

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;

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	<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
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Commercial/Retail	10% of parking						
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	<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