that may be eligible for social housing, charitable, self-build or exceptional circumstances relief.

1 . The CIL Process

In cases where consent is granted following an appeal, the Liability Notice will be issued as soon as possible after the appeal decision is issued.

Step 4 – Prior to commencing development

Before commencing development, a **Commencement Notice** must be submitted. This form lets the Council know when the development is going to commence, and will form the basis of the dates that the CIL payments become due. This form must be submitted no later than one day before development is to commence. If it is not submitted, then surcharges will be applied.

Step 5 – Payment of CIL on commencement of development

The CIL charge has to be paid within 60 days of commencement of development. (If payment by instalment has been agreed, the first payment will be due.) If not paid or payment is late, then a range of penalties and surcharges will be applied.

2 . Is my development liable for CIL?

Introduction

This guidance note sets out to explain what type of development is liable for CIL charges and who is liable to pay.

What type of development is CIL liable?

This guidance summarises the main aspects of the **Charging Schedule**, but only the Charging Schedule provides definitive information on CIL charges.

New developments, including extensions to buildings, are liable and CIL is charged per square metre of additional floor space. This applies to:

- The creation of a new dwelling, regardless of size, including change of use to residential, regardless of whether or not it includes additional floorspace
- Other development of 100 square metres or more

Changes of use are not normally liable for CIL if the buildings are considered to be 'in-use' – see the definition below on the next page. However, those deemed not to be 'in-use' may still warrant a charge.

However, in Barnsley, CIL charges only apply to the following uses:

- Residential
- Retail (A1 use only)

All other uses and development are not charged CIL. The rates vary in different residential zones.

How the CIL charge is determined

Applications that are CIL liable must be accompanied by the **CIL Additional Information Requirement form**. This information enables us to calculate the correct CIL charge and inform known interested parties of it when planning permission is granted. This applies even if the development would be able to benefit from the Relief available for social housing, charitable development, self-build dwelling or exceptional circumstances. (Barnsley does not require the additional questions form for house extensions unless the applicant either doesn't have an ownership interest or doesn't occupy the house as the main residence.)

If the Assumption of Liability form has not been submitted, identifying who is going to pay the CIL charge, we will issue a Draft Liability Notice on granting planning permission.

The final CIL charge, including any instalments, will be set out in the **Demand Notice**, issued, on commencement.

The CIL charge can change throughout the process, due to various reasons, such as:

2 . Is my development liable for CIL?

- If a delay between the granting of permission and implementation leads to the CIL charge changing in line with the designated index
- If any relief is granted
- If successfully appealed
- If it proves necessary to apply any penalties or surcharges

Permitted development (General Consent)

In some cases permitted development (development that does not require planning permission) for non-residential property may be large enough to be CIL liable. If you intend to commence development under General Consent you must submit a CIL Form - **Notice of Chargeable development** to the Council before the development is commenced. The CIL charge will then be calculated and applied as though planning permission had been granted.

What type of development is not CIL liable?

The following types of planning applications are not liable for CIL:

- Development containing less than 100 square metres of new build, provided that it does not result in the creation of a new open market dwelling.
- Most house extensions (see above)

These types of applications, unless specifically requested by us, will not require the CIL Additional Information Requirement form.

Reserved matters applications resulting from an outline planning permission that has been granted before CIL was introduced (dd/mm/yyyy) would also not be liable for CIL.

Relief from CIL

Separate guidance notes explain the various forms of relief possible in Barnsley:-

- Social Housing Relief
- Charitable Development Relief
- Self-build Dwellings Relief
- Residential Annex or Extension Relief
- Exceptional Circumstances Relief

CIL is only intended to generate infrastructure payments from new floor space developed, so there is a credit for demolished buildings that are in use which is used to offset chargeable floorspace.

How is CIL calculated, taking into account existing buildings?

Please see the Charging Schedule on the Council's webpage and use the **CIL Calculator** provided.

2 . Is my development liable for CIL?

CIL is calculated by multiplying the net increase in the floor space of a development by the CIL rate set out in the charging schedule (plus indexation) with a credit given for existing buildings so as to reduce the overall liability. The credit applies to the areas of 'in-use buildings' that are to be demolished or retained. An 'In use building' is defined as a building which contains a part of an existing building that has been in lawful use for a continuous period of 6 months within the past three years before the grant of the planning permission. This means the area of development chargeable to CIL may be reduced by the gross internal area of the existing building.

The chargeable amount will be calculated in accordance with the **CIL Regulations**. This is most simply stated as the chargeable amount based on the floor space (in square metres) multiplied by the levy rate (£xx per sq m):

Levy = CIL rate (R) x Net additional new build floorspace (A) x inflation measure (I)

R = the levy rate as set in the Charging Schedule.

A = the gross internal area of floor space chargeable in square metres after deducting any existing floor space and any demolitions, where appropriate.

I = inflation measure calculated at the November rate proceeding the issue of the Liability Notice (using BCIS All-in Tender Price Index).

Examples of development types, showing whether or not they are CIL liable

Current Site	Completed Development	CIL Liable?	Chargeable Area
Cleared building site	92 sq m new residential dwelling	√	92 sq m (no minimum when creating new dwelling)
Single dwelling – in use	25 sq m extension	X	Not liable as under 100 sq m new build and does not create a new dwelling
Single dwelling – in use	125 sq m extension	X	most cases this will be considered 'self-build'
Cleared building site	2,000 sq m residential, including 40% affordable housing (800 sq m)	√	1,200 sq m NB: the social housing relief (800 sq m) must be applied for and meet certain criteria to be granted

2 . Is my development liable for CIL?

Current Site	Completed Development	CIL Liable?	Chargeable Area
Single dwelling – in use but to be demolished	125 sq m new development 90 sq m original dwelling demolished	√	35 sq m NB: not exempt as development comprises of one or more dwellings but charge reduced due to original building to be demolished being in use
Single dwelling – not in use and to be demolished	125 sq m new development 90 sq m original dwelling demolished	√	125 sq m NB: not exempt as development comprises of one or more dwellings and no reduction in charge as original building not in use
Single dwelling – not in use but to be retained	35 sq m new development 90 sq m original retained	X	Not liable as under 100 sq m new build and does not create a new dwelling (but extends an existing one).
3,500 sq m residential development not in use to be demolished.	15,000 sq m new residential 5,000 sq m new offices	√	15,000 sq m residential is CIL liable. 5,000 sq m offices is zero rated. No credit for demolition of existing buildings as not in use.
3,500 sq m office development in use and to be demolished	15,000 sq m new residential 5,000 sq m new offices 3,500 sq m original offices demolished.	√	12,375 sq m residential Is CIL liable. 4,125 sq m offices but as zero rate no charge. NB: The demolished amount is apportioned across the whole development e.g. $\frac{3}{4}$ development residential; $\frac{1}{4}$ business; therefore, of the 3,500 sq m demolished floor

2 . Is my development liable for CIL?

Current Site	Completed Development	CIL Liable?	Chargeable Area
			space, 2,625 sq m is deducted from residential floor space and 875 sq m from business.

Appealing against payment of the CIL charge

Appeals can be made against all aspects of the CIL collection and enforcement system, from the levy collection authority's calculation of the amount due to any enforcement actions it may take. Please see Guidance Note 4 for further details. There are three exceptions where an appeal system does not exist: social housing relief; exceptional circumstance relief and self-build exemption.

Surcharges and penalties

If payment is not made by the due date then penalties and surcharges will apply. The Council does not have the flexibility to defer payment of CIL, other than through the Instalments Policy.

Who is liable to pay the CIL?

Responsibility to pay the levy runs with the ownership of the land and the levy is registered as a local land charge. Liability to pay the levy may be assumed by the land owner or another party or parties. This is done by completing and submitting a CIL Assumption of Liability Notice form. Liability must be assumed by submission of a completed form before the development commences.

Failure to submit the form prior to commencement of the development will result in the liable party/land owner losing any right to pay the levy in instalments, as set out in the Council's Instalment Policy, and may incur a surcharge.

Liability may be transferred at any time before commencement of the development, unless an application for social housing relief has been made, by submitting the appropriate CIL form:-

- **Assumption of Liability Notice**
- **Withdrawal of Assumption or Relief**
- **Transfer of Assumed Liability**

If the Council is unable to recover CIL from a party that has assumed liability, the liability defaults to the owner/s of the land.

3 . Payment by instalment policy

Instalment policy

In accordance with Regulation 69B of the Community Infrastructure Levy (Amendment) Regulations 2014, Barnsley Council (the charging authority) will allow the payment of CIL by instalments as set out in the table below.

Chargeable Amount	Number of Instalments	Payment Due
Less than £50,000	0	Required in full within 60 days of the commencement date.
From £50,000 to £200,000	2	Two equal instalments 60 and 365 days after the commencement date.
£200,000 or more	3	Three instalments* 60, 365 and 548 days after the commencement date.

*These will be 33%, 33% and 34% respectively.

CIL becomes payable when development commences. Regulation 7 (2) defines this as “the earliest date on which any material operation begins to be carried out” and Regulation 7 (6) confirms that ‘material operation’ has the same meaning as in section 56(4) of the Town and Country Planning Act 1990 (time when development begun).

In a few cases on larger developments we will accept transfer of land by instalment. These will be negotiated on a case by case basis with the planning officer dealing with the case.

This policy came into effect on dd/mm/yyyy.

Instalment Policy Guidance notes

Regulation 70 of the Community Infrastructure Levy (Amendment) Regulations 2014 sets out the requirements that must be complied with in order to benefit from the CIL instalment policy.

The CIL instalment policy will apply in the following circumstances:

1. Where the Council has received the CIL **Assumption of Liability form** prior to commencement of the development (Regulation 70(1)(a).
2. Where the Council has received a CIL **Commencement Notice** prior to commencement of the development (Regulation 70(1) (b))

If either of the above requirements are not complied with, the total CIL liable will become payable within 60 days of commencement of the development.

3 . Payment by instalment policy

In addition surcharges may apply. (Please read Guidance Note 5) if either the CIL Assumption of Liability form and or the CIL Commencement Notice have not been submitted prior to the commencement date of the development.

Once the development has commenced the CIL payments must be made in accordance with the CIL instalment policy. Where there is a breach in payments, the total CIL liability will become payable in full immediately (Regulation (70) (7))

4 . The appeal process

Introduction

This note sets out the procedures for making appeals: how to make an appeal, when to make an appeal by, and who to make the appeal to.

The Planning Service acts for the Council as the collecting authority.

Appeals are possible to the Valuation Office Agency (VOA) in respect of CIL charging decisions or to the Planning Inspectorate (PINS) in respect of CIL enforcement decisions.

However, the CIL Regulations require you to seek a review of the collecting authority's charging decisions, before you can appeal to the VOA.

There are two CIL decisions where the Regulations do not allow an appeal: social housing relief and exceptional circumstances relief.

Seeking a review of the CIL charge

If you feel that the amount of CIL charge set out in your Liability Notice has been calculated incorrectly or you disagree with any other aspect of the Planning Service's CIL decisions, you can seek a review of that decision. Such a request must be made in writing and within 28 days of the date on which the Liability Notice (or Draft Liability Notice) was issued, or of any other CIL decision made by the Planning Service.

You may submit whatever evidence in writing you may feel is appropriate to support your review request.

How the Planning Service will conduct the review and notify you of the outcome

When the Planning Service receives your request to review the amount, we will ensure that the person conducting the review is senior to the one who carried out the original calculation. We will notify you of the decision of the review within 14 days of receiving your request, including the reasons for the decision.

However, where development is commenced before you receive notification of this decision, the review will lapse and the original amount will become due for payment in the manner set out in the demand notice.

To facilitate a timely response, you are asked to seek a review by e-mail if at all possible, addressed to CIL@barnsley.gov.uk.

Rights of appeal against decisions made by the Planning Service following a review

If you are dissatisfied with the decision of the Planning Service's review or have not been notified within 14 days, you may appeal to the Valuation Office Agency (VOA) in respect of the following decisions:

4 . The appeal process

- Chargeable Amount (Regulation 114)
- Apportionment of Liability (Regulation 115)
- Charitable Relief (Regulation 116)
- Exemption for Residential Annexes (Regulation 116A)
- Exemption for Self Build Housing (Regulation 116B)

Appeals against the chargeable amount must be made no later than 60 days beginning with the day on which the Liability Notice was issued. Appeals against apportionment and the specified relief or exemption decisions must be made within 28 days from the Demand Notice or other decision on a claim for exemption or relief.

You may not appeal to the VOA on how the CIL charge was calculated if development has commenced. Appeals will also lapse if development commences before you have been told of the outcome of the appeal.

Where an appeal is allowed, any Demand Notices (including surcharges) relating to the development in question will be suspended pending the outcome of the appeal.

The [Valuation Office Agency CIL Appeals Guidance Note](#) provides more information and a link to their appeal forms.

Rights of appeal against CIL enforcement decisions

You can appeal to the Planning Inspectorate (PINS) if you feel that a CIL enforcement action or surcharge is unwarranted or has been taken in error, but you are encouraged to contact the Planning Service to see if we can resolve the matter first. The following types of enforcement appeal are possible:

- Surcharge (Regulation 117)
- Deemed Date of Commencement (Regulation 118)
- Stop Notice (Regulation 119)

However, you should be aware that a formal appeal can be lodged no later than 28 days after the date of your notification by the Planning Service (or within 60 days of a CIL Stop Notice taking effect).

[Enforcement appeal guidance and forms](#) are provided on the Planning Portal web site.

Where a valid appeal is submitted, any enforcement decisions relating to the deemed date of commencement, including the imposition of any surcharges, will be suspended pending the outcome of the appeal.

5 . Penalties and surcharges

Background

This note sets out the possible consequences of not following the CIL payment procedure, and of late and non-payment of CIL.

The Council has made every reasonable effort to take into account the viability needs of developers, to ensure that CIL should not deter much needed development when setting its **CIL Charging Schedule**. Development requires infrastructure to support it and CIL replaces most S106 funding for infrastructure. CIL is therefore essential to help meet the infrastructure needs of Barnsley and developments must make a reasonable contribution.

Consequences of failing to follow the CIL payment procedure

Surcharge for failing to assume liability before commencement

Failure to assume liability to pay CIL before the commencement of development may result in the Council imposing a surcharge of £50 per landowner subsequently discovered. This surcharge ensures that the administrative costs of establishing the identities of landowners are borne by the liable parties.

Surcharge where apportionment is necessary

Further, where the Council has to apportion liability between one or more owners of the land, we may also impose a surcharge of £500 per owner. This is to ensure the costs of this apportionment are borne by the owners in question. Both these surcharges are in addition to the loss of payment by instalment rights that result from failing to assume liability before the commencement of development.

What happens if a valid Commencement Notice is not submitted before development commences?

Failure to submit a valid commencement notice before development commences will result in the Council imposing a surcharge of 20% of the CIL amount due, up to a maximum of £2,500.

Surcharge for failing to comply with an information notice

Failure to comply with any requirement of an information notice within 14 days of the notice being served may result in the Council imposing a surcharge. This would be of 20% of the CIL amount due, up to a maximum of £2,500.

Surcharge for failing to respond to a request for information about either the apportionment of CIL liability or the calculation of Social Housing Relief

Failure to respond to a request for information (either on the apportionment of CIL liability or on the calculation of

5 . Penalties and surcharges

Social Housing Relief) within 14 days of the request formally being made may result in the council imposing a

surcharge. This would be of 20% of the CIL amount due, up to a maximum of £2,500.

Removal of payment by instalments option

A Demand Notice will be issued for the full amount of CIL remaining (regardless of any previous agreement to payment by instalment) in any of the following circumstances:

- If instalment terms are broken
- If liability has not been assumed
- Where a commencement notice is not received.

The requirements for qualifying for instalments are set out in Payment by Instalment Policy - CIL Guidance note 3.

Consequences of late or non-payment

Late payment interest

Failure to pay CIL on time will result in the imposition of late payment interest by the Council at 2.5 percentage points above the Bank of England base rate.

Late payment surcharge

Continued failure to pay CIL may result in the Council imposing one or more late payment surcharge. Such surcharges will be imposed in the following manner:

- Five per cent of the outstanding amount where payment is still overdue after 30 days, subject to a £200 minimum;
- Five per cent of the outstanding amount where payment is still overdue after six months, subject to a £200 minimum;
- Five per cent of the outstanding amount where payment is still overdue after 12 months, subject to a £200 minimum.

The CIL Stop Notice

In some cases the Council may believe that interest and late payment surcharges will be ineffective in securing payment of the overdue CIL. In such circumstances, the Council may decide to serve a CIL Stop Notice on the development in question. A CIL Stop Notice prohibits development from continuing until payment is made. Continuing to develop in the presence of such a notice is a criminal offence, punishable by potentially unlimited fines.

5 . Penalties and surcharges

Before serving a CIL Stop Notice however, the Council will first issue a warning to the person liable to pay the amount, the land's owners, occupiers and all those who will be affected by the notice. It will also post a warning on the site itself. This warning will state that continued non-payment may result in a CIL Stop Notice being issued. It will also set out the amount overdue and the number of days after which a CIL Stop Notice may be served if payment continues not to be made. If payment is not made by the end of this period, the Council may serve a Stop Notice, which will prohibit development with immediate effect until payment of the outstanding amount is made.

Asset seizure

If you fail to pay CIL the Council may seek a court's consent to seize and sell your assets to recover the money due. These assets may include any land you hold. The collecting authority must send you notice of its intention to do so beforehand.

Committal to prison

If you continue to evade paying CIL, the Council can ask a magistrates' court to commit you to prison for no more than three months. To do this, the Council must be able to demonstrate to the court that it has been unable to recover the CIL amount due by seizing and selling your assets and land.

Rights of appeal against CIL enforcement decisions

You can appeal to the Planning Inspectorate (PINS) against the following types of enforcement action by the Council:

- Surcharge (Regulation 117)
- Deemed Date of Commencement (Regulation 118)
- Stop Notice (Regulation 119)

The Council provides guidance on The Appeal Process. [Enforcement appeal guidance and forms](#) are provided on the Planning Portal web site.

6 . Social housing relief

Introduction

Development that incorporates social housing is entitled to mandatory relief from CIL on the social housing element of the development.

Definition of Social Housing

Regulation 49 of the Community Infrastructure Levy (Amendment) Regulations 2014 states that; social housing relief applies where at least one of four conditions are met.

Condition 1

The dwelling is let by a local housing authority on one of the following:

- a) A demoted tenancy;
- b) An introductory tenancy;
- c) A secure tenancy;
- d) An arrangement that would be a secure tenancy but for paragraph 4ZA or 12 of Schedule 1 to the Housing Act 1985 (a).

Condition 2 (is that all the following criteria are met):

- a) The dwelling is occupied in accordance with shared ownership arrangements within the meaning of section 70(4) of the Housing and Regeneration Act 2008(b);
- b) The percentage of the value of the dwelling paid as a premium on the day on which a lease is granted under the shared ownership arrangement does not exceed 75 per cent of the market value (where the market value at any time is the price which the dwelling might reasonably be expected to fetch if sold at that time on the open market);
- c) On the day on which a lease is granted under the shared ownership arrangements, the annual rent payable is not more than three per cent of the value of the unsold interest; and
- d) In any given year the annual rent payable does not increase by more than the percentage increase in the retail price index for the year to September immediately preceding the anniversary of the day on which the lease was granted plus 0.5 per cent.

Condition 3 (is that):

a) The dwelling is let by a private registered provider of social housing on one of the following:

- i) An assured tenancy (including an assured shorthold tenancy);
- ii) An assured agricultural occupancy;
- iii) An arrangement that would be an assured tenancy or an assured agricultural occupancy but for paragraph 12(1)(h) or 12ZA of Schedule 1 to the Housing Act 1988(c);
- iv) A demoted tenancy; and

b) One of the criteria described below is met

The criteria:

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a) The rent is-

- i) Subject to the national rent regime, and
- ii) Regulated under a standard controlling rents set by the Regulator of Social Housing under section 194 of the Housing and Regeneration Act 2008;

b) The rent is-

- i) Not subject to the national rent regime;
- ii) Not regulated under a standard controlling rents set by the Regulator of Social Housing under section 194 of the Housing and Regeneration Act 2008; and
- iii) No more than 80 per cent of market rent;

c) The rent is-

- i) Not subject to the national rent regime; and
- ii) Regulated under a standard controlling rents set by the Regulator of Social Housing under section 194 of the Housing and Regeneration Act 2008 which requires the initial rent to be no more than 80 per cent of the market rent of the property (including service charges).

Condition 4 only applies to development in Wales.

A claimant must provide evidence that the chargeable development qualifies for social housing relief. The regulations provide that dwellings that no longer meeting these requirements must pay the levy.

Process for claiming Social Housing Relief

Regulation 51 of the Community Infrastructure Levy (Amendment) Regulations 2014 sets out the procedures for claiming social housing relief. It is important to note that unless these procedures are rigorously followed, development will cease to be eligible for social housing relief and/or claims for social housing relief will lapse.

In order to benefit from social housing relief, the person/organisation claiming social housing relief must:

1. have assumed liability to pay CIL, through the submission to the Council of a CIL Assumption of Liability notice from prior to the commencement of the chargeable development; and
2. be an owner of the relevant land.

The claim must:

1. be submitted to the Council on a CIL Claiming Exemption or Relief form, prior to commencement of the chargeable development; and

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2. include a relief assessment that identifies on a map the location of the dwellings to which social housing relief applies, sets out the gross internal area of each of the dwellings, and includes a calculation of the amount of social housing relief claimed.

If the chargeable development is commenced before the Council has notified the person/organisation claiming social housing relief of its decision, then the claim for social housing relief will lapse.

In addition, development will cease to be eligible for social housing relief if any of the following apply:

1. The Council has not received a CIL Commencement Notice prior to commencement of the chargeable development;
2. The Council has received a Withdrawal of Assumption of Liability form from the claimant prior to commencement of the chargeable development; or
3. The Council has received a Transfer of Assumed Liability form prior to and determined prior to commencement of the chargeable development.

In summary

To benefit from social housing relief the relevant person / organisation must be an owner of the land, must have assumed liability to pay CIL and must have submitted their claim for relief by returning an Assumption of Liability form, and received the Council's determination, prior to commencing the chargeable development.

They must also have submitted a CIL Commencement Notice to the Council and not withdrawn or transferred liability to pay CIL, prior to commencement of the chargeable development.

Disposal of land before occupation

The beneficiary of all relief on a chargeable development is the claimant regardless of whether the claimant owns the land on which the social housing will be situated. However the relief attached to each qualifying dwelling will transfer whenever the land on which the dwelling(s) sit is sold before they are ready for occupation. In this event the relief applicable will be recalculated and transferred to the new beneficiary.

If the development is sold the beneficiary must;

Notify the collecting authority in writing of the sale and copy this to the previous beneficiary.

- Include the gross internal area of the qualifying dwellings
- Include a plan showing the location of those dwellings
- Include the name and address of the seller the buyer and former beneficiary

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On receipt of the new details, the relief will be recalculated and a revised liability notice will be served on the new beneficiaries and what relief they will receive.

Once a qualifying dwelling is made available for occupation the beneficiary remains the beneficiary regardless of future ownership arrangements.

Withdrawal of social housing relief

Social housing relief can be withdrawn for any qualifying dwelling where a disqualifying event occurs up to seven years from the commencement of development (the “clawback period”). The relief for that dwelling must be repaid by the beneficiary of relief.

The occupant of the dwelling will never pay clawback – liability falls on the owner of the land immediately prior to the dwelling being made available for occupation.

Where a disqualifying event occurs prior to the commencement of development, social housing relief will cease to apply.

A disqualifying event is any change to a qualifying dwelling causing it to no longer qualify for social housing relief. However the sale of a qualifying dwelling is not a disqualifying event if the proceeds of sale are spent on a qualifying dwelling. Transferring the sale proceeds to the Secretary of State, a local housing authority or the Homes and Communities Agency are also not disqualifying events. Disqualifying events do not include the purchase of social housing by the Regulator of Social Housing.

Where a disqualifying event occurs, the beneficiary of relief on the dwelling concerned must inform the Council in writing within 14 days. Where this is not done, a surcharge equal to the lesser amount of 20 per cent of the chargeable amount or £2,500 may be applied. The notification must include the area of floor space which is no longer eligible and a map locating its position in the chargeable development.

The Council will calculate what clawback is payable, and notify the beneficiary in writing of the withdrawn amount and how this has been calculated. Alongside this, a new liability notice will be issued and a demand notice will be served to collect the clawed back relief. This will be done even if the development is complete.

6 . Social housing relief

Examples of how Social Housing Relief is calculated

The following examples show how Social Housing Relief will be calculated. Scenario 2 deals with how existing floor space is taken account of in calculating Social Housing Relief. Please refer to [National Planning Guidance on CIL Social Housing Relief](#)

Scenario	Completed Development	Relief Applicable	CIL Liability
<p>The developer is a housing association.</p> <p>The residential CIL rate for zone is £75 sq m; therefore the CIL liability is £150,000.</p>	<p>Prior to the commencement of the development, the Council receives a claim for 2,000 sq m of Social Housing Relief, as the whole of the development will be social housing.</p>	Yes	<p>Social Housing Relief is granted on the whole development.</p> <p>CIL liability = £0.</p>
<p>A residential development of 4,000 sq m Gross Internal Area (GIA) on a cleared site is granted planning permission.</p> <p>The residential CIL rate is £75 per sq m; therefore the CIL liability is £300,000.</p>	<p>Prior to the commencement of the development, the Council receives a claim for 950 sq m of Social Housing Relief.</p>	Part	<p>The calculation of the revised CIL liability is as follows:</p> <p>Process 1 – Deduct the GIA eligible for relief from the total GIA</p> <p>The total GIA (4,000 sq m) – the GIA eligible for relief (950 sq m) = 3,050 sq m</p> <p>Process 2 – Recalculate the CIL liability</p> <p>3,050 sq m x £75 = Revised CIL liability of £228,750</p>
<p>A residential development of 4,000 sq m GIA is granted planning permission. It is on a site currently occupied by a house in lawful use</p>	<p>Prior to the commencement of the development, the Council receives a claim for 950 sq m of Social Housing Relief.</p>	Part	<p>The calculation of the revised CIL liability is as follows:</p>

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<p>comprising 125 sq m GIA, which is to be demolished.</p> <p>The residential CIL rate is £75 sq m.</p> <p>The existing floor-space is deducted from the CIL liability because it is in lawful use, giving a CIL chargeable area of 3,875 sq m, and a CIL liability of £290,625.</p>		<p>Process 1 – Calculate what percentage of the total GIA the discounted GIA comprises</p> <p>Discounted GIA (125 sq m)/total GIA (4,000 sq m) x 100 = 3.125%</p> <p>Process 2 – Calculate 3.125% of the GIA claim for Social Housing Relief to ascertain the level of GIA to be deducted from the relief claim</p> <p>GIA claim for Social Housing Relief (950 sq m) / 100 x 3.125 = 30 sq m</p> <p>Note: the above figure of 30 sq m has been rounded to the nearest square metre.</p> <p>Process 3 – Calculate the revised GIA of the relief claim</p> <p>Relief claim (950 sq m) – pro rata deduction (30 sq m) = 920 sq m</p> <p>Process 4 – Deduct the GIA eligible for relief from the total chargeable area</p> <p>Total chargeable area (3,875 sq m) – GIA eligible for relief (920 sq m) = 2,955 sq m</p> <p>Process 5 – Recalculate the CIL liability</p>
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6 . Social housing relief

			2,955 sq m x £75 per sq m = Revised CIL liability of £221,625
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7 . Charitable development relief

Introduction

Certain types of charitable development are entitled to an exemption from the community Infrastructure Levy (CIL). This note details those types of development and provides information about the process for claiming charitable relief, and shows examples of how it is calculated.

Charitable Development entitled to Mandatory relief

Regulation 43 of the Community Infrastructure Levy (Amendment) Regulations 2014 sets out the conditions that must be met for a charitable development to be entitled to mandatory relief from CIL.

In practice there are three main types of charity to which relief is applicable:

- Registered charities: charities which are registered with the Charity Commission
- Exempt charities: charities which cannot register under the Charities Act 2006 and are not subject to the Charity Commission's supervisory powers. They are listed in Schedule 2 of the 1993 Charities Act and include some educational institutions, and most universities and national museums.
- Excepted charities: charities excepted from the need to register but which are still supervised by the Charity Commission. Excepted charities with an income over £100,000 will have a duty to register when the relevant part of the Charities Act 2006 comes into force.

Other bodies that may be eligible for relief where they are established for charitable purposes only

- A body which has a Her Majesty's Revenue and Customs charity reference number will usually meet this requirement.
- Charging and collecting authorities must treat EU charities in the same way as UK charities for the purposes of charitable relief or be in breach of European law. The

Regulations do not preclude non-UK charities from the definition so any decision on the eligibility of a non-UK charity must be made on the merit of the charitable purpose.

Charitable relief may also apply to trusts or unit trusts whose only beneficiaries or unit holders are charities. The most usual arrangements of this type are collective investment schemes – for example, unit trusts and common investment funds.

In summary

1. The claimant must be a charitable institution (i.e. a charity, or a trust of which all the beneficiaries are charities, or a unit trust scheme in which all the unit holders are charities).
2. The chargeable development must be used wholly or mainly for charitable purposes and it must be occupied by or under the control of a charitable institution.
3. The claimant must own a material interest in the relevant land. The claimant must not own the interest jointly with a person who is not a charitable institution.

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4. The granting of mandatory relief would not constitute a state aid.

Where a development is owned jointly by a charitable institution and a private institution, relief will be given to the proportion owned by the charity.

Relief is not limited to only one charitable institution, where relief conditions are met every charitable institution owning a material interest in the relevant land can benefit from relief for their portion of the charge.

Discretionary charitable relief

Discretionary charitable relief for investment activities (Regulation 44 of the CILR 2014) and other charitable relief (Regulation 45 of the CILR 2014) are not available.

The process for claiming mandatory charitable relief

Regulation 47 of the CIL (Amendment) Regulations 2014 sets out the procedures for claiming charitable relief. These procedures must be rigorously followed or the development will cease to be eligible for charitable relief and/or claims for charitable relief will lapse.

- The claim for relief must be submitted by the charitable institution claiming relief on the **CIL form** - Claiming Exemption or Relief prior to commencement of the chargeable development.
- If there is more than one material interest in the land each claimant must submit an apportionment assessment alongside its claim. This applies even if all the interests are charities.
- The Council will decide on the accuracy of the apportionment assessment(s) made by the claimant. If the assessment is found to be incorrect it will be revised.
- The claimant must inform the council if a disqualifying event occurs prior to commencement of the chargeable development. e.g. the interest is transferred to a person(s) who is not eligible for charitable relief (see regulation 48)(1).
- Upon determining a claim for relief the Council will inform the claimant(s) in writing of its decision and the reasons for its decision and include the amount of relief granted.
- If the chargeable development is commenced before the Council has notified the charitable institution of its decision, the claim for relief will lapse. The development will also cease to be eligible for charitable relief if the Council has not received a CIL **Commencement Notice** prior to commencement of the chargeable development.

Withdrawal and clawback of charitable relief

A charitable relief claimant must inform the collecting authority where an event happens that disqualifies them from eligibility for relief up to seven years after commencement of development (the “clawback period”). This must be done within 14 days of the day on which the disqualifying event occurred. Where this is not done, a surcharge equal to 20 per cent of the chargeable amount or £2,500, whichever is the lesser, may be applied.

A disqualifying event occurs where one or more of the following events has occurred:

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- Change of purpose: the owner of the interest in the land in which relief was given ceases to be eligible for charitable relief i.e. the owner ceases to be a charitable institution or uses the building for an ineligible use
- Change of ownership: The whole of the interest in the land in which relief was given is transferred to a person who is not eligible for charitable relief or
- Change of leasehold: The interest in the land in which relief was given is a lease and is terminated before the end of its term and the owner of the reversion is not eligible for charitable relief.

Where a disqualifying event happens before commencement, the relief is cancelled and the full charge once more applies, unless a new claim by the charitable institution relief is submitted. If the disqualifying event occurs after commencement, the claimant's share of the charge becomes due. In either instance, a revised liability notice must be issued showing what is payable and a demand notice must be served to collect the clawed back relief.

Despite the threat of surcharge, a minority of claimants may not inform the collecting authority of a disqualifying event within the 14 day period. In such cases the charitable relief along with the surcharge is payable immediately by the claimant.

Charitable relief appeals

A charitable relief claimant, or the assumed liable party for the chargeable development, may appeal to the Valuation Office Agency that the collecting authority has incorrectly determined the value of the charity's interest in the land. An appeal must be submitted within 28 days of the date of the collecting authority's decision on the claim. Any appeal will lapse where the chargeable development is commenced prior to the Valuation Office Agency making its decision. At appeal the Valuation Office Agency may increase or reduce the amount of relief given to the claimant. Where the Valuation Office Agency amends the claimant's share, the collecting authority must serve a revised liability notice. The Liability Notice will detail the new value of charitable relief.

There is no right to appeal to an external body on any other grounds for charitable relief. Collecting authorities may decide to allow claimants to request a review of decisions made on their claim by a different official to the official that decided the claim.

State Aid

The regulations prohibit the giving of a mandatory charitable exemption where it would constitute a state aid. However, if a mandatory charitable exemption would otherwise have been allowed, and such a policy on discretionary charitable relief under Regulation 45 existed, a charitable institution could benefit from relief which was not a notifiable state aid.

Sheffield may automatically ensure that mandatory charitable exemption claims failing solely on state aid grounds are considered for relief under Regulation 45. Discretionary Charitable Investment Relief can similarly be given where relief is not a notifiable state aid. More detail on this and the de minimis block exemption can be found in National Planning Practice Guidance.

7 . Charitable development relief

Default of liability

Where a party assuming liability fails to pay the full amount of the levy owing, the regulations allow the collecting authority to default liability to the owners of the relevant land within the chargeable development. A collecting authority may only default liability after it has taken all reasonable efforts to recover the outstanding amount, using one or more of the provisions set out within the regulations (please see the Collection and Enforcement Information for further details).

Where the outstanding amount is defaulted, it will be apportioned between the owners of the relevant land according to their material interest in the relevant land. A charity benefiting from discretionary charitable relief may be liable to pay a share of the outstanding amount based on its material interest in the land. Charities are expected to manage the risk of a default of liability by another party. It is expected that they will carefully select development partners and make appropriate contractual arrangements to safeguard their interests.

A charity receiving a mandatory charitable exemption (under Regulation 43) will continue to be exempt from any liability to pay the outstanding charge.

Summary

To benefit from mandatory charitable relief, the charitable institution must be the owner of the land and using the land wholly or mainly for charitable purposes. Prior to commencing the chargeable development, they must have submitted their claim for relief and received the Council's determination, and submitted a CIL **Commencement Notice** to the Council.

Further assistance

[The charity commission](#) or the Governments [Community Infrastructure Levy Relief information document](#).

7 . Charitable development relief

Examples of charitable relief

Scenario	Completed Development	Relief Applicable	CIL Liability
<p>A charitable institution gains planning permission for a supported housing residential development of 1,315 sq m Gross Internal Area (GIA) on a cleared site.</p> <p>The residential CIL rate is £75 sq m; therefore the CIL liability is £98,625.</p>	<p>Prior to the commencement of the development, the Council receives a claim for charitable relief. The Council grants mandatory charitable relief because the tests in Regulation 43 are satisfied.</p>	Yes	£0
<p>A charitable institution gains planning permission for a supported housing residential development of 1,315 square metres GIA, and a retail unit (which will be occupied by the charitable institution) of 75 sq m GIA on a cleared site.</p> <p>The residential CIL rate is £75 sq m and the retail CIL rate is £70 sq m, therefore the total CIL liability is £103,875 (i.e. Residential liability of £98,625 + Retail liability of £5,250)</p>	<p>Prior to commencement of the development, the Council receives a claim for charitable relief.</p> <p>The Council grants mandatory charitable relief for the residential element because the tests in Regulation 43 are satisfied, but does not grant charitable relief for the retail element because that is classed as an investment activity and the Council is not offering discretionary charitable relief for investment activity.</p>	Part	CIL liability is reduced to £5,250 (i.e. the retail liability)

8 . Exception Circumstances Relief

Introduction

This note sets out the Council's Exceptional Circumstances Relief (ECR) Policy, with some additional guidance, where considered helpful.

The Policy

The Council has determined to make relief for exceptional circumstances available, in accordance with Regulations 55 to 57 of the Community Infrastructure Levy Regulations 2010 (as amended).

Relief for exceptional circumstances will be available from dd/mm/yyyy until further notice.

ECR will be offered where individual sites with specific and exceptional cost burdens would not be viable due to the payment of the CIL charge (See CIL Regulations 55 to 57).

The Regulations state that the Council may grant relief from liability to pay CIL if it appears to the Council that there are exceptional circumstances which justify doing so and the Council consider it expedient to do so. Each case will be considered individually by the Council, which retains the discretion to make judgements about the viability of the scheme and whether the exceptional circumstances policy applies.

Schemes can also be made viable by phasing payments (see Payment by Instalments Policy - CIL Guidance Note 3).

The Government and the Council expect that these exceptional circumstances will be rare, as the CIL rates set have been set at a level where most development can afford to pay the charge and include significant margins for flexibility. The CIL rates have been set in accordance with standard assumptions, and with a cautious approach to these assumptions, that include an element of non-CIL obligations and a large buffer, to ensure viability. These assumptions and this approach were agreed as appropriate and reasonable by an independent Government Planning Inspector.

Government guidance is set out in the National Planning Practice Guidance on ECR (paragraphs 129-134).

Practical considerations

Any application for ECR from an applicant must address the assumptions used in the CIL Viability Study (produced by independent consultants and agreed by the independent Inspector) and identify why their development differs specifically from the standard assumptions used in the Viability Study.

Applicants will need to have opened negotiation with Planning Service officers to establish any Section 106 obligation and Section 278 highway contributions that the development might be liable for, so that the total infrastructure costs of the development can be taken into account.

The CIL Regulations state that discretionary relief for exceptional circumstances can only be granted if a S106 agreement is in place and that any relief must not constitute state aid.

8 . Exception Circumstances Relief

A claim cannot be made after development has commenced.

Relief is granted for a chargeable development. This can mean the whole development or a part of a scheme where a development proceeds in phases as separate chargeable developments, where that is agreed by the Planning Service.

Review and appeal rights

The Head of Planning, or any manager delegated to do so, will make the final decision on whether to grant ECR. There is no right of appeal, but a review can be requested by a more senior officer unconnected with the original decision (see also the Appeal Process – CIL Guidance Note 4).

9 . Self-build relief

Introduction

The Community Infrastructure Levy Regulations 2010 (as amended) ('the Regulations') provides that self-build development is entitled to relief from CIL.

Barnsley is providing automatic self build relief for residential annexes and extensions, subject to review (see Residential Annex and Extension Relief - Guidance Note 9 for more details).

Definition of a Self Build Development

Regulation 54A states:

'...a person (P) is eligible for an exemption from liability to pay CIL in respect of a chargeable development, or part of a chargeable development, if it comprises self-build housing or self-build communal development.'

'Self-build housing is a dwelling built by P (including where built following a commission by P) and occupied by P as P's sole or main residence.'

'...development is self-build communal development if it is for the benefit of the occupants of more than one dwelling that is self-build housing, whether or not it is also for the benefit of the occupants of relevant development.'

'Development is not self-build communal development if it is-

- (a) Wholly or partly made up of one or more dwellings;
- (b) Wholly or mainly for use by the general public;
- (c) Wholly or mainly for the benefit of occupants of development which is not relevant development;
- or
- (d) To be used wholly or mainly for commercial purposes.'

'..."relevant development" means development which is authorised by the same planning permission as the self-build housing in question, but which does not include the self-build housing or the self-build communal development.'

Process for claiming Self Build Exemption

There are two stages that must be completed in order to claim and remain eligible for a self-build exemption..

Stage 1 The first stage must be completed **prior to commencement of development.**

Regulation 54B sets out the procedure for claiming self-build relief from the levy. Unless these procedures are followed, a development will cease to be eligible for relief from the levy.

The claim for a self-build exemption must:

9 . Self-build relief

1. Be made by a person who intends to build, or commission the building of, a new dwelling, and intends to occupy the dwelling as their sole or main residence for a period of at least three years ('the clawback period');
2. Be made by a person who has assumed liability to pay CIL in respect of the new dwelling, whether or not they have also assumed liability to pay CIL in respect of other development. The claimant must assume liability by submitting the Assumption of Liability form **prior to the commencement of development;**
3. Be submitted to the Council on the **Self Build Exemption Claim Form: Part 1 prior to the commencement of development**

Development will cease to be eligible for relief from the levy if:

1. The development commences before the Council has reached a decision on whether or not to grant relief from the levy
2. The Council has not received a **Commencement Notice prior to the commencement of development**

Stage 2

The second stage must be completed within six months of the date of the compliance certificate (building control completion certificate) for the development being issued.

Regulation 54C sets out the procedure for providing the evidence to the self-build claim. Unless these procedures are followed, a development will cease to be eligible for relief from the levy.

The Self-build Exemption Claim Form: Part 2 must be submitted to the Council

within six months of the date of the compliance certificate for the development being issued

The form must be accompanied by **all** of the following as evidence to support the claim for relief:

1. A compliance certificate for the development issued under either Regulation 17 (compliance certificates) of the Building Regulations 2010 or Section 51 of the Building Act 1984 (final certificates);
2. Title deeds of the property
3. Council tax certificates

The form must be accompanied by **two** of the following as evidence to support the dwelling being occupied as a person's sole or main residence:

1. Utility Bill
2. Bank Statement
3. Local Electoral Roll Registration

The form must be accompanied by **one** of the following:

9 . Self-build relief

1. An approved claim from HM Revenue and Customs under 'VAT431C: VAT refunds for DIY housebuilders'
2. Proof of a specialist Self Build or Custom Build Warranty
3. Proof of an approved Self Build or Custom Build Mortgage from a bank or building society.

A Self Build or Custom Build Warranty is a warranty and Certificate of Approval issued by a Warranty provider which provides a 'latent defects insurance' policy which is accompanied by certified Stage Completion Certificates issued to the owner/occupier of the home.

A Self Build or Custom Build Mortgage is an approved mortgage arranged to purchase land and/or fund the cost of erecting a home where the loan funds are paid to the owner/occupier in stages as the building works progress to completion.

Withdrawal of the exemption for self-build housing

Self-build relief will be withdrawn where a disqualifying event occurs up to three years from the date of the compliance certificate.

A disqualifying event is:

1. Any change in relation to the self-build housing or self-build communal development where it ceases to be self-build housing or self-build communal development;
2. Failure to submit Self Build Exemption Claim Form: Part 2 and the relevant evidence within six months of the date of the compliance certificate
3. The letting out of a whole dwelling or building that is self-build housing or self-build communal development;
4. The sale of the self-build housing; or
5. The sale of the self-build communal development.

Where a disqualifying event occurs, the beneficiary of the relief is liable to pay an amount of CIL equal to the amount of CIL that would have been payable on commencement of development had relief not been granted.

Where a disqualifying event occurs, the beneficiary of relief must notify the Council, in writing, within 14 days of the disqualifying event. Where this is not done, a surcharge equal to the lesser amount of 20 per cent of the chargeable amount or £2,500 may be applied.

The Council will calculate what clawback is payable, and notify the beneficiary in writing of the withdrawn amount and how this has been calculated. Alongside this, a new liability notice will be issued and a demand notice will be served to collect the clawback relief.

'Custom Build'

Anybody who is building their own home or has commissioned a home from a contractor is eligible for relief from CIL under the Self-Build Regulations. The CIL Planning Practice Guidance sets out how to apply for Self-Build Relief (paragraph 135 onwards) and makes it clear that only the owner

9 . Self-build relief

and occupier of the dwelling will be eligible as long as they assume liability for the CIL prior to commencement as explained above – the exemption does not apply retrospectively. Individuals claiming the exemption must own the property and occupy it as their principal residence for a minimum of three years after the work is completed. There have been some statements from the Government that custom-build housing is eligible for relief, but neither the Regulations nor the Guidance refer to ‘custom-build’, so only those custom-build houses that qualify as self-build will be eligible for relief.

10 . Residential annex and extension relief

Introduction

[The Community Infrastructure Levy Regulations 2010](#) (as amended) ('the Regulations') provides that a development that incorporates a self-build annexe or extension is eligible for relief from the levy.

Nevertheless, Barnsley is not requiring qualifying applications to include an Additional Information Requirement form with the planning application, as the vast majority will be exempt from CIL as self build development. Barnsley is automatically granting self build relief to this development type. Consequently, in these qualifying cases the developments will not be made CIL liable and it will not be necessary to apply for relief.

The Barnsley qualifying criteria are those set out in Regulation 42A and summarised below. Barnsley will withdraw the automatic application of this relief if monitoring of development demonstrates that there are significant number of developments benefiting that should not have or if finds any evidence of abuse.

Definition of Residential Annex or Extension

Regulation 42A states:

'...a person (P) is exempt from liability to pay CIL in respect of the development if-

- a) P owns a material interest in the dwelling ("main dwelling");
- b) P occupies the main dwelling as P's sole or main residence; and
- c) The development is a residential annex or a residential extension.'

'The development is a residential annex if it-

- a) Is wholly or mainly within the cartilage of the main dwelling; and
- b) Comprises one new dwelling.'

'The development is a residential extension if it-

- a) Is an enlargement to the main dwelling; and
- b) Does not comprise a new dwelling.'

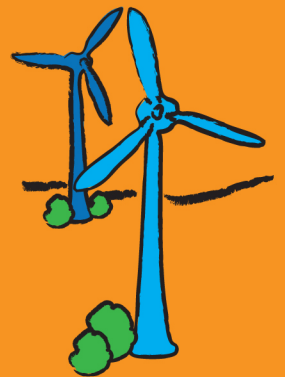
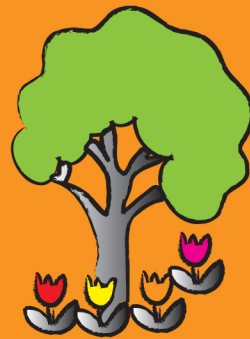
11 . Payment in kind

Payments in kind

The CIL Regulations allow for the Council to accept payments in kind, in the form of land or infrastructure, to be offset against the CIL liability, where agreed by the Council as more desirable instead of monies. This must only be done with the intention of using the land to provide, or facilitate the provision of, infrastructure to support the development of the area. The Council does not have to adopt a payment in-kind policy, but should it choose to do so, they must publish a policy document which sets out conditions in detail. In line with best practice a policy will not be introduced until CIL is implemented and if the circumstances arise.

Barnsley Community Infrastructure Levy (CIL)

Rates Methodology
July 2016



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Introduction

Introduction

This document has been created in order to provide an overview of the methodology utilised to calculate CIL charge rates. This document seeks to use actual data from the Darton & Barugh housing sub market to provide worked examples to aid clarity for the reader. The table below summarise the sub market data. A **glossary** relating to the terminology used is also contained in Appendix A of this document.

Scheme Size	Affordable Residual Value	Land Value Benchmark	Adjusted Land Value Benchmark	CIL Scheme Surplus	CIL Surplus Per Dwelling (Across the scheme)	CIL Surplus Per Qualifying Dwelling	S106 Contribution Deduction per dwelling	Actual Surplus Per Qualifying Dwelling	Actual CIL Surplus Per Sq M	Proposed CIL Rate Per Sq M	Buffer Per Sq M
< 15 dwellings	£1,450,000	£500,000	£555,000	£895,000	£22,375	£22,375	£0	£22,375	£280	£80	71%
>= 15 dwellings	£930,000	£500,000	£555,000	£375,000	£9,375	£11,719	£5,000	£6,719	£84	£50	39%

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Assumptions

The following assumptions have been made in respect of the calculation of residential CIL rates

- 40 dwellings per hectare
- Dwelling size of 80 sq m
- £200,000 per hectare uplift on **Land Value Benchmark** to accommodate issues such as abnormals
- **Land Value Benchmark** adjusted to reflect sub market house prices.

£5,000 per dwelling to address other S106 contributions for scheme of more than 15 dwellings.

Step 1 – Calculating CIL Scheme Surplus

Step 1 – Calculating CIL Scheme Surplus

The first step in the process is to calculate the CIL surplus that is available across the entire scheme within each housing sub market. The **CIL Scheme Surplus** is calculated by deducting the **Adjusted Land Value Benchmark** value from the **Affordable Residual Value**. The original **Land Value Benchmark** figure has been adjusted to reflect house values within each housing submarket providing the **Adjusted Land Value Benchmark**. This reflects the fact that land owners must receive a reasonable return on land values in order for schemes to be viable

Formula

Affordable Residual Value – Adjusted Land Value Benchmark Adjusted = CIL surplus

Darton & Barugh Housing Sub Market Worked Example			
Scheme Size	Affordable Residual Value	Adjusted Land Value Benchmark	= CIL Scheme Surplus
< 15 dwellings	£1,450,000*	£555,000	£895,000
>= 15 dwellings	£930,000*	£555,000	£375,000

*The above table reflects the following Affordable Housing requirements within the Darton & Barugh sub market:

- Schemes < 15 dwellings = 0% Affordable Housing requirement
- Schemes >= 15 dwellings = 20% Affordable Housing requirement

Step 2 – Calculating CIL Surplus Per Qualifying Dwelling

Step 2 – Calculating CIL Surplus Per Qualifying Dwelling

The second step in the process is to calculate the **CIL Surplus Per Qualifying Dwelling** that is available for each new home to be built within a scheme. Any affordable homes that are to be provide on a development are exempt from CIL payments.

Formula

CIL Scheme Surplus / Qualifying Dwellings = CIL surplus per qualifying dwelling

Darton & Barugh Housing Sub Market Worked Example			
Scheme Size	CIL Scheme Surplus	/ Qualifying Dwellings	= CIL Surplus Per Qualifying Dwelling
< 15 dwellings	£895,000	40*	£22,375
>= 15 dwellings	£375,000	32*	£11,719

*The above table reflects the following Affordable Housing requirements within the Darton & Barugh sub market:

- Schemes < 15 dwellings = 0% Affordable Housing requirement so 40 dwellings per hectare qualify for CIL payments
- Schemes >= 15 dwellings = 20% Affordable Housing requirement so only 32 dwellings per hectare qualify for CIL payments. 8 dwellings would be exempt.

Step 3 – Calculating Actual CIL Surplus Per Qualifying Dwelling

Step 3 – Calculating Actual CIL Surplus Per Qualifying Dwelling

The third step in the process is to deduct any S106 contributions that may be payable in respect of the development. The payment of any S106 contributions may impact on the overall viability of the site and therefore it is important that this figure is deducted from the **CIL Scheme Surplus** value.

Formula

CIL Surplus Per Qualifying Dwelling – S106 Contributions = Actual CIL Surplus Per Qualifying Dwelling

Darton & Barugh Housing Sub Market Worked Example			
Scheme Size	CIL Surplus Per Qualifying Dwelling	- S106 Contributions	= Actual CIL Surplus Per Qualifying Dwelling
< 15 dwellings	£22,375	£0*	£22,375
>= 15 dwellings	£11,719	£5,000*	£6,719

*The above table reflects the following Affordable Housing requirements within the Darton & Barugh sub market:

- Schemes < 15 dwellings = Schemes of this size fall beneath the 15 dwelling S106 policy framework within Barnsley and therefore no S106 payments would be required.
- Schemes >= 15 dwellings = A £5,000 contribution per dwelling has been utilised based on historical S106 payments for those elements not covered by the CIL framework.

Step 4 – Calculating Actual CIL Surplus Per Sq M

Step 4 – Calculating Actual CIL Surplus Per Sq M

The Community Infrastructure Levy is a charge per Sq m of each new dwelling. The fourth step in the process is therefore to calculate the available **CIL Surplus Per Sq m**. This figure shows the amount of available money per Sq m against which a CIL charge could be set.

Formula

$\text{CIL Surplus Per Qualifying Dwelling} / 80 = \text{CIL Surplus Per Sq m}$

Darton & Barugh Housing Sub Market Worked Example			
Scheme Size	Actual CIL Surplus Per Qualifying Dwelling	/ 80 Sq m	= Actual CIL Surplus Per Sq M
< 15 dwellings	£22,375	80 Sq M	£280
>= 15 dwellings	£6,719	80 Sq M	£84

Proposed CIL Rates & Charge Buffer

The final stage in the process is to establish a CIL charge rate that this does not threaten the viability of future developments. The CIL rate that is set is a charge Per Sq M. The Council has determined that a minimum buffer of 35% should be established in terms of any charge that is included in the levy.

Step 4 – Calculating Actual CIL Surplus Per Sq M

Darton & Barugh Housing Sub Market Worked Example			
Scheme Size	Proposed CIL Rate Per Sq M	Actual CIL Surplus Per Sq M	CIL Buffer Per Sq M
< 15 dwellings	£80	£280	71%
>= 15 dwellings	£50	£84	40%

Appendix 1: . Glossary

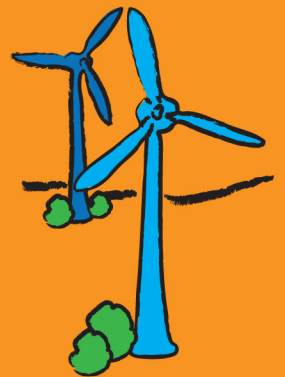
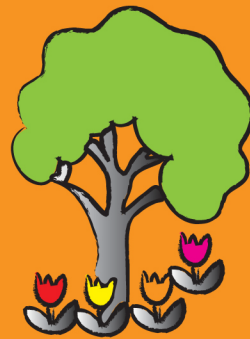
Terminology	Definition
Scheme Size	<p>Housing schemes fall into two categories in respect of the Community Infrastructure Levy charging schedule. This includes:</p> <ul style="list-style-type: none"> • Sites of less than 15 dwellings, and • Site of 15 or more dwellings. <p>Different CIL charge rates are proposed dependent on the size of the qualifying housing development.</p>
Affordable Residual Value	The value per hectare within each housing sub market
Land Value Benchmark	For schemes to be viable, land owners must receive a reasonable return. The Land Value Benchmark figure states the figure that land owners would expect to receive in respect of the sale of land for housing development. The Land Value Benchmark figure includes a £200,000 buffer for brownfield sites, abnormals and on green field sites, additional infrastructure costs
Adjusted Land Value Benchmark	The Land Value Benchmark value is further adjusted to reflect house price values within each housing submarket.
CIL Scheme Surplus	This value relates to the amount of money per hectare on which a CIL rate could be applied following the deduction of the land owner return.
CIL Surplus Per Dwelling Across The Scheme	This is the amount of money per dwelling on which a CIL rate could be applied across all dwellings within the scheme.
CIL Surplus Per Qualifying Dwelling	CIL charges do not apply to affordable units that may be delivered by the scheme. The CIL Surplus Per Qualifying Dwelling therefore shows the amount of money per market dwelling on which a CIL rate could be applied.
S106 Contribution	The amount of S106 contribution that would apply to each dwelling.

Appendix 1: . Glossary

Actual Surplus Per Qualifying Dwelling	This is the total amount of money per dwelling on which a CIL charge could be applied following all relevant deductions.
Actual CIL Surplus Per Sq M	This is the amount of money that a CIL charge could be applied at a Square Metre level.
Proposed CIL Rate Per Sq M	This is the proposed CIL charge per Square Meter
Buffer Per Sq M	This is the amount of buffer that would remain for the developer in terms of value per Square Meter following the deduction of CIL charge.

Barnsley Community Infrastructure Levy (CIL)

Section 106 Collection Rates
September 2016



Barnsley Metropolitan Borough Council Community Infrastructure Levy Section 106 Collection Rates

Introduction

This document has been created in order to provide an overview of historic S106 collection rates for the period 01/04/2012 to 31/03/2016.

Collection Rates

The table shown below provides a summary of S106 monies received over the last four financial years broken down by contribution type.

Contribution Type	2012/2013	2013/2014	2014/2015	2015/2016	Total
Affordable Housing	£0	£453,000	£155,000	£631,260	£1,239,260.00
Community Facilities	£0	£0	£0	£70,000	£70,000.00
Education	£0	£0	£150,000	£460,072	£610,072.00
Greenspace	£0	£5,000	£108,000	£0	£113,000.00
Highways	£0	£5,000	£54,250	£70,000	£129,250.00
Public Open Space	£176,518	£592,988	£404,888	£573,412	£1,747,806.00
Travel Plan Contribution	£0	£0	£0	£76,950	£76,950.00
Total	£176,518.00	£1,055,988.00	£872,138.00	£1,881,694.00	£3,986,338.00

Barnsley MBC

Infrastructure Delivery Plan

Barnsley MBC
6/23/2015

Executive Summary

To achieve the Vision and Strategic Policies as set out within the Barnsley Local Plan, Barnsley must be equipped for growth and change. This IDP will therefore form a component in underpinning this Borough's transformation.

This IDP provides a technical evidence base and seeks to understand:

- The current level of infrastructure provision within Barnsley and whether this infrastructure is currently fit for purpose to support the existing population.
- The level of planned infrastructure within Barnsley – as set out in plans and strategies adopted by BMBC and the forthcoming strategies from organisations responsible for the delivery of planned infrastructure.
- Whether the current and planned infrastructure scheduled to be delivered will support the level of growth planned in Barnsley and whether a gap exists.
- The costs associated with planned infrastructure provision and whether there is a gap between committed, allocated and required investment; and
- Propose solutions to any gaps between committed and required investment.
- Any future CIL and will inform the basis of a Regulation 123 list.

The Infrastructure Delivery Programme includes details of committed and planned schemes by infrastructure type required to ensure that infrastructure is fit for purpose and facilitate the planned growth across the Borough.

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1) Introduction

1.1 Overview

The Council is currently producing a new development plan, called a Local Plan, to guide future growth and development in the borough up to the year 2033. The Local Plan sets out the long term spatial vision for the borough and strategic policies to deliver that vision. To fulfil this role and to be found sound, the Local Plan is required to identify the infrastructure requirements for the area, who will provide it, as well as where and when. The Infrastructure Delivery Plan (IDP) is essential to ensure that services can match demand and the Plan is effective in creating sustainable development.

The Infrastructure Delivery Plan is part of the evidence base which will be used to understand any critical ‘showstoppers’ and overarching infrastructure requirements for the delivery of the Local Plan, with a specific focus on delivery over the short term: the first five years of the plan. It should be used to underpin strategic decision making on future targets for local growth and change. It takes a bottom up approach to assessing existing, planned and future infrastructure provision across a given area. This includes an appraisal of the quality and quantity of existing infrastructure and the need for new infrastructure in order to deliver sustainable development.

Over the plan period there will be significant levels of growth, particularly in relation to housing and employment. The IDP has been prepared following consultation with key infrastructure providers and delivery agencies for the borough and begins to present a picture of the key issues relating to infrastructure provision in Barnsley.

Due to the nature of infrastructure, schemes are constantly evolving and as such this document is intended to evolve and will be monitored and updated as and when required.

1.2 Role of this Infrastructure Delivery Plan

To achieve the Vision and Strategic Policies as set out within the Barnsley Local Plan, Barnsley must be equipped for growth and change. This IDP will therefore form a component in underpinning this Borough’s transformation.

This IDP provides a technical evidence base and seeks to understand:

- The current level of infrastructure provision within Barnsley and whether this infrastructure is currently fit for purpose to support the existing population.
- The level of planned infrastructure within Barnsley – as set out in plans and strategies adopted by BMBC and the forthcoming strategies from organisations responsible for the delivery of planned infrastructure.
- Whether the current and planned infrastructure scheduled to be delivered will support the level of growth planned in Barnsley and whether a gap exists.
- The costs associated with planned infrastructure provision and whether there is a gap between committed, allocated and required investment; and

- Propose solutions to any gaps between committed and required investment.
- Any future CIL and will inform the basis of a Regulation 123 list.

1.3 Duty to Cooperate/Stakeholder Discussions

Planning for infrastructure is a critical element of strategic planning. The National Planning Policy Framework makes it clear that local planning authorities should work with other local planning authorities and providers to assess the quality and capacity of a range of infrastructure types. This will ensure that key infrastructure is properly planned.

Planning for infrastructure is a key requirement of the effectiveness element of the test of Local Plan soundness, which requires plans to be deliverable and based on effective joint working on cross boundary strategic priorities. The involvement of infrastructure providers in Local Plan preparation is critical to ensure that Local Plans are deliverable. Participation in the Local Plan preparation process helps to inform their business plans and to plan and finance the delivery of infrastructure that they have a legal obligation to provide.

The Council has undertaken Duty to Cooperate meetings and engagement with the following organisations in order to inform the Local Plan and Infrastructure Delivery Plan:

- South Yorkshire Passenger Transport Executive
- Sheffield City Council
- Peak District National Park Authority
- Sheffield City Region Local Enterprise Partnership
- Historic England
- Highways England
- Environment Agency
- Rotherham Metropolitan Borough Council
- Leeds City Region Local Enterprise Partnership
- Doncaster Metropolitan Borough Council
- Kirklees Metropolitan Borough Council
- Wakefield Metropolitan District Council
- Natural England
- Homes and Communities Agency
- South Yorkshire Local Nature Partnership

Duty to cooperate engagement has continued through the preparation of the Local Plan Publication version and will be furthered during the consultation period.

2) Understanding the Policy Context

2.1 Introduction

The policy overview frames the Barnsley Infrastructure Study. It provides a review of the strategic context for the study and the policy environment which will impact Barnsley and inform future plans for growth and development in the Borough.

2.2 National Planning Policy Context

The National Planning Policy Framework (NPPF) attaches great importance to producing a robust evidence base to support Local Plans. The importance of providing the infrastructure required to deliver the Local Plan objectives is most directly referenced in paragraph 162 which states:

Local planning authorities should work with other authorities and providers to:

- *Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.*

The NPPF also states that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the NPPF (para 157).

Planning Practice Guidance (March 2014) states that LPAs should:

- Provide an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time.
- Early discussion with infrastructure and service providers is particularly important to help understand their investment plans and critical dependencies.
- The local planning authority should also involve the Local Enterprise Partnership at an early stage in considering the strategic issues facing their area, including the prospects for investment in infrastructure.
- The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development.
- Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies.

- The evidence which accompanies an emerging Local Plan should show how the policies in the plan have been tested for their impact on the viability of development, including (where relevant) the impact which the Community Infrastructure Levy is expected to have.

2.3 Sheffield City Region Local Enterprise Partnership (SCR LEP)

Local Enterprise Partnerships (LEPs) are partnerships between local authorities and businesses. They decide what the priorities should be for investment in roads, buildings and facilities in the area.

The SCR LEP submitted the Strategic Economic Plan (SEP) for the City Region to Government in March 2014. The Growth Plan is aimed at structurally transforming the City Region economy in order to deliver growth and jobs and provide businesses with the right infrastructure they need to thrive such as public transport connectivity, the provision of an investment infrastructure programme (SCRIF), a housing development strategy, the development of a long term integrated infrastructure investment plan, and local sustainable transport programmes.

2.4 Sheffield City Region Investment Fund

The Sheffield City Region Investment Fund (SCRIF) is a funding stream to deliver essential strategic infrastructure to increase economic growth and jobs in the City Region. This is available to local authorities and provides the opportunity to deliver economic schemes that are essential for future growth.

In July 2013, the Sheffield City Region Local Transport Body (LTB) published an initial prioritised list of schemes which will have the biggest impact on jobs and economic growth in the City Region over the next decade. The list included two schemes in Barnsley which were listed as the 1st and 7th priority respectively:

- M1 Junction 36 to Dearne Valley: Strategic Highway Infrastructure and site preparation for employment (295 Hectares gross) and up to 3,600 housing units of mixed tenure.
- M1 Junction 37 Claycliffe Link-Bypass from M1 Junction 37 to connect with A635 at Claycliffe. Designed to alleviate congestion and deliver up to 800 dwellings and approximately 93 Hectares gross (63 Hectares net) employment land.

2.5 Local Growth Fund Announcement

In July 2014, the Sheffield City Region LEP secured a £320 million Growth Deal for the Sheffield City Region which will go towards supporting over £600 million worth of infrastructure projects.

The Growth Deal has been achieved as a result of the LEP's Strategic Economic Plan which was submitted to Government in March 2014 and sets out plans to transform the local economy over the next decade.

2.6 Barnsley Local Plan

The Council adopted the Core Strategy in September 2011. The Core Strategy set 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 a place Barnsley wants to become. It reflects the Council's hopes and aims for the people who live, work, run businesses and enjoy leisure in Barnsley. The Draft Local Plan, together with the Joint Waste Plan (2012) which was prepared with Doncaster and Rotherham will be the statutory development plan for Barnsley when adopted. It establishes policies and proposals for the development and use of land up to the year 2033 and identifies potential development sites.

Barnsley Council's overall spatial strategy for change is shaped by local and city region ambitions. Barnsley's history and legacy present a series of opportunities and constraints, which require a range of policy approaches to ensure that the Borough maintains and enhances its role within the Leeds and Sheffield City Regions.

Challenges linked to delivering housing and economic growth, meeting challenges relating to the regeneration of the Principal Towns and finding new roles and functions for local service centres and rural areas, all require the Council to proactively deliver locally appropriate interventions to secure the long term future of the borough.

The Spatial Strategy for Barnsley is focussed upon supporting the Leeds and Sheffield City Regions to achieve their potential in a complementary way, supporting the sectors which will drive forward the regional economy.

The strategy has been developed with a focus upon delivering growth in the most sustainable locations that will benefit Barnsley, whilst ensuring that the physical, environmental and social infrastructure of the Borough is protected and improved.

It is on this basis that the spatial strategy is to direct development in the following areas:

- The Sub-Regional town of Urban Barnsley
- The Principal Towns within the 'Barnsley Growth Corridor'; and
- Penistone Principal Town

3) Methodology

3.1 Overview

This section sets out the methodology followed to produce the Infrastructure Delivery Plan.

This IDP is based on a four stage process to understand current and future infrastructure provision, taking into consideration the planned areas of growth and regeneration. This approach has made it possible to identify areas in need of further investment and potential funding mechanisms.

Figure 1: Infrastructure Delivery Plan Stages

Stage 1	<ul style="list-style-type: none">• Current Provision• Is this Current Provision fit for purpose?
Stage 2	<ul style="list-style-type: none">• Planned and Programmed Infrastructure Provision• Is there a Gap in Infrastructure Provision?
Stage 3	<ul style="list-style-type: none">• Costs of Planned and Future Provision• Is there a Gap for Infrastructure Delivery?
Stage 4	<ul style="list-style-type: none">• What Mechanisms are available to bridge the funding gap?

To give context to the assessment of current and planned infrastructure, proposed development quantum must be assumed and agreed. The following section therefore sets out the preparatory step prior to undertaking Stages 1 – 4 above.

3.2 Development Quantum Assumptions

Housing

The Local Plan sets out the Council’s housing target to 2033. The policies within the Local Plan seek to achieve the completion of at least 20 900 new homes in the plan period and confirm the Council’s intention to maintain a 5 year housing supply.

Figure 2: Table demonstrating the quantum and distribution of housing development.

Settlement	Total	% of Overall Supply
Urban Barnsley	9327	45
Cudworth	1226	6
Dearne	2857	14
Hoyland	2360	11
Penistone	1026	5
Royston	1282	6
Wombwell	2132	10
Other	680	3
Total	20890	100*

* Percentages are rounded and as a result may not total 100% overall.

The scale of housing growth has important implications on the need for, and demand on infrastructure. The Council has produced an indicative trajectory in order to provide an indication of the expected phasing and timing of housing delivery and will continue dialogue with providers in order to provide certainty and inform investment.

Figure 3: Housing Completions 2014-2033



Continued joint working between the planning and housing teams and other departments of the Council is required. This is particularly important in areas where the Council is jointly or solely responsible for services (e.g. Education and Health), and where certainty over housing delivery figures plays a pivotal role in service delivery options.

Employment

Barnsley's Jobs and Business Plan (2014-2017) identifies that Barnsley's economic performance continues to lag behind regional and national economic indicators and recovery from the global recession is taking longer in Barnsley than the rest of the UK.

Barnsley is underperforming with a reliance on the public sector to provide jobs, the availability of which has vastly reduced due to public sector spending cuts. The private sector has been unable to absorb the number of jobs that have been lost to date.

The Jobs and Business Plan sets targets of creating a further 17500 jobs by 2033 in order to address the employment gap. Increasing the number of VAT registered companies is the major challenge to improving the Barnsley economy to a size equivalent to towns of a comparable size and circumstances, achieving essential economic transformation and job outputs.

The Local Plan highlights the need for the Barnsley economy to meet local needs and to provide local job opportunities. The objectives in respect of policy solutions to support economic growth include:

- 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 to make sure that Barnsley is an attractive place for inward investment.

Based on the jobs growth target of approximately 17,500 additional jobs by 2033, the objectively assessed employment land requirement (that is land needed for B class land uses) is around 300 hectares.

The majority of the employment land is mainly concentrated on the M1 corridor, with land at J36 (Hoyland Cluster) and J37 (43ha at Barugh which will form part of a large mixed use allocation) and approximately 73ha east of Goldthorpe. The remaining land is distributed across the borough in smaller concentrations.

Figure 4: Table showing the proposed amount of employment land:

Urban Barnsley	73.7 hectares
Penistone and the Rural West	4.5 hectares
The East	231.2 hectares

Delivery to stimulate commercial development and make sites attractive to investors is currently led at the regional level. Barnsley benefits from a number of Enterprise Zones allocated to the Sheffield City Region, meaning that eligible occupiers on these sites can benefit from a rate-free period of five years. The enterprise designation does not necessarily overcome the viability gap issue faced by developers. This has led to the introduction of the JESSICA and the Sheffield City Region Investment Fund (SCRIF), both of which provides a range of finance to bridge the viability gap or

provide essential infrastructure to unlock schemes critical to economic growth. Barnsley has been successful in securing SCRIF funding and work is underway to enable the strategic growth cluster at Hoyland to come forward. Barnsley is also due to benefit from further SCRIF investment to enable development at the remaining growth clusters. This investment will be key in providing an improved offer to inward investors.

3.3 Scope of the Infrastructure Delivery Plan

The table below illustrates the relevant infrastructure types and details the subsectors that were given consideration.

Figure 5: Relevant Infrastructure Types and Sub-Sectors

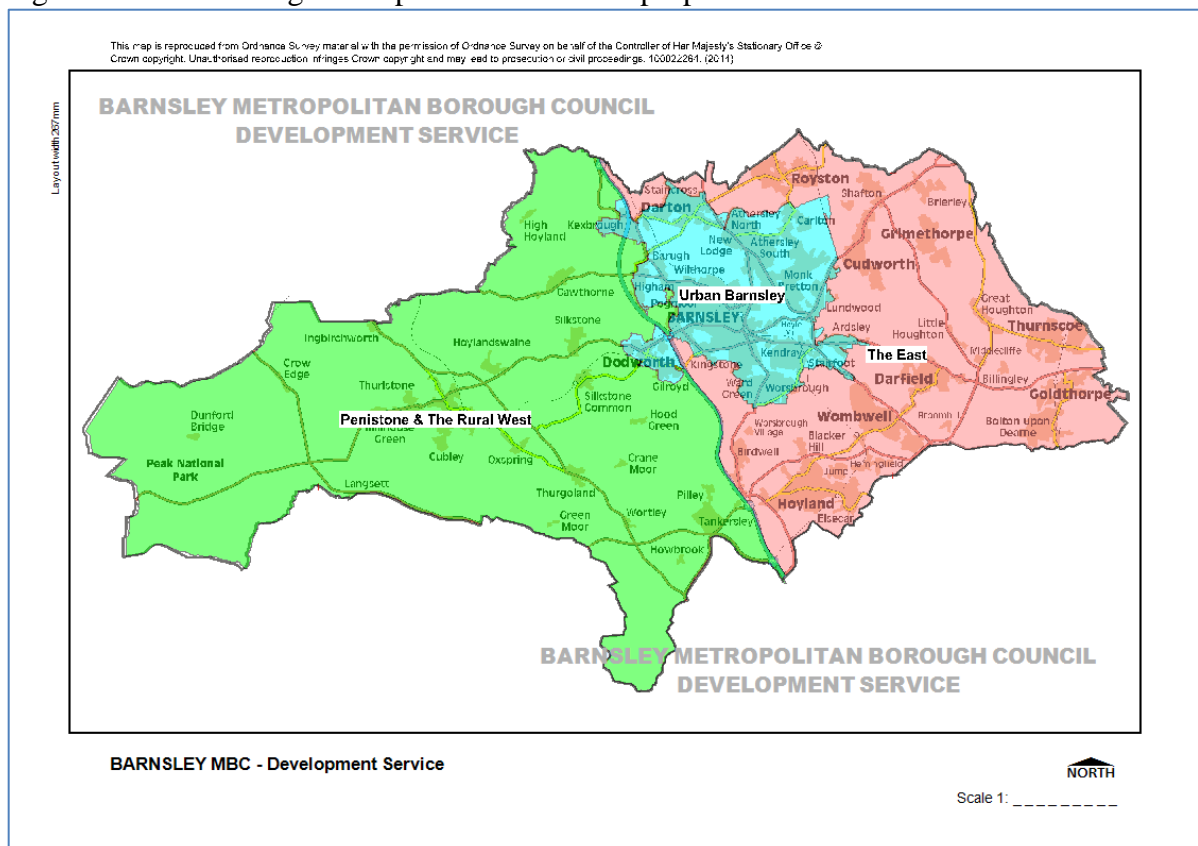
Infrastructure Sector	Sub sector
Transport	Highways
	Bus
	Park and Ride
	Rail
	Walking and Cycling
Education	Primary Schools
	Secondary Schools
Utilities	Electricity
	Gas
	Water supply
	Waste water
Renewable Energy	Low Carbon
Telecommunications	ICT
	Broadband
Flood Risk and Drainage	Flood Risk and Drainage
Waste and Recycling	Waste Management
Green Infrastructure, Open Space and Public Space	Parks and Gardens
	Play Areas
	Allotments
	Green Ways and Public Rights of Way
	Woodland, Natural and Semi-natural green spaces
Health	GP provision
	Hospitals and Acute Care
Sport, Leisure and Recreation	Sports Pitches
	Sports Centres and Pools
Emergency Services	Ambulance
	Fire and Rescue
	Police
Community and Cultural	Libraries
	Museums, Galleries and Theatres
	Cemeteries

Spatial context

For the purpose of the IDP the findings have been presented for the following 3 spatial areas:

- Urban Barnsley
- Penistone and Rural West
- East Barnsley (Including Royston, Cudworth (including Grimethorpe), Goldthorpe (Dearne Towns), Wombwell and Hoyland).

Figure 6: Plan showing the 3 spatial areas for the purpose of the IDP



3.4 Stages of the Infrastructure Delivery Plan

Stage 1: Determining Current Infrastructure and if it is Fit for Purpose

Stage 1 of this IDP focusses on understanding the current infrastructure provision in Barnsley and whether it is adequate to meet the needs of the current population.

This is undertaken through a quantitative assessment of current infrastructure and their spatial distribution, and principally achieved through an extensive review of secondary data sources. This analysis is supplemented by discussions with key stakeholders and local service providers to understand if existing facilities are ‘fit for purpose’.

Stage 2: Identify planned infrastructure provision

Stage 2 of this IDP involves identifying planned infrastructure provision. Utilising a baseline of current level and condition of infrastructure, it is possible to carry out a broad assessment of planned infrastructure improvements up to 2033. This is based on an analysis of secondary sources and discussions with stakeholders and officers.

Stage 3: Confirm implications and any gaps in infrastructure provision to meet growth aspirations

Stage 3 of this IDP involves confirming if current, planned and committed infrastructure will be sufficient to meet the needs and demands in line with growth objectives. This assessment could therefore highlight where there may be gaps in future infrastructure provision. This stage will also confirm the cost of bridging the gap in infrastructure provision required to deliver the Council's planned housing and employment growth.

Stage 4: Identify Funding Sources to bridge infrastructure gap

Stage 4 requires engaging with public sector organisations, traditional funding mechanisms and potential private sector involvement to establish potential funding options which could deliver the infrastructure needed. These options look to understand what funding sources are already committed, what funding sources have been allocated, and whether there is an identified gap between need and committed/allocated funds.

4) Transport

4.1 Data Sources

This section covers the highway, passenger rail, freight rail and cycling and pedestrian improvements.

The following sources of information have been used to populate this chapter:

- Discussions with BMBC Transport Policy and Highways Officers
- Discussions with South Yorkshire Passenger Transport Executive
- Discussions with BMBC Major Projects Team Officers
- Local Transport Plan 3
- Sheffield City Region Growth Deal and Strategic Economic Plan, 2014.
- Barnsley Local Plan Study 2015 – Traffic Impact Study Technical Note (Aecom January 2016)
- Draft Barnsley Study Areas, Junctions Report (Aecom January 2016)
- M1 Junction 37 – Economic Growth Corridor, Claycliffe, Barnsley (Aecom March 2016)

4.2 Existing Infrastructure and Fit for Purpose

Barnsley's award winning Transport Interchange was delivered as part of the Remaking Barnsley Initiative. This has had positive regenerative effects for the town centre and has become a hub for rail and bus services in the town.

The main issues for Barnsley relate to the lack of external connectivity, affordability and accessibility together with the low quality passenger experience, journey time, performance of aged rail rolling stock and line-speed restrictions. Most of the bus services within Barnsley operate on a radial basis into the town centre, which can make it difficult to access dispersed employment sites particularly in the Dearne Valley. However, bus operators are now offering frequent services on corridor routes together with more regard to serving major employment locations and directly connecting Principal Towns (Services X26, X27, 26 and 27). Late night / early morning services are being provided which will support the evening economy aspirations for the town centre N27.

Welcome as these recent improved offerings are, it is still the case that the public transport provision (both bus and rail) needs further significant improvements if it is to be an attractive alternative to the private car.

4.2.1 Highways

Congestion on the road network is not as prevalent as some other areas within the Sheffield and Leeds City Regions; however, some routes such as the A638 and A635 do suffer from peak period congestion.

Integrated Transport Information Service data has been obtained for the Barnsley district for the AM peak period. The data shows there are some areas that suffer from slow speeds particularly around Barnsley centre and in some of the larger towns in the Dearne Valley. A number of main radial routes into Barnsley town centre are affected by low speeds including the A628 from Dodworth and the A635 corridor from Barugh Green. Slow speeds affect a number of routes around the centre of Goldthorpe and Thurnscoe. However, speeds on the strategic network, including the M1 are generally high.

The National Strategic Highway Network

Highways England is responsible for the management of the national strategic highway network on behalf of the Secretary of State for Transport. In Barnsley this includes part of the M1 between junction 35A and junction 38 and the A61(T). 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.

The M1 and A61 (T) within the Barnsley borough generally have sufficient capacity for traffic demands. Highways England 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.

Congestion on the Strategic Network

Highways England has completed a modelling analysis of the strategic network with the results presented using their Network Analysis Tool (NAT). For future year forecasts this includes the impact of anticipated housing/employment growth locations provided by the South Yorkshire Districts, which is then constrained by TEMPRO, a package used for forecast data for transport planning purposes. This has identified issues between J36 and J35a which are speed stressed in AM peak along with A616 between Wortley and Junction 35A of M1 in both directions. In the PM the M1 northbound between 34 and 35A is currently operating at 85% to 100% of capacity and the A616 is currently speed stressed between 35A and Wortley in both directions.

Recently Completed Schemes

Cudworth and West Green Bypass: The Cudworth and West Green Bypass scheme was completed in June 2010. It is a 5.2km bypass scheme with a capital cost of £21 million which aims to reduce the amount of traffic using the A628 through Cudworth and improve access to vital employment sites as well as unlocking new development land.

A61 Burton Road Quality Bus Corridor: The A61 Burton Road Quality Bus Corridor formed part of the improvements made from Barnsley Town Centre to Wakefield comprising a partnership between the Council, South Yorkshire Passenger Transport Executive and the main bus operators. The Council and the PTE committed to installing the infrastructure and the bus operators are obliged to provide timely services, with clean vehicles and buses matching Euro IV emissions standards. The success of this scheme has meant that this area is due to be deallocated as an Air Quality Management Area.

The roundabout at the junction of the M1 motorway and the A628 Barnsley to Manchester Road has recently been signalised to control the heavy traffic flows and ease congestion and delay. This project has been designed to both alleviate existing traffic concerns and also to support the proposed development within the Local Plan.

The Urban Centre Infrastructure Project has recently been completed. This project involved the regeneration and smartening up of some of the streets in Barnsley.

The revenue funding for 2015/16 under the Local Sustainable Transport Fund scheme administered by the DfT supported the South Yorkshire 'In Motion' bid. The aim was for people to travel in a way that cuts congestion and carbon therefore delivering economic and environmental benefits. The South Yorkshire Integrated Transport Authority won £4.8 million for 'In Motion! All together better travel' which is a partnership between Barnsley, Doncaster, Rotherham and Sheffield Councils and the South Yorkshire Passenger Transport Executive. The aim of the project was to encourage better, more sustainable travel through the use of more active forms of travel and implement the DfT's Local Sustainable Transport Fund in South Yorkshire

4.2.2 Park and Ride

Rail based park and ride is available at the following railway stations:

- Barnsley
- Darton
- Dodworth
- Silkstone Common
- Penistone
- Wombwell
- Goldthorpe
- Bolton Upon Dearne
- Elsecar

4.2.3 Rail (Passenger)

The rail service has been significantly improved in recent years although there are issues relating to slow journey times and poor rolling stock quality. There are four services per hour to Sheffield and two services per hour to Leeds with journey times in the region of 25 minutes and 36 minutes respectively. The interchange also acts as a focal point for bus services in the town with many services terminating here.

The Northern Franchise is the only franchise that currently goes through Barnsley. Due to platform length restrictions at Barnsley train station the number of carriages it can serve is limited which results in a low availability of seats, particularly during peak times.

4.2.4 Rail (Freight)

There is an existing mineral line to the East of Barnsley that allows for delivery of sand to Ardagh Glass at West Green.

4.2.5 Bus

The majority of bus services which operate in the borough are provided by Stagecoach.

There are bus lanes on sections of the key routes into the Town Centre and a real time system is being installed (it is already operational on several radial routes). There are very frequent daytime services along radial road corridors to and from the Town Centre.

The use of accessibility modelling such as Accession Software helps to pinpoint areas with poor accessibility, particularly in the Dearne Valley. Plots for the South Yorkshire Accession model have been obtained which show access times by Public Transport. This shows that there is generally good access to Barnsley Town Centre with much of the borough being able to access the town centre within 30 minutes. This analysis does however show some areas with poor accessibility including the rural western areas and the Dearne towns.

The accession data shows that access to Penistone is limited from several places. The Penistone line and the A628 corridor between the town and Barnsley offer poor accessibility. Other areas away from this corridor are also poorly served. For example, Thurgoland is 2.5 miles away from Penistone, but the limited services mean it can take up to 120 minutes to cover just 2.5 miles. This demonstrates that many services to Penistone only follow the main A628 corridor and do not deviate to provide links to other settlements.

The accession data shows that access to Goldthorpe is good from many areas both surrounding the town and wider afield. The journey time to central Rotherham is up to 30 minutes, whilst Sheffield and Doncaster have timings up to 45 minutes. Access to other towns in the area such as Bolton upon Dearne and Mexborough is also good. The most accessible locations include the Dearne Valley corridor towards Barnsley,

the route towards Doncaster and the corridor towards Sheffield via Rotherham. However, accessibility to other corridors is limited. This demonstrates that buses in the areas generally use these main corridors, thus demonstrating the importance of expanding existing services to the Dearne Valley.

An analysis of bus connectivity between key towns in the Borough has been conducted. This shows that the bus network is primarily made up of relatively high frequency services on the main radial corridors but the current service pattern offers limited scope for orbital movement.

4.2.6 Walking and Cycling

Barnsley has an existing strategic network of cycle and walking routes via the Trans Pennine Trail, Barnsley Boundary Walk and existing public rights of way. Safer Routes to school have been developed in order to improve accessibility to schools via walking and cycling whilst the latter stage of the Local Sustainable Transport Fund focussed on improving accessibility to employment sites.

The Barnsley Cycle Hub opened December 2015, and has its own website at www.barnsleycyclehub.com. This is a project funded by the Local Sustainable Transport Fund to promote and encourage cycling. The hub offers secure bike parking, bike servicing and repairs, bike maintenance workshops, free Dr Bike check-ups, free toilet and shower facilities and facilities to hire/loan a bike. It also acts as a recycling depot where people can drop off unwanted bikes which are then reconditioned and offered for sale. It is hope that funding for this scheme will be available until 2020.

Other cycling schemes currently in operation include the Barnsley cycling package (formally cycle boost) and Bikeability. The Barnsley Cycling Package offers bike loan facility, cycle training and bike maintenance free of charge. The Bikeability scheme is a cycling proficiency (level 1 and level 2) programme targeted at primary school children in years 5 and 6 across the borough. The scheme aims to teach the children cycling skills to become more competent cyclists and give them more confidence and safety awareness when cycling on the road. There is a 'Bike and Go' service available at Barnsley rail station which provides the opportunity to combine multi modal transport including cycling. Barnsley Council also supports and helps to raise awareness of key cycling events for example the national criterium and Lord Mayors Parade.

The Council also has a number of small scale short term funded walking projects, one targeted at businesses and project WoW targeted at Primary Schools. The business project is to promote and encourage walking in the workplace, focussing on walking to work, walking to meetings and forming social walking groups. Project Wow has been offered to a selection of primary schools and is about encouraging the children to walk once a week. The scheme uses an interactive online travel tracker accessed by both the school and the Council which logs the walking activity and help the Council and school to work together. Those that are successful in walking once a week receive a different badge at the end of each month marking their achievement.

4.3 Spatial Assessment: Urban Barnsley

The transport system in Barnsley suffers from a number of constraints, including congestion affecting radial routes into Barnsley, especially the A633/A628 approaches to Stairfoot roundabout, east of the town centre.

The introduction of the A61 Wakefield Road Quality Bus Corridor improvements has helped in reducing congestion in that area.

The rail service has been significantly improved over the past 10 years although there are issues relating to slow journey times and poor rolling stock quality. The existing railway services in Barnsley will need to be improved to take pressure off the road network in order to support the delivery of the planned growth in Urban Barnsley.

Bus frequency is good in Urban Barnsley with a number of services operating on a frequent basis.

4.4 Spatial Assessment: Eastern Barnsley

The East of the borough has benefited from highway improvements including the Cudworth and West Green Bypass and the Dearne Valley Parkway. Even with these improvements connectivity in the east of the Borough is an issue. The large number of small settlements results in the area being hard to serve by public transport. Accessibility by public transport is therefore relatively weak, although this has been recognised by BMBC and identifies the east of the borough as an Accessibility Improvement Zone to concentrate the focus of future transport investment. The Sheffield City Region Transport Strategy recognises this.

There are some orbital bus services that connect the key towns in the Dearne Valley but these often follow a circuitous route which leads to slow end to end journey times between the main population centres. There are at least 3 buses per hour from Barnsley towards many of the surrounding towns, including Cudworth, Wombwell, Hoyland and Royston. The main exception is Goldthorpe which has a lower frequency service of just two buses per hour. Across the Borough, using accessibility modelling such as Accession Software helps to pinpoint areas with poor accessibility, particularly in the Dearne Valley. The data shows that access to Barnsley from Thurnscoe and Bolton upon Dearne is poor; this is due to a lack of direct services to Barnsley

4.5 Spatial Assessment: Penistone and the Rural West

The Penistone line and the A628 corridor between Penistone and Barnsley offer poor accessibility. Other areas away from this corridor are also poorly served. For example, Thurgoland is 2.5 miles away from Penistone, but the limited bus services mean it can take up to 120 minutes to cover just 2.5 miles due to the lack of journey opportunities at certain times of the day. This demonstrates that many services to Penistone only follow the main A628 corridor and do not deviate to provide links to other settlements. There are no major issues on the highway network.

Improvements to bus services, particularly radial routes to Barnsley, plus the delivery of improved quality measures through the Barnsley Bus Partnership proposals form potential themes to improve connectivity. There is also scope to improve the quality and frequency of services on the Penistone Line too. However the relative constraints affecting housing and employment growth in this part of the Borough means that large scale infrastructure is not needed to facilitate growth.

4.6 Planned Schemes

Whilst there remains some uncertainty around future availability of capital investment for transport infrastructure, new funding systems are becoming clearer.

The previous Local Transport Programme (LTP3) and associated Local Sustainable Transport Fund ended in 2015/2016. Central Government have announced that from 2017 the revenue aspect will be replaced by the Access Fund. Similarly to the former LSTF this will be focussed on sustainable transport measures such as walking, cycling and measures to introduce and improve low carbon transport.. Following a successful bid to the ‘Green Transport Initiative’ a Transition Fund of £2.5m has been awarded to South Yorkshire to cover the interim period up to 2017.

With reference to the capital element of the former LSTF this has been replaced by the Sustainable Transport Exemplar Programme (STEP). The Department for Transport (DfT) announced its firm intention to devolve funding for local major transport schemes to Local Transport Bodies (LTBs) from 2015. LTBs will be voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and maybe other organisations. Their primary role will be to decide which investments should be prioritised, to review and approve individual business cases for those investments, and to ensure effective delivery of the programme.

Therefore, while DfT will no longer have a role in the selection and approval of individual schemes, it will need to ensure that the devolved system provides appropriate safeguards for the use of public funds and is able to deliver value for money for the overall level of Government funding.

Previously the LSTF has been administered by the South Yorkshire Local Transport Partnership consisting of a group of dedicated officers working on behalf of the four local authorities (Barnsley, Doncaster, Rotherham and Sheffield) and the South Yorkshire Passenger Transport Executive. However, the changes to the funding process means that future capital funding in South Yorkshire will be administered by the Sheffield City Region LEP. The Local Transport Partnership will continue to operate and will manage the required bidding process to secure funding for infrastructure improvements on behalf of the local four local authorities and the STPTE. The current level of funding secured by the SCR LEP is a total of approximately £16m over the five year period from 2015.

There have also been changes to how the Department for Transport administer the annual block maintenance fund from 2016. Local authorities are now required to demonstrate that they are hitting set performance standards and are in turn ascribed a banding level which determines the level of block maintenance funding received. Whilst the South Yorkshire authorities were ascribed the lower level band one status this has been amended to the higher band three status in recognition of the city regions commitment to take on board the devolution agenda and embrace new ways of delivering local government.

Every three years there is also the opportunity to bid to secure a portion of the Central Government 'Maintenance Challenge Fund'. The potential schemes must be a single large scale project, with costs of over £5m, and therefore out of the ordinary maintenance schemes that would not otherwise be possible. Barnsley Council intends to take the next opportunity to enter a bid to resurface the Hoylandswaine bypass next year.

The South Yorkshire Passenger Transport Executive will continue to be allocated an annual level of funding to be spent equitably (per population head) across the four South Yorkshire authorities. This amounted to £2.25m in 2015.

The current committed schemes included in the Capital Programme in Barnsley are included in the Infrastructure Delivery Programme. This includes walking, cycling and bus routes to deliver improved health outcomes and quality of life. There is also some investment programmed for the road network and traffic management.

Barnsley Council is currently working to develop a voluntary Barnsley Bus Partnership agreement between the Council, bus operators and the South Yorkshire Passenger Transport Executive. The agreement aims to provide a range of minimum standards for bus services and improve journey times across the Barnsley Borough. It will support delivery of the local plan by taking into account changing service requirements around the areas of growth. The principles of the agreement are currently available for consultation for a six week period. The intention is for implementation to start in January 2017.

The Barnsley Bus Partnership will also complement the Statutory Bus Quality Scheme which was adopted in April 2010 and guaranteed minimum bus standards for services using the transport interchange, town centre stops and the A61 Quality Bus Corridor.

The Council are also working in partnership to consider the potential for Dearne Valley Bus Rapid Transit. Consultants Pell Frischmenn have been commissioned to consider potential options for a scheme that will provide fast effective links between Barnsley and Doncaster via the Dearne Valley, thereby improving access to the employment opportunities in the area.

On a national level, in January 2009 The Secretary of State for Transport announced managed motorway proposals for the M1 in South and West Yorkshire which are now underway and nearing completion. The following section of this route will be the subject of enhancements by the Highways England 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

These enhancements will increase capacity for strategic traffic and relieve existing traffic delays. The Agency has no proposals for enhancements to the A61 (T).

The Highways Agency (predecessor to Highways England) introduced a system of Route Strategies to inform the Road Investment Strategy 2015-2020. Highways England in April 2016 confirmed it will be continuing this approach but with greater engagement as a basis for future Road Investment Strategies. The April 2016 announcement confirmed 18 Route Strategy Studies for England. Three of those Route Strategies are relevant to Barnsley namely:

- London to Scotland (East) – includes the M1 through Barnsley
- London to Leeds (East) – includes the A1 M just beyond the eastern border of Barnsley and
- South Pennines – a transpennine study including the strategic roads crossing the Pennines such as the A628, A61 and M62

The evidence produced in the route strategies will be central to the development of the next Road Investment Strategy. The information gathered will be the main evidence base to draw on for future Road Investment Strategies for the periods 2020-2025 and onwards. Highways England are promoting an ‘engaged’ approach to the Route Strategies which will enable BMBC individually and through its part in Sheffield and Leeds City Region partnerships to offer input to the Route Studies and also through its own on-going Local Plan Duty to Cooperate engagement ensure Highways England is aware of strategic and local growth proposals for due consideration by Highways England.

The route strategies will be the foundation for much of the thinking about where major new investments should be after 2020. Alongside the evidence being gathered by the Government, by the Office of Rail and Road, by Transport Focus and by individual stakeholders, it will play a major role in shaping the next investment programme. Many of the ideas put forward by others will be considered with reference to the evidence gathered in the route strategies, to make sure that they are assessed on a fair and consistent basis

Highways England has also more recently shifted from a more restrictive stance where there was a general presumption that there will be no capacity enhancements to the strategic highway network to accommodate new developments, to a more proactive stance. One of the overarching aims of the organisation is to support economic growth with a modern and reliable road network that reduces delays, creates jobs, helps business and opens up new areas for development.

Growth fund settlement

Central Government have awarded Growth Fund settlements which included an element of capital funding for transport as part of the infrastructure component. The settlement for the Sheffield City Region was over £600 million to invest in infrastructure projects such as improvements to Sheffield City Centre, transport links to housing and employment sites in the Dearne Valley and an extended airport link road to Doncaster-Sheffield Airport.

In July 2013, the Sheffield City Region Local Transport Body (LTB) published an initial prioritised list of schemes which will have the biggest impact on jobs and economic growth in the City Region over the next decade. The list included two schemes in Barnsley which were listed as the 1st and 7th priority respectively:

- M1 Junction 36 to Dearne Valley: Strategic Highway Infrastructure and site preparation for employment
- M1 Junction 37 Claycliffe Link-Bypass from M1 Junction 37 to connect with A635 at Claycliffe. Designed to alleviate congestion and deliver housing and employment sites.

Following this report the Council has been successful in securing £17.1m of Sheffield City Region Investment Fund (SCRIF) for the M1 junction 36 element of the scheme. Up to £11m of this award is to be allocated to highway infrastructure improvements which will both serve to ease existing congestion problems at Birdwell roundabout and also enable the proposed economic development proposed within the Local Plan. The work required to improve Birdwell roundabout is now underway. The SCRIF fund is discussed in more detail below.

4.7 Impact of Proposed Development

The Spatial Strategy in Barnsley is to focus growth in Urban Barnsley and the Principal Towns. 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 viability of our places and communities and deliver sustainable development.

Alongside the Spatial Strategy, the Accessibility Improvement Zone to the East of the borough is directly associated with the main focus of development and renewal. The area it covers reflects the focus of growth within the Barnsley Growth Corridor and our location as a key part of the transport corridor connecting the Sheffield and Leeds City Regions. By focusing transport investment in this area the Transport Strategy for the Local Plan supports the delivery of continued sustainable growth. 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.

This 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. Interventions will build on existing

programmes and might include quality bus corridors, improved capacity on existing rail lines, interchanges, smart ticketing, personalised journey planning and a number of other similar initiatives.

The local Green Infrastructure Network can help in providing routes for sustainable travel such as walking and cycling. This is discussed further in the Green Infrastructure section.

Land Use Transport Integration (LUTI) Assessment: Housing and Employment Site Selection

In addition to the sustainable spatial strategy, as part of the Local Plan site selection process, LUTI assessments were carried out on potential sites in order to determine the sustainability of sites. Whilst some of the proposed sites may score poorly on the LUTI assessment, they have been carried forward following discussion with South Yorkshire Passenger Transport Executive. In some cases, particularly on larger sites the scoring can be skewed as it is measured from the centre point. Furthermore, given the Local Plan growth strategy focuses on Urban Barnsley and the Principal Towns, the critical mass of allocations in these areas increases the likelihood for service providers to make relevant interventions and improvements as these options will become more viable. The required level of public transport accessibility for individual planning applications will be determined in accordance with the policies set out in the transport chapter of the local plan. This will enable the applicants to take account of the current service provision levels, which are likely to change over time.

Aecom Modelling

The Barnsley Transport Model aims to determine whether the existing highway infrastructure is able to cope with the projected growth with or without interventions across the Borough. It assesses the cumulative effects of the proposed Local Plan and other traffic growth.

The assessment was undertaken using the Barnsley strategic transport models, to extract outputs from the base (2008) and forecast (2033) years for the AM and PM peak periods. These were subsequently plotted against a map of Local Plan sites to show where correlations existed between site location, congestion and general traffic growth. The initial outcomes within the Barnsley Metropolitan Borough Council (BMBC) area indicated that with full Local Plan delivery and no mitigation, congestion was predominant at key points close to where sites had been allocated, most notably:

- Adjacent to the M1 Junction 36 (Hoyland area/A6195 corridor)
- Adjacent to the M1 Junction 37 (A628/A635 corridors to/from Barnsley town centre)
- Isolated pockets of congestion east of the region, including junctions close to Shafton, Darfield, Bolton upon Deane and Brampton

In addition individual models have been run to isolate impacts of proposals on specific areas reflecting the outcomes from the strategic transport model. This includes:

- Modelling of required improvement works at M1 J36
- Four junctions in Claycliffe
- Cundy Cross (A633 Rotherham Road/Pontefract Road)
- Penistone (A628/Bridge Street)
- Royston (B6428 High Street/B6132 Church Street)
- The impact of the proposed site allocation MU1 at M1 junction 37

The model runs have been based on sites and information provided following the Local Plan 2014 consultation. Work is ongoing to update these models where necessary and will inform future iterations of the Infrastructure Delivery Plan. Particular areas where more modelling work is required is looking at the potential impact of the mixed use allocation at Carlton (AC12) and key junctions in Hoyland and Hoyland Common.

With respect of M1 Junction 36 detailed modelling demonstrated the requirements for improvements to Birdwell roundabout to alleviate current congestion concerns and an associated spine road from the roundabout to enable proposed Local Plan Growth. The improvements to Birdwell roundabout have been designed to both mitigate existing congestion issues, and also provide sufficient capacity to accommodate the proposed growth set out in the Local Plan.

In respect of the detailed junction assessments modelling conclusions have suggested that no significant intervention is required at the Penistone Junction, and some local highway infrastructure works are required at Royston crossroads and Cundy Cross roundabout. These are relatively modest in scale and are therefore capable of being funded by developer contributions. Modelling around the Claycliffe junctions have confirmed that the proposed link road through the proposed mixed use development at land to the south of Barugh Green Road (MU1) is required alongside further mitigation.

The specific modelling considering the impact of the proposed mixed use site allocation MU1 at M1 junction 37 looked at three key areas including the Claycliffe Road mini roundabout, the Chestnut Tree Roundabout and the Dodworth Road Corridor. The Dodworth Road corridor includes the length from the capital park roundabouts in the west, the M1 junction 37, the Dodworth Road/Pogmoor Road crossroads and the Town End roundabout.

The modelling conclusions suggest that a level of mitigation is required in the following areas:

- Capital Close, Dodworth
- Whinby Road, Dodworth
- Dodworth Road/Pogmoor Road junction area, Barnsley
- A635 Claycliffe Road/Barugh Green Road roundabout
- A637 Barnsley Road Claycliffe Road roundabout

The Sheffield City Region Strategic Economic Plan has recognised and identified three key growth areas within the Barnsley Borough, including the land around M1 junction 36, M1 junction 37 and Urban Barnsley. The Sheffield City Region has then committed to providing funding to support those growth areas as is evidenced by the level of Sheffield City Region Investment Fund (SCRIF) awarded. The highways infrastructure that has been identified as key to the delivery of the Local Plan has been incorporated into the SCRIF process and is detailed below and in the Infrastructure Delivery Programme. Should the ongoing modelling updates result in any further proposed mitigation measures the Council are confident that further monies would be forthcoming if required.

Sheffield City Region Investment Fund (SCRIF)

The Council have been successful in achieving a substantial level of SCRIF funding to support the delivery of transport infrastructure key to the delivery of the employment site clusters within the Local Plan.

£17.1m has been secured for the M1 junction 36 element of the scheme. Around £11m of this award is to be allocated to highway infrastructure improvements which will both serve to ease existing congestion problems at Birdwell roundabout (this element is now underway) and also enable the economic development proposed within the Local Plan. £6.1m will contribute towards bringing forward the employment development platforms on HOY1, HOY3 and HOY5 to fruition. This includes a contribution towards the cost of the required spine road to serve employment development at HOY1 and alleviate existing and potential future congestion problems at Hoyland Common Crossroads. The remaining investment would be funded by the developer. The scheme also includes works on the motorway slip road that are essential to accommodate growth. Highways England are also contributing to this element as it falls within their responsibilities.

An initial 1A bid to secure £11.8m to support the delivery of proposed development at M1 junction 37, site MU1 has been agreed to proceed to full business case for approval by the Sheffield City Region Combined Authority. The principle for the funding has been accepted subject to the full business case being approved.

The funding attributed will support the provision of the necessary highways infrastructure, including a spine road to serve the site and six packages of off-site improvement works. Two of the six packages are focussed on improving pressure points to the north of the site (the Chestnut Tree roundabout and the mini roundabout at Barugh). The remaining four focus on improvements to the A628 to the south of the site which will resolve concerns about the impact of development.

The principle for a further £7.3m to support proposed employment development at Goldthorpe, (D1) and the adjacent land reserved for employment use (RSV1) has also been secured, subject to a full business case being approved by Sheffield City Region Combined Authority. Funding here will help alleviate the impact of proposals on Cathill roundabout and will also support improvements to other parts of the existing Dearne Towns link road. Further modelling is being carried out to determine the most appropriate solution and its required timescales.

The Barnsley Transport Strategy

The Barnsley Transport Strategy, adopted in early 2015 reflects the spatial priorities set out in the SCR SEP and within the Local Plan. It aims to address four main aspirations:

- Better connectivity
- Affordable and inclusive travel
- A cleaner environment
- A healthier population

The Council are now working to develop an implementation plan which will detail and prioritise proposed schemes, interventions and associated delivery mechanisms to help to improve the transport offer the borough and deliver environmental and economic benefits.

In terms of the impact of proposed development and identifying potential gaps in transport infrastructure, this infrastructure delivery plan has focussed on the outcomes of the Aecom modelling. The modelling has determined those areas where transport infrastructure is suggested as essential to the delivery of the plan. These schemes are included within the Infrastructure Delivery Programme.

4.8 Summary of Transport Infrastructure

Whilst there remains some uncertainty around future availability of capital investment for transport infrastructure, new funding systems are becoming clearer.

The revenue element of former Local Sustainable Transport Fund is to be replaced by the Access Fund from 2017. This fund will be administered by the SCR LEP and awarded on receipt of successful bid. An interim fund of £2.5m has been made available to the City Region as a South Yorkshire Transition Fund to cover the period up to 2017. The capital element has been replaced by the Sustainable Transport Exemplar Programme (STEP) which will again be administered by the SCR LEP.

Barnsley Council (and the other South Yorkshire Authorities) has also been awarded the higher band three block maintenance fund on account of the City Region's commitment to devolution.

The Council have adopted a Transport Strategy for the borough which reflects the spatial priorities set out in the SCR SEP and within the Local Plan. The Council are now working to develop an implementation plan which will detail and prioritise proposed schemes, interventions and associated delivery mechanisms to support the Local Plan, improving the transport offer the borough and delivering environmental and economic benefits.

The current committed schemes included in the Capital Programme in Barnsley are included in the Infrastructure Delivery Programme. This includes walking, cycling and bus routes to deliver improved health outcomes and quality of life. There is also some investment programmed for the road network and traffic management.

In terms of the impact of proposed development and identifying potential gaps in transport infrastructure, this infrastructure delivery plan has focussed on the outcomes of the Barnsley Transport model. The modelling work has determined those areas where transport infrastructure is suggested as essential to the delivery of the plan. These schemes are included within the Infrastructure Delivery Programme.

The Sheffield City Region Strategic Economic Plan has recognised and identified three key growth areas within the Barnsley Borough, including the land around M1 junction 36, M1 junction 37 and Urban Barnsley. The Sheffield City Region has then committed to providing funding to support those growth areas as is evidenced by the level of Sheffield City Region Investment Fund (SCRIF) awarded. The highways infrastructure that has been identified as key to the delivery of the Local Plan has been incorporated into the SCRIF process and is detailed below and in the Infrastructure Delivery Programme. Should the ongoing modelling updates result in any further proposed mitigation measures the Council are confident that further monies would be forthcoming if required.

Further updates to the infrastructure Delivery Plan will include the outcomes of the Barnsley Transport Plan and associated forthcoming Implementation Plan.

5) Education

5.1 Data Sources

This section covers the provision of primary and secondary schools.

The following sources of information have been used to populate this chapter:

- Discussions with the BMBC Education Department.
- Data on school places provided by the BMBC Education Department.
- Discussions with BMBC Estates Department

5.2 Existing Infrastructure and Fit for Purpose

The BMBC People Directorate carry out an assessment of the expected numbers of primary school pupils using Registrar data, midwife data from NHS and Children's Centre data. BMBC have reported a significant reduction of 15% in the birth rate in the 2012/13 school year which will result in a reduction in the numbers of Reception pupils admitted to school from 2017/18. The birth rate then remains relatively constant over the following three years.

National Offer day is the point in each year when parents are informed of the outcome of their application for a primary school place. Between this date and the point of entry (September) BMBC can work to a more accurate position on the numbers of pupils who require school places.

The process of allocating school places is based on parental preference. Parents/carers are invited to submit a ranked list of preferred schools for their child. If there are sufficient places to meet demand, then the child will be allocated the highest ranked available school place. If a school is over-subscribed, then the published admission criteria will be applied. In Barnsley, children who have an Education Health Care Plan (previously referred to as a statement of special educational needs) which names the school, are required to be admitted.

The oversubscription criteria are as follows:

1. Looked After children and previously Looked After children;
2. Children with brothers and/or sisters attending the school on the proposed date of admission
3. Children living nearest the school, the distance to be measured by a straight line from the centre point of the child's ordinary place of residence to the main entrance of the school building

Parents are able to apply for a school place in a neighbouring authority which can result in a loss/gain of the pupil population.

In general it is a parent or carers responsibility to transport children to and from school, however there are a number of situations where BMBC provides assistance with travel in order to fulfil statutory duties. Assistance towards travel is provided to pupils under eight years of age who reside over two miles from the nearest available school and to pupils over the age of eight who live above three miles from the nearest available school, the distance being measured by the shortest suitable walking route.

Barnsley’s education infrastructure has previously undergone a substantial programme of change which included the revitalisation of the secondary school stock through the Building Schools for the Future Programme (BSF). The BSF programme renewed the entire secondary school estate, rationalising thirteen schools into nine (not including Barnsley Academy) Of these new secondary schools five are on the same site as the previous school and four are on new sites. This has affected patterns of attendance across the Borough.

In terms of primary school provision, 13 new primary schools were built in the Borough under the government’s Private Finance Initiative (PFI). In addition there has been a significant number of building projects to provide increased accommodation in existing schools to meet the increasing demand for primary school places over the last 5-6 years.

Where an Authority considers that there is a need for a new school in its area to address basic need, there is a presumption that they must first seek proposals to establish a free school. In such cases the Regional Schools Commissioner is the decision-maker.

This process together, with the increasing number of schools converting to academies is changing the role of the Authority in school organisation.

Spatial Assessment

The Authority is able to include projections up to 2019, for primary schools this includes the furthest point of available birth data and for secondary schools the projections are drawn from the existing primary school population

Since the previous draft Plan over 1000 additional places have been created to manage the recent increase in the primary population. The areas which have seen the greatest increase in primary school places are Urban Barnsley South, Dearne, Wombwell and Penistone.

Spatial Assessment: Urban Barnsley

Urban Barnsley is served by 31 Primary Schools

Figure 7: Current projections for the supply of Primary School Places in Urban Barnsley

Projections of Reception Intake					
	Net Capacity	2016	2017	2018	2019
Urban Barnsley N	3175	3283	3251	3196	3124
Urban Barnsley S	2121	2126	2186	2246	2246
Urban Barnsley E	1540	1561	1522	1472	1488
Urban Barnsley W	2030	2036	2062	2086	2118
TOTAL	8866	9006	9021	9000	8976
Deficit of places		-140	-155	-134	-110

The table above identifies the current position regarding the forecast Number on Roll (NOR) in primary schools in Urban Barnsley. The figures indicate that the area will be under significant pressure throughout the projection period

Secondary Schools

The overall position in the secondary phase across the Borough is included at Figure 16.

Figure 8: Current projections for secondary schools in Urban Barnsley MBC

	Net Capacity	2019 Projections	Surplus/deficit
Barnsley Academy	900	927	-62
Darton College	1200	1137	+63
Holy Trinity	700	784	-84
Horizon	2000	2192	-192
Outwood Academy Carlton	1100	789	+311
	5900	5829	+36

Figure 8a indicates that for the Urban Barnsley area, by 2019 there will be an overall surplus of 36 secondary school places across these 5 schools.

It must be noted that whilst the projections indicates a small overall surplus in this area, the numbers of pupils transferring from primary to secondary will continue to increase. The Authority is undertaking a feasibility study on the need for a Free School within the Town Centre area.

Spatial Assessment: Eastern Barnsley

Primary

The Eastern Barnsley area is currently served by 37 primary schools.

Figure 9: Current projections for the supply of Primary School Places in Barnsley East

	NC	Projected NOR			
		2016	2017	2018	2019
Cudworth	1820	1827	1826	1806	1786
Dearne	2481	1992	1897	1795	1686
Hoyland	1830	1707	1656	1609	1583
Royston	840	786	785	764	757
Wombwell	1890	1724	1735	1717	1707
TOTAL	8861	8036	7899	7691	7519
Surplus places		+825	+962	+1170	+1342

The table above identifies the current position regarding the forecast Number on Roll (NOR) in primary schools in Barnsley East. The figures indicate that the area has excess capacity over the current projection period.

Secondary

The East is served by the following secondary schools:

- Kirk Balk Academy
- Netherwood Advanced Learning Centre
- Outwood Academy Shafton
- The Dearne Advanced Learning Centre

Figure 10:

Secondary School	Net Capacity	2019 Projections	Surplus/deficit
Kirk Balk	1200	1190	+10
Netherwood	1600	1232	+368
Outwood Academy Shafton	1500	1132	+368
The Dearne	1200	1087	+113
TOTAL	5500	4641	+859

The figures indicate that there will be sufficient places across this area.

Spatial Assessment: Penistone and the Rural West

Primary

Penistone and the Rural West is currently served by 10 Primary Schools

Figure 11-current projections for the supply of Primary School Places Penistone and the Rural West

	<u>NC</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
<u>Penistone</u>	2282	2115	2056	1992	1902
<u>Surplus places</u>		<u>+167</u>	<u>+226</u>	<u>+290</u>	<u>+380</u>

The table above identifies the current position regarding the forecast Number on Roll (NOR) in primary schools in Penistone and the Rural West. Additional primary places have been provided in this area, primarily through an expansion of Penistone St Johns from a two to a three form entry (420 capacity to 630), together with additional places created at Hoylandswaine, Millhouse and Thurlstone schools. This has resulted in sufficient primary provision within the projection period.

Secondary

Penistone and the Rural West is served by one secondary school: Penistone Grammar Advanced Learning Centre

Figure 12: Current projections for the supply of Secondary School Places Penistone:

	NC	2019 projections	Surplus/deficit
Penistone Grammar	1400	1512	-112

Penistone Grammar Advanced Learning Centre is the only secondary school to serve the Penistone and Rural West area of Barnsley. Based on the current projections there is expected to be a deficit of 112 places in this area at 2019. The Authority is undertaking a feasibility study on the need for a secondary Free School within the Town Centre area, a number of pupils from the Dodworth/Town Centre area are accessing places at Penistone and the Free School should provide additional alternative places for these pupils.

5.3 Planned Schemes

The previous draft Plan made reference to an application for a Free School which was to provide an additional 420 primary school places in the Urban Barnsley area. This application has now been withdrawn.

The Authority currently receives a capital grant from the government for Basic Need provision which is used to ensure there are sufficient pupil places across the estate for children starting Primary school. In addition to this, a capital grant for school condition is also received which allows major works, such as re-roofing, replacement boilers and school rewiring to take place. At the moment we have managed to keep these two grants for their intended purpose, but early indications suggest that if funding continues at the same levels, the school condition fund would have to be used to support Basic Need Schemes.

5.4 Impact of Proposed Development

Primary School Places

Existing projections for primary school places are based on a 4-5 year timeframe which currently project forward to 2019. As the methodology used for calculating school places is closely linked to demographics it is more difficult to accurately identify the need for school places over long periods. It is essential to provide certainty that an adequate number of school places are available for the first five years of the plan period after which point, a plan monitor manage approach will need to be taken to ensure that sufficient school places are available to meet demand.

The forecast Number on Roll (NOR) in primary schools across the Borough has been set out in the section above. However, birth rates have reduced over the past four years which will result in a reduced demand for primary school places. The pressure on primary schools will decrease as a higher number of pupils move to the secondary phase than enter at Reception.

As detailed in section 5.3 above, the current projections determine need for places up to 2019. The number of dwellings proposed in the Local Plan would result in an increase of 954 pupils in the primary school population from 2017-2019. The proposed housing growth in the Local Plan will have the following impact on primary school places:

Urban Barnsley-Number of dwellings identified by the Local Plan/number of additional pupils and impact on school places at 2019

BMBC currently utilises a formula which anticipates that 100 dwellings will generate an additional 3 pupils in each year group i.e. 21 primary pupils and 15 secondary pupils.

Figure 13

Area	Net Capacity	2019 Projections	No. of dwellings	Additional pupils	Adjusted Total	Surplus/deficit
Urban Barnsley	8866	8976	2299	483	9459	-593

The table above indicates the number of dwellings proposed for Urban Barnsley up to the 2019/20 school year, together with the number of pupils expected to be generated by these developments and the expected impact. The table indicates there will be a deficit of 593 places in the Urban Barnsley area by 2019.

Due to recent changes to central government policy there is uncertainty around funding for the provision of new schools. Whilst the onus remains with Local Authorities to enable the schools, there is no allocated central government funding to do so. It is expected that the provision of new schools are to take the form of free schools. Therefore the Council have made provision in the local plan to meet the identified shortfall and allocated four sites for primary schools. However, given the current uncertainty of funding available for the development of new schools, further work will need to be done alongside partners to support their delivery. Following discussion with BMBC Education further details regarding the provision of the school required as part of the development on mixed use site MU1 Land south of Barugh Green Road is included in the Infrastructure Delivery Programme.

Eastern Barnsley- Number of dwellings identified by the Local Plan/number of additional pupils and impact on school places at 2019

Figure 14

Area	Net Capacity	2019 Projections	No. of dwellings	Additional pupils	Adjusted Total	Surplus/deficit
Eastern Barnsley	8861	7519	2041	429	7948	+913

The table above indicates the number of dwellings proposed for Eastern Barnsley in the 2019/20 period, together with the number of pupils expected to be generated by

these developments and the expected impact. The table indicates there will be a surplus of 913 places in the Eastern Barnsley area by 2019.

Penistone and the Rural West- Number of dwellings identified by the Local Plan/number of additional pupils and impact on school places at 2019

Figure 15

Area	Net Capacity	2019 Projections	No. of dwellings	Additional Pupils	Adjusted Total	Surplus/deficit
Penistone	2282	1902	864	182	2084	+198

The table above indicates the number of dwellings proposed for Penistone and Rural West in the 2019/20 period, together with the number of pupils expected to be generated by these developments and the expected impact. The table indicates there will be a surplus of 198 places in this area by 2019.

Secondary School Places

Figure 16: The projections for all secondary schools are included below

Secondary School	Net Capacity	2019 Projections
Barnsley Academy	900	927
Darton College	1200	1137
Holy Trinity	700	784
Horizon	2000	2192
Kirk Balk	1200	1190
Netherwood	1600	1232
Outwood Academy Carlton	1100	789
Outwood Academy Shafton	1500	1132
Penistone Grammar	1400	1512
The Dearne	1200	1087
TOTAL	12800	11982

There will be an impact as the increasing primary pupil population moves to the secondary phase putting significant pressure on places over the next 7 years. There is however a distinction to be made between the oversubscribed schools within the Urban Barnsley and Penistone area (Figures 13 and 15) against those in the east of the Borough (Figure 14) that will continue to have a surplus of places.

It is essential to ensure that sufficient places are available for the first five years of the plan period (2014-2019) and a plan, monitor, and manage approach taken to determine need over the remainder of the plan period. This is due to the difficulties associated with planning for school places over long periods due to the methodology being heavily dependent on demographics.

It is more difficult to identify which secondary school would serve an individual area as there is greater mobility for secondary pupils throughout the Borough.

Based on the projections provided by the BMBC Education Department detailed in Figure 16, it is expected that there will be a surplus of 818 secondary school places across the Borough in 2019.

5.5 Summary of Education Infrastructure

The forecast of pupil numbers will be updated shortly with the NOR from the September 2016 census together with a further year's birth data for the 2015/16 school year which will provide one further projection year to 2020/21.

It is expected that there will be a requirement to provide additional primary and secondary school places to support housing growth up to 2033. However, as the methodology for determining need for school places is heavily linked to demographics it is difficult to accurately determine need for the full plan period. It is therefore important to ensure that the current and planned infrastructure is adequate to meet need in the first five years of the plan period (2014-20) and a plan, monitor and manage approach taken to determine need for subsequent five year periods and in response to individual planning applications in terms of impact on school places.

In terms of primary school provision, there have been 13 new primary schools under the government's Private Finance Initiative (PFI). There is still further school building works required to be undertaken in the Authority's remaining maintained primary schools estate to bring them up to modern day standards. All Barnsley's secondary (9) and special (2) schools have been rebuilt within the last ten years under the government's Building Schools for the Future (BSF) programme.

From the projections provided by BMBC Peoples Directorate it is clear that the Reception (age 5) intake will reach a peak in 2016; following a 15% reduction the position will then stabilise. The secondary phase will however continue to increase as the current primary cohort transfers into secondary schools. This is expected to continue until 2023.

Due to recent changes to central government policy there is uncertainty around funding for the provision of new schools. Whilst the onus remains with Local Authorities to enable the schools, there is no allocated central government funding to do so. It is expected that the provision of new schools are to take the form of free schools.

Funding mechanisms could include

- Basic Needs Allowance
- Potential S106 predominantly to expand existing schools
- Free Schools (central government funding)
- Potential CIL for new schools later on in the plan period

Therefore the Council have made provision in the local plan to meet the identified shortfall and allocated four sites for primary schools. However, given the current

uncertainty of funding available for the development of new schools, further work will need to be done alongside partners to support their delivery.

6) Utilities

6.1 Data Sources

This section covers the primary utility networks linked with electricity, gas and water supply and waste water treatment.

The following sources of information have been used to populate this chapter:

Electricity

- Northern Powergrid Long Term Development Statement, 2013
- Northern Gas Networks Long Term Development Statement 2013
- National Grid, Gas Transportation, Ten Year Statement 2013
- Meeting with Northern Powergrid. 9th September 2014
- Website access to Northern Powergrid website
- Northern Powergrid response to the Local Plan Consultation 2014

Gas

- Northern Gas Networks, Long Term Development Statement (LTDS) 2013
- Northern Gas Networks, Business Reports 2012
- Northern Gas Networks, Stakeholder Report 2013

Water Supply and Treatment

- Discussion with Yorkshire Water (2014)
- Representations received from Yorkshire Water on the Barnsley Local Plan Additional Consultation 2015

6.2 Existing Infrastructure and Fit for Purpose

Electricity

The local electricity distribution network in the Barnsley area is operated by Northern Powergrid (NPG) which is a wholly owned subsidiary of Berkshire Hathaway Energy. The network connects to the National Grid network which is owned and operated by National Grid Company. Electricity is regulated by Ofgem.

The electricity network is fit for current usage. Early discussions with NPG and an examination of their Long Term Development Statement (LTDS) for 2013 indicate that in the short term up to 2017/2018 there is sufficient capacity at 132KV/Primary Sub-station level throughout the area. Locally some substations have limited spare capacity and the supply solution could be reinforcement or system manipulated. This would depend upon the nature of the demand and the timescales involved. Each development area is considered in relation to those substations which could supply it. It is very likely that local low voltage reinforcements will be required for individual developments and the cost of these should be consistent with the budgets for the developments.

Gas

The local gas distribution network in the Barnsley area is predominately supplied by National Grid (NG) though part of the north of the Borough is supplied by Northern Gas Networks (NGN). Both areas receive gas from National Grid's main transmission system. Barnsley is well positioned in Yorkshire being close to the major gas import installations on the East Coast. The gas industry is regulated by Ofgem.

Figure 16: Map of Gas Suppliers in Barnsley MBC

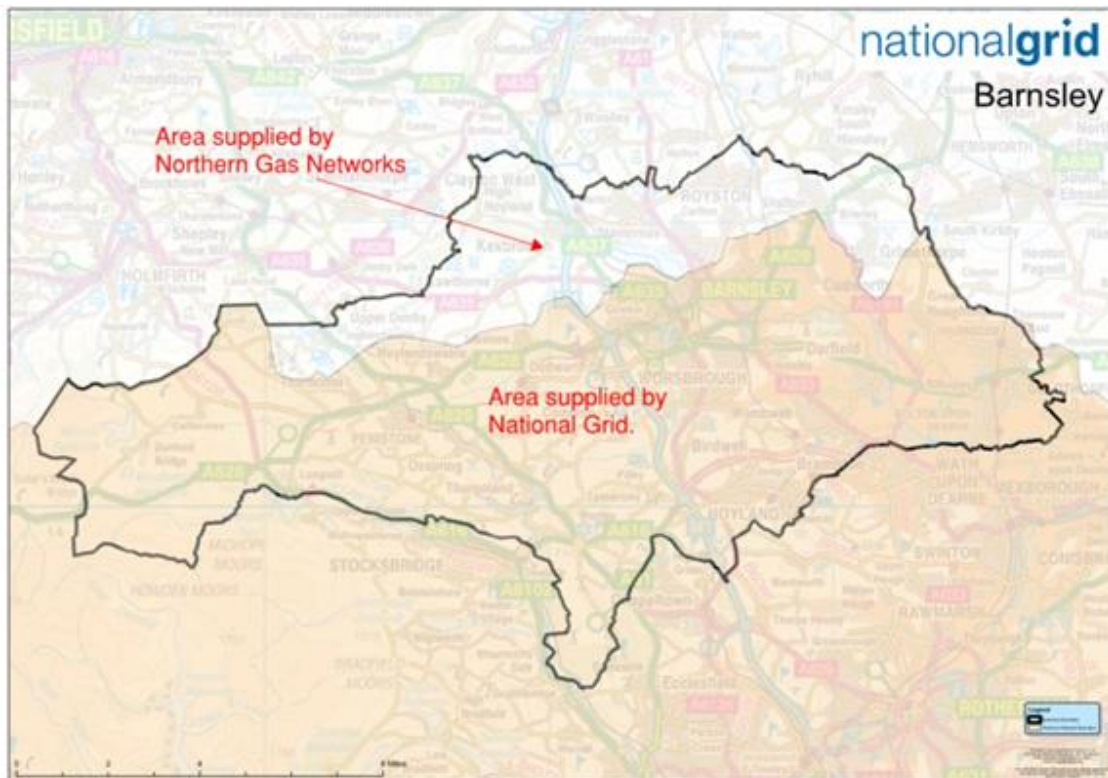


Figure 17: Northern Gas Networks' Distribution Map

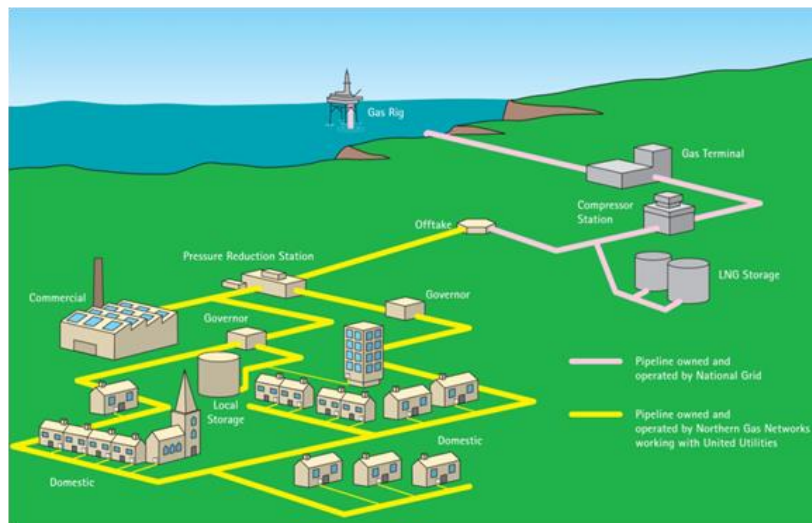


Source: Northern Gas Networks

Northern Gas Networks and National Grid receive gas at high pressure from National Grid's main transmission lines. The gas enters the local network at high pressure and through a series of pressure reducers, governors and gasometers and increased main sizes, the pressure is adjusted for distribution to premises.

The gas network is fit for current usage.

Figure 18: Beach to Meter schematic



Source: Northern Gas Networks

Penistone and Rural West

- Cudworth WwTW
- Silkstone WwTW
- Cawthorne WwTW
- High Hoyland WwTW
- Hoyland Swaine WwTW
- Ingbirchworth WwTW
- Langsett WwTW
- Scout Dike WwTW
- Tankersley WwTW

6.3 Planned Schemes

Electricity

There is much planned work proposed for West Melton Supply Point which serves Barnsley, mainly for connecting generated electricity and renewing transformers. This work does not increase West Melton's capacity to support development.

The majority of works to existing substations planned in the area seek to enable the connection of locally generated electricity, which does not improve the system ability to meet the demands of new development. The introduction of generated electricity into the networks affects fault levels and requires additional system management to counter the effect of generated electricity.

Gas

Northern Gas Networks and National Grid carry out major refurbishment programmes of gas mains throughout Yorkshire as part of their overall asset management plans. This work covers the statutory replacement of old iron mains within 30 metres of properties and the replacement of old and corroded cast iron and ductile iron mains.

There are no future programmes of work planned by the Northern Gas Networks or National Grid.

Other companies in the gas industry are responsible for production, metering and billing.

The gas connections market is very competitive, and whilst Northern Gas Networks and National Grid do have a connections business and they are the incumbents in the area, other operators will provide the service in Barnsley.

Water Supply and Waste Water Treatment

Yorkshire Water will commence its next 5 year Asset Management Plan (known as AMP 6) in April 2015 and will have sign-off for the business plan from their regulator OFWAT in December 2014. It is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell

waste water treatment works (WwTW). Lundwood serves all of the urban area of Barnsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works.

It has now been confirmed that following investigation work for a major refurbishment of the Bolton upon Dearne WwTW to meet new water quality requirements and to provide for additional treatment capacity to accommodate growth in the catchment. Yorkshire water will be undertaking a major refurbishment of Bolton upon Dearne WwTW scheme where the works will likely move from utilising filters to an activated sludge process. Yorkshire Water will continue to liaise with Barnsley Council as more detailed designs emerge.

Development within Cudworth and Penistone would have to be prioritised within YW's region wide growth funding allowance. The WwTW serving these settlements are relatively small and so development should be appropriately phased to allow for any necessary infrastructure to be put in place in a timely manner to properly serve the development.

6.4 Impact of Proposed Development

The overall quantum of development assessed by the utilities providers in 2014 is broadly commensurate to that going forward in the Local Plan Publication Version. We have received confirmation from Northern Gas Networks that (for their network area) the information contained in the IDP is still applicable and there is sufficient capacity in the network to support the level of growth identified in the Local Plan. In addition we will continue to work with the relevant utility providers through the course of Publication consultation and in preparation for examination.

Electricity

Electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033. This is confirmed in Northern Power Grid's response to the Barnsley Local Plan Consultation 2014. Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Barnsley West if all the employment development currently proposed in the Local Plan materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.

Electricity Demand and Capacity

Figures of annual electricity consumption for buildings are widely published; however the specific maximum instantaneous electrical demand for buildings is less well understood. Whereas consumption increases fairly linearly with development floor area, maximum demand per unit area is smaller for larger developments, as the proportion of equipment that can reasonably be expected to be operating simultaneously is less.

Although published guidance is available for design of individual buildings this is less suited to larger developments where it can result in significant over estimation.

It is generally recognised throughout the industry that demand is overestimated. Arup is working on Maximum Demand Methodologies and this work has confirmed excessive overestimates of electricity demand. Over estimation of demand results in investment in over-sized electrical infrastructure, increased running costs and longer completion times. Over estimation also effects the evaluation of spare capacity at substations.

There is no industry standard approach for estimating demand. The key issue here is very often the “diversity factor”. This in its simplest form is the proportion of electricity actually being used on a proportioned number of devices by the proportioned number within a population instead of the theoretical maximum used by all devices and the whole population

The demand profiles for residential developments are well known since people tend to follow routines and patterns. Demand profiles for the planning classifications for industry, commercial, retail and entertainment are less well understood and without specific purposes and uses the maximum demand is more difficult to estimate correctly.

Electricity distribution companies use differing methods depending upon the extent of the development. The size of the development dictates the “diversity factor” and if the development is mixed then the coincidence of commercial/retail/industry loads with residential loads can be applied further reducing the theoretical maximum demand.

The diversity factor and maximum demand was discussed with UKPN with a view to agreeing the load per residential unit and the load per area (m²). An overall demand of 2kW/residential unit was finally agreed. The load per m² of commercial/industry/retail was harder to agree because of the wide range of uses within the planning categories and the lack of detail within the development quanta. UKPN provided indicative loads from their records against types of business though without specific details (when, where, what etc.). These figures ranged from 23kWh/m² for light manufacturing to 450kWh/m² for high end supermarkets. Following discussions with UKPN the figure of 120W/m² was agreed as being a realistic standard average demand for the employment quanta.

Development Quanta and Electrical Demand

NPg’s LTDS forecasts load/demand information up to 2017/2018. Beyond that period the load/demand information forecast figures can be extrapolated and an estimation of when load/demand exceeds capacity can be made. BMBC is planning an extra 20,621 homes up to 2033. This represents approximately 1100 homes per year from 2014 to 2033 and an additional after diversity load/demand on the system of approximately 2.2MW per year. This load/demand is spread throughout the Borough area including the following centres; Barnsley, Penistone, Royston, Wombwell, Cudworth, Hoyland and Goldthorpe. The development settlements, their residential size, employment proposals and electrical demands are shown in the table below (Figure 20).

Figure 20: Predicated Electricity Demand for Proposed Development Quantum

Settlement	Total housing (units)	Total Employment (ha)	Likely Employment use	Residential Electricity demand based upon 2KW/housing unit. Fig in KW	Employment electricity demand based upon 1/3 of area is building area and demand/m2 = 120W/m2. Fig in KW	TOTAL ELECTRICITY IN KW
Urban Barnsley (North)	3584	5.69	B2	7168	2048.4	9216.4
Urban Barnsley (East)	2397	0.73	B2	4794	262.8	5056.8
Urban Barnsley (South)	941	10.79	B2	1882	3884.4	5766.4
Urban Barnsley (West)	1561	66.79	Half B2 and half B8	3122	24044.4	27166.4
Cudworth	1055	18.94	B2	2110	6818.4	8928.4
Dearne (Goldthorpe, Grimethorpe, Bolton upon Dearne)	3052	52.28	Half B2 and Half B8	6104	18820.8	24924.8
Hoyland	3141	127.81	B8 (80%) – B2 (20%)	6282	46011.6	52293.6
Penistone	1471	3.27	B2	2942	1177.2	4119.2
Royston	1273	0	B2	2546	0	2546
Wombwell	1843	3.68	B2	3686	1324.8	5010.8
Other	465	16.35	B2	930	5886	6816
Total 2014 to 2033	20,783	306.33		41,566	110278.8	151844.8
				Approx. 42MW.	Approx. 110MW.	Approx. 152MW

The additional demand that residential development places on the network has been discussed with NPG staff. NPG have excellent knowledge and experience of serving the residential market. It was agreed that 2KW per residential unit is an acceptable after diversity maximum demand per unit.

The additional demand that employment development puts on the system is much less easy to predict at this stage because of the variety of types of employment development and their differing electrical needs. The proportion of building area out of developable area is taken as 1/3 and this is a figure used in other similar studies.

The range of demand/m2 for the range of planning categories was discussed with NPG and until such time as development types are confirmed a figure of 120W/m2 was agreed as an acceptable figure.

A detailed demand analysis of any multi-use (residential and employment) would include diversifying residential and employment demands on the simple basis that much of electricity demand follows persons. There are lags before and after arrival/departure and these can be calculated and accounted for. The figures used above assume no diversity between residential and employment and thus at this stage the combined demand is an overestimate.

Taking all the development quanta into account it can be seen that proposed employment could have a significant effect upon the network and depending upon its location could require extensive reinforcement of the network.

Existing Electricity Network Capacity

Discussions with NPG staff and examination of the LTDS have indicated the spare capacity at substations throughout the area. This information is then used to determine what spare capacity there is in relation to proposed developments, at which substation it is and which substations will need reinforcement.

At the Bulk Supply level, Barnsley is supplied via 132kv Bulk Supply Points at Barugh and Hunshelf, 66kv Bulk Supply Point at Hunningley and 33kv Bulk Supply Point at West Melton. At this level of voltage these substations have over 190MW spare which exceeds the future maximum possible increase in demand of 152MW. As this capacity is spread through the substations it is evident that some 11kv substations have far more capacity than others.

The table below has been produced using information from discussions with NPg staff, examination of the LTDS and use of the NPg website.

Figure 21: Predicated Electricity Demand and Capacity at Adjacent Sub Stations

Settlement	Max Residential Demand in MW	Max Employment Demand in MW	TOTAL MAX DEMAND in MW	Adjacent substations	Total Spare Capacity at these substations in MW.
Urban Barnsley (North)	7.2	2	9.2	Barnsley* , Barugh, Smithy Green	11
Urban Barnsley (East)	4.8	0.3	5.1	Hunningley, Stairfoot, Burton Road, Fish Dam*	25
Urban Barnsley (South)	1.9	3.9	5.8	Worsborough, Aldham	6
Urban Barnsley (West)	3.1	24	27.1	Barnsley, Elmhirst Lane, Penistone*	11.7

Cudworth	2.1	6.8	8.9	Grimethorpe	9
Dearne (Goldthorpe, Grimethorpe, Bolton upon Dearne)	6.1	18.8	24.9	Grimethorpe*, Houghton Main, Dearne Road	22.8
Hoyland	6.3	46	52.3	Elsecar, Tankersley, Worsborough	17
Penistone	2.9	1.2	4.1	Penistone	12
Royston	2.6	0	2.6	Monkton, Fish Dam*	10
Wombwell	3.7	1.3	5	Worsborough*, Aldham*	10
Other	1	5.9	6.9		
Total 2014 to 2033	41.7	110.2	151.9		126

Grimethorpe* this substation has 20MW spare. After supplying Cudworth with 9MW this spare is assumed to be reduced to 11MW for Dearne.

Fish Dam* this substation has 12MW spare. After supplying Urban Barnsley East this spare is assumed to be reduced to zero.

Worsborough and Aldham* these substations have 16MW spare. After supplying Urban Barnsley South with 6 and Hoyland with 5 the remaining 5MW is allocated to Wombwell.

Penistone* this substation has 12MW spare. After supplying Penistone with 4MW this spare is assumed to be reduced to 8MW for Urban Barnsley West.

Barnsley* this substation has 0.7 MW spare; after supplying Urban Barnsley West there is no excess capacity remaining.

Residential

The figures shown in Figures 20 and 21, and through discussions with NPg staff it has been confirmed that there is more than enough available electricity capacity to support all the residential developments and the cost of this support would be typical connection costs with only some additional local cable reinforcement costs. Northern Powergrid has the facility on their website to provide cost estimates for connections to their network. They provide a standard connection cost for a group of 6no houses of £8,800 or £1,466/property. They also provide a calculator for larger developments which gives for 500 properties, 500m connection to the network and crossing 9no minor roads a cost of £693,000 or £1,386/property

The standard connection charge of circa £1,400 per property is consistent with all the proposed areas of residential development because for residential purposes no major reinforcement of the network is required. There will be some developments whose cable connections are much longer than others and this will have an increased cost effect on those developments. Similarly some developments will require additional on-site infrastructure and this will increase the unit cost for these developments.

Employment

The support for employment is different to residential though at this stage employment quantum is not firm enough to make definitive statements about demand and capacity.

Figure 20 and 21 identifies Urban Barnsley West, Dearne and Hoyland as areas which if fully developed with employment will need additional capacity at 11kv.

Urban Barnsley West area is assumed to spread from the west side of the town centre out over the MI and towards Penistone. This area would be supplied mainly from Elmhirst Lane which itself is fed from the Bulk Supply Points at Barugh and Hunshelf. There is very limited spare capacity at Barnsley to send into this area. If the employment demand reaches the maximum target of the development quanta then an additional 16MW is required. This would entail the enlargement of Elmhirst and the reinforcement of its connection from Barugh or Hunshelf. The estimated cost of providing this extra 16MW is estimated as £3.5m.

Dearne contains Grimethorpe, Goldthorpe and Bolton upon Dearne and is a widespread area to the East of Barnsley. At this stage the estimated total demand is circa 25MW made up of circa 6MW for residential and 19MW for employment. There is circa 23MW spare at the substations. It is considered that with demand refinement, diversification between residential and employment demands and system manipulation the system would not need major reinforcement to meet these demands. This area is targeted for development and borders Doncaster and Rotherham who have their own development plans for their parts of this area. Development activity in these adjacent Council areas should be coordinated with regard to overall energy and electricity strategy to ensure the most efficient use of energy and electricity and the networks that provide it.

Hoyland is identified as the area with the largest proposed employment development and the development demand far exceeds the capacity of the local 11kv systems. The nearest bulk supply point at West Melton is already at 87% capacity and has only 18MW spare. At this stage the estimated total demand is circa 52MW made up of 6MW for residential and 46MW for employment. The available capacity at the local substations is 17MW. It is considered that if all this employment development materialises then the Supply Point at West Melton would have to be reinforced as well as substations at Tankersley, Worsborough and Elsecar. The cost of this is estimated at £4m to get the required additional capacity of 35MW into the area. We are continuing to work with Northern Power Grid to better quantify the cost implications.

Timescales for Delivery

The electricity supply infrastructure does not have a timescale to deliver additional supplies to meet development proposals. When development proposals receive confirmation then contact with NPg should be made to give it sufficient time to include any local reinforcements in its asset management plans. The planning, design and construction of additional primary substations can take up to 2 years to complete so advance notice of development proposals is recommended.

Cost of Connections

It is considered that there are no exceptionally high connection costs for the residential developments. The employment connections if kept within the capacity of the local substations again would have no exceptionally high connection costs.

The only areas where high costs are likely to occur are for the employment development areas of Urban Barnsley West and Hoyland.

The additional costs over and above the normal connection costs for all the proposed development quantum in Urban Barnsley West is estimated as £3.5m. We are continuing to work with Northern Power Grid to better quantify the cost implications.

The additional costs over and above the normal connection costs for all the proposed development quantum in Hoyland is estimated as £8m. We are continuing to work with Northern Power Grid to better quantify the cost implications.

Gas

All the development areas are presently located with areas with a gas supply. All the proposed residential development areas will have an existing gas network in their vicinity and, according to National Grid and Northern Gas Networks, the issue here is the length and size of gas pipe to be installed from the proposed development area to that point on the gas network which has sufficient capacity to meet the demand of the development.

The employment developments, their gas demands and the capacity of the local network to supply the demand is much less clear than residential. Some employment may require medium pressure connections whilst others may not require any gas at all and use electricity to supply all their energy needs.

The table below provides an estimate of the gas demands that the development areas will create.

Figure 22: Predicated Gas Demand based on Proposed Development Quantum

Settlement	Total housing (units)	Total Employment (ha)	Likely Employment use	Residential Gas demand based upon 5KW/housing unit. Fig in KW	Employment gas demand based upon 1/3 of area is building area and demand/m2 = 80W/m2. Fig in KW	TOTAL GAS in KW
Urban Barnsley (North)	3584	5.69	B2	17920	1365.6	19285.6
Urban Barnsley (East)	2397	0.73	B2	11985	175.2	12160.2
Urban Barnsley (South)	941	10.79	B2	4705	2589.6	7294.6
Urban Barnsley (West)	1561	66.79	Half B2 and half B8	7805	16029.6	23834.6
Cudworth	1055	18.94	B2	5275	4545.6	9820.6
Dearne (Goldthorpe, Grimethorpe, Bolton upon Dearne)	3052	52.28	Half B2 and Half B8	15260	12547.2	27807.2
Hoyland	3141	127.81	B8 (80%) – B2 (20%)	15705	30674.4	46379.4
Penistone	1471	3.27	B2	7355	784.8	8139.8
Royston	1273	0	B2	6365	0	6365
Wombwell	1843	3.68	B2	9215	883.2	10098.2
Other	465	16.35	B2	2325	3924	6249
Total 2014 to 2033	20,783	306.33		103,915	73,519.20	177,434
				SAY 104 MW.	Say 74MW.	178MW

Through discussions with Northern Gas Networks it has been confirmed that the residential gas demand of a single unit is approximately 5MW. The majority of this gas will be used for heating and this heating load is very predicable with regard to time of the day and the year. The outside temperature will have a profound effect upon the demand. The heating aspect of this demand is thus much less diverse than for cooking or washing. Gas heating demand is much less diverse than electricity demand, more stable and much higher in terms of MW. The gas infrastructure is designed to support the distribution of these large quantities of energy.

There is diversity between residential demands and industry demands and this has not been taken into account in the above figures so the total above is an overestimate of the likely total demand.

The effect of employment on the overall gas demand is significant but in total the employment demand is less than the residential demand. The employment demand in most areas is no more than the addition of few hundred residential units. On this basis, these areas will have sufficient gas in their vicinity for their developments and the cost of connecting it will not be exceptionally high.

There are two development areas; Urban Barnsley West and Hoyland where employment demand exceeds residential demand. This is considered to be sufficiently significant and in response it is considered that these areas will require some additional reinforcement. A standard gas connection is circa £1000 per property taking into account the cost of mains to get the gas to the street and then the service from the street into the property. Employment connection costs have a much wider range. It is considered that the cost of the reinforcement works to support ALL the proposed development in Hoyland and Urban Barnsley West would result in costs being 10-20% higher in these areas than others. The accuracy of this figure would improve when more specific locations of the employment areas are determined and then examined in relation to their demands and the local gas network.

There is no infrastructure gap in provision of gas, as only local reinforcements are required.

Timescales for Delivery

The gas supply infrastructure does not have a timescale to deliver additional supplies to meet the development proposals. When development proposals receive confirmation then early contact with National Grid/Northern Gas Networks should be made to give them sufficient time to include any local reinforcements in their asset management plans.

Delivery of Connections

The gas industry is the most open and competitive with regard to connections. There are many companies with an interest in installing and investing in gas apparatus. Connections can be installed by Independent Connections Providers (ICP) who due to their structure can install more competitively than the local incumbents. These ICPs can sell the assets back to the incumbents or to Independent Gas Transporters (IGT). These IGTs earn revenue from the gas transported through their assets.

Water Supply

Dialogue with Yorkshire Water in 2014 had confirmed that there are no strategic water supply issues in the Barnsley Borough and there is adequate capacity to provide water to the proposed quantum of development. Waste Water Treatment

As set out in Section 6.3 YW will work to carry out the necessary upgrades and agree phasing with developers as appropriate.

6.5 Summary of Utilities Infrastructure

The overall quantum of development assessed by the utilities providers in 2014 is broadly commensurate to that going forward in the Local Plan Publication Version. We have received confirmation from Northern Gas Networks that (for their network area) the information contained in the IDP is still applicable and there is sufficient capacity in the network to support the level of growth identified in the Local Plan. In addition we will continue to work with the relevant utility providers through the course of Publication consultation and in preparation for examination.

Electricity

Electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033. Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Barnsley West if all the employment development as proposed materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.

Gas

Early discussions with National Grid and Northern Gas Networks have confirmed that the overall gas network within BMBC is robust and flexible and that strategic reinforcement of the network would not be necessary to support the development set out in the emerging Local Plan. Local reinforcements will be required to service local developments as and when these are allocated and designed. These should be considered as extensions to the existing local distribution networks and in proportion to the size of the proposed development and consistent with costs that would normally be associated with providing services to developments.

Water Supply

Dialogue with Yorkshire Water in 2014 confirmed that there were no strategic water supply issues in the Barnsley Borough and there is adequate capacity to provide water to the proposed quantum of development.

Waste Water Treatment

Yorkshire Water will commence their next 5 year Asset Management Plan (known as AMP 6) in April 2015 and will have sign off for the business plan from their regulator OFWAT in December 2014. It is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WWTW). Lundwood serves all of the urban area of Barnsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works.

It has now been confirmed that following investigation work for a major refurbishment of the Bolton upon Dearne WwTW to meet new water quality requirements and to provide for additional treatment capacity to accommodate growth in the catchment. Yorkshire water will be undertaking a major refurbishment of Bolton upon Dearne WwTW scheme where the works will likely move from utilising filters to an activated sludge process. Yorkshire Water will continue to liaise with Barnsley Council as more detailed designs emerge.

Development within Cudworth and Penistone would have to be prioritised within YW's region wide growth funding allowance. The WWTW serving these settlements are relatively small and so development should be appropriately phased to allow for any necessary infrastructure to be put in place in a timely manner to properly serve the development.

As set out in Section 6.3 YW will work to carry out the necessary upgrades and agree phasing with developers as appropriate.

7) Climate Change and Renewable Energy

7.1 Data Sources

This section covers the provision of renewable energy and climate change infrastructure.

The following sources of information have been used to populate this chapter:

- A discussion with BMBC Housing and Energy Service
- BMBC Energy Strategy 2015-2025

7.2 Existing Infrastructure and Future Objectives

BMBC is seeking to promote a lower carbon economy as set out in the Energy Strategy 2015-2025. The strategy builds upon the Council's long established focus on the energy efficiency of the BMBC property estate to a situation where land assets are used to produce local green energy as well as facilitating private sector investment in energy production.

Wind Energy

The Borough has a significant wind resource, particularly in more rural areas such as Penistone and the Rural West and parts of Eastern Barnsley. Wind energy development in the borough has been concentrated in the rural west in the Pennine Foothills. There may also be locations where future wind energy schemes could be accommodated.

The following operational schemes have been consented:

Figure 23: Consented and operational wind energy schemes-borough wide.

Scheme Name	Type	Capacity (MW)	Scheme Status	Planning Ref
Blackstone Edge Wind Farm	Wind (3 turbines)	2MW each turbine	Operational	2008/0171
Royd Moor Wind Farm	Wind (13 turbines)	0.5 MW each turbine	Operational	
Hazelhead Wind Farm	Wind (3 turbines)	2.5MW each turbine	Operational	2006/1575
Spicer Hill Wind Farm	Wind (3 turbines)	2.3MW each turbine	Operational	2009/0572
Darton ALC	Wind (1 turbine)	0.225MW	Consented	2011/0397
Engine Lane, Shafton	Wind (1 turbine)	0.225MW	Consented	2011/0398
Penistone ALC	Wind (1 turbine)	0.225MW	Consented	2011/0403
Land at Highwells Farm	Wind (1 turbine)	0.055MW	Consented	2011/1413
Bird Lane House Farm	Wind (1 turbine)	0.011MW	Consented	2012/0150
Martins Nest Farm	Wind (1 turbine)	0.050MW	Consented	2012/0222
Bull Haw Hill Farm	Wind (1 turbine)	0.050MW	Consented	2012/0395
Broadstone Reservoir	Wind (1 turbine)	0.050MW	Consented	2012/0689
Cockle Edge Farm	Wind (1 turbine)	0.1MW	Consented	2012/0691
Mount Pleasant Farm	Wind (1 turbine)	0.080MW each turbine	Consented	2012/1140
Houghton	Wind (2 turbines)	0.5MW	Consented	2013/1039
Ferry Moor Lane Cudworth	Wind (1 turbine)	2MW each turbine	Operational	2008/0171

Strategic Heat Networks

Feasibility studies have shown that a commercially viable heat network could be developed in and around Barnsley Town Centre to serve a variety of public and private sector systems. Feasibility work continues, with a view to a network being constructed from 2018 onwards.

Biomass

In addition to the wind energy developments, Urban Barnsley has sufficient heating density to support district heating networks. Recognising the Borough's district

heating potential, BMBC has implemented a programme to connect buildings to a biomass heating scheme. The Council initiated the programme with a number of its own public buildings and has established a local biomass supply chain from which to source its biomass heat supply. The South Yorkshire Forest provides a strong opportunity to increase the availability of wood to use for biomass.

The following schemes are currently operational:

Figure 24: Existing district heating networks in Barnsley

Type of system	Description	Postcode
Boiler House	Sheffield Road Flats	S70 4NW
Boiler House	500 KW scheme for the Council depot, Smithies Lane	S71 1NL
Boiler House	Town Hall	S70 2TA
Boiler House	Digital Media Centre	S70 2JW

Solar Photovoltaics

The Council has already begun to increase the uptake of this technology through the Energise Barnsley programme, under which panels are being installed on housing and non-domestic properties in the Council's ownership.

7.3 Planned Schemes

Dearne Valley Eco-vision

A vision for the Dearne has been established which seeks to transform the Dearne over the next 25 to 30 years. This is known as the Dearne Valley Eco-Vision and is a partnership including Barnsley, Doncaster and Rotherham. The vision is for a whole new future and a whole new identity for the Dearne Valley as the first Eco Park in the UK. However, financial constraints in recent years have necessitated a fundamental review of the Eco-Vision. This review report is due to be published later this year.

Metrodome Leisure Centre Boiler Replacement

It is anticipated that the existing boiler at the Metrodome Leisure Centre will be replaced by the installation of a combined heat and power plant. Should the scheme go ahead it is likely that a new gas main will be required. This work will be funded by Norse Energy.

7.4 Impact of Proposed Development

It will be possible to deliver the proposed level of housing and employment growth planned in Barnsley without increasing the supply of renewable energy. However the Council has set a clear policy commitment to increase the level of renewable and low carbon energy. Barnsley already has a strong track record of delivering biomass and

wind power. The South Yorkshire Forest provides a strong opportunity to increase the availability of wood to use for biomass.

The planned new housing and employment development in Barnsley will be required to meet building regulation standards in relation to fabric efficiency.

BMBC will also investigate on-going opportunities to support the low carbon economy and favourably consider the delivery of renewable energy, with consideration of technical and environmental constraints.

Potential funding opportunities to support the delivery of renewable and low carbon energy include:

- Energy Service Companies (ESCOs)
- Feed-in-tariffs
- Renewable Energy Heat Incentive
- Salix Finance (Carbon Trust)
- Community Infrastructure Levy
- Energy Company Obligation (ECO).
- Section 106
- Various strands of European funding
- BMBC Capital fund
- Barnsley Solar Bond (under Energise Barnsley)
- Leeds City Region and Sheffield City Region Local Growth Funds
- Sheffield City Region Investment Fund

7.5 Summary of Climate Change and Renewables Infrastructure

BMBC is seeking to promote a lower carbon economy as set out in the Energy Strategy 2015-2025. The strategy builds upon the Councils long established focus on the energy efficiency of the BMBC property estate to a situation where land assets are used to produce local green energy as well as facilitating private sector investment in energy production.

The Council has set a clear policy commitment to increase the level of renewable and low carbon energy. Barnsley already has a strong track record of delivering biomass and wind power. However, whilst a potential funding gap has been identified within the infrastructure delivery programme for the provision of low carbon infrastructure it will be possible to deliver the proposed level of housing and employment growth planned in Barnsley without increasing the supply of renewable/low carbon energy. Therefore the delivery of the Local Plan is not dependant on these schemes coming forward.

The planned new housing and employment development in Barnsley will be required to meet building regulation standards in relation to fabric efficiency.

BMBC will also investigate on-going opportunities to support the low carbon economy and favourably consider the delivery of renewable energy, with consideration of technical and environmental constraints.

8) Telecommunications

8.1 Data Sources

This section identifies whether adequate telecommunications infrastructure exists in the area to enable the demand for public telecom services to be met, and what additional infrastructure provision might be required.

The telecom services considered in the chapter comprise:

- fixed telecom services which are composed of telephone services and access to broadband services;
- cellular mobile services; and
- television distribution services, including cable TV.

Data sources include

- Discussion with Superfast South Yorkshire Team
- Mobile network coverage - <http://maps.ofcom.org.uk/check-coverage>

8.2 Existing Infrastructure and Fit for Purpose

Digital communications are now a crucial and expected component of everyday life. Over the recent years, technologies such as mobile phones and broadband have revolutionised the way we work, socialise and enjoy our leisure time.

Reliable and high quality fixed and mobile broadband connections support growth in productivity, efficiency and labour force participation across the whole economy. They enable new and more efficient business processes, open-up access to new markets and support more flexible working opportunities.

Demand for digital services and applications are set to rise rapidly, with a consequent acceleration in the amount of data being carried over networks. Over the next decade we can expect the emergence of new services, applications and devices which will create additional demands on networks. To support these demands, it is crucial that infrastructure is available that is high capacity, reliable, resilient, secure, affordable and fast.

With the proposed growth and regeneration of commercial, retail and residential developments within the Borough, there needs to be a consistent requirement for future proofed telecommunications infrastructure to be delivered as standard to meet the growing demands of today's digital society.

Our residents and businesses expect consumer choice from broadband, telephony and television and this can only be achieved through competition. Competition is a powerful driver of innovation, faster services and improved customer experience.

Ofcom has helped deliver competition in the broadband retail market. More than 95% of homes are able to receive telecoms services from BT exchanges which have been unbundled by other providers, who now have a significant share of the residential

broadband market. Without the right regulatory and competitive environment, this investment could not have occurred.

Enabling a digitally connected borough provides significant opportunity for Barnsley to introduce and deliver council services online.

Current Activity

The Superfast South Yorkshire programme is separate from any commercial activity and exists to plug the gap where the commercial market either has not or does not intend to invest in fibre broadband; ensuring no one gets left behind digitally. The programme funding is used to make areas currently deemed as not commercially viable, commercially viable by funding the gap.

As the lead authority Barnsley MBC, on behalf of all South Yorkshire authorities, signed a contract with BT in late 2014 to extend the roll out fibre broadband to 97.9% of South Yorkshire which is over 103,000 premises. Fibre broadband is capable of achieving speeds of 24mbps and above.

Since this time further investment has been made to extend coverage to 99% and bring ultrafast technology to the Enterprise Zone's (Ashroyd, Shortwood, Gladman Park, Capitol Park¹) and key business parks (Goldthorpe, Wentworth, Wharncliffe, Carlton, Park Springs, Claycliffe Business Park, Wentworth, Wharncliffe, Zenith¹), making South Yorkshire EZ one of the best connected in the UK. The public and private investment through Superfast South Yorkshire is now over £29m.

A phased roll out will take place, with twelve phases that will be completed by the end of 2019. The first areas were able to access improved broadband towards the end of 2015. Fibre to the cabinet (FTTC) will be the main technology used. This can deliver speeds of up to 80Mbps to households.

Fibre to the premises technology (FTTP) – delivering ultra fast speeds of up to 330Mbps - will also be installed in some Enterprise Zones and Business Parks.

The new fibre-based network installed by BT Openreach will be open to all Internet Service Providers. Households and businesses in South Yorkshire will benefit from a highly competitive market, which is expected to bring greater choice and affordability from providers.

The deployment phases can be viewed using the weblink below
<http://www.superfastsouthyorkshire.co.uk/sfsy/where>

In addition, the government has allocated £10 million as part of a national supplementary scheme which provides vouchers to fund the installation of superfast broadband services to the most difficult to reach areas of the UK, i.e. the remaining 1% in South Yorkshire.

Significant investment is also taking place commercially by Virgin across the UK. Virgin's network is already capable of providing ultrafast speeds of up to 300Mbps and the company is investing £3 billion to extend its network to a further 4 million

¹ Please note that only the postcodes and premises which existed at the time of modelling are included for ultrafast; only areas that are not already covered commercially are eligible for ultrafast; as the sites develop further the connectivity is the responsibility of the developer, not Superfast South Yorkshire.

homes over the next 5 years. Areas of Barnsley already have access to the Virgin network.

BT is considering building more fibre to the premise (FTTP) broadband, and is carrying out trials of its G.Fast technology, which delivers ultrafast speeds over copper lines. BT has suggested it will use G.Fast to deliver ultrafast speeds of up to 500Mbps to most of the UK within a decade.

Cellular mobile services and mobile internet

All four cellular mobile networks provide services in the Barnsley Borough area.

As elsewhere in the UK, the national networks are currently rolling out 4G. The present state of availability of 4G in the Barnsley area is as follows:

- EE (formerly Orange and T-Mobile) – 4G available in Barnsley Town and the whole of the East of the Borough, 4G is limited in parts of the west of the Borough including Crow Edge and Millhouse Green.
- O2 – 4G available in Barnsley Town and the whole of the East of the Borough. Limited availability in parts of the west of the borough including Penistone, Thurlstone, Millhouse Green, Crow Edge and Langsett.
- Three – 4G available in Barnsley Town and most of the East of the Borough, patchy in Royston, Brierley and Thurnscoe. 4G is limited in much of the west of the borough including Penistone, Millhouse Green, Crow, Thurlstone, Oxspring, Thurgoland, Silkstone, Silkstone Common, Cawthorne and Crow Edge.
- Vodafone – 4G in Barnsley Town and the whole of the East of the Borough. 4G limited in parts of the west of the Borough including Penistone, Thurlstone, Millhouse Green and Crane Moor.

The cellular mobile companies offer mobile broadband access in Barnsley as elsewhere in the UK.

UK Government targets

- Voice coverage to 90% of the UK geographic area by the end of 2017. The government has secured a landmark agreement with the 4 MNOs which will also deliver significant improvements to mobile internet coverage
- 4G rollout: By 2017, 98% of premises should have access to 4G mobile broadband
- Spectrum clearance to further enhance mobile broadband connectivity by helping to future-proof the coverage, capacity and quality of the UK's mobile networks, the government is committed to releasing 700MHz spectrum for mobile broadband use. Ofcom plans to hold an auction before the end of the Parliament

TV distribution

Off-air TV distribution in the Barnsley area is the same as in the rest of the UK; the Digital Switch Over programme has been completed.

Virgin Media has operated a cable network in Barnsley for many years.

Spatial Assessment: Urban Barnsley

Broadband provision in Urban Barnsley is good with broadband availability and speed within the settlement areas offering residents and non-residents both choice and range of broadband speeds. Small scale local reinforcement may be needed to support development.

All four of the main cellular mobile networks provide 3G and 4G services in the Urban Barnsley area.

In relation to TV distribution, the Digital Switch Over programme has been completed in this area.

Spatial Assessment: Eastern Barnsley

Broadband provision in the east of the Borough is generally good with broadband availability and speed within the settlement areas offering residents and non-residents both choice and range of broadband speeds. Small scale local reinforcement may be needed to support development.

All four of the main cellular mobile networks provide 3G and 4G services in the Eastern Barnsley area.

In relation to TV distribution, the Digital Switch Over programme has been completed in this area.

Spatial Assessment: Penistone and the Rural West

Broadband provision in the West of the borough is generally good. The only exception to this is in Silkstone. The settlement is served by two operators, other than BT therefore very little market competition exists. Delivering a high quality provision of broadband services in the west will play a fundamental role in supporting rural businesses and improved access to services.

All four of the main cellular mobile networks provide services in the Penistone and Rural West area. 4G is widely available in this area on the EE network but is limited on Vodaphone, O2 and Three.

In relation to TV distribution, the Digital Switch Over programme has been completed in this area.

8.3 Fit for Purpose

Is additional telecommunications infrastructure required? What are the future options?

The future options include

- New development sites and need to building in connectivity
- Ensuring the continued ultrafast status at EZs for new developments
- Universal Service Obligation

8.4 Planned Schemes

8.5 Impact of Proposed Development

Demand for superfast broadband and greater is growing fast with businesses and households, as connectivity is now an essential part of everyday life it is expected by all consumers. Access to broadband is now likened to essential utilities such as gas and water, ones that are taken for granted in new developments.

On 5th February 2016 a new agreement was announced between Government, Openreach and the Home Builders Federation, this will see fibre based broadband offered to all new developments either for free or as part of a co-funded initiative. It is estimated that more than half of all new properties can be connected to fibre broadband free of charge to developers.

As part of this agreement Openreach is introducing an early planning connectivity assessment for homebuilders, many other suppliers can also offer a similar service.

Having the right level of connectivity is crucial for commercial developments to ensure businesses have the complete infrastructure available from the first day. Suppliers are equally interested in working to provide connectivity at commercial sites, but critically need to be made aware of developments are the earliest possible opportunity to enable the best solution.

8.6 Summary of Telecommunications Infrastructure

In terms of superfast broadband, Barnsley currently has over 80% of residential and business premises able to access fibre broadband from previous commercial activity.

All four cellular mobile networks provide services in the Barnsley Borough area, including mobile broadband access. 4G mobile broadband is available in all areas but is limited in Penistone and rural areas. Digital TV is also available in all areas.

The Superfast South Yorkshire programme aims to increase the footprint of fibre broadband infrastructure in the South Yorkshire region to 99% by 2019 which would give access to 103,433 premises, opening up the benefit and opportunities provided by superfast broadband

9) Flood Risk and Drainage

9.1 Data Sources

This section considers flood risk infrastructure in Barnsley including fluvial and surface water flooding infrastructure.

The following sources of information have been used to populate this chapter:

- BMBC Preliminary Flood Risk Assessment (July 2011)
- Discussions with BMBC Drainage Service
- Discussions with the Environment Agency (2014)
- Discussions with Yorkshire Water (2014)

9.2 Existing Infrastructure and Fit for Purpose

The main agencies involved in the maintenance and provision of flood risk infrastructure include:

- Barnsley Metropolitan Borough Council (BMBC)
- The Internal Drainage Board (IDB): Danvm Drainage Commissioners (Danvm DC)
- Environment Agency (EA).
- Yorkshire Water (YW).

Barnsley Local Flood Risk Management Strategy

As an authority, BMBC promotes resilience in the business community. We support the development of individual continuity plans before flooding occurs. This reduces the reliance of businesses on our services and keeps them operating to support the wider community during flooding.

The principles of flood risk management employed in Barnsley utilises a 3-step approach to manage flooding and surface water drainage in the Borough:

Prevention: Endeavour to avoid flooding, where ever possible through appropriate design of new systems, and the correct level of maintenance and management of existing surface water drainage systems

Management: When this is not possible we will endeavour minimise the impact on communities

Response & Recovery: When flooding does happen we will take a risk based approach to our response

An integral component of this is to ensure that as an authority we promote an ethos that empowers community resilience.

Flood Re: is a scheme has been designed specifically for those residents who are affected by flooding or are at risk of flooding and was launched this in April 2016. The ‘Flood Re’ scheme has been jointly set up by the insurance industry and Government and works through a tax on the insurance industry. This will be used to create a subsidy for householders that should significantly reduce excess levels and give those in high flood-risk areas access to affordable insurance cover. In the aftermath of a flooding event all contact will remain with the consumers’ chosen insurer, including the process for handling claims in the event of a flood.

A significant number of leading insurers have signed up to the scheme and a list of those insurance brands who are providing Flood Re supported products can be found on the Flood Re website. Further information including a short video which helps explain how the scheme works can be viewed on their website www.floodre.co.uk

When considering where, when and how we manage storm waters, the Council’s initial focus will be on avoiding flooding from occurring in the first place. This works for most circumstances, but there are occasions when all our efforts are overwhelmed by the conditions. We plan to build community resilience within the areas most at risk in advance of a flooding event so that the impact on our communities and council services is reduced when it does happen.

Work to manage flood risks should be done with sensitivity, needing good design and planning. This will help us also achieve other aspirations, such as sustainability as well as environmental and social improvement. The aim of the strategy is to sustainably reduce the impact of flooding in Barnsley and promoting Barnsley as a safe place to live, work and travel to, whilst supporting future sustainable growth.

Preliminary Flood Risk Assessment

All available records of past flood incidences, in addition to records obtained from partner organisations have been collated and mapped for the Preliminary Flood Risk Assessment (PFRA).

The recorded events originate from a range of flood sources. The PFRA focuses on flooding from surface water, ordinary watercourses and groundwater. However flooding’s from sewers and canals which are not main rivers were also considered.

The Preliminary Flood Risk Assessment identified 2 incidents of flooding in Barnsley which are detailed in the table below:

Figure 26: Table to show recorded incidents of flooding in Barnsley up to 2009

Flooding event	Source	Significant consequence ?	Likely to reoccur ?
January 2008: A period of intense rainfall resulted in a small number of properties within the Darton area being affected by internal flooding of basements within their	Surface Water	No	Yes

properties			
June 2007: Intense rainfall for a prolonged period culminated in severe flooding on 15 th June throughout the whole of the borough. The continuation of the intense rainfall led to a repeat-a 2 nd and more significant flooding event on 25 th June.	Surface Water Main River Ground Water	Yes	Yes

Two further incidents of flooding have occurred in Barnsley since 2009, these were both surface water flooding incidents and are detailed in the table below:

Figure 27: Table to show recorded incidents of flooding in Barnsley since 2009

Flooding event	Source	Significant consequence ?	Likely to reoccur ?
August 2014: A period of intense rainfall resulted in a small number of residential properties experiencing internal flooding of the basements and habitable parts of their homes along with some highway infrastructure damage in various locations across the borough being affected	Surface Water	Yes	Yes
July 2012: A period of intense rainfall resulted in a small number of residential properties experiencing internal flooding of the basements and habitable parts of their homes	Surface Water	No	Yes

Fluvial

The key areas at risk of fluvial flooding within the Borough include Darton, Low Barugh, Lundwood, Darfield Bridge and Bolton-on Dearne on the river Dearne and Aldham Bridge and Wombwell (including Low Valley) on the river Dove. Of these areas, Low Valley at Wombwell is at particular risk with approximately one third of all properties in the Barnsley area, which are at risk of being impacted by river flooding located in Low Valley. In the 2007 flood event of the 660 properties that were inundated around 180 of these were flooded in the Low Valley area.

When fluvial flooding does occur, the Borough can become ‘dissected’ so that access across Barnsley is very difficult, with restricted access to the hospital and M1. Principal river crossings would need improvement to remain operational during times of flood.

Surface Water

Surface water flooding is also a key issue, particularly in areas away from the main rivers. During the 2007 flooding, forty eight locations suffered from surface water flooding, equating to around 40% of the total properties flooded during that event. In addition, groundwater flooding can be an issue, with problems observed at Lundwood.

Spatial Assessment: Urban Barnsley

The PFRA identified 6 communities that were severely affected by the 2007 floods. This includes the Darton and Lundwood area in Urban Barnsley.

Record of sewer floods indicate that Monk Bretton, Town End, Worsborough Bridge and the Old Town areas have previously been affected.

Spatial Assessment: Eastern Barnsley

The PFRA identifies that Bolton-upon-Deerne, Darfield Bridge, Low Valley and Aldham Bridge were affected by the 2007 flood event. In many cases properties were affected by diluted untreated sewage which had contaminated the flood waters, when waste water treatment installations and combined sewers were overwhelmed.

In terms of records of sewer floods Royston, Great Houghton, Goldthorpe and Hoyland Common have been affected to the East of Barnsley.

Spatial Assessment: Penistone and the Rural West

The PFRA provides details of 6 communities that were severely affected in the 2007 floods, none of which were to the West of the borough.

Recent investment

The Environment Agency (EA) currently maintain and operate a number of regulators (typically washlands) along the lower River Dearne valley which provide flood risk protection to communities further downstream (along the River Dearne but primarily the River Don). A number of studies covering the River Don catchment are underway. The studies are exploring the strategy for water level management in the catchment and flood risk reduction. This will consider a variety of options ranging from enhancement through to discontinuance.

Additionally, the EA continually reviews flood warnings, aiming to increase the coverage and uptake of flood warnings, so that communities can prepare for flooding and improve resilience. The River Dearne is covered by a level gauge warning system, linked to rainfall forecasts, while the River Dove is covered by a level gauge warning system. These measures have increased the effectiveness and accuracy of the flood warning coverage.

Following the major flooding of 2007, BMBC has invested approximately £1 million on measures to address flooding issues on ordinary watercourses. Significant additional investment has also been committed to maintaining and clearing-out of drainage systems. This has yielded considerable success, both in terms of reducing flood risk but also in reassuring the public that action and management is actively being undertaken to reduce and minimise the risk of flooding. During the flood event of 2007 660 residential properties were flooded, however during the flooding events of 2014 only 6 properties were affected.

9.3 Planned Schemes

The EA currently has no further proposals for the implementation of flood risk management schemes within the Barnsley local authority area. There are two ongoing schemes which are included within the Environment Agency medium term plans (and as such have been allocated funding subject to detailed feasibility work) as follows.

Low Valley Flood Alleviation Scheme. The Environment Agency have prepared a high-level feasibility study for the River Dove which has identified a combination of upstream storage and raised defences as a potential preferred option to provide protection to the Low Valley area. The scheme also has the potential to protect the an additional area of land at Low Valley that has planning permission for housing, but is currently undevelopable due to the flood risk to the site, a risk that increased as a result of flooding events after planning permission had been granted.

As demonstrated in the infrastructure delivery programme at Chapter 18 there is a funding gap of £500 000. Further feasibility work is underway to determine the number of houses that the scheme would protect. This will then determine the level of available funding. If after the detailed feasibility work is complete it is clear that the funding gap will remain, options to amend the scheme to a lower cost option will be explored. However, whilst it is noted that there is a potential funding gap for this scheme, the scheme itself is not essential to the delivery of the Local Plan proposals.

Wombwell Ings Flood Storage Scheme. This is a £750 000 project to develop a flood storage scheme which benefits biodiversity with specific reference to birdlife associated with nearby Old Moor Wetland reserve. The grant funding application for this scheme is being prepared and it is anticipated that work will be completed in the next 12-18 months. The required land acquisition is nearing completion and the funding application anticipated to be positive.

9.4 Impact of Proposed Development

The PFRA identified the following future issues:

Sustainable Urban Drainage

It is now clear that the previously anticipated that 2015 SuDS regulations will no longer be brought forward. The Council are therefore working to develop a corporate

SuDS policy which will be used to provide comment on planning applications and guide the SuDS provision. The policy will provide clarity on the necessary surface water management strategies (both for managing surface water onsite and the off-site impacts) and define responsibilities for the provision and future management of the schemes.

Surface Water Flooding: Using the EA datasets for Areas Susceptible to Surface Water Flooding, the number of properties at risk of surface water flooding within Barnsley has been estimated. For a rainfall event with a 1 in 200 annual chance of occurring, 850 properties are at risk from flooding to a depth of 0.1m and 330 properties are at risk from flooding to a depth of 0.3m.

Groundwater Flooding: The Environment Agency's national dataset, Areas Susceptible to Groundwater Flooding, has been used to form the basis of the assessment of future flood risk from groundwater. There is no local information available which provides evidence on future groundwater flood risk across Barnsley and groundwater rebound is not believed to be an issue within the borough.

Canals: There are no navigable canals or canal networks within Barnsley and the Canal & River Trust (formerly British Waterways) do not have any canals within the BMBC boundary. Therefore there is no perceived future flood risk from canals owned by the Canal & River Trust. However, there are canals owned on land owned by BMBC that does pose a risk of future flooding these include the Barnsley Canal at Royston and also the Dearne & Dove Canal at Tingle Bridge and Wombwell.

Ordinary Watercourse Consent (OWC): The transfer of ordinary watercourse consenting powers from the Environment Agency to Local Authorities is a requirement of the Flood and Water Management Act (FWMA) 2010. These specific duties came into force on 6th April 2012 and require Local Authorities, acting in its role as the Lead Local Flood Authority (LLFA) are to lead on Ordinary Water Course (OWC) consenting and enforcement. Except where works are associated with a main river the duty remains with the Environment Agency (EA), or where the works are in an Internal Drainage Board (IDB) area where the IDBs will retain their existing powers.

The NPPF aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

The Housing Site Selection methodology used to shortlist potential housing sites excludes sites that are in Flood Zones 2 and 3. There are no sites proposed outside of Flood Zone 1.

The Employment Site Selection methodology used to shortlist potential employment sites gives consideration to the likely flood risk of potential sites. Three sites include areas of high flood risk as follows:

- C2 Land off Ferrymoor Way, this is a former Unitary Development Plan allocation that has been continued forward into the Local Plan.

- Site D1 Land South of Dearne Valley Parkway; and the adjacent
- Site RSV1 Land reserved for employment, South of Dearne Valley Parkway.

The individual site policies recognise this position and guide location of development on the sites accordingly.

The EA currently has no further proposals for the implementation of flood risk management schemes within the Barnsley local authority area. The ongoing promotion of flood warnings uptake in communities directly adjacent to main rivers will be important, as well as monitoring and maintenance of ordinary watercourses and drainage systems. In the longer term, flood risk and drainage issues will need to be re-examined in light of climate change and development patterns.

9.5 Summary of Flood Risk and Drainage Infrastructure

A meeting has been held with BMBC Drainage. Based on information provided and data taken from the Preliminary Flood Risk Assessment the area's most at risk of flooding are; Darton, Lundwood, Low Valley, Darfield Bridge and Bolton-on-Deerne.

When fluvial flooding does occur, the Borough can become 'dissected' so that access across Barnsley is very difficult, with restricted access to the hospital and the M1. Principal river crossings need improvement to maintain operational during times of flood.

Responsibility for delivery of planned and future works will be delivered through a partnership approach. Responsibility for carrying out works will fall to the Council, Environment Agency, Internal Drainage Board and the SAB. We will continue to work with the relevant infrastructure providers through the course of Publication consultation and in preparation for examination.

10) Waste and Recycling

10.1 Data Sources

This section covers provision of waste management infrastructure.

The following sources of information have been used to populate this chapter:

- The Barnsley, Doncaster and Rotherham Joint Waste Plan (2011)
- Discussion with Planning Policy Officers, BMBC.

10.2 Existing Infrastructure and Fit for Purpose

In Barnsley waste is organised and collected as follows:

- grey bin for general waste
- green bin for garden waste
- blue bin for cardboard
- brown bin for cans, glass bottles, jars and plastic bottles
- white bag for paper

Barnsley is working in partnership with Doncaster Metropolitan Borough Council and Rotherham Metropolitan Borough Council to manage waste across all three local authority areas. As such, facilities located outside Barnsley's administrative boundary are used to manage waste.

The existing facilities that have been safeguarded through the Adopted Joint Waste Plan include Grange Lane at Stairfoot, which is a Waste Transfer Station.

The municipal waste contract for the Council is currently managed by Waste Recycling Group (WRG), who uses facilities across the three authority areas to deliver their contract.

Spatial Assessment: Urban Barnsley/Eastern Barnsley and Penistone and the Rural West

It is difficult to pick out location specific waste management issues for Barnsley. This is because waste in Barnsley is managed on a cross boundary basis with Rotherham and Doncaster Council's and the infrastructure used to manage Barnsley's waste is actually located outside the local authority boundary.

10.3 Planned Schemes

For Barnsley to meet the targets set at European, national and regional level they must have the facilities in place to move waste away from landfill. To meet these targets a new waste facility was required. As a result a new strategic waste management facility has been built at Manvers in Rotherham, financed through a PFI scheme with

£140 million of central government funding. The new facility is a mechanical biological treatment plant and anaerobic digestion plant.

The Manvers facility is now the focus for municipal waste management and allows the three local authorities to control their waste management activities going forward, rather than the Council using WRG to manage their waste with the aim of meeting European and national waste targets.

10.4 Impact of Proposed Development

The proposed quantum and distribution of new housing in Barnsley can be managed within the facilities set out above. There is currently no requirement for additional facilities to be allocated through the Local Plan. The quantum of housing planned in the borough, as set out in the Core Strategy, has been taken into account in the production of the Joint Waste Plan and as such no additional provision is expected to be required. The Joint Waste Plan will be reviewed as appropriate in due course.

10.5 Summary of Waste and Recycling Infrastructure

BMBC are working jointly with Doncaster MBC and Rotherham MBC to manage waste across the 3 local authority areas.

Housing projections have been used in the production of the Joint Waste Plan and as such there is no funding gap for the provision of waste infrastructure in Barnsley.

11) Green Infrastructure, Open Space and Public Space

11.1 Data Sources

This section covers provision of green infrastructure, open space, play areas allotments and green ways.

The following sources of information have been used to populate this chapter:

- Green Space Strategy Part One Document (2006)
- Green Space Strategy: In Your Neighbourhood Documents (2012)
- Discussions with the Dearne Valley Landscape Partnership
- Discussions with BMBC Officers

11.2 Existing Infrastructure and Fit for Purpose

Green Infrastructure is a combination of natural environmental assets, the functionality of which shapes the places we live, work, play and enjoy. Those assets include:

- Green or open spaces that can link together to create an informal but planned network across the Borough and beyond
- Parks, gardens, woodland, wildlife sites, watercourses, street trees and the open countryside
- Spaces that can perform a number of different functions, such as formal and informal recreation, nature conservation, food production, enhanced settings for development, routes for cycleways/walkways, areas for flood risk management and education resources. Together, these assets form an environmental system, the performance of which will increasingly determine how successful our cities, towns and villages will be in the future.

As discussed in the transport section, the social and economic benefits of green infrastructure should also be maximised and can include things such as increased accessibility using sustainable transport such as attractive footpaths and cycle ways, the creation of an attractive environment which improves image and encourages investment and development, increased property values and more tourism. Green Infrastructure will also have an important role to play in the boroughs adaptation to climate change.

The Barnsley GI Strategy was developed to complement the Leeds & Sheffield City Region GI Strategies and provide a vision and framework for protection and enhancement of GI taking into account planned growth within the area.

“Barnsley’s special green infrastructure assets will enable it to become a successful, uniquely distinctive 21st century market town at the centre of a borough that offers prosperity and a high quality of life for all and that is resilient to climate change”

At a strategic level Barnsley’s Green Infrastructure network includes the following corridors:

- River Dearne Valley Corridor

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

Barnsley's mining legacy provides Barnsley with a unique landscape of reclaimed colliery sites, some of which have naturally regenerated and others which have received significant investment and intervention. In GI terms the Dearne Valley is a model for large scale environmental regeneration and provides opportunities for the visitor economy, recreation and biodiversity.

In addition around 7.4% of the Borough is existing woodland scattered across the borough. Most of the woodlands lie in a band between the M1 and Penistone running north-south and extending to the south of Barnsley. There is very little woodland cover in and around Barnsley and the Principal Towns in the north east of the Borough. Woodland cover is also very limited west of Penistone due to the open upland character of the landscape.

According to GIS data provided by the Council there are 30 upland oak woodlands, 28 upland mixed ash woods or parts of woods, 67 streamside woods and 18 carr woodlands in the Borough. There are also a number of former parkland estates that contain mature trees and woodland pasture, including Stainborough Park that is Grade 1 listed parkland. The largest single woodland, Wombwell Wood is found to the west of Wombwell.

On average the Borough falls short of the Woodland Access Standards that are set by the Woodland Trust in order to ensure adequate accessibility of woodland for the population. According to the data, the Borough shows significant shortcoming on the percentage of the population with woodland access to a 2ha+ wood within 500m. However, the Borough scores very highly with only 0.85% of the population require new woodland for access to a 20ha+ wood within 4 km to their home. For Barnsley the data identifies a need for at least 283ha woodland planting for 2ha+ forests and 20ha for 20ha+ forests in order to fulfil the Woodland Trust's standards. Although these figures identify a potential requirement to increase the tree cover, tree growth is naturally linked to the geology, topography and climate of a place and careful consideration needs to be given to the choice of appropriate species as well as the extent tree cover that would naturally have been in the Borough.

Trans Pennine Trail

The Trans Pennine Trail is a strategic multi user recreational routeway. The route passes through Barnsley on both the coast to coast route and north-south route connecting Leeds and Chesterfield and provides excellent opportunities for recreation, habitat corridors and active travel.

In addition to the TPT Barnsley has a network of local greenways and that provides links between settlements and green infrastructure and open space networks.

Management arrangements

Barnsley Council has entered into a new partnership arrangement with the Yorkshire Wildlife Trust focusing on a number of key nature reserves and public open spaces. The Yorkshire Wildlife Trust has taken on the day to day management and will seek to improve the sites in association with local communities.

Spatial Assessment: Urban Barnsley

Strategic Green Infrastructure corridors in Urban Barnsley include the River Dearne and Dove Corridors and The Dearne Valley Park which is within easy walking distance of the town centre.

Parks and Open Spaces

Urban Barnsley benefits from the following borough level parks:

- Dearne Valley Park (including Central, North, Tank Row and Barnsley Main)
- Worsbrough Country Park
- Locke Parke
- Monk Bretton Priory

These parks provide for a wide catchment and draw visitors from all areas of the borough along with neighbouring areas.

Urban Barnsley benefits from the following District Level Parks:

- Ardsley Park
- Kendray Central Park
- Worsbrough Dale Park
- Mapplewell Park
- Darton Park
- Wilthorpe Park

Central Barnsley, Dodworth, Gawber, Redbrook, Barugh Green, Higham, Monk Bretton, Pogmoor, Worsbrough Common, Worsbrough Bridge, Ward Green, Athersley, New Lodge and Smithies do not have access to a District Level Park. Many of the spaces that are available are too small to serve a District Level Park function.

The majority of the area is served by local level spaces but there are some pockets of deficiency in line with the adopted accessibility standards in the Green Space Strategy. The quality of the local level spaces varies significantly across the area. Central Barnsley in particular is significantly deficient in access to parks and open spaces.

In terms of natural and semi natural areas, there is a lack of spaces within the urban fabric, however spaces on the periphery of the built up areas serve the majority of Urban Barnsley. There are pockets of deficiency such as Athersley and New Lodge, Barugh and Higham, Kingstone and Kendray.

Children's Play

A particular issue in relation to access to children's play is the severance created by the numerous main roads and railway lines. In accordance with Fields in Trust (the national charity formed to safeguard recreational spaces) standards and the Green Space Strategy Standards, children should not have to walk more than 5 minutes to an equipped play area and 1 minute to an informal play space without crossing a main road. This equates to a pedestrian route of 400 metres for equipped play areas.

The majority of the area benefits from access to youth facilities, with the exception of Carlton and Honeywell which are deficient.

Neighbourhood Equipped Areas for Play (NEAPs) are mainly aimed at eight to fourteen year olds and have at least eight types of fixed play equipment. These are available at Ardsley Park, New Lodge and Carlton. A NEAP is currently under construction at Wilthorpe Park in order to upgrade from the current LEAP standard facility. The remainder of the area does not have access to a NEAP standard facility.

Local Equipped Areas for Play (LEAPs) are mainly for four to eight year olds and have at least five types of fixed play equipment in line with national standards set by the Fields in Trust. In addition to LEAPs the Barnsley Green Space Strategy sets a local standard Equipped Play Area (EPAs) to due to the number of play areas across the borough that do not meet the national standard in terms of minimum pieces of play equipment; these serve the same age group as LEAPs,

In terms of EPA and LEAP standard play areas there are large pockets of deficiency in line with adopted standards. Deficiencies exist to the South of Ardsley, Athersley South, Barugh Green and Low Barugh, Central, Darton and Mapplewell, Dodworth, Honeywell and Old Town, Small parts of Kendray, parts of Kingstone, Monk Bretton, parts of Lundwood, parts of Smithies and small pockets of deficiency in Ward Green and Worsbrough. Gawber and Redbrook have access to play areas however quality is lacking in this area.

Quality does vary across sites in terms of children's play areas. The Playbuilder Programme helped to improve the quality of play areas across the Borough. 22 sites were upgraded through an investment of approximately £900,000. In addition \$106 monies have been utilised where possible; projects include provision of a Skate Park at Hoyle Mill, MUGA at Locke Park, the abovementioned NEAP at Wilthorpe Park and a children's play area and MUGA at Bluebell Bank as part of the redevelopment of the former Yorkshire Traction site at Sheffield Road. Monies are also available to provide a LEAP standard play area at Lesley Road, Kendray; residents are currently being consulted on this proposal.

Allotments

Allotments are provided within Urban Barnsley however these are of a mixed quality and value and a number of sites are in need of improvement. The majority of the area is served by allotments; however Barugh and Higham, Central, Pogmoor, North Darton and parts of Smithies are completely deficient. Through dialogue with BMBC officers it was highlighted that the priority should be upgrading existing allotment sites where possible.

Natural Areas

Natural areas are provided in the Urban Barnsley area, however the majority of spaces available tend to be around the periphery of the built up area, with a lack of sites in the built up area itself. The main deficiencies present are in Athersley and New Lodge, Barugh and Higham, Kendray and the Central area. There are partial deficiencies in other settlements across the wider area.

Green Ways

The majority of the area is served by a network of green ways including the Trans Pennine Trail and local routes. The existing routes tend to pass through existing GI assets such as the Dearne Valley Park along with stretches that run road-side through the built up area. The existing network is a mixed standard with some routes suitable for wheelchair and pushchair users; however some routes are unsuitable for these users.

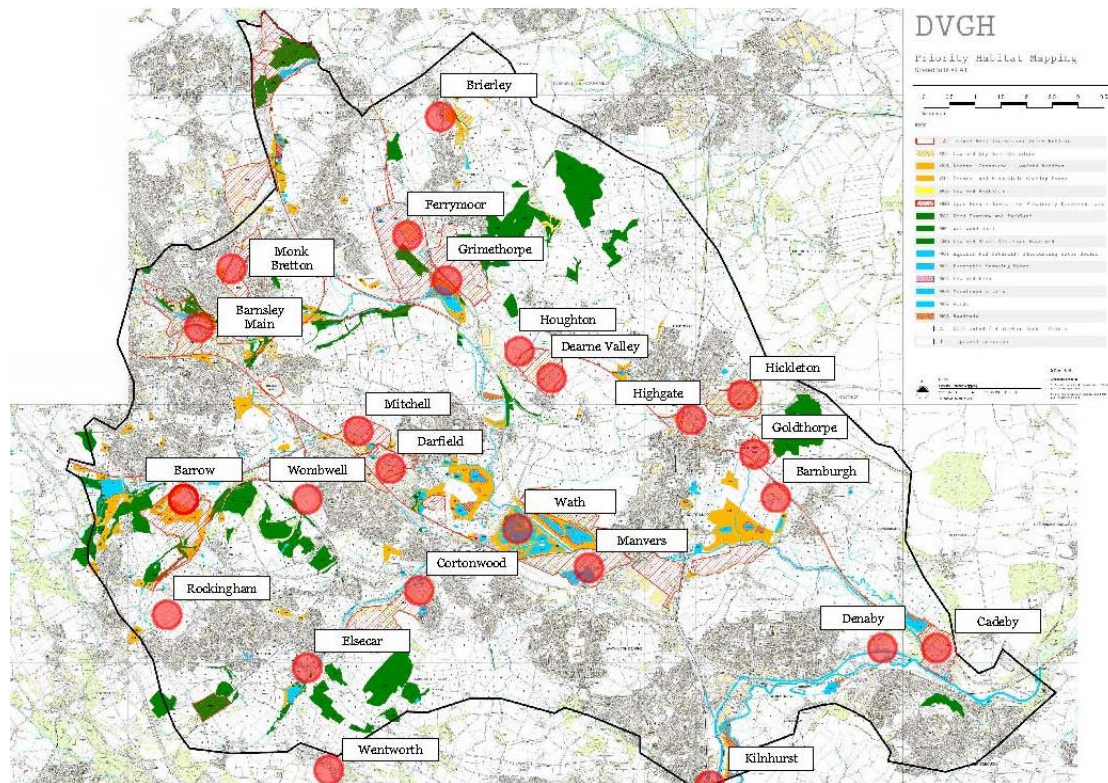
Spatial Assessment: Eastern Barnsley

Strategic GI

The Nature Improvement Area covers a large geographical area to the East of the borough stretching into Urban Barnsley.

There is a network of former pit sites in the Eastern Barnsley area providing an opportunity for recreation and biodiversity. The diagram below produced by the Dearne Valley Green Heart project shows the extent of the former pit sites across the DVGH area.

Figure 28: Diagram showing extent of Dearne Valley Green Heart project area



The River Dearne and Don corridors provide a significant GI asset; a network of GI assets are available along the corridors including but not limited to:

- RSPB Old Moor: This is a year round facility situated right at the heart of the Dearne Valley. There are lots of events, guided walks and family activities.
- Broomhill Flash
- Houghton Washlands

Natural England and the Environment Agency along with partners are promoting a network of improved multi-user sites around the Dearne Valley linking the five RSPB Dearne Valley nature reserves such as Old Moor, Wombwell Ings, Gypsy Marsh, Edderthorpe Flash and Bolton Ings. Cycling is the best way of viewing all the sites in the valley on gentle gradients with generally good-quality paths.

Parks and Open Spaces

The majority of the area is served by local level green spaces; however these are of a mixed quality and value. Some areas are completely deficient in access to parks and open spaces including parts of Darfield, parts of Goldthorpe and the whole of Billingley. District parks are available in Birdwell, Cudworth, Darfield, Elsecar and Jump, Royston and Wombwell however access is constrained by the severance created by the strategic highway network. Some settlements do not have any access to a District level park including Hoyland, Bolton upon Dearne Goldthorpe and Grimethorpe: settlements of this size should include District provision.

The main issue in terms of parks and open spaces is the varied quality: improvements should be prioritised at sites that have the potential to serve a district level function in order to serve a wider catchment.

Children's Play

A large proportion of the Eastern Area is deficient in access to children's play in line with the adopted Green Space Strategy Standards. The settlements where deficiencies are most significant include Billingley, Darfield, Hoyland, Elsecar and Jump. Other settlements do have some provision but there are partial deficiencies present.

Quality does vary across sites in terms of children's play areas. The Playbuilder Programme helped to improve the quality of play areas across the Borough. 22 sites were upgraded through an investment of approximately £900,000. In addition S106 monies have been utilised where possible. S106 monies have been utilised to provide a MUGA at Goldthorpe Recreation Ground and LEAP standard play area as part of the redevelopment of the former Royston High School site which is currently under construction.

The majority of the area is served by youth facilities as provision has been significantly improved over the past five years.

Allotments

Allotments are provided within Eastern Barnsley however these are of a mixed quality and value and a number of sites are in need of improvement or are disused. The majority of the area is served by allotments; however Brierley, North Grimethorpe, Middlecliffe and Billingley are completely deficient. Through dialogue with BMBC officers it was highlighted that the priority should be upgrading existing allotment sites where possible.

Natural Areas

Natural areas are provided in the Eastern Barnsley area, however there are significant deficiencies in Billingley, Little Houghton, Middlecliffe, Hoyland and Wombwell, particularly in the built up area. There are partial deficiencies in other settlements across the wider area.

Green Ways

The majority of the area is served by a network of green ways including the Trans Pennine Trail and local routes. The existing routes tend to pass through existing GI assets along with stretches that run road-side through the built up area. The existing network is a mixed standard with some routes suitable for wheelchair and pushchair users; however some routes are unsuitable for these users.

Spatial Assessment: Penistone and the Rural West

Strategic GI

The Penistone and Rural West area benefits from a significant amount of Strategic Green Infrastructure including the Peak District National Park and the historic landscape corridor to the West of the M1 comprising Cannon Hall and Wentworth Castle.

The majority of the Borough's woodland cover is in the Penistone and Rural West area.

Parks and Open Spaces

The majority of communities are served by local level spaces however access is constrained due to the severance created by the strategic highway network. Penistone lacks a District Level Park which you would expect in a settlement of this size. Penistone Recreation Ground however has received QEII Fields status which heightens the protection and opens up potential funding streams to enhance the site. This has the potential to serve a District function.

Quality varies significantly across the area.

Children's Play

Play areas are provided in the Penistone and Rural West area; however significant deficiencies are present in Cawthorne and Hoylandswaine. Severance is also in issue in the area due to the A628, particularly in Penistone, Silkstone Common, Thurgoland and Thurlstone: this creates partial deficiencies in these settlements. Many of the children's play areas require improvement and are currently an EPA standard therefore do not meet Field in Trust standards for Locally Equipped Areas for Play (LEAPs).

Youth facilities are available however Ingbirchworth, Cawthorne and Hoylandswaine are deficient.

Quality varies significantly across the area.

Allotments

Allotments are available however Hoylandswaine and Thurlstone are completely deficient. There is a small deficiency in Penistone and demand for pitches is very high in this area.

Quality varies significantly across the area with some sites in need of improvement.

Natural Areas

Penistone and the Rural West have adequate access to natural areas in line with Green Space Strategy Standards.

Green Ways

The majority of the area is served by a network of green ways including the Trans Pennine Trail and local routes. The existing routes tend to pass through existing GI assets along with stretches that run road-side through the built up area. The existing network is a mixed standard with some routes suitable for wheelchair and pushchair users; however some routes are unsuitable for these users.

11.3 Planned Schemes

Nature Improvement Area

The Nature Improvement Area covers a large geographical area to the East of the borough stretching into Urban Barnsley. The NIA is managed and promoted by the existing Dearne Valley Green Heart Partnership. The vision for the NIA is to restore and enhance the ecological network in the Valley.

Dearne Valley Landscape Partnership

The Dearne Valley Landscape Partnership (DVLP) is funded by the Heritage Lottery Fund (HLF) as part of its national landscape partnerships programme. It runs from June 2014 to June 2019 covering the Dearne Valley area of South Yorkshire, including parts of the boroughs of Barnsley, Doncaster and Rotherham. The Dearne Valley is rich in industrial heritage, valuable biodiversity, beautiful landscapes and strong communities. The landscape, geology and geography mean it has been at the heart of industrial development over thousands of years.

The DVLP is managed by Museums and Heritage Service of Barnsley Council who secured £1.9m of HLF funding. Barnsley Council are the lead partner in a broad partnership that includes Rotherham Council and Doncaster Council, RSPB Old Moor, the Environment Agency, Natural England, the Garganey Trust, Groundwork South Yorkshire and others. Its aim is to protect preserve and enhance the heritage and landscapes of the Dearne Valley and it builds on over 10 years of work by this wide range of partners. The DVLP will work with local groups in restoring and protecting listed buildings and key environmental sites. The impact and importance of industry on the landscape will be highlighted through a range of surveys and community projects. Grants will be provided to supported local community groups in helping deliver the aims and objectives of the DVLP. Projects will be supported across the area with an emphasis on developing sustainable skills and activities so that the DVLP has an impact beyond its lifetime.

The DVLP aims to reconnect people with the wealth of industrial heritage, unique landscapes, significant environmental features, leisure opportunities and economic potential within the Dearne Valley. It will raise awareness of the area's significance, allow local communities to become actively involved in shaping it, increase their understanding of what makes it so special and encourage more people to benefit from the Dearne's built and natural assets. The five year programme for the DVLP is contained within its Landscape Conservation Action Plan.

The projects are detailed in the Infrastructure Delivery Programme.

Dearne Valley Green Heart Partnership

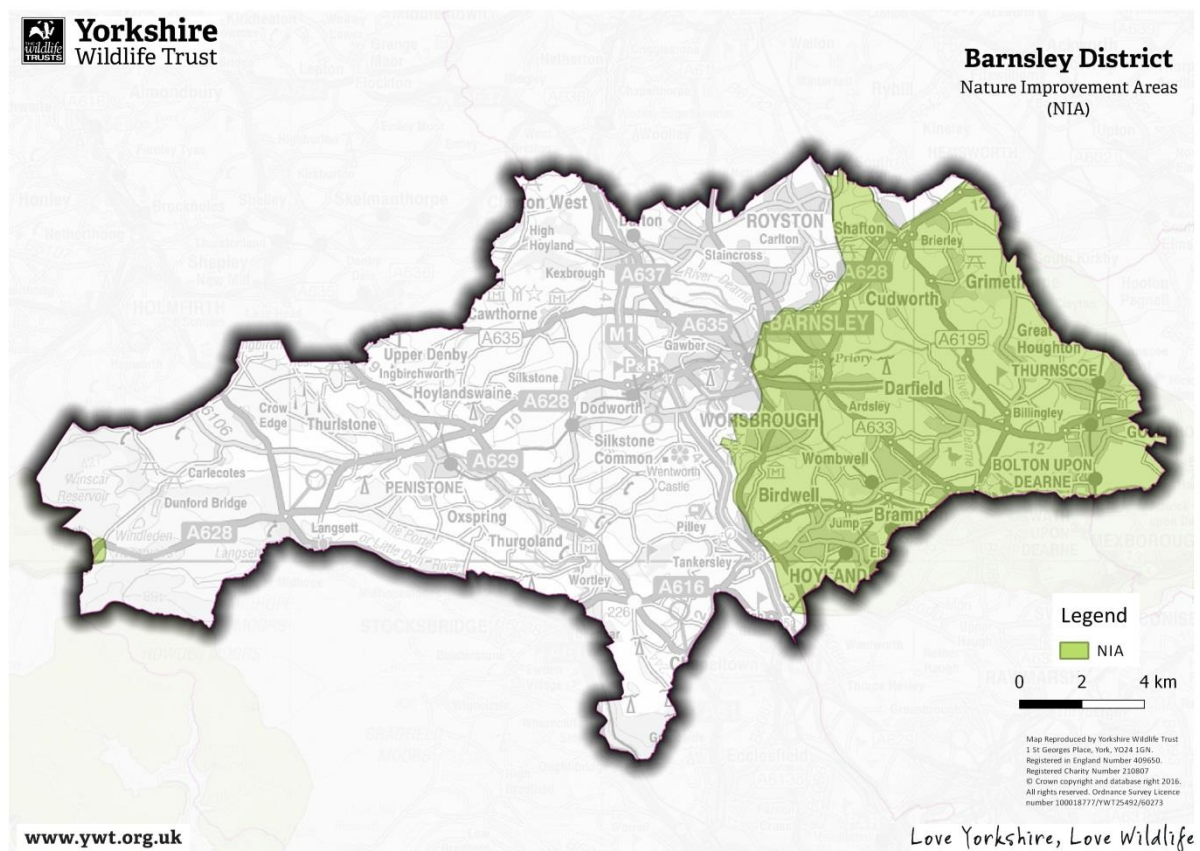
The Dearne Valley Green Heart (DVGH) Partnership is working to bring environmental improvements to the Dearne Valley parts of Barnsley, Doncaster and Rotherham boroughs. It was formed by organisations including Yorkshire Wildlife Trust, the RSPB, the Environment Agency, Natural England and the three local authorities. The Partnership aims to:

- Develop and maintain the green assets of the Dearne Valley for people and wildlife;
- Ensure the green assets contribute to the economic regeneration of the valley and help people lead active, healthy, more prosperous and fulfilling lives;
- Reconnect local people to the natural environment in the valley so they feel confident and safe to enjoy it.

Previous DVGH Partnership projects have created new nature reserves, alleviated flooding, engaged community groups in their environment and improved access to the countryside.

Dearne Valley Green Heart NIA

The Dearne Valley Green Heart *Nature Improvement Area* (NIA) was one of only 12 of these new, statutory nature conservation designations created in England by the government in 2012. NIA's seek to address the ongoing reduction in biodiversity by working on a landscape-scale. DVGH Partnership led the way in securing government funding to help set up the NIA and delivered a set of agreed projects in its first three years. The NIA covers a large geographical area to the east of the borough and stretching westwards into Urban Barnsley. The diagram below shows the extent of the NIA area.



Source: Image provided by Yorkshire Wildlife Trust.

Significant developments in the NIA are expected to provide ecological enhancements as well as the usual mitigation measures to reduce impacts on biodiversity. This will be required through the Planning Development Management process. Examples of enhancements could be by ensuring that any Sustainable Drainage System also has an above-ground element designed to allow amphibians to breed, or a green roof on a new building.

It is the Council's intention to produce a Supplementary Planning Document that supports the Local Plan policies on biodiversity and sustainability that will provide greater weight and clarification on the required enhancements in the Dearne Valley

Rights of Way Improvement Plan (ROWIP)

BMBC has published its Rights of Way Improvement Plan in accordance with the requirement under the Countryside and Rights of Way Act 2000. This is a ten year strategy for developing, improving and protecting public rights of way and open space in Barnsley. The four strategic objectives of the ROWIP are:

- improving maintenance of all routes and sites to the BVPI standard
- greater access for mobility impaired users
- an integrated network of multi-user routes
- improved information provision and promotion.

11.4 Impact of Proposed Development

Appropriate Green Infrastructure and Open Space policies need to be developed through the emerging Local Plan in order to develop a framework for delivering either on site green space or off site contributions to upgrade existing green space. 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.

With the scale of growth planned in Barnsley, the loss of some areas of biodiversity value will be inevitable so ensuring no overall net loss in this value is a key challenge. Public policy at the international, national and regional levels has long regarded declining biodiversity as a major environmental challenge. Investment in green infrastructure to improve biodiversity specifically has generally been made by environmental organisations using members', charitable and public funds. Often, such opportunities will be realised on the back of projects designed to achieve another complementary objective, for example as part of new or enhanced public parks.

In places, especially those areas of regeneration, the advance delivery of new infrastructure will play a key role in promoting development opportunities. The role of green infrastructure in helping to attract greater levels of investment and improving the economic performance of the local economy (in terms of workforce productivity, tourism development, and overall 'place' branding) is increasingly recognised. As the Council places greater emphasis on achieving a step change in business and skills performance, so the need to create a quality of place, a quality of life, and environmental remediation increases.

The Green Space Strategy provides a local assessment of green space provision for each settlement across the borough and determines the priorities per settlement. The S106 Public Open Space Prioritisation Framework identifies the sites of strategic importance and the Council priorities in order to deliver corporate priorities such as improving health outcomes and improving the visitor economy.

The Green Space Strategy Part Two documents are constantly updated in order to provide an up to date record of the quality, quantity and accessibility of existing assets and bring about improvements to the quality and accessibility of the most locally and strategically important sites, along with gaps in provision to determine the requirement for new spaces.

Green Infrastructure and green space will benefit from continued enhancement and improvements of green space through on and off site-contributions linked to new housing and employment developments, Council budgets and potentially CIL for strategic green infrastructure.

11.5 Summary of Green, Open Space and Public Space Infrastructure

Taking into account the planned growth across the borough, broadly speaking the existing Green Infrastructure and open space provision is in the main sufficient in quantitative terms, with the main issues being quality and accessibility of the spaces. There are some pockets of deficiency which will need to be remedied through on site provision, particularly on large scale allocations.

The main factors that will drive the demand for green infrastructure investment in the Borough in the coming years are:

- sustainable economic growth and regeneration
- climate change
- health and well-being
- biodiversity

12) Health

12.1 Data Sources

This section has been populated using the following data sources:

- Discussions with the Barnsley Clinical Commissioning Group
- Discussions with Barnsley Hospital Foundation Trust
- Joint Strategic Needs Assessment
- Representations from the Barnsley Hospital Foundation Trust on the Local Plan Consultation 2014.

12.2 Existing Infrastructure and Fit for Purpose

NHS Barnsley Clinical Commissioning Group is responsible for commissioning health services to meet the needs of Barnsley residents. NHS Barnsley CCG formed in April 2013 and is a membership organisation bringing together all general practices serving the residents of the Barnsley Borough. The combined registered population of Barnsley's 36 general practices (as at April 2016) is 256,398.

The CCG has around £400 million funding for health services including Hospital, Community and Primary Medical Services (GP's) for Barnsley residents. The level of funding available is based on a national formula which is linked to population size And various other factors including deprivation levels and the age profile of the local population. The cost of increasing health provision is therefore intended to be met by funding from central government and NHS England using this formula. NHS England oversee the local CCGs to ensure services are being commissioned and delivered to meet the needs of the local population and assure the CCG's plans for transformation and sustainability of healthcare provision.

The CCG Strategic Commissioning Plan sets out an ambitious strategy to realise a wider model of out of hospital care in which patients and the public in Barnsley receive fast, responsive access to the care and support they require by ensuring that the services we commission for the people of Barnsley are designed to put people first and help them to have control and be empowered to maximise their own health and well-being. The clinical priorities for transformation are: Cancer, Cardiovascular Disease, Long Term Conditions, Mental Health, Unplanned Care, Planned Care and Maternity/Children. Alongside these there is also a clear programme to improve the capacity and quality of primary care to support the strategic objective care being provided out of hospital and closer to home wherever it makes clinical sense do so.

Spatial assessment: Urban Barnsley

There are no specific issues for the Urban Barnsley area of the Borough relating to the provision of health infrastructure.

Spatial assessment: Barnsley East

There are no specific issues for the East of the Borough relating to the provision of health infrastructure.

Spatial assessment: Penistone and the Rural West

There are no specific issues for the Penistone and Rural West area of the borough relating to the provision of health infrastructure.

12.3 Planned Schemes

There are currently no major planned schemes relating to the provision of health infrastructure however there are ongoing capital programmes to improve the quality of the overall estate including primary care.

12.4 Impact of Proposed Development

Through discussions with representatives of the Barnsley CCG and Barnsley Hospital it was confirmed that the NHS in Barnsley have the physical infrastructure in place to deliver the current required level of health provision, but that the level of development (alongside other external factors) may result in increased pressure on the hospital's A&E service provision. We will continue to work with the Barnsley Hospital Foundation Trust to better understand the potential implications and update the Infrastructure Delivery Plan as necessary.

Barnsley Hospital currently provides a full range of acute hospital services, including emergency and intensive care, medical and surgical, elderly care, paediatric and maternity, along with diagnostic and clinical support. The Trust also provides a number of specialised services, such as cancer and surgical services in partnership with Sheffield Teaching Hospitals NHS Foundation Trust. The Trust is currently developing its Clinical Service Strategy to steer its service provision, investment and partnership decisions over the forthcoming five year period.

Given the relatively recent major investments in health provision in the borough it is unlikely that major new facilities will be required, with workforce being the capacity issue rather than premises. There have been 9 Local Improvement Finance Trust (LIFT) Centres in the borough that have been introduced over the past 12 years:

- The Darton Centre-Opened 17 October 2011, cost £2million
- The Hoyland Centre-Opened 15 August 2011, cost £6million
- The Roundhouse Medical Centre, Athersley New Lodge, Opened March 2011, cost £2.5million
- Great Houghton Medical Centre, Opened February 2011, cost £1.5million
- The Cudworth Centre, Opened September 2008, cost £7.6 million
- The Grimethorpe Centre-Opened November 2004, cost £2.5 million
- The Goldthorpe Centre-Opened November 2004, cost £3.6 million
- The Thurnscoe Centre-Opened November 2004, cost £2.6 million

- The Worsbrough Centre-Opened October 2004, cost £3.1 million

These offer primary care in addition to a range of other amenities such as community health and social services. The LIFT centres were delivered by the NHS Trust in partnership with BMBC. There is also a vast number of other GP Surgeries outside of LIFT centres offering primary care.

In addition to the LIFT centres there have also been a number of other new primary care centres opened in Barnsley which offer access to improved facilities and higher quality buildings which meet modern day standards.

The c.400 bed hospital at the Gawber Road site was built in the 1970s and has been subject of addition and adaptation over past decades to meet the evolving requirements and demands of the healthcare sector. The site extends to approximately 8.2 hectares and accommodates over 3000 staff.

In response to changing business and service needs, and in response to government policy drivers, the hospital will evolve to deliver a greater intensity of specialised services from a smaller physical footprint. The specialised services will draw patients, carers and staff from a wider area and the hospital will offer these services through longer hours thereby increasing accessibility and capacity. The hospital estate will respond to this evolution through careful management, planning and development. Wards and theatres will be refurbished and the range of ancillary and supporting facilities increased.

Any increase in the range and capacity of services must be supported by adequate infrastructure and appropriate ancillary facilities. For instance, sufficiency of car parking capacity to ensure ease of use of the hospital and dissuade local on-street parking. Similarly, the provision of internal and ancillary shops such as newsagent, coffee shop, gift shop, florist, small convenience store, chemist etc.) and facilities enhance the experience of patients, visitors and staff, making the hospital more attractive, competitive and therefore sustainable.

The Trust is continuing to develop its Estates Strategy which will guide the use and development of the hospital site over the next 5-10 years or so. Key to the success of elements of this strategy will be its interrelationship with other healthcare bodies and stakeholders including Barnsley Metropolitan Borough Council. The Trust's on-going dialogue with the Council, aim to help integrate the consideration of planning matters and healthcare requirements.

From discussions with the CCG it was confirmed that sign up for dental care is low in Barnsley and some patients only gain treatment when in an emergency situation. This puts additional pressure on secondary care facilities.

12.5 Summary of Health Infrastructure

There has been significant investment in the provision of health care infrastructure in the past 12 years with the introduction of LIFT centres across the borough and other

capital developments in primary care and by the local acute, community and mental health providers.

Through discussions with representatives of the Barnsley CCG and Barnsley Hospital it was confirmed that the NHS in Barnsley have the physical infrastructure in place to deliver the current required level of health provision, but that the level of development (alongside other external factors) may result in increased pressure on the hospital's A&E service provision. We will continue to work with the Barnsley Hospital Foundation Trust to better understand the potential implications and update the Infrastructure Delivery Plan as necessary.

Barnsley Hospital currently provides a full range of acute hospital services, including emergency and intensive care, medical and surgical, elderly care, paediatric and maternity, along with diagnostic and clinical support. The Trust also provides a number of specialised services, such as cancer and surgical services in partnership with Sheffield Teaching Hospitals NHS Foundation Trust. The Trust is currently developing its Clinical Service Strategy to steer its service provision, investment and partnership decisions over the forthcoming five year period.

Given the recent investment in health provision in the borough it is unlikely that major new facilities will be required, with workforce being the capacity issue rather than premises.

13) Sport, Leisure and Recreation

13.1 Data Sources

This chapter has been populated with the following information:

- Discussions with BMBC Sports and Active Recreation
- BMBC Playing Pitch Strategy 2011
- Discussions with BMBC Green Space Officer

13.2 Existing Infrastructure and Fit for Purpose

Built Sports Facilities

The leisure facilities owned by Barnsley MBC are currently managed by Barnsley Premier Leisure (BPL). BPL manage all BMBC's leisure facilities including the Metrodome Leisure Complex on the edge of the town centre and a number of other leisure centres which are dispersed across Barnsley's principal towns. The stock is very well used by the local population, but is aging and is likely to need upgrading in the medium to long term.

The following sites are managed by BPL:

- Dearneside Leisure Centre
- Dorothy Hyman Sports Centre
- Hillies Pavilion Golf Course
- Hoyland Leisure Centre
- Metrodome Leisure Complex
- Royston Civic Hall
- Royston Leisure Centre

Further details in relation to other Built Sports Facilities and their current availability and standard are available in the spatial assessments section below.

Playing Pitches and outdoor facilities

The Playing Pitch Strategy assessed a total of 137 playing pitch sites currently in use across all organised outdoor sports including football, rugby league and union, cricket hockey, netball, athletics, tennis, golf and bowls. These provide a total of 228 playing pitches across the sports assessed. In relation to courts and greens, 48 sites providing 30 tennis courts and 40 bowling greens were identified. Not all are available for community use.

Pitches, courts and greens are managed by a number of different organisations and are available through a number of different management and hiring arrangements:

- Barnsley MBC
- CISWO
- Private
- Parish Council

- BMBC Education

The Strategy details the extent of the quality and quantity of grass and synthetic playing surfaces accessible to the general public in Barnsley and their ability to meet the needs of the users.

In terms of pitches that are available and accessible by the community, Barnsley MBC is the main provider either through Parks Services or Education. In many cases, because public pitches are often located within publicly accessible open space, there is often a ‘quality ceiling’ i.e. the area is open to unofficial sporting uses and other recreational use.

The key findings from the Strategy, presented by sporting activity include:

Football

- The modelling shows that provision in terms of quantity is relatively sufficient although there are pockets of deficiency in several of the 5 sub area assessments. In some cases these will be addressed through improvements and greater availability due to the impact of the BSF programme.
- There is a surplus of adult pitches in all areas generally offset by deficiencies in either mini or youth pitch provision.
- In terms of estimating all demand against available supply, indications are that available pitches only need to accommodate between 1 and 2 games per week in most areas to service demand.
- There are significant qualitative deficiencies-only 1 in 5 football pitches are rated as good or better. Quality is particularly poor in the North East and South West. Less than half the clubs consulted rate their facilities positively. Poor quality pitch provision has potential implications for capacity with the available stock only just adequate to service the estimated number of games per week.
- Access arrangements (in terms of fees, charges and distances travelled to access provision) vary significantly across the borough-but there is a consensus that improved access to facilities locally is a priority.

Cricket:

- The modelling results show that provision in terms of quantity is deficient. Only the North has a relatively adequate amount of provision in comparison to the other 5 sub-analysis areas. Deficiencies are present in most areas; overall in terms of total games, and pitches available, supply is at capacity. The modelling is based on an average of 3 home games per 4 week period (rather than 2), so represents a ‘worst case’ scenario.
- The quality of pitches is lacking in key areas; in the South East and South West only around half of the pitches meet the required quality standard-these areas generate the bulk of cricket demand (83% of the borough total) and have the most significant quantitative deficiencies.
- Clubs have shown that their priorities are for higher quality facilities which may require members to travel further to.

Rugby Union:

- The modelling results show that provision (in terms of quantity) is theoretically adequate to meet demand, but this does not accurately reflect specific issues faced by the 2 clubs located within the borough. In reality both clubs are nearing capacity in terms of meeting current and future projected growth in membership.
- The quality of pitches is relatively good-73% of the community accessible rugby union pitches in the borough are rated as being 'good' or 'excellent'. However, this masks quality issues at Wortley RUFC. Facilities here are below average and in need of significant improvement.

Rugby League:

- The modelling results show that provision (in terms of quantity) is just adequate to meet current demand. However, Barnsley Broncos report issues with latent demand (relating to the lack of pitches for winter teams) and future growth for both clubs would be difficult to accommodate at current venues.
- The quality of pitches is relatively good-the only rugby league pitch (which is in the South West area) is of a 'good standard', but those used for Rugby League at Shaw Lane Community Sports Centre are also of a high standard.
- Both clubs have capacity for new members, and the NGB plans to support both clubs to grow-however, access to improved facilities will be required to facilitate this.

Hockey

- The modelling results show that provision (in terms of quantity) is sufficient to meet demand. This is on the assumption that access is secured for hockey use at the Darton High School pitch at the appropriate times.
- The quality of pitches is relatively good-the Darton AGP is of a good standard with priority meetings for hockey. It is also floodlit.
- Although Barnsley Hockey Club rates their current facility as 'excellent' they report issues with the availability of AGP facilities in the area generally-it is known that the pitch is used by a number of teams from outside of the borough.

Tennis

- The assessment indicates some theoretical deficiencies in supply to accommodate estimated regular demand. This is despite comparatively low levels of demand and is in part due to low levels of accessible supply across the borough.
- The South East currently, and in the future has comparatively low levels of supply and is potentially the priority for future provision (outside of club provision) to mirror the network available elsewhere-the future assessment indicates that even with new provision available through the BSF programmes, overall levels of supply will be deficient.
- Future supply is likely to be more than adequate to meet demand with the exception of the South East-this is on the basis of all planned provision being appropriately accessible. Deficiencies are more likely to relate to indoor and floodlit facilities and the outdoor stock is improved.

- Quality varies across the borough-it has been assumed that this will largely be addressed through a new stick of courts on BSF school sites. However, some investment will be needed within the timeframe of this strategy to upgrade facilities at Barnsley Tennis Club.
- Opportunities for formal participation are limited-there is only one formal tennis club in the borough based in the North area. Linked to this, Barnsley Tennis Club cannot accommodate significantly more growth within the constraints of their current facilities.

Bowls:

- The assessment indicates sufficient supply to accommodate estimated regular demand, in all areas of the borough currently and when taking account of potential future growth
- Provision is also sufficient is participation levels were almost doubled to mirror the national average-however, bowls participation has declined since the last survey, more clubs expect a decline in their membership than an increase and there are more greens than clubs across the borough.
- There are quality issues across the borough-in 4 of the 5 areas assessed facilities are viewed as average across the area at best.
- From the research completed, the majority of bowls participants travel by car to access facilities.

AGP's & MUGAs

These provide facilities for training for a number of the pitch sports assessed, in addition to accommodating more casual forms of the sports, such as 5 a side football. Ensuring the provision of a network of accessible and high quality facilities is therefore a key priority, both in relation to providing an infrastructure to increase sports participation, but in relation to easing pressure and preventing over use of natural turf facilities.

The key observations currently are:

- Limited full size AGP provision-and no full size 3G pitches currently provided.
- Heavy demand for existing full size pitches from both hockey and football, including imported demand (i.e. use by teams from outside of the borough)
- Less than half of the local football clubs access a formal training facility, and only a small percentage of these use AGPs currently.

A number of AGP's were developed as part of the BSF programme. Although these facilities are primarily for education use, all of the sports facilities on each site are subject to a community use agreement which secures access for local clubs, teams and individuals.

The BSF programme resulted in 9 new MUGAs providing facilities for both tennis and outdoor netball.

Spatial Assessment: Urban Barnsley

Barnsley Football club is the only professional sports team in the Borough and is based in the Urban Barnsley area.

Built Sport Facilities

Urban Barnsley benefits from a number of high quality sports centres/hubs that serve a wide catchment and draw visitors from across the borough. The following facilities are available:

- Body Language
- Outwood Academy, Carlton
- Carlton Primary School
- Darton College
- Higham Methodist Church Hall
- Honeywell Sports Centre
- Mapplewell and Staincross Village Hall
- St Helen's Church Hall
- Woodlands Driving Range
- Holy Trinity Catholic and Church of England School
- Springwell Community Special School
- Bannatynes Health Club
- Barnsley Academy
- Barnsley Christian School
- Barnsley Rugby Union Football Club Ltd
- DW Sport Fitness
- Greenacre School
- Horizon Community College
- Keele Fitness Centre
- Lifestyle Fitness Barnsley
- Metrodome Leisure Complex
- Thornley Arms Public House
- YMCA (Barnsley)

This includes the Metrodome Leisure Centre which is in close proximity to the town centre and provides a number of activities including swimming, ten pin bowling, gymnasium, fitness studios and a hair salon along with conference and banqueting facilities.

The Metrodome is popular for national and international sports events such as ten pin bowling, darts and snooker. BPL has significantly invested in the Metrodome over the past five years and plans to build on this work further over the coming years. This included the refurbishment of the gym and studios, replacement of the indoor crown green bowling area with a new 10 pin bowling alley and the refurbishment of the Rigby Suite to enhance the conference and banqueting facilities.

Shaw lane sports ground provides facilities for 10 sports and is significantly investing in current and planned facilities. The sports club have recently taken over additional facilities within close proximity of Shaw lane in order to further improve the facilities available.

Barnsley College at Honeywell provides a combination of indoor and outdoor sports facilities. It is one of a few colleges in the country with a Sports Academy that provides learners with the opportunity to study in any subject area and at the same time pursue sporting interests. Over the past two years Barnsley College has invested heavily in a capital build programme which has seen excellent new sports facilities being developed at the Honeywell Campus. Barnsley College accommodates private one-off bookings or long-term block bookings. Facilities include outdoor floodlit 3rd Generation synthetic turf pitch, outdoor multi use games area, sports hall, fitness centre, grass pitches, sports science and physiology lab, sports massage suite, classrooms and conference facilities.

In addition there are a number of private swimming pools in the area that are offered for private use and swimming lessons including the Deborah Yule Swim School on summer lane which is in the Urban Barnsley area.

Playing pitches and outdoor facilities

The following borough level facilities are available in Urban Barnsley:

- Kendray Recreation Ground
- Shaw Lane Community Sports Centre
- Worsbrough Bridge Miners Welfare
- Barnsley Football Club Training Ground
- Dodworth Miners Welfare
- Woolley Colliery Miners Welfare
- Barnsley Tennis Club
- Barnsley Golf Course

In addition there are a number of District Level sports facilities:

- Kingstone/Holgate ALC
- Darton Longfield
- North Gawber Miners Welfare
- Darton ALC
- Athersley Memorial Park
- Carlton Recreation Ground
- Carlton Community College ALC

There is also a number of local level sports facilities available.

In terms of football provision there are quantitative deficiencies in the Central Area that cannot be offset by re-designation of pitches. These shortages are further compounded by poor quality. Quantitative and qualitative deficiencies in the Northern Area have been met through the BSF programme: there is however a reliance predominantly on a network of single-pitch sites.

There is an existing deficiency in cricket provision, although pitches are of a high quality and theoretical capacity of pitches is high. Accessibility is good.

In terms of Rugby, Barnsley RUFC facilities are at capacity to meet demand. Quality is generally high but facilities on site are also used by the adjacent school and by

Barnsley Broncos RFLC off season. These are unlikely to meet the ambitious growth projected by the club.

Barnsley Hockey Club and Penistone Ladies currently access facilities at Darton High School. There is pressure on these facilities from outside the borough and from other sports.

In terms of tennis there is an adequate supply of courts in the Urban Barnsley area. The resurfacing of courts at Barnsley Lawn Tennis Club and planned expansion will ensure continued provision in both quantitative and qualitative terms.

The main priorities identified in the Playing Pitch Strategy for the Central area are additional facilities for football, maintaining levels of provision for cricket, maximising the impact of BSF facilities for community use and consideration to the rationalisation of bowls provision. The main priorities for the North area are to ensure BSF facilities are maximised for community impact, facilitate improvements to the quality of facilities across sports, and the protection of hockey access at Darton ALC. Support to Barnsley Lawn Tennis Club will also be required and rationalisation of bowls provision should be considered.

Spatial Assessment: Eastern Barnsley

Built Sports Facilities

Eastern Barnsley benefits from a number of sports and leisure centres that are run by BPL on behalf of BMBC:

- Hoyland leisure Centre
- Royston Leisure Centre- recent works include ceiling replacement in both the main pool area and teaching pool have been replaced and work done to the external roof.
- Dorothy Hyman-2 lanes of the running track are in need of repair, there is also an issue with part of the banking around the track cracking and moving. The astro-turf is now closed due to the poor condition of the surface; it has been fenced off for public safety.
- Dearneside Leisure Centre-Recent internal alterations have been carried out to create a smaller hall within the facility, the gym equipment has been replaced and the changing rooms and reception have been refurbished.

In addition the following Built Sports Facilities are available:

- Be Fitness, Cudworth
- Shafton Outwood Academy
- Superbodies, Royston
- The Club, Brierley
- Valley Community Centre
- The Dearne ALC
- Gooseacre Primary School
- The Hill Primary School
- Birdwell Community Centre and Recreation Ground

- Birdwell Venue
- Darfield All Saints Academy
- Darfield Valley Primary School
- High View Primary Learning Centre
- Hillies Pavillion and Golf Course
- Kirk Balk Community College
- Milton Hall
- Netherwood ALC
- Rockingham Sports Ground
- Temple Gym
- Wombwell Community Hall
- Wombwell Recreation Ground
- Birdwell Community Centre

Playing pitches and outdoor facilities

In terms of outdoor facilities, the following borough level sports facilities are available in the Eastern Barnsley area:

- Dorothy Hyman Sports Centre
- Grimethorpe Miners Welfare
- Dearne Miners Welfare
- Houghton Miners Welfare

In addition the following District level facilities are available:

- Shafton ALC
- Dearne ALC
- Foulstone ALC
- Rockingham Sports Ground
- Kirk Balk ALC
- Sandhill Golf Course
- Hillies Pavillion and Golf Course

There is also a number of local level sports facilities available.

In the Playing Pitch Strategy, the findings for the North East area identifies that whilst there is a current modest surplus in football pitch provision in the area, there are acute quality deficiencies with just over 1 in 5 pitches rates as good quality. In order to address this it is recommended that quality improvements be prioritised at existing multi pitch sites with changing facilities and support is given to appropriate local clubs to develop their own facilities where there are clear sports development benefits. In the North East there is projected to be a deficiency in junior and mini facilities, offset by a surplus of adult pitches. Overall there is a ‘net’ surplus, but the type of provision is not projected to fit with the demand profile. Quality, although lacking across some sites, is better (based on average site scores) than all other areas in the borough. Over 60% of pitches are rated good or excellent. This is in part to a number of private enclosed sports ground. It is recommended that quality improvements are priorities are multi-pitch sites with existing changing room facilities.

There are no hockey or rugby union clubs operating in the Eastern Barnsley area.

In terms of Rugby League Hoyland Vikings operate in the area and are currently based at Elsecar Cricket Club. Demand is accommodated predominantly because fixtures are played in the winter. However, within the timeframe of the Strategy there are plans for introducing summer rugby at an amateur level.

In terms of cricket there is adequate provision in the North East but no spare capacity, in the South East there is currently a deficiency in pitches in the area which is projected to increase in the future. Quality deficiencies are also recorded in the South East with just under half of the pitches audited falling below a good standard. The Strategy recommends that support is given to local club to maintain the quality and capacity of local facilities and work alongside the Yorkshire Cricket Board to identify new potential provision.

In terms of tennis provision quantitative and qualitative deficiencies were reduced through the BSF programme. It is recommended that community access is managed and monitored to ensure continued access to the new and enhanced provision.

The main priorities for the North East are quality improvements at a number of multi pitch sites and maximising the impact of the new BSF facilities. Rationalising the current levels of Bowls provision will also need to be considered. The main priorities for the South East area include some re-designation of football supply to align with demand across mini, junior and adult forms of the game, increasing the overall level of cricket facilities and maximising the impact of BSF facilities for community sport. There is potential to reduce current levels of Bowls provision in the area and focus resources on improvements to quality.

Spatial Assessment: Penistone and the Rural West

Built Sports Facilities

Penistone Leisure Centre is a BMBC owned facility that was taken over by a community group 'Sporting Penistone' following closure in 2011. Sporting Penistone is an independent registered charity governed by a voluntary board formed from local residents and users of the facility together with Penistone and District Community Partnership. Sporting Penistone opened its doors to the public on 22nd September 2012 for classes in the main hall and the gym re-opened on 9th September 2013. Sporting Penistone provides a sports hall which can be used for a variety of uses including badminton, table tennis, cricket, 5 a side football and indoor bowling along with a gym. Recent building maintenance and upgrades have been carried out following grants from the Co-Op and Peak Park including generosity of local residents.

In addition the following Built Sports Facilities are available:

- Silskstone Common Junior & Infant School
- Tankersley Manor
- Penistone Grammar School ALC

Playing pitches and outdoor facilities

In terms of outdoor sports facilities there are currently no borough level facilities available in Penistone and the Rural West

Penistone Church Football Club and Penistone ALC provide the only district level facilities. There is also Wortley Golf Club and Silkstone Golf Club.

There is also a number of local level sports facilities available.

The Playing Pitch Strategy identified a small deficiency in mini and junior football pitches in the area, offset by a surplus in adult football however this has been met through access to BSF facilities. There are significant deficiencies in quality across the area with less than 1 in 5 pitches rated positively. This is due in part to only 1 in 3 community accessible sites being served by changing rooms.

In terms of cricket there are current deficiencies in pitch provision which is compounded by generally lower quality facilities than other areas of the borough. Less than half of the pitches assessed were found to be of a good standard.

In terms of Rugby Union Wortley RUFC are located in the area. Provision at the club is adequate in relation to quantity, but this is due in part to a low number of teams. Quality of facilities is poor-the site needs levelling works and is not fully utilised (there is potential for the creation of a training area or half sized pitch), changing provision is poor with no floodlighting on site. Both the club and the RFU report potential issues with latent demand-the club cannot grow without improvements being made to facilities.

Penistone Ladies Hockey Club currently plays at Darton High School. The AGP at Penistone ALC has been developed to FA standards and has adopted a football focus, and as such is not suitable for hockey use.

Demand for tennis has been met through the BSF programme.

As with other area of the borough the Playing Pitch Strategy has identified a surplus in bowling greens. As in other areas there are some issues with dwindling club membership and overall sustainability of current infrastructure.

The main priorities identified by the Playing Pitch Strategy for the South West area include the development of changing room provision at some of the key multi-pitch sites in the area and general improvements to the quality of existing facilities. Additional provision for cricket will need to be explored and facilities for both codes of rugby are needed. As in other areas of the borough, maximising the impact of facilities to be provided through the BSF programme is key to meeting existing and future requirements and consideration should be given to rationalisation of bowls facilities.

13.3 Planned Schemes

Sports and Leisure Centres

BPL is currently rolling out a programme of improvements to existing sports centres. A number of improvements have already been undertaken and are detailed in the 'Current Infrastructure' section above. The following schemes are planned:

- Hoyland Leisure Centre: Gym equipment is to be refreshed and major works are planned to the swimming pool due to a crack in the side, a pool lines may be installed rather than retiling. The reception area is also to be refurbished along with the replacement of the pool hall windows and minor refurbishment work in the changing rooms.
- Royston Leisure Centre: Gym equipment to be refreshed shortly.

13.4 Impact of Proposed Development

The planned growth in Urban Barnsley and the Principal Towns is expected to create an opportunity to remedy existing deficiencies in terms of playing pitch provision. Residential developments that exceed 20 residential units are expected to contribute towards the provision of new open space, including formal recreation. The Supplementary Planning Document Open Space Provision on New Housing Developments sets out the requirements for each type of open space. Larger site may be expected to include formal recreation provision on site and smaller developments will generally pay a commuted sum to be utilised on upgrading existing provision in the locality.

Playing Pitches and Outdoor Sports Facilities

The Playing Pitch Strategy will help inform the Council's decision making process for the management and proposed enhancement of its outdoor sports pitch provision including utilisation within the planning process where appropriate. This will enable informed decisions as to future provision both in terms of the quantity and quality of facilities available. Projections were made based on the anticipated population growth and expected increases in participation in individual sports.

In addition, the Playing Pitch Strategy identified a number of policy options to ensure adequate provision of playing pitches and outdoor sports facilities across the borough:

General Strategy:

A number of policy options have been appraised in relation to the assessment findings. The outcome of this appraisal forms the general strategy for Barnsley. The following options are considered to be appropriate for Barnsley:

- Changing the use of existing pitches/re-designation-there is some potential for this option to have an impact given the modest deficiencies in certain types of football facilities in most areas of the borough, off-set with a small surplus of other types.

- Dual use facilities and greater use of education facilities-this option was progressed to a certain degree through maximising the community benefit of the BSF programme. The impact of BSF has been more significant in some areas of the borough than others, and has impacted more significantly on some sports than others-cricket and tennis in particular. This option relies on commitment from school and partners to ensure that community use is managed appropriately.
- Enhancing carrying capacity through improving the quality of pitches-this option should be explored and a number of priority sites have been identified in the recommendations of the Playing Pitch Strategy, with a focus on multi-pitch sites. This option needs to be considered alongside other options, particularly those involving potential changes to management and maintenance. Carrying capacity needs to be monitored as current multi-pitch sites are over used. Any investment in improvements to quality need to be supported by sufficient maintenance packages.
- Management options including community asset transfer (CAT) and long term leasing-there is potential for this option to be explored further. In some areas, transferring assets to one club when there may be several clubs demanding facilities could have an overall negative impact. It is suggested that the option is piloted in more detail, and further research is needed to explore capacity and willingness of sports clubs, leagues and consortia of clubs to adopt this approach.

Recommendations:

It is clear from the appraisals that although there is no one policy option that will adequately address the assessment findings and issues and challenges emerging from these, a number do present a viable approach on which to base a future strategy.

However, a reality is that public sector funding is going to be reducing and not increasing – this means the context for delivery of a future strategy is focused on protecting existing provision and that new and improved facilities have to be realised through external funding (capital and revenue). This means the following:

- Ensuring current facilities are used as effectively as possible with clear management, maintenance and booking responsibilities
- Delivery of improvements through partnership working with private, other public and voluntary sectors.
- Enabling leases and/or Community Asset Transfers to community sports hubs (multi-sport groups, collectives and social enterprises) only where there are clear sports participation benefits, with appropriate access rights for schools, leagues and other user groups.

A number of area and sport specific recommendations are detailed within the main body of the Playing Pitch Strategy and are summarised above. These include site specific recommendations relating to priorities for investment.

13.5 Summary of Sport, Leisure and Recreation Infrastructure

The delivery of sports pitches, leisure and recreation provision is generally the responsibility of BMBC, BPL and private operators or sports clubs.

In general current provision is sufficient to serve the existing population however quality varies both geographically and across the different sports. The Building Schools for the Future Programme helped to increase the offering, however efforts need to be continued to ensure these facilities remain open for community use.

The existing BPL managed facilities with the exception of the Metrodome are in need of investment, with facilities such as Dorothy Hyman costing a significant amount of money to remain open.

In terms of pitch and court provision, larger development sites will provide an opportunity to remedy deficiencies through provision of on-site formal recreation facilities. Smaller sites can contribute towards upgrading existing facilities.

Funding for sports provision includes:

- BMBC capital and revenue funding.
- Sport England.
- S106 contributions / Community Infrastructure Levy – or provision on site requirements are set out in planning documents).

14) Emergency Services

14.1 Data Sources

The following information was used to populate this chapter:

- Discussions with Dacres (on behalf of Yorkshire Ambulance Service 2014)
- South Yorkshire Police website and discussions with South Yorkshire Police
- South Yorkshire Fire and Rescue Website and Operational Plan and discussions with DLP (on behalf of South Yorkshire Fire and Rescue)

14.2 Existing Infrastructure and Fit for Purpose

Fire

Two new fire stations have been built in the area in Cudworth and Manvers, Wath upon Dearne. The Cudworth site is 1.4 hectares and can accommodate four fire engines. The station also acts as a training facility for the fire service's Technical Rescue Unit and includes a community room. The station will provide emergency cover and resource for the Barnsley Borough. The station located at Manvers, Wath-Upon-Dearne can also accommodate four engines and will provide a supportive element (i.e. typically back-up provision only) for Barnsley.

Ambulance

The provision of ambulance services in Barnsley is carried out by Yorkshire Ambulance Service NHS Trust.

Yorkshire Ambulance Service also provided other Access and Response Services, handling calls diverted from GP surgeries when they are closed. Out-of-hours cover includes handling calls for patient transport for hospitals in Barnsley.

Service delivery in Barnsley is currently delivered through a mixture of administrative buildings, non- operational related fleet workshops, and operational facilities. Services are delivered across local authority boundaries and the decisions on where to locate operational facilities is based upon response times.

The YAS is currently exploring the use of "Hub and Spoke" model of delivery. This looks to lessen the burden on central ambulance stations and use a flexible model which provides more stand-by points/Rapid Response Units. These are more flexible and more efficient and can cater for demands more effectively.

Operational facilities which serve the local authority area of Barnsley are located in the following areas:

- Carlton (Barnsley)
- Wakefield City Centre (Wakefield)
- South Kirkby (Wakefield)

- Wath Upon Dearne (Rotherham)
- Penistone (Barnsley); and
- Hoyland (Barnsley)
- Barnsley District Hospital (Barnsley)

There are also two stand-by points (Rapid Response Units), both of which are recent additions and are located in the following locations:

- Darfield (Barnsley); and
- Chapletown (Sheffield)
- Stocksbridge (Sheffield)

Police

The town centre Police headquarters was built in the 1960s and has in recent years undergone a programme of refurbishment, which included fitting new windows and roofing. This facility provides a number of front-of-house and support functions on site and there is an enquiry desk and custody suite. The custody suite is currently being replaced and is due to be completed in October 2016.

Wombwell station is of a significant size and features a response function and some support. The building is situated on a large site, and was constructed in the 1970s. The exterior is aging but there are no structural issues. The other stations across the borough, such as those in Cudworth, Royston, Goldthorpe, Kendray, Penistone and Hoyland, are smaller stations which are in need of repair and refurbishment when funds permit.

The town centre Police headquarters is ideally located and the current building has not needed much in the way of restructuring or remodelling, with the exception of the custody suite which is currently being replaced. It remains fit for purpose and should remain so for the next 10 to 15 years.

Spatial Analysis: Urban Barnsley

There are no major issues currently relating to emergency service infrastructure in Urban Barnsley.

Spatial Analysis: Eastern Barnsley

There are no major issues relating to emergency service infrastructure in Eastern Barnsley

Spatial Analysis: Penistone and the Rural West

There are no major issues relating to emergency service infrastructure in Penistone and the Rural West

14.3 Planned Schemes

At present there are no plans to deliver new operational facilities in the catchment area of Barnsley. There is an ongoing general maintenance and repair programme.

14.4 Impact of Proposed Development

Fire

South Yorkshire Fire and Rescue Service is duty bound to provide emergency cover as required. Historically new infrastructure provision has been driven by response times to 999 calls. These were monitored and analysis of this data determined the need for additional operational facilities.

However, following recent changes within Central Government organisation the Fire and Rescue Services now part of the Home Office and are no longer working to the emergency response time targets set by the Department for Communities and Local Governments. South Yorkshire Fire and rescue are currently working with consultants DLP to develop their own long term (at least 15 years) infrastructure plans. These plans will need to take into account both changes in population and proposed development across South Yorkshire. The project is expected to continue over the next two years and therefore will not be completed during the timescales for Barnsley's Local Plan preparation.

South Yorkshire Fire and Rescue Service provide their services on a cross-Borough basis and have two brand new, state of the art fire stations to serve the Barnsley Borough. It is therefore not anticipated that there will be any issues relating to infrastructure provision in the short to medium term. Given the ongoing infrastructure planning we will continue to work with DLP and South Yorkshire Fire and Rescue through Publication and examination of the local plan and in updating the Infrastructure Delivery Plan.

Ambulance

Through discussions with a representative at Dacres, who manage estates on behalf of the Yorkshire Ambulance Service, it is considered that the existing geographical coverage is perfectly adequate, taking into account the planned growth. Together the main stations and stand-by points meet the response times for Barnsley and provide resources to do so for the foreseeable future. If there are significant changes in demand, then the existing strategy is to cover this with additional stand by points.

New infrastructure provision is driven by response times which, along with 999 calls, are monitored and logged. Yorkshire Ambulance Service (YAS) NHS Trust is duty-bound to provide cover as required and will therefore respond accordingly to any increases in demand.

At present there are no plans to deliver new operational facilities in the catchment area of Barnsley.

Police

The Police force may look to co-locate in the future in an effort to drive efficiencies and create community hubs. They continue to work closely with partners to develop opportunities to collocate and share premises wherever it is appropriate and feasible. The outlying stations are likely to be at risk of obsolescence before 2026, so there is a need for a strategy of refurbishment or redevelopment at some point, however it is not considered to be critical for the next 5 years.

There are no issues with current provision and none foreseen for the next five years. The key issue for the town centre police function is the maintenance of the egress and access route to the station as the force needs to respond quickly to incidents and police officers need to be deployed quickly and efficiently. This will be monitored and dealt with if/when necessary.

The second largest station is in Wombwell, which has a response function and some support. Other smaller stations are in need of repair and refurbishment as most are located in older buildings, but this is not critical. The station at Goldthorpe is in need of refurbishment or co-location. This is not pressing in the next five years but will need to be addressed before 2026.

14.5 Summary of Emergency Services Infrastructure

There are no identified gaps in the provision of emergency services infrastructure

15) Community and Cultural

15.1 Data Sources

The following sources of information have been used to populate this chapter:

- Discussions with BMBC Arts, Museums and Archives Service
- Discussions with the Dearne Valley Green Heart Partnership
- BMBC Destination Management Plan
- BMBC Visitor Economy Strategy
- Discussions with BMBC Bereavement Services

15.2 Existing Infrastructure and Fit for Purpose

Cemeteries and Crematoriums

BMBC Bereavement Services currently manage 21 cemeteries across the Borough:

- Ardsley
- Barnsley
- Bolton upon Dearne
- Brierley
- Carlton
- Cudworth
- Elsecar
- Grimethorpe
- Great Houghton
- Hoyland
- Jump
- Monk Bretton
- New Cudworth
- Penistone
- Royston
- Silkstone
- Thurgoland
- Thurnscoe
- Wombwell

In addition to the cemeteries the Service manages 16 closed churchyards owned by the Sheffield and Yorkshire and the Dales diocese (which are not open for new burials) and 1 crematorium at Ardsley which has 4 Cremators.

There are capacity issues in a few of the cemeteries; this is discussed further in the spatial analysis section below.

Libraries

The Barnsley Library Service is free to join and open to everyone. It provides access to a wide range of books, information and entertainment in print, digital and audio. All of Barnsley's libraries offer free access to computers and the internet and provide assistance to help people go online.

There are libraries in the following areas:

- Central library
- Cudworth
- Darfield
- Dodworth
- Goldthorpe
- Grimethorpe
- Hoyland
- Mapplewell
- Penistone
- Priory
- Roundhouse
- Royston
- Thurnscoe
- Wombwell
- Worsbrough

Monk Bretton Library closed in November 2014 and a small book collection is now held at Silverdale Community Centre. Kendray Library closed in November 2014 with extended provision of the Children's collection at Sunnybank Children's Centre (or Bank End Family Centre). There are no public access computers at these centres. The mobile library service was also withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly.

Museums and Galleries

The visitor economy is the UK's sixth largest industry. The visitor sector in Barnsley is predominantly leisure based. The borough recognises that there is huge scope for improving visits from across the region, the UK and internationally. The Destination Management Plan and Visitor Economy Strategy highlight the current assets:

- The Cooper Gallery: the Arts and Heritage Service runs the gallery on behalf of the Cooper Gallery Trustees. It conserves and displays an impressive permanent art collection and curates a diverse range of changing exhibitions, and has recently undergone a major extension following investment from the Heritage Lottery Fund. It is also an important showcase for the sale of Yorkshire arts and crafts.

- Cannon Hall Museum, Park and Gardens: Georgian country house museum set in 70 acres of formal gardens and landscaped parkland. Conserves and displays collections of decorative and fine arts, as well as telling the story of this Georgian country estate. Cannon Hall is also home to galleries showcasing the De Morgan Foundation collection of Pre-Raphaelite / Arts & Crafts collections. The park and gardens are currently subject to a major funding application to invest in its conservation, visitor offer and future sustainability.
- Worsbrough Mill Museum and Country Park: a working industrial museum producing organic flour in a water-mill which dates to 1625. Set in 200 acre parkland and reservoir linked to the Trans-Pennine Trail.
- Elsecar Heritage Centre: industrial powerhouse of the Fitzwilliam family, operating as a heritage visitor attraction and retail site with shops and cafes. The site is also home to the internationally important Newcomen Beam Engine, a Scheduled Ancient Monument which was recently restored with a Heritage Lottery Fund grant and the volunteer run Elsecar Heritage Railway. The site is currently subject to an extensive masterplanning exercise.
- Experience Barnsley: The first-ever Museum telling the stories of Barnsley, its collections brought together by the communities of the borough. Created within Barnsley Town Hall, it is also home to a new archives-based Discovery Centre and tourist information centre.
- Wentworth Castle Garden and Stainborough Park is operated by an independent Trust, the only Grade 1 listed gardens in South Yorkshire and also home to the impressive and recently conserved Victorian Conservatory.

The Civic, Lamp Room, Dearne Valley Playhouse, and Take 2 Academy provide theatres to serve the borough.

In addition to the above, the Borough is also home to the privately operated Cannon Hall Open Farm attraction, and Wigfield Farm, owned by Barnsley Council but operated as a college and visitor attraction by Barnsley College. In addition RSPB operate the Old Moor nature reserve in the Dearne Valley.

Spatial Analysis: Urban Barnsley

Cemeteries and Crematoriums

BMBC Bereavement Services Team constantly monitors the take up of cemeteries and crematorium provision. Through dialogue it was noted there is broadly enough cemetery provision to meet projected needs. Figure 30 below sets out the years remaining at each cemetery in the Urban Barnsley area.

Figure 29: Cemeteries capacity

Cemetery	Years Remaining as at April 2016
Ardsley	40.91
Barnsley	29.58
Carlton*	264.14
Dodworth	18.33
Monk Bretton	35.14

*Shared burial space with Royston

The main issue is Dodworth cemetery; dialogue has indicated that Bereavement Services are assessing the potential to expand the current site to accommodate additional capacity. Whilst Barnsley cemetery has 29 years remaining, Bereavement Services have indicated they are exploring potential to introduce a site in the Darton area to take the pressure off the Barnsley site.

There is 1 Crematorium in the Borough in Urban Barnsley (Ardsley) which carries out 1800-1900 cremations per year which accounts for 83% of the dying population. The crematorium has 4 cremators and only 2 are needed at the present time, this means that the crematorium could double capacity and can therefore accommodate the projected Local Plan growth across the borough.

Libraries

The following libraries are available in the Urban Barnsley Area:

- Central library
- Dodworth
- Mapplewell
- Priory
- Roundhouse
- Worsbrough

Monk Bretton Library closed in November 2014 and a small book collection is now held at Silverdale Community Centre. Kendray Library closed in November 2014 with extended provision of the Children's collection at Sunnybank Children's Centre (or Bank End Family Centre). There are no public access computers at these centres. The mobile library service was also withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly

The existing assets are fit for purpose, however the Central Library is currently temporarily relocated to Wellington House and will move to a new building as part of the Better Barnsley regeneration plans; this is discussed further in the Planned Schemes section.

Museums and Galleries

The current assets are available in the Urban Barnsley area:

- The Cooper Gallery
- Worsbrough Mill Museum and Country Park

- Experience Barnsley Museum
- Lamp Room Theatre
- Civic

In addition to the above, there is also Wigfield Farm, operated by Barnsley College.

The existing assets are fit for purpose, however in order to maximise visitor numbers and improve the visitor economy, BMBC have committed to generating investment in this area through the Jobs & Growth Plan, and through attracting external investment. An investment strategy has been developed and is in progress.

Spatial Analysis: Eastern Barnsley

Cemeteries and crematoriums

BMBC Bereavement Services Team constantly monitors the take up of cemeteries and crematorium provision. Through dialogue it was noted there is broadly enough cemetery provision to meet existing needs however there are some areas such as Wombwell, Bolton Upon Dearne and Darfield where capacity is at a critical level. Figure 31 below sets out the years remaining at each cemetery in the Eastern area.

Figure 30: Cemeteries capacity

Cemetery	Years Remaining as at April 2016
Bolton	15.78
Brierley	46.02
Cudworth	0
New Cudworth	737
Darfield	18.75
Elsecar	41.31
Grimethorpe	17.56
Great Houghton	116.26
Hoyland	233.3
Jump	98.16
Royston*	0
Thurnscoe	59.75
Wombwell	22.59

*Shared burial space with Carlton

Although Royston cemetery is at capacity for new burial, provision has been made for new burial at Carlton Cemetery. The main issues are therefore in the Wombwell, Bolton Upon Dearne and Darfield areas. Wombwell cemetery has a critical 22 year capacity left and pre purchase has been suspended at Wombwell, Bolton Upon Dearne and Darfield. Bereavement services are currently looking at Council land holdings in order to create additional cemeteries in these localities.

There is 1 Crematorium in the Borough in Urban Barnsley (Ardsley) which carries out 1800-1900 cremations per year which accounts for 85% of the dying population. The

crematorium has 4 cremators and only 2 are needed at the present time therefore is fit for purpose as it could double existing capacity.

Libraries

The following libraries are available in the Eastern area of Barnsley:

- Cudworth
- Darfield
- Goldthorpe
- Grimethorpe
- Hoyland
- Royston
- Thurnscoe
- Wombwell

The mobile library service was withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly

The existing infrastructure is considered fit for purpose.

Museums and Galleries

Current museum infrastructure is as follows:

- Elsecar Heritage Centre

In terms of theatres, The Dearne Valley Playhouse is a popular theatre and the Take 2 Academy is available at Birdwell.

The existing assets are fit for purpose, however in order to maximise visitor numbers and improve the visitor economy, BMBC have committed to generating investment in this area. Elsecar Heritage Centre has seen a significant uplift in footfall since the restoration of the Newcomen Beam Engine, and wider site improvements. The site is currently subject to an extensive masterplanning exercise with the aim of attracting significant investment over the next few years to establish the site as a major visitor destination.

Spatial Analysis: Penistone and the Rural West

Cemeteries and crematoriums

BMBC Bereavement Services Team constantly monitors the take up of cemeteries and crematorium provision. Through dialogue it was noted there is broadly enough cemetery provision to meet projected needs. Figure 32 below sets out the years remaining at each cemetery in the Penistone and Rural West area.

Figure 31 Cemeteries capacity

Cemetery	Years Remaining as at April 2016
Penistone	55.21
Silkstone	18.57
Thurgoland	32.5

There is 1 Crematorium in the Borough in Urban Barnsley (Ardsley) which carries out 1800-1900 cremations per year which accounts for 85% of the dying population. The crematorium has 4 cremators and only 2 are needed at the present time, this means that the crematorium could double capacity and is therefore considered fit for purpose.

Libraries

Penistone Library is the only library available in Penistone and the Rural West.

The mobile library service was withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly

Museums and Galleries

The following museums are available in Penistone and the Rural West:

- Cannon Hall Museum, Park and Gardens

Penistone Paramount is the only theatre in Penistone and the Rural West.

The existing assets are fit for purpose, however in order to maximise visitor numbers and improve the visitor economy, BMBC have committed to generating investment in this area. Significant improvements to Cannon Hall Museum have taken place in recent years, including investment from a range of funders including Leader and Heritage Lottery Fund which has seen huge improvements to the visitor experience and physical infrastructure. Barnsley Council is currently finalising a Round 2 submission for funding to the Heritage Lottery Fund which will result in over £3M investment in the conservation of the lakes, park and gardens, as well as significant further improvements to the visitor offer.

15.3 Planned Schemes

Cemeteries

In order to alleviate capacity issues in localities with a critical capacity issue, Bereavement Services are in discussions with the Council's Estates Department, NPS to determine available land holdings in order to deliver new facilities. This is planned in Wombwell, Bolton Upon Dearne, Darfield and Darton. Consideration is being given to the potential of extending the existing cemetery at Dodworth. The expected cost for a new cemetery is around £250,000 which will generally be funded through the Council's capital budget or through prudential borrowing.

Libraries

A new library is planned as part of the 'Better Barnsley' regeneration plans for Barnsley Town Centre. The £4 million scheme is expected to be completed in early 2018.

Museums and Galleries

BMBC have secured funding for a number of schemes to improve the existing cultural offering in Barnsley in order to help deliver the Destination Management Plan and Visitor Economy Strategy for the Borough, attracting over £10M of investment in recent years. Significant programmes of improvement are underway across all the sites. Details of these schemes are included in the Infrastructure Delivery Programme.

15.4 Impact of Proposed Development

In terms of Cemeteries there are existing capacity issues in a number of areas and Bereavement Services are currently working up options to alleviate this. Through dialogue with Bereavement Services the planned level and distribution of growth is not expected to create further issues. Around 83% of deaths in Barnsley lead to cremation. There is 1 crematorium in Barnsley which undertakes 1800-1900 cremations per year. The crematorium, located in Ardsley has 4 cremators so has the capacity to double the number of cremations as only 2 cremators are used at the current time.

In terms of libraries, the planned growth is not expected to create a capacity issue. The Library Service currently offers E Book services, online reference resources, E audio books and a home delivery service for those with mobility problems and the elderly in order to provide alternatives to visiting existing library buildings. There is no identified gap in the provision of library services in Barnsley.

The provision of museums and galleries in Barnsley is adequate to serve the planned growth in the Borough. The visitor economy is a priority for BMBC and as such there is plans to invest in the existing infrastructure in order to maximise footfall and help drive forward the local economy. There are no identified gaps in the provision of museums and galleries in Barnsley, however the service continues to strive for improvement and is currently undertaking work to improve the Grade 2 listed Barnsley Main site linked to the Dearne Valley Landscape Partnership project.

It is important to improve and maintain good transport links in order to ensure that local people are able to access these facilities by a range of transport modes, including public transport. Due to the historic settlement pattern, facilities tend to be difficult to move between without the use of a private car. Significant investment has been made in terms of improving the cycle routes such as the TPT in order to increase footfall and improve connectivity. The quality of facilities will also need to be continually monitored to ensure that the current offer does not become dated and in turn underused. Public transport to Cannon Hall remains a significant concern.

15.5 Summary of Community and Cultural Infrastructure

There are existing capacity issues in some of the borough's cemeteries however suspension of pre purchase has reduced the critical nature of this issue. BMBC Bereavement Services department is currently looking at land holdings in order to introduce new cemeteries in areas where there are capacity issues. Through dialogue with Bereavement Services it is recognised that there is a potential gap in provision at Bolton Upon Dearne towards the end of the plan period 2031-2032. However, it is recognised that changes in burial patterns and increases in cremations are likely to occur over this period of time and the infrastructure gap is therefore uncertain given the plan period ends in 2033. Bereavement Services will continue to monitor the position through the plan period and any changes will be reflected in updates of the Infrastructure Delivery Plan. If the potential gap in provision at Bolton upon Dearne becomes apparent towards the end of the plan period Bereavment Services will be funded through the Councils capital budget or through prudential borrowing.

The availability of libraries is considered adequate to meet the projected growth in the borough. There is no identified gap in this type of infrastructure.

Through dialogue with BMBC Arts, Museums and Archives Service the provision of museums and galleries is considered adequate to serve the planned growth in the borough. The visitor economy is however underperforming and the Council is committed to driving forward this agenda and attracting investment. Through dialogue, an issue identified was the need to market existing heritage attractions, museums and theatres both within the borough and further afield. Significant improvements have been made in this area, with the support of jobs & Growth funding. This additional investment in marketing, together with capital investment, has led to visitor numbers to the museums increasing significantly in recent years, now standing at over 1.2M visits per year, with an economic impact of over £26M per year to the local economy.

16) Funding Sources

16.1 Overview

This section examines the potential funding mechanisms for financing strategic infrastructure investment in Barnsley.

There is a broad range of potential approaches to funding strategic infrastructure. Individual project characteristics, including type of economic and financial outputs generated, play a key role in determining the most appropriate approach for a particular project. The purpose of this analysis is to outline the key potential mechanisms and key players, both in the public and private sectors. Consideration is also given to how policy changes may affect the funding environment in the future.

16.2 Changes in infrastructure funding

There have been significant changes to the public funding environment in recent years, largely in response to the depth of the recession and on-going constraints in public sector expenditure. The way in which future infrastructure projects are likely to be funded has also changed as a consequence.

The Government has made boosting private sector investment in infrastructure a priority, alongside achieving long-term reductions in public expenditure. There are a number of challenges in achieving this objective. In particular, the ability of the Government to ensure the right environment such that there is a sufficient appetite for investing in long-term assets by prospective investors, both at home and abroad will be critical. To support this objective, the government published a guide to investing in UK infrastructure (Investing in Infrastructure HM Treasury/UKTI July 2014), targeted at encouraging private sector investment from an international investor base.

Changes have also occurred in relation to the bodies responsible for local growth, most significantly through the introduction and continuing development of Local Economic Partnerships (LEPs). LEPs have an influential role in the future investment of local infrastructure.

In terms of Education due to recent changes to central government policy there is uncertainty around funding for the provision of new schools. Whilst the onus remains with Local Authorities to enable the schools, there is no allocated central government funding to do so. It is expected that the provision of new schools are to take the form of free schools.

With reference to funding for Transport Infrastructure there remains some uncertainty around future availability of capital investment for transport infrastructure, but new funding systems are becoming clearer.

The previous Local Transport Programme (LTP3) and associated Local Sustainable Transport Fund ended in 2015/2016. Central Government have announced that from 2017 the revenue aspect will be replaced by the Access Fund. Similarly to the former

LSTF this will be focussed on sustainable transport measures such as walking, cycling and measures to introduce and improve low carbon transport. Following a successful bid to the 'Green Transport Initiative' a Transition Fund of £2.5m has been awarded to South Yorkshire to cover the interim period up to 2017.

With reference to the capital element of the former LSTF this has been replaced by the Sustainable Transport Exemplar Programme (STEP). The Department for Transport (DfT) announced its firm intention to devolve funding for local major transport schemes to Local Transport Bodies (LTBs) from 2015. LTBs will be voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and maybe other organisations. Their primary role will be to decide which investments should be prioritised, to review and approve individual business cases for those investments, and to ensure effective delivery of the programme.

Therefore, while DfT will no longer have a role in the selection and approval of individual schemes, it will need to ensure that the devolved system provides appropriate safeguards for the use of public funds and is able to deliver value for money for the overall level of Government funding.

Previously the LSTF has been administered by the South Yorkshire Local Transport Partnership consisting of a group of dedicated officers working on behalf of the four local authorities (Barnsley, Doncaster, Rotherham and Sheffield) and the South Yorkshire Passenger Transport Executive. However, the changes to the funding process means that future capital funding in South Yorkshire will be administered by the Sheffield City Region LEP. The Local Transport Partnership will continue to operate and will manage the required bidding process to secure funding for infrastructure improvements on behalf of the local four local authorities and the STPTE. The current level of funding secured by the SCR LEP is a total of approximately £16m over the five year period from 2015.

There have also been changes to how the Department for Transport administer the annual block maintenance fund from 2016. Local authorities are now required to demonstrate that they are hitting set performance standards and are in turn ascribed a banding level which determines the level of block maintenance funding received. Whilst the South Yorkshire authorities were ascribed the lower level band one status this has been amended to the higher band three status in recognition of the city regions commitment to take on board the devolution agenda and embrace new ways of delivering local government.

Every three years there is also the opportunity to bid to secure a portion of the Central Government 'Maintenance Challenge Fund'. The potential schemes must be a single large scale project, with costs of over £5m, and therefore out of the ordinary maintenance schemes that would not otherwise be possible.

16.3 Sheffield City Region LEP: Role and funding mechanisms

LEPs have assumed many of the responsibilities of Regional Development Agencies (RDAs) and are gaining an increasing range of powers in respect of funding and income generation.

In the context of their role in delivering strategic infrastructure projects, the LEPs have the following powers and responsibilities:

- Growing Places Fund-Allocations from the Growing Places Fund have been made to the LEPs to be spent on infrastructure;
- Local Growth Fund-Ability to apply for funds from the Single Local Growth Fund from 2015-16;
- European Structural and Investment Funds-Responsibility for delivering part of the EU Structural and Investment Funds for 2014-2020 as of June 2014; and
- Access to cheaper borrowing through the PWLB-Access to cheaper borrowing through the Public Works Local Board, which allocates funding for local priority infrastructure projects to a maximum value of £1.5 billion.

These powers and responsibilities will be important in enabling the LEPs to deliver their ‘Growth Deals’ and ‘Strategic Economic Plans (SEPs)’ outlining their plans for economic growth. The Sheffield City Region’s Strategic Economic Plan sets out the LEPs ambition for economic growth of the City Region. The plan was agreed with central government in July 2014 in a ‘Growth Deal’ that approved the following allocation:

- Local Growth Fund-£320 million which will go towards supporting over £600 million worth of infrastructure projects.

16.3.1 Local Growth Fund (LGF)

Local Growth Fund is bringing together resources to support housing, transport and skills. These are some of the key drivers of local growth and central government expects Local Enterprise Partnerships to support those local economic growth priorities agreed in their Strategic Economic Plan.

The Sheffield City Region LEP has agreed an initial list of priority projects with central Government.

Future rounds of Local Growth Fund will be an important potential source of funding for infrastructure projects in Barnsley. Competition for funds will be intense however and it will be important for a robust case to be put forward for projects. Projects that can demonstrate strong economic outputs and deliverability, as well as being of strategic importance to the Sheffield City Region as a whole will have a greater chance of securing funding.

What is clear from experiences across the country is that the Local Growth Fund should not be approached as the sole source of funding for a project however (unless there are exceptional circumstances). There is a need to match LGF with other sources including private sector funds, local council and European funds as far as

possible. It is also anticipated that LEDPs will increasingly seek a financial return (where viable) on projects going forward in order to maximise their resources.

16.4 Other Mechanisms

16.4.1 Collaboration with the Homes and Communities Agency (HCA)

The HCA will continue to collaborate with the Sheffield City Region LEP and Local Authorities on the development of pipeline projects and alignment of investment. Accordingly, there will continue to be opportunities to work together with these organisations in order to develop and deliver projects. The HCA will aim to align its available portfolio of assets with SCRIF assets and investment as part of a joint investment plan to achieve SCRIF and Ministerial priorities. The joint investment plan will look at how receipts from HCA and SCRIF assets can be reinvested in the region.

16.4.2 New Homes Bonus

The New Homes Bonus is a grant paid by central government to local councils for increasing the number of homes and their use.

The bonus is paid each year for 6 years. It is based on the amount of extra Council Tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes. The £917 million of New Homes Bonus allocations announced for 2014 to 2015 brings the total to £2.2 billion over the 4 years between 2011 and 2015.

Local Councils can decide how to spend the New Homes Bonus. In principle, it can be used to pay for infrastructure requirements. However, government requires councils to consult communities about how they will spend the money, especially communities where housing stock has increased.

The delivery of new homes bonus is dependent on housing delivery and net housing growth performance, to which there is inevitably a fair degree of risk.

Between July and September 2013 the government consulted on a proposal to pool New Homes Bonus as part of the Local Growth Fund. Following which, an announcement in the autumn 2013 Statement that pooling would proceed only in London. Further consultation has been undertaken and there could be further refinements to how the scheme operates.

Barnsley has so far secured nearly £11 million between the periods 2011/12-2014/15, £5.6M in the period 15/16 and has estimated a forthcoming award of approximately £6.6M for the period 2016/17.

16.4.3 Section 106

Developer contributions in the form of Section 106 agreements have historically been an important source of funds for local authorities. However, their site specific nature and diminishing receipts in the current economic climate results in a reduced overall benefit to Borough wide infrastructure. In addition new regulations include limitations to Section 106 agreements including limiting the pooling of contributions.

16.4.4 Community Infrastructure Levy

The Community Infrastructure Levy (CIL) Regulations came into force on 6th April 2010. Provisions for CIL are included in the Localism Bill. CIL allows Local Authorities to raise funds from developers undertaking new building projects in their area. The money can be used to fund a range of infrastructure needed as a result of development. Charging authorities may also pass money to bodies outside their area to deliver infrastructure which will benefit the development of their area, for example to the Environment Agency for flood defences. Charging authorities can also collaborate and pool their revenue to support the delivery of sub-regional infrastructure. The levy is designed to be fairer, faster and more transparent than the existing Section 106 system. The use of S106 agreements will be scaled back so that they will only be used for securing affordable housing and mitigating the immediate site-specific impacts of development.

Barnsley Council is currently preparing their Community Infrastructure Levy and consulted on a draft charging schedule in June/July 2015. The Infrastructure Delivery Plan will inform the ongoing development of the CIL.

16.4.5 Business Rate Retention

On 1 April 2013 a new system of business rates retention began in England. Before April 2013 all business rate income collected by councils formed a single, national pot, which was then distributed by government in the form of formula grant.

Through the Local Government Finance Act 2012, and regulations that followed, the government gave local authorities the power to keep up to half of the business rate growth in their area by splitting business rate revenue into the 'local share' and the 'central share'. The central share is redistributed to councils in the form of revenue support grant in the same way as formula grant. Local share tax base growth is retained within local government.

Whilst this changes gives financial incentives to councils to grow their local economies, at the same time it has resulted in more risk and uncertainty. The scheme is structured in a way that is consistent with the Government's deficit reduction plans. The total external income to local government is planned to fall by 40 per cent in real terms over the life of this Parliament.

The experience of councils to date has been varied and no two stories have been the same. In particular, there is a huge diversity between the amounts collected by authorities. Emergent issues that are common among local authorities include the

level of financial risk that councils face due to appeals and business rate avoidance, with little scope for those risks to be managed under the current arrangements.

There is a significant case nationally for utilising business rate income for infrastructure funding and delivery, particularly where infrastructure can help unlock economic development and commercial property opportunities. However, the ability to use this source will depend on the net growth of business rates over time.

In summary, business rate retention does offer potential for raising funds for infrastructure projects. It is a complex area however and has significant risks. Further changes to the scheme may be announced in coming months responding to some of the issues to date.

16.4.6 Asset disposal receipts

Proceeds from the disposal of surplus Council and other public sector owner assets for a further source of funding that can potentially be used to pay for infrastructure works.

Barnsley Council owns a significant amount of land, some of which it is anticipated will be available for release for development over the period of the Local Plan. However, it should be recognised that the utilisation of capital receipts for infrastructure investment purposes will be subject to internal assessment in the same way as any other investment proposal and that there will need to be a strong business case in respect of contributing to the Council's corporate objectives and priorities.

16.4.7 Prudential borrowing

The Government's CIL guidance documents highlight the availability of prudential borrowing to local authorities to enable forward funding of infrastructure works. The Council can borrow from a number of sources, most commonly from the Public Works Loan Board (PWLB).

The cost of prudential borrowing is particularly low, well below typical private sector debt or equity costs. However, whilst PWLB borrowing is cheap the local authority needs revenue headroom to ensure debt repayments through the term of the borrowing-taking into consideration the risks of delivery of CIL revenue.

The use of prudential borrowing is clearly a valuable source of funding to assist with cash flow, but as it is debt it will not plug any funding gaps.

Joint Ventures

The use of a partnership approach to develop sites across an area is a potential route, including delivery of infrastructure improvements. Such partnerships can include the public sector vesting land/and or equity alongside an equivalent commitment by a commercial partner to deliver a development or regeneration scheme. The site is developed together through the vehicle by leveraging development capital using the

public sector assets-the profits are then shared between the two parties or reinvested in further schemes.

The development of an infrastructure based joint venture has potential where the public sector owns development land and is able to use that land to attract private sector investment to deliver infrastructure. In this case, the private sector would put equity into the joint venture to pay for infrastructure works, then development takes place on the Council's land, the receipts from which are shared between the parties.

The potential for such mechanisms to be applied on an ad hoc or area wide strategic basis should be explored alongside the consideration of asset disposal discussed above.

17) Conclusions and Recommendations

17.1 Overall Conclusion

The overall conclusion from the IDP is that there is broadly sufficient infrastructure, either current or planned to support the housing and economic growth aspirations for Barnsley up to 2033. As such, the current evidence shows that the strategy set out in the emerging Local Plan is broadly deliverable.

There remains some uncertainty in terms of availability of capital funding for certain infrastructure types such as transport and education, however the picture is becoming clearer for transport. The Infrastructure Delivery Plan will be updated to support the Submission Version of the Local Plan.

17.2 Conclusions by Infrastructure Type:

Transport

Whilst there remains some uncertainty around future availability of capital investment for transport infrastructure, new funding systems are becoming clearer.

The Sheffield City Region Strategic Economic Plan has recognised and identified three key growth areas within the Barnsley Borough, including the land around M1 junction 36, M1 junction 37 and Urban Barnsley. The Sheffield City Region has then committed to providing funding to support those growth areas as is evidenced by the level of Sheffield City Region Investment Fund (SCRIF) awarded. The highways infrastructure that has been identified as key to the delivery of the Local Plan has been incorporated into the SCRIF process and is detailed below and in the Infrastructure Delivery Programme. Should the ongoing modelling updates result in any further proposed mitigation measures the Council are confident that further monies would be forthcoming if required.

The Council have adopted a Transport Strategy for the borough which reflects the spatial priorities set out in the SCR SEP and within the Local Plan. The Council are now working to develop an implementation plan which will detail and prioritise proposed schemes, interventions and associated delivery mechanisms to support the Local Plan, improving the transport offer the borough and delivering environmental and economic benefits. Further updates to the infrastructure Delivery Plan will include the outcomes of the Barnsley Transport Plan and associated forthcoming Implementation Plan.

In terms of the impact of proposed development and identifying potential gaps in transport infrastructure, this infrastructure delivery plan has focussed on the outcomes of the Barnsley Transport model. The modelling work has determined those areas where transport infrastructure is suggested as essential to the delivery of the plan. These schemes are included within the Infrastructure Delivery Programme.

The current committed schemes included in the Capital Programme in Barnsley are included in the Infrastructure Delivery Programme. This includes walking, cycling and bus routes to deliver improved health outcomes and quality of life. There is also some investment programmed for the road network and traffic management.

Education

The forecast of pupil numbers will be updated shortly with the NOR from the September 2016 census together with a further year's birth data for the 2015/16 school year which will provide one further projection year to 2020/21.

It is expected that there will be a requirement to provide additional primary and secondary school places to support housing growth up to 2033. However, as the methodology for determining need for school places is heavily linked to demographics it is difficult to accurately determine need for the full plan period. It is therefore important to ensure that the current and planned infrastructure is adequate to meet need in the first five years of the plan period (2014-20) and a plan, monitor and manage approach taken to determine need for subsequent five year periods and in response to individual planning applications in terms of impact on school places.

In terms of primary school provision, there have been 13 new primary schools under the government's Private Finance Initiative (PFI). There is still further school building works required to be undertaken in the Authority's remaining maintained primary schools estate to bring them up to modern day standards. All Barnsley's secondary (9) and special (2) schools have been rebuilt within the last ten years under the government's Building Schools for the Future (BSF) programme.

From the projections provided by BMBC Peoples Directorate it is clear that the Reception (age 5) intake will reach a peak in 2016; following a 15% reduction the position will then stabilise. The secondary phase will however continue to increase as the current primary cohort transfers into secondary schools. This is expected to continue until 2023.

Due to recent changes to central government policy there is uncertainty around funding for the provision of new schools. Whilst the onus remains with Local Authorities to enable the schools, there is no allocated central government funding to do so. It is expected that the provision of new schools are to take the form of free schools.

Funding mechanisms could include

- Basic Needs Allowance
- Potential S106 predominantly to expand existing schools
- Free Schools (central government funding)
- Potential CIL for new schools later on in the plan period

Therefore the Council have made provision in the local plan to meet the identified shortfall and allocated four sites for primary schools. However, given the current uncertainty of funding available for the development of new schools, further work will need to be done alongside partners to support their delivery.

Utilities

The overall quantum of development assessed by the utilities providers in 2014 is broadly commensurate to that going forward in the Local Plan Publication Version. We have received confirmation from Northern Gas Networks that (for their network area) the information contained in the IDP is still applicable and there is sufficient capacity in the network to support the level of growth identified in the Local Plan. In addition we will continue to work with the relevant utility providers through the course of Publication consultation and in preparation for examination.

Electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033. Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Barnsley West if all the employment development as proposed materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale. We are continuing to work with Northern Power Grid to better quantify the cost implications.

Early discussions with National Grid and Northern Gas Networks have confirmed that the overall gas network within BMBC is robust and flexible and that strategic reinforcement of the network would not be necessary to support the development set out in the emerging Local Plan. Local reinforcements will be required to service local developments as and when these are allocated and designed. These should be considered as extensions to the existing local distribution networks and in proportion to the size of the proposed development and consistent with costs that would normally be associated with providing services to developments.

Dialogue with Yorkshire Water in 2014 confirmed that there were no strategic water supply issues in the Barnsley Borough and there is adequate capacity to provide water to the proposed quantum of development.

In terms of waste water it is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WWTW). Lundwood serves all of the urban area of Barnsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works. Development within Cudworth and Penistone would have to be prioritised within YW's region wide growth funding allowance. The WWTW serving these settlements are relatively small and so development should be appropriately phased to allow for any necessary infrastructure to be put in place in a timely manner to properly serve the development.

It has now been confirmed that following investigation work for a major refurbishment of the Bolton upon Dearne WwTW to meet new water quality requirements and to provide for additional treatment capacity to accommodate growth in the catchment. Yorkshire water will be undertaking a major refurbishment of Bolton upon Dearne WwTW scheme where the works will likely move from utilising filters to an activated sludge process. Yorkshire Water will continue to liaise with Barnsley Council as more detailed designs emerge.

Renewable Energy

BMBC is seeking to promote a lower carbon economy as set out in the Energy Strategy 2015-2025. The strategy builds upon the Council's long established focus on the energy efficiency of the BMBC property estate to a situation where land assets are used to produce local green energy as well as facilitating private sector investment in energy production.

The Council has set a clear policy commitment to increase the level of renewable and low carbon energy. Barnsley already has a strong track record of delivering biomass and wind power. However, whilst a potential funding gap has been identified within the infrastructure delivery programme for the provision of low carbon infrastructure it will be possible to deliver the proposed level of housing and employment growth planned in Barnsley without increasing the supply of renewable/low carbon energy. Therefore the delivery of the Local Plan is not dependant on these schemes coming forward.

The planned new housing and employment development in Barnsley will be required to meet building regulation standards in relation to fabric efficiency.

BMBC will also investigate on-going opportunities to support the low carbon economy and favourably consider the delivery of renewable energy, with consideration of technical and environmental constraints.

Telecommunications

In terms of superfast broadband, Barnsley currently has over 80% of residential and business premises able to access fibre broadband from previous commercial activity.

All four cellular mobile networks provide services in the Barnsley Borough area, including mobile broadband access. 4G mobile broadband is available in all areas but is limited in Penistone and rural areas. Digital TV is also available in all areas.

The Superfast South Yorkshire programme aims to increase the footprint of fibre broadband infrastructure in the South Yorkshire region to 99% by 2019 which would give access to 103,433 premises, opening up the benefit and opportunities provided by superfast broadband

There is no identified gap in the provision of infrastructure.

Flood Risk and Drainage

A meeting has been held with BMBC Drainage. Based on information provided and data taken from the Preliminary Flood Risk Assessment the area's most at risk of flooding are; Darton, Lundwood, Low Valley, Darfield Bridge and Bolton-on-Dearne.

When fluvial flooding does occur, the Borough can become 'dissected' so that access across Barnsley is very difficult, with restricted access to the hospital and the M1. Principal river crossings need improvement to maintain operational during times of flood.

Responsibility for delivery of planned and future works will be delivered through a partnership approach. Responsibility for carrying out works will fall to the Council, Environment Agency, Internal Drainage Board and the SAB. We will continue to work with the relevant infrastructure providers through the course of Publication consultation and in preparation for examination.

Waste and Recycling

BMBC are working jointly with Doncaster MBC and Rotherham MBC to manage waste across the 3 local authority areas. As such, facilities located outside BMBC's administrative boundary are used to manage waste. The existing facilities have been safeguarded through the Adopted Joint Waste Plan including Grange Lane at Stairfoot which is a waste transfer station. The municipal waste contract for the Council is currently managed by Waste Recycling Group (WRG), who uses facilities across the three authority areas to deliver their contract. Housing projections have been used in the production of the Joint Waste Plan and as such there is no identified funding gap for the provision of waste infrastructure in Barnsley.

Green Infrastructure, Open Space and Public Space

Barnsley's special green infrastructure assets will enable it to become a successful, uniquely distinctive 21st Century market town at the centre of the borough that offers prosperity and a high quality of life for all and that is resilient to climate change. At a strategic level Barnsley's Green Infrastructure corridors include the Rivers Don, Dearne and Dove corridors, the Dearne Valley Green Heart Corridor and the Historic Landscape Corridor.

Taking into account the planned growth across the borough, broadly speaking the existing Green Infrastructure and open space provision is in the main sufficient in quantitative terms, with the main issues being quality and accessibility of the spaces. There are some pockets of deficiency which will need to be remedied through on site provision, particularly on large scale allocations.

Health

There has been significant investment in the provision of health care infrastructure in the past 12 years with the introduction of LIFT centres across the borough and other capital developments in primary care and by the local acute, community and mental health providers.

Through discussions with representatives of the Barnsley CCG and Barnsley Hospital it was confirmed that the NHS in Barnsley have the physical infrastructure in place to deliver the current required level of health provision, but that the level of development (alongside other external factors) may result in increased pressure on the hospital's A&E service provision. We will continue to work with the Barnsley Hospital Foundation Trust to better understand the potential implications and update the Infrastructure Delivery Plan as necessary.

Barnsley Hospital currently provides a full range of acute hospital services, including emergency and intensive care, medical and surgical, elderly care, paediatric and maternity, along with diagnostic and clinical support. The Trust also provides a number of specialised services, such as cancer and surgical services in partnership with Sheffield Teaching Hospitals NHS Foundation Trust. The Trust is currently developing its Clinical Service Strategy to steer its service provision, investment and partnership decisions over the forthcoming five year period.

Given the recent investment in health provision in the borough it is unlikely that major new facilities will be required, with workforce being the capacity issue rather than premises.

Sport, Leisure and Recreation

The delivery of sports pitches; leisure and recreation provision is generally the responsibility of BMBC, BPL and private operators or sports clubs. In general current provision is sufficient to serve the existing population however quality varies both geographically and across the different sports. The Building Schools for the Future Programme helped to increase the offering, however efforts need to be continued to ensure these facilities remain open for community use. The existing BPL managed facilities with the exception of the Metrodome are in need of investment, with facilities such as Dorothy Hyman costing a significant amount of money to remain open.

In terms of pitch and court provision, larger development sites will provide an opportunity to remedy deficiencies through provision of on-site formal recreation facilities. Smaller sites can contribute towards upgrading existing facilities.

Emergency Services

There are no identified gaps in the provision of emergency services infrastructure.

In terms of the Fire Service South Yorkshire Fire and Rescue Service is duty bound to provide emergency cover as required. Historically new infrastructure provision has been driven by response times to 999 calls. These were monitored and analysis of this data determined the need for additional operational facilities.

However, following recent changes within Central Government organisation the Fire and Rescue Services now part of the Home Office and are no longer working to the emergency response time targets set by the Department for Communities and Local Governments. South Yorkshire Fire and rescue are currently working with consultants DLP to develop their own long term (at least 15 years) infrastructure plans. These plans will need to take into account both changes in population and proposed development across South Yorkshire. The project is expected to continue over the next two years and therefore will not be completed during the timescales for Barnsley's Local Plan preparation.

South Yorkshire Fire and Rescue Service provide their services on a cross-Borough basis and have two brand new, state of the art fire stations to serve the Barnsley Borough. It is therefore not anticipated that there will be any issues relating to infrastructure provision in the short to medium term. Given the ongoing infrastructure planning we will continue to work with DLP and South Yorkshire Fire and Rescue through Publication and examination of the local plan and in updating the Infrastructure Delivery Plan.

Through discussions with a representative at Dacres, who manage estates on behalf of the Yorkshire Ambulance Service, it is considered that the existing geographical coverage is perfectly adequate, taking into account the planned growth. Together the main stations and stand-by points meet the response times for Barnsley and provide resources to do so for the foreseeable future. If there are significant changes in demand, then the existing strategy is to cover this with additional stand by points. New infrastructure provision is driven by response times which, along with 999 calls, are monitored and logged. Yorkshire Ambulance Service (YAS) NHS Trust is duty-bound to provide cover as required and will therefore respond accordingly to any increases in demand. At present there are no plans to deliver new operational facilities in the catchment area of Barnsley.

In terms of the Police force may look to co-locate in the future in an effort to drive efficiencies and create community hubs. They continue to work closely with partners to develop opportunities to collocate and share premises wherever it is appropriate and feasible. The outlying stations are likely to be at risk of obsolescence before 2026, so there is a need for a strategy of refurbishment or redevelopment at some point, however it is not considered to be critical for the next 5 years.

There are no issues with current provision and none foreseen for the next five years. The key issue for the town centre police function is the maintenance of the egress and access route to the station as the force needs to respond quickly to incidents and police officers need to be deployed quickly and efficiently. This will be monitored and dealt with if/when necessary.

The second largest station is in Wombwell, which has a response function and some support. Other smaller stations are in need of repair and refurbishment as most are located in older buildings, but this is not critical. The station at Goldthorpe is in need of refurbishment or co-location. This is not pressing in the next five years but will need to be addressed before 2026.

Community and Cultural

There are existing capacity issues in some of the borough's cemeteries however suspension of pre purchase has reduced the critical nature of this issue. BMBC Bereavement Services department is currently looking at land holdings in order to introduce new cemeteries in areas where there are capacity issues. Through dialogue with Bereavement Services it is recognised that there is a potential gap in provision at Bolton Upon Dearne towards the end of the plan period 2031-2032. However, it is recognised that changes in burial patterns and increases in cremations are likely to occur over this period of time and the infrastructure gap is therefore uncertain given the plan period ends in 2033. Bereavement Services will continue to monitor the

position through the plan period and any changes will be reflected in updates of the Infrastructure Delivery Plan. If the potential gap in provision at Bolton upon Dearne becomes apparent towards the end of the plan period Bereavment Services will be funded through the Councils capital budget or through prudential borrowing.

The availability of libraries is considered adequate to meet the projected growth in the borough. There is no identified gap in this type of infrastructure.

Through dialogue with BMBC Arts, Museums and Archives Service the provision of museums and galleries is considered adequate to serve the planned growth in the borough. The visitor economy is however underperforming and the Council is committed to driving forward this agenda and attracting investment. Through dialogue, an issue identified was the need to market existing heritage attractions, museums and theatres both within the borough and further afield. Significant improvements have been made in this area, with the support of jobs & Growth funding. This additional investment in marketing, together with capital investment, has led to visitor numbers to the museums increasing significantly in recent years, now standing at over 1.2M visits per year, with an economic impact of over £26M per year to the local economy.

18) Infrastructure Delivery Programme

The Table below represents a summary of the infrastructure required in Barnsley up to 2033. This includes an indicative assessment of costs, committed funding sources and the subsequent funding gaps that exist

There are certain infrastructure types where funding gaps do exist. This relates to infrastructure which will play an important role in delivering the future housing and economic growth of Barnsley.

The infrastructure for which funding is currently needed (i.e. situations where funding is neither committed nor allocated) falls into three main categories:

- Strategic infrastructure that is nationally and/or regionally significant;
- Enabling infrastructure that is critical to the development of individual strategically important sites in Barnsley and the Leeds and Sheffield City Regions or other infrastructure of strategic importance to Barnsley.
- Place shaping infrastructure that is necessary for the regeneration of the Borough

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
TRANSPORT										
A61 QBC	QBC improvements	Place Shaping	Quality of life, safer roads, public transport-bus journey times, congestion and network management.	QBC improvements and finalisation	BMBC	Integrated Transport Block	£35 000	2016/17	No gap	BMBC Highways
Various	Local Accident Schemes	Place Shaping	Quality of life, safer roads	Local accident schemes including school safety zones, speed indicator device and VAS deployment, schemes at Thickett Lane, Worsborough and Dovecliffe Road/Wood Walk Junction	BMBC	Integrated Transport Block	£63 000	2016/17	No gap	BMBC Highways
Various	Sustainable/Active Travel	Place Shaping	Safer roads, congestion and network management, Quality of Life, public transport	Road crossings (Aids to pedestrian movements), DDA Improvements to ex crossings (social inclusions)	BMBC	Integrated Transport Block	£35 000	2016/17	No gap	BMBC Highways
Shafton	Sustainable/Active Travel	Place Shaping	Safer roads, congestion and	Shafton Bypass roundabout – visibility improvements	BMBC	Integrated Transport	£30 000	2016/17	No gap	BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			network management, Quality of Life, public transport			Block				Highways
Mapplewell and Wombwell	Sustainable/Active Travel	Place Shaping	Quality of life, congestion and network management, asset management and maintenance	Walking (New footways) at Everill Gate Lane, Wombwell and Hill End Road, Mapplewell	BMBC	Integrated Transport Block	£195	2016/17	No gap	BMBC Highways
Barnsley Town Centre	Traffic Management	Place Shaping	Safer roads, congestion and network management, Quality of Life, public transport	Peel Square improvements	BMBC	Integrated Transport Block	£100 000	2016/17	No gap	BMBC Highways
Urban Barnsley	Traffic Management	Place Shaping	Safer roads, congestion and network management,	Improvements at Cundy Cross	BMBC	Integrated Transport Block, Capital	£1.6	2016/17	No gap	BMBC Highways

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			Quality of Life, public transport			Maintenance Grant, BMBC				
Cudworth	Bypass completion		Safer roads, congestion and network management, Quality of Life, public transport	Cudworth and West Green Bypass – final adjustments and land compensation	BMBC	Integrated Transport Block	£119 000	2016/17	No gap	BMBC Highways
Various	Cycling	Place Shaping	Safer roads, congestion and network management, Quality of Life	Cycling Package	BMBC	Integrated Transport Block	£30 000	2016/17	No gap	BMBC Highways
Various	Other schemes	Place Shaping	Congestion and network management	Preliminary scheme designs	BMBC	Integrated Transport Block	£80 000	2016/17	No gap	BMBC Highways
Urban Barnsley	Cycling		Safer roads, congestion and network management, Quality of Life, public	Pontefract Road cycleway – continuation of Trans Pennine Trail into town centre	BMBC	Sustainable Transport Exemplar Programme (STEP)	£365, 463	2016/17	No gap	BMBC Highways

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			transport							
Urban Barnsley	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	M1 J38 to town centre cycle route – lining J38 to the town centre	BMBC	Sustainable Transport Exemplar Programme (STEP)	£804, 300	2016/17 and 2017/18	No gap	BMBC Highways
Park Springs Road to Broomhill	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Park Springs Road to Broomhill cycle route – link existing combined footway/cycleway on Park Spring Road to Broomhill	BMBC	Sustainable Transport Exemplar Programme (STEP)	£256, 745	2016/17 and 2017/18	No gap	BMBC Highways
Great Houghton to Park Springs Road	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Great Houghton to Park Springs Road cycle route – Links Great Houghton to Park Springs Road (ASOS)	BMBC	Sustainable Transport Exemplar Programme (STEP)	£144, 415	2017/18	No gap	BMBC Highways
Urban Barnsley	Cycling		Safer roads, congestion and network management,	Pogmoor to Town Centre cycle route – links Pogmoor to the town centre, taking in Horizon ALC	BMBC	Sustainable Transport Exemplar Programme	£230, 425	2017/18	No gap	BMBC Highways

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			Quality of Life, public transport			(STEP)				
Various	Cycling Package	Place Shaping	Safer roads, congestion and network management, Quality of Life, public transport	Barnsley Cycling Package	BMBC	Sustainable Transport Transition Fund (STTF)	£190 000	2016/2017	No gap	BMBC Highways
Various	Eco Stars	Place Shaping	Air quality and climate change	SY ECO Stars Fleet Recognition Scheme	BMBC	Sustainable Transport Transition Fund (STTF)	£75 000	2016/2017	No gap	BMBC Highways
M1 Junction 36 (South Bound Slip Road)	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network Management	Theme-Roads - SCRIF Infrastructure <ul style="list-style-type: none"> • Dedicated lane from the motorway slip road onto the A61, into Barnsley. • Improvements to the A61 Birdwell roundabout • Creation of two new roundabouts along the A6195 Dearne Towns Link Road • Realignment of the A6135 on the approach to the Birdwell Roundabout 	BMBC Highways and Major Projects Team	BMBC	SCRIF – £9,661,750 Highways England - £1,393,000 BMBC –	2016-2018	No Gap	SCRIF / Highways England and BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				Improved pedestrian & cycling safety by providing shared use routes & designated crossing facilities.			£ 165,000 Total £11,219, 750			
M1 Junction 37 Claycliffe, Barnsley	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network Management	<p>Theme-Roads - SCRIF Infrastructure</p> <ul style="list-style-type: none"> • New Primary Road Network through proposed new mixed use development at Barugh Green* (subject to adoption of local plan) • Off Site Mitigation works in the following areas: <ul style="list-style-type: none"> ○ Capitol Close, Dodworth ○ Whinby Road, Dodworth ○ Dodworth Road / Pogmoor Road Junction Barnsley ○ A635 Claycliffe Road / Barugh Green Road R'about ○ A637 Barnsley Road Claycliffe Road/ R'about 	BMBC Highways and Major Projects Team	BMBC and Private Sector	Private Sector £4,469,908 * subject to final design and actual cost of mitigation measures fully funded from the SCRIF grant	2017-2020	No Gap	SCRIF / Private Sector Developer

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
							SCRIF £11,808,000 Total £16,277,908 * subject to final design and actual cost of mitigation measures fully funded from the SCRIF grant			
A635 Goldthorpe	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network	Theme-Roads - SCRIF Infrastructure Network Infrastructure mitigation improvements on the DTLR including	BMBC Highways and Major Projects Team	BMBC	SCRIF £7,304,000	2017-2020+	No Gap	SCRIF / BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			Management	the A6195 Cathill Roundabout to the A635 Hollygrove roundabout to enable access in to proposed employment development site * (subject to adoption of local plan) and access roads into the proposed site.						
Penistone	Theme-Rail improvements	Place Shaping	Congestion and Network Management, Public Transport	Penistone Station park and ride and footbridge	SYPTE and Network Rail	SYPTE and Network Rail	£1,750,000	Unknown-linked to new development	Unknown	SYPTE
Elsecar	Theme-Rail improvements	Place shaping	Congestion and Network Management, Equality, Public Transport	DDA compliant ramp on Sheffield bound platform at Elsecar station.	SYPTE and Network Rail	SYPTE and Network Rail	£100,000	Unknown	Unknown	SYPTE
Various	Theme-HS2 Connectivity	Strategic	Congestion and Network Management, Equality, Public Transport		SYPTE/BMBC, Operators	SYPTE/BMBC	£unknown	Long term	£unknown	SYPTE
EDUCATION										
Borough Wide	Primary School	Enabling/ Place	To provide adequate	Existing projections for primary school places are based on a 4-5 year timeframe	BMBC Education	Basic Need Allowance	£unknown	Whole plan		NA

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
	Provision	Shaping	primary school places for proposed new housing development.	which currently project forward to 2019. As the methodology used for calculating school places is closely linked to demographics it is difficult to accurately identify the need for school places over long periods. It is essential to provide certainty that an adequate number of school places are available for the first five years of the plan period (i.e. 2014-2019) after which point, a plan monitor manage approach will need to be taken to ensure that sufficient school places are available to meet demand.	Department	S106 Free School (central government funding)		period		
Junction 37 Claycliffe, Barnsley	Primary School Provision	Enabling/ Place Shaping	To provide adequate primary school places for proposed new housing development.	A maximum 360 Primary School will be required as part of the development of the site. It is anticipated that this will be available by September 2020.	BMBC Education Department	Basic Need Allowance S106 Priority Building Schools for Future Free School (central	c£7.5m	Whole plan period	£5m	BMBC Education

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
						government funding)				
Borough Wide	Secondary School Provision	Enabling/Place Shaping	To provide adequate secondary school places for proposed new housing development.	<p>The forecasts to 2019 shows a surplus of places for the first five years of the plan period.</p> <p>It is more difficult to identify which secondary school would serve an individual area is as there is greater mobility for secondary pupils throughout the Borough.</p>	BMBC Education Department	-Basic Need Allowance -S106 -Free School (central government funding)	£unknown	Whole plan period	No gap	NA
UTILITIES										
Borough Wide	Electricity Upgrades	Enabling		<p>Through Arup analysis and discussions with Northern Powergrid electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033.</p> <p>Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Barnsley West if all the employment development as proposed materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.</p>	Northern Powergrid Private developer	Northern Powergrid Private Developers	£7.5m plus standard costs	Short to medium term (1 – 10 years) Depending on build out rates in this area.	Potential gap	Arup analysis and discussion with Northern Powergrid

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				<p>The additional costs over and above the normal connection costs for all the proposed development quantum in Urban Barnsley West is estimated as £3.5m. Barnsley Council is continuing to work with Northern Power Grid to better quantify the cost implications.</p> <p>The additional costs over and above the normal connection costs for all the proposed development quantum in Hoyland is estimated as £4m. Barnsley Council is continuing to work with Northern Power Grid to better quantify the cost implications.</p>						
Borough Wide	Gas Upgrades	Enabling		Early discussions with National Grid and Northern Gas Networks have confirmed that the overall gas network within BMBC is robust and flexible and that strategic reinforcement of the network would not be necessary to support the development set out in the emerging Local Plan. Local reinforcements will be required to service local developments as and when these are allocated and designed. These should be considered as extensions to the existing	Northern Gas National Grid Network Private developers	Northern Gas National Grid Network Private developers	£ standard costs	Short to mediu m term (1 – 10 years) Depend ing on build out	No gap	Arup analysis and discussio n with Northern Gas Network s.

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				<p>local distribution networks and in proportion to the size of the proposed development and consistent with costs that would normally be associated with providing services to developments.</p> <p>A standard gas connection is circa £1000 per property taking into account the cost of mains to get the gas to the street and then the service from the street into the property.</p>				rates in this area.		
Borough wide	On-site Water Supply and access to Wastewater Treatment Cost	Enabling	To fund on site infrastructure costs.	<p>YW have confirmed that they will commence their next 5 year Asset Management Plan (known as AMP 6) in April 2015 and will have sign-off for the business plan from their regulator OFWAT in December 2014. It is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WWTW).</p> <p>Lundwood serves all of the urban area of Barnsley itself as well as Royston and Wombwell treats foul flows from</p>	YW	YW Developer Contribution	£unknown	Throughout plan period.	No gap	YW

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				Hoyland. Growth within these catchments would be allowed for in the design of the improvement works. These works will need to be funded by YW and through developer contributions. In addition developers will need to pay a standard infrastructure fund to Yorkshire Water. There may also be specific on site issues related to individual sewer capacity.						
TELECOMMUNICATIONS										
Borough Wide	Telecommunication improvements	Place Shaping	To allow Barnsley to compete as a business location and open up new opportunities for business and residents	Secure ongoing investment for improvements to broadband provision across the borough and ensure all new developments are built with fibre broadband to meet the needs of the occupied site.	Virgin Media, BT, Other communications providers	Delivered commercially: improvements will be market led, new development will be paid for by telecommunication providers or developers.	Costs will be funded by the infrastructure providers or developers	Medium term 5-10 years	No gap	NA

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Unknown	Superfast South Yorkshire	Place Shaping	To allow Barnsley to compete as a business location and open up new opportunities for business and residents	The programme is will deliver 99% coverage of fibre broadband across South Yorkshire, ensuring ultrafast connectivity at the enterprise zones and key strategic business parks.	Superfast South Yorkshire, BMBC	SCRIF, BDUK (Broadband Delivery UK), BT	£29m South Yorkshire wide investment	In delivery. Completion due 2019	No gap	NA
Various	IT connections visitor attractions	Enabling	Visitor Economy	<p>Poor connectivity at a number of the museum sites continues to be an issue, faster broadband it is essential for service delivery at these sites. Two of the sites will receive investment from the Superfast South Yorkshire programme, further work is necessary to establish a solution for the others.</p> <ul style="list-style-type: none"> • Elsecar Heritage Centre • Worsbrough Mill And Country Park • Cannon Hall Museum – SFSY investment • Cooper Gallery – SFSY 	BMBC Arts and Heritage/SFSY		£unknown			

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				investment						
FLOOD RISK AND DRAINAGE										
Low Valley	Flood Defences	Enabling	Flood defences, area susceptible to flooding	The scheme will improve flood defences in the area and help to protect 200 existing properties that are susceptible to flooding. In addition it will benefit planned development in the area.	EA/BMBC	EA £600k indicative Private developer £600k indicative	£1.7 million	Summer Medium term plan	£500 000	BMBC Drainage
Wombwell Ings	Habitat Creation and Flood Storage Extension	Enabling	Flood defences and habitat creation	To extend existing flood storage area to reduce flood risk for residential properties in area and improve existing habitat in area.	EA/HLF/RSPB	EA £200k, £545k collaboration between Historic England, Heritage Lottery Fund and RSPB	£745,000	March 2017	No Gap	BMBC Drainage
WASTE AND RECYCLING										
Cross boundary	Waste management	Enabling	To provide adequate waste management	Joint waste strategy and facilities with Rotherham and Doncaster. This provision is in place.	BMBC, RMBC and DMBC	Private sector funding	£unknown	Whole plan period	No Gap	N/A

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			facilities		Private waste operator.					
GREEN INFRASTRUCTURE, OPEN SPACE AND PUBLIC SPACE										
Various	DVLP ED4 Creating and Managing sites more effectively	Place Shaping	To provide a high quality green infrastructure network	<p>Looking at new ways of working for the creation and management of washlands, green space, valley verges, woodlands, community sites, former pit sites and public open space.</p> <p>This project is looking at the opportunities to create and manage environmental sites more effectively, looking at new ways of working and increasing the biodiversity of the area. It is closely linked with ED3 Surveying the Dearne with the community engagement and findings from there used as a starting point for practical improvements to sites. Improvements will be made directly resulting from the community engagement and new ways of managing sites will be trialled, reviewed and disseminated.</p> <p>These sites will fall into three broad categories: Former colliery, industrial and associated sites, Roadside verges and</p>	DVLP	HLF S106 Small scale grant funding applications	£187,619	July 2015 to June 2019.	(HLF £82,807), remainder through S106 and small scale grant funding bids	BMBC/D VLP

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				Woodlands						
Various	DVLP ED5 Reconnecting the River Dearne	Place Shaping	To provide a high quality green infrastructure network	This project will focus on the River Dearne, with the aim of removing physical barriers at a critical point on the River Dearne to assist with fish migration, increase habitats and improve water quality. This would be another vital step in continuing the improvement of the River Dearne and its connection with the River Don.	Project led by Don Catchment Rivers Trust who are currently seeking match funding.	HLF Match funding- various	£154,100	July to September 2015	(HLF £99,500) remainder through match funding	BMBC/D VLP
	DVLP DD7 Exploring the Dearne	Place Shaping	To provide a high quality green infrastructure network, encourage active travel	This is a series of linked initiatives aimed at encouraging people to walk, cycle and ride horses around and explore the Dearne.	DVLP	HLF Match Funding- Section 106, LA Budgets	£223,099	January 2015 until June 2019.	(HLF £99,347) Match to be sought through Section 106 and existing local authority budgets	BMBC/D VLP
	DVLP DD8	Place	To provide a	Improving signage, information points	DVLP	HLF	£162,523	July 2015 to	(HLF	BMBC/D

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
	Signposting the Dearne	Shaping	high quality green infrastructure network, Improve connectivity	and interpretation primarily from the Trans Pennine Trail to key sites. This project aims to bring specialists together with community volunteers to develop the interpretation and signage at key sites, transport hubs and gateway sites.		Match funding- Section 106, LA budgets and small scale grants		June 2019	£85,023) Match to be sought through Section 106, existing local authority budgets and small scale grants	VLP
Various	Green Space Strategy	Place Shaping	Health impact/general wellbeing	There is a general need and an aspiration to improve the parks across Barnsley. Improvements are reliant on current s106 funds and Area budget commitments to specific projects. BMBC has no specific capital budget with which to facilitate much needed improvements to the Borough's parks and	BMBC	Section 106/Developer contributions	£unknown	Medium-long term	£unknown	BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				open spaces.						
Site specific-various	Green Space Strategy	Place Shaping	Health impact/general wellbeing	Provision of new space within new residential developments. There is a need to ensure revenue funding is made available to ensure future maintenance of these new sites	BMBC	Section 106/Developer contributions	£unknown	Whole plan period	£unknown	BMBC
Locke Park	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Locke Park	BMBC Developers	Section 106/Developer contributions	£100 000	2016	No gap	BMBC
Goldthorpe Recreation Ground	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Goldthorpe Recreation Ground	BMBC Developers	Section 106/Developer contributions	£40 000	2016	No gap	BMBC
Wilthorpe Park	Upgrade of play area	Place Shaping	Health impact/general wellbeing	Upgrading Wilthorpe Park play area from LEAP to a NEAP	BMBC Developers	Section 106/Developer contributions	£42 000	2016	No gap	BMBC
Bluebell Bank, Sheffield Road	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Bluebell Bank	BMBC Developers	Section 106/Developer contributions	£90 000	2016	No gap	BMBC
Lesley Road,	Refurbished Play Area	Place Shaping	Health impact/general	Refurbish the play area at Lesley Road, Kendray to a LEAP standard – this project	BMBC Developers	Section 106/Develop	£60-65	tbc	No gap	BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Kendray			wellbeing	is currently out to consultation with local residents		er contributions	000			
Former Royston School	Provision of play area	Place Shaping	Health impact/general wellbeing	Provision of LEAP standard play area at the former Royston School Site	BMBC Developers	Section 106/Developer contributions	£unknown	tbc	No gap	BMBC
SPORTS FACILITIES										
Various	Asset investment	Place Shaping	Asset improvement	The leisure facilities owned by Barnsley MBC are currently managed by Barnsley Premier Leisure (BPL). BPL manage all BMBC's leisure facilities including the Metrodome Leisure Complex on the edge of the town centre and a number of other leisure centres which are dispersed across Barnsley's principal towns. The stock is very well used by the local population, but is aging and is likely to need upgrading in the medium to long term.	BMBC/BPL	BMBC Capital/Sport England	£unknown	Medium-long term	£unknow	BMBC
Borough wide	Sports Pitches	Place Shaping	Quality improvements to existing playing pitches.	There is a requirement to improve existing playing pitches. Specific capital programme budget required to ensure a Borough wide approach to improvements	BMBC	BMBC Capital/Developer Contributions (£106 or	£unknown	Whole plan period	£unknow	BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				The provision of new sports pitches will be required to support large housing sites.		CIL).				
HEALTH										
No gap in health infrastructure										
CLIMATE CHANGE AND RENEWABLES										
Site specific - various	Solar PV	Strategic/ Place Shaping	Reduction in energy costs/community income generation/tackle fuel poverty	Energise Barnsley project – BMBC-owned domestic and non-domestic property	Energise Barnsley Delivery Partnership	BMBC SCR Community shares offer	various	Ongoing	Potential gap	Community Investment Solar Bond
Site specific - various	District Heat Networks	Strategic/ Place Shaping	Decentralised energy supply/income generation	Feasibility works are underway to look at opportunities to develop district heating in and around town centre.	BMBC Carbon Trust Private developers	BMBC DECC SCR Private developers	various	2016-2022	Potential gap	TBD
Metrodome Leisure	Boiler replacement	Place Shaping	Upgrade	It is anticipated that the existing boiler at the Metrodome Leisure Centre will be replaced by the installation of a combined	Norse Energy BMBC	Norse Energy	£unknown		No gap	TBD

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Centre			required	heat and power plant. Should the scheme go ahead it is likely that a new gas main will be required.						
HEALTH										
No gap in health infrastructure										
EMERGENCY SERVICES										
No gap in emergency services infrastructure										
COMMUNITY AND CULTURAL										
Town Centre	New Library	Place Shaping	The town centre library has currently been temporarily relocated to Wellington House to make way for a new college	Part of the Better Barnsley Plans-total £41 investment in Town Centre regeneration. Proposed location of new library in Mayday Green.	BMBC	BMBC Capital Funding.	£4 million	To be completed early 2018	No gap	BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			building as part of the Better Barnsley regeneration initiative.							
Cooper Gallery	Renovation of Cooper Gallery Cottage to provide artist studio space	Place Shaping	Visitor Economy / Jobs growth	Designed and costed scheme to transform the currently empty Cooper Gallery cottage on Eastgate into artist's studio space	BMBC	BMBC	£60,000	2016	Capital application submitted to BMBC	BMC Arts & Heritage
Cannon Hall-	Parks for People	Place Shaping	Visitor Economy	Restoration of parks and gardens including lakes. This is a priority for the Museum service linked to the Visitor Economy. Round 2 development funding has been secured for this project, and Round 2 bid to secure £3.5M of external investment will be submitted in August 2016. This investment would transform the visitor experience at Cannon Hall into one of national significance-and put it on the map as one of the top attractions in Yorkshire,	BMBC	HLF/Friends of Cannon Hall/BMBC/ Others	£3.5 million	Round 1 submission August 2014, round 2 submission August 2016. Work on site	The majority of the match is secured, but elements may need to be underwritten	BMBC Arts and Heritage

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				adjacent to Cannon Hall Open Farm.				2017-2019	by BMBC for the Round 2 submission.	
Cannon Hall	Cannon Hall exhibition galleries	Place Shaping	To transform the galleries at Cannon Hall to maximise on use of collections, and the new partnership with the de Morgan and Foundation	Create new galleries utilising museum service collections and loans.	BMBC	HLF	£750,000	Submission 2017	Need to identify match funding	BMBC Arts and Heritage
Monk Bretton Priory	DVLP	Place Shaping	Visitor Economy	Partnership with Friends of Monk Bretton Priory to improve signage, interpretation, access and management of space.	Friends of Monk Bretton Priory	HLF and Grant funding	£unknown	Medium term	£unknown grant funding	BMBC
Barnsley Main/Oaks Colliery	DVLP	Place Shaping	Visitor Economy	Conservation management plan to protect and enhance the site, building pathways, signage and interpretation.	BMBC/DVLP	HLF/S106	£152,500	Short to medium term	No Gap	BMBC

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Elsecar	Elsecar Master planning	Place Shaping		<p>Further investment linked to World Heritage Status aspiration for the Heritage Centre and wider village. The investment would be over a period of ten years.</p> <p>Development Plan-Elsecar has been identified in the Visitor Economy Review Paper and the Destination Management Plan as the site with most potential to attract national and international visitors.</p> <ul style="list-style-type: none"> The Newcomen Beam Engine has been described as one of the most important pieces of industrial heritage in the world. The Heritage Centre has just been hosted by European Routes to Industrial Heritage-a major European Initiative. <p>The site at Elsecar has a significant retail element there are approximately 35 businesses on site, employing approximately 200 people. This forms a major part of the visitor offer. The</p>	BMBC	HLF and other external funds	£10M + £50k secured from BMBC Jobs and Growth Plan to scope project and appoint consultants for master planning exercise. Further BMBC investment is not being sought to	Medium term 5-10 years	£unknown	BMBC Arts and Heritage

Location (where)	Scheme	Strategic/ Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				success of these businesses, safeguarding and creating jobs together with the ability to attract high quality retailers to complement the visitor experience, is dependent on increasing footfall and visitor spend.			take this forward.			
Worsbrough Mill	Feasibility for site development	Place Shaping	Visitor Economy	Development of learning facilities including bakery and cookery school. Full design and costing has been undertaken following Jobs & Growth Fund investment	BMBC	HLF/BMBC Jobs and Growth Plan	£1M £50k for feasibility from BMBC Jobs and Growth Plan	2017	Subject to cabinet approval	BMBC Arts and Heritage
Cannon Hall	Development of assets	Place Shaping	Visitor Economy/Income targets	New function/café space at Cannon Hall designed for income generation in order to ensure long term sustainability of the site, as well as the restoration of two cottages for holiday let. This is all incorporated in to the sites new business plan	BMBC	Heritage Enterprise grant – pre app submitted	£1.5M	17/18	Match funding 10%	BMBC Arts and Heritage

Barnsley Community Infrastructure Levy (CIL)

Statement of Representation Procedure
September 2016



Barnsley Metropolitan Borough Council Community Infrastructure Levy Draft Charging Schedule Consultation – Statement of Representation Procedure

This Draft Charging Schedule is the subject of consultation for six weeks from **17/10/2016 to 25/11/2016**. This consultation is aimed particularly at town and parish councils, local residents, businesses, infrastructure providers, the local development industry and adjoining local authorities.

Following the consultation period, the representations received will be taken into consideration, and if required, modifications made or further testing undertaken. The next stage of the process will be to hold a formal examination in public before the Community Infrastructure Levy can be formally adopted.

The council requests that the following questions be considered when responding to this consultation:

1. Do you have any general comments to make about the consultation document and the approach taken to bring CIL forward in Barnsley?
2. Do you agree that the proposed residential charges areas in Barnsley are correct?
3. Do you agree that the proposed non-residential CIL charges in Barnsley are correct?
4. Do you have any comments or observations that you would like to express relating the CIL evidence base?
5. Do you have any comments or observations in respect of supporting CIL documents and draft guidance documentation?

Persons making representations may request the right to be heard by the examiner and representations may be accompanied by a request to be notified at a specified address in relation to any of the following:

- Draft charging schedule has been submitted to the examiner.
- Publication of the recommendations of the examiner and the reasons for those recommendations.
- Approval of the charging schedule by the charging authority.

Please note that any comments you make may be made publicly available and attributed to your name. Please use one method of reply only to avoid duplication of representations.

More information is available on our website at www.barnsley.gov.uk/CIL

You can read the document and make comments using our online system. Links to the online system can be found at www.barnsley.gov.uk/CIL

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

- by email to: cil@barnsley.gov.uk
- by post to: CIL, Economic Regeneration, Barnsley MBC, PO Box 634, Barnsley, S70 9GG

The consultation documents can also be viewed as paper copies at Barnsley Library, Wellington House, 36 Wellington Street, Barnsley, S70 1WA

If you require any further information please contact the CIL Team on 01226 787648

We must receive all responses by 5pm on 25/11/2016 to enable us to give them proper consideration

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Report of the Executive Director (People)
to Cabinet

(5th October 2016)

HMIP Inspection of Barnsley Youth Offending Team

1.0 **Purpose of the Report**

1.1 To provide members with the outcome of the Short Quality Screen (SQS) Inspection of the Youth Offending Team (YOT) undertaken by Her Majesty's Inspectorate of Probation (HMIP) during 25th to 27th July 2016.

2.0 **Recommendations**

2.1 **Members are asked to note the positive findings of the SQS Inspection in terms of the quality of service provided to support young offenders and the continued progress being made in the Borough (see Appendix 1).**

3.0 **Introduction**

3.1 Summary

3.2 The outcome of the inspection was excellent and the report highlights the high quality work being undertaken within the service.

3.3 The Inspection found that the Barnsley YOT was performing well with a highly skilled and tenacious group of practitioners. Staff were committed to the young people with whom they worked and demonstrated understanding of the issues and obstacles they needed to overcome on the path to leading offence-free lives. The team were well supported and directed by managers who were viewed as knowledgeable, competent and committed.

3.4 The report highlighted significant strengths, in particular;

- Assessments were high quality, comprehensive and timely. They included the perspectives of the child and parent, drew on a range of sources of information and were reviewed and kept up to date.
- Pre-Sentence Reports were well written and generally of a good standard, they provided appropriate advice to the court regarding sentencing options. Safeguarding and vulnerability needs were clearly and appropriately explained in all cases.
- Case Planning was exemplary with appropriate management oversight in all cases and this was accompanied by good quality plans developed with young people and their parents.

- Risk assessments were well completed and plans were focussed and effective. They were reviewed appropriately in all cases.
- Assessments and case work drew in a range of agencies to help manage risk to the child or to others and included particularly close work with Police, Social Care and CAMHS colleagues.
- The work inspected showed a sensitive and responsive approach to the diverse needs of the children the YOT works with.

3.5 As part of the service's strategy of continuous improvement the Inspectors identified that the service could be strengthened further by developing bespoke victim safety plans in all cases and to ensure the service makes the best use of the breach processes.

3.6 The inspectors also considered the overall performance of the service and the following key performance indicators:

- First time entrants: These have reduced over two years from over 900 per 100,000 of the population entering the criminal justice system to under 400, giving the service some of the best figures in the region. This ensures that resources are focused on those with most need and who are experiencing increasing levels of complexity and challenges in their lives.
- Re-offending rates: Re-offending by young people in Barnsley continues to be some of the lowest in the country and the best in South Yorkshire.
- Custody: The use of custody has reduced significantly indicating better engagement (and a reduction in breach) and the committing of less serious offences by young people.

4.0 Consideration of Alternative Approaches

4.1 This report concerns the positive outcomes which have emerged through a recent inspection of youth offending services in the Borough and, therefore, no such consideration has been required.

5.0 Proposal and Justification

5.1 The enclosed inspection report will provide assurance to the Cabinet on the quality of support being given to children and young people to prevent them from re-offending and enable them to lead more enriching, offence free lives, that will improve their potential and prospects.

6.0 Implications for Local People and Service Users

6.1 The outcomes of the inspection will also provide reassurance to local people and users of Council services, throughout the Borough, that the progress being made to support young people at risk of re-offending, has benefited communities through its impact in helping reduce crime, disorder and anti social behaviour.

7.0 Financial Implications

There are no direct financial implications.

8.0 Employee Implications

There are no direct employee implications.

9.0 Communications Implications

9.1 The outcome of the inspection has been communicated to members of the Youth Offending Management Board and key stakeholders who have welcomed the findings.

10.0 Consultations

10.1 The Senior Management Team has been consulted on the outcomes of this inspection.

11.0 The Corporate Plan and the Council's Performance Management Framework

11.1 Please see Paragraph 5.1.

12.0 Promoting Equality, Diversity and Inclusion

12.1 The HMIP's inspection report does not make any specific reference to equality, diversity or inclusion. However, in commenting on the quality which has been evident in undertaking assessments and plans for children and young people who may be at risk of re-offending, the HMIP will have been satisfied that any specific needs arising through equality and diversity, are being addressed in a sensitive and responsive way, in accordance with the Public Sector Equality Duty.

13.0 Tackling the Impact of Poverty

13.1 Please also see Paragraph 5.1.

14.0 Tackling Health Inequalities

14.1 The HMIP report refers to the co-location of a range of partner agencies, including services for mental health, learning and disability support and multi systemic therapy, with the result that the assessment and planning process will have a positive impact on reducing any health inequality between those children and young people at risk of re-offending and their peers.

15.0 Reduction of Crime and Disorder

15.1 The report confirms that the Youth Offending Team is working well and having a positive impact, with its partners, in reducing crime and disorder.

16.0 Risk Management Issues

16.1 The HMIP inspection report presents a very positive picture on the quality of youth offending work in Barnsley. The report makes reference to two areas of activity which are in need of improvement and these will be progressed as part of the post inspection action plan and risk log.

17.0 Health, Safety and Emergency Resilience Issues

17.1 There are no implications for the general health and safety of the public or employees arising through the inspection report.

18.0 Compatibility with the European Convention on Human Rights

18.1 There are no implications for the Convention.

19.0 Conservation of Biodiversity

19.1 There are no implications for the local environment or the conservation of biodiversity emerging through this report.

20.0 Glossary of Terms and Abbreviations

20.1 CAMHS – Child and Adolescent Mental Health Services
HMIP – Her Majesty’s Inspectorate of Probations
SQS – Short Quality Screen inspection
YOT – Youth Offending Team

21.0 List of Appendices

21.1 Appendix 1 – HMIP Report of the Short Quality Screening of Youth Offending work in Barnsley.

22.0 Details of Background Papers

22.1 No additional background papers have been used in the production of this report.

Officer Contact: Margaret Libreri (Service Director: Education, Early Start and Prevention)

Tel. No. 01226 773211 or e-mail margaretlibreri@barnsley.gov.uk

Date: Financial Implications/
Consultation <i>(to be signed by senior Financial Services Officer where no financial implications)</i>

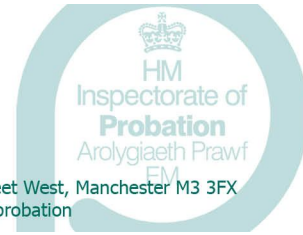


**Inspection of
Youth Offending Work**

Arolygiad o Waith Troseddu Ieuencid

HM Inspectorate of Probation

1st Floor, Manchester Civil Justice Centre, 1 Bridge Street West, Manchester M3 3FX
0161 240 5336 - www.justiceinspectorates.gov.uk/hmiprobation



<i>To:</i>	Margaret Libreri, Chair of the Barnsley Youth Offending Team Management Board
<i>Copy to:</i>	See copy list at end
<i>From:</i>	Alan MacDonald, Assistant Chief Inspector (Youth Justice)
<i>Publication date:</i>	17 August 2016

Report of Short Quality Screening (SQS) of youth offending work in Barnsley

The inspection was conducted from 25-27 July 2016 as part of our programme of inspection of youth offending work. This report is published on the HMI Probation website. A copy will be provided to partner inspectorates to inform their inspections, and to the Youth Justice Board (YJB).

Context

The aim of the youth justice system is to prevent offending by children and young people. Good quality assessment and planning at the start of a sentence is critical to increasing the likelihood of positive outcomes. We examined 20 cases of children and young people who had recently offended and were supervised by Barnsley Youth Offending Team (YOT). In all cases, this was undertaken in conjunction with the allocated case manager, thereby offering a learning opportunity for staff. The published reoffending rate¹ was 30.6% for Barnsley, compared to 37.8% for England and Wales.

Summary

Overall, we found the YOT to be performing well with a highly skilled and tenacious group of practitioners. Staff were committed to the children and young people with whom they worked and demonstrated understanding of the issues and obstacles they needed to overcome on the path to leading offence-free lives. The team were well supported and directed by managers who were viewed as knowledgeable, competent and committed to the work with children and young people.

The YOT benefitted from the co-location of an impressive range of partner agencies: including mental health, educational support, learning and disability support, family mediation, Multisystemic Therapy, restorative justice and substance misuse services. Consequently, there was good evidence of a planned approach to the work based on the contributions of all partners involved in the delivery of the sentence of the court.

¹ The reoffending rate that was available during the fieldwork was published April 2016 and was based on binary reoffending rates after 12 months for the July 2013 and June 2014 cohort. Source: Ministry of Justice.

Commentary on the inspection in Barnsley:

1. Reducing reoffending

- 1.1. In almost all of the cases inspected sufficient effort was made to understand the reasons for the child or young person's offending. Assessments were of a high standard: comprehensive and timely. Where appropriate, they included the perspectives of the child or young person and their parents/carers and were drawn from all available sources of information. Importantly, these assessments were reviewed and kept up to date in a manner suitable to the demands of the individual case. An inspector recorded seeing: *"clear and extensive assessment work with a strong sense of the case manager pulling together a complex set of activities delivered by a range of disciplines"*.
- 1.2. Pre-sentence reports (PSRs) are written to assist courts in coming to an appropriate decision based on the nature of the offence and the circumstances of the child or young person. In ten of the cases inspected a PSR had been written and they were mostly of a good standard, almost all providing appropriate advice concerning the community options available to the court in sentencing.
- 1.3. There was sufficient planning of work to support children and young people to avoid further offending in most of the cases inspected. The practice of holding a Case Planning Meeting of all involved agencies was exemplary and provided strong evidence of management involvement and oversight of all relevant cases. This was supported by individual planning documents which were agreed with the child or young person and, where possible, their parents/carers. In one case an inspector noted: *"the plan was agreed with the young person using tools which engaged him in setting his own objectives and this fed through into the referral order contract"*.
- 1.4. In almost every case inspected assessment and planning work was appropriately reviewed and, therefore, maintained an appropriate focus on the work that needed to be done in order to reduce the risk of further offending.
- 1.5. We found evidence of sufficient assessment and planning in all custody cases inspected and it is worth noting that the use of custodial sentencing in the Barnsley area has reduced during the last two years; from a rate markedly above the national average to one which is very slightly above the figure of 0.40 per 1,000 of the 10 to 17 year old population. This reflects the growing credibility of Barnsley YOT in presenting professional, relevant and authoritative plans to the sentencing courts.

2. Protecting the public

- 2.1. In nine of the ten PSRs we inspected there was an accurate assessment of the risk of harm to others. Understanding of the risk of harm presented by the child or young person was followed with a plan for work to manage the risk and improve the individual's life prospects. As one inspector noted: *"there is a good PSR, which was used for sentencing, this recognised the difficulties this young woman presents, and balances this with the risk of harm to the public"*.
- 2.2. In most cases inspected there was a sufficient assessment of the risk of harm and in almost all cases there was a clear plan of action which was reviewed at appropriate intervals.
- 2.3. There was good evidence of involvement of a range of agencies in managing the risk of harm to others that the child or young person presented. This particularly included police, social care and mental health support. Further evidence of an appropriate level of review was found in cases where the risk of harm or likelihood of reoffending appeared to

increase during the course of supervision. In these cases a multi-agency Youth Priority Group meeting was convened in order to create a revised plan and make sure that the plan was delivered.

- 2.4. In cases where risk of harm was identified, there was consistent evidence of active communication with the range of other agencies involved with the child or young person.
- 2.5. In over two-thirds of cases where there was a known or identifiable potential victim the risk of harm to those individuals was managed effectively. In two cases victim work was planned insufficiently and in one case the inspector found that: *"there is a specific victim of this offence, but there is no explicit plan in place should A meet him in the community"*.

3. Protecting the child or young person

- 3.1. Safeguarding and, where applicable, vulnerability needs were clearly and appropriately explained in all of the PSRs we inspected.
- 3.2. In almost all cases there was a sufficient assessment and plan for the identified safeguarding and vulnerability needs of the case. There was strong evidence of a partnership approach that, in individual cases, sought to manage both the vulnerability and risk of harm present. In one case the inspector commented that the risk of harm and vulnerability management: *"draws on the full multi-agency response to manage Y's risk, including police markers on the addresses, support for mum, and intervention for Y"*.
- 3.3. In the cases we inspected there was good evidence of effective management oversight of vulnerability concerns and that all case managers were fully conversant with the relevant local policies.
- 3.4. In all of the three custodial cases inspected there was a clear assessment and plan with regard to the child or young person's vulnerability throughout the sentence. An inspector recorded the particularly impressive approach adopted by one case manager thus: *"The work with this young man was detailed and complex, involving a number of partner agencies. When the case manager sat with him, to write his intervention plan, she knew that he might be overwhelmed with all of the work that was going on to support him. She focused the intervention plan on what his three key priorities were, and he responded to this as it seemed to give him some control."*

4. Making sure the sentence is served

- 4.1. We found that, in almost all cases inspected, there was a sensitive and responsive approach to the diverse needs of the children and young people with whom Barnsley YOT worked.
- 4.2. Where a PSR was required, the child or young person and their parents/carers had been appropriately and sufficiently involved in the PSR preparation and had also been suitably involved in subsequent assessment and planning processes. Barriers to engagement with supervision were identified and overcome in almost all cases.
- 4.3. Due to the strength of partnership arrangements the case managers were able, quickly and appropriately, to secure the support of other agencies in the delivery of the sentence. This was particularly notable in relation to accessing substance misuse and mental health services due to the co-location of professional colleagues. In one of the custody cases the following practice was identified: *"X had received visits from his substance misuse worker and Child and Adolescent Mental Health Service worker in custody and it was clear that the staff working with X were working closely together and sharing information."*

- 4.4. In five of the cases inspected the child or young person was returned to court due to non-compliance with the requirements of the sentence. In most instances this led to the continuation of the sentence. While the sanction of breach was justifiable in each case, it might have been possible for the Barnsley YOT to consider a wider range of enforcement and engagement strategies prior to a return to court.

Operational management

It is evident that Barnsley YOT had the benefit of a skilled, knowledgeable and committed group of staff. They were ably supported by their local managers and case managers had confidence in the supervision and oversight of their work. The practice of holding multi-agency Case Planning Meetings for every case was one that contributed to high quality assessment, planning and review of the work being undertaken. This was viewed by the inspectors as exemplary practice and, importantly, it was an approach which was systematically and uniformly deployed in the management of all cases.

Key strengths

- The inspectors formed the view that this was a skilled, experienced and knowledgeable staff group which demonstrated committed engagement to the needs of the children and young people with whom they work.
- There was a well-deployed approach to the management oversight of cases, including multi-agency Case Planning Meetings chaired by the relevant manager.
- There was an impressive range of partnership agencies involved in supporting the work of the YOT and in most instances the workers involved were based in the same office building.
- Pre-sentence reports, further assessments, planning and review were timely, accurate and of a good standard in almost all of the cases inspected.
- Cases were well managed with consistently high standards of recording demonstrated in the inspection sample.

Areas requiring improvement

- Management oversight should seek to achieve appropriate victim safety plans in all cases where there is an identifiable or potential victim.
- Management should develop re-engagement strategies such as enforcement panels to increase compliance with the sentence of the court without recourse to breach action.

We are grateful for the support that we received from staff in the YOT to facilitate and engage with this inspection. Please pass on our thanks, and make sure that they are made fully aware of these inspection findings.

If you have any further questions about the inspection please contact the lead inspector, who was Mike Ryan. He can be contacted at michael.ryan@hmiprobation.gsi.gov.uk or on 07789 927667.

Copy to:	
Head of Service	<i>Ben Finley</i>
Local Authority Chief Executive	<i>Diana Terris</i>
Director of Children's Services	<i>Rachel Dickinson</i>
Lead Elected Member for Children's Services	<i>Margaret Brough</i>
Lead Elected Member for Crime	<i>Jenny Platts</i>
Police and Crime Commissioner for South Yorkshire	<i>Dr Alan Billings</i>
Chair of Local Safeguarding Children Board	<i>Robert Dyson</i>
Chair of Youth Court Bench	<i>Alison Roberts</i>
YJB Business Area Manager	<i>Gary Oscroft</i>
Ofsted – Further Education and Skills	<i>Paul Joyce, Stephen Miller</i>
Ofsted – Social Care	<i>Mary Candlin, Carolyn Adcock</i>
Ofsted – Links	<i>Lynn Radley, Caroline Prandas</i>
Care Quality Commission	<i>Jan Fooks-Bale</i>
YJB link staff	<i>Lisa Harvey-Messina, Paula Williams, Linda Paris, Rowena Finnegan</i>
YJB Communications	<i>Ali Lewis, Rachel Brown, Summer Nisar, Adrian Stretch</i>

Note 1: As an independent inspectorate, HMI Probation provides assurance to Ministers and the public on the effectiveness of work with those who have offended or are likely to offend, promotes continuous improvement by the organisations that we inspect and contributes to the effectiveness of the criminal justice system.

Note 2: We gather evidence against the SQS criteria, which are available on the HMI Probation website - <http://www.justiceinspectorates.gov.uk/hmiprobation>.

Note 3: To request a paper copy of this report, please contact HMI Probation Communications at communications@hmiprobation.gsi.gov.uk or on 0161 240 5336.

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