

Public Document Pack

MEETING:	Cabinet
DATE:	Wednesday, 17 November 2021
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

AGENDA

REGISTER TO ATTEND

This meeting will be webcast live and will be available to view via the Council's website.

Please note that in order to ensure that the meeting complies with current Covid-19 restrictions and public health advice, members of the public must pre-register if they wish to attend the meeting in person.

Anyone who wishes to attend should email governance@barnsley.gov.uk no later than 10.00am on Tuesday, 16 November 2021

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

Minutes

3. Minutes of the previous meeting held on 3 November 2021 (Cab.17.11.2021/3) (Pages 5 - 8)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.17.11.2021/4)

Petitions

5. Petitions received under Standing Order 44 (Cab.17.11.2021/5)

Items for Decision/Recommendation to Council

Adults and Communities Spokesperson

6. Adult Social Care Market Position Statement (Cab.17.11.2021/6) (Pages 9 - 12)
7. Private Sector Housing Plan 2030 (Cab.17.11.2021/7) (Pages 13 - 50)

Children's Spokesperson

8. Children Act (1989): Outcomes of an Early Independent Review of the Local Practice in Initiating Section 47 Investigations Concerning the Protection of Vulnerable Children (Cab.17.11.2021/8) (Pages 51 - 60)

Environment and Transportation Spokesperson

9. A635 Quality Bus Corridor Scheme; Bus Rapid Transit (BRT) (Cab.17.11.2021/9) (Pages 61 - 70)

Regeneration and Culture Spokesperson

10. Update to Sustainable Travel and Affordable Housing Supplementary Planning Documents (Cab.17.11.2021/10) (Pages 71 - 138)
11. Exclusion of Public and Press
It is likely that the public and press will be excluded from this meeting during consideration of the items so marked because of the likely disclosure of exempt information as defined by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, subject to the public interest test.

Core Services Spokesperson

12. Schools Catering Strategic Review (Pages 139 - 206)
Reason restricted:
Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, T. Cave, Cheetham, Gardiner, Howard, Lamb and Platts

Cabinet Support Members:

Councillors Cherryholme, Eastwood, Franklin, Frost, McCarthy and Tattersall

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Matt Gladstone, Executive Director Place

Melanie John-Ross, Executive Director Children's Services

Wendy Lowder, Executive Director Adults and Communities

Shokat Lal, Executive Director Core Services

Julia Burrows, Director Public Health

Neil Copley, Service Director Finance (Section 151 Officer)

Martin McCarthy, Service Director Governance, Member and Business Support (Monitoring Officer)

Garry Kirk, Service Director Legal Services

Michael Potter, Service Director Business Improvement and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Martin McCarthy on email governance@barnsley.gov.uk

Tuesday, 9 November 2021

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MEETING:	Cabinet
DATE:	Wednesday, 3 November 2021
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall

MINUTES

Present Councillors Andrews BEM (Chair), Cheetham, Howard, Lamb and Platts

Members in Attendance: Councillors Cherryholme, Eastwood, Franklin and Frost

Members in Virtual Attendance: Councillors Gardiner and T. Cave

117. Declaration of pecuniary and non-pecuniary interests

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

118. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 21 October 2021 had been called in.

119. Minutes of the previous meeting held on 21 October 2021 (Cab.3.11.2021/3)

The minutes of the meeting held on 21 October 2021 were taken as read and signed by the Chair as a correct record.

120. Decisions of Cabinet Spokespersons (Cab.3.11.2021/4)

There were no Records of Decisions by Cabinet Spokespersons under delegated powers to report.

121. Petitions received under Standing Order 44 (Cab.3.11.2021/5)

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

Environment and Transportation Spokesperson

122. Everill Gate Lane, Wombwell, Barnsley - Proposed 'No Right Turn' and 'No Waiting at Any Time' Restrictions (Cab.3.11.2021/6)

RESOLVED that Cabinet:-

1. Approves the proposal to enact a Traffic Regulation Order (TRO) to introduce 'No Right Turn' and 'No Waiting at Any Time' restrictions on Everill Gate Lane, Wombwell, Barnsley; and

2. Authorises the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council to make and implement the Traffic Regulation Order.

123. Pilley Green and Church Way, Pilley, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.3.11.2021/7)

RESOLVED that Cabinet:-

1. Approves the proposal to enact a Traffic Regulation Order (TRO) to introduce 'No Waiting at Any Time' restrictions on Pilley Green and Church Way, Pilley, Barnsley; and
2. Authorises the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council to make and implement the Traffic Regulation Order.

124. Hill Street and Hill Crest, Elsecar, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.3.11.2021/8)

RESOLVED that Cabinet:-

1. Approves the proposal to enact a Traffic Regulation Order (TRO) to introduce 'No Waiting at Any Time' restrictions on Hill Street and Hill Crest, Elsecar, Barnsley; and
2. Authorises the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council to make and implement the Traffic Regulation Order.

Regeneration and Culture Spokesperson

125. Carlton Masterplan Framework (Round 2 Adoption) (Cab.3.11.2021/9)

RECOMMENDED TO FULL COUNCIL ON 25 NOVEMBER 2021 that:-

1. the progress made in the development of the Masterplan Framework for Carlton (sites MU2/MU3) be noted; and
2. that the final version of the Masterplan Framework be presented to Full Council for adoption on 25 November 2021.

126. Proposed Revisions to the Scheme of Delegations Relating to Planning Decisions (Cab.3.11.2021/10)

RECOMMENDED TO FULL COUNCIL ON 25 NOVEMBER 2021 that the proposed delegations from Planning and Regulatory Board to specified officers/posts be amended as per the Terms of Reference of the Full Council, Regulatory Boards and Committees and Functions Delegated to Officers attached to the report.

127. Exclusion of Public and Press

RESOLVED that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
128	Paragraph 3
129	Paragraph 3

Regeneration and Culture Spokesperson

128. Billingley View - "Barnsley Low Carbon Standard" Housing Development (Cab.3.11.2021/12)

RESOLVED that Cabinet:-

1. Approves the Housing Strategy and Growth Team to progress the delivery of sixteen houses as a pilot scheme for the Barnsley Low Carbon Standard. The homes will be Council owned Housing Revenue Account (HRA) properties, managed by Berneslai Homes and let to applicants from the Council's Housing Register;
2. Approves the scheme costs. The scheme has previously been approved in principle and will be financed from the Council's approved Housing Investment Programme; and
3. Approves the appointment of the preferred contractor chosen following a robust procurement process.

129. New Foot and Cycle Bridge: Award of Contract (Cab.3.11.2021/13)

RESOLVED that Cabinet:-

1. Notes the progress of the delivery of the approved Proposed New Foot and Cycle Bridge, over the railway line, connecting Penny Pie Park with Pogmoor Recreation Ground that will provide a safe and active travel route for the residents of the Borough and for children going to and from Horizon Community College;
2. Approves the award of the Provision of Penny Pie Park Footbridge and Civils Works contract outlined in Section 4, noting the financial implications (as detailed in Section 7, Financial Implications);
3. Delegates acceptance of £1.5m grant funding via Sheffield City Region from Ministry of Homes Communities and Local Government (MHCLG) Get Building Fund (GBF) to Executive Director Core Services in consultation with the Executive Director Place to contribute towards the funding of the necessary

infrastructure improvements required to facilitate the new foot and cycle bridge;

4. Approves the earmarking of £0.120m in additional capital funding from the Council's capital contingency reserves (as detailed in Section 7, Financial Implications) to underwrite the contingency costs of the scheme; and
5. Authorises the Executive Director Place to undertake all necessary steps to ensure continued delivery of the scheme.

.....
Chair

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 ADULTS & COMMUNITIES TO CABINET ON 17 NOVEMBER 2021

Public or private: Public

Adult Social Care Market Position Statement

1. PURPOSE OF REPORT

- 1.1 To advise cabinet members of the planned release of the new Adult Social Care Market Position Statement (MPS).

2. RECOMMENDATIONS

- 2.1 That cabinet members support the revision of the MPS.
- 2.2 That cabinet note the change in delivery of the MPS from a paper-based document to a web page.

3. INTRODUCTION

- 3.1 The Care Act 2014 places a requirement on local authorities to maintain a vibrant and sustainable care market to meet the needs of local people.
- 3.2 Adult Social Care published a market position statement in 2018 outlining a 3 - year commissioning plan for adult care services. (See Appendix 1)

The MPS at that time was a paper-based document containing around 35 pages of information. Evidence suggests that following its initial distribution the document was rarely accessed. Additionally, the intention at that time was to complete an annual refresh of the statement to ensure it was up to date and relevant. However, other work pressures and the impact of managing the pandemic has meant that this has not happened and the document quickly became out of date.

- 3.3 It is important to note that this is a Market Position Statement and as such describes plans that are current or imminent. The statement is intended to offer providers of care (new and existing) a clear view of the types of things we are or will be commissioning. As such the primary audience for this document is the provider market.
- 3.4 The MPS is not intended to replace a commissioning strategy or joint commissioning plans which would outline details of our Better Lives Programme and longer term commissioning plans. The MPS will provide links to those strategies so that providers can seek further detail or background.

The content therefore should be read from this perspective.

- 3.5 The MPS is intended to be read as an Adult Social Care MPS. Whilst there is reference to plans under the Better Lives Programme to develop our offer around early help the MPS does not cover all aspects of community prevention and early help. The MPS is therefore currently targeted at third sector providers involved with statutory care services.
- 3.6 The current draft MPS can be found via the following link:
www.barnsley.gov.uk/asc-mps
- 3.7 The MPS highlights the following areas as key areas for commissioning
- Prevention – self-support, early intervention and reablement offer
 - Residential Care – focus on quality and occupancy levels
 - Home Care – quality and capacity
- 3.8 Where required cabinet members will be consulted on the development of individual commissioning intentions outlined in the MPS.

4. PROPOSAL AND JUSTIFICATION

- 4.1 It is proposed that the MPS is published as part of the commissioning cycle. The MPS will outline to providers our commissioning intentions across a range of services stimulating the market to ensure it remains vibrant and sustainable.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 The council could choose not to publish a Market Position Statement however there is then a risk that we will not maintain the care market needed to meet the needs of local people in the future.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The publishing of a Market Position Statement encourages providers to develop services according to local need. The statement outlines the councils vision and in particular the vision for adult social care to ensure that providers who tender for contracts deliver good quality, person centred services.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultations have taken place with representatives of the Service Director - Finance (S151 Officer).
- 7.2 There are no direct financial implications resulting from the published Market Position Statement (MPS), as it is difficult at this stage to quantify the impact and changes arising from the outlined commissioning intentions over the medium term. The expectation is that commissioning strategies and plans would be accommodated within future years' approved budgets for adult social care.

8. EMPLOYEE IMPLICATIONS

- 8.1 Once published the updating of the MPS will be the responsibility of relevant commissioners. This will be picked up as part of their current role and within the commissioning cycle.

9. LEGAL IMPLICATIONS

- 9.1 The local authority has a responsibility under the Care Act to maintain a market to meet the needs of local people. The MPS is a tool used to support the development of the local care market.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 The revised MPS has been developed as a web page. This means that the information contained within it will be accessible to a wider audience.
- 10.2 The move to a web-based production of the MPS will allow information to be updated in a timely way rather than as part of an annual refresh. This will support care providers to develop business plans based on clear commissioning intentions.

11. COMMUNICATIONS IMPLICATIONS

- 11.1 The local authority's communication team have been involved in the development of the MPS. This development will continue once the page goes live and will include more creative approaches to information sharing such as videos and graphics.
- 11.2 Once approved by cabinet the MPS will undergo a launch targeted at care providers across the borough.

12. CONSULTATIONS

- 12.1 The draft MPS has been shared with local home care providers, commissioning leads from across the region (as best practice) and officers from the LGA and their feedback has been taken into account in the development of the MPS.

13. EQUALITY IMPACT

- 13.1 Equality Impact Assessment Pre-screening completed determining full EIA not required

14. GLOSSARY

MPS Market Position Statement
LGA Local Government Association

15. LIST OF APPENDICES

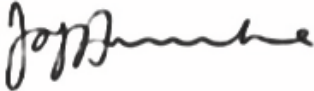
Appendix 1: 2018 – 2021 Adult Social Care Market Position Statement

<https://www.barnsley.gov.uk/media/16190/asc-market-position-statement.pdf>

16. BACKGROUND PAPERS

N/A

Report author: Sharon Graham

Financial Implications/Consultation

Joshua Amahwe (13/10/2021)
.....
(To be signed by senior Financial Services officer)

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 ADULTS & COMMUNITIES TO CABINET ON 17 NOVEMBER 2021

PUBLIC or PRIVATE: PUBLIC

PRIVATE SECTOR HOUSING PLAN 2030

1. PURPOSE OF REPORT

- 1.1 This report introduces the draft Private Sector Housing Plan 2030, outlining an ambition, key commitments, and a delivery plan for raising private sector housing standards in Barnsley.

2. RECOMMENDATIONS

- 2.1 **It is recommended that Cabinet support the ambition for our residents living in the private sector that “Homes in Barnsley are safe, warm and sustainable and people feel invested in and connected to their home and local community.”**
- 2.2 **It is recommended that Cabinet endorse the overall Private Sector Housing Plan encompassing 4 primary commitments and the implementation of the delivery plan.**

3. INTRODUCTION

- 3.1 Our shared vision is for Barnsley to be the place of possibilities for everyone. We all have an important role in working together to achieve our vision of Barnsley's future and our long-term ambitions. By 2030, we want everyone to benefit from, and contribute to, making our borough a thriving place of possibilities. The Private Sector Housing Plan, attached to this report as **Appendix 1**, will help us to achieve a Healthy, Learning, Growing and Sustainable Barnsley. Specifically, the plan contributes towards the following Council Plan priorities and Barnsley 2030 ambitions:

Healthy Barnsley

- People are safe and feel safe.
- People live independently with good physical and mental health for as long as possible.
- We have reduced inequalities in health and income across the borough.
- Everyone is able to enjoy a life in good physical and mental health.

- Fewer people live in poverty and everyone has the resources they need to look after themselves and their families.
- People can access the right support, at the right time and place and are able to tackle problems early.
- Our diverse communities are welcoming, supportive and resilient

Learning Barnsley

- People have access to early help and support.

Growing Barnsley

- People are supported to have safe, warm, sustainable homes.
- People have a wider choice of quality, affordable and sustainable housing, to suit their needs and lifestyle

Sustainable Barnsley

- People live in great places, are recycling more and wasting less, feel connected and valued in their community.
- People live in sustainable communities with reduced carbon emissions and increased access to affordable and sustainable energy sources.
- People are proud of and look after their local environment.

3.2 The Private Sector Housing Plan sits directly beneath the Council's overarching Housing Strategy. It complements and supports other local strategic plans and strategies including the Council Plan, Safer Barnsley Partnership Plan and the Health and Wellbeing Strategy. The plan sets out the Council's commitment to ensuring that our residents can live in good quality, well maintained homes that provide safe, warm and healthy environments where people can live well and thrive. Its purpose is to galvanise all key stakeholders to contribute and be accountable for delivering our key priorities, which support the broader strategic ambitions for Barnsley. The plan focuses mainly on private rented housing but also considers owner-occupiers and some Registered Providers where the Council has a duty to regulate housing, environmental or behavioural standards.

3.3 The plan establishes an ambition for the sector that '**homes are safe, warm and sustainable, and people feel invested in and connected to their home and local community**'. It acknowledges that dealing with housing conditions in isolation will not support us to achieve our vision and that a more holistic approach is required. This includes dealing effectively with anti-social behaviour and environmental crime and blight, with an overall emphasis on working together to identify and protect our most vulnerable people.

3.4 The delivery plan, attached to this report at **Appendix 2** details the actions we will take to fulfil our commitments, describing how we will work with and support tenants, residents, Landlords and Letting Agents to raise standards, reduce inequalities and promote cohesive and tolerant communities. The delivery plan will be refreshed annually, and progress reported into the Housing & Energy Board.

4. PROPOSAL AND JUSTIFICATION

4.1 The proposal is that Cabinet considers and endorses a Private Sector Housing Plan for Barnsley to run between 2021 and 2024.

4.2 The justification for endorsing the plan is that Barnsley would benefit from:

- A coordinated plan to ensure good standards of housing in all sectors and for all residents
- A collaborative approach to ensure that those who are vulnerable, in need or disadvantaged can access appropriate and timely support
- Those providing housing to others being engaged to ensure good standards are achieved and maintained
- Housing standards being considered within the broader context of the streets and neighbourhoods in which housing is located and that all areas in Barnsley are places where people want to live

5. CONSIDERATION OF ALTERNATIVE APPROACHES

5.1 Consideration has been given to continuing with the current fragmented approaches, with teams and services operating in silos to address the challenges presented by the sector according to their own area of responsibility. This will not bring about the collaborative driving up of standards we are seeking to achieve for our town.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

6.1 It is expected that the implementation of the plan will impact positively on all neighbourhoods and communities, reduce health inequalities, and improve housing, behaviour and environmental standards for all our current and future residents.

7. FINANCIAL IMPLICATIONS

7.1 Consultations have taken place with representatives of the Service Director Finance (S151 Officer).

7.2 While there are no direct financial implications associated with the plan, in order to deliver against the commitments and actions, a reorganisation of staff is required within Safer Communities. This will allow the team to bridge the identified gaps around tackling low level anti-social behaviour and safeguarding our most vulnerable residents. It is expected that the refocus will

be achieved within the existing staffing budget.

8. EMPLOYEE IMPLICATIONS

- 8.1 As at paragraph 7, some realignment of staff resources will be required which may include changes to existing job profiles.

9. LEGAL IMPLICATIONS

- 9.1 There are no legal implications arising from this report, save for the continuing exercising of the Council's powers and the discharging of statutory duties.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 The plan will be available to customers in various formats including in print and via the Council website, with biteable sections embedded throughout the Private Sector Housing webpages. It considers how improvements can be made to accessing services to raise standards in the sector.

11. COMMUNICATIONS IMPLICATIONS

- 11.1 The Private Sector Housing Plan has been designed in line with the Council Plan 2021-2024 and Barnsley 2030. This plan will be supported by a web page that focuses on public understanding of the plan using multimedia to shape the knowledge of our work and the benefits for them as residents. Using a web page in this way, we can make sure it is interactive by adding updates and new information as we move through the plan, keeping the public in touch with the narrative. A webpage has been created which can be viewed using the following link <http://www.barnsley.gov.uk/private-housing-strategy>

12. CONSULTATIONS

- 12.1 Consultation on the draft plan has taken place with all relevant internal teams and services including Warm Homes, Public Health, Housing Sustainability and Climate Change, Stronger, Safer and Healthier Communities, Adult Social Care, Neighbourhood Services, Waste Management, Communications, Planning, Equalities and Inclusion, Mental Health and Childrens Services.
- 12.2 Wider consultation includes Berneslai Homes Property Management Service, S70 Residents Group and Barnsley Residential Landlords Association (BRLA) and all members of the Housing & Energy Board.
- 12.3 A total of 40 separate responses were received resulting in some minor amendments being made to the initial draft version. The feedback received was presented to the Housing and Energy Board and amendments agreed.

13. EQUALITY IMPACT

- 13.1 Equality Impact Assessment Pre-screening completed determining a full EIA was not required for the plan as a whole. Consultation with the Equalities and

Inclusion Team determined some individual actions within the plan require full EIAs, some require light-touch EIAs, and some do not require EIAs. Those required are to be completed by the leads for the relevant actions once these have been established.

14. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

- 14.1 The plan supports and builds on the strategic ambitions of the Barnsley 2030 vision – ‘Barnsley, the place of possibilities’ and the 4 commitments are clearly aligned to the corporate priorities of a healthy, learning, growing and sustainable Barnsley in the context of private sector housing as follows:

Healthy Barnsley - Ensuring that housing standards and living conditions in Barnsley are of good quality and contribute towards better health outcomes for all.

Learning Barnsley – To do all we can to make sure those residents who are hardest to reach or vulnerable know how to access support, understand how they can contribute and know their rights and responsibilities.

Growing Barnsley – To value the contribution of the private rented sector in meeting our housing needs, supporting good Landlords and dealing robustly with those who act unlawfully.

Sustainable Barnsley - Ensuring all areas, neighbourhoods and streets in Barnsley, irrespective of housing tenure or type are places where people want to live and are proud to live.

15. TACKLING THE IMPACT OF POVERTY

- 15.1 There is an emphasis on the causes and impacts of poverty including fuel poverty within the plan, and actions created to proactively identify and support those in greatest need within our communities.

16. TACKLING HEALTH INEQUALITIES

- 16.1 The focus on healthy homes and reducing health inequalities is weaved throughout the plan.


17. REDUCTION OF CRIME AND DISORDER

- 17.1 The plan highlights how crime and disorder can impact negatively on a person's health and wellbeing and the way they feel about their home and the area where they live. It recognises that dealing with housing standards in isolation will not achieve our vision of people living in safe, warm and sustainable homes. It considers that to do this also requires holistic partnership approaches to stop, reduce or minimise the impacts of crime and housing-related anti-social behaviour.

18. LIST OF APPENDICES

- Appendix 1: Draft Private Sector Housing Plan
- Appendix 2: Private Sector Housing Delivery Plan

Report author: Jane Brannan

Financial Implications/Consultation

06.09.2021
.....
*(To be signed by senior Financial Services officer
where no financial implications)*

Private Sector Housing Plan

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Homes in Barnsley are safe, warm and sustainable, and people feel invested in and connected to their home and local community.

1. Introduction

Barnsley Council is committed to ensuring that our residents can live in good quality homes that provide safe, warm, and healthy environments and meet acceptable energy efficiency and safety standards.

We recognise that suitable housing is essential for people to live well and thrive. We aim to make sure that homes in the private sector are safe, well managed and well maintained, and that tenants can enjoy their homes free from poor behaviour of others that can negatively impact on their health and wellbeing. Our plan outlines the Council's approach to regulating and enhancing private sector housing for all our current and future residents to ensure we are doing everything we can to raise and maintain housing standards in Barnsley, irrespective of tenure, location or occupancy. Its purpose is to galvanise all key stakeholders to contribute and be accountable for delivering our key priorities, which will support the broader strategic ambitions for Barnsley. It focuses mainly on private rented housing but also considers owner-occupiers and some Registered Providers where the Council has a duty to regulate housing, environmental or behavioural standards.

Many of the inequalities already existing in the sector have been exacerbated by the COVID-19 pandemic. Throughout this plan we consider the challenges we face as we begin to recover and set out our ambitions for mitigating the lasting impacts of the pandemic on our tenants, residents and Landlords.



2. Our Ambition

Our ambition for Barnsley residents living in the private sector is that homes are safe, warm and sustainable, and people feel invested in and connected to their home and local community.

We will achieve this by working proactively and collaboratively to regulate standards and discharge our statutory duties, supporting Landlords, tenants and Letting Agents and encouraging fairness and equality across the sector. We acknowledge that dealing with housing conditions in isolation will not support us to achieve our ambition, and therefore, a more holistic approach is required. This includes how we tackle poverty (including fuel poverty), housing-related anti-social behaviour, vulnerability and neglect, social exclusion and isolation, neighbour nuisance and environmental crime and blight.

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This plan supports and builds on the strategic ambitions of the Barnsley 2030 vision – Barnsley, the place of possibilities. It contributes towards the corporate priorities of a healthy, learning, growing and sustainable Barnsley. We are committed to continuously reviewing and improving the private sector housing services we deliver by working with partners, other public bodies, residents, Landlords and Registered Providers. Making sure that homes meet or exceed required health, safety and energy efficiency standards means that residents can live well and thrive in safe, clean environments within pleasant, welcoming neighbourhoods.

Several teams across the Council have responsibility for delivering services that contribute towards keeping our residents safe, warm and healthy in their homes. We will work together with all our colleagues and wider partners from statutory services and the community and voluntary sector to achieve our ambition.

3. National and local considerations

Nationally, the private rented sector is the fastest-growing housing tenure type, having more than doubled in size over the last decade.

With the gradual decline of social rented stock, this growth means that private renting is increasingly becoming the primary option for addressing housing need across the country. One of the critical aspects of our work within the private sector is to ensure that homes are safe places to live. Alongside the sector's rapid growth, it is important to understand the ever-changing dynamics in our residential areas and acknowledge the different Landlord types. This allows the Council to respond flexibly to changing demands and pressures.

When problems causing a health and safety implication are identified in rented properties, the Landlord will be required to put things right or otherwise face enforcement action. This action would follow guidance from the Housing Health and Safety Rating System (HHSRS). In 2020, the Council commissioned a private sector stock condition survey of all residential property in Barnsley, which was carried out by Building Research Establishment (BRE). This data shows us there are an estimated 114,171 dwellings in Barnsley, 68,972 (60%) of which are owner-occupied, 21,483 (19%) private rented and 23,716 (21%) social rented. In line with the national picture, the number of private rented dwellings in Barnsley has more than doubled since the last stock survey was carried out in 2010, while owner-occupied properties have reduced by 9%.





An estimated 17% of all private sector housing across the Borough contains at least one serious health and safety hazard. This rises to 19% when considering private rented housing alone. As the Local Housing Authority, Barnsley Council has a statutory duty to regulate housing conditions in the sector and do all it can to ensure health and safety standards are maintained. Cold homes are a significant contributory factor to excess winter deaths, and this continues to be a priority for the Council and concern for our key partners. The BRE report highlighted the estimated impact on the NHS and Barnsley residents living in poor quality housing by analysing the effects of Category 1 hazards identified.

Figures from the report estimate there are 1,527 Houses in Multiple Occupation (HMO), with an estimate of 171 requiring mandatory licensing. Any rented property with three or more people living across two or more households and sharing common facilities is classed as an HMO. If the property has five or more people living across two or more households and sharing common facilities, it is classed as a large HMO and must be mandatorily licensed. There has been a rise in the number of HMO in Barnsley in recent years, and this rise has generated significant local concern in some areas.

The national statistics also show a rise in empty homes. Barnsley Council works with owners, businesses and others to explore all options for bringing these properties back into residential occupation. Where we cannot work with owners to reinstate their property, we will take the appropriate enforcement action to ensure the property meets all required standards. The risks of leaving premises empty for any extended length of time include vandalism, squatters, deterioration in condition and value and complaints from neighbours. Empty homes also contribute towards a neighbourhood's appearance and can be an indicator and cause of wider decline. Additionally, as there are housing shortages both nationally and locally, existing stock must be utilised where possible.

4. Our Commitments

Here we set out how we intend to achieve our ambition for private sector housing with our **four key commitments**.



Commitment 1

Ensuring that housing standards and living conditions in Barnsley are of good quality and contribute towards better health outcomes for all.

Healthy homes promote good physical and mental health and increase the prospects of people living well for longer. Good health depends on having homes that are safe, warm and free from physical hazards. It is also important that the accommodation is stable and suitable for the needs of the occupier. In contrast, poor quality and inadequate housing can contribute to health problems such as chronic diseases and injuries, increase health inequalities, and have harmful effects on childhood development. Evidence supports that cold homes contribute towards excess winter deaths and illness. Mental health conditions such as depression and anxiety are exacerbated by poor quality housing, overcrowding and affordability. Making modifications to improve a home can lead to enhanced health and wellbeing that benefits the individual and brings more comprehensive social and economic benefits. As well as physical housing conditions, environmental blight and anti-social behaviour can all influence the way people feel about where they live.

Healthy
Barnsley



To achieve our Healthy Barnsley commitment, we will:

- Raise awareness of hidden harm and vulnerability in owner-occupied and private rented housing by developing strong and supportive community networks to recognise the risk factors relating to poverty, loneliness, isolation or those affected by self-neglect or hoarding.
- Link housing improvement priorities to public health and wider social care agendas across the system to address inequalities leading to poorer health outcomes.
- Work proactively and collaboratively to identify and safeguard our most vulnerable residents, using the right interventions at the right time.
- Deliver a long-term support and monitoring service for residents affected by self-neglect and/or hoarding to increase the chances of sustaining positive changes.
- Provide various ways to make accessing support services easy for professionals and members of the public to report concerns about a person's home environment, aiming for a single point of access.
- Proactively target resources towards areas with the lowest healthy life expectancy, highest levels of deprivation and least energy-efficient homes.
- Use our duties and powers as the Local Housing Authority to regulate housing conditions, anti-social behaviour and environmental blight, so people are safe and feel safe in their homes.

Commitment 2

To do all we can to make sure those residents who are hardest to reach or vulnerable know how to access support, understand how they can contribute and know their rights and responsibilities.

Page 26 The most vulnerable residents are those least likely to reach out for support and assistance when things go wrong. This is especially so for owner-occupiers who may not consider the Council can support them where they are coping with significant disrepair or squalid living conditions that they are unable to rectify themselves. Poor quality or unsuitable accommodation can also prevent people living independently in their home for longer and force unnecessary displacement, away from familiar surroundings. Many deteriorating situations in private rented housing stem from tenants and Landlords not understanding their rights and responsibilities or not having the ability or capacity to exercise those rights. We believe that suitable, safe and sustainable accommodation for everyone is a right, not a reward, and is the foundation against which people can achieve positive life outcomes. Ensuring those with the most challenging and complex needs can sustain stable housing is seen as key to achieving more cohesive neighbourhoods in our town.

Learning
Barnsley



To achieve our Learning Barnsley commitment, we will:

- Operate an Accredited Landlord Scheme, offering training, advice and guidance and incentivising fair and decent Landlords to manage well-maintained homes for their tenants.
- Make opportunities to engage with appropriate groups and forums to ensure tenants and Landlords know and understand their respective rights and responsibilities, promoting fairness and mutual respect.
- Make every contact count where access is granted to a home. We will do this by ensuring we are considering the health, wellbeing and needs of each member of the household as well as assessing the physical housing standards and the environmental conditions in the locality.
- Work proactively to address the prevention and reversal of neighbourhood decline, targeting the areas with the highest levels of environmental crime and blight and tailoring our approaches to best meet the needs of the area.
- Support our residents to access suitable, timely help (including relevant aids and adaptations), tailored to meet their needs and enabling them to live independently in their homes for longer.
- Adhere to Age Friendly principles and make sure our services are accessible, so people get the right help at the right time in their lives.
- Develop educational material in different languages and easy-read formats to support residents with responsible household waste management and increase the take-up of recycling.

Commitment 3

To value the contribution of the private rented sector in meeting our housing needs, supporting good Landlords and dealing robustly with those who act unlawfully.

We recognise that the private rented sector is a growing and necessary tenure to meet the Borough's housing needs. To this extent, it is essential that we work closely with and support Landlords in providing the best possible range of accommodation for their tenants. The majority of Landlords act with fairness and decency towards their tenants and those in the neighbourhoods of the homes they own. They maintain high standards of accommodation and manage their properties well, complying with the requirements of the law. We also rely on some Landlords to accept more challenging tenants, offering safe, suitable accommodation to those who may otherwise be homeless. However, a small number of Landlords completely disregard their duties and responsibilities towards their tenants and carry out unlawful actions. Their interest in Barnsley properties is often limited to generating a rental income with little or no investment in the property, tenants or wider residents and communities. The private sector is also becoming increasingly responsible for providing supported accommodation, often to those with the most challenging and complex needs. The Council has a role to play in ensuring such accommodation is well managed and does not negatively impact other tenants and residents living in the area. Barnsley Council has a crucial role in driving up housing standards in the private sector, and as such, we will focus our resources on those areas with the most insufficient housing stock and the least adequate property management.

Growing Barnsley



To achieve our Growing Barnsley commitment, we will:

- Proactively investigate unlicensed HMO to ensure compliance with all health and safety standards and ensure all HMO are strictly regulated and licensed where appropriate, helping to promote cohesive and tolerant communities.
- Develop a charter of standards for registered landlords operating supported housing in the private sector and incentivising those providing a good quality offer to tenants and the wider community.
- Tackle the complex and challenging issues arising from 'exempt accommodation', defined as shared accommodation for vulnerable people that isn't commissioned under Council Homelessness or Social Care funding.
- Ensure the relevant services consider the specific dynamics of each neighbourhood and create bespoke delivery plans and approaches to prevent and reverse decline according to neighbourhood need.
- Take consistently robust enforcement action against 'Rogue Landlord' activity. This includes where a Landlord (or a person acting on their behalf) operates in an unlawful way to evict tenants, allows or encourages overcrowding or demonstrates a disregard for their tenants' safety by failing to carry out necessary repairs.
- Make sure that services work together to consider the most suitable housing solutions for children, young people and families in crisis.
- Periodically consider and review the requirement for additional and selective licensing.

Commitment 4

Ensuring all areas, neighbourhoods and streets in Barnsley, irrespective of housing tenure or type, are places where people want to live and are proud to live.

A good mix of housing types and tenures is vital for creating sustainable communities and meeting the Borough's housing needs. It is important that all our residential areas feel welcoming and safe and are locations where people are more likely to be invested in their homes and neighbourhoods. A significant factor in neighbourhood decline is locations that attract more transient occupation and where rooms or properties are let out on a short-term basis. Whilst this type of accommodation meets the housing needs of some in our community, a proliferation of more transient short-term living makes it less likely that people will form connections to their local area and feel any ownership or investment in it. A high turnover of tenancies can also lead to a decline in standards, outward migration of more established residents and a spiral of decline. This can also impact the desirability of properties and locations and tension between more settled and more transient residents. HMO and other shared accommodation may be the most suitable choice for some people where their housing needs may be short term or where affordability may be an issue. Barnsley Council believes that whilst there is a place for this type of accommodation, the quantity and quality should be regulated effectively to ensure our streets and neighbourhoods don't fall into irreversible decline. Empty homes can similarly lead to deterioration and attract blight, criminality, and community tension. Keeping the numbers and clusters of empty homes to a minimum is essential if we are to sustain healthy and thriving streets and estates. It is also the case that those living in deprived areas in the least energy-efficient homes are likely to be those living in fuel poverty. This can contribute to poor health outcomes for residents, the deterioration of general standards, and broader housing instability. Improving domestic energy efficiency will help Barnsley meet its zero carbon 2040/45 commitments, reduce carbon emissions, and protect residents from harmful effects of climate change, including extreme heat, cold, and flooding.

Sustainable Barnsley



To achieve our Sustainable Barnsley commitment, we will:

- Regulate energy efficiency standards in private rented housing to ensure tenants can enjoy warm, affordable homes and to reduce fuel poverty and cold-related morbidity and mortality.
- Promote reusable energy efficiency and warm homes schemes to support Landlords in meeting their obligations.
- Deliver a liaison service to mediate between tenants and Landlords at the earliest signs of a failing tenancy to reduce the risk of homelessness.
- Deliver a tenancy support service to assist tenants and equip them with the skills required to manage and sustain a tenancy successfully.
- Support the retrofitting of our existing properties to make sure they protect residents from the harmful effects of climate change and that carbon emissions are reduced.
- Deal efficiently and effectively with empty homes to bring them back into residential use.
- Implement an Article 4 Direction requiring planning permission to convert existing residential dwellings into HMO. This will strengthen our powers to regulate the numbers, sizes and types of HMO in our communities.

Thank you for reading.

To find out more email: safer@barnsley.gov.uk

Barnsley - the place of possibilities



BARNSELY
Metropolitan Borough Council

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Private Sector Housing 2030

Delivery Plan

Barnsley - the place of possibilities



What do we want to achieve?	Who is going to lead this activity?	How will this be achieved? (specific actions)	When will this be achieved?	What does success look like?
Raise awareness of hidden harm and vulnerability in owner-occupied and private rented housing by developing strong and supportive community networks to recognise the risk factors relating to poverty, loneliness, isolation or those affected by self-neglect or hoarding.	Al Heppenstall	Mapping - Linking in with partners across all 3 sectors to honestly appraise how we currently raise awareness, and to consider how and if the pandemic has impacted on relationships and information flow. To identify, understand, and plan how the partnership can better develop community networks; to recognise gaps in intelligence and safeguarding and to galvanise links both out to and in from Barnsley communities.	January 2022	<p>New robust community links will have been established into all communities that assist the Council to identify and engage with those requiring contact</p> <p>More people in communities will recognise the signs of potential vulnerability in others, and know how to raise their concerns</p> <p>A reduction in the number of people suffering in silence</p> <p>A greater understanding of the factors that lead to depression and anxiety</p>
		Third sector - To develop robust community links with charitable organisations and faith leaders; TARA's and Neighbourhood Watch schemes across all areas of Barnsley. To be enterprising, asking those community groups to operate as 'eyes and ears' to identify and co-support those in need.	June 2022	
		Align our online presence with seasonal campaigns linked to identifying those suffering from social isolation, fuel poverty and loneliness, all of which are	December 2021	

		heightened during colder, darker months.		
		A holistic approach to safeguarding - To ensure that mental health, independent resilience, and suicide prevention are not overlooked for concerns around the more practical aspects of daily living. To promote a campaign of awareness through partnership websites and social media that gets residents reflecting on the wellbeing of those living around them.	Spring 2022	
Link housing improvement priorities to public health and wider social care agendas across the system to address inequalities leading to poorer health outcomes.	Julie Tolhust	Ensure the Tackling Excess Winter Deaths & Cold Weather Plan 2021-2022 is implemented collaboratively with partners	Spring 2022	<p>Improve EWD rates in line with the national average (3%)</p> <p>Jointly agreed housing & health priorities for vulnerable groups</p> <p>Improved awareness of how we keep vulnerable residents Warm & Well in winter.</p>
		Develop Keep Warm & Well resources & training for commissioners, providers and vulnerable residents	Autumn 2021	
		Develop strategic alignment of housing & public health priorities focusing on supporting vulnerable groups (Better Lives, re-ablement, housing adaptations etc)	Ongoing	
		Co-design and promote regional housing & health webinars for professionals, (led by Office for Health Improvement & Disparities)	2021-22	

Work proactively and collaboratively to identify and safeguard our most vulnerable residents, using the right interventions at the right time.	Al Heppenstall	Explore new relationships with non-traditional partners within the commercial business world, in particular those that share interactions with residents such as delivery drivers, postal workers and supermarket shopping deliveries.	Spring 2022	The more the Authority knows about the communities it serves, the better it is placed to meet their needs. A measurable metric will be a 30% increase year on year, of referrals from the community and none-traditional partners directly into Service between 2022 and 2025 The number of people passed between services before receiving the right support will be reduced
		Develop a bespoke training package to assist those commercial enterprises in identifying and seamlessly referring potentially vulnerable locations; households and addresses as well as issues of safeguarding into the Service.	Summer 2022	
		Public awareness needs to not only be raised in the first place, but also maintained. Creatively promoting the service on a weekly basis via social media and bi-annual publications, demonstrating stories of success in order that referrals are encouraged.	November 2021	
		To be doggedly determined in connecting with hard-to-reach individuals. To make full use of the tools and powers available to the Council and its partners in tackling issues of access, disrepair, illegal eviction and victimisation.	Ongoing and continuous.	
Deliver a long-term support and monitoring service for residents	Jane Brannan	Evaluate the effectiveness of the current pilot scheme to provide long-term support to individuals affected	May 2022	The number of repeat self-neglect and hoarding cases will be reduced

affected by self-neglect and/or hoarding to increase the chances of sustaining positive changes.		by self-neglect and/or hoarding at the point the lead agency is considering withdrawing from the case		Works in default costs will be reduced
		Write and implement a set of procedures for dealing with this case type to encourage a consistent approach across all Council teams. This includes the development of a pathway for other agencies to refer residents for longer-term support	April 2022	Staff working across all housing sectors will have a consistent approach to supporting and monitoring those affected by self-neglect or hoarding
		Reorganise the current SNS structure to provide a dedicated Housing Safeguarding resource. This will provide greater capacity to Increase the number of cases jointly managed by Housing and Adult Social Care	April 2022	Cases will be jointly owned and managed by the relevant agencies
		Set up and run a monthly Hoarding Support Group and consider developing a befriending scheme	December 2021	Those affected will be less isolated and empowered to sustain positive changes
Provide various ways to make accessing support services easy for professionals and members of the public to report concerns about a person's home environment, aiming for a single point of access.	Jane Brannan	Develop a single point of access for all housing related requests for service to include 1 telephone number, 1 email address and an easily accessible online reporting form	June 2022	Lessons learned from previous Safeguarding Adult Reviews will be implemented to ensure the same mistakes are not repeated
		Re-assess housing related call centre scripts and online reporting forms for suitability and ensure enquiries are	December 2021	Those affected will provide support for each other, reducing the need for statutory services involvement

		directed to the most appropriate service first time		interventions are used at the right time
		Work with Communications and the Digital Team to refresh the Private Sector Housing webpages	March 2022	Information available on the Council website will be up to date and relevant, reducing demand on services
		Increase training and awareness raising for triage and assessment staff to be able to better grade and prioritise cases according to potential risk, threat and harm categories	Summer 2022	
Proactively target resources towards areas with the lowest healthy life expectancy, highest levels of deprivation and least energy-efficient homes.	Claire Miskell	Conduct Equality Impact Assessments in advance of retrofit programmes commencing	Ongoing	
		Work with Area Councils to target specific areas of deprivation	Ongoing	
		Work with Business Intelligence to analyse data for targeting including Stock Condition Survey, Health Impact Assessment and fuel poverty data	Ongoing	
Use our duties and powers as the Local Housing Authority to regulate housing conditions, anti-social behaviour and environmental blight, so people are safe and feel safe in their homes.	Al Heppenstall & Jo Lee	Reactive – To streamline first contact with stakeholders that are reporting poor housing conditions or anti-social behaviour from 3 days to 1; and surpass current service standards by ensuring that where required, a visit in person will take place within 3 working days rather than 5.	January 2022	Success can be recognised in the trust and confidence that communities place in the Council when speaking out against the minority of individuals that cause neighbour nuisance and environmental blight Public confidence in the Council and its partners will increase and more people

		To continue to use the full breadth of tools and powers available to tackle issues and behaviours that blight local neighbourhoods.	Ongoing	<p>will be safe, and feel safe in their homes and local communities</p> <p>Residents will receive a quicker, more streamlined service</p> <p>People will be more invested in their home and local community</p>
		Proactive – to embed the responsibility of all relevant Officers to act as community ‘eyes and ears’ when identifying areas requiring attention. To prioritise, advocate and support the most vulnerable members of our communities at all times.	Ongoing	
		Partnerships – to default to a partnership approach when tackling community-based issues, using all available legislative powers creatively and imaginatively; finding fresh ways to tackle old issues	Ongoing	
		Communications – to be innovative in mirroring the message given by the SBP and SYP, that the fear of crime is not representative of the number of crimes. To empower and encourage communities through regular good news stories and effective enforcement, to come forward and speak out against the minority that seek to cause a neighbourhood nuisance.	January 2022	

Commitment 2: To do all we can to make sure those residents who are hardest to reach or vulnerable know how to access support, understand how they can contribute and know their rights and responsibilities.

What do we want to achieve?	Who is going to lead this activity?	How will this be achieved? (specific actions)	When will this be achieved?	What does success look like?
Operate an Accredited Landlord Scheme, offering training, advice and guidance and incentivising fair and decent Landlords to manage well-maintained homes for their tenants.	Amy Forster	Launch the new Landlord Accreditation Scheme and work with other services to consider suitable incentives for Landlords to join	November 2021	Membership of the scheme will continue to grow and standards will be raised, ensuring more people live in good quality homes and are treated fairly The one stop portal will provide access to information Enhanced relationships between BRLA and Landlords
		Develop a robust Marketing Strategy to increase membership and set targets for growth	November 2021	
Make opportunities to engage with appropriate groups and forums to ensure tenants and Landlords know and understand their respective rights and responsibilities, promoting fairness and mutual respect.	Amy Forster	Host a joint Landlord event alongside the National Residential Landlords Association	November 2021	Landlords will have more trust in the Council and know they can engage with us People will have a better understanding of their rights and responsibilities around tenancies leading to greater sustainability
		Develop a bespoke training package on tenant and Landlord duties, rights and responsibilities to be delivered to relevant groups and forums including workplaces where many of the staff are living in private rented/shared housing	Summer 2022	
Make every contact count where access is granted to a home. We will do this by ensuring we are considering	Jane Brannan	Commission a replacement case management system capable of recording and reporting on multiple issues, and with the ability to link with other systems used by colleagues and partners	November 2022	Services become intelligence led and better able to direct resources to where they are most needed

the health, wellbeing and needs of each member of the household as well as assessing the physical housing standards and the environmental conditions in the locality.		Mandatory domestic abuse training for visiting staff to increase the chances of domestic abuse being recognised in victims who may otherwise have little contact with statutory authorities	April 2022	All staff are aware of other organisations and charities that offer support and are able to direct residents to the right support according to their needs
		Develop an accessible directory of support services to include referral criteria and offers	August 2022	
Work proactively to address the prevention and reversal of neighbourhood decline, targeting the areas with the highest levels of environmental crime and blight and tailoring our approaches to best meet the needs of the area.	Mark Giles	Appoint a Neighbourhood Wardens Service to provide a visible community presence and take consistent and robust enforcement action against environmental crime offenders where it is clear that there was intent to dispose of waste illegally	November 2021	Property values and rentals will be positively, rather than negatively impacted
		Ensure consistent education messages are provided to local communities about environmental issues. This will include the utilisation and optimisation of new and current media campaigns such as Dumpit & Scarper.	Ongoing	More stable communities with a slower turnover of tenancies and improving low demand areas
		Develop bespoke waste plans at a local level, considering waste amnesties, action days and sponsoring community champions	Ongoing	Services will be fully coordinated in their responses to neighbourhood decline allowing for creative and innovative solutions to be found
		Link into targeted regeneration programs for specific localities	Ongoing	Residents will have more ownership of, and investment in the areas around their homes
Streets and neighbourhoods will look pleasant and welcoming attracting future tenants and residents to the area				
Support our residents to access suitable, timely help (including relevant aids and adaptations), tailored to meet their needs and enabling them to live	Sarah Cartwright and TBD	As part of Housing Strategy review, work collaboratively to update delivery plan actions relating to strategic objective 5 supporting older and younger people to live longer and independently	March 2022	Monitoring and evaluation
				Fewer people will have to leave their homes to access accommodation suited to their needs

independently in their homes for longer.		Adhere to Age Friendly principles and make sure our services are accessible, so people get the right help at the right time in their lives	Spring 2022	The right services will be easily accessible to people regardless of their age or ability Older residents will have confidence in Barnsley as a place that can meet their changing housing needs
Work in partnership with other organisations to safeguard adults and support them to stop or prevent harm or abuse within their own homes	Jane Brannan	Multi-agency training for all relevant staff to recognise the risk signs of different types of abuse within the home environment	Summer 2022	Early identification of risk factors will give the opportunity for early help and safeguarding
		Develop strong partnerships with charities, organisations and volunteers to share good practice and encourage joint initiatives	Summer 2022	Partners will share safeguarding responsibilities, increasing consistency, reducing duplication and making best use of shared knowledge, experience and expertise to protect our residents from harm
		Introduce quality assurance audits into daily Housing business to assess the quality of responses to safeguarding referrals and to inform service improvement	April 2022	Service delivery will be improved as we better understand the impact of our interventions and responses
Develop educational material in different languages and easy-read formats to support residents with responsible household waste management and increase the take-up of recycling.	Al Heppenstall	Consider the suitability of producing information in pictorial form that can be molded into bin lids when replacements are requested. Pictorial representation is not bound by any language barrier.	A costing, redesign and business exercise to be completed by June 2022	Success would be an increase in responsible household waste recycling by 80% by Spring 2024, in line with the objectives of the Zero 40 and Zero 45 pledges of Barnsley Council
		Educate residents - development of a new ' Lets sort it out ' campaign / information leaflet / web-promotion similar to https://www.wakefield.gov.uk/Documents/bins-environment/bin-recycling-leaflet.pdf - to also	December 2021	A reduction in the number of contaminated bins

	include information on recycling centres and late night opening		Reduced environmental blight in gardens, backings and alleyways leading to a reduction in the presence of vermin More attractive streets and neighbourhoods where people choose to live and are proud to live
	Enforcement of the recycling message - Pop-up style stalls in localities where cross-contamination of household waste and fly-tipping is prevalent, with simultaneous leaflet drops highlighting the enforcement message.	From Spring 2022	
	Shift the emphasis of community action days from traditional litter-picking to the targeted enforcement of those that do not responsibly recycle their household waste.	January 2022.	

Growing Barnsley

Commitment 3: To value the contribution of the private rented sector in meeting our housing needs, supporting good Landlords and dealing robustly with those who act unlawfully.

What do we want to achieve?	Who is going to lead this activity?	How will this be achieved? (specific actions)	When will this be achieved?	What does success look like?
Proactively investigate unlicensed HMO to ensure compliance with all health and safety standards and ensure all HMO are strictly regulated and licensed where appropriate, helping to promote cohesive and tolerant communities.	Jo Lee	Develop a fully interactive mapping system to identify the numbers, sizes and proliferations of known and suspected HMO	January 2022	The number of unlicensed HMO will be reduced Income generated from HMO licensing will increase
		Proactive work by Officers while out on district to observe and report potential HMO. This would include keeping a log of 'room to let' signs	Ongoing – log to be developed by Summer 2022	The number of residents living in substandard accommodation will be reduced
		Public register of licensed HMOs to be kept up to date and list of	Ongoing	The Council will have a greater understanding of the numbers of HMO

		<p>unlicensed/known and suspected HMOs kept so that properties can be monitored and regularly inspected for safety standards and license renewal where applicable</p>		<p>Resources will be appropriately targeted to be proactive in seeking out unlicensed HMO, rather than reacting to complaints</p> <p>All licensable HMOs within the borough will have a current license</p>
		<p>To use proactively sourced intelligence to target our resources. This will include regular researching and recording rooms offered to let on social media and Letting Agent websites</p>	April 2022	<p>The interactive map will be up to date and fit for purpose. It will contain full details of each HMO including occupancy, date of last inspection, license conditions and renewal dates</p>
<p>Develop a charter of standards for registered landlords operating supported housing in the private sector and incentivising those providing a good quality offer to tenants and the wider community.</p>	James Harding	<p>Research and compare best practice charters developed by other Local Authorities</p>	December 2021	<p>The Council will have confidence in the providers bearing the quality mark that they provide good quality accommodation, suitable support and are considerate of surrounding residents and the environment</p> <p>Providers will engage with the Council to reduce homelessness and improve outcomes for their tenants</p> <p>Referrals into settings will be streamlined, reducing the likelihood of failed tenancies</p>
		<p>Develop a pathway to streamline referrals into supported accommodation to ensure referrals are only made to providers carrying the quality mark.</p>	Summer 2022	
		<p>Develop a Barnsley charter of standards and approach providers to encourage them to sign up</p>	December 2022	
<p>Tackle the complex and challenging issues arising from 'exempt accommodation', defined as shared</p>	Jane Brannan	<p>Develop a dynamic mapping system using Earthlight technology to map locations and types of supported accommodation</p>	December 2022	<p>Community complaints of criminal activity and anti-social behaviour will be reduced</p>

accommodation for vulnerable people that isn't commissioned under Council homelessness or Social Care funding.		Use regulatory enforcement powers under Planning, ASB and Housing legislation where appropriate	Ongoing	Staff will confidently discharge the Council's statutory duties to regulate housing, behaviour and environmental standards associated with these premises Providers offering a good quality offer will receive assistance from the Council including tenant nominations Problems arising will be jointly owned and providers will be more invested in the communities around their settings
		Work with colleagues in Housing Benefits to develop a policy to underpin work in this area	April 2023	
		Proactively engage with known 'problematic' providers to build strong professional relationships and work together to stop, reduce or minimise the impact of ASB arising from these settings on the local community	Ongoing	
Ensure the relevant services consider the specific dynamics of each neighbourhood and create bespoke delivery plans and approaches to prevent and reverse decline according to neighbourhood need.	Mark Giles	Work with local Elected Members to understand their key priorities and allow for fruitful engagement, utilising their knowledge and contacts to create bespoke multi-service responses to community concerns	Ongoing	The Council will have a greater understanding of the differing demographics, concerns and issues that affect our residents at a neighbourhood level Joint ownership of problems will lead to more innovative responses
		Close working with Neighbourhood Policing teams to ensure communities receive appropriate support based on reported concerns within a community safety setting	Ongoing	
		Write and embed an anti-social behaviour policy	December 2021	
		Ensure local offers and services understand the demographic they work in to allow for tailored	Ongoing	

		approaches to support local communities		
Take consistently robust enforcement action against 'Rogue Landlord' activity. This includes where a Landlord (or a person acting on their behalf) operates in an unlawful way to evict tenants, allows or encourages overcrowding or demonstrates a disregard for their tenants' safety by failing to carry out necessary repairs.	Jane Brannan	Write and embed a Private Sector Housing Enforcement Policy	Spring 2022	The Council will be seen to be taking a consistently firm stance against illegal Landlord activity. This will act as a deterrent to some Landlords Our policy will clearly set out an escalated approach to enforcing and regulating standards in the sector for the benefit of all our current and future residents Tenants will have confidence in the Council that we will deal promptly and effectively with the concerns they raise Housing standards will be raised, and fewer people will live with unaddressed disrepair or in otherwise unsuitable conditions Civil Penalties will be applied fairly and consistently according to the circumstances of the case
		Develop a joint process (with Trading Standards) to deal with offences under the Tenants Fees Act	September 2022	
		Enter all relevant offenders onto the Rogue Landlords Database and publicise all successful prosecutions	Ongoing	
		Use Civil Penalties where appropriate to discharge liability to prosecution	Ongoing	
		Develop a robust financial penalty calculator to ensure charges are applied consistently	December 2021	
Make sure that services work together to consider the most suitable housing solutions for children, young people and families in crisis.	Al Heppenstall & Liz Stenton	Holistic - Children and young people as well as those in crisis face overwhelming mental challenges when seeking fresh housing solutions. We will seek to help those individuals meet those needs so that a sustainable tenancy can be	Ongoing	An excellent Private Sector Housing Service will modify its approach to those living with complexities in order that individuals and families feel empowered and safe

		achieved, always being mindful of hidden safeguarding issues.		Services will work together to find the most suitable housing solutions to minimise the impact on children and young people faced with insecure or unsuitable housing
		Assessment – the service will consistently support and encourage those seeking housing, by advocating and communicating with Landlords on their behalf. It is the goal of the service to create a ‘good fit’ with local neighbourhoods so that risks of a failed tenancy are minimised.	Ongoing	
		Bespoke - as a social housing provider, the service understands well the needs of those living with social complexities. It will continue to take a tailored and bespoke approach to supporting and where necessary, appropriately challenge, those living complex lives.	Ongoing	
		Timely – the Service will continue to act expediently and ethically both to protect tenants and keep them safe from harm and hazards, as well as encourage acceptable behaviour.	Ongoing	
Periodically consider and review the requirement for additional and selective licensing.	Al Heppenstall	Understand how a Selective licensing scheme supports the priorities of the SBP in terms of tackling crime, ASB, substance abuse and re-offending. Through interrogation of partnership records and systems, (IMD, stock condition survey (Dec 20) Census '21 and proactive consultation) have a robust understanding of the quality	September 2022	An excellent Private Housing Service will be measured on its desire to improve the standard of housing and living conditions for all communities. The full impact of similar schemes in other authorities indicates that success can only be measured after a scheme has been embedded for a period of time. However, bi-annual reporting on

	of private rented housing stock in Barnsley		such schemes has also demonstrated incremental improvements in housing condition, ASB and grime & blight and would provide a metric by which success could be measured.
	Intelligence driven – contrast areas of high partnership demand and where poor quality private rented housing stock is the dominant type, so that Super Output areas can be identified as potential pilot schemes.	December 2022	
	Hearts and minds – consult with Elected Members, Landlord forums, communities and senior managers to understand any barriers and to gauge support for a scheme. Taking an evidence-based approach to relay findings through briefing notes.	Winter 2022 - Winter 2023	
	Lessons learned – reflect and contrast with MST authorities so that empirical evidence can be presented of how a licensing scheme can drive neighbourhood improvements.	Winter 2023	

Commitment 4: Ensuring all areas, neighbourhoods, and streets in Barnsley, irrespective of housing tenure or type, are places where people want to live and are proud to live.

What do we want to achieve?	Who is going to lead this activity?	How will this be achieved? (specific actions)	When will this be achieved?	What does success look like?
Regulate energy efficiency standards in private rented housing to ensure tenants can enjoy warm, affordable homes and to reduce fuel poverty and cold-related morbidity and mortality.	Jane Brannan	Appoint a dedicated project team to raise energy efficiency standards in the sector and carry out compliance and enforcement work.	November 2021	<p>The Council will have a clear understanding of the extent of cold homes in the Borough</p> <p>The number of homes identified as being below the acceptable energy efficiency standards will be reduced by 10% by April 2024</p> <p>More people will live in warm homes and have access to competitive and affordable energy tariffs</p> <p>Qualified DEAs will be able to accurately assess the energy rating of a property and provide suitable advice to Landlords and tenants</p>
		Training for 5 members of staff to be fully qualified Domestic Energy Assessors (DEAs), qualified to City & Guilds level 3	December 2022	
		Collation and cross referencing of available data at local level (IMD deprivation, ONS data, benefits data, energy performance register and Census data (when new 2021 data is available)	February 2022	
		Use income generated from financial penalties to further raise energy efficiency standards including the removal of pre-payment meters to allow residents to secure more competitive energy tariffs	April 2022	
Promote energy efficiency and warm homes schemes to support	Affordable Warmth Service	Offer advice and guidance about available grants for energy efficiency improvements	Ongoing	More people will live in homes with a suitable, working heating system that

Landlords in meeting their obligations.		Media campaigns to raise awareness of available funding for tenants, Landlords and homeowners	Ongoing	they can afford to use to keep themselves and their families warm More people will know how to access financial support to increase the energy efficiency and warmth of their homes
Deliver a liaison service to mediate between tenants and Landlords at the earliest signs of a failing tenancy to reduce the risk of homelessness.	Judith Green	Develop a process for Landlords, tenants or Letting Agents to notify the Council at the earliest signs of a failing tenancy	Summer 2022	More tenants will be prevented from becoming homeless Individuals and families will have more stability
		Identify suitable staff for mediation training to include both direct and indirect mediation	February 2022	Identified staff will be qualified to provide a mediation service
		Consider a call before you serve process for Landlords to contact the Council at the point they are considering serving a notice of seeking possession	February 2022	Early notification will allow Housing Options time to consider the most suitable solutions
Deliver a tenancy support service to assist tenants and equip them with the skills required to manage and sustain a tenancy successfully.	Jane Brannan	Review the service level agreements with each Area Council to incorporate support for new tenants into the Housing Officer contracts	April 2022	Early intervention by the Council will increase the chances of tenancies being sustainable. Issues will be identified and responded to promptly and tenants will know where to get help if things go wrong.
		Improve working relationships with the main Letting Agents in the Borough to encourage contact for all new tenancies created	Ongoing	Less properties will have a build up of household waste
		Develop a support needs checklist to identify any support needs of	August 2022	

		tenants to ensure those needs are met where possible		
		Campaign to ensure new tenancies are not created without having access to a full set of (empty) waste and recycling bins	Summer 2022	
Support the retrofitting of our existing properties to make sure they protect residents from the harmful effects of climate change and that carbon emissions are reduced.	Claire Miskell	Access external funding to deliver retrofit programmes.	Ongoing	Reduction of carbon emissions from Housing
		Work with private sector Landlords to improve energy efficiency	Ongoing	Improved Energy Efficiency EPC ratings in homes
		Work with colleagues to increase capacity into the local supply chain, including wider City Region opportunities via investable propositions within the Barnsley Place based investment plan	Ongoing	Improved SAP rating in stock within the Borough
		Work with IT to develop system for capturing carbon reductions from retrofit	Ongoing	
Deal efficiently and effectively with empty homes to bring them back into residential use.	Amy Forster	Review and update the Empty Homes Strategy	January 2022	The number of long-term empties will be reduced
		Increase joint working with Safer Communities to allow a more holistic approach to dealing with empty homes	April 2022	More properties will be brought back into residential use Resident complaints will be reduced
		Use enforced sales to deal with long term problematic empty properties	April 2023	

Implement an Article 4 Direction requiring planning permission to convert existing residential dwellings into HMO. This will strengthen our powers to regulate the numbers, sizes and types of HMO in our communities.	Jo Lee	Monitor and evaluate the effectiveness of the Direction and its impact on resident satisfaction	July 2022	All licensable HMOs within the borough will have a current license All HMO requiring planning permission have received it
		Carry out comparison analysis regarding the numbers of non-licensed HMO identified 12 months from implementation	July 2022	
		Public register of licensed HMOs to be kept up to date and list of unlicensed/known and suspected HMOs kept so that properties can be monitored and regularly inspected for safety standards and license renewal (where applicable).	Ongoing – List of licensed, unlicensed/known and suspected HMOs has already been compiled	

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 CHILDREN'S SERVICES
TO CABINET ON 17 NOVEMBER 2021**

CHILDREN ACT (1989): OUTCOMES OF AN EARLY INDEPENDENT REVIEW OF LOCAL PRACTICE IN INITIATING SECTION 47 INVESTIGATIONS CONCERNING THE PROTECTION OF VULNERABLE CHILDREN

1.0 PURPOSE OF REPORT

- 1.1 To present for Cabinet's consideration the outcomes of an early independent review of local practice concerning the initiation of Section 47 (or S.47) investigations relating to the protection of vulnerable children from significant harm.

2.0 RECOMMENDATIONS

- 2.1 That Cabinet considers the outcomes of the Early Independent Review together with the action to be taken by the Local Authority in response, as outlined particularly in Paragraphs 4.10 to 4.13 of this report.**

3.0 INTRODUCTION

- 3.1 On the 6 June 2021 the Sunday Times published an article in which elements of child protection practice in Barnsley were put under the spotlight. The article was based on a combination of statistical evidence, the direct experience of one specific family and generic commentary from experts within the field of child protection who were interviewed as part of the compilation of this article.
- 3.2 The article purported that Barnsley conducted above the national average of S47 investigations into alleged physical abuse on babies during the 2019/20 period and when added to the experience of families, concluded the Local Authority were unnecessarily interventionist in their approach. In addition, the article implied medical misdiagnosis and insensitive communication between social work staff and the family.
- 3.3 In response, the Barnsley Local Safeguarding Children Partnership (LSCP) commissioned an early independent review to consider the credence of the implications made by the Sunday Times.
- 3.4 National and Local Context
- 3.5 The review was undertaken in recognition of the following:

Section 17 of the Children Act (1989) places a statutory responsibility upon local authorities to "*Safeguard and promote the welfare of children within their area who are in need*". Under this section of the Act a child is determined to be in need if:

- (a) They are unlikely to achieve or maintain, or to have the opportunity of achieving or maintaining, a reasonable standard of health or development without the provision of services by a local authority under this legislation
- (b) Their health or development is likely to be significantly impaired, or further impaired, without the provision of such services; or if they are disabled

3.6 Section 47 of the Act requires a local authority to investigate whether it is necessary for it to take action in respect of a child who "Is *the subject of an emergency protection order* or . . . is in police protection" or where "*they have reasonable cause to suspect that a child . . . is suffering, or is likely to suffer, significant harm*".

3.7 Ofsted Inspection of Local Authority Children's Services in the Borough (2012 to 2018)

3.8 In 2012 Barnsley received a challenging Ofsted inspection which concluded that services for safeguarding children and looked after children were 'Inadequate'. The understanding of partner agencies regarding social care thresholds for intervention was described in that report as generally sound. Referrals were said to be assessed and responded to in a timely manner, but thresholds were not found to have been consistently and appropriately applied. Most referrals requiring a child in need assessment were said to be promptly undertaken, although some were said to remain unallocated for several weeks.

3.9 By the next inspection, in 2014, Ofsted were still making recommendations for local partners to establish a greater shared understanding and application of thresholds and for a review of working arrangements within the Children's Social Work Duty and Assessment Teams to sharpen the focus and clarity of contact and referral work. Ofsted also recommended that both the police and children's social care should develop a shared understanding of the level of risk to children and their families where domestic abuse is a concern.

3.10 During the most recent inspection, in 2018, Ofsted judged local authority children's services in Barnsley to be 'Good' and that there had been "*Steady improvement at successive inspections since 2012*". In relation to the scope of this early independent review, Ofsted particularly highlighted the following:

- Almost all children who need help and protection receive a timely service that meets their needs. The integrated '*Front door*' is effective in managing risk and protecting children.

- Thorough assessments with a well-considered analysis of the risks affecting children lead, for the most part, to targeted plans and interventions which are improving outcomes and reducing risk
- The integrated '*Front door*' and multi-agency safeguarding hub (MASH) in Barnsley work well to protect children. The initial screening of referrals is strong.
- Thresholds are understood by partners, including those who are co-located and engaged effectively in the MASH. Robust arrangements are in place to safeguard children, including those at risk from the impact of domestic abuse.
- Parental consent is consistently sought and recorded, and when situations require consent to be dispensed with, the rationale for decisions is clear and appropriate

3.11 The Independent Review of Children's Social Care

3.12 Earlier this year, the DfE commissioned a national independent review aimed at taking a "*Fundamental look at the needs, experiences and outcomes of the children it supports*". This has included "*How the children's social care system responds to all children who are referred to the system*" including "*perceived inconsistencies in children's social care practice and outcomes across the country*".

3.13 The Chair of the Independent Review recently published an initial "*Case for Change*" report in which decision making and risk assessment relating to harm is considered too inconsistent and often not good enough in relation to child protection. Too much energy is spent on assessing and investigating families instead of providing support, which is described as costly and intrusive. There is a high level of anxiety when making decisions, both social workers and organisations continue to feel very vulnerable to public, regulatory and government scrutiny if things do go wrong. In essence, the "*Case for Change*" report describes an overly bureaucratic and risk sensitive system too focused on assessment/ investigation often to the detriment of supporting children and families.

3.14 The Sunday Times

3.15 In its article, the Sunday Times implied that Barnsley MBC is too interventionist, based upon our case and practice analysis. It should be noted that the distinction between S17 and S47 investigations under the Children Act (1989) is not always clear. Both are statutory interventions, and both should originate from multi-agency discussion and necessitate joint action from local, statutory partners.

3.16 Where both types of investigation differ is over issues of consent and the perceived focus of either protecting children from harm or providing support to those children in need of help. In both S17 and S47 investigations, the identification of risk and the development of appropriate ongoing support plans to reduce both risk and promote the health and development of children and

young people will be ongoing. In Barnsley both routes result in the completion of the same assessment (Child and Family Assessment).

4.0 PROPOSAL AND JUSTIFICATION

4.1 Through the preceding narrative, the matters considered through the early independent review, have been the subject of considerable development and improvement since Ofsted's inspection of 2012. It is evident that, by the inspection of 2018, significant progress in joint decision making at the Front Door to Children's Social Care had been achieved in Barnsley. However, the implications made in the Sunday Times article related to practice in the Borough during 2019/20 shortly after Ofsted awarded a 'Good' judgement and endorsed its practice.

4.2 However, in its response to the Independent Review's 'Case for Change' report the Association of Directors of Children's Services (ADCS) accurately commented that on the suggested tension between child protection and support these are parts of the same continuum and that "*Families' needs are not static, they fluctuate, and risk is dynamic*". The ADCS go on to say that:

"Government guidance, legislation and inspection all point to more state intervention not less. While the review takes the view that local authorities over assess and under intervene, this is not the view of the regulator. Assessment in and of itself is an intervention and a recalibration of the system to focus on the benefits of purposeful direct work with families and the change this can bring would be welcome".

4.3 Therefore, the early independent review took place within the context of this national debate concerning the current legislative framework within which the state engages with families, together with regulatory requirements.

4.4 Remit of the Early Independent Review

4.5 The review was led by Pete Dwyer CBE a former Director of Children's Services at both City of York Council and North Yorkshire County Council and the Department for Education's appointed commissioner for children's services at Wakefield MBC. The review was supported by Tracey Newcomb, a senior, experienced practitioner and leader who focused particularly on supporting the analysis of case files.

4.6 The early independent review was asked to form a view as to whether:

- Decision making on initiating S47 investigations during 2019/20 and potentially currently is proportionate and appropriate to the circumstances under consideration
- The quality of the information obtained as part of the investigative process, including medical advice and supports coherent decision making

- If joint investigation practice in Barnsley is driven by best practice in engaging families or overly defensive and serving procedural requirements or other issues
- Children subject to investigations are placed appropriately during the course of those investigations and that removal from parental care is always justified
- Practitioners present to families professionally with respect and sensitivity
- Key statutory partners initiating the review have a shared understanding of good practice in decision making and whether that view is reflected in current procedures supervision and guidance to staff

4.7 Review Methodology

4.8 As part of the early independent review, Mr Dwyer and his team conducted the following activity:

- Considered the quality of current practice in Children's Social Care, through evaluation of the number of identified cases in the relevant cohort (children aged 0-6 months during the period 2019/20) and examined decision making retrospectively through case file analysis and in a small number of cases conducted interviews with key operational staff. It did not involve any contact with the families involved.
- An analysis of key performance data relevant to the scope of the review including current performance data and to provide summary comparative analysis against other regional and national benchmarks
- A review of current written guidance and procedures
- Interviews with key decision makers including key partners notably the Local Authority, Police, primary and acute health bodies, together with the independent Chair of the Local Safeguarding Children Partnership.
- Direct observation of practice at the Front Door to children's social care/MASH in Barnsley where discussions with key managers and discussion of recent case decision making was completed

4.9 Outcomes Emerging Through The Early Independent Review

4.10 The overall conclusion of the review in response to the Sunday Times article is set out below:

4.11 There is evidence of a collective openness towards reflection and learning within children's social work practice. Ofsted has recognised the improvements made in Barnsley over the past decade and this has been reflected in the quality of practice and decision making in the cases considered. This progress is further confirmed by performance data with improved performance against key outcomes being generally delivered. The Local Authority has many skilled, knowledgeable, and committed practitioners and managers and local partnership arrangements are changing but appear strong.

- 4.12 There has been no evidence to conclude that Barnsley MBC is a local authority that is over interventionist, within the context of both current statutory requirements and regulatory expectations. There appears a genuine desire to work with families and an explicit culture which strives to build on the strengths and capacities of birth and extended families. Key comparative performance data also supports this overall conclusion.
- 4.13 In addition, the Local Authority is encouraged to inform local partners to maintain much of what is already in place but to:
- Continue to monitor closely through audit joint case decision making around S47 and initial child protection conferences to confidently challenge as to whether ever more families can be engaged on the basis of consent under S17.
 - Complete the review of the “Protocol for the management of actual or suspected bruising and/or injury in non-mobile infants” and in doing so, ensure that such children are not prematurely brought into specific S47 processes.
 - Jointly review decision making on the use of police protection powers and criminal prosecutions for neglect to assure that family engagement and least interventionist principles are well founded.
 - To reflect, on an ongoing basis, the importance of learning from challenges to medical/radiology assessments to ensure that risk of misdiagnosis is minimised, and that medical advice is always viewed in the context of wider holistic assessments.
 - Seek to ensure workforce development increases awareness both of risk but also protective factors and reconfirms the culture and practice expectations contained in local, detailed guidance.
 - Whilst moving to a new case recording system in Barnsley to ensure that it facilitates an ease of use with single data entry, such as options which make processes and documentation both intuitive and user /family friendly and releases capacity for ever more time on support to families.
 - Become ever more sophisticated and confident in the use of data, making explicit longer-term projections for what the ideal range of numbers of children at different stages of the system should look like, thereby avoiding any oscillation and debate over local variances.

5.0 CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 No options were considered during the compilation of this report. It is imperative that following publication of the Sunday Times article concerning its initiation of S.47 investigations, dated 6th June 2021, that the Local Authority sought independent assurance of the quality and timeliness of decision-

making during 2019/20 onwards and which ensures it is compliant with legislation and regulatory expectations.

- 5.2 The outcomes of the early independent review provide verification that this has been the case within the context described in Section 3.0 of this report.

6.0 IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Please see Paragraphs 5.1 and 5.2 of this report.

7.0 FINANCIAL IMPLICATIONS

- 7.1 There are no financial implications directly emerging through this report.

8.0 EMPLOYEE IMPLICATIONS

- 8.1 The recommendations concerning the management of risks which have emerged through the early independent review will be incorporated within the Children's Services Continuous Improvement Plan which supports the Borough's Children and Young People's Plan, together with children's social care workforce development plans

9.0 LEGAL IMPLICATIONS

- 9.1 The early independent review considered how compliant the Local Authority and its statutory partners have been when discharging its statutory responsibilities for supporting children in need of help and those at risk of serious harm and in need of protection, under Section 47 of the Children Act (1989)
- 9.2 The review concluded that in recognition of the context described in Section 3.0 of this report, together with the scope of the review indicated particularly in Paragraphs 4.5 – 4.8, any concerns arising through the Sunday Times article are unfounded.

10.0 CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 There are no implications for customer access or digital transaction channels emerging through this report.

11.0 COMMUNICATIONS IMPLICATIONS

- 11.1 Given the public and professional concern which may have arisen through publication of the Sunday Times article and acknowledging that potential freedom of information requests concerning decision-making in relation to the initiation of S.47 investigations may be made, the Barnsley LSCP will communicate via its networks, how far its responsibilities under Section 47 of the Children Act (1989) contribute to promoting the welfare of children in the Borough.

12.0 CONSULTATIONS

- 12.1 Local statutory safeguarding partners, relevant agencies (under the Children and Social Work Act (2017)) and the Council's Senior Management Team have been consulted on the purpose and outcomes of the early independent review.

13.0 EQUALITY IMPACT

- 13.1 No reference was made to equality or inclusion within the Review. In terms of the quality of decision-making the Review noted the meaningful, respectful and sensitive way in which families were engaged and any specific needs met and that the quality of information and data was robust

14.0 THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

- 14.1 Our work in compliance with Section 47 of the Children Act (1989) and in providing relationship-based, practical support to children, young people and families supports two of the twelve outcomes of the *Be Even Better* Strategy, namely that people are safe and feel safe and that people have access to targeted early help and support.
- 14.2 Whilst the outcomes of the review do not impact on any of our current Critical Success Factors, the learning derived will be incorporated into our Children's Services Continuous Service Improvement Plan and Children's Social Care Workforce Development Plan as part of informing improvements in the quality of practice as we begin to prepare for the next Ofsted inspection.

15.0 TACKLING THE IMPACT OF POVERTY

- 15.1 Whilst not directly related to the outcomes of this review the quality of children's social work practice and provision is informed by a greater whole-Council based, partnership led approach in understanding the impact of poverty upon vulnerable and troubled families where children may be at greater risk of potential harm and avoiding any escalation in formal intervention as part of the life course.

16.0 TACKLING HEALTH INEQUALITIES

- 16.1 Please see Paragraphs 14.2 and 15.1 of this report.

17.0 REDUCTION OF CRIME AND DISORDER

- 17.1 There are no specific implications for tackling crime, disorder or anti-social behaviour in the Borough, emerging through this report.

18.0 RISK MANAGEMENT ISSUES

18.1 Any potential risks to the Council’s reputation following the publication of the Sunday Times article will be managed and mitigated through the Children’s Social Care and Safeguarding Service’s operational risk register.

19.0 HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

19.1 It is worth reiterating that during the early independent review, no cases emerged where children were harmed as a result of any decisions made by the Local Authority in relation to its statutory responsibilities under Section 47 of the Children Act (1989)

19.2 There are no further implications for the public, workforce or the resilience of the Borough to a major incident emerging through this report.

20.0 COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

20.1 This report is compatible with the Articles and Protocols of the Convention, particularly in relation to the rights of children.

21.0 CONSERVATION OF BIODIVERSITY

21.1 There are no implications for the local environment, tackling climate change or the conservation of biodiversity arising through considering this report.

22.0 GLOSSARY

22.1 None, applicable.

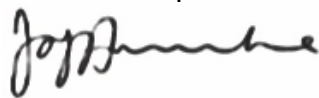
23.0 LIST OF APPENDICES

23.1 There are no appendices with this report.

24.0 BACKGROUND PAPERS

24.1 If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Mel John-Ross (Executive Director: Children’s Services)

Financial Implications/Consultation

Joshua Amahwe (27/10/2021)
.....
(To be signed by senior Financial Services officer where there are no financial implications)

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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 PLACE TO CABINET ON 17 NOVEMBER 2021

Public or private: Public

A635 QUALITY BUS CORRIDOR – BUS RAPID TRANSIT (BRT) - Barnsley MBC as lead Authority

1. PURPOSE OF REPORT

1.1 The purpose of this report is to provide Cabinet with:

- An update on the current Transforming Cities Fund scheme – the A635 Quality Bus Corridor (Bus Rapid Transit – BRT); Barnsley officers are currently working as “client” to the South Yorkshire Passenger Transport Executive (SYPTTE)

1.2 And to seek Cabinet approval for the following:

- For Barnsley MBC's strategic transport team to take responsibility for the development of the scheme from the SYPTTE and to continue with the detailed design and submission of the Full Business Case (FBC) – effectively reversing the roles; with the SYPTTE being a stakeholder.
- Given the high scheme costs, it is proposed that further approval is sought from SMT / Cabinet prior to going out to tender, to procure the works for construction; to give comfort that the scheme is within the budget envelope and there are no risks to the Council once the contract is let.
- Acceptance of grant funding of £0.950m (10% of the original scheme costs) from South Yorkshire Mayoral Combined Authority (SYMCA) to enable the Council to complete the FBC, this will include the undertaking detailed design work, the submission of all relevant planning applications and the preparation of the Full Business Case.
- Prepare and progress any necessary statutory procedures required to develop and deliver the proposed work packages in line with SYMCA guidance; this could involve work such as negotiation with landowners and land acquisition; securing planning consent and any necessary Traffic Regulation Orders

2. RECOMMENDATIONS

It is recommended that Cabinet:

- **Notes the progress on the delivery of the BRT scheme**

- **Authorises Council officers to take over the design work on the BRT scheme; with the agreement of the SYPTE (Option 1) as per Para 6.**
- **Approves acceptance of future grant funding post OBC for £0.950m to progress the scheme to Full Business Case (detailed design, planning consent, Stats diversions, TRO's**
- **To agree a “break clause” prior to going out to tender and seek approval from SMT, once costs are established to ensure no cost over-runs in order to mitigate associated risks to the Council.**
- **If costs are within the indicative budget allocation (see Para 7.11) then at this stage, agree the preparation of the tender documents to procure contractors to deliver the works. On receipt of final tender price, then submit the Full Business Case to the SYMCA**

3. REASON FOR RECOMMENDATION

- 3.1 To ensure that the BRT scheme remains in house for design and delivery and to ensure that funding is accepted to enable the work to continue in a timely manner.
- 3.2 At the time of the SOBC, there were insufficient in-house resources for the Council to pick up this work stream; therefore, the SYPTE appointed consultants to undertake feasibility work and local modelling work until such time as Barnsley MBC had the resources to undertake the work in house.
- 3.3 Once the Transportation team was fully resourced, the SYPTE agreed that the Council should take over the work and design the scheme and submit the Outline Business Case. This work has now been undertaken, including strategic and micro-simulation modelling and a scheme which delivers journey time savings for buses and provides capacity at the Stairfoot junction, along with new and improved active travel measures has been submitted to the SYMCA for Outline Business Case approval.
- 3.4 Officers in the Transport team have invested time and effort into the detailed design of the scheme, they are aware of the local context what is required for the borough, what design criteria is acceptable and have taken “ownership” of the scheme; something consultants do not do. It makes sense for them to continue with the detailed design (although we will need to appoint a consultant to prepare the planning application)

4. BACKGROUND INFORMATION

- 4.1 In November 2019 a Strategic Outline Business Case (the “SOBC”) was submitted to the DfT on behalf of the 4 Local Authority’s and the South Yorkshire Passenger Transport Executive to deliver a series of interventions that contribute towards the SYMCA’s objective to improve intra-city region connections that either:
- i) connect areas of deprivation/transport poverty to areas of economic opportunity by public transport and active travel modes; or
 - (ii) seek to achieve significant mode shift away from the private car on key corridors and in areas where future growth ambitions and improved health and air quality would otherwise be compromised

- 4.2 On 23rd March 2020 the DfT agreed funding of £166m regionally to deliver the TCF programme. The SYMCA submitted an indicative list of projects in April 2020 that aligned with the new funding offer. Over £13m was awarded to Barnsley. In addition, a further £20m was awarded to the South Yorkshire Passenger Transport Executive (SYLTE) to deliver bus priority measures
- 4.3 At the time, the Council did not have the in-house resource to undertake the design work so SYLTE appointed consultants to undertake the feasibility design for the A635 Doncaster Road; with Council officers working in an advisory capacity for the project, until such time as additional resources were appointed and then Barnsley Council officers would take over the feasibility design and invoice the SYLTE for the work undertaken.
- 4.4 To date, the Strategic Transport Team have undertaken the feasibility design work, which now involves a much wider scheme, so that journey time benefits / bus priority / capacity improvements can be delivered. Strategic and Micro-simulation models have been commissioned, which show journey time benefits can be delivered. We have prepared all the Outline Business Case documentation, which includes documents such as Appraisal Specification Report, Option Assessment Reports, Quantified Risk Assessment, full budget costs etc. Staff are fully committed to this scheme, understand the local context and issues.
- 4.5 The OBC was submitted to SYMCA for appraisal on 14 June 2021. The OBC is now expected to be approved at Transport Executive Board in December and the Mayoral Combined Authority in January 2022.
- 4.6 It is anticipated that the work on the Full Business Case will commence once the funding agreement is signed, likely late January. We anticipate that land acquisition will be required as will planning consent. It is likely therefore, that the Full Business Case will be ready to be submitted to Cabinet for approval to go out to tender early 2023. This will depend on appraisal deadlines / Cabinet dates
- 4.7 Work on site could commence by early 2024

5. CURRENT ISSUES

- 5.1 Design work (and traffic modelling) has been undertaken and a range of options has been prepared. One of the options includes the replacement of the TPT overbridge, which will allow the widening of the highway to accommodate 2 lanes of traffic.
- 5.2 The traffic modelling (both at macro and micro level) demonstrates that the scheme provides increased capacity for all modes, provides bus priority measures and improves overall journey times.
- 5.3 It is proposed that we would undertake the detailed design work, secure all consents etc and then submit a further report to SMT / Cabinet requesting approval to go out to tender. Whilst this would add some delay into the process, it would give the Council comfort the scheme can be delivered within the costs allocated.

6. OPTIONS

- 6.1 The Outline Business Case for the scheme has been submitted to the SYMCA for appraisal. A decision by the MCA should be announced in early January, with a further £0.95M to be released to develop the scheme to Full Business Case.
- 6.2 At present, the Council are acting as Client to SYPTE, but moving forward they have given us the opportunity (now we are fully resourced) to take the work back "in house".

Below are the options presented for consideration in respect of the delivery of the scheme:

Option 1

The Council take over the responsibility for the design and delivery of the BRT scheme and the grant funding in its totality rests with the Council

Advantages – the Council are already working on this scheme, have a feasibility design the Highway Authority support, the scheme delivers journey time benefits for buses and provides capacity at the Stairfoot roundabout. Staff are committed to the scheme, understand the issues in the area and are keen to continue with the detailed design. We would be responsible for the detailed design and Full Business Case submission. All design fees would remain in-house (relieving staffing budgets). The Council has also submitted the BRT into the City Region Sustainable Transport Settlement (CRSTS) so that funding would come to the Council

Disadvantages – May be resource issues, although this is unlikely given the recent restructure. Potential risk around the submission of the FBC as the SYMCA expect that the procurement exercise would have been undertaken. We propose to bring another report to DMT / Cabinet before the procurement exercise is undertaken, so full construction costs / risks etc can be evaluated

Option 2

We enter into a legal agreement with the SYPTE to remain as client; invoicing for works done; but whilst the Council would be responsible for the design etc; approval would be for the SYPTE so likely to be two separate governance processes – with the final say being the SYPTE; although as Highway Authority the Council does not have to accept this. Risks on programme delivery, final costs etc would be shared

Advantages – the SYPTE would remain in overall control of the project, although some legal agreement would have to be undertaken

Disadvantages – SYPTE have not submitted the BRT into the CRSTS funding so would rely on the Council for funding; timescales for separate governance. SYPTE (although unlikely) could put unrealistic timescales/ pressures on the Council for delivery. The Council would only get a proportion of the fees. The SYPTE and SYMCA do not support this option, preferring the Council to take over the work.

Option 3

We leave the SYPTE to commission consultants to undertake the work, with the Council only having an advisory role, although the Council as Highway Authority does not have to accept sub-standard designs.

Advantages – the Council has no responsibility for the design and therefore less influence over the quality and ultimate outcomes of the design

Disadvantages – SYPTE have not submitted the BRT into the CRSTS funding so would rely on the Council for funding; the Council would be reviewing designs, when it could do them. Consultants have no authority to work on the highway; they have no internal contacts (so will be down to the Council to intervene). The design fees would go to the consultant with the Council being invoiced only receiving fees to review the designs. Would still need internal approvals

7. FINANCIAL IMPLICATIONS

- 7.1 Consultation on the Financial implications of this report have taken place with representatives of the Service Director (Section 151 Officer) Finance.
- 7.2 It is important to note that this report seeks approval for BMBC to lead on the development of the scheme up to the completion of the Full Business Case only – a “break clause” is recommended and will be requested that will enable further consultation with DMT/SMT/Cabinet to take place prior to the Council progressing the scheme beyond this point.
- 7.3 This “break clause” is considered an essential mitigation as it will enable the Council to utilise the completed FBC to undertake a detailed review of the viability and affordability of the scheme prior to the commencement of formal tendering processes or indeed any other actions that may commit BMBC to delivery of the scheme.
- 7.4 All funding required to complete the activities necessary to produce the FBC will be provided in the form of Transforming Cities grant up to a maximum value of £0.950m. This funding will be accessed via claims submitted to the SYPTE.
- 7.5 It is therefore recommended that Members agree to receipt of the (up to) £0.950m in Transforming Cities funding for the purpose of FBC development.
- 7.6 Colleagues in BMBC Transport have confirmed that the grants offered is considered sufficient to fully cover the costs of delivering the FBC – there is therefore no financial ‘ask’ of the Council to progress the recommendations outlined within this report.
- 7.7 Members should be aware that latest overall scheme delivery cost estimates are currently high-level and will be refined as part of the FBC process. The impact of factors such as, for example, the outcome of detailed design work, prevailing industry/market conditions being yet to be determined.
- 7.8 Scheme costs will therefore be further reported back into Cabinet for consideration as part of the FBC/break clause follow up report when greater cost certainty has been established as will any mitigations to ensure the scheme remains within the funding envelope available to support it.

- 7.9 It is important to note that the funding required to deliver the scheme beyond FBC stage currently remains unsecured and affordability will be largely dependent on the outcome of the CRSTS.
- 7.10 Cost and funding uncertainty clearly represent key risks that will need to be considered as part of the review of the FBC and will clearly impact on any subsequent decision to progress, or otherwise, with this scheme.
- 7.11 Per paragraph 7.4 there is no financial ‘ask’ of the Council to progress the recommendations outlined within this report – as indicated above the costs of producing the FBC will be 100% funded from TCF grant.
- 7.12 Appendix A provides a summary of the financial implications in this report i.e. acceptance of TCF grant to fully fund the delivery of the FBC.

8. IMPLICATIONS FOR LOCAL PEOPLE / SERVICE USERS

- 8.1 Improved journey times for buses along this corridor could increase the number of people using alternative modes of transport. Creating and improving new lengths of walking / cycling facilities can reduce the number of cars on the local road network, which in turn can help improve air quality, increase health and wellbeing and increase physical activity.

9. EMPLOYEE IMPLICATIONS

- 9.1 There are no issues arising directly from this report. The recent restructure in the Strategic Transport team has provided the in-house resources to deliver active travel schemes and develop a work programme. Any staffing implications will be subject to reports on specific schemes.

10. COMMUNICATIONS IMPLICATIONS

- 10.1 All Sheffield City Region business case submissions are high profile schemes and appropriate communication strategies are being developed linked to the signing of the funding agreement. Releases will also need to be agreed and co-ordinated with Sheffield City Region Combined Authority arrangements.
- 10.2 Timely and accurate information will be provided through appropriate press releases via local press, social media/website updates, local member briefings, and engagement with key stakeholders.

11. CONSULTATIONS

Engagement / Consultation to Date

- 11.1 The pandemic has prevented the more traditional approach to consultation / engagement; therefore, we have undertaken an online survey for the residents of Barnsley to determine their views on providing the major work programme around Bus Priority and Active Travel routes across the Borough.

Over 230 responses have been received representing a broad range of local views which have been very positive in terms of building our walking and cycling aspirations. Below is a selection of the results:

- 68% of respondents never cycle;
- The car is the main choice of travel for all activities;
- 63% of respondents thought more extensive and direct active travel routes would be useful or very useful to get them walking and cycling more;
- 64% of respondents thought more segregated walking and cycling routes from traffic would be useful/very useful to get them walking and cycling more.

Schedule of Proposed Consultation

- 11.2 A public consultation event to disseminate information on the detailed design, to capture public opinion and degree of support, and to record and measure responses will be held in 2022 as work starts on the Full Business Case submission and detail design. However, at this stage it will depend on further impacts of the pandemic and whether the country is still in lockdown. Hopefully, this event will be face to face in a local community building.

Details on this event will be captured in the Full Business Case submission

Plans for additional consultation following the completion of the procurement process for the construction of the works will be developed.

12. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

- 12.1 The proposal creates a key strategy and defines how it supports Barnsley Council's other key strategies.

13. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

- 13.1 Better connectivity, affordable and inclusive travel, a cleaner environment and a healthier population are all key aims of the SCR Strategic Economic Plan and the Barnsley Transport Strategy 2014 – 2033.

- 13.2 The proposed projects support the principles of the SCR Strategic Economic Plan and the Barnsley Transport Strategy 2014 – 2033, and once completed will provide better connectivity and opportunities assisting linking people to employment, training and healthcare.

14. TACKLING THE IMPACT OF POVERTY

- 14.1 The proposed schemes will assist in linking people to employment, training and healthcare.

15. TACKLING HEALTH INEQUALITIES

- 15.1 The strategy will improve access for residents and visitors travelling from different parts of the borough and links to public transport and active travel will provide more options, promoting sustainable travel choices as the preferred mode. Improved air

quality is one of three Strategic Outcomes of this strategy. The strategy assists in improving air quality by reducing emissions as a result of encouraging low emission vehicles and active travel, whilst the use of smart signage will reduce the occurrence of unnecessary vehicle journeys.

16. RISK MANAGEMENT ISSUES

- 16.1 In accordance with TAG guidance, a Quantified Risk Assessment (QRA) has been undertaken to consider those risks that may impact on scheme costs, their likelihood and the associated financial impact. The risk “allocation” which forms part of the grant allocations from SCR can be drawn down should those risks occur.

17. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 17.1 Health and Safety issues will be identified during the preparation of individual projects and addressed as part of the Construction (Design and Management) Regulations 2015.

18. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 18.1 The proposals are compatible with the European Convention of Human Rights.

19. CONSERVATION OF BIODIVERSITY

- 19.1 The proposals do not affect the conservation of biodiversity; where possible the schemes will be designed to enhance biodiversity, with additional planting / SuDs etc.

20. GLOSSARY

SYMCA – South Yorkshire Mayoral Combined Authority

SCR – Sheffield City Region

DfT – Department for Transport

TCF – Transforming Cities Fund

OBC – Outline Business Case

FBC – Full Business case

21. APPENDICES

Appendix A: Financial Implications

22. BACKGROUND PAPERS

Sheffield City Region Transforming Cities Fund Tranche 2 Business Case Submission.

Sheffield City Region Active Travel Plan Implementation

Barnsley Draft Transport Strategy

REPORT AUTHOR: Tracey Brewer (Head of Transport)

APPENDIX A

Report of the Executive Director Place

A635 QUALITY BUS CORRIDOR – BUS RAPID TRANSIT (BRT)

i) Capital	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>TOTAL</u>
	£M	£M	£M	£M	£M
A635 Quality Bus Corridor Full Business Case Activities	0	0.600	0.350	0	0.950
	0	0.600	0.350	0	0.950
To be financed from:					
Transforming Cities Funding (via SYPTE)	0	0.600	0.350	0	0.950
	0	0.600	0.350	0	0.950
Balance	0	0	0	0	0

ii) Revenue	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>2024/25</u>	<u>TOTAL</u>
	£	£	£	£	£
Expenditure	0	0	0	0	0
	0	0	0	0	0
To be financed from:					
	0	0	0	0	0
	0	0	0	0	0

Impact on Medium Term Financial Strategy				
	2020/21	2022/23	2023/24	2024/25
	£m	£m	£m	£m
Current forecast budget gap	0	0	0	0
Requested approval	0	0	0	0
Revised forecast budget gap	0.000	0.000	0.000	0.000

Agreed by: On behalf of the Service Director - Finance, Section 151 Officer

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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 PLACE TO CABINET ON 17 NOVEMBER 2021

Public or private: Public

UPDATE OF SUSTAINABLE TRAVEL AND AFFORDABLE HOUSING SUPPLEMENTARY PLANNING DOCUMENTS

1. PURPOSE OF REPORT

- 1.1 This report seeks authority to consult on two updated Supplementary Planning Documents (SPD's) on Affordable Housing and Sustainable Travel.

2. RECOMMENDATIONS

- 2.1 **That approval is given to consult on the Supplementary Planning Documents and Planning Advice Notes covered in this report.**

3. INTRODUCTION

- 3.1 The Local Plan, adopted on 3rd January 2019, contains policies to be considered when determining planning applications. Supplementary Planning Documents contain further advice and explain how these policies will be applied.
- 3.2 A number of Supplementary Planning Documents were adopted following the adoption of the Local Plan. Both the Affordable Housing SPD and the Sustainable Travel SPD were adopted on 23rd May 2019. The amendments proposed are to provide updates and improvements. Appendix 1 summarises the proposed changes.

4. PROPOSAL AND JUSTIFICATION

- 4.1 It is proposed that the Affordable Housing SPD and the Sustainable Travel SPD are amended. The paragraphs below summarise the reasons for the proposed amendments. Appendix 1 summarises the changes made. The full documents are contained in appendix 2.
- 4.2 **Affordable Housing SPD**
Changes are proposed in order to reflect the current evidence in the updated SHMA which was made available in June 2021. This updates the affordable housing tenure split.

4.3 Text has also been added in light of the Government's policy requirement on First Homes. In May 2021 the Government announced a new kind of discounted market sale housing, First Homes, which is now the Government's preferred discounted market tenure. Subject to a transition period from 28th June 2021 First Homes are required to account for at least 25% of all affordable housing units delivered. It is intended to prepare and publish a separate technical note detailing the minimum discount(s), local eligibility criteria and restrictions on the initial sale and subsequent resales.

4.4 **Sustainable Travel SPD**

Changes are proposed to the Electric Vehicle charging section of the SPD. Further explanatory text is provided in the document and an additional appendix. The proposed amendments reflect learning since EV charging points have been installed.

4.5 Other proposed amendments mostly make clear that the document relates to, and seeks contributions towards, active travel. Proposed amendments reinforce that the SPD relates to Sustainable Transport rather than public transport. A further report will be brought to Cabinet if additional changes are required resulting from the emerging Transport Strategy.

4.6 **Public Consultation**

Public consultation will take place for a period of four weeks in accordance with the Town and Country Planning (Local Planning) regulations, 2012. Comments will be considered and a further report will be taken to Cabinet detailing any changes made as a result of consultation, and seeking authority to adopt the final versions.

4.7 Appendix 1 provides a summary of the changes proposed to each document. The documents are contained in full in Appendix 2.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

5.1 One alternative approach would be not to update these documents. The current versions are supplementary planning documents. This would mean that there would be a vacuum of planning policy advice to support the Local Plan to help explain how policies will be applied and interpreted.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

6.1 The implications for local people and service users are that the updated Supplementary Planning Documents and Advice notes will be used to provide up to date information and guidance on how planning policies will be applied and interpreted.

7. FINANCIAL IMPLICATIONS

7.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).

7.2 The cost of the public consultation including printing and publicity costs are estimated to be no more than £1,000.

7.3 This additional expenditure will be financed from the Planning budget.

7.4 The financial implications to this report are summarised in the attached Appendix A.

8. EMPLOYEE IMPLICATIONS

8.1 There are no employee implications arising from this report.

9. COMMUNICATIONS IMPLICATIONS

9.1 Communications support will be required to publicise the consultation through press releases and social media.

10. CONSULTATIONS

10.1 Consultation has taken place internally with the various officers who act on behalf of the teams responsible for providing input into planning applications (Air Quality; Transportation and Strategic Housing and Growth).

11. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

11.1 The Local Plan is a key Council strategy document, that together with the suite of SPD's supports achievement of the priorities in Our Council Plan 2021-2024. In particular the priorities Healthy Barnsley, Sustainable Barnsley and Growing Barnsley.

12. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

12.1 An Equality Impact Assessment was carried out to support the Local Plan. This concluded that all policies and proposals apply to all sectors of the community equally and that it makes provision for a range of housing types to meet differing needs such as affordable housing. A further assessment was carried out when the suite of SPD's was adopted in 2019. This recognised that the key impacts were around providing translation and interpretation assistance to those individuals that require it to help them understand the SPD's. An action for future consultation was to arrange targeted consultation such as face to face meetings with the equality forums as appropriate, relevant to the subject of the SPD. This can be carried out during consultation on these two drafts. The EIA also noted in the summary that the Sustainable Travel SPD seeks contributions towards public transport and active travel enhancements and improvements to ensure developments are accessible to all. Whilst the document does not deal with the design of particular schemes, a cross reference has been added to ensure that all schemes that contributions are collected towards using this document, meet the needs of disabled people

and are designed in accordance with current regulations and standards. This is still applicable.

13. TACKLING THE IMPACT OF POVERTY

- 13.1 If the objectives of the Local Plan are achieved it is anticipated that levels of poverty, deprivation and inequality will have reduced by the end of the plan period. The two updated SPD's play an important role in securing planning contributions for sustainable travel (public transport, walking and cycling), investment and affordable housing. These contributions will benefit communities affected by development proposals, helping to mitigate impacts but also maximize opportunities. In turn, benefits should also be realised for those in poverty.

14. TACKLING HEALTH INEQUALITIES

- 14.1 A Health Impact Assessment was produced to consider the Local Plan proposals on health. This considered the impact of the various policies within the plan on the health of the various communities as well as whether they contributed to the ambitions of the Corporate Plan and reduce health inequalities. It concluded that as a whole the plan would potentially improve the health of residents and help address health inequalities. Provision of Affordable Housing, and promoting active travel/ sustainable transport contribute to this.

15. REDUCTION OF CRIME AND DISORDER

- 15.1 The Police Architectural Liaison Officer was consulted on those SPD's which relate to layout and design of development to ensure that principles of Secured By Design are embedded. There are no direct implications arising from these two SPD's.

16. RISK MANAGEMENT ISSUES

- 16.1 There are no risks associated with consulting on these proposed amendments. Most of them are minor changes, which improve the clarity of the documents.

17. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 17.1 Over and above the matters referred to under the heading "Tackling Health Inequalities", there are no direct implications for health, safety and emergency resilience arising from this report.

18. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 18.1 There are no implications arising from this report.

19. CONSERVATION OF BIODIVERSITY

- 19.1 The Local Plan seeks to achieve a net biodiversity gain by the end of the plan period, and this is considered in all developments.

20. GLOSSARY

SPD Supplementary Planning Document

21. LIST OF APPENDICES

Appendix A Financial Implications

Appendix 1: List of proposed amendments to Sustainable Travel and Affordable Housing SPD's.

Appendix 2: Draft SPD documents

22. BACKGROUND PAPERS

Local Plan <https://www.barnsley.gov.uk/media/9924/local-plan-adopted.pdf>

Adopted Supplementary Planning Documents

<https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Paula Tweed

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APPENDIX A
Report of the Executive Director of Place

FINANCIAL IMPLICATIONS

Planning, Policy & Building Control Support - Sustainable Travel & Affordable Housing

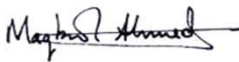
i) <u>Capital Expenditure</u>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>Total</u>
	£	£	£	
Not applicable in this instance	0	0	0	0
	0	0	0	0
	0	0	0	0
To be financed from:				
	0	0	0	0
	0	0	0	0
	0	0	0	0

ii) <u>Revenue Effects</u>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	<u>Later</u> <u>Years</u>
	£	£	£	£
<u>Expenditure</u>				
Publicity Costs	1,000	0	0	0
	1,000	0	0	0
<u>Income</u>				
	0	0	0	0
	0	0	0	0
	1,000	0	0	0
To be Financed from:				
Existing Resources	1,000	0	0	0
	1,000	0	0	0

Impact on Medium Term Financial Strategy

This report has no impact on the Authority's Medium Term Financial Strategy.

	2021/22	2022/23	2023/24
	£m	£m	£m
Current forecast budget gap	0.000	-0.377	1.823
Requested approval	0	0	0
Revised forecast budget gap	0	-0.377	1.823

Agreed by: On behalf of the Service Director and Section 151 Officer - Finance

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List of proposed changes

Sustainable Travel SPD

Section	Proposed Amendments
3.4 pg 4	Amendment to text – This SPD sets out guidance for applicants in assessing the transport impacts of their proposed developments by all modes as set out within NPPF (sections 108 – 111) , and any required mitigation, which would be considered through the preparation of Transport Assessments, Transport Statements and Travel Plans.
4 introduction	Amendment to text - Why are developer contributions to public transport & active travel necessary?
4.1 pg 5	<p>Remove final sentence as it doesn't add any value to the statement – 'Without making the necessary provision to mitigate the transport impact of the scheme'</p> <p>Reword paragraph to -</p> <p>When assessing applications for development, NPPF states it should be ensured that;</p> <p>a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;</p> <p>b) safe and suitable access to the site can be achieved for all users; and</p> <p>c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.</p> <p>The developer would be required to provide the necessary mitigation.</p>
4.2 pg 5	<p>Amendment to text –</p> <p>Contributions towards the cost of public transport and active travel improvements or enhancements are necessary in order to:</p> <ul style="list-style-type: none"> • help address the travel impact of a proposed development (i.e. the trips to and from the site, by all modes, that it will generate); • ensure compliance with Local Plan policies T1 and T3, and the emerging Transport Strategy to promote more sustainable transport choices, to promote accessibility by public transport and to reduce the need to travel, especially by car; • reflect the fact that (unlike vehicular access arrangements) provision of public transport services and active travel opportunities or enhancements are normally outside the scope and control of individual applicants and developers; • assist the Local Planning Authority and the Local Transport Authorities to finance and provide for the cumulative impact of individual new developments on the infrastructure, capacity and operation of public transport services and sustainable travel opportunities in Barnsley;

Section	Proposed Amendments						
	<ul style="list-style-type: none"> • raise awareness of and remove barriers to accessing public transport. 						
Section 4 as a whole	<p>What are the benefits for applicants and developers of paying contributions to public transport and active travel improvements?</p> <p>Rebranding for whole section to sustainable transport rather than specifically to public transport.</p>						
Section 5	<p>Add a sub heading to make it clear that the first section relates solely to residential development contributions.</p> <p>After 5.5 add a second sub heading 'Employment, Speculative and Outline Applications'</p> <p>5.6 – Financial contributions for employment sites will be determined on a site by site basis secured through the travel plan process.</p>						
Section 6							
6.1 pg 8	<p>Amendment to text - The contributions will be used to help finance and deliver the programme of public transport improvements and enhancements identified in the Infrastructure Delivery Plan, the updated Barnsley Rail Vision and other relevant documents, in line with the targets set out within the emerging Transport Strategy.</p>						
Section 8	<p>Amend the section as follows:</p> <p>1.1 As a minimum development will be required to provide electric vehicle charging points as follows: It is important that future electric vehicle charge point (EVCP) requirements are met as we transition from the internal combustion engine to electric vehicles, ensuring that new development in the Borough meets future demands. Consequently, the Council aspires that future development provides the following:</p> <table border="1" data-bbox="432 1413 1410 1682"> <tbody> <tr> <td data-bbox="432 1413 730 1547">Residential</td> <td data-bbox="738 1413 1410 1547">1 charging point per unit (dwelling with dedicated parking) per 10 spaces (unallocated parking). This is an expected residential development.</td> </tr> <tr> <td data-bbox="432 1559 730 1615">Commercial/Retail</td> <td data-bbox="738 1559 1410 1615">10% of parking</td> </tr> <tr> <td data-bbox="432 1626 730 1682">Industrial</td> <td data-bbox="738 1626 1410 1682">10% of parking</td> </tr> </tbody> </table> <p>The minimum electric vehicle charge point specification shall be mode "3", 32 AMP, 7 kW.</p> <p>The Council will however consider alternative solutions for commercial, retail and industrial development, should the applicant submit an Electric Vehicle Charge Point Strategy for the agreement of the Local Planning Authority.</p> <p>1.2 These figures are This approach is consistent with the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance (https://www.barnsley.gov.uk/media/16257/pdc-2020-mar-bmbc-aqe-technical-planning-guidance-v12.pdf) (https://www.barnsley.gov.uk/media/8747/air-quality-and-emissions</p>	Residential	1 charging point per unit (dwelling with dedicated parking) per 10 spaces (unallocated parking). This is an expected residential development.	Commercial/Retail	10% of parking	Industrial	10% of parking
Residential	1 charging point per unit (dwelling with dedicated parking) per 10 spaces (unallocated parking). This is an expected residential development.						
Commercial/Retail	10% of parking						
Industrial	10% of parking						

Section	Proposed Amendments
	<p>good-practice-planning-guidance.pdf), which requires developers to propose mitigation of the air quality impact of development. The level of mitigation required is related to the classification of the proposed development within this guidance (minor, medium, major) according to air quality impact.</p> <p>1.3 These figures may be revised periodically subject to evidence and any subsequent review of the Air Quality and Emissions Good Practice Guidance. This approach may be revised periodically in future subject to new evidence and any subsequent review of the Air Quality and Emissions Good Practice Guidance. It is intended that the Air Quality and Emissions Good Practice Guidance will reflect the continuing evolution of local and national electric vehicle charge point understanding.</p>
Section 9	
9.5	<p>Addition to text –</p> <p>A travel plan is defined as a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed. Barnsley Borough Council requires developers to produce and implement travel plans to a consistent standard to help mitigate the likely overall transport impacts of their development.</p> <p>A Transport Assessment is a comprehensive document that assesses the future impact of the development on the highway network and identifies what measures will be taken to mitigate any definite impact of development, particularly in relation to sustainable transport modes such as walking, cycling and public transport.</p>
9.6	<p>Amendment to text –</p> <p>Following completion of the Transport Assessment/Travel Plan, a package of measures can be drawn up, which should be aimed at delivering the modal split targets, as set out within the emerging Transport Strategy and the SCR Transport Strategy. These will influence the design layout and detailed site proposals for the development. This series of measures/ initiatives, designed to encourage and deliver the preferred measures will form the basis for the draft Travel Plan to be submitted alongside the planning application and Transport Assessment for the scheme. In certain circumstances more sophisticated modelling such as VISSIM will be required to assess the impact on the highway network.</p>
9.8 pg 12	To be removed.
Table 2 page 22	<p>Remove the TA/TP column and include the following underneath the table;</p> <p>*Travel Plan requirement will be assessed on an individual basis, in accordance with the guidance set out within the DfT’s Travel Plans, Transport Assessments and Statements document.</p>
Appendix D	New appendix added setting out specification for EV charging.

Affordable Housing SPD

Page/ para/ Section	Change
Update table 1	Update tenure splits
Para 2.3	Refer to 2021 SHMA
Para 2.4	Insert new AH annual requirement as per 2021 SHMA
Para 2.6	Insert up to date waiting list figure
Para 2.10	Add the following text Defining Affordable Housing –“ <i>Annex 2 of the NPPF provides the following definitions of affordable housing. It is acknowledged that the NPPF definition of affordable housing includes starter homes and discounted market sales housing, however this has not been ratified by government and regulations have not been published.</i>
Add para 2.11	<i>Add “In May 2021 the Government announced a new kind of discounted market sale housing, First Homes, which is now the Government’s preferred discounted market tenure. Subject to a transition period from 28th June 2021 First Homes are required to account for at least 25% of all affordable housing units delivered. The Council will publish a separate technical note detailing the minimum discount(s), local eligibility criteria and restrictions on the initial sale and subsequent resales.”</i>
Para 3.2	Add in <i>‘When negotiating the level, type, tenure and size of affordable housing provision on site...’</i>
Para 7.3	Add <i>“All developments should achieve the internal spacing standards set out in the South Yorkshire Residential Design Guide – Technical Requirements section 4A.2, (p130-131).”</i>
Para 6.1	Update name of team to Housing Strategy and Growth Team
Para 8.2	update/expand Council’s Affordable Housing preferences. Remove reference in final sentence to SHMA update
Para 8.3	Remove reference in final sentence to SHMA update

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Supplementary Planning Document: Affordable Housing

1. About this guidance

- 1.1** The National Planning Policy Framework (NPPF) indicates that Local Development Documents form the framework for making decisions on applications for planning permission. Decisions have to be taken in accordance with the development plan unless other material considerations indicate otherwise. NPPF advises that a local planning authority may prepare Supplementary Planning Documents to provide greater detail on the policies in its Local Plan. Supplementary Planning Documents are a 'material' consideration when planning applications are decided.
- 1.2** As required by the Planning and Compulsory Purchase Act 2004 we have prepared a Statement of Community Involvement (SCI) which sets out how we will involve the community in preparing our Local Plan and consulting on planning applications. In accordance with the SCI we have involved people who may be interested in this Supplementary Planning Document and asked them for their comments. We have produced a consultation statement which summarises all the comments people made to us and our response. This is available on request.

2. Introduction

- 2.1** This Supplementary Planning Document offers guidance on planning contributions for affordable housing.

Local Needs

- 2.2** Some people cannot afford to buy or rent houses that are generally available on the open market. The Council aims to provide homes for everyone in the borough, no matter what their income and the cost of buying or renting a house.
- 2.3** The main source of information on local housing needs is taken from the 2021 Strategic Housing Market Assessment (SHMA).
- 2.4** The 2021 SHMA identifies an annual net shortfall of 190 affordable dwellings.
- 2.5** The Local Plan seeks to achieve at least 21,546 net additional homes during the plan period 2014-2033. This equates to 1,134 net additional homes per annum. The Local Plan housing growth target seeks to meet the need for market and affordable housing in full, including the backlog from previous years.
- 2.6** The Council's housing waiting list for the whole borough, as of February 2021, is 8,370.

Supplementary Planning Document: Affordable Housing

The National Planning Policy Framework (NPPF)

- 2.7** In accordance with the NPPF (paragraph 62), where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met on-site unless:
- a. Off-site provision or an appropriate financial contribution in lieu can be robustly justified; and
 - b. The agreed approach contributes to the objective of creating mixed and balanced communities.
- 2.8** Where major development¹ involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Defining Affordable Housing

- 2.9** The National Planning Policy Framework (NPPF) defines affordable housing as:

'Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)'

- 2.10** Annex 2 of the NPPF provides the following definitions of affordable housing. It is acknowledged that the NPPF definition of affordable housing includes starter homes and discounted market sales housing, however this has not been ratified by government and regulations have not been published.

Affordable housing for rent – meets all of the following conditions:

- a. The rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges);
- b. The landlord is a registered provider, except where it is included as part of a Build to Rent scheme;
- c. It includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision otherwise known as 'Affordable Private Rent'.

¹ For housing where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more

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Starter homes² – are expected to be well designed and suitable to purchase for qualifying first time buyers that are at least 23 years old but have not yet reached 40 years old.

The new dwelling should be sold at a discount of at least 20% of the market value up to the price cap of £250,000.

Discounted market sales housing – are dwellings sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

Other affordable routes to home ownership – is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes:

- Shared ownership
- Relevant equity loans
- Other low cost homes for sale (at a price that is 20% below local market value)
- Rent to buy (which includes a period of intermediate rent)

Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

- 2.11** In May 2021 the Government announced a new kind of discounted market sale housing, First Homes, which is now the Government's preferred discounted market tenure. Subject to a transition period from 28th June 2021 First Homes are required to account for at least 25% of all affordable housing units delivered. The Council will publish a separate technical note detailing the minimum discount(s), local eligibility criteria and restrictions on the initial sale and subsequent resales.

² as per the definition and restrictions set out in the Housing and Planning Act

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3. Policy

- 3.1** This guidance supplements Local Plan policy H7 Affordable Housing which states as follows:

Policy H7 Affordable Housing

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

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

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

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

Limited affordable housing to meet community needs may be allowed on the edge of villages.

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3.2 Supporting text paragraph 9.29 states:

"We recognise the importance of providing affordable homes in rural settlements that are constrained by or washed over by Green Belt. Policy H7 makes provision for rural exception sites to be considered. These may in some instances be on the edge of the settlement. Sites on the edge of settlements will need to provide acceptable mitigation of their impact on the countryside or they will not be considered to be acceptable locations for residential development. We will require a planning obligation to make sure the homes remain affordable. If provision of some market housing is necessary to make the affordable housing viable, this would be considered and would be subject to an open book viability appraisal. "

When negotiating the level of affordable housing provision on site, the Council will take account of the most recent evidence, such as the SHMA and any subsequent updates or other relevant and recent information.

Where a site is to be split and delivered in phases, the affordable housing contribution will be calculated for the whole site.

4. Self-Build and Custom-Build Housing

4.1 In line with the NPPF, we encourage the delivery of self-build and custom-build developments in Barnsley. In general most of these projects are suited to smaller development sites. For self-build and custom-build developments of 15 or more properties anywhere in the Borough 10% of the houses must be available for affordable home ownership and this will be secured via Section 106 planning obligations.

4.2 In order to avoid the full affordable housing contributions set out in Policy H7, the Council will need to be satisfied that the self-build and/or custom-build development model is genuinely and demonstrably 'not for profit' and this will require developers to fully engage in transparent open book accounting with the Council during the planning application process.

5. Affordable Housing Statements

5.1 For applications which meet or exceed the 15 unit threshold, the Council will expect applicants to submit an Affordable Housing Statement setting out how they propose to deal with affordable housing before an application is validated. Developers will need to submit an Affordable Housing Statement for a:

- Full planning application.
- Material alteration that changes the number and/or type of housing.

5.2 Affordable Housing Statements will be expected to contain:

- The total number of residential units proposed.
- Schedule containing the number, type, tenure, floor area and plot number/location of affordable homes.
- Site plan identifying affordable plots.

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- Details of any Registered Provider acting as a partner in the development.
- The timing for the construction of the affordable housing and its phasing in relation to the occupancy of the market housing.
- Evidence of existing local market rent and/or sales values.
- The arrangements to ensure that such provision is affordable for both first and future occupiers of the affordable housing or, if not possible, for the subsidy to be recycled for alternative affordable housing provision.
- Proposed transfer value (if available).

5.3 The National Planning Policy Framework states at paragraph 57 that:

"Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force...." Viability was tested at Local Plan examination and therefore should not be tested again. Should a developer seek to justify affordable housing provision below the Council's requirements, the onus will be on the developer to justify what circumstances have changed and submit sufficient evidence. Any viability appraisal should be carried out in accordance with the approach set out in the latest National Planning Practice Guidance.³ The Council will recover costs associated with a viability review, and this will be agreed in writing prior to commissioning a viability review.

The Planning Practice Guidance on viability identifies a developer profit range of 15% - 20%, which the Council deems reasonable.

6. Engagement with Registered Providers

- 6.1** Affordable housing will usually be provided on-site and transferred to a Registered Provider. If practicable, negotiations with a Registered Provider should begin well in advance of when a planning application is submitted. This will enable the Council to complete the S106 agreement promptly and determine the application within the necessary timescales. Developers should also continue to involve the Council's Strategy Housing, Sustainability and Climate Change Team at an early stage and should refer to any Neighbourhood Plan that may have been prepared for the area.
- 6.2** The Council has a list of Registered Providers that usually work in the Borough and have signed up to our Registered Provider Framework and Nominations Agreement (available upon request). It should be noted that Berneslai Homes is the Council's Arm's Length Management Organisation (ALMO) and will work with developers to deliver new affordable housing. Berneslai Homes, as a Registered Provider, should be approached alongside other Registered Providers prior to submitting a planning application.

³ Paragraphs 010 to 019 NPPG July 2018

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7. Design Requirements

- 7.1** It is important to consider affordable housing from the inception of a design concept. The requirement for affordable housing could significantly alter the design of a scheme depending on the percentage of affordable housing and the size, type and tenure required.
- 7.2** The Council expects affordable housing to be built to a high standard of design and be in-keeping with housing on the rest of the site. In the interests of delivering sustainable, inclusive and mixed communities, the affordable homes should be indistinguishable from the open market housing in terms of style, quality of specification, finish and materials. They should also be indistinguishable in their external layout, including the balance of soft and hard landscaping where front of dwelling parking is proposed. This will help ensure transfer of housing to a Registered Provider.
- 7.3** Whilst buyers of market housing may upsize when they outgrow a property, affordable housing generally has to accommodate larger households for longer periods of time. As such new affordable housing will be expected to meet the minimum internal and external floorspace requirements set out in Design of Housing SPD. All developments should achieve the internal spacing standards set out in the South Yorkshire Residential Design Guide –Technical Requirements section 4A.2, (p130-131).
- 7.4** Government Guidance states that, in the interest of creating mixed and balanced communities, affordable housing should be provided on-site and integrated with market housing wherever possible.
- 7.5** The Council will not support the grouping of affordable units together in large numbers as this can reinforce the feelings of social exclusion and can have a negative impact on the establishment of sustainable communities. Smaller clusters of affordable housing should be dispersed throughout a housing development to aid integration rather than congregated in specific areas such as at the end of cul-de-sacs.

8. Type and Tenure of Affordable Housing

- 8.1** The various types of affordable housing that can be provided in accordance with the implementation of Policy H7 are identified in the NPPF definition of affordable housing. The Council will seek to negotiate the type of housing preferred which will vary from site to site according to local circumstances. This will be determined, in discussion with the applicant at pre-application and planning application stage, by consideration of a combination of information including:
- Local housing needs studies (latest SHMA)
 - Waiting list/Choice Based Lettings data
 - Availability and type of existing stock
 - Local housing market data

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- 8.2** The Council will generally expect to see a mix of affordable property types that could include; 2, 3 and 4 bedroom houses along with 2+ bedroom level access accommodation/bungalows and 1/2 bedroom flats⁴⁵.

⁴ This list is not exhaustive.

⁵ Appropriateness of flats/ individual house types will be determined on a site by site basis.

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- 8.3** Based on our current housing needs evidence base and the NPPF's requirement to deliver 10% affordable homes for ownership (where it would not undermine the ability to address local affordable housing needs), the Council will require the following tenure split.

Table 1: Affordable Homes - Tenure Split ⁶

Area	Local Plan Policy Requirement	Affordable Housing Tenure Split
Penistone and Dodworth	30%	70% affordable homes for rent
		30% affordable home ownership
Rural West	30%	70% affordable homes for rent
		30% affordable home ownership
Darton and Barugh	20%	70% affordable homes for rent
		30% affordable home ownership
Bolton, Goldthorpe and Thurnscoe	10%	60% affordable homes for rent
		40% affordable home ownership
Hoyland, Wombwell and Darfield	10%	60% affordable homes for rent
		40% affordable home ownership
North Barnsley and Royston	10%	60% affordable homes for rent
		40% affordable home ownership
South Barnsley and Worsbrough	10%	60% affordable homes for rent
		40% affordable home ownership
Rural East	10%	60% affordable homes for rent
		40% affordable home ownership

- 8.4** Evidence in the 2020 SHMA suggests that the overall tenure split should remain weighted towards affordable rent across the borough. We aim to achieve the affordable housing delivery target through on-site provision across the whole of the Borough, however the mix of affordable tenures on each individual site will be agreed with the developer depending on local circumstances. Notwithstanding this position, in order to facilitate development,

⁶ Table 1 updated in line with Strategic Housing Market Assessment 2021. These reflect the requirement in paragraph 64 of NPPF 2019 that 10% of overall total affordable housing provision on a site should be available for affordable home ownership.

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and to ensure that a mix of different housing types and tenures is available both in specific localities and across the borough, the Council will consider proposals for different types of properties, as well as homes for sale and affordable rented units and any emerging hybrid models where this is supported by evidence of local need or development viability.

- 8.5** The Council will also take account of future evidence and up-to-date information, therefore Table 1 may be subject to amendment.

9. Calculating Affordable Housing

- 9.1** Where the percentage of affordable housing sought does not give rise to an exact number of dwellings e.g. 2.5 units, the number will be rounded up to 3 units whereas 2.4 would be rounded down to 2 units.

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10. Indirect Delivery of Affordable Homes

10.1 In the interest of creating mixed and balanced communities, and in line with paragraph 62 of the NPPF, the Council will expect affordable housing to be delivered on-site. Discussions regarding alternative delivery will take place in exceptional circumstances. These circumstances exist where:

- An independent viability assessment confirms delivery on-site is not viable;
- No registered provider of off-site provision or a commuted sum is willing to purchase the affordable unit(s); or
- Delivery of off-site or a commuted sum would deliver more sustainable development and/or more affordable units.

10.2 The Council will consider the following alternatives:

- Transfer of free serviced land.
- Off-site provision.
- Commuted sum.

10.3 The Council will not consider granting planning permission for a proposal with less than the required proportion of affordable housing without reviewing the financial viability of the proposal.

11. Transfer of Free Serviced Land

11.1 An alternative option is to transfer free serviced land, equivalent to the level of contribution secured, to a Registered Provider or the Council to enable them to deliver affordable housing within the site.

11.2 Free serviced land is defined as cleared, remediated land with all services (e.g. gas, electricity, water, sewerage, telephone, broadband, lighting etc) and infrastructure (e.g. roads to an adoptable standard, footpaths, boundary walls etc) necessary for development right up to the edge of the land. There must be no legal, physical or financial barriers to the servicing of the land by the developer constructing the affordable housing.

11.3 For full or reserved matters applications, developers will be expected to provide details of the specific location of the serviced plots within the site in the form of a block plan. The Council will usually expect the plots to be clustered. The appropriateness of proposed locations for affordable housing will be determined in consultation with the Council as part of the planning process taking into consideration the Council's strategic priorities.

12. Off-site provision

12.1 Where a developer can robustly justify that on-site provision or the transfer of land to a Registered Provider is not appropriate, or where on-site provision would not meet the Council's strategic priorities, off-site provision will be considered by the Council.

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- 12.2** Examples of robust justification, although not exclusive, include provision that will contribute to other policy objectives, for example enabling empty homes to be brought back into use or where the development location is unsuitable for affordable housing. Applicants will be required to provide evidence-based reasons to demonstrate that:
- The original housing site is in an area where there is little or no local need for affordable housing; and
 - There is an identified local need for affordable housing in the area where the alternative affordable units are proposed; or
 - There is other reasoning and justification for off-site provision.
- 12.3** Off-site provision can include improvements to, or refurbishments of, existing stock, or new provision on alternative parcels of land. Improvements to, or refurbishments of, existing or acquired stock must be to a level which meets the Barnsley Homes Standard and must provide the same number of units or units to the value of those which would have been provided on the original site.
- 13. Commuted Sum**
- 13.1** Where the applicant can robustly justify that on-site provision is not appropriate or where this would not meet the Council's strategic priorities, the affordable housing contribution can take the form of a commuted sum. This will be equivalent to the cost of on-site provision.
- 13.2** A mix of the above (part on-site provision, part off-site provision and part commuted sum), will be considered by the Council where this can be robustly justified by the developer and is in line with the Council's strategic priorities. For example on larger sites or where the development of specialist homes are proposed to be included in the affordable housing requirement for the site and/or where there is a need to use commuted sums to bring back long-term empty properties into use for affordable housing in the borough. However, this must still meet the overall affordable housing contribution level required by this policy.
- 13.3** Commuted sums will be secured via a Section 106 agreement.
- 13.4** A formula will be applied to agree a commuted sum based on the Open Market Value ("OMV") of dwellings less the Transfer Values and agreed developer profit. Transfer Values are:
- 50% of OMV for Affordable Home Ownership Properties
 - 50% of OMV for Affordable Homes for Rent

Open Market Value – Transfer Values - the agreed developer profit = commuted sum

Commuted sums will be used to deliver affordable housing activity within the wider borough and improve or make more effective use of the existing housing stock for affordable housing purposes.

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13.5 Any sums received from receipts from the sale of affordable homes or the repayment of equity loans will be used for the alternative future provision of affordable housing in the Borough.

14. Transfer Values

14.1 Data collected from Land Registry transactions from 2017 and 2018 indicate that affordable properties were transferred at 51% of Open Market Value (OMV).

14.2 The indicative transfer values below are a starting point for negotiations and are included to provide clarity to developers on the amount they may expect to receive from a Registered Provider:

Table 2: Transfer Values⁷

Tenure	Percentage of Open Market Value
Affordable homes for rent	50%
Affordable home ownership	50%

14.3 Changes in rent setting and other national affordable housing policies may impact on the ability of some Registered Providers to achieve transfer values similar to these percentages and on their overall capacity to acquire S106 properties.

14.4 The indicative transfer values will be used to calculate the commuted sum should it not be possible to reach an agreement with a Registered Provider.

14.5 These values will be updated periodically through the Local Plan Annual Monitoring Report to ensure they remain relevant and responsive to the current policy climate and market conditions.

15. Section 106 Agreements

15.1 Where affordable housing will be delivered off-site or as a commuted sum, the Council prefers to use S106 agreements to secure this provision. The Council aims to expedite negotiations on S106 agreements in a timely manner to avoid unnecessary delay in the planning process.

⁷ To be agreed with developer based on the most recent quarter's verifiable publicly available data e.g. Land Registry price paid data for postcode sector.

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S106 agreements and unilateral undertakings should cover the following:

- How completed dwellings or land are to be transferred to an approved development partner, including costs and phasing of handover;
- How the occupancy of the affordable housing is to be preserved for people in housing need;
- The number, size and tenure of affordable housing or the area of land to be made available; or the level of financial contribution if it is to be provided off-site (commuted sum);
- A restriction requiring that no more than a specific proportion of the site will be sold or occupied before the affordable housing has been contractually secured;
- Where applicable, the means of restricting 'stair casing' to full ownership on grant-funded low-cost home ownership properties;
- How dwellings, completed as affordable units, are retained as such to benefit future occupants;
- The level and timing of payment of any commuted sum.

16. Vacant Building Credit

The Council supports the re-use of brownfield land, and where vacant buildings are being re-used or redeveloped, the Council will allow a proportionate reduction in the affordable housing contribution in line with Paragraph 63 of the NPPF.⁸ This does not apply to vacant buildings which have been abandoned as set out in footnote 28 associated with paragraph 63 of the NPPF.

⁸ Proportionate amount equivalent to the existing gross floorspace of the existing buildings. This does not apply to vacant buildings which have been abandoned.

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Appendix 1. Affordable Housing Statement Examples

Below are some worked examples of the on-site affordable housing ask for each policy area (30%, 20% and 10%).

Example 1	
Site Location	Penistone
Planning Application Yield	40 dwellings
Local Plan Policy Requirement	30%
Number of affordable units required on-site	12
Affordable rent (20%)	8
Affordable home ownership (10%)	4

Example 2	
Site Location	Darton
Planning Application Yield	100 dwellings
Local Plan Policy Requirement	20%
Number of affordable units required on-site	20
Affordable rent (14%)	14
Affordable home ownership (6%)	6

Example 3	
Site Location	Royston
Planning Application Yield	58 dwellings
Local Plan Policy Requirement	10%
Number of affordable units required on-site	6
Affordable rent (6%)	4
Affordable home ownership (4%)	2

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1. About this guidance

- 1.1** The National Planning Policy Framework (NPPF) indicates that Local Development Documents form the framework for making decisions on applications for planning permission. Decisions have to be taken in accordance with the development plan unless other material considerations indicate otherwise. NPPF advises that a local planning authority may prepare Supplementary Planning Documents to provide greater detail on the policies in its Local Plan. Supplementary Planning Documents are a 'material' consideration when planning applications are decided.
- 1.2** As required by the Planning and Compulsory Purchase Act 2004 we have prepared a Statement of Community Involvement (SCI) which sets out how we will involve the community in preparing our Local Plan and consulting on planning applications. In accordance with the SCI we have involved people who may be interested in this Supplementary Planning Document and asked them for their comments. We have produced a consultation statement which summarises all the comments people made to us and our response. This is available on request.

2. Introduction

- 2.1** The spatial strategy in the Local Plan seeks to locate development in the most sustainable locations. The settlement pattern within the Borough, the location of rail and road networks, public transport and environmental constraints all limit the number of reasonable alternative strategies, therefore the spatial strategy in the Local Plan is considered to be the most appropriate. Better connectivity, affordable and inclusive travel including walking and cycling, a cleaner environment and a healthier population are the key outcomes sought through the Barnsley Transport Strategy, Sheffield City Region Transport Strategy and various existing and emerging SCR plans. The Local Plan's spatial strategy focuses development in locations with good access to public transport or where networks can be easily extended. The Accessibility Improvement Zone in the east of the Borough is a focus for transport investment to improve connectivity and support economic growth. However it is recognised that development in the areas where development is to be focused will put pressure on existing transport infrastructure and create the need for new infrastructure that secures behavioural change so that public transport and active travel can increase.
- 2.2** Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1. Section 4 of this document sets out the starting point for establishing when contributions are required.

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3. Policy

- 3.1** This Supplementary Planning Document (SPD) primarily supplements Local Plan Policies T1 Accessibility Priorities, T3 New Development and Sustainable Travel and I1 Infrastructure and Planning Obligations:

Policy T1 Accessibility Priorities

Working with city region partners and other stakeholders transport investment will be set out in Transport Strategy programmes focused on development-transport corridors as shown in the Accessibility Priorities diagram below to:

- A. Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns.
- B. Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc.
- C. Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including provision for car parking and enhancing the non car role of the transport corridor shown on the Accessibility Priorities diagram as 'potential enhanced road based public transport corridor'.
- D. Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham.
- E. Improve direct public transport and freight links to London, Manchester, other Core Cities, national/international interchanges and the Humber ports.

Policy T3 New Development and Sustainable Travel

New development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
- Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison; and
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate having regard for cross boundary local authority liaison. Travel plans will be secured through a planning obligation or a planning condition.

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

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

Policy I1 Infrastructure and Planning Obligations

Development must be supported by appropriate physical, social, economic and communications infrastructure, including provision for broadband.

Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.

Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations.

Where appropriate, pooled contributions will be used to facilitate delivery of the necessary infrastructure.

- 3.2** The objective of this SPD is to ensure that the accessibility of new development via public transport, walking and cycling is acceptable in order to promote sustainable transport and active travel and where possible enhance the safety, efficiency and sustainability of the transport network to meet Barnsley MBC's economic, health and air quality aspirations. This document also supports the Council's 'Zero to 40' Climate Change strategy. Reference should be given to the parking guidance in BMBC Parking SPD, the BMBC Planning Obligations SPD, the Sheffield City Region (SCR) and Barnsley Transport Strategies, as well as the Barnsley Active Travel, Public Health Strategies and Air Quality Action Plan.
- 3.3** All sustainable travel schemes sought through this SPD will be expected to cater for the needs of disabled people and therefore meet current regulations and standards including Building Regulations, Equalities Act, relevant British Standards and the South Yorkshire Residential Design Guide as appropriate.
- 3.4** This SPD sets out guidance for applicants in assessing the transport impacts of their proposed developments **by all modes as set out within the NPPF (sections 108-111), and any required mitigation**, which would be considered through the preparation of Transport Assessments, Transport Statements and Travel Plans. Each may influence the other and will need to be regularly reviewed. They are based on evidence of the anticipated transport impacts of development and set measures to encourage sustainable travel. They should not, however, be used to penalise drivers or cut provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets or road network.

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4. Financial Contributions towards ~~Public Transport and Active Sustainable Transport~~

4.1 Why are developer contributions to public transport and **active travel** necessary?

It would clearly be inappropriate for the Local Planning Authority to grant planning permission for a development which without appropriate mitigation would either cause an unacceptable impact on the public transport system or exacerbate a situation which is already unsatisfactory. When assessing applications for development, NPPF states it should be ensured that;

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The developer would be required to provide the necessary mitigation. ~~Without making the necessary provision to mitigate the transport impact of the scheme.~~

4.2 Contributions towards the cost of public transport **and active travel** improvements or enhancements are necessary in order to:

- help address the travel impact of a proposed development (i.e. the trips to and from the site, **by all modes**, that it will generate);
- ensure compliance with Local Plan policies T1 and T3, and the emerging Transport Strategy to promote more sustainable transport choices, to promote accessibility by public transport and to reduce the need to travel, especially by car;
- reflect the fact that (unlike vehicular access arrangements) provision of public transport services **and active travel opportunities** or enhancements are normally outside the scope and control of individual applicants and developers;
- assist the Local Planning Authority and the Local Transport Authorities to finance and provide for the cumulative impact of individual new developments on the infrastructure, capacity and operation of public transport services **and sustainable travel opportunities** in Barnsley;
- raise awareness of and remove barriers to accessing public transport.

What are the benefits for applicants and developers of paying contributions to public transport and **active travel improvements?**

4.3 The additional cost to the developer (or applicants) of paying a public transport contribution may potentially be offset against the following benefits:

- In the most sustainable/sustainable locations (ie town centre) a potential reduced requirement for car parking spaces and associated reduction in the cost of providing and maintaining car parking (normally £1,000-5,000 p.a. per space);
- Release of car parking spaces for development;
- Providing the opportunity for higher densities;

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- Opportunity to market/ promote a development offering sustainable transport choices;
- Planning consent would not be granted unless the appropriate contribution (either financial or in kind) is made towards providing adequate public transport access.

Infrastructure Requirements

- 4.4** In order to deliver a sustainable pattern of development, the Local Plan site selection process considered which sites were the most accessible or could be made accessible by public transport. This goes some way to reducing transport infrastructure requirements but the infrastructure delivery plan presented at the Local Plan examination identified a number of transport issues for Barnsley. These 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. Accordingly, it was identified 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. Within the Infrastructure Delivery Plan it is identified that the Accessibility Improvement Zone predominantly to the east of the M1 is intended to 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.
- 4.5** Specifically in relation to Rail, the Council has just adopted an update of its Rail Vision which, amongst other things, sets out the asks of delivery partners and also includes endorsements from partners. Amongst these, Network Rail have stated that they "welcome the approach set out in the Barnsley Rail Vision to work with Network Rail to identify opportunities to develop enhancements on the back of renewals planned for Control Period 6 utilising third party funding sources which may be available". South Yorkshire Passenger Transport Executive is progressing community station improvements outlined within the Integrated Rail Plan for South Yorkshire.
- 4.6** In terms of bus, the infrastructure delivery plan identified poor levels of accessibility in parts of the Dearne Valley and to the west of the borough. To address this in January 2017 a Barnsley Bus Partnership (BBP), also known as a Voluntary Bus Agreement (VBA), was established. It is a negotiated agreement between Barnsley Metropolitan Borough Council (BMBC), South Yorkshire Passenger Transport Executive (SYTPE) and bus operators. Its sets out minimum standards which will apply to all services covered by the scheme and any additional negotiated standards with individual operators on a voluntary basis depending on their particular service patterns and circumstances, with BMBC committed to providing improved highway measures. The objectives of the BBP are to provide a network which is high quality, reliable, affordable and punctual and which increases bus patronage.
- 4.7** The cumulative costs of these improvements would far outweigh what could reasonably be secured through developer contributions. However, given the potential opportunities for match funding, it is clear that there is a necessity to maximise developer contributions to

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ensure that levels of accessibility through public transport, cycling and walking are acceptable

- 4.8** Based on the above it is apparent that there is a significant transport infrastructure gap, therefore the Council considers that there is a requirement for improving accessibility through public transport, walking and cycling.
- 4.9** In order to meet policy T3 by promoting reduced car usage and dependency, developers will be expected to provide a capital contribution towards public transport and or active travel infrastructure. This includes on site provision as part of the development proposal and a contribution towards provision or enhancement of facilities off site.
- 4.10** Local Plan policy T3 requires transport assessments to be provided in line with guidance set out in the National Planning Policy Framework. Planning Practice Guidance on transport assessments can be found here:
<https://www.gov.uk/guidance/transport-evidence-bases-in-plan-making-and-decision-taking>
- 4.11** Planning applicants can comply with the policy framework by making financial contributions to enable the Council to improve and enhance facilities for public transport, walking, cycling and parking, thereby helping to meet the Council's specific transport objectives and policies, as well as those related to wider issues such as the economy and health.
- 4.12** Whilst the focus for active travel facilities is often on journeys to work, education and shopping, it is important to include access to green space and leisure routes, these should also include provision for running and be fully accessible. If there are traffic free routes, these should feel safe for users, and lit where appropriate.

5. How Contributions will be calculated

Dwellings

- 5.1** Contributions will be sought on developments of 10 dwellings or more. The following formula will be used to determine the level of contribution:

Contribution Formula

Number of residential units x person trip rate x £figure to be determined x reduction factor

Appendix C contains the cost per trip figure (£figure) that will be used in the above calculation. The appendix also contains information that the calculations for the cost per trip have been based on. This appendix will be amended periodically when scheme information, costings and trip figures are updated.

The reduction factor relates to the following:

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- If a development is located within Barnsley Town Centre or a district centre there will be a 50% reduction (as amenities within the Town Centre and district centres are within easy walking distance).
 - If a development is located within the Accessibility Improvement Zone (AIZ)(where access to more sustainable forms of transport are less available) there will be a 25% reduction.
 - Developments that are outside Barnsley Town Centre, district centres and the AIZ will be required to pay the full calculated amount.
- 5.2** For non-residential schemes contributions will be sought if identified as being necessary to deliver the modal shift targets identified in the travel plan.
- 5.3** The nature and extent of these contributions will be identified throughout the Transport Assessment process and pre-application discussion.
- 5.4** The amount of the financial contribution is generally based upon the net increase in movement by all forms of transport which is created by the development. This demand is based on the net change in the number of daily total person trips. Daily person trips have been used as the most appropriate unit as this indicates the total likely level of demand placed upon the borough's entire transport infrastructure. Table 8 in appendix C provides guidance on average person trip rates for the most common forms of development.
- 5.5** Should a developer consider this approach inappropriate in the case of their development, an alternative approach to determining an appropriate contribution can be put forward as part of the transportation assessment for the scheme.

Employment, Speculative and Outline Applications

- 5.6** Financial contributions for employment sites will be determined on a site by site basis secured through the travel plan process.

6. What will the contributions be used for?

- 6.1** The contributions will be used to help finance and deliver the programme of public transport improvements and enhancements identified in the Infrastructure Delivery Plan, the updated Barnsley Rail Vision, and other relevant documents, **in line with the targets set out within the emerging Transport Strategy.**
- 6.2** These improvements and enhancements would be to provide the transport enhancements and additional capacity necessary to ensure that accessibility to sites through public transport, walking and cycling is considered acceptable in order to maximise use of the more sustainable modes of transport.
- 6.3** In the case of those new developments located in the town centre (as defined on the Local Plan policies map inset map 1) contributions will be used to help deliver the necessary public transport enhancements throughout the town, with the proviso that, in each case, it can be demonstrated that there is a direct relationship between the development and the infrastructure provided.

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- 6.4** In the case of new developments located outside the defined town centre contributions will be used to help finance the necessary public transport enhancements scheduled for that settlement or corridor of the town in which the development is located.
- 6.5** The contributions will not however be used to contribute to basic on-site public transport infrastructure such as pedestrian links, bus stops, shelters, and real time displays which should be provided as standard for all developments. These will typically be covered under S278 or S38 agreements where appropriate.
- 6.6** In terms of the individual types of infrastructure, where possible specific measures will be detailed in the Section 106 agreement but, from time to time, agreements will have to be worded with an element of flexibility in recognition of the fact that there is often a significant time between agreements being completed and the milestone for scheme delivery being reached, during which it could be possible that priorities have changed. Although planning obligations must be directly related to the proposed development, a degree of flexibility will sometimes be necessary as to how transport contributions are spent. This is particularly the case where infrastructure or services are required to support multiple developments, from which contributions will be pooled. It may not be possible to predict the sequence in which those developments will come forward, and that sequence may determine which transport measures should properly be funded by each of the developments. Nonetheless, agreements will typically cover the following:

Reducing Emissions

- In addition to provision of electric vehicle charging infrastructure the ECO Stars Fleet Recognition Scheme will work with HGV, Bus, Coach, vans and Taxi operators to improve efficiency, reduce fuel consumption and emissions and make cost savings. Typical savings of £2,600 per vehicle pa can be made in fuel costs alone.

Rail Park and Ride

- Expansion of existing or creation of new rail parking and ride sites, where feasible.

Rail

- Measures outlined in the Barnsley Rail Vision, SCR Integrated Rail Plan and SYPTE Station Options Review;
- Measures which encourage occupiers to travel by train, such as better waiting or information systems and improved pedestrian and cycle access to stations and cycle parking facilities.

Bus

- To enhance or bring a service within walking distance of the development, or increase the frequency of an existing service;
- To provide seats, raised kerbs to assist access by wheelchair and pushchairs, and/or crossing facilities, or other facilities as required, all of which have the capacity to make bus travel more attractive;
- To provide bus priority measures which benefit the development.

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Walking and Cycling

- Improving facilities for pedestrians and cyclists in the vicinity of the site, including the creation of links to reduce walking and cycling distances to public transport and other local facilities;
- Directional signage, lighting, crossing facilities and public cycle parking;
- The SCR active travel programme is currently developing infrastructure guidelines and it is important that walking and cycling provision is of sufficient width, quality and accessible to all;
- Where feasible and practical new developments will connect into and develop the active travel network.

7. Potential Wider Benefits

- 7.1** The Local Plan objectives seek to economic prosperity and quality of life for all people who live and work in Barnsley. The Local Plan sets out several ways this will be achieved and one is “enabling the provision of critical infrastructure to support sustainable communities” The Local Plan process provided the opportunity to review the borough’s green belt. Some former Green Belt sites have been allocated and will assist in creating a more sustainable pattern of development.
- 7.2** The contributions will be used to enlarge and or enhance the core public transport network including improving pedestrian/cycle access to it and extend the active travel network.
- 7.3** By developer contributions and other investment funding the core public transport network will increasingly be able to be readily accessed by all existing and future development and be increasingly attractive to users.
- 7.4** Similarly the active travel network will become an increasingly attractive alternative to vehicular travel.

8. Electric Vehicle Charging Points

- 8.1** ~~As a minimum development will be required to provide electric vehicle charging points as follows:~~ It is important that future electric vehicle charge point (EVCP) requirements are met as we transition from the internal combustion engine to electric vehicles, ensuring that new development in the Borough meets future demands. Consequently, the Council aspires that future development provides the following:

Residential	1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking). This is an expected requirement for residential development.
Commercial/Retail	10% of parking
Industrial	10% of parking

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The minimum electric vehicle charge point specification shall be mode “3”, 32 AMP, 7 kW.

The Council will however consider alternative solutions for commercial, retail and industrial development, should the applicant submit an Electric Vehicle Charge Point Strategy for the agreement of the Local Planning Authority.

8.2 ~~These figures are~~ **This approach is** consistent with the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance (<https://www.barnsley.gov.uk/media/16257/pdc-2020-mar-bmbc-aqe-technical-planning-guidance-v12.pdf>) (~~<https://www.barnsley.gov.uk/media/8747/air-quality-and-emissions-good-practice-planning-guidance.pdf>~~), which requires developers to propose mitigation of the air quality impact of development. The level of mitigation required is related to the classification of the proposed development within this guidance (minor, medium, major) according to air quality impact.

8.3 ~~These figures may be revised periodically subject to evidence and any subsequent review of the Air Quality and Emissions Good Practice Guidance.~~ **This approach may be revised periodically in future subject to new evidence and any subsequent review of the Air Quality and Emissions Good Practice Guidance.** It is intended that the Air Quality and Emissions Good Practice Guidance will reflect the continuing evolution of local and national electric vehicle charge point understanding.

9. Planning Permission

9.1 The NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals to promote sustainable transport and mitigate environmental impacts. Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 110a states applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

When is a Transport Statement/Assessment and Travel Plan Required

9.2 The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Local Plan Policy Requirements and Interpretation of Significant Transport Impacts

9.3 The thresholds at which Transport Assessments, Transport Statements and Travel Plans will be required are set out in Appendix A. These thresholds identify the scale of development which will have a significant impact on the local highway and public transport network. Early pre-application discussions with the BMBC’s Highway Development Management section and Highway’s England (where development is likely to be generated on its network) are strongly recommended to determine the level of assessment that may be required.

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- 9.4** Other circumstances where a Transport Assessment, Statement and a Travel Plan may be required include:

Where extensions and new development fall below indicative thresholds – Proposals for extensions will also potentially be subjected to requirements to submit a Travel Plan when the following circumstances apply:

1. The scale of the extension exceeds the threshold set out in Appendix A; or
2. In the case of a premises or uses which do not have an agreed Travel Plan, the aggregate size of the existing premises and extensions combined exceed the thresholds identified; or
3. Where a Travel Plan would help to address a particular local traffic problem associated with a planning application; or
4. Where a development forms part of a wider allocation for future development or master plan and the size of allocation exceeds the thresholds identified.

Multi-occupation of one site – Several small developments on one site may individually fall below the thresholds set out in Appendix A however the cumulative impacts of these developments could be enough to justify a 'Framework Travel Plan' for the whole site. Additional 'subsidiary' Travel Plans, may also be required in respect of sub-uses, depending on the scale and circumstances of a development e.g. single subsidiary Travel Plan for all the small retail uses.

Travel Plan and Transport Assessment Process

- 9.5** A travel plan is defined as a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed. Barnsley Borough Council requires developers to produce and implement travel plans to a consistent standard to help mitigate the likely overall transport impacts of their development. A Transport Assessment is a comprehensive document that assesses the future impact of the development on the highway network and identifies what measures will be taken to mitigate any definite impact of development, particularly in relation to sustainable transport modes such as walking, cycling and public transport. The first step in the production of a Travel Plan is to carry out a Transport Assessment of the proposed development. This includes an estimation of its likely overall impact on travel (i.e. the anticipated number of person and vehicle trips to and from the site that will be generated by the development).
- 9.6** Following completion of the **Transport Assessment/ Travel Plan**, a package of measures can then be drawn up, aimed at delivering the modal split targets, **as set out within the emerging Transport Strategy and the SCR Transport Strategy**. These will influence the design layout and detailed site proposals for the development. This series of measures/ initiatives, designed to encourage and deliver the preferred measures will form the basis for the draft Travel Plan to be submitted alongside the planning application and Transport Assessment for the scheme. In certain circumstances more sophisticated modelling such as VISSIM will be required to assess the impact on the highway network.
- 9.7** The measures and modal split targets agreed during the planning application process will be incorporated into planning conditions and/or heads of terms for a legal agreement between the applicant and the Council. The agreement will provide for the delivery and

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monitoring of the travel plan, including steps that will need to be taken if targets are not achieved.

Design Guidance

9.8 ~~DMRB will apply to all classified roads and MfS will apply to all other lower category of residential roads.~~

10. What the Council can do to help?

10.1 The production of a Travel Plan will ideally represent a partnership approach between the applicant, the developer, the Council and any third parties, such as Highways England, car club providers, public transport operators and active travel providers.

10.2 In order to assist in the process as much as possible the Council can offer:

- Policy advice, guidance and technical information, including Travel Plan information packs (based on the information and references given in this document);
- Pre-application meetings where clarification is sought on the written information available;
- Appropriate contacts and support for discussions with key third parties (such as car club operators and public transport operators);
- Advice on appropriate modal split targets for specific areas; and
- Advice on green sustainable transport and accessibility for all.

The Role of the Applicant

10.3 Applicants/developers can help the Travel Plan process to be as efficient as possible by:

Accepting the importance of Travel Plans as an integral part of the transport assessment/planning application process:

- Ensuring that the results of the Transport Assessment and draft Travel Plan are taken into account and integrated into their scheme and layout;
- Ensuring that the scope of Transport Assessments and Travel Plans are considered during pre-application discussions and, if possible provide drafts of the documents;
- Ensuring planning applications are accompanied by a Transport Assessment and draft Travel Plan;
- Identifying the contact Person(s) with relevant background to act as Travel Plan co-ordinator(s) for the preparation, implementation, marketing, monitoring and review of the Travel Plan;
- Taking advantage of joint initiatives involving public transport travel discount schemes, car sharing databases, car clubs, shared Travel Plan co-ordinators and joint monitoring; and
- Working in partnership with the Council to achieve shared benefits.

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Contents of a Travel Plan

- 10.4** Table 3 in Appendix B sets out the appropriate headings a Travel Plan should have alongside an indication of what each section should include and an expanded version of this table is set out in Table 4. Individual developments will however have their own characteristics which may merit a variation on Travel Plan content, therefore this checklist should be used as a starting point in the preparation of all Travel Plans.

Workplace Travel Plans

- 10.5** The recommended basic process for creating a workplace Travel Plan is set out in Appendix B Table 5. It sets out the various stages in the production of a basic Travel Plan where the occupier is known.

Residential Travel Plans

- 10.6** The principles for producing Travel Plans set out above equally apply to Residential Travel Plans, however, there are a number of particular issues and requirements specific to Residential Travel Plans which are set out in Table 6.

Speculative Developments and Outline Applications

- 10.7** Barnsley MBC acknowledges that when a planning application is submitted for a speculative development such as an outline proposal the identity of future occupants may not be known. In these cases it will not be possible to draw up a full Travel Plan to suit travel needs/patterns of a still unidentified occupier/end-user.
- 10.8** Where an applicant is seeking consent for a range and scale of planning uses at a location it will be possible:
- To carry out a site assessment and accessibility audit and gain an understanding of site constraints and opportunities; and
 - To undertake an assessment of the travel impact and likely number of trips that the proposed use will generate.
- 10.9** An assessment on this basis will allow the setting of targets and the drawing up of a site layout and design that anticipates the overall travel needs/constraints of the site. It will therefore be possible, as a minimum, for the applicant/developer to prepare an 'interim Travel Plan for submission alongside the planning application, which will help to establish the basis and timetable for drawing up a final detailed Travel Plan when the end user(s)/occupier(s) are known.
- 10.10** In the case of outline or speculative developments (where the end user is initially not known) an 'interim' Travel Plan, setting out the key objectives, measures and targets for the site should be submitted with the planning application.
- 10.11** An indicative example of how this process can be agreed and included in a S106 Agreement is set out in Table 7.

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Interim Travel Plans

10.12 An interim Travel Plan has to include the following:

1. The site assessment and audit;
2. The impact assessment of the proposed uses;
3. The objectives and overall strategy;
4. The overall site specific (design and layout) measures;
5. The overall site targets; and
6. Timetable for production and implementation of the final Travel Plan(s).

10.13 The final Travel Plan is prepared once the end users/occupiers are known should be produced in line with tables 5 and 6 and include the following:

1. Appropriate measures to encourage/deliver outcomes/targets agreed in the Interim Travel Plan;
2. Measures tailored to suit the specific occupiers needs;
3. Arrangements for carrying out reviews and monitoring; and
4. Steps to be taken to promote/disseminate agreed measures to staff/occupiers/visitors.

10.14 As well as being responsible and agreeing the interim Travel Plan, the applicant/developer will also be responsible for passing the requirements for a final Travel Plan onto the occupier. This will be irrespective of whether that occupier rents, leases or buys all or part of the development. The occupier(s) would be responsible for negotiating and agreeing with the Local Planning Authority with details of the final Travel Plan(s) prior to the occupation of the building(s)/premises. The targets and measures agreed in the Interim Travel Plan will be regulated by appropriate clauses in the S106 Agreement (signed by the applicant, the land owner and the local planning authority). The Travel Plan obligation contained in the agreement will need to be implemented by any future occupants of the development.

Mixed Use Developments

10.15 A variation of this approach can be adopted for larger mixed-use developments which incorporate different occupiers and phases. Again an Interim Travel Plan will need to be drawn up. Specific final Travel Plans will then need to be drawn up for different uses/areas within the site and fit in with the agreed overall Interim Travel Plan.

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11. Travel Plan Measures

- 11.1** All Travel Plans will need to include a set of measures to boost the sustainability of developments and to increase sustainable travel. The type of measures promoted will vary depending on the particular circumstances of the development or the proposed use, the requirements and travel patterns of the site users, and the constraints and opportunities offered by the site itself.
- 11.2** Measures included in this section are not a definitive list and it is important to choose measures appropriate to the unique circumstances/requirements of the proposed schemes, as some may be more effective than others. Evidence will be required that all possible measures have been considered.
- 11.3** For the Travel Plan to be effective:
- Measures should be chosen so as to work together as a single strategy aimed at delivering the Travel Plan objectives; and
 - The site layout and facilities must be designed to encourage and facilitate the provision and use of the Travel Plan measures chosen.
- 11.4** An example of possible measures which could be considered includes:

Measures to Reduce the Need to Travel

1. Alternative working practices (e.g. flexitime, teleworking, homeworking, video conferencing, compressed working week/9 day fortnight);
2. Local recruitment of staff;
3. Local sourcing of raw materials/produce;
4. Provision of on-site facilities (e.g. shopping, eating);
5. Provision of home delivery of products;
6. Co-ordination of deliveries and route prioritisation;
7. Promotion of Car Sharing.

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Measures to Promote Walking

1. Provision of direct convenient pedestrian routes to local facilities with high levels of natural surveillance (ideally more convenient to use than travel by car);
2. Site layout to be designed to maximise and encourage walking options;
3. Advice on personal safety.
4. Production of Mapping showing 1.2km and 2km walking isochrone from site.

Measures to Promote Cycling

1. Site layout designed to maximise and encourage opportunities to cycle;
2. Where possible provision of convenient, segregated cycle paths to link to local cycle network (e.g. direct routes with high levels of natural surveillance, safer routes to school and work, routes to public transport hubs);
3. Provision of secure, sheltered and adequate cycle parking facilities for employees and visitors. (N.B. cycle parking should be shown on development site plans);
4. Provision of changing/shower facilities, drying rooms and cycle lockers at work places;
5. Introduction of financial incentives (e.g. mile allowance for work use and signing up the 'Cycle to Work Scheme')
6. Provide information on health benefits of cycling (e.g. maps, leaflets and online references);
7. Promotion of wider cycling infrastructure in Barnsley;
8. Production of mapping showing 5km and 8km cycling isochrone from site.

Measures to Promote Public Transport

1. Provision in site layouts for public transport (shelters and raised kerbs);
2. Pedestrian links to public transport to be at least as convenient and attractive as links to car parks;
3. Provision of site specific bus and rail travel information including bus and rail (e.g. maps, leaflets, way-finding signs to key transport nodes, such as rail stations);
4. Provision of discounted ticketing;
5. Provision of Season Ticket Loans;
6. Promotion of Barnsley Bus Partnership.

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Measures to Promote and Market the Travel Plan

1. Travel Plan measures included in an organisation's own marketing material to promote walking, cycling and public transport, (e.g. welcome packs at residential sites, employment packs at the workplace, newsletters at schools, sales details and staff inductions, notices boards, leaflet drops);
2. Introductions of workplace, residents or school newsletters or website (as applicable) to promote/market travel plan measures;
3. Joint incentives with other local organisations/community groups to promote wider community, economic and health benefits of Travel Plan measures.

12. Approval, Securing, Monitoring and Review of Travel Plans

Monitoring of the Travel Plan

12.1 It is essential that all Travel Plans are monitored in order to assess its effectiveness and to identify any failure to deliver agreed measures and targets. Targets will normally be trip and mode related (i.e. number/proportion of journeys by car, public transport, cycle or on foot) and the applicant/occupier will normally be responsible for recording the number of trips to and from the site. This can be done by a variety of methods:

- A 'snapshot' modal split survey of employees, occupiers, residents and/or visitors;
- A full staff/occupier/residential survey questionnaire. Surveys should always be conducted at the same time each year for consistency;
- Regular traffic counts of vehicles coming to and from the site, including cycles and pedestrians as well as motorised vehicles;
- Uptake of public transport or other alternative modes;
- Use of parking spaces and any problems of overspill parking;
- A combination of two or more of the above methods (as appropriate).

12.2 The monitoring of the Travel Plan should normally take place annually and the outcomes of any surveys will be reported in writing to the Council at a mutually agreed date after the monitoring has been completed (normally within 3 months). The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer.

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12.3 A Travel Plan Co-ordinator shall be appointed and they will be responsible for the effective implementation of the Travel Plan and the measures it contains. The role of the Travel Plan Co-ordinator and their responsibilities, which are specific to each individual Travel Plan will be set out within the Travel Plan and usually include:

- Implementing Travel Plan measures;
- Liaising with users of the development and promoting sustainable travel;
- Liaising with stakeholders, including the Local Planning and Transport Authorities;
- Monitoring the effectiveness of the Travel Plan, and
- Reviewing the Travel Plan and preparing Action Plans.

12.4 A charge will be applied where it is agreed the Council will carry out the monitoring of the development. The rate will be fixed annually by the Council.

12.5 In certain circumstances, it may be appropriate to use a mutually agreed independent monitoring agency. The costs of any agency shall be met by the applicant/developer. This approach will be appropriate when financial payments (as specified in the S106 agreement) are dependent on the outcomes.

Review of the Travel Plan

12.6 The Travel Plan should incorporate agreed dates for the Council to carry out a review/assessment of the Travel Plan to assess to what extent it has achieved its agreed objectives and targets. Reviews will normally be carried out 3 and 5 years after the occupation date of the scheme.

12.7 If, as a result of the review, it is found that targets are not being met, the applicant will be required to either:

- Carry out the appropriate remedial measures as defined in the S106 Agreement; or
- If circumstances have changed significantly, prepare a revised time scale and targets for the Travel Plan which should be agreed with the Council.

Securing the Travel Plan

12.8 The mechanism for securing a Travel Plan will be agreed on a case-by case basis. For smaller scale schemes, where there is a known end user and the proposed Travel Plan measures and requirements are straight-forward, the Travel Plan and its implementation can be secured by means of a condition as part of the planning permission.

12.9 A S106 Agreement will usually be required for more complex schemes. These involve the delivery of outcomes and targets. If specific financial contributions, where there are significant ongoing financial commitments or commitments involving third parties, such as transport providers, this will be agreed between the applicant/developer and the Council.

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12.10 These agreements are normally an essential means of implementing an agreed Travel Plan. In addition to specifying the agreed measures and targets, an agreement may include remedies in the event of any failure to deliver agreed measures. S106 agreements may provide for the following:

- Payments to the Council (or use of a Bond deposited with the Council) to guarantee the implementation of previously agreed measures;
- A system of financial payments to achieve targets;
- A requirement to undertake specified works that are expected to remedy problems created by the development;
- Specified payment to the Council (or use of a Bond deposited with the Council) to meet the cost of taking action to achieve the agreed outcome (e.g. the implementation of a controlled parking zone around the development, and/or additional infrastructure/finance to support public transport);
- Specified change in the way the site/development is used in order to achieve previously agreed outcomes (e.g. the prevention of occupation of part of the development until a specified element of the Travel Plan has been implemented as agreed);

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Appendix A.**Table 1 - Thresholds for Requiring a Travel Plan**

The thresholds in the table below should be taken as a guide. The need for a Transport Statement, Transport Assessment and Travel Plan will be determined on a site by site basis.

Land Use	Use/Description of Development	Indicative Threshold – by gross floor area m ²	
		Transport Statement	Transport Assessment/Travel Plan
Food Retail (A1)	Retail sale of food goods to the public – Food Superstores, Supermarkets, Convenience Food Stores.	250 - 800	Over 800
Non-Food Retail (A1)	Retail sale of non-food goods to the public: but includes Sandwich Bars – Sandwiches or other cold food purchased and consumed off the premises, Internet Cafes.	800 - 1500	Over 1500
Financial & Professional Services (A2)	Financial services – Banks, Building Societies and Bureau de Change, Professional Services (Other than Health or Medical Services) – Estate Agents & Employment Agencies, other services – Betting Shops, principally where services are provided to visiting members of the public.	1000 - 2500	Over 2500
Restaurants and Cafes (A3)	Restaurants and Cafes – Use for the sale of food consumption on the premises. Excludes Internet Cafes (Now A1).	300 - 2500	Over 2500
Drinking Establishments (A4)	Use as a Public House, Wine-Bar or other Drinking establishments.	300 - 600	Over 600
Hot Food Takeaway (A5)	Use for the sale of hot food for consumption on or off the premises.	250 – 500	Over 500
Business (B1)	A - Offices other than use within Class A2 (Financial & Professional services), B– Research and Development – Laboratories, Studios, C – Light Industry.	1500 - 2500	Over 2500
General Industrial (B2)	General Industrial.	2500 - 4000	Over 4000

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Storage or Distribution (B8)	Storage or Distribution Centres – Wholesalers Warehouses, Distribution Centres and Repositories.	3000 - 5000	Over 5000
Hotels (C1)	Hotels, Boarding Houses & Guest Houses. Development falls within this use class if 'no significant element of care is provided'.	75 – 100 (Bedrooms)	Over 100 (Bedrooms)
Residential Institutions – Hospitals, Nursing Homes (C2)	Used for the provision of residential accommodation and care to people in need of care.	30 – 50 (Beds)	Over 50 (Beds)
Residential Institutions – Residential Educational Facilities (C2)	Boarding Schools and Training Centres.	50 – 150 (Students)	Over 150 (Students)
Dwellings Houses (C3)	Dwellings for individuals, families or not more than six people; living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	50 – 80 (Units)	Over 80 (Units)
Non-Residential Institutions (D1)	Medical & Health Services – Clinics & Health Centres, Crèche, Day Nursery, Day Centres & Consulting rooms (not attached to the consultants or Doctor's House), museums, public libraries, art galleries, exhibition halls, Non-residential education and training centres, places of worship, religious instruction and church halls.	500 - 1000	Over 1000
Assembly & Leisure (D2)	Cinema's, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos. Other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms.	500 - 1500	Over 1500

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Others	For example: Stadium, Retail Warehouse clubs, amusement arcades; launderettes, petrol filling stations, taxi businesses, car/vehicle hire businesses & the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders yards, garden centres, Post Offices, Travel and Ticket Agencies, Hairdressers, Funeral Directors, Hire Shops, Dry Cleaners.	On their merits – to be discussed with Highways DC Officers.	On their merits – to be discussed with Transportation Officers.
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Table 2 - Thresholds based on other Considerations

	Other Considerations	TS	TA
1	Any development generating 30 or more two-way vehicles movements in any hour.		×
2	Any development generating 100 or more two-way vehicle movements per day.		×
3	Any development proposing 100 or more parking spaces.		×
4	Any development that is likely to increase accidents or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and the elderly.		
5	Any development generating significant freight or HGV movements per day, or significant abnormal loads per year.		×
6	Any development proposed in a location where the local transport infrastructure is inadequate, for example, substandard roads, poor pedestrian/cycle facilities and inadequate public transport		×
7	Any development proposed in a location within or adjacent to an Air Quality Management Area (AQMA).		×

***Travel Plan requirement will be assessed on an individual basis, in accordance with the guidance set out within the DfT's Travel Plans, Transport Assessments and Statements document.**

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Appendix B.**Components of a Travel Plan****Table 3**

Heading	Issue to Cover
Background/Context/Site Assessment and Audit	Details of the site, its location, the intended use, number of staff, dwellings or pupils, existing site constraints and opportunities.
Transport Impact	The travel requirements of the organisation/development, the number of trips it will generate and the transport/travel issues which will ensure.
Objective/Overall Strategy	What the plan is trying to achieve (e.g. encourage access to the site by sustainable means of travel/to accommodate travel demand within site constraints).
Measures/Actions	What specific measures and actions will be introduced to help deliver the stated objectives (refer to the toolkit of travel plan measures).
Targets and Time Frames	Appropriate targets, such as vehicle trips at peak hours (including the percentage of trips by different modes), against which the effectiveness of the measures/actions to be taken will be reviewed/monitored.
Responsibility/Ownership	Who is responsible (the owner) for delivering each stage of the Travel Plan and for implementing the proposed measures, actions and targets.
Implementation	Agreed Travel Plan (site layout and design) measures carried out as part of construction work. Measures relating to occupiers/end users to be in place prior to occupation.
Monitoring and Review	What arrangements will be put in place to review and monitor the plan and to assess whether the objectives are being met.

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Communication Strategy	How information on the plan, its progress, impacts, benefits and successes will be disseminated to staff/residents/pupils and visitors (e.g. by newsletter, internet, notice boards, external publicity).
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Table 4 – Travel Plan Tool-Kit

Heading	Issues to Cover	Steps to be Taken	Y/N	Date
A: Background/Context/ Site Assessment and Audit	Details of the site, its location, the intended use, number of staff, dwellings or pupils, 'existing site constraints and opportunities.	1. Survey site characteristics		
		2. Carry out 'accessibility audit'		
		3. Plot existing Highway network – mapping.		
		4. Record existing Public Transport provision.		
		5. Estimate proposed floor space.		
		6. Estimate number of employees, residents and visitors.		
		7. Identify transport opportunities (new pedestrian, cycle or public transport links).		
B: Transport Impact	The travel requirements of the organisation/ development, the number of trips it will generate and what transport/travel issues these will give rise to.	8. Identify proposed land uses.		

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<p>C: Objectives/Overall Strategy</p>	<p>What the plan is trying to achieve (e.g. to encourage access to the site by all means of travel/to accommodate travel demand within site constraints) and what strategy will be adopted to achieve them.</p>	<p>9. Set out the objectives of the Travel Plan, for example:</p> <ul style="list-style-type: none"> - reduce car usage to & from the site; - encourage car sharing; - Encourage the use of sustainable modes (public transport, walking and cycling); - Rationalise/ reduce delivery movements; - Reduce need for car parking; - Maximise site potential; - Achieve sustainable development. 		
<p>D: Measures/Actions</p>	<p>What specific measures and actions will be introduced to help deliver the stated objectives (refer to the toolkit of measures in the SPD for possible measures to be considered).</p>	<p>10. Draw up site design brief to accommodate Barnsley Transport Strategy.</p> <p>11. Consider what measures can be adopted to reduce the need to travel.</p> <p>12. Consider what measures can be introduced to encourage public</p>		

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		transport.		
		13. Consider what measures can be introduced to encourage other sustainable modes.		
E: Targets and Timeframes	Appropriate targets and time frames against which the effectiveness of the measures/actions to be taken will be reviewed/monitored.	14. Set targets for proportion of occupiers, visitors coming by car, public transport and active travel.		
		15. Specify the date which the targets will be achieved.		
		16. Specify a timetable for the implementation of each of the measures proposed.		
F: Responsibility and Ownership	Who is responsible for delivering each stage of the Travel Plan and for implementing the proposed measures, actions and targets (e.g. by appointment of a travel plan co-ordinator), and how this will be passed on/managed.	17. Appoint Travel Plan Co-ordinator with overall responsibility for the delivery of measures, targets and timetables.		
		18. Identify who or which organisation/body will have delegated responsibilities for the implementation and financing to each of the Travel Plan measures proposed.		

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<p>G: Implementation</p>	<p>Agreed Travel Plan (site layout and design) measures carried out as part of construction work. Measures relating to occupiers/end users to be in place prior to occupation.</p>	<p>19. Indicative when site layout and design measures implemented.</p>		
<p>H: Monitoring and Review</p>	<p>What arrangements will be put in place to review and monitor the plan and to assess whether the objectives are being met?</p>	<p>20. Indicative when measures relating to end users/occupiers implemented.</p>		
		<p>21. State what will be measured (e.g. number of trips to and from the site by car, public transport, cycle and walking, level of use of parking spaces).</p>		
		<p>22. Detail when this monitoring will take place (normally annually).</p>		
		<p>23. Identify who will carry out the survey/monitoring.</p>		
		<p>24. Identify how the survey/monitoring will be funded.</p>		
		<p>25. Agree with the Council how the outcomes will be reviewed.</p>		
		<p>26. Identify what measures will be introduced if targets are not met.</p>		
		<p>27. State how each of the Travel Plan measures will be disseminated to staff, residents, and visitors (e.g. by newsletter, intranet, notice</p>		

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		boards, external publicity, welcomes packs).		
		28. Identify what incentives will be offered (staff, residents and visitors) to promote, encourage and deliver each of the Travel Plan measures.		

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Workplace Travel Plans

Table 5

Stage	Activity	Responsibility
1. (Pre-application) Site Assessment	To consider existing transport provision to the site (i.e. pedestrian, cyclist, public transport and vehicular access).	Applicant/Developer (in consultation with BMBC Highways DC and Transportation).
2. (Pre-Application) Transport Assessment	To establish the transport impact (i.e. predict the likely number of total person trips to and from the site/organisation including visitor sites.	Applicant/Developer
3. (Pre-Application) Draft Travel Plan	Consideration of appropriate objectives and measures capable of dealing with the identified travel impact, taking full account of existing constraints and opportunities. Applicant/Developer Draw up a package of measures to address travel impact and needs of organisation, including setting of relevant targets.	Applicant/Developer
4. Submission of Draft Travel Plan	The draft Travel Plan and Transport Assessment should be submitted to the Local Planning Authority alongside the planning application. The proposed development (design and layout) must incorporate the Travel Plan measures identified.	Applicant/Developer
5. Approval	Secure approval for scheme Travel Plan. Agree planning condition or heads of terms for S106 legal agreement to cover to cover Travel Plan requirements as appropriate.	BMBC Development Management/Transport Policy teams/Highways England and the applicant/developer.

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6. Implementation	Notify the Council's Travel Plan Officer of commencement. Appoint Travel Plan Co-ordinator. Travel Plan measures put in place, including promotion and publicity measures (job packs, company brochures and newsletters etc.	Occupier
7. Monitoring, Review and Reporting (to BMBC).	Outcomes of Travel Plan (modal shift) to be monitored and evaluated against objectives and targets. Review will need to amend/revise plan to address changing circumstances/failure to achieve agreed targets.	Applicant/Occupier (together with BMBC Travel Plan contact) and (where appropriate) agreed independent Monitoring Body.

Residential Travel Plans

Table 6

Stage	Activity	Responsibility
1(a) (Pre-application) Transport Assessment/Statement	Transport Assessment prediction of total person trip generation Sites which are likely to impact on road network will need to estimate the level of vehicle trips created on their network.	Applicant/Developer
1(b) (Pre-application) Site Audit	Carry out Accessibility Audit and audit of site constraints and opportunities.	Applicant/Developer
1(c) (Pre-Application) Draft Travel Plan	Draft Travel Plan measures drawn up to accommodate multi-modal measures identified in Travel Plan.	Applicant/Developer/BMBC Travel Plan Contact Officer

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1(d) (Pre-Application) Site Design and Layout	Site layout and design drawn up to accommodate multi-modal measures identified in the Travel Plan.	Applicant/Developer/Highways Development Control/ Development Management/BMBC Travel Plan Contact Officer
2 Application/Negotiation	Submit Transport Assessment and draft Travel Plan alongside planning application; Negotiate an acceptable scheme and Travel Plan.	Applicant/Developer
3 Approval	Secure approval for scheme Travel Plan. Agree planning condition or heads of terms for S106 legal agreement to cover Travel Plan requirements as appropriate.	Applicant/Developer
4 Construction	Appointment of a Travel Plan Co-ordinator and establish liaison/steering group of relevant agencies (Applicant/Developer/House Builder/Public Transport Operator/as appropriate); implementation of agreed Travel Plan measures.	Applicant/Developer/House Builder
5 Initial Completion/Marketing	Travel Plan Co-ordinator in place (include site presence). Travel Plan information/requirements included in marketing/welcome pack for residents; Individual Travel Plan measures completed and promoted.	Applicant/Developer/House Builder
6 Final Completion	Set up management structure to take over responsibility for Travel Plan (e.g. ideally made up of a management company) or Community Trust Travel Plan Co-ordinator initially retained to advise/support management structure.	Applicant/Developer/House Builder

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7 Monitoring and Review	Monitor travel patterns achieved against agreed targets. Review plan in light of findings and changed circumstances. Carry out mitigating measures if agreed targets not being achieved.	Applicant/Developer/House Builder/BMBC Travel Plan Contact Officer
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Travel Plan Process for Speculative Developments and Outline Applications

Table 7

Stage	Activity	Responsibility
1.'Interim' Travel Plan	Applicant /developer submits an Interim Travel Plan alongside the planning application and transport assessment. This 'Interim' Travel Plan has to identify the transport measures/ modal split required at a specific site and be agreed before planning consent is granted. Further detailed Travel Plans covering specific uses/area (as appropriate) should then be submitted (at the latest) before development commences.	Applicant/Developer
2. Construction	Development begins (incorporating measures agreed in the Travel Plan)	Applicant/Developer

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<p>3. End user/Occupier Identified</p>	<p>Applicant/developer reaches agreement with end- user/occupier. Individual end user(s)/ occupier (s) prepare final Travel Plan for specific use/occupier or area in accordance with agreed 'Interim Travel Plan'.</p> <p>Final Travel Plan has to be agreed with the Council before development /premises can be occupied by the end user.</p>	<p>End User/Occupier</p>
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Appendix C.

Methodology and calculations used to arrive at contribution figures.

The daily person trip rates used in the formula are set out below in table 8.

Development Type	Daily Person Trip Rate*
Residential – Houses**	10 per dwelling
Residential – Flats**	6 per dwelling

*Based on TRICS version 7.3.1

**Privately owned

The current starting point used for establishing a figure for Barnsley's cost per daily person trip figure is as follows:

- **Relevant schemes from Infrastructure Delivery Programme**
 - M1 junction 37 Claycliffe. Private sector element of cost is: £4,469,908. The private sector element only of the indicative costs for this scheme has been included. The improvements and mitigation works will be of wider benefit to the borough as a whole and therefore it is considered reasonable to include this scheme in the basis.
 - Penistone Station Park and ride and footbridge. The indicative cost of this scheme is £1,750,000. For the purposes of this exercise 50% of this indicative figure has been used.

- **Schemes in the Transforming Cities bid** - The indicative costs of the schemes in the bid have been totalled. 50% of that total has been used in the calculations for the cost per trip figure.

$$(\pounds4469908 + \pounds875,000 + \pounds9,480,000 = 14,824,908)$$

- **Dwelling numbers** (based on indicative dwelling figures for allocations minus those that have got permission) = 14,641
- **Number of trips arising from those dwellings** (using TRICS figure person trip rate per dwelling version 7.3.1 set out in table 1 above) = 146,410

For residential schemes the proposed scheme cost is £101.26 per trip. It is proposed to round this figure to £100 per trip (Scheme costs divided by total number of trips. $(14,824,908 / 146410 = 101.26)$)

The £100 per trip figure will then be applied to individual residential schemes of 10 dwellings or over. Where applicable this will be reduced, depending on location.

- If a development is located within Barnsley Town Centre or a district centre there will be a 50% reduction (as amenities within the Town Centre and district centres are within easy walking distance).

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- If a development is located within the Accessibility Improvement Zone (AIZ)(where access to more sustainable forms of transport are less available) there will be a 25% reduction.

Developments that are outside Barnsley Town Centre, district centres and the AIZ will be required to pay the full calculated amount

Table 9 below sets out the list of schemes and indicative costs that have been used to derive the contribution rate per daily person trip.

Table 9

Scheme	Indicative cost
M1 junction 37 Claycliffe. (private sector element)	4,469,908
Penistone Station park and ride and footbridge	1,750,000
A61 Town Centre to Royston via Smithies Lane	4,440,000
Barnsley Road/Doncaster Road, Goldthorpe –	1,680,000
Barnsley Station Access Improvements	500,000
Bolton upon Dearne Station Access Improvements –	600,000
Goldthorpe Station Access Improvements –	840,000
Stairfoot, Ardsley, Goldthorpe Active Travel Links –	2,688,000
Thurnscoe Station Access Improvements –	750,000
Town Centre Triangle – £2,400,000	2,400,000
Wombwell Station Access Improvements –	1,800,000
A61 River Dearne Long Scheme	1,320,000
A61 River Dearne Short Scheme	730,000
Alhambra to Stairfoot	420,000
Elsecar Station Access Improvements	672,000
Wath Road Roundabout to Broomhill	120,000

The calculations in this appendix will be updated periodically when updated evidence and information is available. The Transport Strategy and associated delivery programme together with the SYPTE station plan and other relevant SCR documents as they emerge will provide further information.

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Appendix D

Electric Vehicle Charging Point Specification

1. Introduction

It is important that future electric vehicle charge point (EVCP) requirements are met as we transition from the internal combustion engine to electric vehicles, ensuring that new development in the Borough meets future demands.

Furthermore, it is also necessary that the Council keeps in step with developments and that subsequent guidance reflects the Council experience of developing our own EVCP network and our continued dialogue with industry experts, developers and end-users in order to ensure that the ongoing installation of EVCPs locally meets the requirements of end users. Consequently, the Council has aspirations that future development provides the following:

Residential	1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking). This is an expected requirement for residential development
Commercial/Retail	10% of parking
Industrial	10% of parking

The Council will however consider alternative solutions for commercial, retail and industrial development, should the applicant submit an Electric Vehicle Charge Point and Infrastructure Strategy which identifies the optimum EVCP capability for that development.

2. EVCP Minimum Specification

Barnsley MBC require a minimum specification for EVCPs for new development, this being “mode 3”, minimum 7 kW (32 AMP). The justification for this minimum specification is based upon current Government proposals for EVCPs for residential development and this justification is detailed below.

In 2019, the Government published a consultation (<https://www.gov.uk/government/consultations/electric-vehicle-chargepoints-in-residential-andnon-residential-buildings>) relating to future requirements for electric vehicle charging points, and the following is taken from the Government’s proposals as our justification for the minimum required specification for EVCPs (Government guidance paragraphs 6.7 to 6.9).

- *“Government proposes specifying a minimum 7 kW (32 AMP) chargepoint both for residential and non-residential buildings. Some early home installations are 3.6 kW (16 AMP) chargepoints, however, today the majority of the installations are 7 kW and expected increases in battery sizes and technology developments could make chargepoints less than 7 kW obsolete for future car models. Our discussions with industry indicate 7 kW is a sufficiently future-proofed standard for home charging.*
- *A 7-kW standard also better enables some of the smart charging benefits (i.e. managing of the supply of electricity to the vehicle over time) than slower speed chargepoints because any modulation in charge can be more quickly compensated for at other times. This reduces the impact on the local network and could reduce the spare capacity needed to operate the chargepoint.*

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- *Most new homes have a 100 Amp connection as standard. In most cases, it is possible to accommodate a 7 kW chargepoint within this connection, even when assuming the minimum diversity factor. This means that in single houses there is often no additional electrical capacity cost as a result of adding a 7kW chargepoint.”*

3. Commercial / Retail / Industrial EVCP Requirement

In considering this minimum specification requirement, we also require mode “3”, minimum 7 kW (32 AMP) for commercial/retail/industrial development.

We acknowledge the differing circumstances for non-residential development and will consider alternative solutions to the 10% aspiration detailed above, should the applicant submit an EVCP Strategy which identifies the optimum capability for that development.

Any submitted Electric Vehicle Charge Point Strategy may wish to consider likely future use of the proposed development, likely end-user profile of the charge points, likely future use of the charge points themselves and provision of additional infrastructure in order to unlock demand when appropriate.

Other issues that could be considered include likely “user” dwell time at the charge point, back office systems, grid capacity and subsequent type of charge point in order to meet these and any other relevant requirements as identified within the Strategy. The developer may also wish to consider the financial and commercial models to successfully operate the subsequent agreed charge points. This is not an exhaustive list and it will be for the applicant to determine the relevant issues to be addressed in the Strategy.

If submitted, the Electric Vehicle Charge Point Strategy shall be agreed with the Local Planning Authority (LPA). The LPA recognises however that the Strategy may result in the provision of actual numbers of charge points less than the current 10% requirement, should the Strategy provide enough justification for these reduced numbers of charge points considering the issues detailed above. For instance, this may result in the proposal for a lower number of EVCPs but of a higher specification (e.g. fewer number of rapid chargers).

4. Assessment of EVCP requirement

The Council's default position is that EVCPs will be required for new development, including change of use from commercial/retail/industrial to residential. We do however consider the requirement of the National Planning Policy Framework. Paragraph 110 of the NPPF requires a scheme proposal to *“be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”*.

Therefore, a standard level of electric vehicle recharging provision is expected unless:

- the proposal has no parking provision;
- the site is accessed for less than 20 minutes, or;
- the site does not attract motorised vehicles on a daily basis.

Furthermore, there may applications where it is not considered appropriate to require EVCPs, such as change of use from one form of commercial/retail/industrial to another where no net increase in new car parking spaces is proposed. Conversely, change of use from commercial to residential, even with net decrease in car parking spaces will likely require the provision of EVCPs.

There may be other circumstances, which come to light because of the application, which render the requirement of EVCPs not appropriate, but only where enough justification for these circumstances can be provided and agreed. All applications will therefore be considered on individual circumstances as well as within the framework of this guidance. Of course, the applicant may wish to install EVCPs, regardless of meeting this guidance.

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5. Electrical Safety Standards

The applicant shall conform with all electrical and safety standards / regulations etc required for the installation of EVCPs. Future liability for conforming with these requirements will be the responsibility of the applicant. The applicant shall determine which electrical safety standards are appropriate.

6. Guidance

The Council does not provide specific guidance for the safe and proper installation of EVCP, but further guidance can be found at the following sources listed in the table below. the following sources are not definitive nor exhaustive, and the applicant is expected to ensure that all electrical and safety standards / regulations etc. are considered and adhered to and obtain expert advice where necessary Furthermore, Barnsley MBC does not take responsibility for the below tabulated guidance.

Electrical Safety	https://electrical.theiet.org/wiring-matters/years/2020/80-may-2020/the-iet-code-of-practice-for-electric-vehicle-charging-equipment-installation-4th-edition/
Electrical Safety	https://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html
General Guidance	https://www.local.gov.uk/electric-vehicles-charge-points-and-planning-policies This guidance has links to additional guidance resource

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