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FRAMEWORK

Statutory Basis for the Plan

- 1.1 The Unitary Development Plan prepared under the provisions of the Local Government Act 1985 and the Town and Country Planning Act 1990 will, when adopted, be the sole development plan for Barnsley. It will replace the South Yorkshire Structure Plan, existing Local Plans and the former West Riding Development Plan where this remains in force.

Format of the Plan

- 1.2 To meet the requirements of the legislation, the Plan is in two parts: Part I sets out the overall Strategy and the general policies for the development and other use of land. Part II contains a written statement of the proposals for the development and use of land together with a map showing the proposals.
- 1.3 Although the UDP is a single, comprehensive Plan for the whole Borough, parts of it will, from time to time, be used by a variety of individuals and organisations for different purposes. To enable people to focus on aspects which are of particular interest to them the Plan is presented in a number of volumes. Volume 1 covers Borough-wide matters. Volumes 2-13 contain policies and proposals for the twelve Community Areas. These areas largely coincide with the areas which have been used for local planning purposes in Barnsley Metropolitan Borough since 1974 and reflect the distinctive character and identity of individual communities throughout the Borough (Diagram 1).

The Volumes are :

Volume 1 Strategy, Policy & Justification

In addition to introducing the Plan, Volume 1 contains the Strategy and general land use and development policies. This comprises Part I of the UDP. Volume 1 also includes the explanation and justification for these policies and for the site specific proposals and Area Policies contained in the following Volumes :

Volume 1 - Part I
Framework

Volume 2 Barnsley Urban Community Area

Volume 3 Barnsley Town Centre

Volume 4 Darton Community Area

Volume 5 Dodworth Community Area

Volume 6 Royston Community Area

Volume 7 North East Towns Community Area

Volume 8 Darfield Community Area

Volume 9 Dearne Community Area

Volume 10 Wombwell Community Area

Volume 11 Hoyland Community Area

Volume 12 Penistone Community Area

Volume 13 Western Rural Community Area

- 1.4 The Community Area Volumes together with the explanation and Policy Justification for the UDP comprises Part II of the Plan. Diagram 1 shows the 12 Community Areas.
- 1.5 Current Government guidance in Planning Policy Guidance 12 (Development Plans and Regional Planning Guidance) indicates that policies and proposals which are likely to provide the basis for deciding planning applications or determining conditions to be attached to planning permissions should be set out in the Plan. These development control policies are included in Volume 1.
- 1.6 Supplementing the policies and proposals in the UDP, planning guidance will be prepared as appropriate. This will take the form of guidelines for developers, including matters relating to design and layout, and planning briefs for major development sites. The Supplementary Planning Guidance will not form part of the statutory plan but will be subject to public consultation and may be treated as a material consideration in decisions on planning applications.

Purpose of the Plan

- 1.7 The Plan has three specific purposes :
1. It provides the framework for decisions about development, conservation, the use of land and the management of traffic
 2. It provides incentive through land use policies and proposals for stimulating development
 3. It reflects the wider public view by balancing the varied and sometimes conflicting interests of individuals, groups and organisations.

Context

- 1.8 The Plan has been prepared within the wider framework provided by Strategic Planning Guidance for South Yorkshire. This was issued by the Secretary of State for the Environment in 1989 for the period 1986 to 2001.
- 1.9 The main objectives of the Guidance are: *“to foster economic development and to revitalise the built-up areas and the communities within them, while ensuring conservation of the countryside and the urban heritage”*. Aspects of the Guidance which have had a particular influence on the Plan are referred to in the Reasoned Justification. Regional Planning Guidance for Yorkshire and Humberside is in course of preparation. When issued by the Secretary of State for the Environment, this will provide the main strategic framework for a future Review of the UDP.
- 1.10 The UDP is required to have regard to current national policies. These are set out primarily in Government Planning Circulars and Planning Policy Guidance Notes. They are referred to as appropriate in the reasoned justification for the Policies and in the Community Area Proposals. Particular emphasis is placed on the implications of Planning Policy Guidance Notes 12 (Development Plans and Regional Planning Guidance) and 13 (Transport) which set out fundamental strategic principles on the environment and sustainable development.
- 1.11 Account has also been taken of the Plans and Policies of the neighbouring Councils of Wakefield, Kirklees, Rotherham, Doncaster and Sheffield, and the Peak District National Park.

Existing Development Plan

- 1.12 The various parts of the existing Development Plan were prepared and approved over a period of time ranging from the early 1960's to the late 1980's. Some policies and proposals remain relevant to current problems and issues facing Barnsley and where they are consistent with the Strategy they have been incorporated in the UDP, with modifications as necessary.
- 1.13 Many of the proposals in the existing Plans have been granted planning permission. These have largely been included in the UDP as commitments and are referred to specifically in the Community Areas.

Scope & Coverage

- 1.14 The Unitary Development Plan covers the period 1986-2001, in line with Strategic Planning Guidance for South Yorkshire (RPG 5). A review of the UDP is likely to be undertaken before the end of the Plan period to ensure that the policies and proposals in the Plan remain up to date; for example in accordance with Policy H2 there will be a need to keep housing land supply under review so that a 5 year supply continues to be available at all times. A review of the Plan does not mean that all Policies and Proposals will need to be changed; many are likely to remain relevant and unchanged beyond the Plan period. The UDP policies and proposals relate specifically to the development and use of land. However, in explaining the reasoning behind the Plan it is necessary to refer to a range of economic, social, environmental and other non land use matters.
- 1.15 The reasoned justification draws on a wide range of material including relevant aspects of Strategies and Programmes of the Council and of key organisations which have a major influence on the content and implementation of the Plan, such as utility companies, and Government Departments.
- 1.16 The scope and coverage of policies and proposals in the Plan is based on :
- a) legislative requirements. In particular policies must be included in respect of :
 - i) the conservation of the natural beauty and amenity of the land
 - ii) the improvement of the physical environment
 - iii) the management of traffic.
 - b) the wider framework provided by Strategic Planning Guidance and Government policy advice
 - c) the goals and strategic objectives of the Plan.



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STRATEGY

INTRODUCTION

The Overall Goals of the Council

- 2.1 The Unitary Development Plan comes at a time when Barnsley is experiencing some of the most fundamental economic and social changes in its history. These stem primarily from the loss in the past decade of its main economic base, coal mining. This industry directly and indirectly provided thousands of jobs which have now disappeared. The central focus of Council policy is to replace these jobs, and provide the right conditions for improving the quality of life for those living in the Borough.

This is expressed in three overall goals which reflect the Council's vision for the future of Barnsley :

1. Re-industrialisation
2. Improving the quality of life for Barnsley residents
3. Improving the quality of service.

Framework of the UDP Strategy

- 2.2 The Strategy is based on :
- a) The Council's overall goals
 - b) National policy guidance; particularly relating to the environment, sustainable development and transport
 - c) The particular characteristics of Barnsley's natural and built environment and the economic and social circumstances facing the Borough.

- 2.3 The Strategy comprises :
- a) The Goals of the UDP
 - b) Strategy objectives and the strategic distribution of land use and development
 - c) The strategic policy framework to achieve the UDP Goals.

Goals of the UDP

- 2.4 The goals of the UDP have been derived from the Council's overall goals and an assessment of the issues facing Barnsley. These issues are summarised below in the 'background to strategic policy making'. These goals are :
- a) To bring about economic restructuring and encourage greater industrial and commercial activity so as to increase the scale and range of job opportunities
 - b) To conserve and improve the natural environment for its own sake and in order to maintain and increase the attractiveness of Barnsley as a place to live, work, invest in and visit
 - c) To revitalise communities and lessen disadvantage.
- 2.5 Although expressed as three separate goals they are closely interrelated in terms of their application to the policies and proposals in the Plan and are of equal priority.

Strategy Objectives & Strategic Distribution of Land Use & Development

- 2.6 The strategy objectives reflect the need to address the particularly significant issues facing Barnsley whilst pursuing national policies, particularly on sustainable development. These objectives give focus to the distribution of strategic land uses and development proposals as illustrated by the Key Diagram; and also to the strategic priorities of the Plan.

Strategic Policy Framework

- 2.7 A key role of the strategy is to integrate the general Part I policies into complementary groups of policies aimed at achieving each of the Plan's goals. The groupings of policies are summarised under each of the three goals in the Strategic Policy Framework section below, following which all the Part I policies are set out in full under topic headings.

NATIONAL POLICY GUIDANCE ON THE ENVIRONMENT, SUSTAINABLE DEVELOPMENT AND TRANSPORT

2.8 At the same time as Barnsley is facing fundamental economic and social changes, environmental issues are becoming central to Government policy making. In particular there is an increasing realisation that transportation, land use and development can have effects on the environment which are unsustainable. The essence of Government policy is that land use and development should be sustainable, i.e. development should meet the needs of the present without compromising the ability of future generations to meet their own needs.⁽¹⁾ Central Government has set out guidelines which development plans are required to follow in pursuit of this overall aim.⁽²⁾ This means :

- a) Land use, development and transportation policies aimed at :
 - i) Reducing the need to travel by car, especially by :
 - promoting development within urban areas at locations highly accessible by means other than the private car
 - locate major generators of travel demand such as shopping, in existing centres and other highly accessible locations, especially for public transport
 - strengthen existing local centres in urban and rural areas, protecting and enhancing their viability and vitality
 - encouraging public transport, cycling and walking between home and facilities people visit regularly
 - limit parking provision to discourage reliance on use of cars for work and other journeys.
 - ii) Using land in urban areas as fully and effectively as possible without 'town cramming'
 - iii) Providing enough land for all needs - homes, jobs, shops, food, transport, fuel, building materials and reclamation

(1) Definition of 'sustainable development' in the 1987 Report of the World Commission on Environment and Development - Brundtland Report.

(2) Principally PPG.12 - Development Plans and Regional Guidance; and
PPG.13 - Transportation
CM2426 - Sustainable Development - The UK Strategy

- iv) Protecting and enhancing high quality environments and wildlife habitats, and improving poor environments
 - v) Recycling land for development
 - vi) Conserving non-renewable resources and maximising energy generation from renewable resources
 - vii) Minimising pollution of land, air and water and reduction of the impact of waste disposal.
- b) Complementary Transport measures aimed at :
- i) Promoting modal choice by increasing the relative advantages of travelling by public transport, cycling and walking
 - ii) Reducing dependence on the private car
 - iii) Increasing the competitiveness and attractiveness of urban centres against peripheral development.
- c) Provision of transport infrastructure to :
- i) Support the locational policies and objectives of the Plan
 - ii) Protect and improve the environment
 - iii) Reduce accidents.

BACKGROUND TO STRATEGIC POLICY MAKING

- 2.9 The UDP has been drawn up in the context of an attempt to interpret the sustainable development principles described above which have not yet been fully defined nationally. Putting these principles into practice will take continuing efforts over many years, given the currently established patterns of land use, development and transport. The UDP Strategy has been shaped by the particular characteristics of Barnsley's natural and built environment, as well as the economic and social circumstances facing the Borough. The sustainable development principles provide a focus for the changes in patterns of land use and development which are central to the Strategy.

- 2.10 Two other concepts related to sustainability have also emerged during the preparation of the UDP. The first is Agenda 21 which seeks to give a local dimension to the principles accepted by national governments, including the UK, at the 1992 Rio Summit. It looks to improve the quality of life of local people by observing environmental, social and economic issues. Local authorities can approach local Agenda 21 in many different ways. In Barnsley, whilst no formal statement has yet been made regarding Agenda 21, much relevant work has been carried out which accords with its principles. Much of this is brought together in the environment strategy document 'Strategy for Action - Towards 2000' endorsed by the Council in 1994. Further consideration will be given to the production of a formal statement on Local Agenda 21. The second concept is that of Biodiversity - the maintenance of diversity of species of plants and animals. Their long term well being is dependent on the maintenance of a balanced environment which is easily upset by the loss of species or habitats. During the period of the Plan, the Council will seek to develop a Biodiversity Action Plan to address these issues within the Borough.
- 2.11 A statement has been prepared to accompany the UDP which indicates how the key sustainable development principles have been incorporated in the UDP, especially in respect of land use and transportation and the impact of development proposals on the environment.

Key factors which have Influenced the UDP Strategy

- 2.12 In addition to sustainability, a wide range of economic, social and environment factors relating to patterns of land use development and transportation have influenced the UDP Strategy. The main influences are summarised below :
- a) **The loss of Barnsley's main industry, coal mining and the effect on local communities; and the need to restructure the economy and provide jobs for all those seeking work.**
- 2.13 All Barnsley's coal mines have now closed and employment in other major industries has contracted leaving serious problems of unemployment, social disadvantage, dereliction and degraded environments. This was one of the main reasons why many people left the Borough during the 1980's especially from the most depressed areas of the Dearne and the Eastern parts of Urban Barnsley.

- 2.14 Although much of the east of the Borough has suffered from the economic changes which have affected Barnsley and from the recession, some communities have been particularly badly affected. These include mining communities which have experienced the direct impact of pit closures and other communities within the eastern and northern parts of Urban Barnsley, such as Athersley and Kendray, where unemployment is particularly high.
- 2.15 These communities do not have the advantages of locations with good access to the national highway network where new employment opportunities are most likely to be created. In addition, some contain significant proportions of old and poor quality housing and lack adequate open space or other facilities and services. Furthermore, these communities did not generally benefit to the same extent as the western parts of the urban area, or settlements west of the M1 motorway from the regenerative effects of new house building which occurred in the late 1980's.
- 2.16 To overcome its economic problems the Council is pursuing, through its Re-industrialisation Strategy a wide range of measures such as the provision of attractive employment sites, creation of managed workspace, training and support for businesses.
- 2.17 Resources for economic, social and environmental regeneration have been focused on areas in particular need, through City Challenge in the Dearne, and North East Towns corridor from Central Barnsley to Cudworth; other areas will be targeted for resource allocations as appropriate, for example, with the closure of Grimethorpe Colliery there is an urgent need for job creation and environmental improvement which is being addressed through proposals for highway infrastructure and public transport and environment improvement projects.
- 2.18 The Council's Housing Strategies and Programmes during the 1980's and early 1990's have focused on the housing areas and estates most in need of improvement based on specific criteria laid down in Government legislation and guidelines. These programmes will continue through the application of housing legislation, grant regimes and assistance.
- 2.19 Disadvantage is not only concentrated in certain areas but also affects particular groups of people, such as the elderly, children, the unemployed, those with disabilities or those who are on low incomes. The Council is addressing the needs of such people through Strategies and Programmes such as the Employment and Housing Strategies and the Community Care Plan. The UDP can also contribute to alleviating problems through land use, transport and development policies generally and more specifically through detailed policies and measures such as the design and layout of public buildings and by traffic management measures.

b) **The need to :**

- i) **Develop large areas of land for employment purposes if the thousands of mining jobs, mainly located underground, are to be replaced, and the travel to work outside the borough is to be reduced**
- ii) **Improve the environment as a pre-requisite to improve the image of Barnsley and encouraging investment and tourism.**

2.20 Because of the large job losses which have occurred in the Borough and to overcome the persistent high levels of unemployment it will be necessary to develop large areas of land for employment purposes.

2.21 In accordance with national and regional policies every opportunity has been, and will be taken to develop derelict and degraded land for such purposes. However, compared with neighbouring areas such as Rotherham and Sheffield Districts, Barnsley has only limited amounts of such land suitably located, or feasible for development. To provide enough jobs it must therefore bring forward some greenfield sites for development. Much of Barnsley's remaining derelict and degraded land is, however, being reclaimed for 'Green' afteruses within 'urban' Barnsley and this will help to compensate for the loss of peripheral land. Examples of how much has already been achieved are the Dearne Valley Park and Netherwood Country Park, near Wombwell and these provide informal recreation and amenity areas benefiting residents of Barnsley. Other proposed major schemes such as the New Park Springs Tip at the former Grimethorpe colliery and current restoration of land at the former Barrow and Hickleton Collieries, are part of the Council's overall strategy for improving the environment.

c) **The need to :**

- i) **Sustain the diverse settlement pattern of the Borough, comprising the main urban area of Barnsley together with smaller settlements on its fringe; the network of former mining settlements in the eastern part of the borough; and the small villages and market town of Penistone west of the M1 motorway.**

2.22 The loss of the mining industry has meant that what was once a very 'sustainable' way of life in terms of transport patterns, with people living and working in relatively self contained communities, has been significantly altered. People have either moved away, leading to less viable local services and facilities, or have been forced to find work well away from where they live, resulting in longer journey to work distances. The economic, social and environment measures proposed in the Plan are aimed at reversing these trends so that people living in the Borough can revert to a more 'sustainable' way of life.

2.23 Many future housing and employment developments are already committed by former Plans. These commitments are a reflection of the high priority which was given to meeting housing and employment needs locally in the many communities throughout the Borough. This pattern of future development is consistent with the principles of sustainable development now being pursued by Central Government.

ii) Conserve the countryside which separates the settlements.

2.24 The Borough's communities have to a large extent retained their individuality as a result of the long standing Green Belt areas which have prevented the uncontrolled outward expansion of the main urban area of Barnsley as well as preventing the coalescence of smaller settlements. The Green Belt has also protected the open character of the extensive rural areas of the Borough which include extremely attractive and scenic countryside, especially to the west of the M1. These areas are valuable not only from leisure and amenity points of view but also in creating a good image for tourists and potential investors.

d) The need to :

i) Create a transport network which not only supports sustainable development objectives but also encourages economic regeneration and improvement in the quality of life for local residents in both urban and rural communities.

2.25 The M1 motorway provides the western part of Urban Barnsley, the town centre and other settlements neighbouring the motorway, such as Darton, Dodworth and Hoyland with good strategic highway links to the north and south of the country. Eastern parts of the main urban area and many former mining settlements have poor links to the strategic highway network, reflecting their former roles as self contained colliery-related communities which did not need good strategic highway links. Isolation from the major highway network has disadvantaged those people within such communities without access to a car because public transport services away from the major roads have been limited, a problem which has been heightened by the loss of all but a few local passenger rail services.

2.26 The poor accessibility of the mining settlements has hindered the opportunities for solving the resultant substantial economic and environmental problems.

2.27 East - West links to the M1 and A1 are particularly poor although they will be improved between the Dearne and the M1 when the Dearne Towns Link Road is completed in 1997. Outside the Borough links to the A1 and M62 will be improved by the implementation of planned highway schemes in Doncaster and Wakefield Districts.

- 2.28 The A628/A616 (T) Trans-Pennine route to the west of the Borough is poor. Improvements to the route are proposed as part of the South Pennines Transport Strategy.
- 2.29 Good strategic rail links are considered to be important to attract new industries but particularly to provide links for freight movements to strategic destinations such as the Channel Tunnel, east coast ports, the North West and Manchester International Airport, and the rail freight interchanges at Doncaster and Normanton. Opportunities to move freight by train are limited by the lack of a good rail network linking these destinations with Barnsley.
- 2.30 The limitations of the existing highway network also creates problems for the operation of local bus services. In many areas buses compete for road space with cars and heavy lorries producing unreliable services and lengthening journey times. There has been a long term decline in bus patronage as dependence on the private car has increased. Positive measures to promote and enhance bus travel will be needed to stem this decline and achieve sustainable development.

THE STRATEGIC DISTRIBUTION OF LAND USE & DEVELOPMENT

- 2.31 The strategic distribution of land use and development is based on strategy objectives which are derived from the UDP goals and national policy guidelines, particularly on the environment and sustainable development. Other more detailed objectives specific to individual topics, such as housing, economic development and environment and recreation, have been derived from the assessment of trends and issues for these topics. These objectives are set out in Part II Policy Justification.
- 2.32 The main elements of the Strategy are set out below under the key objectives.

EMPLOYMENT

Strategy Objective

- 2.33 Concentrate employment development where it will :
- a) **Provide employment opportunities for local communities, especially where there are high levels of unemployment**

- b) **Reduce journey to work distances**
- c) **Link to public transport and lorry routes**
- d) **Use derelict, degraded or vacant land, or where such land is unavailable, greenfield sites**
- e) **Meet the needs of major employment creating industries.**

Strategy

- 2.34 The underlying purpose of the Strategy is to seek to create about 22,000 new jobs. In pursuit of this around 323 hectares of land is proposed on employment sites. Other opportunities for creating these jobs are provided on development sites around the Town Centre, in existing industrial and commercial areas, and through policies which allow for appropriate employment creation in rural areas and in towns and other settlements throughout the Borough.
- 2.35 To achieve the level of employment creation needed, it is proposed to not only develop all brownfield sites which are suitable and feasible for development, especially in the Dearne and North East areas of the Borough, but also, where necessary, greenfield sites, mainly adjacent to settlements which are close to motorway junctions.
- 2.36 A range of other employment sites are also proposed in urban areas to create opportunities for businesses and investment and to increase employment provision locally to reduce commuting. Which sites are developed first and the pace of development will depend on a wide range of factors, including resources and other incentives for encouraging economic development reclaiming derelict land and the timescale for reclamation, market demand, ownership and of particular significance, constraints on the provision of infrastructure such as new roads and services such as electricity supply and drainage facilities. Because of uncertainty about the impact of these factors on particular sites, and the need to retain flexibility and choice for potential developers and occupiers it is not considered appropriate to establish a phasing policy for the release of the land.

Strategic Proposals

- 2.37 Major Employment Sites (See Key Diagram) :
- a) Adjacent to settlements which are close to the M1 motorway junctions :
 - Wentworth Park Industrial Estate
 - Dodworth Business Park
 - Junction 37 Employment Site
 - Elmhirst Lane Employment Site
 - Birthwaite Business Park

 - b) Adjacent to settlements in the Dearne and North East areas of the Borough which are close to the proposed Dearne Towns Link Road and Coalfield Link Road :
 - Rockingham
 - Shortwood
 - Extension to Platts Common Industrial Estate
 - Waterside Park (Wombwell)
 - Valley Park (Wombwell)
 - Extension to Goldthorpe Industrial Estate
 - Thurnscoe Business Park
 - Fields End Business Park
 - Former Grimethorpe Colliery Site (area for investigation)
 - Former Houghton Main Colliery Site (area for investigation).

 - c) Other Employment Sites :
 - Cudworth / Shafton
 - West Green
 - Claycliffe / Barugh
 - Stairfoot
 - Carlton
 - Royston
 - Oakwell / Hoyle Mill
 - Mapplewell

- Thurnscoe
- Wombwell / Darfield
- Penistone.

HOUSING

Strategy Objective

- 2.38 Locate new housing development :
- a) Where it will provide for locally generated housing needs; support local shopping/ community facilities and employment opportunities; and will reduce the need to travel
 - b) Near corridors well served (or potentially well served) by public transport and near to public transport centres
 - c) To provide a balance of provision to support economic regeneration and meet market demands
 - d) To meet regional needs and stabilise the population.

Strategy

- 2.39 The purpose of the Strategy for new housing is to meet a forecast requirement for 10,750 new dwellings in the Borough between 1986 and 2001. To achieve this sites for new housing are proposed throughout the Borough.
- 2.40 Three Housing Strategy Areas (see Diagram 2) have been defined as a basis for the distribution of new housing throughout the Borough. The Housing Strategy Areas are a reflection of :
- a) The dispersed nature of Barnsley's settlement pattern
 - b) The importance of providing for local housing needs in the areas where they are generated
 - c) The key role housing can play in regenerating the more disadvantaged parts of the Borough
 - d) The need to take account of market demand for new housing.

Strategic Proposals

2.41 Strategic distribution of new housing :

a) The Eastern Housing Strategy Area :

- i) To support the economic and environment regeneration of the Dearne, Wombwell and Darfield areas
- ii) Major sites at Goldthorpe, Thurnscoe, Hemingfield and Wombwell/Darfield.

b) The Central Housing Strategy Area :

- i) To provide for housing requirements of the Strategy Area within the urban area of Barnsley and neighbouring settlements of Dodworth, Darton, Royston and Cudworth/Shafton
- ii) To provide for housing development in the western parts of the Strategy Area where market demand is strongest and eastern parts of the Area to support Regeneration.

Major sites at Darton, Dodworth, Claycliffe/Barugh, Royston, Monk Bretton, Carlton, Lundwood, Athersley, Shafton, Cudworth, Brierley and Grimethorpe.

c) The Western Housing Strategy Area :

- i) To provide for housing development in association with economic growth in the Hoyland Area
- ii) To strengthen the role of Penistone as a market town supporting its extensive rural hinterland and network of small villages.

Major sites at Hoyland, Elsecar, Tankersley, Penistone and Silkstone.

2.42 Location of New Housing Sites (See Key Diagram) :

Within the Strategy Areas housing sites are proposed in settlements well served by public transport and containing a range of services, community facilities and employment opportunities (this is illustrated on the Key Diagram). Regard has been made for detailed environmental considerations in identifying new sites and will be a major factor where appropriate in determining the final layout and design of sites.

TRANSPORT

Strategy Objectives

- 2.43 In order to secure the aims of the Transport Strategy measures will seek to :
- a) Promote public transport, cycling and walking to reduce dependence on travel by private car
 - b) Concentrate road improvements and traffic management where they will :
 - i) Improve access to existing and new employment areas
 - ii) Improve links, especially for freight movements, to the regional and national transport systems; improving the accessibility of key strategic locations such as Humber Ports, Port Wakefield, Manchester International Airport and the Channel Tunnel from Barnsley
 - iii) Conserve the best environment and improve the worst, particularly where people live
 - iv) Improve road safety
 - v) Reduce energy use and vehicle emissions
 - vi) Improve the attractiveness and environment of the Town Centre and other shopping areas
 - vii) Meet special transport needs.

Strategy

- 2.44 The Transport Strategy aims to achieve the right balance between road building to improve accessibility in order to promote new employment in areas which have suffered most from the collapse of the mining industry, particularly the Dearne and North East of the Borough; public transport provision to encourage more people to transfer from private cars; and measures to encourage cycling and walking.

Strategic Proposals

- 2.45 Improve access to employment areas in the Borough, particularly in the Dearne and North East (See Key Diagram) by :
- a) Completion of the Dearne Towns Link Road and associated access to the Wath-Manvers Project

- b) Construction of the Coalfield Link Road from the DTLR east of Darfield to A628 at Shafton Two Gates via the Houghton Main and Grimethorpe potential employment areas
 - c) Construction of a by-pass of Cudworth, which will also help to improve the environment of Cudworth
 - d) Investigation of a link between the Cudworth By-pass and Carlton Industrial Estate to by-pass the West Green area
 - e) Completion of the improvements to the A637 route between the Town centre and the M1 at Haigh (Junction 38).
- 2.46 Promote public transport and improve local access by :
- a) Completing the Barnsley Interchange
 - b) Implementing bus enhancement and priority measures along the A628, A633, A635 and A61 radial route corridors and between Thurnscoe and Rotherham
 - c) Constructing a segregated busway along the disused railway in the Barnsley-Stairfoot-Wombwell corridor to link the Town Centre with the Oakwell Regeneration Area and Wath-Manvers
 - d) Improving the capacity and reliability of the Sheffield-Barnsley-Penistone railway by upgrading signalling and track layout
 - e) Improvement of existing and construction of new rail stations
 - f) Investigating the potential for Park and Ride provision.
- 2.47 For the longer term, investigating a route for a Northern Orbital Link between the Carlton and West Green employment areas and the M1 at Dodworth (Junction 37) linking to the proposed Cudworth By-pass and Coalfield Link Road. Such a scheme should aim to improve strategic access to existing and potential employment areas and to help reduce through traffic on roads within urban Barnsley.
- 2.48 Extending and supplementing the recreational cycle and footpath route networks to improve links into the Town Centre to encourage the use of transport modes other than the private car.

- 2.49 Within local centres traffic management, traffic calming and control of car parking will be used to improve road safety and environmental conditions for residents, shoppers and visitors; to improve traffic flow; and to improve the attractiveness of shopping centres. In Barnsley Town Centre proposals will be considered to improve traffic flow between Dodworth Road and Huddersfield Road to reduce traffic around the Town Hall. In Wombwell and Goldthorpe Town Centres measures will be implemented to improve road safety, the environment and the appearance of the main shopping areas. In other centres the scope and nature of such measures will be examined as opportunities arise.

TOWN & OTHER CENTRES

Strategy Objective

- 2.50 Strengthen the vitality and viability of Barnsley Town Centre, and principal shopping and commercial centres as foci for shopping, commerce, leisure and other community facilities and services.

Strategy

- 2.51 The Strategy is to concentrate shopping, commerce and other activities which attract large numbers of people into the Town Centre and other smaller centres in the Borough. This not only helps to strengthen the vitality and viability of these Centres but also contributes to achieving sustainable development objectives in particular the overall need to travel is reduced because each journey to a Centre can fulfil several purposes. Public transport also benefits because passenger movements are focused on a limited number of destinations.
- 2.52 The Strategy focuses on restricting shopping development outside existing centres and bring forward environmental, traffic and other improvements to increase the attractiveness of Barnsley Town Centre and principal shopping and commercial centres.
- 2.53 In addition to the Town Centre, the major centres are Wombwell, Cudworth, Grimethorpe, Goldthorpe, Thurnscoe, Royston, Darton, Mapplewell, Dodworth, Penistone and Hoyland (See Key Diagram).

ENVIRONMENT

Strategy Objective

- 2.54 Conserve and Improve the Environment.

Strategy

- 2.55 The Strategy focuses on protecting valuable areas and features and on using all available resources and mechanisms to improve derelict and degraded areas, with priority being given to the Regeneration Area (see Diagram 3). There are extensive areas of valuable open land in the Borough, mainly beyond the towns and villages but in some cases penetrating deep into them. Much of the land is in active use for agriculture and it also contains many features such as woodlands, hedgerows, rivers and reservoirs which are valuable to differing degrees for a variety of landscape, nature conservation and recreational purposes. It is important that the value of this asset is recognised. It will be offered appropriate levels of protection and efforts will be made to improve it where possible.
- 2.56 Conserving the natural environment is a key aspect of achieving sustainable development objectives, including the protection of open land around and between the built up areas. New development will normally be focused into the built-up areas where it generates shorter journeys and can be more effectively served by public transport. Green Belt policy is reaffirmed as the most effective means by which open land can be protected.
- 2.57 The Plan contains a range of policies and proposals for encouraging and guiding development. In considering any development proposals it will be important to ensure that the impact of any development on the landscape and the built and natural environment, encompassing its habitats, flora, fauna and geology, and any implications for pollution of air or water, are fully considered with a view to ensuring that sustainability objectives are not compromised. In the most attractive rural areas strict landscape protection policies will apply. Important features of both the built environment, including conservation areas, listed buildings and archaeological sites, and the natural environment, including several categories of nature conservation sites, will also be given special protection.
- 2.58 Where possible efforts will be made not only to conserve valuable sites but, by appropriate management and improvement works, to further enhance them. Opportunities will be sought to ensure that developments make a positive contribution to the quality of the environment.

- 2.59 In a limited number of situations a change in circumstances has warranted amendments to Green Belt boundaries. This applies particularly to the proposed release of Green Belt land for employment purposes in support of the Council's economic goals and to the tightening of boundaries set in the 1960's in the former West Riding Development Plan when population growth was forecast to be much higher than actually occurred.
- 2.60 Because Green Belts are required by Government policy to remain undisturbed beyond the period of the UDP, the Strategy designates areas not in the Green Belt, to remain undeveloped. Some of this forms a reserve of land for future development, should it be required. The location of much of this land in settlements near to urban Barnsley and in the east of the Borough reflects a continuation of existing Strategy objectives, in particular providing for housing needs generated by the main urban area where few opportunities for development remain, and in support of economic growth and regeneration in the south and east of the Borough.
- 2.61 A possible northern orbital road has been identified in Transport Studies as a means of improving access to the North East of the Borough from the M1. It is not expected that such a road would be implemented during the Plan period. If a road were to be proposed in the future associated land use and development options may require a re-appraisal of Green Belt boundaries in certain locations. It would not be appropriate for this to be undertaken until the need for the Road has been established.
- 2.62 With regard to improving the environment, reclamation for green afteruses of former colliery spoil tips and other derelict land, not suitable for development, is an integral part of the overall concept of sustainable development. This can be seen as part of the process of exchanging the former employment locations such as the coal mines for new ones, some of which are located on greenfield sites.
- 2.63 The main feature of the Strategy to improve the environment is to give priority within the Regeneration Area to :
- a) Improving or reclaiming unused, degraded or derelict land for forestry amenity or recreation uses where it is not suitably located or feasible for development
 - b) Enhancing the environments of housing priority areas, main transport corridors and industrial/commercial areas
 - c) Encouraging extensive woodland planting in the South Yorkshire Forest area in southern parts of the Borough.

LEISURE

Objective

- 2.64 Protect and enhance major recreation, leisure and tourism facilities promoting links by public transport, cycling and walking.

Strategic Proposals

- 2.65 Barnsley MB contains a wide range of recreation and leisure facilities. These not only contribute to improving the quality of life for Barnsley residents but also support the economic goals of the Plan. Tourism in particular can play a valuable role in regenerating the local economy, and Barnsley has considerable potential with its scenic rural areas in the west of the Borough; a rich heritage stemming largely from its industrial past; and cultural as well as leisure and market attractions in the Town Centre.
- 2.66 The key elements of the Strategy are to :
- a) Protect and enhance major facilities such as Cannon Hall Country Park, Worsbrough Country Park, Stainborough Park, Elsecar Heritage Project and the Metrodome
 - b) Link major leisure and tourist facilities by creating new multi-user recreation routeways for walkers, cyclists and horse riders, (for example, the Trans Pennine Trail) and by maintaining and seeking to extend the existing public rights of way network
 - c) Give priority to informal recreation activities in the Upper Don Tributaries Area where this does not conflict with conservation or landscape considerations
 - d) Seek ways of improving access to major recreation and leisure facilities by public transport
 - e) Encourage the provision of indoor leisure and recreation facilities in urban areas, especially those which are in areas of disadvantage and where there are deficiencies of provision.

STRATEGIC POLICY FRAMEWORK

- 2.67 The purpose of the strategic policy framework is to bring together the Part II policies into complementary groupings of policy aims which focus on achieving each of the UDP goals and support the national policy guidelines on the environment, sustainable development and transport.

GOAL A

TO BRING ABOUT ECONOMIC RESTRUCTURING AND ENCOURAGE GREATER INDUSTRIAL AND COMMERCIAL ACTIVITY IN THE BOROUGH SO AS TO INCREASE THE SCALE AND RANGE OF JOB OPPORTUNITIES.

Policy Aims

- A1 To meet the job needs of Barnsley residents and the industrial and commercial requirements of new and expanding businesses, through the provision of :
- i) a sufficient, overall supply of employment land
 - ii) a wide range, in terms of size, type and location, of employment sites, factories, workshops, offices and other employment generating premises.
- A2 To encourage the growth of existing firms.
- A3 To strengthen the role of Barnsley Town Centre as a focal point for the wider provision of shopping, commercial, leisure and cultural facilities, as well as for employment provision.
- A4 To safeguard existing employment areas from other forms of development.
- A5 To safeguard areas with potential for development beyond the Plan period.
- A6 To improve the buildings, infrastructure and environment of older industrial and commercial areas to enhance the image of Barnsley and maintain/improve employment opportunities.
- A7 To encourage growth and diversification of the rural economy including the provision of appropriate tourism, leisure and recreation related activities.
- A8 To recycle derelict and degraded land for development.
- A9 To carry out and promote improvements to the transport infrastructure in order to increase accessibility to and within the Borough for freight and public transport movements, to remove traffic congestion and improve the environment and to make the area more attractive to industry and commerce.
- A10 To promote development through the investment programmes and activities of public utility companies.

- A11 To improve the existing housing stock in order to enhance the appearance and image of Barnsley.
- A12 To provide a choice of housing opportunities for employers, considering location or expansion in Barnsley, and for their workers.
- A13 To extract minerals where they contribute to economic regeneration, subject to policies for protecting the environment.

GOAL B

TO CONSERVE AND IMPROVE THE PHYSICAL ENVIRONMENT FOR ITS OWN SAKE AND IN ORDER TO MAINTAIN AND INCREASE THE ATTRACTIVENESS OF BARNSELY AS A PLACE TO LIVE, WORK, INVEST AND VISIT.

Policy Aims

- B1 To protect the open character of land from inappropriate development in support of sustainable development principles, through the application of Green Belt policies, maintaining and strengthening links between the urban and rural areas.
- B2 To protect and enhance the countryside, valuable landscapes, higher quality agricultural land, and the natural and built environments, particularly nature conservation sites, conservation areas, listed buildings and archaeological sites.
- B3 To safeguard and enhance major recreation routes, areas and facilities.
- B4 To give priority to the Regeneration Area, improving or reclaiming unused, degraded or derelict land for amenity or recreation; and enhancing the environments of housing priority areas, main transport corridors, and industrial and commercial areas.
- B5 To promote extensive new woodland planting with particular emphasis on the Community Forest Initiative.
- B6 To seek to ensure that development makes a positive contribution to the quality of the environment.
- B7 To protect and improve the environment through land use/transportation policies and proposals which encourage the use of public transport; facilitate the movement of freight by rail or appropriate roads, and promote traffic management and other measures such as parking policies.

- B8 To safeguard opportunities for segregated public transport routes.
- B9 To balance improved accessibility with minimising vehicle journeys, journey length and avoidance of congestion.
- B10 To ensure that industrial, mineral extraction and waste disposal activities are acceptable in terms of their impact on the environment, amenity and pollution levels.
- B11 To seek, through land use and development policies and proposals, and through liaison with public utilities and public bodies to prevent pollution and the adverse effects of development on health, safety and local amenity.
- B12 To encourage new forms of energy generation such as windpower, subject to environment, amenity and transport policies.

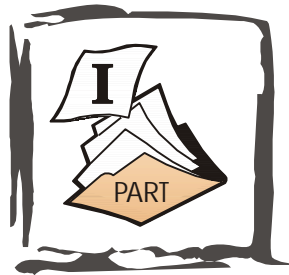
GOAL C

TO REVITALISE COMMUNITIES AND LESSEN DISADVANTAGE.

Policy Aims

- C1 To provide local employment sites, especially in areas of high unemployment.
- C2 To ensure that the requirements of groups of people with special needs, such as the elderly, those with disabilities and those on low incomes are fully taken into account in land use development and transportation policies.
- C3 To focus community initiatives and public investment on disadvantaged areas and communities.
- C4 To safeguard the identity of communities through the application of Green Belt policies which check the unrestricted sprawl of urban areas and prevent the coalescence of settlements.
- C5 To improve the quality of the existing housing stock and the environmental amenity of existing priority housing areas in order to improve the quality of life of Barnsley residents.

- C6 To meet the housing needs and demands of Barnsley people and accommodate limited inward migration to help maintain a stable level of population, by providing :
- a) an adequate overall supply of housing land
 - b) a variety of housing sites in terms of size, type and location
 - c) housing to meet specific needs such as sheltered and rented accommodation and affordable housing.
- C7 To provide new housing sites which contribute to the regeneration of disadvantaged areas.
- C8 To locate new housing sites where they will provide for locally generated housing needs; support local shopping/community facilities and employment opportunities; will reduce the need to travel and are convenient for public transport.
- C9 To strengthen the vitality and viability of principal shopping/commercial centres.
- C10 To safeguard and encourage the provision of community facilities in locations which meet the needs of disadvantaged groups and are convenient for public as well as private transport.
- C11 To protect and enhance urban open space and support its formal or informal use for leisure and recreation wherever appropriate.
- C12 To promote transport and traffic management schemes and other measures aimed at improving road safety and the quality of the environment in residential, as well as shopping and other areas used by the community.
- C13 To support the provision of public transport which links employment locations, community facilities and services such as shopping and recreation, to where people live.



PART I POLICIES

INTRODUCTION

The general policies in Part I are set out on a topic basis though their application spans a range of topics. Proposals for development and the use of land including those identified in Part II Community Areas will be assessed against a range of relevant policies. For ease of reference subjects covered by policies are set out in alphabetical order in Appendix 3.

Guidance on determining planning applications and appeals in respect of the Development Plan and other material considerations is contained in Planning Policy Guidance 1 - General Policies and Principles.

The Part I policies form the broad framework for the area and site specific policies and proposals in the Community Areas. Part I Policies are referred to as appropriate in the Community Areas to provide the link between Parts I and II of the UDP.

All land and buildings in the Community Areas are subject to specific policies and proposals as indicated on the Proposals Map. This comprehensive approach is to provide clarity and certainty in respect of development or the use of land. The policies and proposals are framed to promote certain types of development or to resist other types of development. They therefore provide the basis for guiding and encouraging, as well as controlling development.

In many parts of the Plan area the existing uses are expected to largely remain throughout the Plan period. These areas are covered by policies designed to safeguard the existing uses and are defined on the Proposals Map. The most significant are housing, employment and urban greenspace policy areas. Open land outside the built-up areas is largely protected by Green Belt and the Safeguarded Land / Urban Land to Remain Undeveloped policies.



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HOUSING

New Housing

Policy H1

THERE IS A REQUIREMENT FOR ABOUT 10,750 NEW DWELLINGS TO BE COMPLETED IN THE BOROUGH IN THE PERIOD 1986-2001.

Policy H2

THE COUNCIL WILL ENSURE THAT SUFFICIENT LAND IS AVAILABLE TO MEET IDENTIFIED HOUSING NEED AND ENSURE THAT A FIVE YEAR SUPPLY IS AVAILABLE AT ALL TIMES DURING THE PLAN PERIOD.

Policy H3

HOUSING SITES ARE ALLOCATED IN ORDER TO MEET THE OBJECTIVES OF POLICIES H1 AND H2. THESE SITES ARE IDENTIFIED IN VOLUMES 2-13 OF THE PLAN AND ARE SHOWN ON THE PROPOSALS MAP.

THE REMAINING CAPACITY OF THE SITES AT 1ST JANUARY 1995 WAS ESTIMATED AS BEING ABOUT 6,342 DWELLINGS.

Development on Housing Sites

Policy H4

THE SITES SHOWN AS HOUSING PROPOSALS ON THE PROPOSAL MAPS WILL BE DEVELOPED PRIMARILY FOR RESIDENTIAL PURPOSES. USES OTHER THAN RESIDENTIAL WITHIN SUCH AREAS WILL ONLY BE PERMITTED WHERE :

- A) THEY COMPRISE A USE WHICH IS ANCILLARY TO THE PREDOMINANT USE OF THE SITE FOR HOUSING PURPOSES BUT IS INTEGRAL WITH IT, AND
- B) THEY PROVIDE A SERVICE OR OTHER FACILITY PREDOMINANTLY FOR RESIDENTS OF THE SITE, AND

- C) THEY WOULD CAUSE NO UNDUE HARM TO RESIDENTIAL AMENITY FOR REASONS SUCH AS EXCESSIVE NOISE, FUMES, SMELLS, CAR PARKING OR SERVICING OR HIGHWAY CONGESTION, AND
- D) THEY COULD BE ACCOMMODATED SATISFACTORILY WITHIN THE SITE WITHOUT GIVING RISE TO UNACCEPTABLE CONDITIONS OF HIGHWAY CONGESTION OR SAFETY, PARTICULARLY TO PEDESTRIANS AND CYCLISTS.

Housing for Special Needs

Policy H5

THE COUNCIL WILL PROMOTE DIVERSITY OF DWELLING TYPE, SIZE, DENSITY AND DESIGN THROUGHOUT THE BOROUGH TO MEET THE FULL RANGE OF HOUSING NEED. IN PARTICULAR, THE COUNCIL WILL ENCOURAGE, IN APPROPRIATE LOCATIONS THROUGHOUT THE BOROUGH :

- A) HOUSING FOR KEY WORKERS
- B) AFFORDABLE HOUSING AND HOUSING FOR RENT
- C) HOUSING FOR THE ELDERLY AND THOSE WITH DISABILITIES
- D) HOMES INTENDED FOR SINGLE PERSON HOUSEHOLDS.

Open Space Provision

Policy H6

ALL DEVELOPMENTS WHICH COMPRISE OR INCLUDE THE PROVISION OF TWENTY OR MORE NEW DWELLING UNITS SHALL INCORPORATE, AS AN INTEGRAL PART OF THE DEVELOPMENT, A MINIMUM OF 15% OF THE GROSS SITE AREA AS OPEN SPACE OF A TYPE APPROPRIATE TO THE CHARACTER OF THE SITE, ITS LOCATION AND THE LAYOUT AND NATURE OF THE NEW HOUSING THEREON AND THE ADJOINING LAND USES.

SUCH PROVISION WILL BE DESIGNED AND LAID OUT IN A WAY WHICH REINFORCES THE PRIMARY PURPOSE OF THE AREA (OR AREAS) OF OPEN SPACE AS BEING, IN THE FIRST INSTANCE, FOR THE ENJOYMENT OF THE RESIDENTS OF THE HOUSING DEVELOPMENT OF WHICH IT FORMS AN INTEGRAL PART AND NOT THE PUBLIC AT LARGE.

DEVELOPERS WILL BE REQUIRED TO LAY OUT THE AREAS OF OPEN SPACE TO WHICH THIS POLICY RELATES AND THEREAFTER TO CONTRIBUTE TOWARDS THE FUTURE MAINTENANCE COSTS OF THESE FACILITIES BY WAY OF AN AGREEMENT WITH THE COUNCIL TO BE MADE UNDER THE PROVISIONS OF SECTION 106 OF THE ACT.

WHERE IT IS IMPOSSIBLE TO MAKE SUCH PROVISION ON LAND EITHER WITHIN OR IMMEDIATELY ADJACENT TO THE SITE IN A SATISFACTORY AND ACCEPTABLE MANNER, OR WHERE THE COUNCIL DEEM IT APPROPRIATE, SUITABLE OFF-SITE OPEN SPACE FACILITIES, REMOTE FROM THE DEVELOPMENT LAND, MAY BE ACCEPTABLE EITHER AS NEW FACILITIES OR AS AN EXTENSION TO THOSE EXISTING.

IN THESE CIRCUMSTANCES THE COUNCIL WILL SEEK TO ENTER INTO AN AGREEMENT UNDER 106 OF THE ACT WITH THE DEVELOPER TO ENSURE THAT A FINANCIAL CONTRIBUTION IS SECURED TOWARDS THE CAPITAL COSTS OF THE PROVISION AND THE FUTURE MAINTENANCE OF THE OPEN SPACE IN QUESTION.

Access to Undeveloped Land

Policy H7

NEW RESIDENTIAL DEVELOPMENT SHOULD SAFEGUARD ACCESS AND SERVICE OPPORTUNITIES FOR ADJACENT LAND WHICH IS ALLOCATED FOR HOUSING OR PROTECTED UNDER POLICY GS10 OR GS11.

Existing Residential Areas

Policy H8

AREAS DEFINED ON THE PROPOSALS MAP AS HOUSING POLICY AREAS WILL REMAIN PREDOMINANTLY IN RESIDENTIAL USE. OTHER USES WILL ONLY BE PERMITTED WHERE THEY ARE COMPATIBLE WITH A RESIDENTIAL AREA AND OTHER POLICIES OF THE PLAN.

Housing Renewal

Policy H9

THE COUNCIL WILL SEEK TO IMPROVE THE QUALITY OF THE EXISTING HOUSING STOCK BY MEASURES AS SET OUT IN ITS HOUSING STRATEGY :

- A) RENEWAL OF OLDER PRIVATE HOUSING USING RENEWAL AREAS AND OTHER SIMILAR INITIATIVES
- B) ACTION TO IMPROVE THE EXISTING MUNICIPAL STOCK AS PERMITTED BY THE HOUSING ACTS AND OTHER GOVERNMENT MUNICIPAL HOUSING IMPROVEMENT PROGRAMMES
- C) IMPROVEMENT OF IMMEDIATE ENVIRONS OF HOUSING AREAS
- D) THROUGH THE PROVISION OF GRANT AID, GROUP REPAIR AND WHERE APPROPRIATE, ENFORCEMENT ACTION AND CLEARANCE.

Needs of Travellers

Policy H10

SITES AT SMITHIES LANE, BARNSELY AND INGS ROAD, WOMBWELL WILL CONTINUE TO BE USED TO PROVIDE ACCOMMODATION FOR TRAVELLERS. PROPOSALS FOR NEW SITES FOR TRAVELLERS WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA :

- A) THE POTENTIAL IMPACT ON THE AMENITIES OF LOCAL RESIDENTS
- B) THE IMPACT ON VISUAL AMENITY AND LOCAL ENVIRONMENT
- C) THE ADEQUACY OF THE ACCESS TO, AND PARKING AND MANOEUVRING SPACES ON THE SITE
- D) THE ACCESSIBILITY OF COMMUNITY FACILITIES.
- E) THE AVAILABILITY OF ELECTRICITY, WATER SUPPLY, DRAINAGE AND OTHER SERVICES.



ECONOMIC DEVELOPMENT

Sites for New Development

Policy ED1

THE COMMUNITY AREA VOLUMES IN PART II OF THE PLAN SHOULD INCLUDE PROPOSALS FOR THE DEVELOPMENT OF SOME 307 TO 375 HECTARES OF LAND FOR EMPLOYMENT PURPOSES IN THE PERIOD 1991-2001. IN ORDER TO PROVIDE CHOICE AND FLEXIBILITY, PARTICULARLY TO ENCOURAGE INWARD INVESTMENT, A VARIETY OF SITES SHOULD BE IDENTIFIED INCLUDING SOME GREENFIELD SITES.

Uses on Employment Sites

Policy ED2

DEVELOPMENT ON SITES PROPOSED FOR EMPLOYMENT USE, OTHER THAN THOSE SPECIFIED IN POLICY ED3 OR IN COMMUNITY AREA VOLUMES, WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY, AND STORAGE AND DISTRIBUTION. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WILL NOT BE PERMITTED. OTHER EMPLOYMENT GENERATING USES MAY BE PERMITTED IF THEY ARE COMPATIBLE WITH ADJOINING USES.

Policy ED3

DEVELOPMENT ON BIRTHWAITE BUSINESS PARK, JUNCTION 37 EMPLOYMENT SITE AND ELMHIRST LANE EMPLOYMENT SITE WILL, UNLESS OTHERWISE STATED IN COMMUNITY AREA VOLUMES, NORMALLY BE PERMITTED FOR BUSINESS AND GENERAL INDUSTRY. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WILL NOT BE PERMITTED. OTHER EMPLOYMENT GENERATING USES WILL BE CONSIDERED IF THEY ARE COMPATIBLE WITH ADJOINING USES AND HAVING PARTICULAR REGARD TO THE QUALITY OF THE DEVELOPMENT AND THE NUMBER AND TYPE OF JOBS TO BE CREATED.

Economic Development and Residential Amenity

Policy ED4

PROPOSALS FOR ECONOMIC DEVELOPMENT ADJOINING OR CLOSE TO HOUSING WILL BE ASSESSED WITH PARTICULAR REGARD TO THE LIKELY IMPACT ON RESIDENTIAL AMENITY IN TERMS OF :

- A) AIR POLLUTION INCLUDING SMELL, FUMES, SMOKE, SOOT, ASH, DUST OR GRIT
- B) NOISE FROM OPERATIONS ON, OR TRAFFIC ENTERING OR LEAVING, THE SITE
- C) VISUALLY INTRUSIVE BUILDINGS, PLANT, FENCING, LIGHTING OR OUTSIDE STORAGE.

Sites & Premises for Small & Medium Sized Businesses

Policy ED5

THE COUNCIL WILL IN APPROPRIATE CASES :

- A) SERVICE AND PREPARE EMPLOYMENT SITES
- B) PROVIDE START-UP UNITS AND SMALL FACTORY UNITS IN SUITABLE LOCATIONS
- C) IMPROVE SUITABLE OBSOLESCE BUILDINGS FOR EMPLOYMENT USE
- D) SUPPORT AND ENCOURAGE PROVISION OF INDUSTRIAL AND COMMERCIAL SITES AND PREMISES BY THE PRIVATE SECTOR.

Policy ED6

PROVISION WILL BE MADE FOR SUITABLE WORK SPACE WITH ACCESS TO ADVICE TO ENABLE NEW BUSINESSES TO BECOME ESTABLISHED.

Existing Employment Areas

Policy ED7

AREAS DEFINED ON THE PROPOSALS MAPS AS EMPLOYMENT POLICY AREAS WILL REMAIN IN EMPLOYMENT USE. UNLESS OTHERWISE STATED IN COMMUNITY AREA VOLUMES, DEVELOPMENT WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY AND STORAGE AND DISTRIBUTION. OTHER EMPLOYMENT GENERATING USES MAY ALSO BE PERMITTED IF THEY ARE COMPATIBLE WITH ADJOINING USES. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) WILL NOT BE PERMITTED.

Older Commercial & Industrial Areas

Policy ED8

THE COUNCIL WILL SEEK TO STABILISE EMPLOYMENT AND UPGRADE THE ENVIRONMENT OF OLDER COMMERCIAL AND INDUSTRIAL AREAS, PROVIDING FINANCIAL ASSISTANCE WHERE APPROPRIATE AND CARRYING OUT ENVIRONMENTAL AND INFRASTRUCTURE IMPROVEMENTS AS APPROPRIATE.

Conversion of Buildings to Employment Use

Policy ED9

THE CONVERSION OF EXISTING BUILDINGS TO EMPLOYMENT USES WILL BE ENCOURAGED SUBJECT TO CONSIDERATION OF THE IMPACT ON RESIDENTIAL AMENITY, VISUAL AMENITY AND HIGHWAY SAFETY AND SUBJECT TO COMPLIANCE WITH ANY OTHER POLICIES IN THIS PLAN WHICH ARE MATERIAL TO THE PROPOSAL.

Growth of Existing Firms

Policy ED10

THE EXPANSION OF EXISTING FIRMS WILL NORMALLY BE PERMITTED SUBJECT TO SATISFACTORY STANDARDS OF DESIGN, THE AMENITY OF NEIGHBOURING USES, AND ADEQUATE CAR PARKING, LOADING AND VEHICLE MANOEUVRING FACILITIES.

Policy ED11

A NUMBER OF SITES ARE SUITABLE FOR THE EXPANSION OF EXISTING FIRMS, ALTHOUGH NOT CAPABLE OF INDEPENDENT DEVELOPMENT BECAUSE OF ACCESS AND OTHER CONSTRAINTS. SUCH SITES ARE SHOWN ON THE PROPOSALS MAP AS EXPANSION LAND.

Office Developments

Policy ED12

USES FALLING WITHIN CLASS A2 OF THE USE CLASSES ORDER (FINANCIAL, PROFESSIONAL OR OTHER SERVICES WHICH IT IS APPROPRIATE TO PROVIDE IN A SHOPPING AREA AND WHERE THE SERVICES ARE PROVIDED PRINCIPALLY TO VISITING MEMBERS OF THE PUBLIC) WILL BE ENCOURAGED TO LOCATE IN BARNSELY TOWN CENTRE AND OTHER PRINCIPAL SHOPPING AND COMMERCIAL CENTRES, SUBJECT TO ANY POLICIES ON PARTICULAR LOCATIONS SET OUT IN PART II OF THE PLAN.

Rural Diversification

Policy ED13

DEVELOPMENT WHICH LEADS TO THE DIVERSIFICATION OF THE RURAL ECONOMY WILL BE PERMITTED SUBJECT TO GREEN BELT POLICIES, AND CONSIDERATION OF THE IMPACT ON RESIDENTIAL AND VISUAL AMENITY, HIGHWAY SAFETY, AGRICULTURAL LAND AND NATURE CONSERVATION INTERESTS.

Hotel / Motel Developments

Policy ED14

HOTEL/MOTEL DEVELOPMENTS WILL BE ENCOURAGED IN BARNSELY TOWN CENTRE, OR LOCATIONS ACCESSIBLE TO THE M1 MOTORWAY AND DEARNE TOWNS LINK ROAD JUNCTIONS AND WILL BE CONSIDERED ELSEWHERE SUBJECT TO GREEN BELT AND OTHER RELEVANT POLICIES AND THE IMPACT ON RESIDENTIAL AND VISUAL AMENITY, HIGHWAY SAFETY, AND NATURE CONSERVATION INTERESTS.



Environment & Recreation **GREENSPACE**

IMPROVEMENT OF THE ENVIRONMENT

Regeneration Area

Policy GS1

THE COUNCIL WILL CONTINUE TO PROMOTE ENVIRONMENTAL IMPROVEMENTS THROUGHOUT THE BOROUGH. PRIORITY WILL BE GIVEN TO SCHEMES WITHIN BARNSELY'S REGENERATION AREA.

Derelict & Degraded Land

Policy GS2

THE COUNCIL WILL CONTINUE TO RECLAIM AND IMPROVE DERELICT, DISUSED, DEGRADED AND UNDER USED LAND. PRIORITY WILL BE GIVEN TO THOSE SCHEMES WHICH :

- A) PROVIDE SITES FOR NEW DEVELOPMENT, ESPECIALLY FOR INDUSTRIAL, COMMERCIAL OR HOUSING PURPOSES
- B) PROVIDE FOR THE INTRODUCTION OF LARGE SCALE AREAS OF OPEN SPACE INTO THE URBAN AREA FOR RECREATION, NATURE CONSERVATION OR WILDLIFE PURPOSES, AS APPROPRIATE
- C) IMPROVE THE ENVIRONMENT OF THE MAIN TRANSPORT CORRIDORS AND INDUSTRIAL AND COMMERCIAL AREAS
- D) IMPROVE THE ENVIRONMENT OF HOUSING PRIORITY AREAS.

Policy GS3

THE COUNCIL WILL INCREASINGLY TARGET RESOURCES TO SMALL SCALE ENVIRONMENTAL SCHEMES AND WILL ACTIVELY ASSIST AND ENCOURAGE VOLUNTARY BODIES TO UNDERTAKE IMPROVEMENT SCHEMES.

Policy GS4

PUBLIC BODIES, INDUSTRIAL AND COMMERCIAL FIRMS AND PUBLIC UTILITIES WILL BE ENCOURAGED TO IMPROVE THE APPEARANCE OF THEIR OPERATIONAL LAND. THEY SHOULD GIVE PARTICULAR ATTENTION TO IMPROVING NON OPERATIONAL LAND, INCLUDING EARLY RELEASE FOR RECLAMATION.

Policy GS5

WHERE VACANT SITES AND PREMISES ARE NOT TO BE IMMEDIATELY DEVELOPED, APPROPRIATE SITE TREATMENT, SUCH AS ADVANCED LANDSCAPING AND THE INCORPORATION OF ELEMENTS BENEFICIAL TO WILDLIFE SHOULD BE UNDERTAKEN TO ENHANCE THE SITE AND IMPROVE THE ENVIRONMENT. APPROPRIATE TEMPORARY USES MAY BE PERMITTED, SUBJECT TO OTHER POLICIES IN THE PLAN.

GREEN BELT, SAFEGUARDED LAND, & URBAN LAND TO REMAIN UNDEVELOPED

Extent of the Green Belt

Policy GS6

THE GREEN BELT BROADLY COVERS THE LAND AROUND AND BETWEEN THE BUILT-UP AREAS WITHIN THE BOROUGH. THE DETAILED BOUNDARIES ARE DEFINED ON THE PROPOSALS MAPS. POLICIES GS8, GS9 AND ASSOCIATED DEVELOPMENT CONTROL POLICIES WILL APPLY TO DEVELOPMENT PROPOSALS IN THE GREEN BELT.

Development within the Green Belt

Policy GS7

WITHOUT PREJUDICE AND SUBJECT TO THE APPLICATION OF POLICIES GS8, GS8A, GS8B, GS8C, GS8D, GS8E AND GS9 IN THIS PLAN, DEVELOPMENT WITHIN THE GREEN BELT WILL NOT BE PERMITTED UNLESS IT MAINTAINS THE OPENNESS OF, AND DOES NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN, THE GREEN BELT.

Policy GS8

WITHIN THE GREEN BELT, THE CONSTRUCTION OF NEW BUILDINGS WILL NOT BE PERMITTED, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, UNLESS IT IS FOR THE FOLLOWING PURPOSES :

- A) AGRICULTURE OR FORESTRY
- B) ESSENTIAL FACILITIES FOR OUTDOOR SPORT OR OUTDOOR RECREATION, FOR CEMETERIES, OR FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT
- C) THE REPLACEMENT OF EXISTING DWELLINGS IN COMPLIANCE WITH POLICY GS8E.

Visual Amenity

Policy GS9

DEVELOPMENT WITHIN THE GREEN BELT, OR CONSPICUOUS FROM IT, SHOULD NOT BY REASON OF ITS SITING, MATERIALS OR DESIGN RESULT IN SIGNIFICANT HARM TO THE VISUAL AMENITY OF THE GREEN BELT.

Safeguarded Land

Policy GS10

IN AREAS SHOWN AS SAFEGUARDED LAND ON THE PROPOSALS MAP EXISTING USES WILL NORMALLY REMAIN DURING THE PLAN PERIOD AND DEVELOPMENT WILL BE RESTRICTED TO THAT NECESSARY FOR THE OPERATION OF THE EXISTING USES. OTHERWISE PLANNING PERMISSION FOR THE PERMANENT DEVELOPMENT OF SUCH LAND WILL ONLY BE GRANTED FOLLOWING A REVIEW OF THE UDP WHICH PROPOSES THAT DEVELOPMENT ON THE LAND IN QUESTION.

Urban Land to Remain Undeveloped

Policy GS11

ON SITES SHOWN AS URBAN LAND TO REMAIN UNDEVELOPED ON THE PROPOSALS MAP EXISTING USES WILL NORMALLY REMAIN DURING THE PLAN PERIOD AND DEVELOPMENT WILL BE RESTRICTED TO THAT NECESSARY FOR THE OPERATION OF THE EXISTING USES. OTHERWISE PLANNING PERMISSION FOR THE PERMANENT DEVELOPMENT OF SUCH LAND WILL ONLY BE GRANTED FOLLOWING A REVIEW OF THE UDP WHICH PROPOSES THAT DEVELOPMENT ON THE LAND IN QUESTION.

Development of Agricultural Land

Policy GS12

THE BEST AND MOST VERSATILE AGRICULTURAL LAND IS A NATIONAL RESOURCE FOR THE FUTURE. CONSIDERABLE WEIGHT WILL BE GIVEN TO PROTECTING SUCH LAND FROM DEVELOPMENT.

LANDSCAPE

Areas of Borough Landscape Value

Policy GS13

IN AREAS DESIGNATED AS BEING OF BOROUGH LANDSCAPE VALUE ON THE PROPOSALS MAP CONSERVATION AND ENHANCEMENT OF THE LANDSCAPE WILL BE EXTREMELY IMPORTANT CONSIDERATIONS. SUBJECT TO POLICY GS8, DEVELOPMENT WILL ONLY BE ALLOWED IF :

- A) THERE IS NO LOSS OF VALUABLE LANDSCAPE FEATURES
- B) THE NATURE, FORM AND DESIGN OF THE DEVELOPMENT IS SYMPATHETIC TO THE AREA
- C) THE OVERALL CHARACTER AND APPEARANCE OF THE AREA IS CONSERVED AND WHEREVER POSSIBLE ENHANCED.

Landscape Improvement

Policy GS14

THE COUNCIL WILL CONTINUE TO ENCOURAGE AND ASSIST FARMERS AND LAND OWNERS TO CONSERVE AND IMPROVE THE LANDSCAPE. WHERE OPPORTUNITIES ARISE, RESOURCES WILL BE CONCENTRATED ON AREAS OF RELATIVELY POOR LANDSCAPE OUTSIDE BOROUGH LANDSCAPE VALUE AREAS.

NATURE CONSERVATION

Protecting Habitats and Species

Policy GS15

THE COUNCIL WILL SEEK TO SAFEGUARD IMPORTANT HABITATS AND SPECIES FROM ANY ACTIVITIES WHICH WOULD CAUSE DISTURBANCE, POLLUTION OR OTHER DAMAGE. ALL DEVELOPMENT PROPOSALS SHOULD, WHERE APPROPRIATE, INCLUDE MEASURES TO CONSERVE AND ENHANCE EXISTING FEATURES OF NATURE CONSERVATION INTEREST AND TO CREATE NEW NATURE CONSERVATION AREAS.

Policy GS16

DEVELOPMENT LIKELY TO HAVE AN ADVERSE EFFECT, EITHER DIRECTLY OR INDIRECTLY, ON THE CONSERVATION VALUE OF A NATIONAL NATURE RESERVE OR SITE OF SPECIAL SCIENTIFIC INTEREST OR ANY HABITAT OR SPECIES PROTECTED BY LAW, WILL ONLY BE PERMITTED IF IT CAN BE DEMONSTRATED THAT OTHER MATERIAL CONSIDERATIONS OUTWEIGH THE SPECIAL INTEREST OF THE SITE.

Policy GS17

SITES WHICH ARE DESIGNATED AS OR POTENTIAL RAMSAR SITES, SPECIAL PROTECTION AREAS, OR SPECIAL AREAS OF CONSERVATION WILL BE GIVEN THE PROTECTION AFFORDED TO SITES OF SPECIAL SCIENTIFIC INTEREST. IN ADDITION, DEVELOPMENT PROPOSALS WILL BE ALLOWED ONLY IF THERE IS NO ALTERNATIVE SOLUTION AND IF THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST FOR THEM. WHERE SUCH SITES HOST A PRIORITY HABITAT OR SPECIES (AS LISTED IN THE EC HABITATS DIRECTIVE) DEVELOPMENT SHOULD ONLY PROCEED IF REQUIRED FOR REASONS OF HUMAN HEALTH OR PUBLIC SAFETY.

Policy GS18

ANY DEVELOPMENT WHICH MAY ADVERSELY AFFECT, DIRECTLY OR INDIRECTLY, A LOCAL NATURE RESERVE, A NATURAL HERITAGE SITE, ANCIENT WOODLAND, A REGIONALLY IMPORTANT GEOLOGICAL SITE OR OTHER NATURE CONSERVATION SITES IDENTIFIED ON THE PROPOSALS MAPS, WILL NOT BE APPROVED UNLESS IT CAN BE CLEARLY DEMONSTRATED THAT THERE IS A CASE FOR THE DEVELOPMENT WHICH OUTWEIGHS THE CASE FOR SAFEGUARDING THE CONSERVATION INTEREST OF THE SITE AFTER AVAILABLE MEASURES TO AVOID, MITIGATE OR COMPENSATE FOR ANY ADVERSE EFFECTS HAVE BEEN TAKEN INTO ACCOUNT, IN WHICH CASE THE COUNCIL WILL SEEK TO MINIMISE THE ADVERSE IMPACT AND/OR SECURE COMPENSATORY PROVISION INCLUDING, WHERE APPROPRIATE, THROUGH PLANNING CONDITIONS OR OBLIGATIONS.

Local Nature Reserves

Policy GS19

THE COUNCIL WILL REVIEW ITS EXISTING LANDHOLDINGS AND WILL, IN CONSULTATION WITH ENGLISH NATURE, DECLARE APPROPRIATE SITES AS LOCAL NATURE RESERVES. THE COUNCIL MAY ALSO, WHERE APPROPRIATE, PURCHASE OR ENTER INTO MANAGEMENT AGREEMENTS OVER PRIVATELY OWNED SITES WITH THE INTENTION OF DECLARING THEM AS LOCAL NATURE RESERVES.

Wildlife Corridors

Policy GS20

DEVELOPMENT WILL NOT NORMALLY BE PERMITTED WHICH MAY DESTROY OR ADVERSELY AFFECT THE INTEGRITY OF WILDLIFE CORRIDORS.

Enhancing Areas of Nature Conservation Interest

Policy GS21

THE COUNCIL WILL SEEK TO INCREASE THE NUMBER AND QUALITY OF AREAS OF NATURE CONSERVATION INTEREST AVAILABLE FOR EDUCATIONAL AND GENERAL PUBLIC ENJOYMENT, WHILE MINIMISING DETRIMENTAL EFFECTS AND PROTECTING SITES FROM ANY POTENTIAL DAMAGE.

Woodland Hedgerows & Trees

Policy GS22

THE COUNCIL WILL SEEK THE RETENTION AND MANAGEMENT OF EXISTING HEDGEROWS, WOODLANDS AND TREES BOTH INDIVIDUALLY AND IN GROUPS.

Policy GS23

THE COUNCIL WILL ACTIVELY SUPPORT THE DEVELOPMENT OF EXTENSIVE NEW WOODLAND AND HEDGEROW PLANTING AND ITS APPROPRIATE MANAGEMENT FOR LANDSCAPE, ECOLOGICAL, RECREATION AND ULTIMATELY ECONOMIC BENEFIT.

Policy GS24

THE COUNCIL WILL SUPPORT THE CREATION OF THE SOUTH YORKSHIRE FOREST. ANY DEVELOPMENT WITHIN THE FOREST AREA MUST ACCORD WITH THE POLICIES OF THIS U.D.P. AND DEVELOPERS WILL BE ENCOURAGED TO MAKE A POSITIVE CONTRIBUTION TO THE FOREST.

COUNTRYSIDE RECREATION

Recreation Areas of Boroughwide Significance

Policy GS25

THE FOLLOWING EXISTING AND PROPOSED RECREATION AREAS WHICH ARE OF BOROUGHWIDE SIGNIFICANCE WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD IMPAIR THEIR AVAILABILITY, ACCESSIBILITY AND PARTICULAR QUALITIES :

- CANNON HALL COUNTRY PARK
- WORSBROUGH COUNTRY PARK/DOVE VALLEY
- DEARNE VALLEY PARK
- NETHERWOOD COUNTRY PARK
- WESTWOOD COUNTRY PARK
- STAINBOROUGH PARK
- ELSECAR GREENWAY AND HERITAGE CENTRE
- OLD MOOR WETLANDS CENTRE & BROOMHILL INGS
- WHARNCLIFFE WOODS
- WORTLEY TOP FORGE

FURTHER PROVISION AND ENHANCEMENT OF RECREATIONAL FACILITIES WILL BE MADE IN THESE AREAS. WHERE OPPORTUNITIES EXIST THEY WILL BE EXTENDED, PARTICULARLY IN THE DEARNE VALLEY.

Recreational Routeways & Networks

Policy GS26

THE COUNCIL WILL DEVELOP AND PROMOTE A NETWORK OF SAFE MULTI-USER RECREATIONAL ROUTEWAYS, INCLUDING THE TRANS PENNINE TRAIL. IN ADDITION, THE COUNCIL WILL SEEK TO EXTEND THE NETWORK OF PUBLIC RIGHTS OF WAY WHEREVER POSSIBLE, CONNECTING NEW FOOTPATHS AND BRIDLEWAYS TO THE EXISTING SYSTEM. THE MULTI-USER NETWORK AND EXTENSIONS TO THE EXISTING FOOTPATH AND BRIDLEWAY SYSTEM WILL BE DEVELOPED AS RESOURCES PERMIT WITH PARTICULAR EMPHASIS BEING PLACED ON :

- A) MAXIMISING THE USE OF DISUSED RAILWAYS AND ANY EXISTING LENGTHS OF REDUNDANT CANAL

- B) LINKS TO NEIGHBOURING AUTHORITIES
- C) ROUTES BETWEEN SETTLEMENTS AND INTO RURAL AREAS
- D) OPPORTUNITIES ARISING FROM HIGHWAY IMPROVEMENT SCHEMES.

Policy GS27

DISUSED CANALS OR PARTS THEREOF OFFER THE POTENTIAL FOR RESTORATION FOR NAVIGATION AND FOR A VARIETY OF LEISURE AND RECREATIONAL ACTIVITIES. THEY WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD INHIBIT THAT POTENTIAL. WHERE IT CAN BE SHOWN THAT A FEASIBLE ALTERNATIVE ROUTE FOR RESTORING NAVIGATION EXISTS, THERE WILL BE NO NEED TO PROTECT THE ORIGINAL ROUTE FOR THE PURPOSE OF RESTORATION OF NAVIGATION BUT IT MAY BE REQUIRED TO PROTECT IT FOR OTHER LEISURE AND RECREATIONAL PURPOSES.

Policy GS28

THE COUNCIL WILL WHEREVER PRACTICABLE, PRESERVE, PROTECT AND ENHANCE EXISTING PUBLIC RIGHTS OF WAY AND WILL REQUIRE THAT NEW DEVELOPMENT RETAINS AN ATTRACTIVE ROUTE FOR EXISTING RIGHTS OF WAY OR WHERE DIVERSION IS NECESSARY, PROVIDES FOR A SATISFACTORY ALTERNATIVE ROUTE.

Water Based Recreation

Policy GS29

OPPORTUNITIES WILL BE SOUGHT TO DEVELOP WATER SPORTS FACILITIES PARTICULARLY ON EXISTING RESERVOIRS OR AREAS CREATED BY OTHER DEVELOPMENT.

Caravan & Camping Facilities

Policy GS30

PROPOSALS FOR TOURING CARAVAN AND CAMPING SITES AND ANY ESSENTIAL ANCILLARY FACILITIES, OUTSIDE URBAN AREAS, WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA :

- A) PROPOSALS MUST CONFORM WITH GREEN BELT, LANDSCAPE, NATURE CONSERVATION AND OTHER POLICIES IN THE PLAN
- B) THE ANCILLARY FACILITIES MUST BE OF A LIMITED SCALE COMPATIBLE WITH THAT OF THE CARAVAN OR CAMPING DEVELOPMENT WHICH THEY SERVE

- C) THERE MUST BE SATISFACTORY VEHICULAR ACCESS
- D) THE SITING OF UNITS OTHER THAN TOURING UNITS I.E. TOURING TRAILER CARAVANS, TOURING MOTOR CARAVANS, TOURING TRAILER TENTS AND TENTS, WILL NOT BE PERMITTED.

Rural Recreation Facilities

Policy GS31

DEVELOPMENT OF RURAL RECREATION FACILITIES AND VISITOR ATTRACTIONS WITHIN THE UPPER DON AREA WILL BE PROMOTED SUBJECT TO POLICIES FOR THE PROTECTION AND ENHANCEMENT OF THE GREEN BELT, AREAS OF BOROUGH LANDSCAPE VALUE, SITES OF NATURE CONSERVATION IMPORTANCE AND THE BUILT ENVIRONMENT.

Golf Courses

Policy GS32

PROPOSALS FOR NEW GOLF COURSES OR DEVELOPMENT OR EXTENSION OF EXISTING GOLF COURSES, AND DRIVING RANGES, WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA :

- A) THE LIKELY EFFECT ON THE LANDSCAPE OF THE AREA WHICH WILL INCLUDE NOT ONLY LAND-FORM BUT ESTABLISHED VEGETATION, TREES, HEDGES, ANY HISTORIC LANDSCAPE FEATURES AND ANY ARCHAEOLOGICAL FEATURES
- B) THE EFFECT ON PUBLIC RIGHTS OF WAY
- C) THE LIKELY EFFECT ON AREAS OF NATURE CONSERVATION SIGNIFICANCE
- D) THE EFFECT ON BEST AND MOST VERSATILE AGRICULTURAL LAND
- E) THE PROVISION OF SATISFACTORY ACCESS
- F) THE EFFECT ON RESIDENTIAL AMENITY.

PROVIDED THAT :

- I) ALL DEVELOPMENT MUST BE WHOLLY RELATED TO THE GOLF USE AND FUNCTION
- II) IN AREAS OF GREEN BELT AND PARTICULARLY BOROUGH LANDSCAPE VALUE, CLUB HOUSE AND OTHER FACILITIES WILL BE EXPECTED TO BE LARGELY BASED ON EXISTING BUILDINGS.

Countryside Recreation

Policy GS33

PROPOSALS FOR THE USE OF LAND OR OTHER DEVELOPMENT FOR OTHER FORMS OF COUNTRYSIDE RECREATION WILL BE CONSIDERED HAVING REGARD TO THE POLICIES OF THE PLAN, INCLUDING THOSE CONCERNED WITH IMPROVING THE ENVIRONMENT, GREEN BELT, LANDSCAPE, NATURE CONSERVATION, COUNTRYSIDE RECREATION ACTIVITIES, AGRICULTURE, RURAL ECONOMY AND RESIDENTIAL AMENITY.

Urban Greenspace

Policy GS34

AREAS DESIGNATED AS URBAN GREENSPACE ON THE PROPOSALS MAP WILL NORMALLY REMAIN OPEN AND UNDEVELOPED. PROPOSALS FOR THE DEVELOPMENT OF SUCH AREAS WILL BE ASSESSED FOR THEIR EFFECT ON THE PRESENT AND POTENTIAL FORMAL AND INFORMAL FUNCTION OF THE AREAS AS :

- A) A FACILITY FOR RECREATION
- B) AN AREA OF AMENITY VALUE
- C) AN AREA OF NATURE CONSERVATION VALUE; AND
- D) A LINK BETWEEN ADJACENT AREAS

A PROPOSAL LIKELY TO HAVE A SIGNIFICANT ADVERSE EFFECT ON THE FUNCTION OF THE AREA IN ANY SUCH RESPECT WILL NOT NORMALLY BE APPROVED. WHERE MATERIAL CONSIDERATIONS NEVERTHELESS INDICATE APPROVAL, THE ADVERSE EFFECTS ON URBAN GREENSPACE MUST BE OFFSET BY COMPENSATORY IMPROVEMENTS OR ADDITIONS WITHIN OR OUTSIDE THE DEVELOPMENT SITE, INCLUDING WHERE APPROPRIATE, THROUGH PLANNING CONDITIONS OR OBLIGATIONS.

Policy GS35

IN ASSESSING PROPOSALS FOR THE DEVELOPMENT OF LAND WITHIN AN URBAN AREA WHICH, ALTHOUGH NOT DESIGNATED URBAN GREENSPACE, DOES IN FACT SERVE, OR HAS RECENTLY SERVED, ONE OR MORE OF THE PURPOSES OF URBAN GREENSPACE IDENTIFIED IN A) TO D) INCLUSIVE UNDER POLICY GS34, THE COUNCIL WILL HAVE REGARD TO THE DESIRABILITY OF RETAINING OR PROMOTING THE USE OF THE LAND FOR SUCH PURPOSES.

Outdoor Sport & Outdoor Recreation Provision

Policy GS36

IN CONSIDERING PROPOSALS FOR DEVELOPMENT AND IN IMPLEMENTING OTHER POLICIES AND PROPOSALS IN THE PLAN THE COUNCIL WILL SEEK TO ENSURE THAT A MINIMUM STANDARD OF 2.43 HECTARES OF OUTDOOR SPORT/RECREATION SPACE PER 1,000 POPULATION IS ACHIEVED THROUGHOUT THE PLAN AREA.

New Opportunities for Outdoor Recreation Space

Policy GS37

THE COUNCIL WILL SEEK IMPROVEMENT OF FORMAL AND CASUAL RECREATION PROVISION, BY THE CREATION OF NEW AREAS AND UPGRADING EXISTING SITES, INCLUDING THE INCORPORATION OF PROVISION FOR RECREATION IN ASSOCIATION WITH DEVELOPMENTS WHICH ARE PRIMARILY FOR OTHER PURPOSES.

Allotments

Policy GS38

DEVELOPMENT OF LAND IN USE, OR LAST USED, AS ALLOTMENTS WILL NOT NORMALLY BE PERMITTED. ANY PROPOSALS FOR DEVELOPMENT OR ALTERNATIVE USE WILL BE CONSIDERED ON THE BASIS OF THE FOLLOWING :

- A) SUITABLE ALTERNATIVES SHALL BE PROVIDED IN CLOSE PROXIMITY AND OF SUFFICIENT QUALITY, TO ACCOMMODATE DISPLACED ALLOTMENT HOLDERS
- B) PROPOSALS WILL BE SUBJECT TO ENVIRONMENTAL AND OTHER POLICIES IN THE PLAN AND SPECIFICALLY GS34
- C) WHERE ALLOTMENTS ARE OR BECOME DISUSED CONSIDERATION WILL BE GIVEN TO DEMAND FOR ALLOTMENTS IN THE AREA.

Indoor Recreation & Leisure Facilities

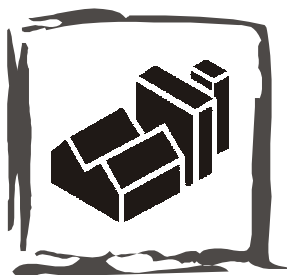
Policy GS39

THE PROVISION OF NEW INDOOR RECREATION AND LEISURE FACILITIES AND THE IMPROVEMENT OF EXISTING ONES WILL BE ENCOURAGED IN APPROPRIATE LOCATIONS, PARTICULARLY WHERE THEY :

- A) ARE ASSOCIATED WITH IDENTIFIED NEEDS
- B) OFFER GREATEST ACCESSIBILITY TO THE PUBLIC
- C) INVOLVE THE USE OF DERELICT OR DEGRADED LAND AND ASSIST IN MEETING THE STRATEGIC OBJECTIVES; PARTICULARLY THE NEED TO REVITALISE COMMUNITIES AND LESSEN DISADVANTAGE.

Policy GS40

THE COUNCIL WILL PROMOTE THE FULL USE OF EXISTING OR NEW INDOOR RECREATION AND LEISURE FACILITIES.



Environment & Recreation
**BUILT
ENVIRONMENT**

ARCHITECTURAL, HISTORIC & ARCHAEOLOGICAL HERITAGE

Conservation Areas

Policy BE1

IN CONSERVATION AREAS DEVELOPMENT WILL ONLY BE APPROVED IF IT ENHANCES OR PRESERVES THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.

Listed Buildings

Policy BE2

THE COUNCIL WILL HAVE SPECIAL REGARD TO THE DESIRABILITY OF SECURING THE RETENTION, REPAIR, MAINTENANCE AND CONTINUED USE OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE SPECIAL ARCHITECTURAL OR HISTORIC INTEREST CHARACTER OF LISTED BUILDINGS WILL NOT BE PERMITTED. OTHER BUILDINGS CONSIDERED BY THE COUNCIL TO BE OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WILL BE PUT FORWARD TO THE DEPARTMENT OF NATIONAL HERITAGE FOR LISTING.

Archaeological Sites

Policy BE3

WHERE NATIONALLY IMPORTANT ARCHAEOLOGICAL REMAINS, WHETHER SCHEDULED OR NOT, AND THEIR SETTINGS ARE AFFECTED BY PROPOSED DEVELOPMENT THERE WILL BE A PRESUMPTION IN FAVOUR OF THEIR PHYSICAL PRESERVATION.

OTHER UNSCHEDULED ARCHAEOLOGICAL REMAINS OF MORE LOCAL IMPORTANCE MAY ALSO BE WORTHY OF PRESERVATION. WHERE THESE FEATURES ARE AFFECTED BY DEVELOPMENT PROPOSALS, THEIR RELATIVE IMPORTANCE WILL BE WEIGHED AGAINST OTHER FACTORS INCLUDING THE NEED FOR THE PROPOSED DEVELOPMENT.

ON SITES OF IDENTIFIED OR POTENTIAL ARCHAEOLOGICAL SIGNIFICANCE, THE COUNCIL MAY REQUIRE AN ARCHAEOLOGICAL FIELD EVALUATION TO BE SUBMITTED AS PART OF A PLANNING APPLICATION.

Policy BE4

WHERE THE AUTHORITY DECIDES THAT THE PHYSICAL PRESERVATION OF ARCHAEOLOGICAL REMAINS IN SITU IS NOT JUSTIFIED, AND THAT DEVELOPMENT WHICH WOULD DESTROY THE REMAINS SHOULD PROCEED, THE AUTHORITY WILL ENSURE, BEFORE GRANTING PLANNING PERMISSION, THAT THE DEVELOPER HAS MADE APPROPRIATE AND SATISFACTORY PROVISION FOR THE EXCAVATION AND RECORDING OF THE REMAINS.

Improving Existing Areas of Poorer Quality Built Environment

Policy BE5

THE COUNCIL WILL SEEK TO ENHANCE THE ENVIRONMENTAL QUALITY OF EXISTING HOUSING, COMMERCIAL AND INDUSTRIAL AREAS.

QUALITY OF DEVELOPMENT

Design Standards

Policy BE6

THE COUNCIL WILL SEEK TO ACHIEVE GOOD DESIGN STANDARDS FOR ALL TYPES OF DEVELOPMENT.

PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED USING THE FOLLOWING DESIGN CRITERIA :

- A) THE QUALITY OF LAYOUT, AND SUITABILITY OF SCALE OF THE DEVELOPMENT
- B) THE USE, QUALITY, DESIGN AND LANDSCAPE TREATMENT OF OPEN LAND WITHIN THE SITE AND THE AREA AROUND BUILDINGS
- C) THE STANDARD OF DETAILED DESIGN AND FACING MATERIALS OF PROPOSED BUILDINGS

- D) THE SUITABILITY OF THE WHOLE DEVELOPMENT FOR ITS PROPOSED CONTEXT AND ITS RELATIONSHIP WITH ADJOINING LAND USES.

DESIGNS WHICH THE COUNCIL CONSIDERS UNSATISFACTORY IN TERMS OF ANY OF THESE CRITERIA WILL BE REJECTED.

Public Art

Policy BE7

THE PROVISION OF WORKS OF ART IN PUBLIC PLACES AND IN DEVELOPMENTS WILL BE ENCOURAGED.



Environment & Recreation ENVIRONMENT STANDARDS

Pollution

Policy ES1

THE COUNCIL WILL REFUSE PROPOSALS FOR DEVELOPMENT WHICH ARE LIKELY TO RESULT IN HARM TO THE ENVIRONMENT THROUGH EXCESSIVE LEVELS OF POLLUTION ARISING EITHER WITHIN THE SITE TO BE DEVELOPED OR OCCASIONED ELSEWHERE BY THE PROPOSED DEVELOPMENT.

THE COUNCIL WILL IN PARTICULAR RESIST DEVELOPMENT WHICH IS LIKELY TO RESULT IN HOUSING, SCHOOLS, HOSPITALS OR OTHER SENSITIVE LAND USES BEING SUBJECTED TO EXCESSIVE LEVELS OF AIR, NOISE OR OTHER POLLUTION.

WHERE DEVELOPMENT IS PERMITTED THE COUNCIL WILL SEEK TO ENSURE THAT RESULTING POLLUTION IS AVOIDED OR MINIMISED.

Sewage Treatment Works

Policy ES2

NEW DEVELOPMENT IN THE VICINITY OF SEWAGE TREATMENT WORKS WILL NOT NORMALLY BE PERMITTED IF, IN THE OPINION OF THE COUNCIL, AFTER CONSULTATION WITH THE SEWERAGE UNDERTAKER, IT WOULD RESULT IN THE OCCUPIERS OF AFFECTED PROPERTY BEING EXPOSED TO AN UNACCEPTABLE LOSS OF AMENITY CAUSED BY ODOURS OR OTHER PROBLEMS ASSOCIATED WITH SEWAGE TREATMENT.

Water Pollution

Policy ES3

THE COUNCIL WILL, IN CONJUNCTION WITH THE NATIONAL RIVERS AUTHORITY, USE ALL ITS AVAILABLE POWERS AND INFLUENCE TO PREVENT THE POLLUTION OF ALL SURFACE AND UNDERGROUND WATER AND SEEK TO IMPROVE THEIR QUALITY CONSISTENT WITH EUROPEAN UNION WATER QUALITY OBJECTIVES.

Washlands

Policy ES4

DEVELOPMENT WILL NOT BE PERMITTED IN AREAS DESIGNATED AS WASHLANDS ON THE PROPOSALS MAPS EXCEPT WHERE :

- A) THE PROPOSED DEVELOPMENT WOULD NOT SIGNIFICANTLY AFFECT THE FUNCTION OF THE WASHLAND, OR IT INCORPORATES ADEQUATE ALTERNATIVE FLOODWATER STORAGE CAPACITY AND
- B) THERE WOULD BE NO SERIOUS RISK TO THE DEVELOPMENT FROM FLOOD DEBRIS OR POLLUTION.

Watercourses

Policy ES5

CULVERTING OR CANALISATION OF WATERCOURSES WILL NOT BE PERMITTED UNLESS THERE ARE OVERRIDING PUBLIC SAFETY CONSIDERATIONS OR DEVELOPMENT COULD NOT BE ACHIEVED IN ANY OTHER WAY.

Unstable Land

Policy ES6

WHERE THE COUNCIL CONSIDERS IT NECESSARY IT WILL INSIST ON DEVELOPMENT PROPOSALS BEING ACCOMPANIED BY REPORTS ON SITE STABILITY AND APPROPRIATE REMEDIAL MEASURES.

Contaminated Land

Policy ES7

WHERE DEVELOPMENT IS PROPOSED ON LAND WHICH THE COUNCIL KNOWS OR STRONGLY SUSPECTS IS CONTAMINATED TO AN EXTENT WHICH WOULD AFFECT THE PROPOSED DEVELOPMENT OR INFRINGE STATUTORY REQUIREMENTS, THE COUNCIL WILL REQUIRE TO BE SATISFIED THAT THE APPLICANT HAS :

- A) UNDERTAKEN INVESTIGATIONS TO ESTABLISH THE NATURE AND EXTENT OF CONTAMINATION AND ITS POTENTIAL IMPACT ON THE DEVELOPMENT PROPOSED, AND
- B) WHERE APPROPRIATE, PROVIDED DETAILS OF MEASURES TO BE TAKEN TO REMOVE AND/OR TREAT THE CONTAMINATION OR TO PROTECT THE DEVELOPMENT AND THE ENVIRONMENT FROM ITS EFFECTS TO THE SATISFACTION OF THE COUNCIL. SUCH MEASURES MUST BE IMPLEMENTED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT OR IN ACCORDANCE WITH A TIMESCALE TO BE AGREED BY THE COUNCIL.

Policy ES8

WHERE DEVELOPMENT IS PROPOSED ON LAND WHICH THE COUNCIL HAS ONLY A SUSPICION THAT IT MIGHT BE CONTAMINATED, OR THERE IS EVIDENCE THAT IT MIGHT BE ONLY SLIGHTLY CONTAMINATED, PLANNING PERMISSION MAY BE GRANTED SUBJECT TO CONDITIONS REQUIRING THAT DEVELOPMENT SHOULD NOT START UNTIL AN INVESTIGATION TO ESTABLISH THE NATURE AND EXTENT OF ANY CONTAMINATION AND AN ASSESSMENT OF THE MEASURES NECESSARY TO REMOVE OR TREAT THE CONTAMINATION HAS BEEN CARRIED OUT AND TO ENSURE THAT ANY REMEDIAL MEASURES ARE UNDERTAKEN.

Landfill Gas

Policy ES9

WHERE NEW DEVELOPMENT IS PROPOSED CLOSE TO A CLOSED OR OPERATIONAL LANDFILL SITE THE COUNCIL WILL REQUIRE TO BE SATISFIED THAT ADEQUATE MEASURES HAVE BEEN TAKEN TO PROTECT HEALTH AND SAFETY.

Policy ES10

ON SITES WHERE GAS IS GENERATED OR LIKELY TO BE GENERATED THE COUNCIL WILL SEEK TO ENSURE THAT A POSITIVE USE OF THE GAS CAN BE ACHIEVED.

Development Relating to Hazardous Industries

Policy ES11

DEVELOPMENT WILL NOT NORMALLY BE PERMITTED WHICH WOULD ALLOW A CONCENTRATION OF SIGNIFICANT NUMBERS OF PEOPLE TO BE IN CLOSE PROXIMITY TO HAZARDOUS INDUSTRIAL PROCESSES OR STORAGE FACILITIES.

Wind Energy Generation

Policy ES12

PROPOSALS FOR WIND ENERGY GENERATION WILL BE ASSESSED WITH REGARD TO THE FOLLOWING FACTORS :

- A) THE EFFECT BOTH INDIVIDUALLY AND CUMULATIVELY ON LANDSCAPE AND VISUAL AMENITY OF THE AREA

- B) THE IMPACT ON RESIDENTIAL AMENITY WITH PARTICULAR REFERENCE TO NOISE, VISUAL OUTLOOK, AND SHADOW FLICKER AND FLASHING FROM TURBINE BLADES
- C) THE PROVISION OF A SATISFACTORY ACCESS TO THE HIGHWAY NETWORK HAVING REGARD TO VISUAL AMENITY AND THE SAFETY OF ROAD USERS AND THE EFFECT OF THE PROPOSALS ON ROAD USERS INCLUDING LIKELY DISTRACTION TO MOTORISTS
- D) THE EFFECT ON WILDLIFE, ECOLOGY AND ARCHAEOLOGY OF THE IMMEDIATE AREA
- E) THE EFFECT ON AGRICULTURAL LAND USES
- F) ELECTRO-MAGNETIC EFFECTS
- G) THE PROVISIONS FOR CONNECTION TO THE ELECTRICITY TRANSMISSION AND SUPPLY SYSTEM
- H) THE EFFECT OF SHADOW FLICKER OR FLASHING FROM THE TURBINE BLADES

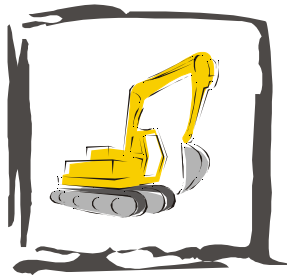
THE COUNCIL WILL EXPECT A DETAILED STATEMENT WHICH HAS REGARD TO THESE ISSUES, TO ACCOMPANY ANY APPLICATION FOR WIND POWER DEVELOPMENT PROPOSALS, WHERE SUCH AN APPRAISAL IS DEEMED NECESSARY IN VIEW OF THE IMPLICATIONS OF THE PROPOSAL.

Enforcement of Planning Control

Policy ES13

IF, IN THE OPINION OF THE COUNCIL, A BREACH OF PLANNING CONTROL IS CAUSING SERIOUS HARM, THE COUNCIL WILL TAKE VIGOROUS ENFORCEMENT ACTION TO REMEDY THE BREACH URGENTLY OR PREVENT FURTHER SERIOUS HARM TO PUBLIC AMENITY. WITHOUT PREJUDICE TO THE CONSIDERATION OF THE MERITS OF EACH CASE, THE COUNCIL TAKES THE VIEW THAT SUCH ACTION WILL USUALLY BE JUSTIFIED IN THE FOLLOWING CIRCUMSTANCES WHERE A BREACH OF CONTROL IS CAUSING SERIOUS HARM TO :

- A) RESIDENTIAL AMENITY BY REASON OF NOISE, VIBRATION, SMELL, FUMES, SOOT, ASH, DUST, GRIT, OR VISUAL INTRUSION
- B) THE CHARACTER OR APPEARANCE OF A DESIGNATED CONSERVATION AREA
- C) A BUILDING LISTED AS HAVING SPECIAL ARCHITECTURAL OR HISTORIC INTEREST
- D) THE CHARACTER OR APPEARANCE OF LAND WITHIN THE GREEN BELT OR AN AREA OF BOROUGH LANDSCAPE VALUE
- E) NATURE CONSERVATION SITES.



Minerals & Waste **MINERAL EXTRACTION**

Release of Minerals

Policy M1

WHEN CONSIDERING A PROPOSAL FOR MINERAL WORKING, THE COUNCIL WILL, WHERE APPROPRIATE, HAVE DUE REGARD FOR THE SUPPLY OF AND DEMAND FOR THE PARTICULAR MINERAL TO HELP MEET THE NEEDS OF SOCIETY FOR MINERALS.

Policy M2

AT SITES WITH CONSIDERABLE CAPITAL INVESTMENT IN PLACE, THE COUNCIL WILL SEEK TO ACHIEVE ADEQUATE RESERVES DURING THE PLAN PERIOD. TO IMPLEMENT THIS, AREAS OF SEARCH FOR FUTURE WORKINGS ARE IDENTIFIED IN PART II OF THE UDP.

PROPOSALS FOR NEW PROCESSES INVOLVING CONSIDERABLE INVESTMENT WILL REQUIRE THE IDENTIFICATION OF A SUFFICIENT AVAILABLE MINERAL RESOURCE TO ENABLE THE EFFECTS OF THE DEVELOPMENT TO BE SATISFACTORILY APPRAISED.

Clay Minerals

Policy M3

PLANNING PERMISSION FOR CLAY MINERAL WORKING WILL NORMALLY ONLY BE GIVEN TO EXTENSIONS OF EXISTING SITES AND WITHIN THE AREAS OF SEARCH SHOWN ON THE PROPOSALS MAP. HOWEVER, PERMISSION MAY BE GRANTED TO WORK CLAY MINERALS OUTSIDE THE AREAS OF SEARCH WHERE THE RELEVANT AREAS OF SEARCH HAVE BEEN INVESTIGATED AND THEY HAVE PROVED UNECONOMIC TO QUARRY, OR WHERE THERE ARE SUBSTANTIAL ENVIRONMENTAL, TRAFFIC OR OTHER BENEFITS.

Opencast Coal

Policy M4

APPLICATIONS TO MINE COAL BY OPENCAST METHODS WILL BE CONSIDERED IN THE LIGHT OF NATIONAL AND REGIONAL GUIDANCE, POTENTIAL ENVIRONMENTAL AND OTHER BENEFITS AND POLICIES M9, M9A TO M9L, M10 AND M11 AS WELL AS OTHER RELEVANT POLICIES IN THE PLAN.

PLANNING APPLICATIONS WILL ALSO BE CONSIDERED IN TERMS OF THEIR CUMULATIVE ENVIRONMENTAL IMPACTS IN CONJUNCTION WITH OTHER SITES AND THE IMPACT UPON ECONOMIC REGENERATION PROPOSALS. PLANNING PERMISSION WILL BE REFUSED WHERE :

- A) THE CUMULATIVE IMPACT OF PROPOSALS IN CONJUNCTION WITH OTHER SITES WOULD RESULT IN AN UNACCEPTABLY LONG PERIOD OF ENVIRONMENTAL DISRUPTION AND LOSS OF AMENITY, AND/OR
- B) THE PROPOSAL WOULD HAVE A SIGNIFICANTLY ADVERSE IMPACT ON PROPOSALS FOR ECONOMIC REGENERATION.

Deep Mine Coal

Policy M5

PROPOSALS FOR NEW DEEP MINE COAL SITES AND MINING DEVELOPMENT AT EXISTING SITES WILL BE ASSESSED WITH PARTICULAR REGARD TO :

- A) THE IMPACT ARISING FROM SURFACE DEVELOPMENT SUCH AS VISUAL INTRUSION, NOISE, DUST AND TRAFFIC
- B) THE POTENTIAL EFFECTS OF SUBSIDENCE
- C) THE PROPOSED TREATMENT AND PUMPING OF UNDERGROUND WATER
- D) POTENTIAL GAS EMISSIONS
- E) THE PROPOSED METHOD OF DISPOSING OF COLLIERY SPOIL WHICH WILL BE SUBJECT TO POLICY WD7.

Extraction from Waste Tips & Railway Embankments

Policy M6

PLANNING PERMISSION FOR THE EXTRACTION OF FUEL AND OTHER MATERIALS FROM FORMER WASTE TIPS AND RAILWAY EMBANKMENTS WILL BE GRANTED ONLY IF THE OPERATIONS RESULT IN AN OVERALL ENVIRONMENTAL IMPROVEMENT AND WILL NOT CAUSE UNACCEPTABLE ENVIRONMENTAL DISTURBANCE OR RISK OF POLLUTION WHILST THEY ARE TAKING PLACE.

Policy M7

PLANNING PERMISSION WILL NORMALLY NOT BE GRANTED TO WORK TIPS OR DISUSED RAILWAY EMBANKMENTS WHICH HAVE BECOME VALUABLE LANDSCAPE FEATURES OR WHERE HARM WOULD BE CAUSED TO VISUAL AMENITY OR NATURE CONSERVATION INTERESTS. THE REWORKING OF FORMER WASTE TIPS RESTORED TO A SATISFACTORY ENVIRONMENTAL STANDARD WILL NOT NORMALLY BE PERMITTED UNLESS THIS IS TO REMEDY OTHER ENVIRONMENTAL PROBLEMS.

Oil & Gas Exploration

Policy M8

EXPLORATION DRILLING FOR THE PURPOSES OF DETERMINING THE EXTENT OF OIL AND NATURAL GAS DEPOSITS IN THE BOROUGH WILL NORMALLY BE SUPPORTED AS A CONTRIBUTION TO DETERMINING THE EXTENT OF NATIONAL ENERGY RESOURCES. ANY PROPOSAL FOR EXPLORATION, INCLUDING EXPLORATORY BOREHOLES, FOR OIL OR NATURAL GAS, MUST ENSURE THAT :

- A) THE AMENITIES OF LOCAL RESIDENTS ARE NOT UNDULY AFFECTED
- B) PROVISION IS MADE IN THE PROPOSAL FOR THE FULL RESTORATION OF LAND AFFECTED BY EXPLORATION ACTIVITIES TO ITS CONDITION BEFORE THEY TOOK PLACE
- C) NO PERMANENT HARM TO THE ENVIRONMENT, INCLUDING ITS ECOLOGY, RESULTS FROM THE EXPLORATION ACTIVITIES
- D) WITHIN THE AREA BEING EXPLORED, DRILLING ACTIVITIES ARE SITED TO HAVE THE LEAST POSSIBLE ENVIRONMENTAL IMPACT, MAKING USE OF DERELICT OR NON-AGRICULTURAL LAND WHERE PRACTICAL
- E) THE INTERESTS OF SAFETY ARE OF PARAMOUNT IMPORTANCE.

Environment

Policy M9

THE ACCEPTABILITY OF PROPOSALS FOR MINERAL WORKING INCLUDING RESTORATION WILL BE ASSESSED WITH REGARD TO THE FOLLOWING CRITERIA :

- A) THE EFFECT ON LOCAL AMENITY (BASED ON ASSESSMENT OF VISUAL IMPACT, DUST, FUMES, NOISE AND OTHER POTENTIAL DISTURBANCE) TAKING INTO ACCOUNT SCREENING AND OTHER PROTECTIVE MEASURES WHICH ARE AVAILABLE
- B) THE LIKELY DURATION OF THE WORKING
- C) THE PROPOSED RESTORATION OF THE SITE AND ITS FINAL USE, APPEARANCE AND LANDFORM

- D) THE EFFECTS ON THE NATURAL AND BUILT ENVIRONMENT.
- E) THE EFFECT ON ANY AREA OF BOROUGH LANDSCAPE VALUE
- F) THE EFFECT ON WATER RESOURCES, INCLUDING POLLUTION AND POSSIBLE DISTURBANCE TO SURFACE DRAINAGE AND GROUNDWATER LEVELS.

PLANNING PERMISSION WILL NOT BE GRANTED WHERE THERE IS SIGNIFICANT AND UNAVOIDABLE DAMAGE TO THE ENVIRONMENT RESULTING FROM any of THE FACTORS IDENTIFIED ABOVE.

Transportation of Minerals

Policy M10

THE FOLLOWING TRANSPORTATION CRITERIA WILL BE APPLIED IN THE CONSIDERATION OF PROPOSALS FOR MINERAL WORKINGS :

- A) THE EFFECT WHICH TRAFFIC GENERATED BY THE PROPOSED WORKING WILL HAVE ON ROAD SAFETY, PROPERTY AND THE AMENITIES OF THE PEOPLE LIVING IN THE VICINITY OF THE DEVELOPMENT OR ALONG THE TRANSPORTATION ROUTES LIKELY TO BE USED.
- B) WHEREVER POSSIBLE, THE USE OF RAIL, PIPELINE OR CONVEYOR FACILITIES WILL BE REQUIRED IN ORDER TO REDUCE DISTURBANCE CAUSED BY ROAD TRAFFIC, ACCOUNT BEING TAKEN OF BOTH THE PHYSICAL AND ECONOMIC ASPECTS OF PROVIDING THESE FACILITIES.

Agricultural Land

Policy M11

PROPOSALS FOR MINERAL EXTRACTION INVOLVING THE USE OF AGRICULTURAL LAND OF GRADES 1, 2 AND 3A WILL NOT NORMALLY BE PERMITTED UNLESS :

- A) THE VIABILITY OF ANY AGRICULTURAL HOLDING AFFECTED BY THE DEVELOPMENT IS NOT PERMANENTLY DAMAGED.
- B) IT IS DEMONSTRATED THAT ALL THE AFFECTED LAND WILL BE RESTORED TO AT LEAST ITS PRE-EXISTING AGRICULTURAL QUALITY NOT LATER THAN THE COMPLETION OF A PROGRAMME OF RESTORATION AND AFTERCARE
- C) THE AMOUNT OF SUCH LAND INCLUDED IN THE DEVELOPMENT IS THE MINIMUM REASONABLY REQUIRED TO CARRY OUT THE WORKING IN ACCORDANCE WITH BEST EXISTING TECHNIQUES.

Conservation of Mineral Reserves

Policy M12

THE COUNCIL WILL ENCOURAGE THE RECYCLING AND USE OF WASTE MATERIALS AS SUBSTITUTES FOR MINERAL PRODUCTS WHEREVER TECHNICALLY AND ECONOMICALLY POSSIBLE.

Policy M13

WHERE A SITE APPROVED FOR MINERAL WORKING CONTAINS MORE THAN ONE ECONOMIC MINERAL, THE COUNCIL WILL ENCOURAGE THE UNDERTAKERS OF SUCH WORKINGS TO EXTRACT AND MARKET ALL MINERALS ON THE SITE TO PREVENT LOSS OF VALUABLE RESERVES.

Policy M14

THE COUNCIL WILL SEEK TO AVOID THE STERILISATION OF KNOWN RESERVES OF VALUABLE MINERALS, BY THE IDENTIFICATION OF CONSULTATION AREAS WHEREVER POSSIBLE; BY THE WORKING OF MINERALS IN ADVANCE OF OTHER FORMS OF DEVELOPMENT, WHERE THIS IS ENVIRONMENTALLY ACCEPTABLE; AND BY RESTRICTING OTHER DEVELOPMENT WHERE THIS IS CONSIDERED JUSTIFIED.



Minerals & Waste **WASTE DISPOSAL**

Need for Waste Disposal Sites

Policy WD1

THE COUNCIL WILL SEEK TO MAKE PROVISION FOR SUFFICIENT SITES AND FACILITIES TO CATER FOR THE WASTE DISPOSAL NEEDS ARISING WITHIN THE BOROUGH DURING THE UDP PERIOD, SUBJECT TO ALL APPROPRIATE ENVIRONMENTAL SAFEGUARDS BEING MET. THE COUNCIL ACCEPTS THE NEED FOR A STRATEGIC APPROACH TO WASTE DISPOSAL AND WILL CO-OPERATE WITH NEIGHBOURING AUTHORITIES AND OTHER INTERESTED PARTIES IN THE ASSESSMENT OF SUITABLE OPPORTUNITIES TO DEAL WITH WASTE MATERIALS.

Recycling

Policy WD2

IN ORDER TO MINIMISE THE NEED FOR WASTE DISPOSAL SITES AND FACILITIES, THE COUNCIL WILL SEEK TO MINIMISE WASTE GENERATION AND TO ACHIEVE THE MAXIMUM AMOUNT OF RE-USE AND RECYCLING OF POTENTIAL WASTE MATERIALS.

Environment

Policy WD3

PROPOSALS FOR WASTE DISPOSAL SITES AND FACILITIES WILL BE CONSIDERED ON THEIR MERITS, AND THE ENVIRONMENTAL ACCEPTABILITY OF SUCH PROPOSALS WILL BE ASSESSED WITH REGARD TO THE FOLLOWING :

- A) THE EFFECT ON LOCAL AMENITY BASED ON AN ASSESSMENT OF VISUAL IMPACT, DUST, FUMES, NOISE AND OTHER POTENTIAL DISTURBANCE, TAKING INTO ACCOUNT SCREENING AND OTHER PROTECTIVE MEASURES WHICH ARE AVAILABLE
- B) THE LIKELY DURATION OF TIPPING

- C) THE PROPOSED FINAL APPEARANCE AND LANDFORM OF THE SITE
- D) THE EFFECT ON THE NATURAL AND BUILT ENVIRONMENT.
- E) THE EFFECT ON AGRICULTURAL LAND

THESE EFFECTS SHALL BE DEMONSTRATED WHEREVER APPROPRIATE BY THE PREPARATION OF AN ENVIRONMENTAL STATEMENT. PLANNING PERMISSION WILL NOT BE GRANTED WHERE THERE IS SIGNIFICANT AND UNAVOIDABLE DAMAGE TO THE ENVIRONMENT RESULTING FROM ANY OF THE FACTORS IDENTIFIED ABOVE.

Transportation

Policy WD4

THE FOLLOWING TRANSPORTATION CRITERIA WILL BE TAKEN INTO ACCOUNT IN CONSIDERATION OF PLANNING APPLICATIONS FOR WASTE DISPOSAL :

- A) THE EFFECT WHICH TRAFFIC GENERATED BY THE PROPOSED WASTE DISPOSAL WILL HAVE ON ROAD SAFETY, PROPERTY, AND THE AMENITIES OF THE PEOPLE LIVING IN THE VICINITY OF THE DEVELOPMENT, OR ALONG THE TRANSPORTATION ROUTES LIKELY TO BE USED
- B) THE DEGREE TO WHICH ALTERNATIVE TRANSPORT MODES CAN BE USED TO MINIMISE TRAFFIC DISTURBANCE.

Improved Standards

Policy WD5

THE COUNCIL WILL SEEK TO ENSURE THE USE OF THE BEST AVAILABLE TECHNIQUES TO IMPROVE STANDARDS OF DESIGN AND CONTROL IN WASTE DISPOSAL OPERATIONS.

Pollution & Gas

Policy WD6

IN DETERMINING PLANNING APPLICATIONS FOR WASTE DISPOSAL SITES AND FACILITIES THE COUNCIL WILL PAY PARTICULAR REGARD TO THE EFFECT OF THE PROPOSAL ON POLLUTION OF SURFACE WATER COURSES AND UNDERGROUND AQUIFERS, AND TO THE POSSIBILITY OF MIGRATION OF LANDFILL GASES.

PROPOSALS WHICH DO NOT ENSURE ADEQUATE CONTAINMENT OF GASES AND LEACHATES WILL NOT NORMALLY BE PERMITTED.

Colliery Spoil

Policy WD7

PROPOSALS FOR COLLIERY WASTE TIPPING WILL BE ASSESSED AGAINST THE BACKGROUND OF AN ASSESSMENT OF ALTERNATIVE COLLIERY SPOIL DISPOSAL OPTIONS WHICH WILL BE REQUIRED AS AN INTEGRAL ELEMENT OF SUCH PROPOSALS. IN THE CONSIDERATION OF SUCH PROPOSALS THE COUNCIL WILL SEEK TO STRIKE A BALANCE BETWEEN MEETING THE NEEDS OF THE INDUSTRY AND ADDRESSING THE POTENTIALLY ADVERSE ENVIRONMENTAL IMPACTS, INCLUDING THE LOSS OF AGRICULTURAL LAND, WHICH CAN RESULT. HIGH STANDARDS OF RESTORATION AND MANAGEMENT OF THESE SITES WILL BE SOUGHT AS PART OF ANY APPLICATION.



SHOPPING

Shopping / Commercial Centres

Policy S1

SUBJECT TO THE PROVISIONS OF OTHER POLICIES IN THIS PLAN, ALL NEW RETAIL DEVELOPMENT WILL BE PERMITTED ONLY WITHIN THE CENTRAL SHOPPING AREA OF BARNSELEY TOWN CENTRE AND IN THE PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP WHERE SUITABLE SITES, OR BUILDINGS SUITABLE FOR CONVERSION, ARE AVAILABLE FOR SUCH PURPOSES.

WITHIN THESE LOCATIONS, PROPOSALS FOR NEW RETAIL DEVELOPMENT WILL BE ASSESSED ON THEIR MERITS HAVING PARTICULAR REGARD TO THEIR RELATIONSHIP AND COMPATIBILITY WITH THE EXISTING RETAIL USES LOCATED THEREIN. NEW RETAIL DEVELOPMENTS WHICH EXTEND AND ENHANCE THE RANGE OF GOODS, CONSUMER CHOICE AND THE PROVISION OF AMENITIES AND FACILITIES AVAILABLE TO THE PUBLIC WITHIN THE DEFINED CENTRES WILL BE PARTICULARLY ENCOURAGED.

Policy S2

WITHIN THE CENTRAL SHOPPING AREA IN BARNSELEY TOWN CENTRE AND THE OTHER PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP, THE COUNCIL WILL ENCOURAGE, CO-ORDINATE AND IMPLEMENT IMPROVEMENTS IN THE GENERAL ENVIRONMENT, THE MANAGEMENT OF TRAFFIC, HIGHWAY AND PEDESTRIAN FACILITIES AND MEASURES TO ASSIST AND PROMOTE PUBLIC TRANSPORT USAGE. ALL NEW RETAIL DEVELOPMENTS WILL BE ASSESSED IN RELATION TO THE CONTRIBUTION THEY MAKE TOWARDS THESE AIMS AND, WHERE APPROPRIATE, PLANNING AGREEMENTS OR OBLIGATIONS WILL BE SOUGHT WITH DEVELOPERS IN THIS RESPECT.

Retail Development Outside Defined Shopping Centres

Policy S3

ALL NEW RETAIL DEVELOPMENT (INCLUDING THAT FOR BOTH CONVENIENCE AND COMPARISON GOODS) WHICH IS PROPOSED ON A SITE OUTSIDE THE CENTRAL SHOPPING AREA OF BARNSELY TOWN CENTRE AND THE PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP WILL ONLY BE PERMITTED :

- A) ON A SITE ALLOCATED FOR THAT PURPOSE IN THE PLAN
 - B) WHERE THERE IS NO SUITABLE SITE AVAILABLE WITHIN A CENTRE DEFINED ON THE PROPOSALS MAP, OR WHERE THERE IS NO AVAILABLE ALLOCATED SITE, THEN ON A SITE AT THE EDGE OF A DEFINED SHOPPING CENTRE SO LONG AS IT CAN PROVIDE A SATISFACTORY FUNCTIONAL CONNECTION THERETO IN TERMS OF DISTANCE AND PHYSICAL RELATIONSHIP AND WHERE IT IS LIKELY THAT THE DEVELOPMENT OF THE SITE WILL GENERATE JOINT TRIPS TO IT AND THE ADJACENT CENTRE, SUBJECT TO THE PROVISIONS OF POLICY S4 OF THE PLAN
- OR
- C) WHERE THERE IS NO SUITABLE SITE AVAILABLE EITHER WITHIN ANY OF THE CENTRES DEFINED ABOVE OR IN ACCORDANCE WITH THE REQUIREMENTS OF (A) OR (B), THEN ON AN OUT-OF-CENTRE SITE IN A LOCATION ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT, SUBJECT TO THE PROVISIONS OF POLICY S4 OF THE PLAN.

Policy S4

PROPOSALS FOR NEW RETAIL DEVELOPMENT WHICH COMPLY WITH THE REQUIREMENTS SPECIFIED IN PARAGRAPHS (B) OR (C) OF POLICY S3 WILL ONLY BE PERMITTED IF :

- A) EITHER INDIVIDUALLY OR CUMULATIVELY WITH OTHER RETAIL DEVELOPMENTS (EXISTING OR PLANNED), THE DEVELOPMENT PROPOSED WILL NOT UNACCEPTABLY UNDERMINE THE VITALITY AND VIABILITY OF ANY DEFINED CENTRE
- AND
- B) THE DEVELOPMENT WILL NOT UNDULY HARM INVESTMENT STRATEGIES, POLICIES OR PROPOSALS INTENDED TO STRENGTHEN THE VIABILITY OF THE DEFINED CENTRES
- AND
- C) THE DEVELOPMENT IS (OR WILL BE) MADE READILY ACCESSIBLE TO RESIDENTIAL AREAS FOR PEDESTRIANS AND CYCLISTS, TO A WIDER AREA BY ESTABLISHED PUBLIC TRANSPORT LINKS, AND WILL NOT GENERATE A SIGNIFICANT INCREASE IN PRIVATE CAR JOURNEYS
- AND
- D) THE DEVELOPMENT INCLUDES WITHIN ITS PROPOSALS SATISFACTORY MEASURES TO ACCOMMODATE THE EFFECTS AND IMPACT OF THE DEVELOPMENT ON THE TRANSPORT NETWORK, INCLUDING ROADS, FOOTPATHS AND CYCLEWAYS.

IF NECESSARY, THE APPLICANT WILL BE REQUIRED TO PROVIDE EVIDENCE THAT THE ABOVE CRITERIA WILL BE COMPLIED WITH.

Policy S5

ALL RETAIL DEVELOPMENTS WHICH WOULD CREATE A NEW SHOPPING UNIT OR UNITS IN EXCESS OF 930 M² GROSS FLOOR AREA TO BE USED FOR THE SALE OF COMPARISON GOODS AND WHICH ARE PROPOSED ON SITES OUTSIDE THE CENTRAL SHOPPING AREA OF BARNSELY TOWN CENTRE AND PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP, WILL BE SUBJECTED TO PLANNING CONDITIONS WHICH WILL CONTROL :

- A) THE RANGE AND TYPES OF GOODS TO BE SOLD THEREFROM
AND/OR
- B) THE MAXIMUM OR MINIMUM UNIT SIZE AS MEASURED BY GROSS FLOOR AREA.

Local Shops

Policy S6

LOCAL SHOPPING FACILITIES, SERVING DAY TO DAY NEEDS OF AN IMMEDIATE LOCALITY WILL BE PERMITTED SUBJECT TO SCALE, TRAFFIC AND ENVIRONMENTAL CONSIDERATIONS.

Hot Food Takeaway Shops

Policy S7

SHOPS USED PRIMARILY FOR THE SALE OF HOT FOOD FOR CONSUMPTION OFF THE PREMISES WILL ONLY BE PERMITTED ON SITES WITHIN THE PRINCIPAL SHOPPING CENTRES, THE LOCAL CENTRES AND IN PARADES OF SHOPS. SUCH USES WILL ONLY BE PERMITTED IN LOCATIONS WHICH WILL CAUSE NO UNDUE DETRIMENT TO THE CONDITIONS OF HIGHWAY SAFETY AND CONVENIENCE WHICH EXIST OR THE PREVAILING LEVEL OF RESIDENTIAL AMENITY IN THE AREA WITHIN WHICH THEY ARE PROPOSED. WHERE NECESSARY PLANNING CONDITIONS WILL BE USED TO PROTECT AMENITY BY CONTROLLING MATTERS SUCH AS THE HOURS OF OPENING AND THE MEANS EMPLOYED FOR THE EXTRACTION OF FUMES AND THE CONTROL OF SMELLS.

Specialised Retail, Display or Fitting Premises

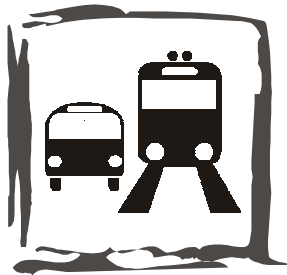
Policy S8

PROPOSED DEVELOPMENTS INVOLVING THE USE OF BUILDINGS OR LAND FOR THE ACTIVITIES OF CAR DEALERS, CARAVAN SUPPLIERS AND MAINTENANCE SPECIALISTS, BATTERY, EXHAUST, BRAKE AND CLUTCH MAINTENANCE AND TYRE BAYS, AND OTHER SPECIALISED UNDERTAKINGS OF THIS KIND, WILL ONLY BE PERMITTED IN LOCATIONS WHICH WILL CAUSE NO UNDUE DETRIMENT TO THE CONDITIONS OF HIGHWAY SAFETY AND CONVENIENCE WHICH EXIST OR THE PREVAILING LEVEL OF RESIDENTIAL AMENITY IN THE AREA WITHIN WHICH THEY ARE PROPOSED, HAVING REGARD TO OTHER RELEVANT POLICIES IN THE PLAN. WHERE NECESSARY PLANNING CONDITIONS WILL BE IMPOSED TO LIMIT THE USE OF THE PREMISES TO THAT PERMITTED AND THE HOURS OF TRADING OF THE BUSINESS.

Garden Centres

Policy S9

IN ASSESSING PROPOSALS FOR GARDEN CENTRES, THE COUNCIL WILL HAVE REGARD TO RELEVANT POLICIES OF THE PLAN AND IN PARTICULAR THE POTENTIAL IMPACT ON VISUAL AMENITY, HIGHWAY SAFETY AND RESIDENTIAL AMENITY.



TRANSPORT

Highway Construction & Improvement

Policy T1

THE PROGRAMME OF HIGHWAYS INVESTMENT WILL REFLECT THE TRANSPORTATION AND OTHER OBJECTIVES OF THE U.D.P. PRIORITY WILL BE GIVEN TO HIGHWAY SCHEMES WHICH COMPLEMENT THIS STRATEGY AND WHICH MORE SPECIFICALLY :

- A) IMPROVE ACCESSIBILITY TO THE NATIONAL ROAD NETWORK
- B) SUPPORT THE DEVELOPMENT OF LAND FOR INDUSTRY AND COMMERCE
- C) IMPROVE THE STRATEGIC HIGHWAYS NETWORK AND ACCESS TO IT FROM WITHIN THE BOROUGH TO MEET THE NEEDS OF INDUSTRIAL AND COMMERCIAL TRAFFIC
- D) REMOVE PROBLEMS OF DELAY AND CONGESTION
- E) REMOVE EXTRANEOUS TRAFFIC FROM CENTRAL AREAS, RESIDENTIAL AREAS AND LOCAL CENTRES
- F) OFFER OPPORTUNITIES FOR IMPROVED OPERATION OF THE PUBLIC TRANSPORT NETWORK
- G) IMPROVE ROAD SAFETY
- H) PROMOTE ENVIRONMENTAL IMPROVEMENT AND PROTECTION INCLUDING THE PROTECTION OF KEY ENVIRONMENTAL RESOURCES
- I) PROMOTES IMPROVED ACCESS AND MOBILITY FOR PEOPLE IN AREAS OF GREATEST SOCIAL AND ECONOMIC NEED.

Development and the Highway Network

Policy T2

DEVELOPMENT WILL ONLY BE ALLOWED IF THE ADDITIONAL DEMAND FOR TRAVEL GENERATED CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK WITHOUT SIGNIFICANT DETRIMENT TO THE ENVIRONMENT OR THE SAFETY AND EASE OF MOVEMENT OF VEHICLES AND PEDESTRIANS USING THE NETWORK, OR THROUGH MEASURES TO ASSIST PUBLIC TRANSPORT, CYCLING OR WALKING. COMPLETION OF THE NECESSARY HIGHWAY WORKS OR OTHER MEASURES MAY BE THE SUBJECT OF CONDITIONS ATTACHED TO THE PLANNING PERMISSION OR BE THE SUBJECT OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 OR OTHER AGREEMENT REQUIRING AN APPROPRIATE CONTRIBUTION FROM THE DEVELOPER TO THE COST OF THE WORKS OR MEASURES.

Existing Strategic Highway Network

Policy T3

THE EXISTING STRATEGIC HIGHWAY NETWORK FOR THE BOROUGH, AS SET OUT IN DIAGRAM 11, HAS BEEN DESIGNATED AND WILL BE REVIEWED AS APPROPRIATE IN ORDER TO CONCENTRATE HEAVY FLOWS OF TRAFFIC, PARTICULARLY HGV'S ON TO THE CURRENTLY MOST APPROPRIATE ROUTES.

Strategic Highway Proposals

Policy T4

THE FOLLOWING HIGHWAY SCHEMES ARE PROPOSED FOR CONSTRUCTION WITHIN THE PLAN PERIOD :

- A) DEARNE TOWNS LINK ROAD (STAGES 1, 2 AND 4)
- B) COALFIELD LINK ROAD
- C) CUDWORTH BY-PASS
- D) A637 IMPROVEMENT AT BIRTHWAITE HILL
- E) A637 LOW BARUGH TO REDBROOK
- F) B6100 ARDSLEY ROAD
- G) A633 ALDHAM BRIDGE
- H) SMITHIES LANE/A61 WAKEFIELD ROAD

- I) DEPARTMENT OF TRANSPORT TRUNK ROAD SCHEMES :
 - i) IMPROVEMENT A616/A628 AT FLOUCH JUNCTION
 - ii) A61/B6428 TURNPIKE CROSSROADS
- J) HEMSWORTH BY-PASS (PART: WAKEFIELD MDC).

Protected Highway Alignments

Policy T5

ALIGNMENTS FOR THE FOLLOWING HIGHWAY SCHEMES WILL BE PROTECTED :

- A) WORTLEY BY-PASS
- B) DODWORTH BY-PASS
- C) TOWN CENTRE NORTHERN LINK ROAD.

Assessment of Improved Accessibility

Policy T6

ASSESSMENTS OF POTENTIAL IMPROVEMENTS IN ACCESSIBILITY TO AND WITHIN THE BOROUGH WILL BE CARRIED OUT.

Abandoned Highway Schemes

Policy T7

THE FOLLOWING HIGHWAY SCHEMES WHICH WERE CONTAINED IN PREVIOUS APPROVED DEVELOPMENT PLANS ARE NOW ABANDONED :

- A) DARFIELD BY-PASS
- B) WOMBWELL TOWN CENTRE LINK ROAD
- C) LITTLEWORTH LANE IMPROVEMENT SCHEME, MONK BRETTON
- D) PROPOSED ROUNDABOUT, SHEFFIELD ROAD/PARK ROAD, BARNSELY.

Highway Maintenance

Policy T8

WITHIN THE RESOURCES AVAILABLE THE BOROUGH COUNCIL WILL :

- A) GIVE PRIORITY TO THE DEVELOPMENT AND MAINTENANCE OF THE STRATEGIC HIGHWAYS NETWORK
- B) ARREST THE DECLINE IN THE CONDITION OF THE SUPPORTING NETWORKS AND BRING THEM UP TO AN APPROPRIATE STANDARD.

Public Transport Development

Policy T9

DEVELOPMENT OF THE PUBLIC TRANSPORT NETWORK WITHIN AND BEYOND THE BOROUGH, INCLUDING BOTH URBAN AND RURAL AREAS, IN RELATIONSHIP TO EXISTING AND FUTURE SETTLEMENT PATTERNS, WILL BE PURSUED TO MEET THE FOLLOWING AIMS :

- A) ENCOURAGING USE OF PUBLIC TRANSPORT
- B) MINIMISING JOURNEY NUMBERS AND LENGTH OF JOURNEY BY CAR
- C) IMPROVEMENT OF STRATEGIC ACCESS TO SURROUNDING CENTRES OF POPULATION AND EMPLOYMENT
- D) FACILITATING LOCAL ACCESSIBILITY
- E) MAINTENANCE AND IMPROVEMENT OF MOBILITY FOR DISADVANTAGED GROUPS.

Bus & Rail Infrastructure

Policy T10

IMPROVEMENTS TO THE INFRASTRUCTURE OF THE BUS AND RAIL NETWORK WILL BE PURSUED. PROPOSALS INCLUDE :

- A) BARNSELY PASSENGER TRANSPORT INTERCHANGE
- B) TRACK AND SIGNALLING IMPROVEMENTS, BARNSELY-SHEFFIELD, BARNSELY-PENISTONE RAIL LINES
- C) BUS RAPID TRANSIT BETWEEN BARNSELY AND WOMBWELL INCLUDING SEGREGATED BUSWAY
- D) ENHANCED PARK AND RIDE FACILITIES AT PENISTONE, WOMBWELL, GOLDTHORPE, THURNSCOE AND BOLTON-ON-DEARNE RAIL STATIONS

- E) A PROGRESSIVE PROGRAMME OF BUS SHELTER REPLACEMENT, RENOVATION AND PROVISION
- F) IMPROVED PASSENGER INFORMATION FACILITIES
- G) INCORPORATION AND MODIFICATION OF FACILITIES FOR SPECIAL NEEDS GROUPS IN PROPOSED AND EXISTING PUBLIC TRANSPORT DEVELOPMENTS.

Bus Priorities

Policy T11

MEASURES FOR BUS PRIORITIES, AND TO EASE THE MOVEMENT OF BUSES, WILL BE INTRODUCED WHERE FEASIBLE IN ORDER TO INCREASE THE ATTRACTIVENESS OF BUS PATRONAGE.

Assessment of Future Public Transport Options

Policy T12

INITIATIVES TO SUPPORT, AND PROTECT, THE FURTHER DEVELOPMENT OF EXISTING AND NEW PUBLIC TRANSPORT CORRIDORS WILL BE INVESTIGATED AND PURSUED, INCLUDING OPTIONS FOR :

- A) HEAVY RAIL
- B) GUIDED BUS
- C) PARK & RIDE
- D) NEW RAILWAY STATIONS
- E) RAIL LINE ELECTRIFICATION.

Strategic Passenger Rail Routes

Policy T13

THE COUNCIL WILL SEEK TO MAINTAIN AND IMPROVE STRATEGIC PASSENGER RAIL LINKS TO BARNSELY AND TO THE REGION.

Public Transport Access to Development

Policy T14

DEVELOPMENT PROPOSALS WILL BE REQUIRED TO INCLUDE MEASURES TO FACILITATE ACCESS TO, AND WHERE APPROPRIATE, BY PUBLIC TRANSPORT SERVICES.

Railways

Policy T15

THE BOROUGH WILL ENCOURAGE THE TRANSPORT OF BULK FREIGHT BY RAIL AND WILL SEEK TO PROTECT THE EXISTING NETWORK OF RAIL FREIGHT AND PASSENGER ROUTES.

Disused Railways

Policy T16

DISUSED RAILWAYS, OR PARTS THEREOF, OFFERING THE POTENTIAL FOR FUTURE TRANSPORT OR RECREATIONAL ACTIVITIES WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD INHIBIT THAT POTENTIAL.

Car Parking

Policy T17

IN SUPPORT OF THE COUNCIL'S GOALS, THE CAR PARKING POLICIES WILL SEEK TO ENSURE THE PROVISION AND MANAGEMENT OF CAR PARKING TO SECURE :

- A) LEVELS OF PROVISION OF PARKING COMMENSURATE WITH THE ENCOURAGEMENT OF MEANS OF TRAVEL OTHER THAN THE CAR PARTICULARLY BY COMMUTERS
- B) AVOIDANCE OF HARM TO THE FREE FLOW OF TRAFFIC, SAFETY LEVELS AND THE AMENITY OF RESIDENTS AND OTHER ROAD USERS
- C) ENCOURAGEMENT OF DEVELOPMENT THAT INCREASES THE NUMBER AND RANGE OF JOB OPPORTUNITIES
- D) THE VITALITY AND VIABILITY OF BARNSELY TOWN CENTRE AND OTHER SHOPPING AND COMMERCIAL CENTRES.

Car Parking in Barnsley Town Centre

Policy T18

THE PROVISION OF CAR PARKING IN BARNSELY TOWN CENTRE WILL BE BASED ON :

- A) PROTECTING THE EXISTING SUPPLY OF SHORT STAY CAR PARKING
- B) IMPROVING THE ATTRACTIVENESS OF CAR PARKS BY CO-ORDINATING THE APPROACH TO SUPPLY, LOCATION, DESIGN AND CHARGING
- C) AVOIDING CONFLICTS WITH PEDESTRIANS
- D) PROMOTING ADDITIONAL SHORT STAY CAR PARKING AND/OR ALTERNATIVE PROVISION SUCH AS PARK AND RIDE FACILITIES.

Car Parking in Principal Shopping / Commercial Centres

Policy T19

PUBLIC PARKING FACILITIES WITHIN PRINCIPAL SHOPPING AND COMMERCIAL CENTRES WILL BE ASSESSED IN THE CONTEXT OF LOCAL DEMAND AND SUPPLY, THE AVAILABILITY OR SCOPE FOR DEVELOPMENT OF PUBLIC TRANSPORT, CYCLING AND PEDESTRIAN FACILITIES, DEVELOPMENT PROPOSALS AND ANY FUTURE HIGHWAY/TRAFFIC MANAGEMENT SCHEMES.

Park & Ride

Policy T20

BY MAKING THE BEST USE OF THE FOLLOWING OPPORTUNITIES, THE COUNCIL WILL SUPPORT PARK AND RIDE FACILITIES LINKED TO BUS AND RAIL :

- A) EXISTING CAR PARKS OUTSIDE OF THE CENTRAL CORE
- B) IMPROVEMENTS IN THE PUBLIC TRANSPORT NETWORK
- C) DEVELOPMENT OPPORTUNITIES.

Residents Parking

Policy T21

IN APPROPRIATE CASES THE COUNCIL WILL CONSIDER ADDITIONAL RESIDENTS ONLY PARKING SCHEMES. PARTICULAR ATTENTION WILL BE GIVEN TO AREAS WHERE THE QUALITY OF LIFE IS SIGNIFICANTLY ADVERSELY AFFECTED.

Car Parking Standards & Contributions

Policy T22

NEW DEVELOPMENT SHALL BE PROVIDED WITH NO MORE CAR PARKING, SERVICING AND MANOEUVRING SPACE THAN IS NECESSARY IN ORDER TO ENSURE THERE IS NO SIGNIFICANT ADVERSE IMPACT UPON :

- A) HIGHWAY SAFETY
- B) THE LOCAL ENVIRONMENT INCLUDING THE AMENITY OF LOCAL RESIDENTS AND ADJOINING LAND USES
- C) THE VITALITY AND VIABILITY OF BARNSELY TOWN CENTRE AND OTHER SHOPPING AND COMMERCIAL CENTRES.

PLANNING APPLICATIONS WHICH PROPOSE PARKING SERVICING AND/OR MANOEUVRING SPACE IN EXCESS OF OR LESS THAN THAT WHICH IS NECESSARY WILL BE REFUSED PERMISSION.

FOR CAR PARKING ASSOCIATED WITH EMPLOYMENT PREMISES, SHOPPING AREAS, LEISURE AND RECREATIONAL FACILITIES, PLACES OPEN TO THE GENERAL PUBLIC AND PUBLIC CAR PARKS, PROVISION SHOULD BE MADE FOR DISABLED CAR PARKING WHICH SHOULD AMOUNT TO AT LEAST 4% OF THE TOTAL CAR PARKING PROVISION TO BE PROVIDED.

WHERE THE REQUIRED CAR PARKING CANNOT BE PROVIDED ON SITE OR WHERE THE COUNCIL DEEM IT APPROPRIATE, SUITABLE PARKING PROVISION OFF SITE OR CONTRIBUTIONS TO ENHANCE OR PROVIDE ALTERNATIVE MEANS OF TRANSPORT MAY BE ACCEPTABLE. IN THESE CIRCUMSTANCES THE COUNCIL WILL SEEK TO ENTER INTO AN AGREEMENT UNDER S106 OF THE ACT WITH THE DEVELOPER TO ENSURE THAT A FINANCIAL CONTRIBUTION IS SECURED TOWARDS THE PROVISION OF PUBLIC CAR PARKING AND/OR TO ENHANCE OR PROVIDE ALTERNATIVE MEANS OF TRAVEL.

Traffic Management

Policy T23

THE COUNCIL WILL CONSIDER THE INTRODUCTION OF TRAFFIC MANAGEMENT MEASURES, INCLUDING TRAFFIC CALMING, ON THE BASIS OF THE FOLLOWING CRITERIA :

- A) TO IMPROVE ROAD SAFETY
- B) TO DIVERT TRAFFIC AWAY FROM SENSITIVE AREAS, PARTICULARLY HOUSING
- C) TO IMPROVE TRAFFIC CIRCULATION
- D) TO CREATE DESIGNATED ROUTES FOR SPECIFIC FORMS OF TRAFFIC
- E) TO REDUCE AND CONTROL THE SPEED OF VEHICLES
- F) TO GIVE PRIORITY TO AND IMPROVE THE MOVEMENT OF PASSENGER SERVICE VEHICLES
- G) TO IMPROVE ACCESSIBILITY TO INDUSTRY AND COMMERCE
- H) TO IMPROVE ENVIRONMENTAL CONDITIONS.

Policy T24

THE COUNCIL WILL CONSIDER THE INTRODUCTION OF TRAFFIC MANAGEMENT SCHEMES WHICH ENCOURAGE FREIGHT TRAFFIC TO USE DESIGNATED ROUTES AND THE STRATEGIC HIGHWAY NETWORK WHEREVER POSSIBLE.

Cycle Routes

Policy T25

THE COUNCIL WILL SEEK TO DEVELOP A NETWORK OF CYCLE ROUTES FOR THE BOROUGH BASED ON THE MULTI USER RECREATIONAL NETWORK; WITH LINKS TO THE TOWN CENTRE AND OTHER CENTRES.

Facilities for Cyclists

Policy T26

PROVISION OF FACILITIES FOR CYCLISTS WILL BE INCREASED THROUGH DEVELOPMENT OF THE CYCLE ROUTE NETWORK. FURTHER FACILITIES WILL BE ENCOURAGED AS AN INTEGRAL PART OF NEW DEVELOPMENTS; TRAFFIC MANAGEMENT SCHEMES; FUTURE HIGHWAY SCHEMES.

Walking

Policy T27

THE COUNCIL WILL SEEK TO ENCOURAGE AND SUPPORT WALKING AS A MODE OF TRANSPORT, AND THE DESIGN AND LAYOUT OF ALL DEVELOPMENTS WILL BE REQUIRED TO TAKE ACCOUNT OF THE NEEDS OF PEDESTRIANS.



COMMUNITY FACILITIES

Location of Community Facilities

Policy CF1

THE PROVISION OF COMMUNITY FACILITIES WILL BE ENCOURAGED WHERE THEY :

- A) MEET COMMUNITY NEEDS
- B) ARE CONVENIENT AND ACCESSIBLE TO PEDESTRIANS, CYCLISTS AND USERS OF PUBLIC TRANSPORT
- C) HAVE ADEQUATE CAR PARKING AND ACCESS ARRANGEMENTS
- D) ARE COMPATIBLE WITH ADJOINING USES AND DO NOT ADVERSELY AFFECT RESIDENTIAL AMENITY.

Existing Community Facilities

Policy CF2

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD LEAD TO THE LOSS OF EXISTING COMMUNITY FACILITIES. WHERE AN EXISTING COMMUNITY USE CEASES, AND NO ALTERNATIVE COMMUNITY USE CAN BE FOUND, OTHER USES WILL BE CONSIDERED WITH REGARD TO :

- A) THE AMOUNT OF OPEN SPACE IN THE AREA MEASURED AGAINST THE STANDARD SET OUT IN POLICY GS36
- B) COMPATIBILITY WITH ADJOINING LAND USES AND THE LIKELY IMPACT ON RESIDENTIAL AMENITY
- C) ACCESS TO THE SITE, CAR PARKING AND THE LIKELY IMPACT ON HIGHWAY SAFETY.



UTILITIES

General Policy

Policy UTL1

THE PROVISION, REPLACEMENT, OR EXTENSION OF THE UTILITIES INFRASTRUCTURE IN THE BOROUGH INCLUDING WATER SUPPLY, WASTE WATER AND SEWAGE DISPOSAL, ELECTRICITY, GAS AND TELECOMMUNICATIONS WILL BE ENCOURAGED AND SUPPORTED ESPECIALLY WHERE THIS CONTRIBUTES TO THE GOALS OF ECONOMIC RESTRUCTURING AND THE IMPROVEMENT OF THE QUALITY OF LIFE FOR RESIDENTS.

Water Supply, Sewerage & Sewage Treatment

Policy UTL2

DEVELOPMENT WILL NOT BE PERMITTED WHICH INCREASES THE DEMAND FOR OFF-SITE SERVICE INFRASTRUCTURE IN RESPECT OF WATER SUPPLY, SEWERAGE OR SEWAGE TREATMENT UNLESS ADEQUATE CAPACITY EXISTS OR CAN BE PROVIDED IN TIME TO SERVE THE DEVELOPMENT. WHERE IMPROVEMENTS IN INFRASTRUCTURE ARE REQUIRED PLANNING PERMISSION WILL BE GRANTED SUBJECT TO CONDITIONS, OR A PLANNING OBLIGATION WILL BE REQUIRED, TO PRECLUDE DEVELOPMENT OR COMMENCEMENT OF THE USE UNTIL ADEQUATE PROVISION HAS BEEN MADE.

General Safeguarding

Policy UTL3

THE COUNCIL, IN CONSULTATION WITH THE UTILITY COMPANIES, WILL SAFEGUARD MAJOR PIPELINES, TRANSMISSION LINES, DISTRIBUTION MAINS, SEWERAGE AND SEWAGE TREATMENT WORKS, LAND DRAINAGE SYSTEMS AND WATER RESOURCES, TOGETHER WITH ASSOCIATED APPARATUS, INSTALLATIONS AND OPERATIONAL LAND FROM INAPPROPRIATE DEVELOPMENT.

Overhead Power Lines

Policy UTL4

PROPOSALS FOR THE PROVISION OF OVERHEAD POWER LINES OR DEVELOPMENT CLOSE TO EXISTING OR PROPOSED OVERHEAD LINES WILL BE ASSESSED WITH REGARD TO THE FOLLOWING FACTORS :

- A) THE EFFECT OF THE TRANSMISSION TOWERS, ASSOCIATED LINES, PLANT AND BUILDINGS ON THE AMENITY OF THE OCCUPIERS OF ANY EXISTING OR PROPOSED DEVELOPMENT
- B) THE IMPACT ON VISUAL AMENITY
- C) THE POTENTIAL ELECTROMAGNETIC EFFECTS IN RESPECT OF WHICH THE COUNCIL WILL SEEK THE ADVICE OF THE NATIONAL RADIOLOGICAL PROTECTION BOARD.

Telecommunications

Policy UTL5

HAVING REGARD TO THE SPECIAL OPERATIONAL NEEDS OF LICENSED OPERATORS PROPOSALS FOR TELE-COMMUNICATIONS DEVELOPMENT INCLUDING THE ERECTION OF RADIO, TELEVISION, CELLULAR AND PERSONAL COMMUNICATIONS NETWORK MASTS AND ANTENNAE WILL BE ASSESSED WITH REGARD TO THE FOLLOWING FACTORS :

- A) THE APPROPRIATENESS OF THE SPECIFIC LOCATION HAVING REGARD TO THE EFFECT ON THE LANDSCAPE/TOWNSCAPE, THE VISUAL AMENITY OF THE IMMEDIATE AREA AND THE WIDER AREA FROM WHICH THE PROPOSAL WOULD BE VISIBLE, AND OPERATIONAL EFFICIENCY
- B) THE POSSIBILITY OF ERECTING ANTENNAE OR OTHER APPARATUS ON AN EXISTING BUILDING, MAST OR OTHER STRUCTURE AS A POSSIBLE ALTERNATIVE TO THE ERECTION OF A LARGE MAST
- C) THE PRESENCE OF OTHER TELECOMMUNICATIONS FACILITIES WITHIN AND AROUND THE SITE
- D) THE NEED TO INCLUDE ADDITIONAL STRUCTURAL CAPACITY TO TAKE ACCOUNT OF THE GROWING DEMANDS FOR THE NETWORK DEVELOPMENT INCLUDING THAT OF OTHER OPERATORS.

ANY DEVELOPMENT SHOULD BE SITED AND DESIGNED SO AS TO MINIMISE ITS VISUAL IMPACT SUBJECT TO TECHNICAL AND OPERATIONAL CONSIDERATIONS.



PART II POLICY JUSTIFICATION

INTRODUCTION

The Policy Justification, together with the Community Area policies and proposals, comprise Part II of the UDP. Reference is made in the Justification, as appropriate, to national policy guidance. This is mainly contained in Government Planning Policy Guidance, Strategic Planning and Minerals Guidance, Government Circulars and Development Control policy notes. The Policy Justification also incorporates material on population, housing, economic, transport, environment and other topics. From this has been derived trends, issues and specific objectives for each topic in the Plan. Although, for the purposes of legislation, the justification for the policies and proposals must be in Part II of the UDP, it is closely linked to the Strategy in Part I through the topic based policies and strategy objectives. For this reason Part I of the UDP and the Policy Justification have been included in a single Volume of the Plan (Volume 1).

The Part I policies are supported and amplified by detailed policies for the control of development; these are set out in the Policy Justification in association with the Part I policies, but clearly distinguished from them.

Measures to implement the UDP and agencies involved, together with the proposed approach to monitoring the policies and proposals is set out in the Section 'Implementation and Monitoring'.

A glossary explaining the main terms and abbreviations used in Parts I and II of the UDP is contained in Appendix 2.



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Housing INTRODUCTION

- 1.1 Barnsley has a dispersed pattern of settlement with extensive areas of open countryside, unlike most Metropolitan Districts. About 90% of the population live in the eastern half of the Borough, centred on Barnsley itself, around which are clustered numerous small towns and large villages. The west is largely rural with scattered villages and hamlets. This pattern has produced a wide variety of housing, with few concentrations of any particular type, and localised housing markets within the Borough.
- 1.2 Housing is by far the largest urban land use and new housing is the most common form of development in the Borough. It is also fundamental to improving the quality of life of Barnsley residents and achieving more sustainable development alongside economic and environmental regeneration policies.
- 1.3 The housing policies of the Plan aim to provide for the present and future housing needs of the Borough, especially by allocating land for new housing. Most new housing is provided by the private sector in response to market demand so meeting housing need is a particular concern. The Plan takes demand into account but at the same time seeks to address the need for affordable and special needs housing. The importance of new housing in assisting economic regeneration is recognised as is the need to protect and improve the existing housing stock.

TRENDS & ISSUES

- 1.4 The main factor which determines the scale of new housing provision is the growth in household numbers. This growth arises from long term social, economic and demographic trends which are generating more small households. This means that a given population will require more dwellings over time in order to accommodate extra households.

- 1.5 The most significant change in household structure has been the growing number of people living alone, which increased by 5,000 between 1981 and 1991. Older people made up about 50% of this increase as the result of longer life expectancy. Of people aged over 75 years, 57% are widowed and 46% live alone. Among younger people, an increasing proportion are setting up households on their own rather than with a partner. Divorce and separation are having a greater influence, breaking up established families to form more one person households and lone parents. The number of people living alone is projected to increase by a further 5,000 between 1991 and 2001 (1992 based projection).
- 1.6 In percentage terms, the most rapidly growing household type in Barnsley has been the lone parent family, the number of which more than doubled between 1981 and 1991. The majority of single parents are divorced or separated. However, mothers who have never married or lived with a partner have become a major factor in the increase.
- 1.7 The household types which are increasing tend to be those least able to afford to buy their own home. In the 1991 Census, 75% of lone parents and 66% of lone pensioners lived in rented housing, mainly Council. The vast majority of new housebuilding is for owner occupation and Housing Associations build too few dwellings to meet the need for new social housing. New private housing can help meet the need for lower cost housing indirectly when families vacate older housing, making it available for sale or rent to lower income households.
- 1.8 The scale of new housing provision is set down in Strategic Guidance for South Yorkshire, covering the period 1986-2001. The housing need assessment based on the 1985 based Office of Population Censuses and Surveys household projections assumed a declining population and only 2,000 extra households. However, in response to actual housebuilding rates, the requirement was set at 9,000 new dwellings. The UDP must assess the adequacy of the existing housing land supply and identify the need for any additional land required.
- 1.9 Since Strategic Guidance was issued, population trends in Barnsley have undergone a significant change. Recent evidence on migration indicates that the inward and outward flows of people are now closely balanced. This is in contrast to the large scale net loss of population which accompanied the closure of most coal mines in the area. The most recent household projections reflect the trend of balanced migration flows.

- 1.10 Within the housing need provision, there are particular needs for certain dwelling types to ensure that groups such as young, elderly and single people are catered for. The Council, in its enabling role, is developing partnership arrangements and uses its land holdings to assist in meeting housing needs. Housing Associations are expected to provide for many of those on low incomes and with special needs. The need to bring forward redevelopment sites, particularly in areas of need, will also be considered.
- 1.11 The assessment of housing need assumes that, whilst some redevelopment is expected, the priority will continue to be the maintenance and improvement of existing housing. There has been no recent house condition survey but an estimated 8% of the private stock is unfit and an estimated 25% of pre 1919 terraced housing is in poor repair. Council housing is also affected, with 263 older properties regarded as unfit and 71% of dwellings are in need of renovation. Most of the Council stock (62%) was built before 1957 and many of these homes are in need of modernisation.
- 1.12 As well as improving the quality of the housing stock, it is important to maintain and enhance the quality of residential environments. All residential areas will be protected by common standards for the provision and protection of recreational and amenity open space.

OBJECTIVES

The objectives of the UDP towards housing are :

- 1. Identify sufficient land to meet the housing needs of the Borough up to 2001.**
- 2. Ensure that a range of sites is available in terms of their size and location to meet the demand from various sectors of the housing market.**
- 3. Ensure that new housing is well located in terms of links to employment opportunities, transport routes, local services and facilities. New housing should relate well to existing settlements and promote sustainable development.**
- 4. Encourage the provision of special needs housing for groups such as the elderly, the physically disabled and others identified in the Community Care Plan.**
- 5. Increase the attractiveness of Barnsley as a place to live.**
- 6. Assist in the process of economic regeneration through improvement of the housing stock.**

HOUSING POLICIES

New Housing

Policy H1

THERE IS A REQUIREMENT FOR ABOUT 10,750 NEW DWELLINGS TO BE COMPLETED IN THE BOROUGH IN THE PERIOD 1986-2001.

- 1.13 Whilst most housing needs can be accommodated within the existing stock, there will continue to be a demand for new housing for a number of reasons. During the 1980's, 5,326 new dwellings were built in Barnsley despite net losses of population and jobs. New housing development is an essential part of the social and economic regeneration process.
- 1.14 The overall scale of new housing for the Borough has been determined by the Secretary of State for the Environment in his Strategic Guidance for South Yorkshire, issued in December 1989, which states that the UDP needs to ensure that 9,000 new dwellings can be provided during the period 1986-2001.
- 1.15 The Strategic Guidance requirement is intended as a general guide to long term provision. There have been important changes since the Guidance was issued which allow a more accurate assessment to be made. Most importantly, the 1991 Census results have become available along with Census based population estimates. Census information has also been used by OPCS to produce new population and household projections. These have been taken into account although there remain some concerns over their accuracy. The other major change has been the replacement of heavy net out-migration from Barnsley with more finely balanced flows, allowing the population to rise gradually by natural increase.
- 1.16 The new migration pattern was largely reflected in the 1989-based population and household projections from the OPCS which superseded the 1985-based series used in preparing Strategic Guidance. These indicated a fairly stable population but assumed a decline in average household size to 2.44 by 2001, as opposed to 2.53 as previously expected, caused mainly by the rising divorce rate. An increase of 7,000 households was projected between 1986 and 2001.

- 1.17 1991 Census data and derived estimates have shown previous estimates and projections to be flawed. A new series of projections for Barnsley has been prepared by the Council using 1991-based data in conjunction with 1989-based data where necessary. The methodology for calculating housing need was decided following discussions with other South Yorkshire Authorities. The projection used in calculating the UDP housing need indicates that 7,900 households will be formed in Barnsley between 1986 and 2001, based on recent past trends.
- 1.18 In the later years of the Plan period, increased in-migration is expected to result primarily from displaced housing demand from Sheffield. The timing and size of this movement is hard to predict but according to Strategic Guidance any shortfall in Sheffield must be met elsewhere within South Yorkshire. The south and south west of Barnsley are the most likely locations for housing development related to Sheffield. The population projection used for the UDP assumes an additional net gain of 1,250 people before 2001, over and above present trends. Provision is therefore made to accommodate a further 500 households, with land located in appropriate parts of the Borough. This brings the total household increase expected between 1986 and 2001 to 8,400.
- 1.19 In March 1995, the DOE published 1992-based household projections. These indicate that 9,000 households could be formed in Barnsley between 1986 and 2001. However, a number of concerns have been raised by local authorities and others about the accuracy of these projections. The projections are subject to detailed examination at regional level as part of the preparation of Regional Planning Guidance for Yorkshire and Humberside. The implications of the 1992-based projections will be fully considered when their accuracy has been resolved. In present circumstances it is not considered that they justify any adjustment in the Council's assessment of housing need.
- 1.20 Further dwellings will be required to replace those lost through clearance. Although there is no planned clearance programme, over 600 dwellings were demolished between 1986 and 1995. In recent years demolitions have taken place on Council estates, usually as part of Estate Action schemes. In the absence of a programme, past rates are assumed to continue at an average of 66 per year, giving an estimated 15 year clearance figure of 1,000.
- 1.21 Following agreement with other South Yorkshire Authorities, concealed households are included as part of the housing need assessment. One measure of concealed households considered was where families of two or more people, who would normally constitute a household unit, live within another household. The 1991 Census recorded 1,150 such households consisting of couples and lone parents. It is assumed that all 370 couple based concealed households wish to leave their host household. However, it is accepted that some lone parents prefer to live within a larger family group and

should not be included in the assessment. Although the figure is difficult to assess with any high degree of confidence or precision, it is assumed that 75% of the 780 concealed lone parent households would prefer to live independently and can therefore be classified as in housing need. Taken with the 370 couple based concealed households, this creates a total housing need assessment for concealed households of about 950 households. An allowance for this number has therefore been included as part of the overall housing requirement.

- 1.22 Given that the total stock of dwellings will increase during the Plan period, a greater number of dwellings are assumed to become vacant. The vacancy rate is variable depending on the state of the housing market and migration patterns, so an average figure is assumed. The 1991 Census figure of 3.83% is accepted as good guide to the vacancy rate and this is assumed to remain as a constant average to 2001. The revised requirement includes an allowance for 400 extra vacancies arising throughout the Plan period.
- 1.23 In the light of changed assumptions on migration and household formation, it is concluded that the Strategic Guidance housing requirement should be modified from 9,000 dwellings for the period 1986-2001, to 10,750 dwellings. The revised composition of housing need is shown in Table 1.

Table 1.
Housing Need Assessment 1986 - 2001

Household Increase	8,400
Clearance	1,000
Concealed Households	950
Vacancies Increase	400
TOTAL	10,750

Policy H2

THE COUNCIL WILL ENSURE THAT SUFFICIENT LAND IS AVAILABLE TO MEET IDENTIFIED HOUSING NEED AND ENSURE THAT A FIVE YEAR SUPPLY IS AVAILABLE AT ALL TIMES DURING THE PLAN PERIOD.

- 1.24 As well as providing through the UDP for sufficient land to meet the 15 year housing need up to 2001, it is also necessary to ensure that there is a 5 year supply of land available at all times, in compliance with Government planning guidance (PPG3). The five year requirement at any particular time will depend on the number of dwellings completed during the plan period up to that date.

- 1.25 The provision of a supply of land tailored to meet the assessed housing need to 2001 could in theory lead to difficulties towards the end of the plan period, when most of the identified supply would have been taken up, and the five year requirement would extend beyond the plan period. In practice, by reviewing the UDP before 2001, or by other means as necessary, the Council will ensure that a five year supply of housing land, calculated against an up-to-date assessment of need, continues to be available at all times.

Policy H3

HOUSING SITES ARE ALLOCATED IN ORDER TO MEET THE OBJECTIVES OF POLICIES H1 AND H2. THESE SITES ARE IDENTIFIED IN VOLUMES 2-13 OF THE PLAN AND ARE SHOWN ON THE PROPOSALS MAP.

THE REMAINING CAPACITY OF THE SITES AT 1ST JANUARY 1995 WAS ESTIMATED AS BEING ABOUT 6,342 DWELLINGS.

- 1.26 Table 2 shows the numbers of dwellings completed since 1986, and also the extent of provision for further housing development on identified major sites throughout the Borough that has been made either by granting planning permission or by allocation in the UDP. Since publication of the Deposit Draft of the Plan, the base date for this information has been taken forward to 1st January 1995, by means of a study carried out between August and November 1995 by independent consultants working with the Council's planning staff.
- 1.27 From April 1986 to December 1994, 6,123 dwellings were completed in the Borough. On 1st January 1995 there was remaining capacity for 936 dwellings on major sites then under construction (of which 908 are on allocated sites); for 1,495 dwellings on major sites with planning permission not yet under construction (of which 1,408 dwellings are on allocated sites) and for a further 4,026 dwellings on allocated sites without planning permission. Thus the major sites allocated by the UDP, identified on the Proposals Map and in the Community Area volumes, had a capacity to accommodate approximately 6,342 dwellings as at 1st January 1995. This assumes an average density of 25 dwellings per hectare unless more detailed information is available as part of a planning permission or particular constraints are known which affect the density of development. These guidelines are applied to site proposals in Part II Community Areas. The dwelling figures indicated for these sites are no more than an estimate. The number of dwellings which could eventually be built on an individual site may vary from currently available information on dwelling numbers, depending very much upon the character of the individual site, its setting, important features and other constraints.

Table 2.
Housing Supply 1986 - 2001

Community Area	Dwellings completed Apr 86 to Dec 94	OUTSTANDING CAPACITY			Total
		Major sites under construction	Major sites with planning permission not commenced	Allocated sites without planning permission	
Town Centre	46(a)	4	0	0	50
Barnsley Urban	1511	136	574	980	3201
Darton	681	285	10	218	1194
Dodworth	464	56	0	50	570
Royston	112	28	216	347	703
North East Towns	520	99	151	577	1347
CENTRAL HSA	3334	608	951	2172	7065
Darfield	309	74	0	132	515
Wombwell	174	46	220	256	696
Dearne	638	53	119	590	1400
EASTERN HSA	1121	173	339	978	2611
Hoyland	676	23	68	576	1343
Penistone	361	89	62	99	611
Western Rural	631	43	75	201	950
WESTERN HSA	1668	155	205	876	2904
BARNSELY MBC	6123	936	1495	4026	12580

(a) Small site and conversion completions for Town Centre are included within the Barnsley Urban figure

- 1.28 Overall, therefore, land identified on major sites, plus completions over the period April 1986 to December 1994, totals 12,580 dwellings. In addition, it is necessary to include allowances, first, for the dwellings to be completed between January 1995 and March 2001 inclusive on small sites (less than 0.4 hectare) and by conversion, and secondly, on 'windfall' sites, that is, on unallocated sites of between 0.4 and 1 hectare which did not have planning permission on 1st January 1995. Based on past experience, it is anticipated that in the 6.25 years from January 1995 to March 2001 there will be about 787 completions on small sites and from conversions, and about 265 completions on windfall sites. The total housing land supply during the Plan period, in terms of dwellings, is therefore the sum of 12,580; 787; and 265, namely 13,632.

Housing Strategy Areas

- 1.29 The distribution of housing land reflects the role set out in the Strategy for each Housing Strategy Area (HSA) and the adequacy of the existing housing land supply.

The HSA's contain the following Community Areas :

- a) **Barnsley Central** (1991 population 134,600) :

Barnsley Urban
Darton
Dodworth
Royston
North East Towns.

- b) **Barnsley Eastern** (1991 population 50,600) :

Dearne Towns
Darfield
Wombwell.

- c) **Barnsley Western** (1991 population 39,200) :

Hoyland
Penistone
Western Rural.

The number of dwellings indicated for each HSA focuses new housing proposals not previously identified on areas such as Hoyland where growth is encouraged. The purpose of the HSA's is to cater for housing need and demand on a localised basis, to reflect a combination of housing and economic regeneration strategies, taking account of market conditions.

- 1.30 To assist in the definition of HSA's, the Council has carried out a survey of residents on new housing estates. This supports the case for the Central HSA in terms of migration between Community Areas. Darton, Royston, Dodworth and North East Towns are all strongly linked to Barnsley Urban and in the case of Darton and Royston, to each other. On the western side of Barnsley, new estates at Dodworth and Darton are already meeting some of the housing needs generated by the Barnsley Urban Area. It is anticipated that Royston will assume a similar role once significant new housing development proceeds. The association of the North East Towns with the Barnsley Urban Area allows the Barnsley City Challenge area to be contained within the same HSA. This is in accordance with the City Challenge Housing Strategy which should reinforce the already strong links between Cudworth and East Barnsley.
- 1.31 The east and south east of the Borough form the Eastern HSA which is part of the wider Dearne Valley area, containing a City Challenge area covering the Dearne Towns and parts of Wombwell and Darfield. Large scale regeneration activity in this area, centred on the Wath Manvers site in Rotherham, should increase housing demand throughout the Dearne Valley.
- 1.32 The remaining parts of the Borough have developed strong migration and commuting links with Sheffield and other areas outside the Borough boundary. The Penistone and Western Rural Areas have long established links with Sheffield. Hoyland is also within easy reach of Sheffield and, since the demise of coal mining, has experienced growth in commuting. In the Council's 1994 survey of new housing estate residents, 44% of those in Hoyland worked in Sheffield compared to 6% who worked in Hoyland and 22% working elsewhere in Barnsley. This was reflected in the origins of people moving to new housing in Hoyland. Whilst 39% were purely local, 11% came from other parts of Barnsley compared to 26% from Sheffield.
- 1.33 The proposed distribution of the dwellings ascribed to each HSA has involved balancing strategic factors such as regeneration and growth with local factors such as housing commitments and infrastructure requirements. The integration of these factors is necessary to encourage sustainable development. This is not a precise statistical exercise but rather, is based on the assessment of a range of criteria including the following :
- a) Re-industrialisation and regeneration priorities
 - b) Growth priorities
 - c) The protection and enhancement of open space
 - d) Providing for market demand
 - e) Providing a choice of sites

- f) The size, form and character of existing settlements
 - g) Past rates of housing development & implementation of proposals in existing plans
 - h) Existing commitments in the form of planning permissions
 - i) Existing housing allocations
 - j) Infrastructure availability including roads, water, electricity, gas, sewerage and sewage disposal
 - k) Access to public transport
 - l) Access to community facilities
 - m) Local amenity of housing sites.
- 1.34 A summary of the housing provision in each Community Area is set out in Table 2. Diagram 4 indicates the distribution of the main locations for new housing.

Development on Housing Sites

Policy H4

THE SITES SHOWN AS HOUSING PROPOSALS ON THE PROPOSAL MAPS WILL BE DEVELOPED PRIMARILY FOR RESIDENTIAL PURPOSES. USES OTHER THAN RESIDENTIAL WITHIN SUCH AREAS WILL ONLY BE PERMITTED WHERE :

- A) THEY COMPRISE A USE WHICH IS ANCILLARY TO THE PREDOMINANT USE OF THE SITE FOR HOUSING PURPOSES BUT IS INTEGRAL WITH IT, AND**
- B) THEY PROVIDE A SERVICE OR OTHER FACILITY PREDOMINANTLY FOR RESIDENTS OF THE SITE, AND**
- C) THEY WOULD CAUSE NO UNDUE HARM TO RESIDENTIAL AMENITY FOR REASONS SUCH AS EXCESSIVE NOISE, FUMES, SMELLS, CAR PARKING OR SERVICING OR HIGHWAY CONGESTION, AND**
- D) THEY COULD BE ACCOMMODATED SATISFACTORILY WITHIN THE SITE WITHOUT GIVING RISE TO UNACCEPTABLE CONDITIONS OF HIGHWAY CONGESTION OR SAFETY, PARTICULARLY TO PEDESTRIANS AND CYCLISTS.**

- 1.35 In order to implement Policy H2, achieve the housing objectives, and assist in the overall regeneration strategy, it is important that land identified on the proposals map for housing development is not lost to other forms of development. However, future residents of proposed housing sites will benefit from having certain facilities accessible to them and in some cases this may mean that developers of housing sites will be encouraged to provide ancillary development subject to normal planning considerations such as residential and visual amenity, and traffic generation. Policies S6 and CF1 are relevant to the provision of 'corner shops' and community facilities respectively. Such non-residential uses will normally be small scale and only required on the larger proposed housing sites. They will be particularly valuable where they play a part in reducing car use.

Housing for Special Needs

Policy H5

THE COUNCIL WILL PROMOTE DIVERSITY OF DWELLING TYPE, SIZE, DENSITY AND DESIGN THROUGHOUT THE BOROUGH TO MEET THE FULL RANGE OF HOUSING NEED. IN PARTICULAR, THE COUNCIL WILL ENCOURAGE, IN APPROPRIATE LOCATIONS THROUGHOUT THE BOROUGH :

- A) HOUSING FOR KEY WORKERS**
 - B) AFFORDABLE HOUSING AND HOUSING FOR RENT**
 - C) HOUSING FOR THE ELDERLY AND THOSE WITH DISABILITIES**
 - D) HOMES INTENDED FOR SINGLE PERSON HOUSEHOLDS.**
- 1.36 As well as ensuring that sufficient housing land is available to meet identified requirements, one of the main objectives of the Plan is to provide a wide choice of sites to serve local and special needs. The housing market provides well for the needs of many people but some groups, especially those on low incomes are poorly served.
- 1.37 The need to attract new industry to the Borough carries with it a need to attract key workers in the firms involved. Key workers are employers considering expansion or relocation in the Borough together with senior personnel they consider it necessary to bring with them. In most cases they will be seeking upper market homes in high quality locations. Barnsley has a shortfall of such housing and most recent developments have been in the middle to lower market categories. By proposing sites in appropriate locations, mainly in the Western HSA, housing for key workers will be encouraged.

- 1.38 The largest group of people not served by the housing market are those who are unable to afford to buy their own home or who prefer renting to owner occupation. There is a large amount of Council housing in the Borough but it has declined from 43% to 30% of the stock since 1981. Private renting has also declined from 10% to 7% over the same period. The pressure on Council housing has grown as sales under 'Right to Buy' continue, yet the Council can no longer provide new housing. Some special needs have been met by Housing Associations but not on the scale required. Through positive partnership with Housing Associations and close liaison with Housing Corporation, the maximum benefit of grant resources can be obtained to provide essential rented housing. Attempts are also being made to involve private builders in the provision of low cost housing.
- 1.39 In most parts of Barnsley, housing is relatively inexpensive and the stock of Council housing is still large. However, in the western part of the Borough, market pressures make it difficult for those on low or even middle incomes and first time buyers to afford a home in their own communities. For this reason, the policies and proposals for the Western Rural area encourage the provision of affordable housing. In such cases, evidence of genuine local need will be required, preferably supported by a Parish Council, with occupancy limited by planning obligations or land charges to those genuinely in need.
- 1.40 The National Health Service and Community Care Act 1990 aims to enable people with special needs "to live an independent and dignified life at home, or in other homely surroundings within the community, for as long as they are able and wish to do so." The Council will publish a community care plan each year outlining proposals for the development of services for children, older people, people with a mental illness, people with mental health problems, substance misusers, people with learning difficulties, people with alcohol or drug problems, people with sensory disabilities, people with physical disabilities and people with HIV or AIDS. Other groups which are disadvantaged at present are people on low incomes and single homeless people. The Housing Department in its enabling role, will endeavour to meet the needs of these groups through partnership with Housing Associations, the private sector and other agencies.
- 1.41 The number of older people in Barnsley is growing, especially those in the oldest age groups, with a 25% rise in the number of people aged over 75 during the last ten years. Past failure to meet the needs of older residents has resulted in an imbalance between demand for sheltered housing and supply. The supply is being further eroded because the Council is forced to sell some bungalows. For people with disabilities, a high proportion of the adapted housing required is to compensate for the historic undersupply. A more recent development is the expectation of younger disabled adults to live independently. In planning terms, the needs of older people and those with disabilities are often similar. In both cases it is important for housing to be located close to basic shopping facilities, preferably with a Post Office and having good access via public transport.

- 1.42 The Council will encourage a more dispersed provision of special needs housing, to ensure that people who need to move to more appropriate accommodation can remain in or near to their local community wherever possible. A more widespread application of mobility standards in general housing can contribute to this approach. According to the 1991 Census, 18.5% of Barnsley people had a limiting long term illness, one of the highest levels in the country. Over a third of households in the Borough contain at least one disabled person. A survey carried out in the Barnsley City Challenge Area in 1994 revealed that 19% of households contained a person with disabilities affecting their legs, spine or joints. Furthermore, 60% of these households were owner occupied. Any person can become disabled and all will become elderly but this should not necessarily mean that they need to move house. Most people prefer to remain in their existing home and this is in accordance with Council policy which encourages people with special needs to remain in the community.
- 1.43 Most new housing is provided in response to market demand rather than social need. In the survey of new estates carried out by the Council in 1994, only 16% of residents were first time buyers. Couples with children made up 45% of households on new estates compared to 27% in the Borough as a whole. Single people and pensioners were relatively few on new estates. Other features characteristic of new house buyers were high social class, high car ownership (96%) and very low unemployment. New private housing therefore provides mainly for relatively affluent families. Most older people, young people, single people, lone parents and low income households in general are not usually catered for. However, the growth in households has been mainly among small households, especially those consisting of one person only. Between 1981 and 1991, one person households increased by nearly 5,000 and the numbers are projected by OPCS to continue increasing rapidly.

Flats & Houses in Multiple Occupation

Policy H5A

PLANNING PERMISSION FOR THE CONVERSION OF BUILDINGS TO FLATS OR HOUSES IN MULTIPLE OCCUPATION WILL BE GRANTED WHERE :

- A) THE BUILDING AND CURTILAGE ARE OF SUFFICIENT SIZE TO PROVIDE SUITABLE FACILITIES FOR THE RESIDENTS
- B) THERE WILL BE NO GENERATION OF UNACCEPTABLE NOISE NUISANCE BETWEEN DWELLING UNITS ACHIEVED EITHER THROUGH THE DETAILED DESIGN OF THE DEVELOPMENT OR THE IMPLEMENTATION OF ADEQUATE SOUND-ATTENUATION MEASURES

- C) SATISFACTORY PROVISION IS MADE FOR OFF-STREET CAR PARKING FACILITIES IN ACCORDANCE WITH THE COUNCIL'S STANDARDS OR, EXCEPTIONALLY, THE DEVELOPMENT IS CONSIDERED UNLIKELY TO GIVE RISE TO UNACCEPTABLE CONDITIONS OF CONGESTION OR SAFETY ON THE ADJOINING PUBLIC HIGHWAY(S) BY REASON OF INADEQUATE OFF-STREET CAR PARKING FACILITIES, AND
- D) THE APPEARANCE OF THE BUILDING OR ITS CURTILAGE WOULD NOT BE ALTERED TO THE DETRIMENT OF THE VISUAL AMENITIES OF THE AREA.
- 1.44 The shortage of purpose designed private rented accommodation and the needs of young people mean that there is a demand for the conversion of private houses to flats, bedsits and houses in multiple occupation. A growing number of houses are being converted into multiple occupation, notably terraced houses as well as traditional large Victorian houses. Although in the past houses in multiple occupation have tended to concentrate in areas with larger properties such as north of the Town Centre the recent trend towards conversion of smaller properties with two or three residents should lead to a more widespread distribution. However, the inner core of Barnsley is likely to continue as the main area of demand.
- 1.45 Poor management and repair, and overcrowding, can mean that tenants experience poor living conditions. Whilst planning powers are very limited in this respect, the Council will aim to ensure that conversions only take place in properties with an adequate amount of indoor and outdoor space.
- 1.46 It will generally be necessary to provide off-street car parking spaces for residents and visitors, particularly with increasing car ownership and the lack of control over future occupiers. However, in instances where it can be demonstrated that highway safety problems or inconvenience for existing residents will not occur, street parking may be acceptable.
- 1.47 Whilst noise transmission can be reduced through sound insulation, it will not generally be acceptable to locate living accommodation (including kitchens, sitting rooms or bedsits) directly adjacent to bedrooms in adjoining, existing dwellings.
- 1.48 The appearance of a property and the character of an area can be harmed through conversions, particularly if they become concentrated. In assessing whether conversions are acceptable, consideration will be paid to issues such as the removal of walls or surfacing of gardens to satisfy parking requirements; alterations to original door and window openings; and the provision of external fire escapes.

Residential Homes

- 1.49 Residential homes cover a number of uses including nursing homes, residential care homes and special needs group homes. Policies relating to these uses are required to ensure that the cumulative effect of their increasing numbers are not detrimental to surrounding residential areas.
- 1.50 Hospitals and clinics are not generally considered appropriate forms of development within residential areas since they attract significant numbers of car borne visitors and staff, and are accessed by ambulance and service lorries, sometimes at unsocial hours.

Policy H5B

PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL CARE AND SUPPORTED LIVING SCHEMES IN RESIDENTIAL AREAS PROVIDED THAT :

- A) SATISFACTORY PARKING AND MANOEUVRING SPACE IS AVAILABLE
 - B) ADEQUATE AMENITY SPACE IS PROVIDED
 - C) THE AMENITY OF NEIGHBOURING PROPERTIES AND THE WIDER LOCALITY IS NOT ADVERSELY AFFECTED, AND
 - D) PROPOSALS FOR THE CONVERSION OF PROPERTIES OR EXTENSIONS TO EXISTING HOMES DO NOT ADVERSELY AFFECT THE APPEARANCE OR CHARACTER OF THE BUILDING, HARM THE CHARACTER OF THE AREA OR CONSTITUTE OVERDEVELOPMENT.
- 1.51 The development of a residential care or supported community living scheme such as a group home is a central feature of care in the community and will be subject to considerable expansion in the 1990's. Such schemes will include residential care for elderly people and small supported living schemes for people in ordinary housing. Any accommodation should ideally integrate into the community as far as is practically possible to provide a high quality of life for all concerned.
- 1.52 The Policy is intended to allow the provision of Residential Homes within residential areas, whilst controlling the use and subsequent appearance of the premises to prevent undue change to the residential character of the area. Outside such areas, the conversion of existing appropriate buildings to such a use will also be acceptable.
- 1.53 A major consideration, in the case of established residential areas, should be the effect on any adjacent residents. Hence whilst private open space for the occupiers of the home is required, it is reasonable to require that such provision does not detract from the privacy of adjoining residents.

- 1.54 Probably the most likely source of additional nuisance to existing residents will be the increase in vehicular movements within and around the site. Particular regard will be had to the details of access and circulation to ensure that no detriment to safety of or the amenities of adjoining residents results from the development.

Open Space Provision

- 1.55 The Council wishes to encourage a high standard of residential environment and to ensure a consistent approach to the assessment of planning applications. It is therefore essential that new developments include a satisfactory level of amenities such as open space.

Policy H6

ALL DEVELOPMENTS WHICH COMPRISE OR INCLUDE THE PROVISION OF TWENTY OR MORE NEW DWELLING UNITS SHALL INCORPORATE, AS AN INTEGRAL PART OF THE DEVELOPMENT, A MINIMUM OF 15% OF THE GROSS SITE AREA AS OPEN SPACE OF A TYPE APPROPRIATE TO THE CHARACTER OF THE SITE, ITS LOCATION AND THE LAYOUT AND NATURE OF THE NEW HOUSING THEREON AND THE ADJOINING LAND USES.

SUCH PROVISION WILL BE DESIGNED AND LAID OUT IN A WAY WHICH REINFORCES THE PRIMARY PURPOSE OF THE AREA (OR AREAS) OF OPEN SPACE AS BEING, IN THE FIRST INSTANCE, FOR THE ENJOYMENT OF THE RESIDENTS OF THE HOUSING DEVELOPMENT OF WHICH IT FORMS AN INTEGRAL PART AND NOT THE PUBLIC AT LARGE.

DEVELOPERS WILL BE REQUIRED TO LAY OUT THE AREAS OF OPEN SPACE TO WHICH THIS POLICY RELATES AND THEREAFTER TO CONTRIBUTE TOWARDS THE FUTURE MAINTENANCE COSTS OF THESE FACILITIES BY WAY OF AN AGREEMENT WITH THE COUNCIL TO BE MADE UNDER THE PROVISIONS OF SECTION 106 OF THE ACT.

WHERE IT IS IMPOSSIBLE TO MAKE SUCH PROVISION ON LAND EITHER WITHIN OR IMMEDIATELY ADJACENT TO THE SITE IN A SATISFACTORY AND ACCEPTABLE MANNER, OR WHERE THE COUNCIL DEEM IT APPROPRIATE, SUITABLE OFF-SITE OPEN SPACE FACILITIES, REMOTE FROM THE DEVELOPMENT LAND, MAY BE ACCEPTABLE EITHER AS NEW FACILITIES OR AS AN EXTENSION TO THOSE EXISTING.

IN THESE CIRCUMSTANCES THE COUNCIL WILL SEEK TO ENTER INTO AN AGREEMENT UNDER 106 OF THE ACT WITH THE DEVELOPER TO ENSURE THAT A FINANCIAL CONTRIBUTION IS SECURED TOWARDS THE CAPITAL COSTS OF THE PROVISION AND THE FUTURE MAINTENANCE OF THE OPEN SPACE IN QUESTION.

- 1.56 It is considered essential that new development makes an adequate contribution to open space provision to meet the needs that it generates. The requirement for 15% is related to the full National Playing Fields Association standard (2.4 hectares/1000 people). This standard relates to recreational provision only. The minimum 15% requirement encompasses the need to provide other types of openspace.
- 1.57 Open space that contributes to meeting the above requirement can include formal recreational provision, amenity space, play areas or nature conservation sites. Areas such as verges or visibility splays will not be considered as meeting the requirement. Areas that are provided in accordance with Policy H6 will be required to be satisfactorily laid out for the purpose for which they were intended and developers will be expected to ensure that future maintenance of these areas is secured.
- 1.58 There will be instances where given the siting of the new development and its relationship with the existing community area, the open space provision would be more beneficial if made outside the development site, for example, to achieve a better balance of open space, to reduce overall deficiencies, or improve the capacity of facilities. Where in these circumstances a financial contribution is made, the resulting provision will be located conveniently to serve the new development. Supplementary Guidance will be produced to provide more information on the operation of this policy.

Policy H7

NEW RESIDENTIAL DEVELOPMENT SHOULD SAFEGUARD ACCESS AND SERVICE OPPORTUNITIES FOR ADJACENT LAND WHICH IS ALLOCATED FOR HOUSING OR PROTECTED UNDER POLICY GS10 OR GS11.

- 1.59 The development of land allocated for housing must take account of the future uses of adjacent areas of land. Care needs to be taken not to prejudice the development potential of other sites or parts of sites which are allocated for housing. It is also important to protect areas designated as Safeguarded Land and Urban Land to Remain Undeveloped during the Plan period from being constrained in the future by access difficulties. Policy H7 is intended to maintain access to such undeveloped land.

Existing Residential Areas

- 1.60 The majority of existing housing areas are expected to remain in residential use and are shown on the proposals map as Housing Policy Areas. These areas will be protected from intrusive uses by Policy H8, which does allow for some non-residential development if it is compatible.

Policy H8

AREAS DEFINED ON THE PROPOSALS MAP AS HOUSING POLICY AREAS WILL REMAIN PREDOMINANTLY IN RESIDENTIAL USE. OTHER USES WILL ONLY BE PERMITTED WHERE THEY ARE COMPATIBLE WITH A RESIDENTIAL AREA AND OTHER POLICIES OF THE PLAN.

- 1.61 To comply with Policy H8 development should normally be small scale and observe normal planning requirements aimed at safeguarding residential and visual amenity and highway safety. Other policies of the plan for example relating to the location of shops and offices will also be relevant. General industrial uses will not normally be allowed though certain business uses may be acceptable under Policy H8.

Policy H8A

THE SCALE, LAYOUT, HEIGHT AND DESIGN OF ALL NEW DWELLINGS PROPOSED WITHIN THE EXISTING RESIDENTIAL AREAS MUST ENSURE THAT THE LIVING CONDITIONS AND OVERALL STANDARDS OF RESIDENTIAL AMENITY ARE PROVIDED OR MAINTAINED TO AN ACCEPTABLE LEVEL BOTH FOR NEW RESIDENTS AND THOSE EXISTING, PARTICULARLY IN RESPECT OF THE LEVELS OF MUTUAL PRIVACY, LANDSCAPING AND ACCESS ARRANGEMENTS.

- 1.62 New development which would materially harm the amenity of existing residential properties, for example, due to a loss of privacy or overshadowing, will not be permitted. The Council will also seek to ensure reasonable levels of privacy and private garden space are provided. Further information on how to achieve satisfactory housing layouts will be provided in Supplementary Planning Guidance.

Non Residential Uses in Residential Areas

Policy H8B

PLANNING PERMISSION WILL BE GRANTED FOR SMALL SCALE, NON-RESIDENTIAL USES IN HOUSING POLICY AREAS, AND FOR THE EXPANSION OF EXISTING USES, IF :

- A) THERE IS NO UNDULY HARMFUL IMPACT ON THE AMENITY OF NEIGHBOURING AND NEARBY RESIDENTS BY WAY OF NOISE, DISTURBANCE, LOSS OF PRIVACY, TRAFFIC CONGESTION OR OTHER FORMS OF NUISANCE
- B) THERE IS NO UNDULY HARMFUL VISUAL IMPACT ON THE CHARACTER OF THE RESIDENTIAL AREA; BOUNDARY TREES, HEDGES AND WALLS SHOULD BE RETAINED WHEREVER POSSIBLE; AND THE DESIGN OF NEW BUILDINGS, OR EXTENSIONS SHOULD BE TO A GOOD STANDARD, RELATING TO EXISTING BUILDINGS IN TERMS OF APPEARANCE, SITING, SCALE AND MATERIALS
- C) THERE IS NO CONFLICT WITH PUBLIC SAFETY ON THE HIGHWAY AND THERE IS SATISFACTORY PROVISION WHERE NECESSARY FOR OFF-STREET PARKING, SERVICING AND MANOEUVRING AREAS. WHERE PARKING IS TO BE PROVIDED IN ANY AREA FRONTING A HIGHWAY, THAT AREA SHOULD BE PROVIDED WITH SOFT LANDSCAPING AND SCREENING WHERE POSSIBLE
- D) IN HOUSING POLICY AREAS IN OR ADJOINING BARNSELY TOWN CENTRE THE USE IS RESTRICTED TO PROVIDING A SERVICE OR FACILITY SPECIFICALLY FOR LOCAL RESIDENTS, AND
- E) THERE IS NO CONFLICT WITH OTHER POLICIES OF THE PLAN.

1.63 A wide variety of non-residential uses will be found within what may be described as primarily residential areas. There are uses which are clearly recognisable as serving the needs of the wider residential community, such as schools, churches, doctors and dentists, public houses, community centres, corner shops and local supermarkets. There are also certain businesses which often occupy small sites within older residential areas, manufacturing smaller items or for instance carrying out car repairs. In some circumstances these types of activities may have outgrown their site but generally because of the characteristics of their site they can often be carried out in residential areas without causing unacceptable disturbance.

1.64 The Council recognises that the rigid separation of employment and services, especially those that are small scale, from the residential communities they support is not always necessary. Nonetheless the Council considers that within residential areas, residents should be entitled to expect the planning system to protect them from undue disturbance, particularly at unsocial hours. Accordingly, in considering planning applications for non-residential uses within primarily residential areas, the Council will seek to protect the interests of existing residents by conserving the predominantly residential character of these areas.

- 1.65 It should be recognised that the legislation allows certain business activities to be carried out within residential areas without detriment to the amenity of the area.
- 1.66 Class B1 'Business' of the Town and Country Planning (Use Classes) Order 1987, is a "use for all of any of the following purposes :
- a) As an office other than a use within Class A2 (financial and professional services)
 - b) For research and development of products and processes
 - c) For any industrial process being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit".
- 1.67 Where there may be doubt about the impact of a particular business, because of its individual nature or scale, a temporary permission may be given to allow an assessment of the use to be properly made. Such a condition would usually only be considered appropriate where the development involved a change of use, not operational development.
- 1.68 Where permission is granted consideration will be given, as appropriate, to the imposition of conditions to limit the nature of the use, the hours of working and noise emissions, to ensure that residential amenity is protected.
- 1.69 The introduction of offices and shops into residential areas in or adjoining Barnsley Town Centre will not be allowed as this would undermine the policy of consolidating and enhancing the Town Centre as the main location for commercial activity. The Town Centre and Barnsley Urban Community Area Plans will specify areas where commercial uses will not be permitted other than those which provide a service or facility specifically for local residents.

Home Based Business

Policy H8C

SMALL BUSINESSES MAY BE ACCEPTABLE WHERE UNDERTAKEN FROM DWELLINGS WHERE :

- A) THE MAJORITY OF THE FLOORSPACE OF THE BUILDING AND ITS CURTILAGE CONTINUE TO BE SOLELY IN RESIDENTIAL USE
- B) ADEQUATE CAR PARKING, SERVICING, AND TURNING FACILITIES CAN BE PROVIDED ON-SITE, AND

- c) THE USE UNDERTAKEN WOULD NOT BE UNDULY HARMFUL TO THE LIVING CONDITIONS AND RESIDENTIAL AMENITY OF THE NEIGHBOURING AND NEARBY RESIDENTS FOR ANY REASON SUCH AS EXCESSIVE NOISE, TRAFFIC AND VISITOR GENERATION, POLLUTION, SMELL OR FUMES. THE HOURS OF USE OF THE BUSINESS WILL BE A MATERIAL CONSIDERATION IN THESE RESPECTS.
- 1.70 Planning permission is not usually required for home based businesses if the character and use of the building remains essentially residential. However, in certain circumstances, permission will be required where, for instance :
- a) the house is no longer used substantially as a private residence
 - b) the business will result in a marked increase in traffic or people calling at the house
 - c) the business will involve an activity unusual in a residential area
 - d) the business will disturb neighbours at unreasonable hours or pollute the environment by noise or smell.

Infill, Backland & Tandem Residential Development

Policy H8D

PLANNING PERMISSION FOR INFILL, BACKLAND OR TANDEM DEVELOPMENT INVOLVING SINGLE OR A SMALL NUMBER OF DWELLINGS WITHIN EXISTING RESIDENTIAL AREAS WILL ONLY BE GRANTED WHERE DEVELOPMENT WOULD NOT RESULT IN HARM TO THE LOCAL ENVIRONMENT OR THE AMENITIES OF EXISTING RESIDENTS, CREATE TRAFFIC PROBLEMS OR PREJUDICE THE POSSIBLE FUTURE DEVELOPMENT OF A LARGER AREA OF LAND.

- 1.71 Infilling in residential areas can make a valuable contribution to the housing stock and character and appearance of an area, particularly when utilising neglected, unused or derelict land. However, development which would result in the loss of valuable green spaces, damage the character, nature conservation value, or appearance of the area, detract from the amenities of existing residents, or result in traffic problems will not be allowed.
- 1.72 The character and appearance of an area is defined by buildings, open spaces and landscape features, and it may be adversely affected by infilling, for example, due to the loss of trees, insufficient garden sizes/space between buildings, or inappropriate siting, scale or design of development.

- 1.73 Residents of an area become used to enjoying particular amenities and development will not be allowed which will materially harm these, for example, due to loss of privacy, overshadowing or the generation of disturbance.
- 1.74 Occasionally, infill development on an area of land, possibly in more than one ownership, may be acceptable in principle, but permission could not be granted for development of a part of it in isolation as this would landlock the remainder or make a satisfactory form of comprehensive development impossible to achieve.
- 1.75 Further Guidance on proposals of this kind will be included in Supplementary Planning Guidance.

Extensions to Dwellings

Policy H8E

PROPOSALS TO EXTEND DWELLINGS SHOULD :

- A) BE OF A SCALE AND DESIGN WHICH HARMONISES WITH THE EXISTING BUILDING
 - B) NOT ADVERSELY AFFECT THE AMENITY OF NEIGHBOURING PROPERTIES
 - C) MAINTAIN THE CHARACTER OF THE STREET SCENE, AND
 - D) NOT INTERFERE WITH HIGHWAY SAFETY.
- 1.76 This policy applies to extensions to dwellings which require planning permission. Proposals to extend dwellings in the Green Belt will be assessed with regard to Policy GS8E. Further guidance on proposals to extend dwellings will be included in Supplementary Planning Guidance. Proposals affecting conservation areas or listed buildings will be considered against Policies BE1A and BE2A.

Private Garages / Access

Policy H8F

IN THE INTERESTS OF VISUAL AMENITY AND HIGHWAY SAFETY, PROPOSALS FOR PRIVATE GARAGES SHOULD :

- A) BE CONSTRUCTED TO A DESIGN TO RESPECT THE CHARACTER, APPEARANCE AND BUILDING MATERIALS OF THE DWELLING TO WHICH THEY RELATE, PARTICULARLY WHERE THE GARAGE IS LOCATED IN A PROMINENT POSITION
- B) BE LOCATED AND DESIGNED SO THAT THE AMENITY OF THE LOCALITY OR NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED

- C) BE PROVIDED WITH AN APPROPRIATELY SURFACED DRIVEWAY OF AT LEAST 6 METRES IN LENGTH
 - D) HAVE AN ACCESS WITH ADEQUATE VISIBILITY FOR DRIVERS ENTERING THE HIGHWAY FOR BOTH PEDESTRIANS AND VEHICLES
 - E) BE LOCATED SO THAT THEY DO NOT BLOCK VISIBILITY FOR VEHICLE DRIVERS ON THE ADJOINING HIGHWAY, AND
 - F) IN THE CASE OF SHARED GARAGE SITES, GARAGES SHOULD BE CONSTRUCTED OF BRICK, CONCRETE AGGREGATE FINISH OR OTHER MATERIALS APPROPRIATE TO THE AREA AND THE SITE LANDSCAPED.
- 1.77 The Council wishes to encourage private developers and householders to provide properly designed and located garages which are convenient, provide security and can improve the appearance of an area.

Residential Caravans

Policy H8G

- A) THE USE OF CARAVANS AS PERMANENT ACCOMMODATION WILL NOT BE PERMITTED OTHER THAN IN ACCORDANCE WITH POLICY H10
 - B) THE USE OF CARAVANS AS TEMPORARY ACCOMMODATION WOULD BE FAVOURABLY CONSIDERED ONLY WHERE THERE IS A PROVEN NEED, SUCH AS TO ALLOW TIME FOR THE ERECTION OF AN APPROVED DWELLING ON THE SITE, OR FOR MAJOR ALTERATIONS TO AN EXISTING DWELLING. UNLESS SPECIAL CIRCUMSTANCES INDICATE OTHERWISE, PLANNING PERMISSION WILL BE GRANTED FOR A TEMPORARY PERIOD OF ONE YEAR. THE RENEWAL OF SUCH A PERMISSION WILL ONLY BE GRANTED WHERE IT CAN BE DEMONSTRATED THAT THE PROVISION OF PERMANENT RESIDENTIAL ACCOMMODATION ON THE SITE WILL BE SECURED WITHIN A REASONABLE TIMESCALE.
- 1.78 Caravans are not designed for permanent residential use. The permanent use of caravans leads to various problems including the lack of residential amenity and the adverse effect on the character and appearance of an area. This policy does not apply to accommodation for travellers which is dealt with by Policy H10. In accordance with the advice in Annex I to PPG7 (revised), an exception may be made to the one year restriction in those cases where it has been demonstrated that there may be a future need for a permanent dwelling in connection with the needs of agricultural or forestry. In such circumstances the Council may be prepared to grant a temporary planning permission for a residential caravan for up to a period of three years so that the relevant criteria set out in Policy GS8B can be properly assessed during that time. Touring caravan and camping sites are dealt with by Policies GS30 and GS30A.

Housing Renewal

Policy H9

THE COUNCIL WILL SEEK TO IMPROVE THE QUALITY OF THE EXISTING HOUSING STOCK BY MEASURES AS SET OUT IN ITS HOUSING STRATEGY :

- A) RENEWAL OF OLDER PRIVATE HOUSING USING RENEWAL AREAS AND OTHER SIMILAR INITIATIVES**
- B) ACTION TO IMPROVE THE EXISTING MUNICIPAL STOCK AS PERMITTED BY THE HOUSING ACTS AND OTHER GOVERNMENT MUNICIPAL HOUSING IMPROVEMENT PROGRAMMES**
- C) IMPROVEMENT OF IMMEDIATE ENVIRONS OF HOUSING AREAS**
- D) THROUGH THE PROVISION OF GRANT AID, GROUP REPAIR AND WHERE APPROPRIATE, ENFORCEMENT ACTION AND CLEARANCE.**

- 1.79 The condition of the existing housing stock is of major concern to the Council. The Borough's Housing Strategy indicates that approximately 20,000 private houses were built prior to 1919. A third of these properties do not have the benefit of a front garden and preliminary studies show that there are 6,800 homes that would benefit from area improvement. The Council has in recent years carried out a number of initiatives to improve such dwellings and their immediate environment.
- 1.80 The majority of the private housing in need of improvement is in small pockets where treatment is precluded by the introduction of Renewal Areas in the Local Government and Housing Act 1989. The criteria to be used in identifying Renewal Areas are very different to those required in defining General Improvement Areas, the main tool for area improvement up to 1990/91. The successful implementation of housing renewal on an area basis, whether it be by Group Repair, Renewal Areas or other initiatives, is crucial to the improvement of the existing housing stock. The identification of areas for comprehensive treatment will be considered when further information and surveys are available.
- 1.81 Areas of housing not considered suitable for area improvement on a comprehensive basis, as they do not meet one or more of the Government criteria, will be included in other Council programmes for environmental improvements. Initiatives from the private sector for housing refurbishment and improvement will also be actively encouraged by the Council.

- 1.82 Public sector housing can also benefit from improvement on a comprehensive area basis. The existing Estates Action Programme aims to concentrate resources into particular estates with a view to not only improving the stock itself but to have a major environmental impact. These schemes involve close liaison with tenants, Housing Associations and private sector developers. These schemes will be encouraged throughout the Borough to maximise the resources available for public sector housing refurbishment.

Needs of Travellers

Policy H10

SITES AT SMITHIES LANE, BARNSELY AND INGS ROAD, WOMBWELL WILL CONTINUE TO BE USED TO PROVIDE ACCOMMODATION FOR TRAVELLERS. PROPOSALS FOR NEW SITES FOR TRAVELLERS WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA :

- A) THE POTENTIAL IMPACT ON THE AMENITIES OF LOCAL RESIDENTS**
 - B) THE IMPACT ON VISUAL AMENITY AND LOCAL ENVIRONMENT**
 - C) THE ADEQUACY OF THE ACCESS TO, AND PARKING AND MANOEUVRING SPACES ON THE SITE**
 - D) THE ACCESSIBILITY OF COMMUNITY FACILITIES.**
 - E) THE AVAILABILITY OF ELECTRICITY, WATER SUPPLY, DRAINAGE AND OTHER SERVICES.**
- 1.83 This policy is relevant to the use of land by gypsies (as defined by the Caravans Sites Act 1968) and other travelling people, such as travelling showmen. It is not envisaged that additional sites will be required in the Borough to meet the needs of travellers, although it is recognised that the Government's proposed reform of the 1968 Act may have an effect on the demand for sites. The Borough Council has provided a site at Smithies Lane, Barnsley and it is proposed to extend this to provide for families on the waiting list. There is also a licensed private site in Wombwell.
- 1.84 The nature of sites for travellers varies considerably. They can involve a range of uses, including residential, storage of vehicles and equipment, and business activities. Because of this, any proposals for new sites will be carefully assessed against the criteria set out in the policy. Of particular importance will be the impact on the local environment and existing local residents who could be affected by noise and disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site, and business activities.

- 1.85 Sites on the edge of built-up areas may be most appropriate so that schools and other community facilities are accessible to travellers and services such as electricity, water supply and drainage are available. Sites in the countryside will not normally be appropriate.



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Economic Development INTRODUCTION

- 2.1 Barnsley's traditional industries have been coal mining, glass making and clothing manufacture, with mining being dominant for most of the last hundred years. Employment in traditional industries has declined rapidly in recent years while new jobs in the service sector have failed to compensate for this loss. Mining jobs were concentrated at a small number of locations, with the men working underground. In land use terms, the mining inheritance has left Barnsley with large areas of derelict land, often in isolated locations and unsuitable for development. There are few large industrial areas of the conventional kind.
- 2.2 In response to industrial decline, economic development and employment creation has become a leading priority for the Council. This is reflected in the Council's goal of re-industrialisation, and objectives and policies in the Economic Development Plan relating to support for existing businesses, attracting new employers, improved training and other measures to help the workforce, and the provision of land and property. In addressing the Council's goals and priorities the UDP concentrates on the latter, focusing its policies and proposals on the amount, type and location of land for development and on measures to support existing industrial and commercial development in the Borough. These policies and proposals are based on a balance between the sometimes conflicting but ultimately complementary goals of re-industrialisation and environmental protection and enhancement in order to achieve sustainable economic development into the next century.
- 2.3 Although the period covered by the UDP is 1986 to 2001, the worsening employment situation in the late 1980's and the intensive efforts of the Council over the turn of the decade to analyse and address this problem, mean that the most appropriate period over which to assess the need for, and provision of, land for employment - generating development is 1991 to 2001. The two main factors which have influenced decisions as to the amount and location of employment land allocations have been, first, the need to ensure a good supply of well-located sites in all areas and, secondly, the need to relate the quantity and distribution of such land to the numbers of new jobs required by 2001. Whilst it may be unrealistic to expect that all allocated sites will be fully developed by 2001, it is important that the land supply brought forward now should approximate to what will eventually be required if high levels of unemployment are to be eliminated. Ultimately decisions about the need for new employment land are a matter of judgement rather than calculation.

TRENDS & ISSUES

- 2.4 During the 1980's the scale of job losses in traditional industries far exceeded growth in the service sectors (see Table 1). In the early 1990's further job losses have occurred largely as a result of the closure of the remaining pits in the Borough. In total, approximately 20,000 jobs have been lost since 1981. This has resulted in high levels of unemployment during the last decade. In 1981, unemployment in Barnsley was close to the national average at 9%. In March, 1994, claimant unemployment in Barnsley stood at 13.2% compared to 9.8% in Great Britain. The 1991 Census revealed that in Barnsley 21% more were unemployed than appeared in the claimant count, giving a true unemployment figure of around 16% in March, 1994.

**TABLE 1 -
Employees in Employment in Barnsley in 1981 & 1991**

(Source: Census of Employment)

	<u>1981</u>	<u>1991</u>	<u>CHANGE</u>
Agriculture	494	399	- 95
Extraction (mainly glass making)	4660	4064	- 596
Energy (mainly coal mining)	19136	3783	-15353
Engineering & Metal Manufacturing	4278	3,440	- 838
Textile & Clothing Manufacturing	5313	3250	- 2063
Other Manufacturing	4944	5734	+ 790
Construction	5438	4032	-1406
Transport & Wholesale Distribution	5473	6214	+ 741
Retailing	5904	7110	+ 1206
Hotel & Catering	2788	3229	+ 441
Financial Services	1986	3575	+ 1589
Public Admin., Education & Health	13545	13183	- 362
Other Services	4531	5506	+ 975
TOTALS	78490	63519	-14971

- 2.5 The historical dominance of coal mining and glass making caused Barnsley to develop a local workforce with a very different composition to the national average. Traditional industries employed mainly men so economic activity amongst women was far below the national average, although the garment industry is very significant, and largely employs females. However, female economic activity rates are rising and more jobs will be needed to satisfy this demand. Coal miners have tended to retire earlier than other workers, causing unusually low levels of economic activity amongst men over 50. The other main local difference is the high economic activity rate of young people due to their low level of participation in Further Education.
- 2.6 The traditional dependence of Barnsley on the coal industry has meant that modern manufacturing industries are poorly represented in the Borough. Since the major job losses of the 1980's a more diversified local economy is emerging, based on an increased proportion of the workforce in services, manufacturing and distribution. These changes have not, however, provided sufficient employment to offset the substantial job losses (see Table 1), and male unemployment in particular remains very high. There is a need for a large number of new jobs especially in the manufacturing sector. The recession of the early 1990's has undermined the fragile process of economic regeneration.
- 2.7 In order to have a real impact on unemployment and to provide for the needs of an expanding workforce a range of employment opportunities is needed, particularly manual jobs which tend to be found in the more land intensive manufacturing, distributive and construction industries.
- 2.8 In order to continue the process of widening the economic base and diversifying the local economy, modern growth industries must be attracted from outside the Borough in addition to encouraging the creation and growth of local businesses.
- 2.9 Much of the demand for land by inward investors has been to accommodate general industry and distributive activities. In addition to factors such as an available and suitable labour supply many firms are seeking sites in attractive environments with good accessibility to the strategic transport network. These factors have been influential in decisions by major companies to develop in Barnsley, for example, Koyo (UK) at Dodworth; Spring Ram Corporation, north of Darton; Christian Salvesen at Thorncliffe Park, north of Chapeltown; the Midland Bank and Mercedes Benz at Tankersley; and Mion Electronics at Wombwell.

- 2.10 Resulting from factors such as automation and increase of space standard the number of jobs provided per hectare of land has been steadily falling for many years. In the 1970's it was not uncommon to find a job density of over 60 per hectare whereas the average density on employment sites in Barnsley had fallen by the early 1990's to around 30 per hectare. The potentially expanding workforce; the need to provide jobs for the unemployed; the land and particular development requirements of industry and commerce; and reducing job densities on employment sites, all have implications for the provision of additional land for development. Table 2 summarises the projected job need in the Borough assuming no change in net commuting levels. The table shows the need for jobs based on members of the 1991 workforce without jobs at that time (i.e. the unemployed and people on training schemes) and the projected growth in the workforce between 1991 and 2001. This is one of a number of possible ways of illustrating the scale of the shortfall in jobs that exists in the Borough.

**TABLE 2 -
Projected Job Need in Barnsley 1991 - 2001**

Claimant Unemployed	10500
Non-Claimant Unemployed	3150
People on Training Schemes	3850
Growth in Workforce 1991 - 2001	4100
TOTAL JOB NEED	21600

- 2.11 A range of sites is needed to allow choice for new, expanding, or relocating firms and to maximise job prospects by ensuring that development opportunities are not lost during the plan period due to a shortage of suitable land. These include some greenfield sites mainly adjacent to settlements which are close to motorway junctions. A range of other employment sites are also proposed in urban areas to create opportunities for businesses and investment and to increase employment opportunities locally to reduce commuting.
- 2.12 Government policy attaches high priority to the recycling of vacant and derelict land for industrial and other purposes. The Council has been pursuing this policy for a number of years and is bringing forward all brownfield sites which are suitable and feasible for development, especially in the Dearne and North East areas of the Borough. A total of around 170 hectares of the land proposed for employment use between 1991 and 2001 is or has been derelict. A further 100 hectares of derelict land centred on the disused Grimethorpe and Houghton Main Collieries are designated as areas of investigation for potential employment development. In addition, around 60 hectares

of brownfield sites not classified as derelict are proposed for economic development (see Table 3). However, much of the derelict and degraded land in the Borough, particularly that related to former collieries and railways, is of a nature or in locations which are unsuitable for development and will be reclaimed for green afteruses, such as informal open space or forestry. Some derelict land, before and after reclamation, will be of nature conservation value. Reclamation and environmental improvements contribute to the economic regeneration of the Borough by providing a more attractive setting for new and existing businesses.

**TABLE 3 -
Proposed Employment Sites by Type of Land as at 1991**

	<u>Hectares</u>
Derelict Land	170
Other Brownfield Sites	60
Greenfield Sites	94

- 2.13 For new business ventures the Council has encouraged the development of small workshop units, generally on industrial estates in the built up area but also on free standing sites. The environmental impact of small workshop sites is generally less than larger industrial areas and they can often be satisfactorily accommodated within small towns and villages.
- 2.14 A potentially important source of new premises for small firms is to reuse existing buildings in urban and rural areas. Conversion of suitable buildings can provide low cost accommodation for local manufacturing and service firms.
- 2.15 The structure and nature of employment in rural areas is changing as the agricultural industry adapts to changes in Government policy requiring less food to be produced. There are extensive rural areas in Barnsley and a range of opportunities to diversify the local economy exist. Tourist and leisure based activities are likely to be important, especially in the west of the Borough. These are complemented by projects based on Barnsley's heritage such as at Elsecar, Worsbrough Country Park and Wortley Top Forge.
- 2.16 In order to minimise the impact of economic development on the environment, on all new development sites and when existing sites are redeveloped, the Council will seek to ensure that wherever possible existing nature conservation features are conserved and full use is taken of opportunities to enhance the local environment. Building design and landscaping will be expected to be of an appropriately high standard.

OBJECTIVES

1. **To increase job opportunities and diversify the local economy by encouraging the provision of a wide range of sites, factories, workshops and offices in order to meet the requirements of existing and prospective firms in Barnsley.**
2. **To improve the buildings and infrastructure of older industrial and commercial areas in order to improve the economic development potential of the Borough.**
3. **To encourage the re-use of suitable premises for job creation activities subject to protecting the amenity of housing and sensitive areas of the Borough.**

ECONOMIC DEVELOPMENT POLICIES

- 2.17 The policies on economic development issues set out in the plan give effect to the objectives and strategy. They aim to provide clear guidance on the location of new development, what types of uses will be permitted, and what environmental and other standards will be expected. They also indicate what policies will be adopted in respect of existing buildings and sites, and the measures which the Council will take to encourage investment in the Borough's economic future.

Sites for New Development

Policy ED1

THE COMMUNITY AREA VOLUMES IN PART II OF THE PLAN SHOULD INCLUDE PROPOSALS FOR THE DEVELOPMENT OF SOME 307 TO 375 HECTARES OF LAND FOR EMPLOYMENT PURPOSES IN THE PERIOD 1991-2001. IN ORDER TO PROVIDE CHOICE AND FLEXIBILITY, PARTICULARLY TO ENCOURAGE INWARD INVESTMENT, A VARIETY OF SITES SHOULD BE IDENTIFIED INCLUDING SOME GREENFIELD SITES.

- 2.18 Employment sites are allocated which provide approximately 323 hectares of land for new development between 1991 and 2001. Many of these sites have been brought forward from the local plans adopted in the 1980's. Others, notably the greenfield sites in the M1 corridor, were identified following comprehensive studies into committed and potential sites carried out in 1988 - 1990. Others, mainly brownfield sites, have emerged through the UDP process itself.

- 2.19 New sites aimed at attracting inward investment are proposed in strategic locations near to the M1 motorway and along the Dearne Towns Link Road corridor. These sites include large ones which may be capable of development for single uses or developed as estates for a number of users. The M1 sites are in attractive environments and are likely to be suited to modern growth industries and businesses. They are primarily located at motorway junctions which are accessible to urban areas with significant levels of unemployment and therefore provide job opportunities for local communities in accordance with the overall strategy supporting sustainable development. A total of around 62 hectares of land is proposed for economic development near motorway junctions.
- 2.20 A significant amount of land is proposed for economic development in the Dearne Towns Link Road Corridor. This has become an important strategic location for economic development in recent years and will become more attractive to inward investors in the later part of the plan period as the road is completed ensuring greatly improved accessibility, and as the cumulative effect of reclamation works and other environmental improvements are felt. In addition to the 140 hectares of land in the DTLR corridor in Barnsley, two major sites taking advantage of the increased accessibility of the Dearne Valley will be located outside the Borough at Cortonwood and Wath Manvers (both in Rotherham). These sites, which together provide 150 hectares of land for economic development, will nevertheless provide job opportunities for Barnsley in the same way that job opportunities on sites in the Barnsley area of the Dearne will provide opportunities for people living elsewhere in the Dearne. The Dearne Valley Partnership, a joint venture involving Barnsley, Rotherham and Doncaster Borough Councils, three Government Departments, Barnsley/Doncaster and Rotherham Training and Enterprise Councils, and representatives of leading local industries, occupies a central role in implementing the economic strategy for the Dearne area. The Dearne Valley Enterprise Zone, which includes three sites in Barnsley, two in Rotherham, and one in Doncaster, became operative on 3rd November 1995. Elsewhere in South Yorkshire a total of around 1,500 hectares of land is allocated for employment development in the UDP's of Doncaster, Rotherham and Sheffield in accordance with RPG5 (1989) which does not specify the amounts of land which should be proposed but states that District Councils should ensure that an adequate supply of land is available.
- 2.21 A further area where new opportunities for economic development will be linked to improved access and environmental improvements is the North East of the Borough where communities have been particularly badly affected by colliery closures. Around 100 hectares of land at Grimethorpe Colliery/Coalite/Ferrymoor and at Houghton Main Colliery is identified for further investigation to determine its suitability for economic development. The accessibility of this area will be greatly improved by the proposed Cudworth Bypass and link road from south of Shafton Two Gates to the Dearne Towns Link Road east of Darfield.

- 2.22 Other significant areas of employment land are located throughout the urban areas such as Athersley, Carlton, Hoyle Mill, Stairfoot, Wombwell, Barugh Green, Claycliffe, Mapplewell and Penistone.
- 2.23 The economic development sites are located throughout the Borough to ensure that a wide choice is available in locations attractive to investors, accessible to those looking for jobs, and so that the need to travel is minimised and traffic congestion in urban areas is avoided.
- 2.24 The decision to identify a total of around 323 hectares of land for new development for employment purposes in the period 1991-2001 is not based on a mathematical formula but is informed by a number of considerations including the need to ensure there is an adequate supply of land to meet the needs of different users and to ensure that job needs can be met.
- 2.25 The designation of the 323 hectares of land distributed as it is throughout the Borough is intended to ensure that there is an adequate choice of a variety of sites so that opportunities for development are not lost due to a shortage of suitable land. Different investors and employees have different locational and site requirements and these different needs have to be met if the Council's goal of reindustrialisation is to be achieved. It is vital that Barnsley is prepared for an increase in demand such as occurred in the late 1980's when limitations on the immediate availability of industrial land restricted the range and type of sites that could be offered to companies wishing to invest in the Borough.
- 2.26 The 323 hectares also reflects the number of jobs that are likely to be needed in the types of economic sectors that are located on sites developed specifically for businesses or industrial purposes. Due to the historic economic structure of the Borough, only around one third of jobs were in such sectors in 1991. As identified in Table 2, a total of about 21,600 new jobs is required between 1991 and 2001. Some of this job need is likely to be directed towards the retail, commercial and office sectors located mainly in Barnsley Town Centre and other local centres; public services; the expansion of firms on existing employment sites; and new small firms not located on identified sites. However, an increasing proportion of new jobs will need to be located on sites identified in accordance with Policy ED1 if the Borough's economy is to be successfully restructured and job needs met. This is consistent with the priority attached by Central Government and the Council to regeneration and re-industrialisation and aided by a variety of programmes and initiatives such as City Challenge, Derelict Land Grant and Enterprise Zone status.

- 2.27 The number of jobs which is likely to be created on any site is very difficult to predict and on existing sites the number of jobs per hectare varies considerably. However, it is unlikely that, on average, the number of jobs created on proposed sites will exceed 30 per hectare, meaning that if all sites were fully developed 9,690 jobs could be accommodated which represents just over half the job need projected between 1991 and 2001.
- 2.28 It cannot realistically be anticipated that all the 323 hectares will be fully developed by 2001. Some sites will be fully developed and occupied. Others will be commenced but short of completion or full occupation, given that the development and marketing of a large industrial estate or business park can take many years. Much will depend on the economic climate over the remaining years of the plan period. If part of the allocated land remains undeveloped in 2001, that will not mean that it is not needed; merely that the task of economic regeneration will not yet have been completed. The Council will continue to monitor closely the availability and suitability of employment land and if necessary changes to policies and commitments will be made through a review of the UDP.

**TABLE 4 -
Expected Availability of Major Employment Sites**

Before 1995

Birthwaite Business Park
Extension to Goldthorpe Industries Estate (South)
Waterside Park, Wombwell
Valley Park, Wombwell
Wentworth Park, Tankersley

Around 1996

Elmhirst Lane, Dodworth
Thurnscoe Business Park
Highgate Business Park

1997 Onwards

Junction 37 Employment Site
Dodworth Business Park
Extensions to Goldthorpe Industrial Estate (West)
Rockingham Employment Site
Extension to Platts Common Industrial Estate
Shortwood Employment Site

Uses on Employment Sites

Policy ED2

DEVELOPMENT ON SITES PROPOSED FOR EMPLOYMENT USE, OTHER THAN THOSE SPECIFIED IN POLICY ED3 OR IN COMMUNITY AREA VOLUMES, WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY, AND STORAGE AND DISTRIBUTION. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WILL NOT BE PERMITTED. OTHER EMPLOYMENT GENERATING USES MAY BE PERMITTED IF THEY ARE COMPATIBLE WITH ADJOINING USES.

- 2.29 In order to encourage economic restructuring in accordance with the Strategy, provision is made on the majority of sites for a range of employment creating uses. These will mainly be uses falling within Parts B1, B2 or B8 of the Use Classes Order 1987. However, so that the process of widening the economic base and diversifying the local economy is not hindered, other job creating uses may be allowed. Such proposals may include uses in non-manufacturing sectors such as entertainment and leisure. These may be appropriate provided that they are compatible with existing and proposed uses elsewhere on the site and that they would not lead to an over-concentration of such uses in out-of-centre locations. Subject to the above, uses such as pubs and restaurants falling within Class A3 are likely to be acceptable, but hot food takeaways, which are subject to Policy S7, are not. Any permission granted for an A3 use will be subject to a condition removing permitted development rights to change to an A1 or A2 use as such uses are not acceptable for the reasons given below.
- 2.30 Some B1 business uses will wish to be located in Barnsley Town Centre and Volume 3 identifies a number of specific sites for such development. However, Policy ED2 also recognises that it will be appropriate for some B1 uses to locate on proposed employment sites. Class A1 (retail) and A2 (service) uses will not be allowed on employment sites because to do so would be likely to limit the types of economic development that could take place elsewhere on the site; be contrary to the objective of protecting and enhancing existing shopping and commercial centres; and run counter to the advice in PPG13 about seeking to reduce growth in the length and number of motorised journeys and reliance on the private car. Policies S1-S3 set the context for the location of retail uses and Policy ED12 relates to A2 uses.
- 2.31 On all sites close to residential areas consideration will be given to the potential impact of development on residential amenity in the context of Policy ED4. On some sites, particular restrictions on the type of use are necessary for example because of their size and nature, traffic implications, or the potentially adverse effects on residential amenity. In such cases appropriate uses are specified in the Community Area Volumes.

Policy ED3

DEVELOPMENT ON BIRTHWAITE BUSINESS PARK, JUNCTION 37 EMPLOYMENT SITE AND ELMHIRST LANE EMPLOYMENT SITE WILL, UNLESS OTHERWISE STATED IN COMMUNITY AREA VOLUMES, NORMALLY BE PERMITTED FOR BUSINESS AND GENERAL INDUSTRY. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) USES WILL NOT BE PERMITTED. OTHER EMPLOYMENT GENERATING USES WILL BE CONSIDERED IF THEY ARE COMPATIBLE WITH ADJOINING USES AND HAVING PARTICULAR REGARD TO THE QUALITY OF THE DEVELOPMENT AND THE NUMBER AND TYPE OF JOBS TO BE CREATED.

- 2.32 These strategic employment sites are particularly suited to attracting inward investors in modern industries as well as meeting the need for jobs in communities suffering high unemployment. They were included in the Green Belt in the former development plan and their release is necessary due to the importance of creating new employment opportunities through economic restructuring following the demise of the Borough's traditional industries. They form an integral part of the overall strategy for employment land provision and contribute to the wide portfolio of sites necessary to meet the varying requirements of investors and the need to provide jobs for local people.
- 2.33 Because of their location at M1 junctions and in attractive environments these sites are at a premium and should only accommodate development which will contribute to a modern and positive image of the Borough, provide significant employment benefits in terms of numbers, type and quality of jobs and be compatible with the size, nature and environmental sensitivity of the sites. Uses within B1 or B2 of the 1987 Use Classes Order are most likely to fulfil these criteria. Together these sites comprise 36 hectares. There is sufficient choice of sites on the remaining 287 hectares of land proposed for employment use and the 336 hectares defined as employment policy areas to accommodate warehousing and other uses not appropriate on these premium strategic sites. Favourable consideration will only be given to uses other than B1 or B2 if it is clearly demonstrated that the proposal will represent high quality development and generate significant numbers and types of jobs. Planning permissions will, if appropriate, be subject to conditions removing permitted development rights for future changes of use. For example, if permission is granted for an A3 use, a condition would be imposed to prevent a change to an A1 or A2 use.

Outside Storage

- 2.34 Many employment uses involve some areas of outside storage and these will be assessed in the context of Policy BE6 (criteria B) and the Council's SPG Note No.1. Where outside storage does take place it should be adequately screened (for example by locating it behind buildings or by carrying out landscaping). On some of the higher quality, prominent sites, particularly those subject to Policy ED3, uses involving extensive areas of outside storage, for example builders merchants, steel stockists or plant, machinery or vehicle storage, are unlikely to be acceptable.

Economic Development and Residential Amenity

Policy ED4

PROPOSALS FOR ECONOMIC DEVELOPMENT ADJOINING OR CLOSE TO HOUSING WILL BE ASSESSED WITH PARTICULAR REGARD TO THE LIKELY IMPACT ON RESIDENTIAL AMENITY IN TERMS OF :

- A) AIR POLLUTION INCLUDING SMELL, FUMES, SMOKE, SOOT, ASH, DUST OR GRIT**
 - B) NOISE FROM OPERATIONS ON, OR TRAFFIC ENTERING OR LEAVING, THE SITE**
 - C) VISUALLY INTRUSIVE BUILDINGS, PLANT, FENCING, LIGHTING OR OUTSIDE STORAGE.**
- 2.35 Whilst the choice of sites proposed for economic development has attempted to minimise the effects on adjoining land uses, the need to provide jobs throughout the Borough near to where people live and to minimise encroachment into the countryside means that many of the proposed employment sites adjoin housing on at least one side. In considering proposals for new buildings or changes of use on those parts of the existing or proposed employment sites which are close to dwellings, particular care will be taken to ensure that there is not likely to be an unacceptable loss of amenity. The Council will seek to achieve this through measure such as :
- a) restricting the use of certain buildings (for example to B1)
 - b) ensuring appropriate building design and site layout (for example by the careful positioning of doors or the location of vehicle manoeuvring areas)
 - c) requiring the installation of appropriate ventilators, filters, noise insulation, etc.
 - d) controlling operations (for example limiting operating times or restricting certain activities)

- 2.36 So that proper consideration can be given to the likely impact on residential amenity, applicants may be required to provide information as to the nature of particular uses or processes, or about arrangements for the treatment of discharges, noise control, transport or disposal of waste. In appropriate cases an Environmental Impact Assessment will be required in accordance with the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988.

Sites & Premises for Small & Medium Sized Businesses

Policy ED5

THE COUNCIL WILL IN APPROPRIATE CASES :

- A) SERVICE AND PREPARE EMPLOYMENT SITES**
 - B) PROVIDE START-UP UNITS AND SMALL FACTORY UNITS IN SUITABLE LOCATIONS**
 - C) IMPROVE SUITABLE OBSOLESCEMENT BUILDINGS FOR EMPLOYMENT USE**
 - D) SUPPORT AND ENCOURAGE PROVISION OF INDUSTRIAL AND COMMERCIAL SITES AND PREMISES BY THE PRIVATE SECTOR.**
- 2.37 The role of the Council in the development of land for employment purposes has always been an active one, partly because of the limited stock of buildings suitable for conversion, and partly because the private sector has been unable to fund development on the difficult sites typical of much of the Borough. The Council has been able to marshal derelict land grant to re-use sites and has also used a variety of other funding regimes to assist development. It is particularly important that small units are provided to encourage the growth of small businesses (often new businesses), and this has been a very successful part of the Council's strategy. The Council has also a significant role to play in the provision and management of sites and premises available for rent. During the 1980's the Council operated a scheme of financial assistance to industry, whereby assistance of various kinds was available, but these schemes have been discontinued because of continuing pressure on Local Government expenditure. The Council will, nevertheless, support provision of sites and premises by developers to seek funding from Central Government and European sources.

Policy ED6

PROVISION WILL BE MADE FOR SUITABLE WORK SPACE WITH ACCESS TO ADVICE TO ENABLE NEW BUSINESSES TO BECOME ESTABLISHED.

- 2.38 The growth of new businesses is particularly important in Barnsley, as it is an area which has traditionally been dominated by a small number of large employers and the small business sector has been weak. This has been especially true of the Dearne Towns, and the Council's efforts have to a large extent been concentrated in these areas. Work space, business advice and support is available from the Barnsley and Dearne Enterprise Centres, and also from the Thurnscoe Managed Workshops, established in a converted former colliery building.

Existing Employment Areas

Policy ED7

AREAS DEFINED ON THE PROPOSALS MAPS AS EMPLOYMENT POLICY AREAS WILL REMAIN IN EMPLOYMENT USE. UNLESS OTHERWISE STATED IN COMMUNITY AREA VOLUMES, DEVELOPMENT WILL NORMALLY BE PERMITTED FOR BUSINESS, INDUSTRY AND STORAGE AND DISTRIBUTION. OTHER EMPLOYMENT GENERATING USES MAY ALSO BE PERMITTED IF THEY ARE COMPATIBLE WITH ADJOINING USES. CLASS A1 (SHOPS) AND CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES) WILL NOT BE PERMITTED.

- 2.39 While the development of sites and premises for new employment users is a key function of the plan, it is expected that the great majority of jobs for Barnsley residents will be provided in existing firms and in existing premises. In most cases, this will have no land-use implications in the plan period; businesses are likely to continue to operate with no requirements for expansion and no impact on adjoining users.
- 2.40 Existing employment uses within residential or rural areas are acceptable where they do not cause disturbance through traffic noise, vibration, smell, fumes, smoke, soot, ash dust or grit. Where such adverse consequences do occur the Council will seek to ameliorate them, for example, by screening or by encouraging buffer uses. Only in very extreme cases is it likely that relocation will be considered as an option. Where such premises become vacant, insofar as the Council has powers to control future use, redevelopment will be restricted to uses which are appropriate to the area.
- 2.41 Existing employment areas will remain in employment use during the plan period so that the Borough's stock of employment land is protected. Only exceptionally will it be appropriate for an Employment Policy Area to be redeveloped for a use other than those set out in Policy ED7 in order to achieve overall environmental benefits which outweigh the loss of jobs from the site. The explanation of Policy ED2 given in paragraphs 2.29 - 2.31 above also applies when considering development proposals in employment policy areas under Policy ED7.

- 2.42 Class A1 (retail) and A2 (service) uses will not be allowed on existing employment sites because to do so would be likely to limit the types of economic development that could take place elsewhere on the site; be contrary to the objective of protecting and enhancing existing shopping and commercial centres; and run counter to the advice in PPG13 about seeking to reduce growth in the length and number of motorised journeys and reliance on the private car. Policies S1-S3 set the context for the location of retail uses and Policy ED12 relates to A2 uses. Uses in non-manufacturing employment sectors such as entertainment and leisure may be appropriate provided that they are compatible with existing and proposed uses elsewhere on the site and that they would not lead to an over-concentration of such uses in out-of-centre locations. Subject to the above, uses such as pubs and restaurants falling within Class A3 may be acceptable, but hot food takeaways, which are subject to Policy S7, are not. Any permission granted for an A3 use will be subject to a condition removing permitted development rights to change to an A1 or A2 use.

Older Commercial & Industrial Areas

Policy ED8

THE COUNCIL WILL SEEK TO STABILISE EMPLOYMENT AND UPGRADE THE ENVIRONMENT OF OLDER COMMERCIAL AND INDUSTRIAL AREAS, PROVIDING FINANCIAL ASSISTANCE WHERE APPROPRIATE AND CARRYING OUT ENVIRONMENTAL AND INFRASTRUCTURE IMPROVEMENTS AS APPROPRIATE.

- 2.43 There are a number of older areas of industrial and commercial activity in the Borough where buildings are in poor condition and in need of renovation, and where the general layout and environmental conditions of the area as a whole are unsatisfactory and not conducive to successful operations. The Borough Council has used the powers available under the Inner Urban Areas Act 1978 to declare Industrial and Commercial Improvement Areas, and encouraged improvements by offering grants to private owners and carrying out improvements on public land and highways. This area based improvement will continue to be pursued, with the dual aim of environmental improvement and prolonging the economically useful life of such areas. In addition to this, the Council will support and encourage improvements to business premises in highly visible locations under its 'Face-lift' programme. Such improvements could include works to upgrade walls and fencing, introduce landscaping and wildlife plantings in otherwise bleak areas, and works to buildings to enhance their appearance. In most cases, the Council will not be the land owner, but will offer advice, supported where funding allows by grant aid.

Conversion of Buildings to Employment Use

Policy ED9

THE CONVERSION OF EXISTING BUILDINGS TO EMPLOYMENT USES WILL BE ENCOURAGED SUBJECT TO CONSIDERATION OF THE IMPACT ON RESIDENTIAL AMENITY, VISUAL AMENITY AND HIGHWAY SAFETY AND SUBJECT TO COMPLIANCE WITH ANY OTHER POLICIES IN THIS PLAN WHICH ARE MATERIAL TO THE PROPOSAL.

- 2.44 Reference has already been made to the limited supply of re-usable buildings, arising from the area's former dependence on coal mining which has left relatively few buildings suitable for conversion. Consequently, provision of a supply of cheap premises has always been limited. There are some buildings within the existing towns and villages of the Borough which are capable of conversion to employment use, and where this can be permitted without damage to other interests, the Council will take a positive view with the aim of improving the supply of workspace. Proposals in Housing Policy Areas will be subject to Policies H8B and H8C, proposals affecting buildings in community use will be subject to Policy CF2 and proposals for the re-use of buildings in the Green Belt will be subject to Policy GS8A.

Growth of Existing Firms

Policy ED10

THE EXPANSION OF EXISTING FIRMS WILL NORMALLY BE PERMITTED SUBJECT TO SATISFACTORY STANDARDS OF DESIGN, THE AMENITY OF NEIGHBOURING USES, AND ADEQUATE CAR PARKING, LOADING AND VEHICLE MANOEUVRING FACILITIES.

- 2.45 The growth of existing firms will be one of the most important ways in which the future employment needs of the Borough's people will be met, and this will often lead to situations where the firm wishes to expand its premises. The Council will encourage this process, but will seek to maintain a balance between the needs of those firms wishing to expand, and the impact of such expansion on their neighbours and on the services and facilities of the Borough. It will seek to avoid placing unnecessary obstacles in the way of expansion but it will not neglect its overall responsibility to control development in a positive way which will benefit the Borough as a whole. Consequently firms seeking to expand will be expected to take care with the siting

and design of their proposals, and to ensure that damage to other interests is avoided. It may not always be possible to accommodate the desired extension, and in such cases firms will be urged to consider the option of relocation to other suitable premises within the Borough.

Policy ED11

A NUMBER OF SITES ARE SUITABLE FOR THE EXPANSION OF EXISTING FIRMS, ALTHOUGH NOT CAPABLE OF INDEPENDENT DEVELOPMENT BECAUSE OF ACCESS AND OTHER CONSTRAINTS. SUCH SITES ARE SHOWN ON THE PROPOSALS MAP AS EXPANSION LAND.

- 2.46 In a small number of cases, sites are available adjacent to large firms which are really only suitable for the expansion of those firms. This is usually because of restrictions on access, which must of necessity be gained through the curtilage of the firm, or because the configuration of the site is such that it cannot be economically developed separately. In such cases, the site is shown on the proposals map as expansion land.

Office Developments

Policy ED12

USES FALLING WITHIN CLASS A2 OF THE USE CLASSES ORDER (FINANCIAL, PROFESSIONAL OR OTHER SERVICES WHICH IT IS APPROPRIATE TO PROVIDE IN A SHOPPING AREA AND WHERE THE SERVICES ARE PROVIDED PRINCIPALLY TO VISITING MEMBERS OF THE PUBLIC) WILL BE ENCOURAGED TO LOCATE IN BARNSELY TOWN CENTRE AND OTHER PRINCIPAL SHOPPING AND COMMERCIAL CENTRES, SUBJECT TO ANY POLICIES ON PARTICULAR LOCATIONS SET OUT IN PART II OF THE PLAN.

- 2.47 As stated in paragraph 2.24 above, much of the Borough's job need will be met by a growing service sector. This has grown rapidly in recent years, albeit from a low base, and the Council will encourage further such developments. Uses falling within Class A2 of the Use Classes Order 1987 which include offices principally serving visiting members of the public (such as banks and estate agents) will be expected to locate in Barnsley Town Centre and other principal centres which are particularly accessible by public transport.

Rural Diversification

Policy ED13

DEVELOPMENT WHICH LEADS TO THE DIVERSIFICATION OF THE RURAL ECONOMY WILL BE PERMITTED SUBJECT TO GREEN BELT POLICIES, AND CONSIDERATION OF THE IMPACT ON RESIDENTIAL AND VISUAL AMENITY, HIGHWAY SAFETY, AGRICULTURAL LAND AND NATURE CONSERVATION INTERESTS.

- 2.48 Much of the Borough comprises countryside and small towns and villages, mainly to the west of the motorway but also to the east of the main urban area. Whilst most people who live in these areas will travel to work in urban areas, there is the opportunity to encourage a variety of employment generating uses for local people. The diversification of the rural economy will continue to be important as the agricultural sector continues to decline with the effect that this has on job opportunities and the use of land and buildings in rural areas.
- 2.49 Rural diversification means that a number of uses, such as bed and breakfast, camping sites, farm shops, pick-your-own, visitor centres, tele-cottages, craft workshops and light industry, many become established in appropriate locations. Most of the countryside and a number of small villages are in the Green Belt, and development proposals will therefore be subject to Greenspace policies which seek to protect its open character and enhance the environment. New uses in the Green Belt will tend, therefore, to be located in existing buildings subject to Policy GS8A. However, many villages, both in the western area and elsewhere in the Borough are excluded from the Green Belt and there will therefore be scope for new uses and the erection of new buildings for a variety of small scale employment uses provided they do not have an unacceptable impact on residential or visual amenity or create traffic problems.
- 2.50 There are many important architectural and historic buildings as well as areas of nature conservation and archaeological interest in the rural areas of the Borough. Any rural diversification proposals will need to safeguard these interests as well as the character of areas of Borough Landscape Value.

Tourism

- 2.51 Tourism can make an important contribution to the economic regeneration of the Borough. Barnsley has a wide range of countryside and urban facilities which attract visitors. These include recreational opportunities set out in Policies GS25-32. They also include recreational and cultural opportunities in the urban area such as the Metrodome Sports Complex and the Cooper Gallery.

- 2.52 The Borough Council's Tourism Strategy 'Creating the Climate' stresses the need to expand the range of accommodation available for leisure based and business tourism within the overall strategy and policy framework. Provision will be based on conversion and use of existing buildings as well as new buildings. A diversity of accommodation is necessary to take advantage of the opportunity provided by the natural heritage of the area and to generate the economic benefits that arise from other specific visitor attractions such as the Elsecar Heritage Project.

Hotel / Motel Developments

Policy ED14

HOTEL/MOTEL DEVELOPMENTS WILL BE ENCOURAGED IN BARNSELY TOWN CENTRE, OR LOCATIONS ACCESSIBLE TO THE M1 MOTORWAY AND DEARNE TOWNS LINK ROAD JUNCTIONS AND WILL BE CONSIDERED ELSEWHERE SUBJECT TO GREEN BELT AND OTHER RELEVANT POLICIES AND THE IMPACT ON RESIDENTIAL AND VISUAL AMENITY, HIGHWAY SAFETY, AND NATURE CONSERVATION INTERESTS.

- 2.53 It is the Council's policy to encourage the development of a range of quality accommodation within the Borough. The provision of hotels/motels supports re-industrialisation and regeneration by encouraging business and leisure tourists to stay in Barnsley and use the area as a base. Barnsley needs further hotel accommodation to enhance existing provision which is primarily located in the Town Centre.
- 2.54 In recent years hotel/motel development interest has focused on highly accessible locations near to the M1 motorway. Planning permission has been granted in the vicinity of M1 junctions 35A and 36 and a further 2 hotel sites are proposed at junctions 36 and 37. The construction of the Dearne Towns Link Road will extend opportunities for hotel/motel development into the Dearne area and they will be encouraged as part of the regeneration of that area.
- 2.55 Opportunities for hotel/motel development may arise in other areas, for example on main road frontages in built up areas or through the conversion/re-use of existing buildings. These will be considered in the context of the need to encourage a range of quality accommodation within the Borough, the Part 1 policies and detailed policies for the control of development such as car parking, access and residential amenity.



ENVIRONMENT & RECREATION

INTRODUCTION

- 3.1 In recent years public awareness and concern about environmental issues has increased. Many of these issues are of national as well as local significance and some have fundamental implications at international level, for example, climatic change resulting from global warming.
- 3.2 The importance attached by Central Government to environmental issues is reflected in its Environmental Strategy 'This Common Inheritance'. This sets out four overall objectives for improving the environment in Britain :
- 1) Protecting the physical environment through the planning system and other controls and incentives
 - 2) Using resources prudently including increasing energy efficiency and recycling, and reducing waste
 - 3) Controlling pollution through effective inspectorate and clear standards
 - 4) Encouraging greater public involvement and making information available.
- 3.3 Development plans have a key role to play in implementing these objectives as the strategy indicates and this role is clarified in Planning Policy Guidance Note 12, 'Development Plans and Regional Guidance'. This covers not only issues which have traditionally formed key elements of Development Plans such as Green Belts, Landscape and Nature Conservation but also the new issues such as linking carbon dioxide emission from power generation and transport with global warming; sustaining the environment for future generations; and conserving non-renewable resources. The link between transport and land use and guidance on addressing this in development plans, is covered in Planning Policy Guidance Note 13, 'Transport'. Wider environmental concerns and objectives with regard to working towards sustainable development are set out in the Central Government document 'Sustainable Development - the UK Strategy'.

- 3.4 These issues and the way in which the Council is addressing them are set out in the strategy in Part I of the UDP.
- 3.5 The environment policies and proposals form an integral part of the UDP Strategy which aims to strike a balance between the urgent economic and regeneration needs of the Borough and the changing direction of Government policy which places a much greater emphasis on the protection and conservation of the environment. Guidance on how the Government's policies for the conservation of the natural heritage are to be reflected in land use planning are set out in PPG9 (Nature Conservation).
- 3.6 The chapter is divided into three main sections :

GREENSPACE - Protection and Enhancement (Policy Prefix 'GS')

This primarily relates to rural areas, and parts of the urban areas which are not built-up :

- Improvement of the Environment
- Green Belt and Land to Remain Undeveloped
- Development of Agricultural Land
- Landscape
- Nature Conservation
- Woodland Hedgerows and Trees
- Countryside Recreation
- Open Space in Urban Areas
- Indoor Recreation and Leisure Facilities.

BUILT ENVIRONMENT (Policy Prefix 'BE')

This primarily relates to built-up areas of the Borough :

- Architectural Historic and Archaeological Heritage
- Improving Existing Areas of poorer quality Built Environment
- Quality of Development.

ENVIRONMENT STANDARDS (Policy Prefix 'ES')

This relates to safeguarding the environment from potentially harmful activities and maintaining environment standards :

- Pollution
- Hazardous Industries
- Wind Energy Generation
- Environmental Assessment
- Enforcement of Planning Control.

3.7 Subject to changes of emphasis and detail, much of the existing Environment policy framework in Barnsley, set by the South Yorkshire Structure Plan and Local Plans now forms an integral part of the overall UDP Strategy. Specific new issues have arisen since these Plans were prepared such as the need to diversify the rural economy and wind power generation. These are included in the policy framework.

3.8 The more fundamental issues affecting the existing environment such as the need to reduce CO² emissions, conserve non-renewable resources and promote development which sustains the environment for future generations are addressed in the UDP and will increasingly influence planning decisions as the national policy is developed and clarified.



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GREENSPACE

TRENDS & ISSUES

Pressures on Greenspace

- 3.9 Open areas, whether it is open countryside or areas within the urban form, contribute to the environment and therefore the quality of life of local residents and workers. These valuable but different types of open areas are collectively known as 'Greenspace'. They are of value for recreation, agriculture, amenity or nature conservation purposes.
- 3.10 These multi-purpose greenspace areas are by their open nature vulnerable to development pressures and yet very important to retain. The main pressures being experienced are :
- a) the rising demand for recreation activities
 - b) proposals to diversify the rural economy, for example, appropriate commercial, industrial, leisure and tourism development
 - c) the pressure for further housing and economic development
 - d) the pressure for renewable sources of energy generation
 - e) mineral working, particularly opencast coal working, and waste disposal.

Rural Areas

- 3.11 The current policy framework mainly emphasises the need to protect and enhance valuable countryside areas from inappropriate development. Protecting the environment must be balanced against increasing pressures for leisure and recreation activities; mineral working and diversification of the rural economy, all of which contribute to the economic regeneration of Barnsley.

- 3.12 The character and appearance of many of these areas reflects their predominantly agricultural use. Increasing efficiency of agricultural producers and changes in agricultural policy at national level means that retaining as much land as possible in agricultural use no longer has the same priority as hitherto. Current Government policy is to concentrate on the protection of the best and most versatile land and to encourage diversification of the rural economy. In practice although substantial areas of agricultural land in the Borough fall outside the 'best and most versatile' definition in national terms they are likely to remain in agricultural use and continue to provide the basic characteristics of the countryside.
- 3.13 Large tracts of countryside west of the M1 motorway and more localised areas in the east are scenically of very high quality. Protection and enhancement of these areas is particularly important as they not only provide a leisure and recreation resource for local residents and visitors but create a positive image to potential investors and those wishing to live in Barnsley.

Urban Areas

- 3.14 The need to strengthen and extend protection and enhancement policies to valuable open land within the built-up areas is becoming increasingly important as its importance to local communities is recognised and it is acknowledged that the development of this land is generally irreversible.
- 3.15 Within the built-up areas, and for the most part outside the Green Belt, Barnsley has many private and publicly owned areas of open land. These serve a range of functions including amenity, formal and informal recreation and wildlife habitats. Many of these areas make a valuable contribution to community needs and enhance the quality of life of local residents. The need to provide and protect valuable recreational open spaces is recognised nationally in PPG17 - (Sport and Recreation). Where open land does not need to remain open it can provide a valuable contribution to future development requirements and help relieve pressure on sites outside the urban areas, in accordance with sustainable development principles.

Derelict & Degraded Land

- 3.16 The decline in coal mining and other industries left a legacy of derelict and degraded environments, mainly in and around the urban area of Barnsley and the mining settlements. Much progress has been made in reclaiming and using derelict and degraded land in accessible locations for economic development as at Dodworth Colliery, or for agriculture, recreation, nature conservation, or amenity, as at the Dearne Valley Park, where over 120 hectares of land has been reclaimed for amenity and recreation purposes.

- 3.17 This process of improving and ‘greening’ rundown environments in and around the urban areas, and creating new employment land from dereliction in areas attractive to modern industries is central to the Strategy and will be pursued in the Regeneration Area.

Green Belt

- 3.18 Although it has also been necessary in the UDP to release land from the Green Belt for employment developments, the overall trend since the 1970’s has been to add land to the Green Belt in Barnsley District. Since 1974, 2,590 hectares has been added in local plans (an increase of about 12%) whilst 182 hectares including proposed employment sites has been deleted (i.e. about 1%). The proposals in the UDP add a further 365 hectares to the Green Belt and delete 213 hectares.
- 3.19 Much of the land added to the Green Belt was colliery related or former mineral railways, whilst most of that deleted is for employment purposes. In effect, the Green Belt changes represent an exchange of the old employment locations for the new ones, aiding the major structural changes taking place in the economy of Barnsley.

GREENSPACE OBJECTIVES

- 1. Protect key environmental resources to contribute to the achievement of sustainable development.**
- 2. Reclaim derelict land for new development wherever suitable and feasible.**
- 3. Comprehensively improve major tracts of derelict, despoiled and neglected land in the urban areas, and provide open space and recreation facilities.**
- 4. Improve the physical environment in industrial and commercial areas and along main road corridors.**
- 5. Improve the environment in housing priority areas, particularly in unpopular and substandard estates.**
- 6. Protect the open character of land around and between settlements.**
- 7. Protect and enhance areas of high quality landscape, nature conservation value, archaeological significance.**
- 8. Protect and enhance a network of green corridors linking urban and rural areas.**
- 9. Protect valuable areas of open space within the urban areas.**
- 10. Improve the quality and provision of open space within the urban areas.**

11. **Protect and enhance the provision of both indoor and outdoor sport and leisure uses.**
12. **Increase the extent and quality of tree cover in the Borough.**
13. **Maximise opportunities for community and individual environmental involvement and action.**
14. **Maximise public access to, and awareness of, recreational open space.**
15. **Protect the best and most versatile agricultural land, while allowing appropriate diversification activities.**

GREENSPACE POLICIES

Improvement of the Environment

- 3.20 Improving the environment is one of the key elements of the strategy to re-industrialise and regenerate Barnsley. This involves both large scale reclamation and restoration schemes by the public and private sectors which have a significant impact on improving the image and appearance of the Borough and small scale improvements which particularly benefit existing housing and industrial areas. They are also important in helping to create a favourable impression on people from outside the Borough, especially where they improve the appearance of main transport corridors.

Regeneration Area

Policy GS1

THE COUNCIL WILL CONTINUE TO PROMOTE ENVIRONMENTAL IMPROVEMENTS THROUGHOUT THE BOROUGH. PRIORITY WILL BE GIVEN TO SCHEMES WITHIN BARNSELY'S REGENERATION AREA.

- 3.21 The area broadly to the east of the M1 motorway contains most of Barnsley's derelict and degraded environments. This area is defined as the 'Regeneration Area' (See Diagram No.3). Resources are currently focused into this area for reclamation of derelict land and improvement of the environment. Derelict Land Grant and City Challenge funding are the main sources of finance for environmental improvement.

- 3.22 The Council will, in association with the Government's Office for Yorkshire and the Humber, continue its key role in planning, co-ordinating and stimulating the various public and private funding initiatives to secure future improvements to the environment.

Derelict & Degraded Land

Policy GS2

THE COUNCIL WILL CONTINUE TO RECLAIM AND IMPROVE DERELICT, DISUSED, DEGRADED AND UNDER USED LAND. PRIORITY WILL BE GIVEN TO THOSE SCHEMES WHICH :

- A) PROVIDE SITES FOR NEW DEVELOPMENT, ESPECIALLY FOR INDUSTRIAL, COMMERCIAL OR HOUSING PURPOSES**
 - B) PROVIDE FOR THE INTRODUCTION OF LARGE SCALE AREAS OF OPEN SPACE INTO THE URBAN AREA FOR RECREATION, NATURE CONSERVATION OR WILDLIFE PURPOSES, AS APPROPRIATE**
 - C) IMPROVE THE ENVIRONMENT OF THE MAIN TRANSPORT CORRIDORS AND INDUSTRIAL AND COMMERCIAL AREAS**
 - D) IMPROVE THE ENVIRONMENT OF HOUSING PRIORITY AREAS.**
- 3.23 Despite significant progress in derelict land reclamation since the early 1980's (in the period between 1982 and 1993, 375 hectares of derelict land was reclaimed for development, amenity open space, recreation and other uses), land continued to fall into a derelict state. The 1988 Derelict Land Survey identified 873 hectares of derelict land in the Borough. The 1993 survey identified 795 hectares. Taking into account the reclamation of 117 hectares in the intervening period, this represents a net increase in dereliction of 39 hectares. Central Government attaches the highest priority to recycling derelict and vacant land for development in order to reduce pressures on greenfield sites as well as improving the environment. This policy has been and will be pursued by the Council, which is bringing forward all derelict land which is suitable for development. Bids for resources for land reclamation to English Partnerships as part of the Single Regeneration Budget will reflect this major regeneration policy.
- 3.24 Many degraded environments are to be found in housing and industrial/commercial areas and adjoining main transport routes. These adversely affect the quality of life of residents and workers, create an adverse impression of the Borough for visitors and act as a disincentive to investment. The Council will continue to target its policies and resources to improving these areas.

- 3.25 The Regeneration Area contains areas of not so attractive landscape and urban fringe close to centres of population. Opportunities exist through derelict land reclamation and environmental improvement to create new countryside and extend it into urban areas. This enhances the visual amenity of the urban areas as well as providing easy access to the countryside in pleasant surroundings, for local residents. The Council has actively pursued such opportunities through the Dearne Valley Park Project, and other areas such as Netherwood Park which is based on former colliery areas to the east of urban Barnsley.

Policy GS3

THE COUNCIL WILL INCREASINGLY TARGET RESOURCES TO SMALL SCALE ENVIRONMENTAL SCHEMES AND WILL ACTIVELY ASSIST AND ENCOURAGE VOLUNTARY BODIES TO UNDERTAKE IMPROVEMENT SCHEMES.

- 3.26 Much of the large scale dereliction has been reclaimed and the emphasis is now moving to improving smaller scale degraded and derelict sites, particularly in urban areas. These not only adversely affect the amenity of local residents and workers but cumulatively contribute to creating a poor image of the Borough. Members of the local community can do much to improve the quality of their local environment if given the advice, encouragement and necessary tools and materials to use. Schools can also contribute to increasing awareness among young people of the need for environmental improvement.

Policy GS4

PUBLIC BODIES, INDUSTRIAL AND COMMERCIAL FIRMS AND PUBLIC UTILITIES WILL BE ENCOURAGED TO IMPROVE THE APPEARANCE OF THEIR OPERATIONAL LAND. THEY SHOULD GIVE PARTICULAR ATTENTION TO IMPROVING NON OPERATIONAL LAND, INCLUDING EARLY RELEASE FOR RECLAMATION.

- 3.27 A number of public bodies, industrial and commercial firms and public utility companies own large areas of operational and non operational land. Much of this is neglected or derelict and has an adverse effect on the environment. There is much scope for improving the environment of these areas, for example, through the release of non operational land for reclamation where suitable and in accordance with the Policies in the Plan, for development.

Policy GS5

WHERE VACANT SITES AND PREMISES ARE NOT TO BE IMMEDIATELY DEVELOPED, APPROPRIATE SITE TREATMENT, SUCH AS ADVANCED LANDSCAPING AND THE INCORPORATION OF ELEMENTS BENEFICIAL TO WILDLIFE SHOULD BE UNDERTAKEN TO ENHANCE THE SITE AND IMPROVE THE ENVIRONMENT. APPROPRIATE TEMPORARY USES MAY BE PERMITTED, SUBJECT TO OTHER POLICIES IN THE PLAN.

- 3.28 A number of sites and premises await development in the longer term. Temporary treatment of such sites will be encouraged through the use of development control powers, provision of advice and grant aid for Council and private schemes which are currently funded through City Challenge and Derelict Land Grant. In addition, action can be taken under the Building and Planning Acts relating to dangerous structures and requiring the proper maintenance of land. In appropriate cases temporary uses may be acceptable.

GREEN BELT, SAFEGUARDED LAND, & URBAN LAND TO REMAIN UNDEVELOPED

- 3.29 The Green Belt concept, established by Central Government in the 1950's and subsequently applied in Barnsley District through the Development Plan process, has commanded widespread support and has been an extremely effective measure for controlling development. The functions of Green Belts on which the general extent and detailed definition is based have remained largely unchanged since the 1950's. The only amendment has been to add an objective aimed at assisting urban regeneration by encouraging the recycling of derelict and other urban land a reflection of the decline in inner areas of towns and cities during the 1970's and 1980's. The purposes of including land in Green Belts, as set out in PPG2 - (Green Belts) are :
- a) to check the unrestricted sprawl of large built up areas
 - b) to prevent neighbouring towns from merging into one another
 - c) to assist in safeguarding the countryside from encroachment
 - d) to preserve the setting and special character of historic towns
 - e) to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Extent of the Green Belt

Policy GS6

THE GREEN BELT BROADLY COVERS THE LAND AROUND AND BETWEEN THE BUILT-UP AREAS WITHIN THE BOROUGH. THE DETAILED BOUNDARIES ARE DEFINED ON THE PROPOSALS MAPS. POLICIES GS8, GS9 AND ASSOCIATED DEVELOPMENT CONTROL POLICIES WILL APPLY TO DEVELOPMENT PROPOSALS IN THE GREEN BELT.

- 3.30 Around 80% of the land in Barnsley District is undeveloped. The Green Belt which was established in the 1960's was modified and extended in the South Yorkshire Structure Plan and Local Plans. It is the mechanism by which the open character of most of the land around and between the built-up areas has been maintained. The Green Belt has been successful in checking the unrestricted sprawl of the main urban area of Barnsley and preventing the coalescence of the towns and villages in the Borough. Furthermore, by protecting open areas extending from the countryside into the built-up areas, in accordance with the South Yorkshire Structure Plan, the Green Belt has also provided convenient opportunities for access, informal recreation and nature conservation. Other positive roles of the Green Belt are: to provide opportunities for outdoor sport and outdoor recreation near to urban areas; to retain attractive landscapes and enhance landscapes, near to where people live; to improve damaged and derelict land around settlements; to secure nature conservation interests; and to retain land in agricultural, forestry and related uses. The general extent of Barnsley's Green Belt is indicated on Diagram No. 6.
- 3.31 Changes to the existing Green Belt in the Borough have only been made in the UDP on a site by site basis where exceptional circumstances have made this necessary in the context of the Plan's strategy. The possible new road link which is part of the strategy for improving access to the north east of the Borough from the M1 is not expected to be implemented during the current plan period. Green Belt boundaries may need to be re-appraised in certain locations in connection with future land use options associated with this road. The appropriate time for this to take place is during a review of the UDP. The main changes to the Green Belt made in the UDP have been in order to :
- a) facilitate economic regeneration which would otherwise be constrained by a lack of suitable sites
 - b) inset a number of villages in the Western Rural Community Area which had been washed over Green Belt in the previous development plan prepared in the 1960's
 - c) rationalise detailed boundaries, some of which were established around 30 years ago

- d) take account of significant changes in the landscape which have taken place, for example due to reclamation works and environmental improvements
- e) include extensive areas of countryside adjoining some settlements which were left unallocated in Town Maps prepared in the 1960's.

Development within the Green Belt

Policy GS7

WITHOUT PREJUDICE AND SUBJECT TO THE APPLICATION OF POLICIES GS8, GS8A, GS8B, GS8C, GS8D, GS8E AND GS9 IN THIS PLAN, DEVELOPMENT WITHIN THE GREEN BELT WILL NOT BE PERMITTED UNLESS IT MAINTAINS THE OPENNESS OF, AND DOES NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN, THE GREEN BELT.

- 3.32 In accordance with PPG2 (1995) there will be a presumption against inappropriate development in the Green Belt. New development will be limited to that which preserves the openness and visual amenities of Green Belt locations and does not conflict with the purposes of including land within it as set out in paragraph 3.29 above. The making of a material change in the use of land or the carrying out of engineering or other operations, need not be considered inappropriate in the Green Belt provided that it preserves openness and does not conflict with the purposes of including land in the Green Belt. A proposal for mineral extraction need not be inappropriate development in the Green Belt, provided that it does not conflict with the purposes of including land in Green Belt and that high environmental standards are maintained and the site is well restored. Mineral working in the Green Belt is covered by the provisions of Policy M9. Various types of building operations are dealt with in the following Policies GS8 and GS8A - E.

Policy GS8

WITHIN THE GREEN BELT, THE CONSTRUCTION OF NEW BUILDINGS WILL NOT BE PERMITTED, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, UNLESS IT IS FOR THE FOLLOWING PURPOSES :

- A) AGRICULTURE OR FORESTRY
- B) ESSENTIAL FACILITIES FOR OUTDOOR SPORT OR OUTDOOR RECREATION, FOR CEMETERIES, OR FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT
- C) THE REPLACEMENT OF EXISTING DWELLINGS IN COMPLIANCE WITH POLICY GS8E.

- 3.33 In order to preserve the openness of the Green Belt the erection of new buildings will be restricted to those required for specific purposes. Agriculture and forestry will continue to be the main uses in the Green Belt and buildings required for these purposes are not inappropriate. Buildings for essential facilities for the uses specified under purpose (b) above will only be allowed where they are genuinely necessary, kept to a minimum size and of a design appropriate to the area. Existing villages where limited development or infilling will normally be acceptable have been inset from the Green Belt on the proposals map or, in the case of Billingley, specified in the text of Darfield Community Area Volume 8.

The Re-use & Adaptation of Buildings in the Green Belt

Policy GS8A

IN THE GREEN BELT, THE CHANGE OF USE AND/OR ALTERATION AND/OR EXTENSION OF AN EXISTING BUILDING WILL BE PERMITTED PROVIDED THAT :

- A) THE BUILDING AS ALTERED AND EXTENDED OR USED, IN ACCORDANCE WITH THE DEVELOPMENT PERMITTED, WILL NOT HAVE A MATERIALLY GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSE OF INCLUDING LAND IN IT
- B) THE BUILDING AS ALTERED AND EXTENDED OR USED IN ACCORDANCE WITH THE DEVELOPMENT PERMITTED, WILL NOT ADVERSELY AFFECT THE AMENITY OF LOCAL RESIDENTS OR THE APPEARANCE OF THE LOCALITY, NOR LEAD TO TRAFFIC OR SAFETY PROBLEMS
- C) ANY BUILDING PROPOSED FOR CONVERSION IS STRUCTURALLY SOUND AND CAPABLE OF CONVERSION WITHOUT THE NEED FOR SUBSTANTIAL ALTERATIONS
- D) THE DEVELOPMENT WILL NOT RESULT IN THE LOSS OF AN ESSENTIAL COMPONENT OF AN AGRICULTURAL HOLDING AND IS COMPATIBLE WITH THE VIABILITY OF CONTINUING AGRICULTURAL ACTIVITY
- E) ANY PROPOSED ALTERATION OR EXTENSION IS ARCHITECTURALLY CONSISTENT WITH THE EXISTING BUILDING AND RESPECTS ITS HEIGHT, SHAPE MASS AND PLAN FORM, THE EXISTING EXTERNAL MATERIALS, AND ITS OVERALL SETTING
- F) THE SITE CURTILAGE MUST BE LIMITED TO AN AREA REASONABLE TO FULFIL THE FUNCTIONS OF THE PROPOSED USE AND WILL NOT IN ITS APPEARANCE OR USE ADVERSELY AFFECT THE AMENITY OF LOCAL RESIDENTS OR THE APPEARANCE OF THE LOCALITY
- G) A PROPOSAL TO CHANGE THE USE OF A NON-RESIDENTIAL BUILDING TO RESIDENTIAL USE WILL BE PERMITTED ONLY IF :
 - I) THE APPLICANT HAS MADE EVERY REASONABLE ATTEMPT TO SECURE A SUITABLE AGRICULTURAL, BUSINESS, LEISURE, TOURISM OR OTHER USE WHICH WOULD CONTRIBUTE TO THE LOCAL RURAL ECONOMY WITHOUT CONFLICT WITH OTHER POLICIES OF THE PLAN, OR

- II) THE RESIDENTIAL CONVERSION IS A SUBORDINATE PART OF A SCHEME FOR NON-RESIDENTIAL USE, OR
 - III) RESIDENTIAL USE WOULD BE A SIGNIFICANTLY BETTER WAY OF RETAINING AND ENHANCING THE CHARACTER AND APPEARANCE OF THE BUILDING THAN A NON-RESIDENTIAL USE.
- H) THERE IS NO CONFLICT WITH THE OTHER POLICIES OF THE PLAN

WHERE, FOLLOWING THE CONVERSION OF A BUILDING FROM AGRICULTURAL USE, PERMITTED DEVELOPMENT RIGHTS MAY ALLOW THE ERECTION OF NEW FARM BUILDINGS WITHIN THE SAME AGRICULTURAL UNIT OR HOLDING WHICH MIGHT HAVE A SERIOUSLY DETRIMENTAL EFFECT ON THE OPENNESS OF THE GREEN BELT AND/OR ON THE LANDSCAPE, THE COUNCIL WILL REMOVE PERMITTED DEVELOPMENT RIGHTS BY PLANNING CONDITION.

WHERE PERMISSION IS GRANTED FOR CONVERSION TO A DWELLING THE COUNCIL WILL NORMALLY, AS A CONDITION OF PLANNING PERMISSION, REMOVE PERMITTED DEVELOPMENT RIGHTS SO AS TO CONTROL ALTERATIONS AND EXTENSIONS TO THE BUILDING AND THE ERECTION OF OUTBUILDINGS.

- 3.34 Green Belts contain a large number of agricultural and other rural buildings which can often be expected to survive for many years with normal repair and maintenance. These buildings may be appropriately re-used for different purposes, which can help to reduce the demands for new buildings in the countryside, and may encourage new enterprise and provide new jobs in rural areas. Re-use may ultimately prevent them from falling into decay and disrepair and thus becoming a detracting feature in the landscape. Appropriate new uses may include small firms, tourist activities, recreation and leisure activities, and dwellings.
- 3.35 Policy GS8A identifies 7 criteria which if satisfied would render the change of use of buildings in the Green Belt acceptable unless there are other planning reasons which weigh against it, and subject to the imposition, where appropriate, of conditions as envisaged in the Policy. The following reasoned justification relates to criteria A-G in the Policy :
- a) In accordance with PPG2 Green Belts, the re-use of a building, whether this involves solely a change of use or also physical alteration or extension, should not prejudice the openness of Green Belt. Similar considerations apply where the physical alteration or extension does not involve a change of use
 - b) New uses for existing buildings or the continuation of an existing use in an altered or extended building can have implications beyond the curtilage of the building itself and can adversely affect the amenity of nearby residential properties and the wider landscape. In addition certain uses, including leisure and commerce, can generate traffic and highway problems. Proposals will be assessed against the need to avoid such problems

- c) This criterion is concerned to ensure that only sound buildings are subject to conversion. Old buildings may not be structurally sound, or may cease to be structurally sound if new openings are inserted, or may be temporarily unstable while works are being carried, for example if a roof is being replaced. If a significant part of the building collapses during conversion, then the development ceases to be a conversion and Policy GS8 relating to the construction of new buildings in the Green Belt will apply. In view of this, the Council may require that applications for the conversion of buildings be accompanied by a report from a Chartered Structural Engineer, Chartered Civil Engineer, or similarly qualified professional person, which :
- i) confirms that the building is structurally sound
 - ii) confirms that the proposed conversion works can be carried out without making the building structurally unsound
 - iii) itemises any structural repairs that would be necessary
 - iv) details any structural precautions that will need to be taken during building works to prevent the collapse of the building or part of the building.
- d) It is important for the rural economy that the loss of existing farm buildings to other uses does not damage the agricultural activity on any agricultural holding. An applicant will therefore be required to show the absence of any such effect
- e) Buildings in the Green Belt proposed for alteration or extension are often in sensitive locations. To achieve the necessary high standard of development, proposals must be architecturally consistent with the existing building in respect of height, shape, mass and plan form, and with the existing external materials. Policy GS9 will be a material consideration in considering proposals for the re-use of buildings
- f) Activities associated with a new use for an existing building, or even a continuing use in an altered or extended building, can affect the extent of the site curtilage and this in turn can have an adverse effect on the amenity of local residents or the appearance of the locality. Proposals must ensure that the extent of the curtilage is limited to that which is reasonable to fulfil the functions of the proposed use. It is important to ensure that the development of an existing building in the Green Belt does not involve the establishment of an associated curtilage which is subject to a use or ancillary development that would injure the amenities or appearance of the locality
- g) The Council wishes to encourage the re-use of buildings which will contribute positively to the rural economy. Whilst some buildings are more suitable for residential conversion, for example for design or access reasons, an application for such a use must be supported by a statement of appropriate efforts made to secure a non-residential use or of why a residential use is more likely to prevent the building falling into disrepair and of retaining/enhancing its character and appearance. The Council will provide further detailed advice on this matter in Supplementary Planning Guidance

- h) It is important to recognise that, even though a proposal may satisfy criteria (a) to (f) inclusive, other material planning considerations may arise which require its rejection. For example, the Council has found from experience that the development of rural buildings can detrimentally effect species protected under the Wildlife and Countryside Act or other legislation. In such a case both the legislative provision and the environmental policies in the UDP, notably Policies GS15, GS16, GS17 and GS18 would be material. In considering proposals for the development of rural buildings the Council will be very alert to discourage the abuse of permitted development rights, as advised by PPG2 and PPG7, for instance applications to convert a building recently erected, supposedly as an agricultural building, and this as permitted development, but to an inappropriately elaborate design and specification. If such a building had no genuine agricultural justification when erected, this would be a breach of planning control. In an appropriate case the Council would have no hesitation in not only refusing planning permission for change of use, but in taking enforcement action against the existing development.
- 3.36 The final two paragraphs of Policy GS8A indicate circumstances in which the Council may remove permitted development rights as a condition of granting planning permission.
- 3.37 The first circumstance arises because on holdings over 5 hectares planning permission is not required for the erection of new agricultural buildings. PPG2 advises that where a proliferation of farm buildings, constructed under permitted development rights, could have a detrimental effect on the openness of the Green Belt, it may be reasonable to attach a condition withdrawing these rights for new farm buildings in respect of that particular agricultural unit or holding. The same course of action is provided for in PPG7 where proliferation of farm buildings could have a seriously detrimental effect on the landscape. There are extensive areas of Green Belt and Borough Landscape Value in the Borough, where it may be appropriate to withdraw permitted development rights in the circumstances described above.
- 3.38 The second circumstance arises because, once a dwelling is occupied the carrying out of alterations to the building and the erection of buildings in the domestic curtilage, allowed under permitted development rights, could adversely affect its character and setting, and the wider appearance of the countryside. The council will therefore wish to exercise control over such development.

Agricultural & Forestry Workers Dwellings

Policy GS8B

PROPOSALS FOR AGRICULTURAL AND FORESTRY WORKERS DWELLINGS WILL BE DETERMINED IN ACCORDANCE WITH THE FOLLOWING PRINCIPLES :

- A) AGRICULTURAL AND FORESTRY WORKERS DWELLINGS WITHIN RURAL AND GREEN BELT AREAS WILL ONLY BE PERMITTED WHERE ESSENTIAL NEED, TO SUSTAIN A DEMONSTRABLY VIABLE AGRICULTURAL OR FORESTRY ENTERPRISE, CAN BE SHOWN
- B) PERMISSION WILL NOT NORMALLY BE GRANTED FOR A NEW AGRICULTURAL WORKERS DWELLING IN CASES WHERE A FARM DWELLING HAS RECENTLY BEEN OR IS TO BE SEPARATED FROM THE AGRICULTURAL LAND
- C) WHERE NEW DWELLINGS ARE ACCEPTED SOLELY ON THE BASIS OF AN AGRICULTURAL OR FORESTRY NEED, THE SIZE OF THE DWELLING SHOULD BE IN PROPORTION WITH THE ESTABLISHED FUNCTIONAL REQUIREMENT
- D) WHERE NEW AGRICULTURAL WORKERS DWELLINGS ARE PERMITTED IN THE COUNTRYSIDE THEY SHALL NORMALLY BE SITED DIRECTLY ADJACENT TO EXISTING OR PROPOSED FARM BUILDINGS
- E) WHERE NEW DWELLINGS ARE PERMITTED THEY SHOULD BE CONSTRUCTED USING MATERIALS APPROPRIATE TO THE LOCALITY, TO SAFEGUARD THE VISUAL AMENITIES OF THE COUNTRYSIDE
- F) WHERE PLANNING PERMISSION IS GRANTED FOR AN AGRICULTURAL OR FORESTRY WORKERS DWELLING, A CONDITION WILL BE IMPOSED RESTRICTING THE OCCUPANCY TO A PERSON SOLELY OR MAINLY WORKING, OR LAST WORKING, IN THE LOCATION IN AGRICULTURE OR IN FORESTRY, OR A WIDOW OR WIDOWER OF SUCH A PERSON, AND TO ANY RESIDENT DEPENDANTS
- G) WHERE PERMISSION IS GRANTED, ON THE BASIS OF AGRICULTURAL NEED, FOR AN ADDITIONAL DWELLING ON A FARM UNIT, THEN AN OCCUPANCY CONDITION WILL ALSO BE IMPOSED ON ANY EXISTING DWELLING ON THE UNIT WHICH IS UNDER THE CONTROL OF THE APPLICANT, AND IS NEEDED AT THE TIME OF THE APPLICATION TO BE USED IN CONNECTION WITH THE FARM.

3.39 One of the few exceptional circumstances in which isolated residential development in the countryside may be justified is where accommodation is required to enable farm or forestry workers to live at or in the immediate vicinity of their place of work. Normally it will be as convenient for such workers to live in nearby towns or villages.

3.40 As required by Annex E of Planning Policy Guidance 7, applicants must demonstrate that their stated intentions to engage in farming or forestry are genuine, are reasonably likely to materialise, and are capable of being sustained for a reasonable period of time. They must also demonstrate that the needs of the intended enterprise require one or more of the people engaged in it to live nearby. To this end applications must be accompanied by detailed information based on guidance given by MAFF on 23rd December, 1992, and where appropriate, a technical appraisal from an independent professionally qualified consultant.

- 3.41 Many farm houses are not subject to an agricultural occupancy condition and so can be sold separately from their farmland. This can give rise to a situation where a substitute dwelling could, if considered in isolation, be justified on the basis of need. The result would be a proliferation of new dwellings in rural areas, contrary to national policy. The sub-division of agricultural holdings can give rise to a similar situation. The recent pattern of use of land and buildings will therefore be a material consideration in determining applications.
- 3.42 Where an agricultural or forestry workers dwelling is allowed, the intention is that it remains available to meet the needs of other farm or forestry workers in the locality if it is no longer needed by the original business, thus avoiding a proliferation of dwellings in the countryside. It is, therefore, doubly important that the dwelling permitted should be no larger than is shown to be necessary to serve the immediately identified need, in order to protect its affordability should it later become part of the general housing stock for local agricultural and forestry workers.
- 3.43 It is important to minimise visual intrusion from agricultural workers dwellings by grouping the dwellings with existing farm buildings. New farm houses in this area should normally therefore be constructed using similar materials, and the domestic curtilage boundary defined by dry stone walls or hedges. It may be possible to create a new agricultural workers dwelling through the conversion of an existing building.
- 3.44 In the countryside to the west of the M1 motorway, largely designated as Borough Landscape Value, the farmhouses have traditionally been constructed in coursed natural stone. To introduce other materials in these areas would normally cause unacceptable visual intrusion. In other rural areas materials used for construction and defining the curtilage boundaries should be compatible with existing materials used in these areas.
- 3.45 To ensure that the dwelling is kept available to meet the needs of other agricultural or forestry workers in the locality, if it is no longer needed by the original business, an occupancy condition will be imposed based on criterion F) above. Further, a similar occupancy condition will be imposed on any existing dwelling in the same farm unit under the control of the applicant and needed at the time of the application to be used in connection with the farm, in order to prevent the erection of the new dwelling becoming the occasion of an existing agricultural dwelling being released into the general housing market. Other conditions aimed at protecting the stock of agricultural dwellings and preventing the unnecessary proliferation of houses in the countryside, will be imposed as circumstances require.

Removal of Agricultural Occupancy Conditions

Policy GS8C

WHERE AN AGRICULTURAL OCCUPANCY CONDITION HAS BEEN IMPOSED IT WILL NOT NORMALLY BE REMOVED UPON SUBSEQUENT APPLICATION UNLESS IT IS SHOWN THAT THE LONG TERM NEEDS FOR AGRICULTURAL WORKERS, BOTH ON THE PARTICULAR FARM AND IN THE LOCALITY, NO LONGER WARRANT ITS RESERVATION FOR THAT PURPOSE.

- 3.46 Agricultural occupancy conditions are imposed only where a dwelling which is intended to serve the needs of agriculture is proposed for a site where a house would not normally be permitted. PPG7 (paragraph E16) states that the purpose of imposing this condition is to “ensure that the dwelling is kept available to meet the needs of other farm or forestry businesses in the locality if it is no longer needed by the original business, thus avoiding a proliferation of dwellings in the open countryside”.
- 3.47 In this context, it is clear that in order to safeguard the countryside from future encroachments, there is a need to retain existing agricultural workers dwellings to serve the needs of that sector of the population, even if there is no longer agricultural justification for the dwelling upon the farm for which it was built. To this effect, DoE Circular 1/85 (paragraph 81) advises “Where an agricultural occupancy condition has been appropriately imposed it will not be appropriate to remove it on a subsequent application unless it is shown that the long term need for dwellings for agricultural workers, both on the particular farm and in the locality, no longer warrants reserving the house for that purpose”. It is, therefore, clear that agricultural occupancy conditions should only be removed where the long term needs for such a dwelling can be explicitly proven to no longer exist.

Agricultural Buildings

Policy GS8D

WHEN CONSIDERING THE PROVISION OR SITING OF NEW AGRICULTURAL BUILDINGS, THE COUNCIL WILL TAKE INTO ACCOUNT, AS A MATERIAL CONSIDERATION, THE POSSIBILITY THAT THE DEVELOPMENT MIGHT GENERATE A NEED FOR AN ASSOCIATED AGRICULTURAL DWELLING.

- 3.48 Agricultural buildings can require close supervision by the farmer. If new buildings which are likely to require supervision (for example, livestock buildings) are permitted away from an existing dwelling, then once the buildings are in place there could be a justifiable request for a new dwelling. National policies seek to keep the number of new dwellings in the countryside to a minimum, and therefore the possibility of associated housing needs will be taken into account when assessing the suitability of the location of a proposed agricultural building either as part of an existing business or as a new enterprise. This policy will apply equally to proposals dealt with as planning applications and those under the notification procedure. Where it is apparent that there may be a need for a dwelling, and no concurrent application for a dwelling is being considered, then the agricultural buildings will only be permitted where it can be demonstrated that the need can be met close by from within the existing housing stock.

Replacement, Alteration & Extensions to Dwellings in the Green Belt

Policy GS8E

NOTWITHSTANDING POLICY GS8A, PROPOSALS TO REPLACE, EXTEND OR ALTER DWELLINGS IN THE GREEN BELT WILL BE PERMITTED PROVIDED THAT ALL THE FOLLOWING CRITERIA APPLICABLE TO A PROPOSAL ARE SATISFIED :

- A) IN THE CASE OF REPLACEMENT, THE NEW DWELLING IS NOT MATERIALLY LARGER THAN THAT WHICH IT REPLACES
- B) IN THE CASE OF EXTENSION OR ALTERATION, THE TOTAL SIZE OF THE PROPOSED AND PREVIOUS EXTENSIONS DOES NOT EXCEED THE SIZE OF THE ORIGINAL DWELLING AND THE ORIGINAL DWELLING FORMS THE DOMINANT VISUAL FEATURE OF THE DWELLING AS EXTENDED
- C) IN ANY CASE :
 - I) ALL NEW CONSTRUCTION IS OF A HIGH STANDARD OF DESIGN AND IN PARTICULAR REFLECTS THE ARCHITECTURE OF THE BUILDING AND/OR VERNACULAR STYLES IN THE LOCALITY
 - II) THE APPEARANCE OR USE OF THE DWELLING AS REPLACED, EXTENDED OR ALTERED WILL NOT ADVERSELY AFFECT THE AMENITY OF LOCAL RESIDENTS OR THE APPEARANCE OF THE LOCALITY
 - III) THERE IS NO CONFLICT WITH THE OTHER POLICIES OF THE PLAN.

DOMESTIC OUTBUILDINGS WITHIN THE CURTILAGE OF THE DWELLING WILL BE TREATED AS PART OF THE DWELLING OR AN EXTENSION TO IT, EXCEPT FOR THE PURPOSES OF CALCULATING THE SIZE OF THE ORIGINAL DWELLING.

- 3.49 Government advice about dwellings in the Green Belt (PPG2 : January 1995) is that provided that it does not result in disproportionate additions over and above the size of the original building, the extension or alteration of a dwelling is not inappropriate and the replacement of an existing dwelling need not be inappropriate, provided the new dwelling is not materially larger than the dwelling it replaces. In the light of this advice Policy GS8E provides development control criteria specifically relating to dwellings in the Green Belt, which is in certain respects less restrictive than Policy GS8A, which relates to the development of all existing buildings in the Green Belt.
- 3.50 Proposals for the replacement or extension of dwellings will need to qualify by size and/or form under criterion (A) or criterion (B) respectively. The sizes of a dwelling as existing and as proposed will be compared by reference to their floorspace, with the following guidelines :
- i) floorspace will be calculated by external measurement of the building
 - ii) floorspace within roofspaces will not be taken into account
 - iii) outbuildings will not be taken into account when calculating original floorspace
- In any case a proposal will need to satisfy all the elements of criterion (C).
- 3.51 The erection of domestic outbuildings such as garages and garden sheds within the curtilage of a dwelling is often permitted development. However, when planning permission is needed for such development Policy GS8E will be applied. This means that whilst domestic outbuildings will not be prohibited, their extent will be limited in order to preserve the openness of the Green Belt.

Visual Amenity

Policy GS9

DEVELOPMENT WITHIN THE GREEN BELT, OR CONSPICUOUS FROM IT, SHOULD NOT BY REASON OF ITS SITING, MATERIALS OR DESIGN RESULT IN SIGNIFICANT HARM TO THE VISUAL AMENITY OF THE GREEN BELT.

- 3.52 Green Belt areas perform special functions in accordance with PPG2. Much of the open land in the Borough, outside the urban areas, is covered by Green Belt designation. Green Belt land has a positive role to play in retaining attractive landscapes and enhancing landscapes near to where people live. The visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt which might be visually detrimental by reason of their location, siting, scale, design or materials.

Safeguarded Land

Policy GS10

IN AREAS SHOWN AS SAFEGUARDED LAND ON THE PROPOSALS MAP EXISTING USES WILL NORMALLY REMAIN DURING THE PLAN PERIOD AND DEVELOPMENT WILL BE RESTRICTED TO THAT NECESSARY FOR THE OPERATION OF THE EXISTING USES. OTHERWISE PLANNING PERMISSION FOR THE PERMANENT DEVELOPMENT OF SUCH LAND WILL ONLY BE GRANTED FOLLOWING A REVIEW OF THE UDP WHICH PROPOSES THAT DEVELOPMENT ON THE LAND IN QUESTION.

- 3.53 The essential characteristic of Green Belts is their permanence and in accordance with national guidance they are to be protected as far as can be seen ahead. Green Belt boundaries are normally expected to remain undisturbed well beyond the Plan period. Since there are existing Green Belt boundaries in Barnsley fixed by statutory plans (as adjusted, in the Hoyland and Wombwell Community Areas, by unadopted local plans approved for development control purposes) the Council considers that these boundaries should be altered only exceptionally. On the other hand, in order to avoid future alterations to the Green Belt boundary, it may be necessary to retain undeveloped land between urban areas and the Green Belt which may be required to meet longer-term development needs.
- 3.54 In balancing the above considerations the Council has initially assumed that sites between urban areas and the Green Belt which are shown to remain undeveloped in local plans or as unallocated in Town Maps of the former West Riding County Council should generally be carried forward as safeguarded land under UDP Policy GS10. In reviewing such areas, the Council has concluded that certain sites should be included within the Green Belt, and this is reflected in the Green Belt notation on the proposals map. On the other hand, the remaining areas taken together, along with sites designated as urban land to remain undeveloped in accordance with Policy GS11 below, will provide a choice of sites to serve development needs in the longer term. There are just a few instances, each arising from a local justification, where it is thought appropriate to designate former Green Belt as safeguarded land.
- 3.55 Areas of safeguarded land will be subject to technical assessment and public consultation when the plan is reviewed if consideration of development needs at that time indicate that additional land is needed in the area.
- 3.56 The locations of the main areas of safeguarded land are indicated on Diagram No. 7.

Urban Land to Remain Undeveloped

Policy GS11

ON SITES SHOWN AS URBAN LAND TO REMAIN UNDEVELOPED ON THE PROPOSALS MAP EXISTING USES WILL NORMALLY REMAIN DURING THE PLAN PERIOD AND DEVELOPMENT WILL BE RESTRICTED TO THAT NECESSARY FOR THE OPERATION OF THE EXISTING USES. OTHERWISE PLANNING PERMISSION FOR THE PERMANENT DEVELOPMENT OF SUCH LAND WILL ONLY BE GRANTED FOLLOWING A REVIEW OF THE UDP WHICH PROPOSES THAT DEVELOPMENT ON THE LAND IN QUESTION.

- 3.57 There are some areas of open land within settlements which are not needed for, and in some cases are not capable of, development in the plan period but are considered to have some potential for development in the longer term. These sites are shown on the proposals map as Urban Land to Remain Undeveloped and are listed in the text of Community Area Volumes. They will be subject to technical assessment and public consultation when the plan is reviewed if consideration of development needs at that time indicate that additional land is needed in the area.

Development of Agricultural Land

Policy GS12

THE BEST AND MOST VERSATILE AGRICULTURAL LAND IS A NATIONAL RESOURCE FOR THE FUTURE. CONSIDERABLE WEIGHT WILL BE GIVEN TO PROTECTING SUCH LAND FROM DEVELOPMENT.

- 3.58 Government policy, as set out in PPG7 'The Countryside and Rural Economy', now attaches priority to diversifying the rural economy to provide wide and varied employment opportunities in rural areas. Weight is now only given to protecting the 'best and most versatile' land, i.e. that which falls within Grades 1, 2 and 3a of the 5 grades in the Ministry of Agriculture's classification. In general, agricultural land in Barnsley falls within category 3 and below but there are also pockets of higher grade land. The specific agricultural value of any piece of land can only be ascertained by detailed investigation. In determining planning applications, advice received from MAFF on the quality of land involved and other considerations will be treated as a material consideration.

- 3.59 Proposals for farm diversification will be considered in accordance with Policy ED13. The activities proposed should not be detrimental to their location, and should be appropriate to Green Belt. Encouragement of a wider range of activities in rural areas helps to maintain the vitality of the countryside as a living and working environment, and to retain jobs in rural areas. National guidance in PPG7 stresses that this is now a priority over that of preserving all rural land in agricultural production.
- 3.60 Various activities will have potential as farm diversification schemes e.g. tourist accommodation and catering, recreation, farm shops, and small businesses (farm products, rural crafts etc.). As most of Barnsley's agricultural land is also Green Belt, proposals will need to satisfy the requirements of policies for Green Belt. The re-use of redundant buildings as well as appropriate development within existing villages may offer opportunities for such activities. Diversification activities will also need to have regard to policies for landscape, nature conservation and recreation. Proposals for farm shops will be considered appropriate where the goods on sale are produced on the agricultural holding in question. Proposals to sell any other products will constitute a separate A1 use and will require planning permission. New activities should also not be detrimental in amenity or traffic terms.

LANDSCAPE

Areas of Borough Landscape Value

Policy GS13

IN AREAS DESIGNATED AS BEING OF BOROUGH LANDSCAPE VALUE ON THE PROPOSALS MAP CONSERVATION AND ENHANCEMENT OF THE LANDSCAPE WILL BE EXTREMELY IMPORTANT CONSIDERATIONS. SUBJECT TO POLICY GS8, DEVELOPMENT WILL ONLY BE ALLOWED IF :

- A) THERE IS NO LOSS OF VALUABLE LANDSCAPE FEATURES**
 - B) THE NATURE, FORM AND DESIGN OF THE DEVELOPMENT IS SYMPATHETIC TO THE AREA**
 - C) THE OVERALL CHARACTER AND APPEARANCE OF THE AREA IS CONSERVED AND WHEREVER POSSIBLE ENHANCED.**
- 3.61 The designated areas of Borough Landscape Value are recognised as being of higher landscape quality than other countryside areas. The principle of protecting and enhancing valuable landscape areas was established in the former West Riding Development Plan, and continued in the South Yorkshire Structure Plan and Local Plans. It continues to be of major importance to the achievement of the goals and aims of the Plan.

- 3.62 The character and nature of the areas designated in these plans, primarily to the west of the M1 motorway, has largely remained unchanged and the designations have been carried forward into the UDP. Other areas east of the motorway are of more localised importance as areas of valuable landscape. Their potential for designation as Borough Landscape Value will be considered in the review of the UDP.
- 3.63 The Areas of Borough Landscape Value are also in the Green Belt and development will therefore be limited to that which is appropriate in such areas in accordance with Policy GS8. Because of the special quality of these areas, any development which is acceptable should conserve the character of the area, and should, wherever possible, positively enhance the environment through its location, siting, scale, design, materials and landscaping.
- 3.64 The Areas of Borough Landscape Value are some of the most popular for informal recreation. Appropriate facilities which meet the criteria set out above will be encouraged. Development such as opencast coal working or waste disposal, which would damage the quality of these areas, will be resisted.

Landscape Improvement

Policy GS14

THE COUNCIL WILL CONTINUE TO ENCOURAGE AND ASSIST FARMERS AND LAND OWNERS TO CONSERVE AND IMPROVE THE LANDSCAPE. WHERE OPPORTUNITIES ARISE, RESOURCES WILL BE CONCENTRATED ON AREAS OF RELATIVELY POOR LANDSCAPE OUTSIDE BOROUGH LANDSCAPE VALUE AREAS.

- 3.65 While the Borough Landscape Value designation protects the best of Barnsley's landscape, all landscapes need management and the investment of time and money if they are not to decay and lose their attractiveness. The Borough Council has, until recently, operated a Landscape Conservation Project in partnership with the Countryside Commission, farmers and others to achieve landscape and habitat improvements including tree and hedge planting, pond restoration and creation of dry stone walling. Latterly these works have been implemented in part via the Countryside Stewardship Scheme. These programmes complement other initiatives by MAFF, the Forestry Commission and English Nature, and are supported by the Farming and Wildlife Advisory Group.

NATURE CONSERVATION

Protecting Habitats & Species

Policy GS15

THE COUNCIL WILL SEEK TO SAFEGUARD IMPORTANT HABITATS AND SPECIES FROM ANY ACTIVITIES WHICH WOULD CAUSE DISTURBANCE, POLLUTION OR OTHER DAMAGE. ALL DEVELOPMENT PROPOSALS SHOULD, WHERE APPROPRIATE, INCLUDE MEASURES TO CONSERVE AND ENHANCE EXISTING FEATURES OF NATURE CONSERVATION INTEREST AND TO CREATE NEW NATURE CONSERVATION AREAS.

Policy GS16

DEVELOPMENT LIKELY TO HAVE AN ADVERSE EFFECT, EITHER DIRECTLY OR INDIRECTLY, ON THE CONSERVATION VALUE OF A NATIONAL NATURE RESERVE OR SITE OF SPECIAL SCIENTIFIC INTEREST OR ANY HABITAT OR SPECIES PROTECTED BY LAW, WILL ONLY BE PERMITTED IF IT CAN BE DEMONSTRATED THAT OTHER MATERIAL CONSIDERATIONS OUTWEIGH THE SPECIAL INTEREST OF THE SITE.

Policy GS117

SITES WHICH ARE DESIGNATED AS OR POTENTIAL RAMSAR SITES, SPECIAL PROTECTION AREAS, OR SPECIAL AREAS OF CONSERVATION WILL BE GIVEN THE PROTECTION AFFORDED TO SITES OF SPECIAL SCIENTIFIC INTEREST. IN ADDITION, DEVELOPMENT PROPOSALS WILL BE ALLOWED ONLY IF THERE IS NO ALTERNATIVE SOLUTION AND IF THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST FOR THEM. WHERE SUCH SITES HOST A PRIORITY HABITAT OR SPECIES (AS LISTED IN THE EC HABITATS DIRECTIVE) DEVELOPMENT SHOULD ONLY PROCEED IF REQUIRED FOR REASONS OF HUMAN HEALTH OR PUBLIC SAFETY.

Policy GS18

ANY DEVELOPMENT WHICH MAY ADVERSELY AFFECT, DIRECTLY OR INDIRECTLY, A LOCAL NATURE RESERVE, A NATURAL HERITAGE SITE, ANCIENT WOODLAND, A REGIONALLY IMPORTANT GEOLOGICAL SITE OR OTHER NATURE CONSERVATION SITES IDENTIFIED ON THE PROPOSALS MAPS, WILL NOT BE APPROVED UNLESS IT CAN BE CLEARLY DEMONSTRATED THAT THERE IS A CASE FOR THE DEVELOPMENT WHICH OUTWEIGHS THE CASE FOR SAFEGUARDING THE CONSERVATION INTEREST OF THE SITE AFTER AVAILABLE MEASURES TO AVOID, MITIGATE OR COMPENSATE FOR ANY ADVERSE AFFECTS HAVE BEEN TAKEN INTO ACCOUNT, IN WHICH CASE THE COUNCIL WILL SEEK TO MINIMISE THE ADVERSE IMPACT AND/OR SECURE COMPENSATORY PROVISION INCLUDING, WHERE APPROPRIATE, THROUGH PLANNING CONDITIONS OR OBLIGATIONS.

- 3.66 The concept of the natural environment covers a wide range of resources in terms of flora, fauna and landform geology. National policies in PPG7 and 12 and PPG9 emphasise the need to protect the natural environment through the development plan and development control process.
- 3.67 It should, however, be recognised that the management of land, an issue which falls outside planning control, is also of fundamental importance to the natural environment (see Policy GS21 below).
- 3.68 All flora, fauna and semi-natural habitat areas are potentially vulnerable and need to be protected where possible because of their intrinsic value and importance from a historic, recreational, social, educational and economic standpoint. They contribute significantly to the image and appearance of the area and the quality of life of local residents.
- 3.69 The most important nature conservation sites in the Borough have been identified under various headings as follows :
- a) **Sites of Special Scientific Interest (SSSI's) -**
These are sites of national significance and are designated by English Nature. The Local Planning Authority has to consult English Nature on any planning application involving land within or in the vicinity of an SSSI.
 - b) **Natural Heritage Sites -**
These are the best examples of the different habitat types found in the Borough, designated after an extensive survey of the semi-natural vegetation.

c) **Local Nature Reserves -**

These are areas of land designated in conjunction with English Nature. The Local Authority must have an interest in the tenure of the land and must agree a management plan for it with English Nature.

d) **Ancient Woodlands -**

These are areas of woodland which have existed since about the year 1600 and have never been cleared for uses other than wood or timber production. In 1986, the then Nature Conservancy Council (now English Nature) prepared a provisional inventory of Ancient Woodlands in South Yorkshire.

e) **Regionally Important Geological/Geomorphological Sites (RIGS) -**

These are sites identified in conjunction with English Nature for their importance as an education resource.

3.70 Some of the important sites in the Borough may be listed under more than one heading where, for example, an Ancient Woodland site is also designated a Natural Heritage Site. The main nature conservation sites are identified on Diagram No. 8.

3.71 It is also important to make provisions for other types of specifically designated sites, although they are not currently represented in the Borough :

a) **National Nature Reserves (NNR's) -**

NNR's are areas of national, and sometimes international, importance which are owned or leased by English Nature or bodies approved by them, or are managed in accordance with Nature Reserve Agreements with landowners and occupiers. The essential characteristic of NNR's is that they are primarily used for nature conservation.

b) **Ramsar Sites -**

These are wetlands of international importance which are required to be conserved under the Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat (PPG9, Annex E).

c) **Special Protection Areas (SPA's) -**

Sites clarified under the EC Directive on the Conservation of Wild Birds (PPG9 Annex F).

d) **Special Areas of Conservation (SAC's) -**

Sites designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora, (the Habitats Directive) (PPG Annex G).

- 3.72 The purpose of Policies GS16, GS17 and GS18 is to ascribe to the various national, international and regionally or locally important sites appropriate levels of protection. This has been done in accordance with the advice contained in PPG9 and particularly paragraph 18 which states that “Local planning authorities should have regard to the relative significance of the different types of site in considering the weight to be attached to nature conservation interests”. Further guidance is given in paragraphs 19 - 26, paragraph 29 (SSSI’s), paragraph 36 (NNR’s) and paragraph 37 and Annex C (SPA’s and SAC’s) of PPG9. National and internationally important sites are afforded the strongest degree of protection in Policies GS16 and GS17 and in terms appropriate under PPG9 (see above).
- 3.73 All other sites of nature conservation significance and particularly Natural Heritage Sites are covered by Policy GS18 and will be protected where possible from damage brought about by development. Where such sites are affected it will be on the basis that the applicant can demonstrate that there is an exceptional requirement for the development and that every effort has been made to minimise damage to the site. Wherever possible, any losses should be fully compensated for by habitat creation or local enhancement works elsewhere within the site or local area. The Council will seek to use its relevant powers to enter into agreements to achieve this objective where appropriate.
- 3.74 In addition to the most important nature conservation sites there are a large number of other sites which have some value for nature conservation, often highly valued by local communities but which are not considered important or exceptional enough to be designated in any of the categories set out in paragraph 3.69. The Council will seek to safeguard them wherever possible under Policy GS15.
- 3.75 It is also important to recognise that development beyond the boundaries of important natural history sites can have serious consequences and the full impact of any such development must therefore be taken into account in accordance with Policy GS15.

Policy GS18A

WHERE THE COUNCIL CONSIDERS DEVELOPMENT MAY HAVE AN ADVERSE EFFECT ON NATURE CONSERVATION INTERESTS IT MAY REQUIRE THE APPLICANT TO PROVIDE AN APPROPRIATE EVALUATION OF THE IMPACT OF THE DEVELOPMENT PRIOR TO ANY PLANNING DECISION.

- 3.76 The Council has a duty to safeguard nature conservation interests through the development control process. It is important to understand the potential effects of development if it is thought that there may be an adverse impact. Where the Council considers it appropriate it will require the rescue and transference of the valued flora and fauna to other suitable sites. Management of nature conservation sites potentially affected by development can be effective in reconciling nature conservation interests with other activities such as sport and recreation.
- 3.77 The Local Authority holds data on the nature conservation value of many sites in the Borough and can therefore often identify possible conflicts at an early stage. It could, however, be the case that additional information may become available with regard to plant or animal species not currently known that may lead to the need for an evaluation exercise to be carried out.

Local Nature Reserves

Policy GS19

THE COUNCIL WILL REVIEW ITS EXISTING LAND HOLDINGS AND WILL, IN CONSULTATION WITH ENGLISH NATURE, DECLARE APPROPRIATE SITES AS LOCAL NATURE RESERVES. THE COUNCIL MAY ALSO, WHERE APPROPRIATE, PURCHASE OR ENTER INTO MANAGEMENT AGREEMENTS OVER PRIVATELY OWNED SITES WITH THE INTENTION OF DECLARING THEM AS LOCAL NATURE RESERVES.

- 3.78 Local Nature Reserves are a means whereby the Local Authority can play a significant and positive role in nature conservation. Whilst such sites will be of nature conservation value, they will not necessarily be of sufficient importance to merit Site of Special Scientific Interest (SSSI) or Natural Heritage Site designation. The implementation of an agreed management plan will be pursued on Local Nature Reserves, which are sites where the Local Authority must have an interest in land tenure. The management plan should include, amongst other matters, consideration of educational objectives and address the issue of suitable public access.

Wildlife Corridors

Policy GS20

DEVELOPMENT WILL NOT NORMALLY BE PERMITTED WHICH MAY DESTROY OR ADVERSELY AFFECT THE INTEGRITY OF WILDLIFE CORRIDORS.

- 3.79 The Council will seek all opportunities to consolidate and strengthen wildlife corridors, ensuring that new development within or adjacent to corridors contributes to their operation through appropriate landscaping.
- 3.80 The concept of wildlife corridors has been developed in recognition of the need to protect and strengthen links between urban and rural areas and between habitats to facilitate the movement of wildlife. The corridors are frequently valuable habitats in themselves by virtue of the variety and quality of the flora they contain. The value and function of corridors is an area on which some research has been undertaken but it remains an imprecise one. Corridors exist at a variety of levels, from river valleys and disused railway and canal systems through, for example, to hedgerows connecting small woodlands. The extent of information available is not yet sufficient to justify the detailed definition of all corridors.
- 3.81 It is important in considering development proposals to protect the integrity of wildlife corridors whatever their scale and to ensure that links are maintained to safeguard their nature conservation value.
- 3.82 One particularly valuable type of wildlife corridor is that associated with streams. Culverting or canalisation of open watercourses represents major threats to wildlife habitats and the amenity of greenspace. They can also lead to significant problems in times of high rainfall. For these reasons, the Council will actively promote the re-opening and restoration of existing culverts and canalised watercourses. Reflecting the policies of the Environment Agency the Council will normally oppose all new proposals.

Enhancing Areas of Nature Conservation Interest

Policy GS21

THE COUNCIL WILL SEEK TO INCREASE THE NUMBER AND QUALITY OF AREAS OF NATURE CONSERVATION INTEREST AVAILABLE FOR EDUCATIONAL AND GENERAL PUBLIC ENJOYMENT, WHILE MINIMISING DETRIMENTAL EFFECTS AND PROTECTING SITES FROM ANY POTENTIAL DAMAGE.

- 3.83 Because of the value of nature conservation areas from an educational and public enjoyment point of view and because of their intrinsic value it is important not only to protect existing areas but also to improve them by encouraging appropriate management, and to create new ones.

- 3.84 The Council has a key role to play in the management of its parks and other public open spaces, school grounds, roadside verges, housing and industrial estates. It can also seek the creation of new nature conservation areas and the improved management of existing areas through negotiations and agreements with owners and tenants of land. Such management agreements will be sought, for example, on the Natural Heritage Sites identified in the Borough. An example of a major project which will create new habitats is the proposed Old Moor Wetlands site near Broomhill. The site will be created partly through the reclamation of a former coal stocking area, and will also incorporate an existing area of seasonally inundated grassland and the Wath Ings Nature Reserve.
- 3.85 Schools, conservation and community groups have important roles to play, with the support of the Borough Council, in both maintaining existing nature conservation areas and creating interesting and attractive natural habitats. Grants are available to carry out minor projects and groups will be encouraged to adopt areas in which they are particularly interested in order to foster their further development. The Council is carrying out many environmental improvement schemes. Wherever appropriate, natural habitats will be created as part of these schemes.
- 3.86 Many conservation sites are fragile. The flora and fauna can easily be damaged or disturbed by, for example, trampling or excessive noise. Whilst anxious to encourage the educational and general public use of nature conservation sites, the Council will seek through measures such as advice and information, management agreements relating particularly to access and the location of recreation facilities, to ensure that the natural resource is not damaged by excessive pressure particularly that due to public access.

Woodland Hedgerows & Trees

Policy GS22

THE COUNCIL WILL SEEK THE RETENTION AND MANAGEMENT OF EXISTING HEDGEROWS, WOODLANDS AND TREES BOTH INDIVIDUALLY AND IN GROUPS.

- 3.87 Trees, woodlands and hedgerows contribute positively to the overall character of the landscape and to the local environment, enhancing the appearance of an area and providing a home for wildlife. Many of the woodlands in the Borough have been identified as the sites of Ancient Woodlands, some of which are important for nature conservation. A number have been designated Natural Heritage Sites (see Policy GS15). Woodlands also provide an important recreation resource and can be a source of timber production.

- 3.88 Managing woodlands trees and hedgerows is an important means of ensuring they thrive in the longer term and remain as valuable landscape features, also that opportunities for wildlife and recreation are increased. The Council is able to designate Tree Preservation Orders to protect individual trees or groups of trees, if their removal would have a significant impact on the environment and its enjoyment by the public.
- 3.89 The management of existing hedgerows is encouraged and assisted by the Countryside Commission's Hedgerow Incentive Scheme, now integrated into the Countryside Stewardship Scheme, which the Borough Council is keen to see applied in its area.

Policy GS22A

IN ASSESSING PLANNING APPLICATIONS THE DESIRABILITY OF RETAINING MATURE TREES AND HEDGEROWS WILL BE AN IMPORTANT MATERIAL CONSIDERATION.

- 3.90 The development control process will be used to protect mature trees and hedgerows.
- 3.91 Section 197 of the Town and Country Planning Act 1990 places a special duty on Local Planning Authorities to include appropriate provision for the preservation of trees when considering planning applications and where appropriate by the serving of Tree Preservation Orders. This duty is elaborated upon in DoE circular 36/78.

Policy GS22B

THE FOLLOWING REQUIREMENTS WILL APPLY TO PLANNING APPLICATIONS CONTAINING MATURE TREES OR HEDGEROWS :

- A) PLANNING APPLICATIONS PROPOSING DEVELOPMENT ON A SITE CONTAINING MATURE TREES AND HEDGEROWS SHOULD INCLUDE A SURVEY IDENTIFYING THE TYPE, SIZE, LOCATION AND GENERAL CONDITION OF ALL MATURE TREES AND HEDGEROWS AND DETAILS OF ANY REMEDIAL SURGERY REQUIRED. THE SURVEY IS THE RESPONSIBILITY OF THE APPLICANT AS ADVISED IN DOE CIRCULAR 36/78
- B) WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE ON A SITE CONTAINING MATURE TREES WHICH ARE TO BE RETAINED, THE LAYOUT MUST ENSURE THAT NO BUILDINGS, ACCESS ROADS, PARKING AREAS OR DRAINAGE SYSTEMS ARE LOCATED WITHIN THE SPREAD OF ANY TREE AND NO EXCAVATIONS OR ALTERATION TO GROUND LEVELS SHOULD BE MADE WITHIN THOSE AREAS
- C) IN ORDER TO PROTECT TREES DURING CONSTRUCTION, TEMPORARY FENCING SHOULD BE ERECTED AROUND THEIR CANOPY SPREAD AS ADVISED BY DOE CIRCULAR 36/78. WHERE PLANNING PERMISSION IS GRANTED FOR DEVELOPMENT ON SITES CONTAINING TREES TO BE RETAINED CONDITIONS WILL BE IMPOSED TO THIS EFFECT.

- 3.92 Tree Preservation Orders will be made where appropriate to protect trees that contribute to the character of an area. For many types of development it will be necessary for the developer to submit a full survey of trees and hedges, providing all the information specified in Policy GS22B. In some cases, however, where there are extensive areas of trees and hedges and it is clear they will not be affected by development, it will be sufficient to show their location and general extent. In cases where extensive areas of trees and hedges are to be affected by development it will be necessary to show the location, extent and range of species affected, together with information endorsed by a competent person as to the effect of the loss of the trees on interests of ecology and landscape quality.

Policy GS23

THE COUNCIL WILL ACTIVELY SUPPORT THE DEVELOPMENT OF EXTENSIVE NEW WOODLAND AND HEDGEROW PLANTING AND ITS APPROPRIATE MANAGEMENT FOR LANDSCAPE, ECOLOGICAL, RECREATION AND ULTIMATELY ECONOMIC BENEFIT.

- 3.93 Grants for new woodland planting are available from, for example, the Forestry Commission, throughout the Borough. In addition, large parts of the south and east of the Borough fall within the South Yorkshire Forest which seeks to achieve extensive new planting throughout this part of Barnsley and adjacent districts.
- 3.94 The recent shift away from preserving land in agricultural uses creates opportunities for extending other rural land uses. The policy of agricultural ‘diversification’ releases land which could be used to create new lowland broadleaved woodland, which may have an economic value. This potential is recognised by PPG7 (The Countryside and Rural Economy). Any commercial woodland should be managed to maximise the landscape, ecological, recreation and economic benefits referred to in this policy.
- 3.95 Opportunities for woodland creation also arise from reclamation of derelict and degraded land, restoring a damaged industrial landscape to attractive countryside, or creating green ‘wedges’ or ‘islands’ in urban areas. Woodland planting can also be incorporated in schemes for new recreation areas. Many of these opportunities can arise in urban fringe areas, where it can be particularly beneficial to people who may have limited access to the open countryside. Woodland planting will not be appropriate on some areas which have been identified as being important for nature conservation.
- 3.96 The management and upgrading of existing woodland areas can enhance their quality and usefulness, for example, in creating recreational opportunities.

Policy GS24

THE COUNCIL WILL SUPPORT THE CREATION OF THE SOUTH YORKSHIRE FOREST. ANY DEVELOPMENT WITHIN THE FOREST AREA MUST ACCORD WITH THE POLICIES OF THIS UDP AND DEVELOPERS WILL BE ENCOURAGED TO MAKE A POSITIVE CONTRIBUTION TO THE FOREST.

- 3.97 The South Yorkshire Forest is one of a series of such Forests being created nationally and sponsored by the Countryside Agency and the Forestry Commission. It covers much of southern Barnsley as well as large areas of Rotherham and Sheffield districts. The extent of the South Yorkshire Forest area within Barnsley Borough is indicated on Diagram 8 of this volume, and is also shown on the Proposals Maps for the relevant Community Areas.
- 3.98 The South Yorkshire Forest Plan seeks to achieve significant amounts of new woodland planting and to ensure the appropriate management of this and any existing woodland areas. Within the Forest area, the Local Authority will encourage the following concepts insofar as they are consistent with Planning policies set out in this plan :
- Increased public access
 - Enhancement of the landscape
 - Restoration of derelict and damaged land
 - Farm diversification
 - Facilities for environmental education
 - Improved facilities for sport and recreation
 - Wildlife conservation
 - Timber production.
- 3.99 The South Yorkshire Forest Plan, outlining the aims and objectives of the Forest and indicating ways in which it may be created, has now been prepared and approved by DETR. Any development proposals within the Forest area will be determined in accordance with the policies of the Unitary Development Plan but the Forest Plan is a material consideration. Should there be any inconsistencies between the two documents the UDP will take precedence.

COUNTRYSIDE RECREATION

- 3.100 Countryside recreation is set within a policy framework which balances the need to protect and enhance the open and attractive qualities of the rural areas through Green Belt, landscape and nature conservation policies, with the need to promote these areas including locations of Boroughwide significance for appropriate recreation activities.

Recreation Areas of Boroughwide Significance

Policy GS25

THE FOLLOWING EXISTING AND PROPOSED RECREATION AREAS WHICH ARE OF BOROUGHWIDE SIGNIFICANCE WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD IMPAIR THEIR AVAILABILITY, ACCESSIBILITY AND PARTICULAR QUALITIES :

- CANNON HALL COUNTRY PARK
- WORSBROUGH COUNTRY PARK/DOVE VALLEY
- DEARNE VALLEY PARK
- NETHERWOOD COUNTRY PARK
- WESTWOOD COUNTRY PARK
- STAINBOROUGH PARK
- ELSECAR GREENWAY AND HERITAGE CENTRE
- OLD MOOR WETLANDS CENTRE & BROOMHILL INGS
- WHARNCLIFFE WOODS
- WORTLEY TOP FORGE

FURTHER PROVISION AND ENHANCEMENT OF RECREATIONAL FACILITIES WILL BE MADE IN THESE AREAS. WHERE OPPORTUNITIES EXIST THEY WILL BE EXTENDED, PARTICULARLY IN THE DEARNE VALLEY.

- 3.101 The Borough contains a number of existing and potential major countryside recreation facilities. They provide a wide range of facilities by virtue of their scale, the features they contain or their separation from the built environment. They range from Country Parks able to accommodate large numbers of visitors, to more sensitive conservation sites where public access needs to be more carefully managed. These areas are identified on Diagram No. 9.

- 3.102 These facilities serve a much wider area and population than those serving individual communities and also provide a considerable resource for tourism, providing a range of opportunities for visitors. Wherever possible the opportunity to enhance these areas by extension, further facilities, landscaping and planting will be taken. This is in order to improve their quality and attraction as well as increasing their capacity to absorb greater use without detriment.

Recreational Routeways & Networks

Policy GS26

THE COUNCIL WILL DEVELOP AND PROMOTE A NETWORK OF SAFE MULTI-USER RECREATIONAL ROUTEWAYS, INCLUDING THE TRANS PENNINE TRAIL. IN ADDITION, THE COUNCIL WILL SEEK TO EXTEND THE NETWORK OF PUBLIC RIGHTS OF WAY WHEREVER POSSIBLE, CONNECTING NEW FOOTPATHS AND BRIDLEWAYS TO THE EXISTING SYSTEM. THE MULTI-USER NETWORK AND EXTENSIONS TO THE EXISTING FOOTPATH AND BRIDLEWAY SYSTEM WILL BE DEVELOPED AS RESOURCES PERMIT WITH PARTICULAR EMPHASIS BEING PLACED ON :

- A) MAXIMISING THE USE OF DISUSED RAILWAYS AND ANY EXISTING LENGTHS OF REDUNDANT CANAL**
 - B) LINKS TO NEIGHBOURING AUTHORITIES**
 - C) ROUTES BETWEEN SETTLEMENTS AND INTO RURAL AREAS**
 - D) OPPORTUNITIES ARISING FROM HIGHWAY IMPROVEMENT SCHEMES.**
- 3.103 There is an extensive network of public rights of way throughout the Borough, largely based on long established historic paths and bridleways. The network is an invaluable resource, particularly for recreational purposes but also for journeys to work, school or shopping especially in urban and urban fringe areas. The rights of way offer many residents easy access to attractive areas of countryside. Some of the routes have been promoted as long distance walks (e.g. the Dearne Way, Barnsley Boundary Walk) whilst others are highlighted in local walk leaflets. Any opportunity to extend and improve this network is to be welcomed.
- 3.104 Multi-user recreational routes are a more recent concept, aimed at providing a safe track for walkers, cyclists, horseriders and disabled users. Where space is restricted or where there are practical construction difficulties it may not be possible to accommodate all the user groups.

- 3.105 Within the Barnsley area, the Trans Pennine Trail will be the key strategic route in the proposed multi-user recreational network. The Trail is being developed by 30 Local Authorities across the north of England. Barnsley is at the centre of the cross country link between Hornsea and Hull on the east coast and Liverpool and Southport in the west. In addition, the major north-south connecting links to Wakefield/Leeds and Sheffield/Chesterfield cross the east-west route in the Barnsley area.
- 3.106 Much of the Trans Pennine Trail in the Barnsley area is based on disused railway trackbeds. Wherever possible, every effort will be made to minimise at grade crossings of highways to reduce potential conflict between track users and road traffic.
- 3.107 The Trail forms an important element in the development of the tourist potential of the Borough as well as enhancing more local links. Encouragement will be given to the provision of supporting facilities along its route.

Policy GS27

DISUSED CANALS OR PARTS THEREOF OFFER THE POTENTIAL FOR RESTORATION FOR NAVIGATION AND FOR A VARIETY OF LEISURE AND RECREATIONAL ACTIVITIES. THEY WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD INHIBIT THAT POTENTIAL. WHERE IT CAN BE SHOWN THAT A FEASIBLE ALTERNATIVE ROUTE FOR RESTORING NAVIGATION EXISTS, THERE WILL BE NO NEED TO PROTECT THE ORIGINAL ROUTE FOR THE PURPOSE OF RESTORATION OF NAVIGATION BUT IT MAY BE REQUIRED TO PROTECT IT FOR OTHER LEISURE AND RECREATIONAL PURPOSES.

- 3.108 Barnsley has a considerable number of disused lengths of canal, some of which remain unaffected by development and may have potential for future leisure, navigation or other recreational activity. Where this is the case the Council will protect them from any development which would remove the long term possibilities of restoration for a positive use.
- 3.109 Some lengths of disused canal function as wildlife habitats forming valuable nature conservation features in themselves, or providing links between sites of nature conservation interest. These lengths of canal will be protected under Policies GS15, GS16 and GS17 and where appropriate have been designated as nature conservation sites on the Proposals Map.

Policy GS28

THE COUNCIL WILL WHEREVER PRACTICABLE, PRESERVE, PROTECT AND ENHANCE EXISTING PUBLIC RIGHTS OF WAY AND WILL REQUIRE THAT NEW DEVELOPMENT RETAINS AN ATTRACTIVE ROUTE FOR EXISTING RIGHTS OF WAY OR WHERE DIVERSION IS NECESSARY, PROVIDES FOR A SATISFACTORY ALTERNATIVE ROUTE.

- 3.110 As Highway Authority, the Borough Council has a statutory responsibility to maintain the Definitive Map of Public Rights of Way in its area and is also responsible for the maintenance and sign posting of routes.
- 3.111 The effect of development on a public right of way is a material planning consideration and any proposal affecting a public right of way must have taken that effect fully into account. Every effort should be made to retain existing public rights of way affected by development. Where retention on their existing alignment is not practicable, a diversion of the route should be sought by developers. The closure of routes will only be acceptable in exceptional circumstances.

Water Based Recreation

Policy GS29

OPPORTUNITIES WILL BE SOUGHT TO DEVELOP WATER SPORTS FACILITIES PARTICULARLY ON EXISTING RESERVOIRS OR AREAS CREATED BY OTHER DEVELOPMENT.

- 3.112 The provision of such facilities would extend recreation opportunities for Barnsley residents as well as enhancing the tourist potential of the Borough. Existing water areas in the Borough are already widely used for activities such as fishing, and there is also a sailing centre at Winscar Reservoir. The Council will, in liaison with organisations controlling water areas and the provision of facilities, e.g. Yorkshire Water Services plc seek to extend opportunities for water sports activities having regard to the areas involved, the facilities that can be provided, environmental and access considerations.

Caravan & Camping Facilities

Policy GS30

PROPOSALS FOR TOURING CARAVAN AND CAMPING SITES AND ANY ESSENTIAL ANCILLARY FACILITIES, OUTSIDE URBAN AREAS, WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA :

- A) PROPOSALS MUST CONFORM WITH GREEN BELT, LANDSCAPE, NATURE CONSERVATION AND OTHER POLICIES IN THE PLAN**
- B) THE ANCILLARY FACILITIES MUST BE OF A LIMITED SCALE COMPATIBLE WITH THAT OF THE CARAVAN OR CAMPING DEVELOPMENT WHICH THEY SERVE**
- C) THERE MUST BE SATISFACTORY VEHICULAR ACCESS**
- D) THE SITING OF UNITS OTHER THAN TOURING UNITS I.E. TOURING TRAILER CARAVANS, TOURING MOTOR CARAVANS, TOURING TRAILER TENTS AND TENTS, WILL NOT BE PERMITTED.**

3.113 Provision of touring caravan and camping facilities can enhance the attractiveness of Barnsley for visitors. In making such provision and noting the changing patterns of rural use and development there is a need to recognise the requirements that such an approach imposes. It must necessarily be a balance between making facilities available and ensuring that the provision does not detract from the very features or environment that generate the attraction.

3.114 Rural locations which are usually preferred for camping and caravanning are less accessible and more sensitive environmentally than urban local infrastructure. It is necessary to limit the scale and concentration of facilities and ensure suitable access and infrastructure. The development of small scale sites based on existing farmsteads, where supervision can be provided by the farmhouse, and facilities be provided within existing buildings, can provide such accommodation without causing undue visual intrusion.

Touring Caravan Storage

Policy GS30A

PROPOSALS FOR THE USE OF EXISTING OR PROPOSED SCREENED COMPOUNDS OR BUILDINGS FOR THE STORAGE OF TOURING CARAVANS WILL BE CONSIDERED ON THEIR MERITS, PARTICULARLY WITH REGARD TO GREEN BELT POLICIES, VISUAL INTRUSION, ACCESS AND TRAFFIC FACTORS, RESIDENTIAL AMENITY AND OTHER PLANNING POLICIES, INCLUDING POLICY ED4.

- 3.115 The storage of caravans at individual houses can sometimes cause problems, especially if front gardens or driveways are used. The provision of properly located and designed caravan storage compounds and buildings will be encouraged. The use of camping sites will not normally be allowed as these are generally in the Green Belt or open countryside and the use is not appropriate to a rural area. Proposals for storage within redundant farm buildings, or farm yards, where the caravans can be screened and largely hidden from view, may be acceptable, but will be determined in accordance with Green Belt policies, where these are applicable.

Policy GS31

DEVELOPMENT OF RURAL RECREATION FACILITIES AND VISITOR ATTRACTIONS WITHIN THE UPPER DON AREA WILL BE PROMOTED SUBJECT TO POLICIES FOR THE PROTECTION AND ENHANCEMENT OF THE GREEN BELT, AREAS OF BOROUGH LANDSCAPE VALUE, SITES OF NATURE CONSERVATION IMPORTANCE AND THE BUILT ENVIRONMENT.

- 3.116 In conjunction with the Peak District National Park Authority, Sheffield City Council and Yorkshire Water Services plc, a detailed study has been carried out of the tributary area of the River Don in the west of the Borough. The area is regarded as having potential for recreational development and tourism and a programme implementing the proposals in the study is being pursued. The scenic and natural history importance of the area is fully taken into account in any schemes which are undertaken with conservation taking precedence over recreation activities where there is any potential conflict. An example of an appropriate recreation facility which has been given approval is a pony trekking centre based on an existing farm.

Golf Courses

Policy GS32

PROPOSALS FOR NEW GOLF COURSES OR DEVELOPMENT OR EXTENSION OF EXISTING GOLF COURSES, AND DRIVING RANGES, WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA :

- A) THE LIKELY EFFECT ON THE LANDSCAPE OF THE AREA WHICH WILL INCLUDE NOT ONLY LAND-FORM BUT ESTABLISHED VEGETATION, TREES, HEDGES, ANY HISTORIC LANDSCAPE FEATURES AND ANY ARCHAEOLOGICAL FEATURES**
- B) THE EFFECT ON PUBLIC RIGHTS OF WAY**
- C) THE LIKELY EFFECT ON AREAS OF NATURE CONSERVATION SIGNIFICANCE**
- D) THE EFFECT ON BEST AND MOST VERSATILE AGRICULTURAL LAND**

E) THE PROVISION OF SATISFACTORY ACCESS

F) THE EFFECT ON RESIDENTIAL AMENITY

PROVIDED THAT :

I) ALL DEVELOPMENT MUST BE WHOLLY RELATED TO THE GOLF USE AND FUNCTION

II) IN AREAS OF GREEN BELT AND PARTICULARLY BOROUGH LANDSCAPE VALUE, CLUB HOUSE AND OTHER FACILITIES WILL BE EXPECTED TO BE LARGELY BASED ON EXISTING BUILDINGS.

3.117 There are six existing golf courses in the Borough and it is acknowledged that it is an activity for which there is a growing demand. Golf courses are regarded as relatively specialised recreational facilities because of their scale, the nature of their location and the demands they can make on the landscape. There is a need to ensure that the use and development is compatible with the areas in which such proposals are made. There is potential conflict in establishing this recreational use in Green Belt areas and particularly the built development that is required to support and service a golf course, such as Club houses. This conflict can be minimised by the use of existing buildings for such facilities. New development not directly related to golf provision, e.g. hotels will not be acceptable in the Green Belt. Landscape changes could also prove unacceptable, as would detrimental effects on traditional parklands and historic landscapes.

3.118 Golf driving ranges, whilst on a lesser scale, can bring with them similar attendant problems. Although golf driving ranges may be appropriate in the Green Belt, their location, siting and design may make such facilities inappropriate. In particular built facilities should be controlled carefully and must only relate to the use. Particular care will be taken in assessing effects in areas adjoining residential property, including the effect of such features as floodlights.

Countryside Recreation

Policy GS33

PROPOSALS FOR THE USE OF LAND OR OTHER DEVELOPMENT FOR OTHER FORMS OF COUNTRYSIDE RECREATION WILL BE CONSIDERED HAVING REGARD TO THE POLICIES OF THE PLAN, INCLUDING THOSE CONCERNED WITH IMPROVING THE ENVIRONMENT, GREEN BELT, LANDSCAPE, NATURE CONSERVATION, COUNTRYSIDE RECREATION ACTIVITIES, AGRICULTURE, RURAL ECONOMY AND RESIDENTIAL AMENITY.

- 3.119 Recreational use of the countryside takes many forms, with some of the major uses being walkers using the extensive public rights of way network, and the country parks which are the focus of a heavy concentration of visitors and are provided with a variety of facilities. The countryside also accommodates a wide range of active pursuits which include motor sports, orienteering, climbing and mountain biking. Some of these uses may create conflicts with other aspects of the countryside environment, and specific proposals will be considered against relevant policies in the Plan, such as Green Belt, landscape and nature conservation. These types of uses will be catered for if appropriate sites can be found, where the use requires a specific site.

URBAN GREENSPACE

- 3.120 Open undeveloped areas within settlements, urban greenspaces, are a vital part of the whole urban fabric. They provide opportunities for informal and formal recreation, fulfil a visual and physical role and can make a contribution to social, cultural and ecological aspects of urban life. As such these spaces play an important role in maintaining and improving the quality of life for those living in Barnsley. The nature and appearance of these areas has an important impact on the image of the Borough to those making decisions on whether to invest in or visit Barnsley.
- 3.121 Areas of greenspace have different scales and functions. Some areas such as Dearne Valley Park serve wider areas than individual communities. Others are primarily of significance to the community in which they are located, for example, parks and playing fields. There are also a large number of greenspaces which perform a more local function, for example, childrens play areas and amenity space within housing areas.
- 3.122 It is important to recognise the distinction that is made in the following policies. The term 'urban greenspace' reflects a single or number of functions that specific areas perform within the community. These may be recreational with full public access, alternatively they may merely be undeveloped sites without public access which physically relieve the developed parts of urban areas and avoid town cramming. Many areas perform a range of functions which need to be considered both separately and in conjunction with one another.
- 3.123 For the purposes of the policies relating to urban greenspace Community Area Plans identify those areas which are of a significant scale or have a significant role. Smaller areas, which are not specifically identified may also be of equal significance. The Urban Greenspace policies reflect the importance which is attached to safeguarding and, where possible, enhancing provision.

Urban Greenspace

Policy GS34

AREAS DESIGNATED AS URBAN GREENSPACE ON THE PROPOSALS MAP WILL NORMALLY REMAIN OPEN AND UNDEVELOPED. PROPOSALS FOR THE DEVELOPMENT OF SUCH AREAS WILL BE ASSESSED FOR THEIR EFFECT ON THE PRESENT AND POTENTIAL FORMAL AND INFORMAL FUNCTION OF THE AREAS AS :

- A) A FACILITY FOR RECREATION**
- B) AN AREA OF AMENITY VALUE**
- C) AN AREA OF NATURE CONSERVATION VALUE; AND**
- D) A LINK BETWEEN ADJACENT AREAS**

A PROPOSAL LIKELY TO HAVE A SIGNIFICANT ADVERSE EFFECT ON THE FUNCTION OF THE AREA IN ANY SUCH RESPECT WILL NOT NORMALLY BE APPROVED. WHERE MATERIAL CONSIDERATIONS NEVERTHELESS INDICATE APPROVAL, THE ADVERSE EFFECTS ON URBAN GREENSPACE MUST BE OFFSET BY COMPENSATORY IMPROVEMENTS OR ADDITIONS WITHIN OR OUTSIDE THE DEVELOPMENT SITE, INCLUDING WHERE APPROPRIATE, THROUGH PLANNING CONDITIONS OR OBLIGATIONS.

3.124 To conserve and protect areas of open land, within and on the fringe of settlements for present and future generations, urban greenspaces are protected by the foregoing policy. In Community Areas those areas that make a significant contribution because of their scale to formal and casual recreation, nature conservation, or the setting and environment are designated. These designations are not exclusive, and within urban areas there are a large number of smaller greenspace areas which are not specifically identified.

3.125 If proposals are made which seek to remove urban greenspace in whole, or in part, they will be considered against the particular value of the area, for example, for recreation, amenity, ecological, or other specific community purpose. Any development of these areas will be assessed on the basis of the criteria in Policy GS34 which seek equal or better provision of relevance to the Community in which the area is located.

Policy GS35

IN ASSESSING PROPOSALS FOR THE DEVELOPMENT OF LAND WITHIN AN URBAN AREA WHICH, ALTHOUGH NOT DESIGNATED URBAN GREENSPACE, DOES IN FACT SERVE, OR HAS RECENTLY SERVED, ONE OR MORE OF THE PURPOSES OF URBAN GREENSPACE IDENTIFIED IN A) TO D) INCLUSIVE UNDER POLICY GS34, THE COUNCIL WILL HAVE REGARD TO THE DESIRABILITY OF RETAINING OR PROMOTING THE USE OF THE LAND FOR SUCH PURPOSES.

- 3.126 It is neither possible nor practical to identify every small urban greenspace which is of significance locally. However, for many people these sites are of equal and sometimes greater importance to their local environment and facilities, than the designated urban greenspaces. Proposals on these areas will be assessed against criteria in Policy GS34 and in particular the need to ensure that provision for childrens play either formal or casual is fully satisfied, and that the environmental benefits of a site, both intrinsically and to surrounding development, is not prejudiced.

Outdoor Sport & Outdoor Recreation Provision

- 3.127 One of the main functions of open space is to provide for the formal and informal recreation needs of the community. This is recognised in the three major themes in PPG17 - (Sport and Recreation) :
- a) The importance to the health and well being of the public of open space and recreation facilities
 - b) The importance of recognising the increasing recreational aspirations of all sections of the community and providing a wide range of opportunities
 - c) Protecting, preserving and providing facilities not only to meet current needs but those of future generations.
- 3.128 Strategic Guidance for South Yorkshire and PPG17 refer to the work of Sport England and in particular its Regional Strategy - A Sporting Chance. This strategy is based upon ensuring every individual has the opportunity to take part and fulfil their potential in sport and active recreation. Particular efforts are targeted towards groups whose participation levels are low, in particular women and young people in the under 18 age group. To meet these objectives both now and in the future it is clear that a wide range of resources must be available to stimulate and accommodate activity. Outdoor recreational open space, especially that for formal use, together with indoor facilities, is central to providing for recreational needs.

- 3.129 Future provision and the way that provision is used to meet the existing and developing active recreational needs of the community is an issue to be dealt with in a District-wide Recreational Strategy. The UDP can form the land use dimension of such a strategy. In the absence of a strategy, to protect, and ensure adequate provision is available for future generations and needs, conserving resources is the basis for the UDP approach and policy. Adding to the existing facilities through provision within development will make consistent additional contributions which match the needs generated by these developments.

Policy GS36

IN CONSIDERING PROPOSALS FOR DEVELOPMENT AND IN IMPLEMENTING OTHER POLICIES AND PROPOSALS IN THE PLAN THE COUNCIL WILL SEEK TO ENSURE THAT A MINIMUM STANDARD OF 2.43 HECTARES OF OUTDOOR SPORT/RECREATION SPACE PER 1,000 POPULATION IS ACHIEVED THROUGHOUT THE PLAN AREA.

- 3.130 It is particularly important to ensure adequate provision of specialised recreation facilities. These represent a singular asset requiring careful protection, not only to meet current demand, but to provide an asset for the future. The future benefit may come from two sources: greater population numbers; and greater levels of participation. Where resources are being directed into encouraging increasing participation, the facilities to support this must be maintained and enhanced. Good playing fields can be used for different seasonal sports and may need to adapt to changing participation rates between sports.
- 3.131 In assessing the adequacy of facilities, making judgements on proposals to disturb such areas, and assessing provision within new development, the base line of a minimum standard is adopted by the Plan. This standard is that promoted by the National Playing Field Association and is widely recognised. The standard contains a range of elements :
- a) 1.6 - 1.8 hectares for Youth and Adult use (of which a minimum of 1.2 hectares should be in formal pitches for specific sports)
 - b) 0.6 - 0.8 hectare for Childrens use including outdoor equipped play areas and casual and informal space within housing.

The NPFA advise that both elements are crucial in new development and the standard will be used in assessing provision within or associated with new development.

- 3.132 Making assessments of existing provision in relation to the standard and its component elements is inherently complex. Where practicable efforts will be directed at improving facilities in areas which are deficient, notably the older urban areas. Such gains may be made by: additional recreational space; by improving the quality of existing facilities to enable them to sustain greater use; and by widening their suitability to different sections of the community.

New Opportunities for Outdoor Recreation Space

Policy GS37

THE COUNCIL WILL SEEK IMPROVEMENT OF FORMAL AND CASUAL RECREATION PROVISION, BY THE CREATION OF NEW AREAS AND UPGRADING EXISTING SITES, INCLUDING THE INCORPORATION OF PROVISION FOR RECREATION IN ASSOCIATION WITH DEVELOPMENTS WHICH ARE PRIMARILY FOR OTHER PURPOSES.

- 3.133 Where appropriate, additional land is proposed for recreational purposes to meet identified deficiencies in the level and distribution of facilities. These will include playing fields, all-weather facilities, equipped childrens play areas and other recreational open space areas. Resources to make additional provision, for enhancement and site maintenance, are limited. Priorities for provision, particularly for sport, require a broader approach through a District Recreation Strategy. Nevertheless where opportunities arise to rectify obvious local deficiencies the Council will seek to enhance facilities.
- 3.134 Provision for sport recreation and other purposes will be a requirement of new residential developments, in accordance with Policy H6 and the needs generated by the development. Developments, other than housing, may also be required to make provision.
- 3.135 The provision of further recreational space can be achieved by a range of different means. Derelict land reclamation has created large new green areas through the restoration of such features as colliery tips, and these have potential as informal recreation space. Public footpaths, seating and picnic areas are examples of features which increase recreational value of such areas. Small environmental improvements can create local play space in residential areas. Features such as disused railway and canal routes, and existing river valleys, have great potential for accommodating new recreational routeways, improving the appearance of such areas and creating new links between urban and rural areas, thus extending recreational access.

Allotments

- 3.136 Allotments form a traditional and much valued recreational pursuit in the Borough. They are widely distributed throughout the Community Areas and extensive in number. It is necessary to apply a particular framework to allotments because of their specialised and unique attributes. Such spaces are regarded as Urban Greenspace.

Policy GS38

DEVELOPMENT OF LAND IN USE, OR LAST USED, AS ALLOTMENTS WILL NOT NORMALLY BE PERMITTED. ANY PROPOSALS FOR DEVELOPMENT OR ALTERNATIVE USE WILL BE CONSIDERED ON THE BASIS OF THE FOLLOWING :

- A) SUITABLE ALTERNATIVES SHALL BE PROVIDED IN CLOSE PROXIMITY, AND OF SUFFICIENT QUALITY, TO ACCOMMODATE DISPLACED ALLOTMENT HOLDERS**
 - B) PROPOSALS WILL BE SUBJECT TO ENVIRONMENTAL AND OTHER POLICIES IN THE PLAN AND SPECIFICALLY GS34**
 - C) WHERE ALLOTMENTS ARE OR BECOME DISUSED CONSIDERATION WILL BE GIVEN TO DEMAND FOR ALLOTMENTS IN THE AREA.**
- 3.137 Statutory allotments administered by the Council cover some 93 sites which provide in excess of 2,000 plots. There are also numerous private allotment sites but these are not covered by the requirements of the statutory procedures. Because of their value to the community it is important that all allotments are offered protection.
- 3.138 To secure release of land for development, the statutory procedures require that suitable alternatives have been provided for those allotment holders who will be displaced, and that the alternatives are in close proximity and of sufficient quality. It is considered that the same requirements ought to apply to all sites which represent part of a continuing culture of the area.
- 3.139 Whilst allotments have restricted access they can form important elements in the urban fabric and proposals on such sites will be considered in the context of the environmental and other policies in the Plan. The quality of these areas is often degraded by buildings and boundary treatments. Efforts are being directed to improving the statutory sites, such treatment enhances their environmental benefit and will be pursued.

RECREATION & LEISURE

Indoor Recreation & Leisure Facilities

Policy GS39

THE PROVISION OF NEW INDOOR RECREATION AND LEISURE FACILITIES AND THE IMPROVEMENT OF EXISTING ONES WILL BE ENCOURAGED IN APPROPRIATE LOCATIONS, PARTICULARLY WHERE THEY :

- A) ARE ASSOCIATED WITH IDENTIFIED NEEDS**
- B) OFFER GREATEST ACCESSIBILITY TO THE PUBLIC**
- C) INVOLVE THE USE OF DERELICT OR DEGRADED LAND AND ASSIST IN MEETING THE STRATEGIC OBJECTIVES; PARTICULARLY THE NEED TO REVITALISE COMMUNITIES AND LESSEN DISADVANTAGE.**

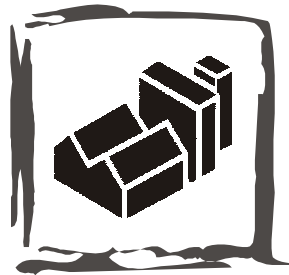
3.140 Provision of indoor leisure facilities is of particular importance in meeting the objectives of Sport England in the areas of foundation and participation, and particularly for the target groups in the community. To these groups indoor facilities can provide a safe, comfortable, accessible and supervised environment which will further encourage participation.

3.141 The Borough has a wide range of indoor facilities. The Metrodome in central Barnsley, caters for an extensive range of activities, including very specialised sports. In the Community Areas various levels of facilities have been developed, often in association with schools. The availability and distribution of such facilities does not fully meet the needs of all communities. To rectify possible deficiencies requires both a strategic overview of a District Recreation Strategy and substantial capital resources. It is unlikely that in the short term without external support public provision will be increased. However, where suitable, private sector provision directly or through contribution will be favourably considered including the application of funds arising from Policy H6.

Policy GS40

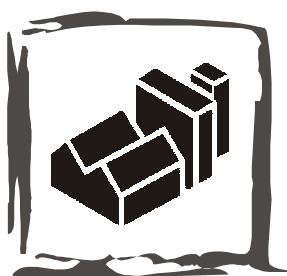
THE COUNCIL WILL PROMOTE THE FULL USE OF EXISTING OR NEW INDOOR RECREATION AND LEISURE FACILITIES.

3.142 Community use of leisure facilities attached to schools, other institutions and private organisations provide an opportunity to extend the range of facilities available to the public in accessible locations. Education facilities in particular, are well located to serve the community and can be under-utilised outside the educational day. Use by the public and organisations must be consistent with the needs of the primary users of these facilities.



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BUILT ENVIRONMENT

TRENDS & ISSUES

- 3.143 Conserving and improving the physical environment is one of the key strategic objectives of the Plan. The UDP provides the opportunity for the Council to emphasise its commitment to raising the quality of the built environment as part of the regeneration strategy. A high quality of built environment helps to improve the quality of life, raise confidence in an area and attract inward investment.
- 3.144 Barnsley has an extremely varied built environment ranging from tight knit rows of terraced houses particularly in the existing mining settlements and around the Town Centre, to the large Council and private housing estates which have been developed in the main settlements at different periods since the First World War. The rural areas of the Borough particularly in the west contain villages comprising a mixture of old and modern buildings which reflect the changing functions of the settlements over the years.
- 3.145 It is this variety in settlement form and built environment which contributes to Barnsley's particular character, as well as providing a wide choice of residential areas for those seeking to move into or within the Borough. Many of the older private residential areas have benefited from General Improvement Areas treatment in the past and the aim is to continue this process within the framework of legislation on Housing Renewal Areas. Local Authority estates continue to be targeted for improvements through programmes such as Estates Action.
- 3.146 Existing large industries and industrial estates such as Carlton and Claycliffe Road dominate significant parts of Barnsley. Standards of industrial buildings and their environments cannot only affect local amenity but can also influence potential new investors.

- 3.147 In view of the emphasis in the UDP on re-industrialisation and economic regeneration it is important to continue the process of raising standards of development, particularly industrial and commercial development which has not always been of the highest quality. Investors in modern growth industries, which Barnsley needs to attract, increasingly highlight the quality of the environment in which they operate as a key factor in location decisions.
- 3.148 The Council has given high priority to improving areas with poor environments. For example, Industrial/Commercial Improvement Area Policies and programmes as well as development control activities have contributed significantly to uplifting some of the less attractive urban environments in the Borough.
- 3.149 Council policies including those in the Structure and Local Plans have been successful in protecting and enhancing the best aspects of the built environment such as Conservation Areas and Listed Buildings. Continuing such policies in the UDP will assist in achieving the strategic goals and objectives of the UDP.
- 3.150 In addition to the physical aspects of the built environment, it also has a strong social dimension. This applies at the strategic level, for example, in relation to locating community facilities and services and employment opportunities conveniently for people dependent on public transport. It also applies at the detailed level in respect of the design and layout of buildings and other urban infrastructure, such as car parks. The design and layout of buildings and urban areas can also help to reduce opportunities for crime. These factors have been recognised in PPG1.

BUILT ENVIRONMENT OBJECTIVES

- 1. To preserve and enhance the architectural, historic and archaeological heritage of the Borough.**
- 2. To ensure that new development achieves high standards of layout, design, materials and landscaping, appropriate to its context.**
- 3. To ensure the layout and design of new development :**
 - a) takes account of the needs of those with mobility problems and special accessibility requirements;**
 - b) minimises opportunities for crime.**

BUILT ENVIRONMENT POLICIES

- 3.151 Barnsley has a wide variety of important buildings and other features which reflect its heritage and make an important contribution to fulfilling the strategic objectives. The policies relating to Conservation Areas, Listed Buildings and Archaeological sites represent a continuation and extension of the policy framework in previous Plans which reflects the importance which is attached to these elements of the built environment.

Conservation Areas

Policy BE1

IN CONSERVATION AREAS DEVELOPMENT WILL ONLY BE APPROVED IF IT ENHANCES OR PRESERVES THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.

- 3.152 Conservation areas are recognised as being a valuable way of protecting the historic built environment. Consideration will be given to extending the existing coverage of Conservation Areas to other areas which merit protection. The Council will bring forward proposals for the preservation and enhancement of Conservation Areas, as part of a programme of appraisals.
- 3.153 Planning applications for development in Conservation Areas will be assessed in the light of the guidance set out in appropriate Government circulars and Planning Policy Guidance.

Policy BE1A

IN CONSIDERING PROPOSALS FOR DEVELOPMENT IN OR AFFECTING CONSERVATION AREAS THE FOLLOWING PRINCIPLES WILL BE APPLIED :

- A) DEVELOPMENT SHOULD BE OF THE HIGHEST QUALITY OF DESIGN AND MATERIALS, TO ENHANCE OR PRESERVE THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA
- B) THE COUNCIL WILL NOT BE PREPARED TO DETERMINE APPLICATIONS IN CONSERVATION AREAS IN OUTLINE ONLY
- C) APPLICATIONS FOR DEVELOPMENT IN CONSERVATION AREAS MUST INCLUDE DRAWINGS WHICH CLEARLY ILLUSTRATE THE PROPOSALS IN THEIR CONTEXT, SO THAT THEIR IMPACT ON THE AREA MAY BE PROPERLY ASSESSED

- D) THE DEMOLITION OF BUILDINGS AND WALLS WHICH CONTRIBUTE TO THE CHARACTER OF THE CONSERVATION AREA WILL NOT BE PERMITTED
 - E) THE REMOVAL OF TREES WHICH MAKE, OR WILL MAKE, A SIGNIFICANT CONTRIBUTION TO THE CHARACTER OF THE CONSERVATION AREA WILL NOT BE PERMITTED
 - F) WHERE A CONSERVATION AREA CONSENT OR A LISTED BUILDING CONSENT IS GRANTED FOR THE DEMOLITION OF A BUILDING IN A CONSERVATION AREA, A CONDITION WILL BE IMPOSED TO ENSURE THAT THE DEMOLITION ONLY GOES AHEAD WHEN FULL PLANNING PERMISSION HAS BEEN GRANTED FOR THE REDEVELOPMENT OF THE SITE AND A CONTRACT FOR THE EXECUTION OF SUCH WORKS OF REDEVELOPMENT HAS BEEN ENTERED INTO
 - G) PROPOSALS FOR DEVELOPMENT ADJACENT TO CONSERVATION AREAS SHOULD BE DESIGNED TO BE IN HARMONY, IN TERMS OF SIZE, FORM AND MATERIALS, WITH THE CONSERVATION AREA
 - H) WHEN CONSIDERING DEVELOPMENT PROPOSALS, THE COUNCIL WILL TAKE CARE TO ENSURE THAT THERE IS NO DETRIMENTAL EFFECT ON VIEWS INTO AND OUT OF THE AREAS.
- 3.154 The criteria set out in this policy are intended to allow new development to be accommodated in a conservation area, but to ensure that the valuable architectural and visual qualities of the conservation area are retained, thereby preserving its existing character and appearance.

Listed Buildings

Policy BE2

THE COUNCIL WILL HAVE SPECIAL REGARD TO THE DESIRABILITY OF SECURING THE RETENTION, REPAIR, MAINTENANCE AND CONTINUED USE OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE SPECIAL ARCHITECTURAL OR HISTORIC INTEREST CHARACTER OF LISTED BUILDINGS WILL NOT BE PERMITTED. OTHER BUILDINGS CONSIDERED BY THE COUNCIL TO BE OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WILL BE PUT FORWARD TO THE DEPARTMENT OF NATIONAL HERITAGE FOR LISTING.

- 3.155 Listed buildings are designated by the Secretary of State because of their special architectural or historic interest. They make an important contribution to the built environment but growth and change in urban and rural areas can threaten the stock of such buildings.

- 3.156 Buildings considered to be of sufficient architectural or historic interest, but not included in the statutory list of protected buildings, will be put forward by the Council to the Department of National Heritage with a request for spot listing, particularly if threatened by demolition or harmful alteration.

Policy BE2A

IN CONSIDERING PROPOSALS AFFECTING LISTED BUILDINGS THE COUNCIL WILL APPLY THE FOLLOWING PRINCIPLES :

- A) THE COUNCIL WILL ONLY BE PREPARED TO COUNTENANCE THE DEMOLITION OF A LISTED BUILDING WHEN THE APPLICANT HAS CONCLUSIVELY DEMONSTRATED THAT AN EXHAUSTIVE SEARCH HAS FAILED TO FIND A SUITABLE ALTERNATIVE USE AND/OR NEW OWNER OR TENANT
 - B) ALTHOUGH THE RETENTION OF THE ORIGINAL USE OF A LISTED BUILDING WILL NORMALLY BE PREFERRED, THE COUNCIL WILL WORK WITH THE OWNER TO FIND AN ACCEPTABLE NEW USE WHICH WILL ALLOW THE BUILDING TO BE RETAINED
 - C) THE COUNCIL WILL SEEK TO PRESERVE AND ENHANCE THE SETTINGS OF LISTED BUILDINGS BY APPROPRIATE CONTROL OVER THE DESIGN OF NEW DEVELOPMENT IN THEIR VICINITY, CONTROL OVER THE USE OF ADJACENT LAND, AND WHERE APPROPRIATE, BY THE PRESERVATION OF TREES AND LANDSCAPE FEATURES.
- 3.157 Once a building has been given listed status, it is an offence to carry out unauthorised work for alteration, extension or demolition. The criteria in this policy are intended to prevent unnecessary detrimental changes to the architectural or historic character of listed buildings, and to ensure that the Council has sufficient information on which to base a decision on proposals affecting listed buildings. When considering applications for alterations and extensions to listed buildings, the Council will require full survey drawings of the building, identifying any interior features of historic or architectural interest affected by the proposals.

Archaeological Sites

Policy BE3

WHERE NATIONALLY IMPORTANT ARCHAEOLOGICAL REMAINS, WHETHER SCHEDULED OR NOT, AND THEIR SETTINGS ARE AFFECTED BY PROPOSED DEVELOPMENT THERE WILL BE A PRESUMPTION IN FAVOUR OF THEIR PHYSICAL PRESERVATION.

OTHER UNSCHEDULED ARCHAEOLOGICAL REMAINS OF MORE LOCAL IMPORTANCE MAY ALSO BE WORTHY OF PRESERVATION. WHERE THESE FEATURES ARE AFFECTED BY DEVELOPMENT PROPOSALS, THEIR RELATIVE IMPORTANCE WILL BE WEIGHED AGAINST OTHER FACTORS INCLUDING THE NEED FOR THE PROPOSED DEVELOPMENT.

ON SITES OF IDENTIFIED OR POTENTIAL ARCHAEOLOGICAL SIGNIFICANCE, THE COUNCIL MAY REQUIRE AN ARCHAEOLOGICAL FIELD EVALUATION TO BE SUBMITTED AS PART OF A PLANNING APPLICATION.

- 3.158 Archaeological remains are considered a finite and non-renewable resource, often vulnerable to damage and destruction. Appropriate management is essential to ensure that they survive in good condition. Care must be taken to ensure that archaeological remains are not needlessly, thoughtlessly or wilfully destroyed.
- 3.159 PPG16 (Archaeology and Planning) states that “they are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism”. Many sites are fragile, and vulnerable to damage from a number of sources, including: construction methods; expansion of the road network; modern agricultural techniques, especially deep ploughing or drainage of wetlands; and mineral extraction.
- 3.160 There are many archaeological sites and finds in Barnsley district and information on these is held in the South Yorkshire Sites and Monuments Record. A number of these sites are scheduled, or will be scheduled in the future, as they are nationally important and are protected under the Ancient Monuments and Archaeological Areas Act, 1979.
- 3.161 Nationally important archaeological remains should be preserved in situ. Certain sites which are of importance in local terms may also be worth preserving, but this will have to be judged against various considerations, including the intrinsic importance of the remains and the need for the proposed development.
- 3.162 On proposed development sites, the Authority will consider any archaeological aspects, in consultation with the County Archaeologist, and will endeavour to enter into negotiations with the applicant early on in the planning and development control process to evaluate the site.
- 3.163 The Council will require sufficient information from applicants to assess the potential impact of their proposals upon important archaeological sites. The Planning Authority may request the prospective developer to arrange for an archaeological field evaluation to be carried out before any decision on the planning application is taken. Such an evaluation will give an indication of the character and extent of remains, and help decide the weight which should be attached to their preservation. It will also provide information useful for identifying potential options for minimising or avoiding damage.

Policy BE4

WHERE THE AUTHORITY DECIDES THAT THE PHYSICAL PRESERVATION OF ARCHAEOLOGICAL REMAINS IN SITU IS NOT JUSTIFIED, AND THAT DEVELOPMENT WHICH WOULD DESTROY THE REMAINS SHOULD PROCEED, THE AUTHORITY WILL ENSURE, BEFORE GRANTING PLANNING PERMISSION, THAT THE DEVELOPER HAS MADE APPROPRIATE AND SATISFACTORY PROVISION FOR THE EXCAVATION AND RECORDING OF THE REMAINS.

- 3.164 On some archaeological sites it may be possible to modify the design to preserve part or all of the archaeological remains. In other cases it may not be appropriate to preserve the remains in situ but it is important to carry out excavation works and record the remains before they are destroyed.
- 3.165 The Authority will expect developers to enter into an agreement with the County Archaeologist and the Authority to provide for excavation and recording work before development commences, to work to an agreed project brief, and subsequently to publish the results of the excavation.

Improving Existing Areas of Poorer Quality Built Environment

- 3.166 Some parts of the existing built environment are of poor quality and require improvement in the context of achieving the overall strategic objectives. This issue is largely covered by other policies, i.e. improvement of housing areas (Policy H9) and improvement of industrial and commercial areas (Policies GS2 and GS4).

Policy BE5

THE COUNCIL WILL SEEK TO ENHANCE THE ENVIRONMENTAL QUALITY OF EXISTING HOUSING, COMMERCIAL AND INDUSTRIAL AREAS.

- 3.167 Certain areas of the Borough have suffered a deterioration in environmental quality, often caused by changes in the economic structure of the area. This leads to neglect and dereliction of land and buildings, which decreases confidence in the area and creates a disincentive to investment. Considerable scope exists for improvement to these areas through Government funding programmes such as City Challenge.

QUALITY OF DEVELOPMENT

- 3.168 Achieving high quality new development is important, not only because it helps revitalise existing communities and improve the physical environment but also because it can help to improve the image and appearance of the Borough to investors, visitors and others who can help to stimulate and implement economic regeneration. Emphasis will be placed on achieving high quality development of all types and in all areas. The design of new development should take account of how it relates to its context and surrounding land uses particularly on the urban edge where well-designed development can minimise urban fringe problems.

Design Standards

Policy BE6

THE COUNCIL WILL SEEK TO ACHIEVE GOOD DESIGN STANDARDS FOR ALL TYPES OF DEVELOPMENT.

PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED USING THE FOLLOWING DESIGN CRITERIA :

- A) THE QUALITY OF LAYOUT, AND SUITABILITY OF SCALE OF THE DEVELOPMENT**
- B) THE USE, QUALITY, DESIGN AND LANDSCAPE TREATMENT OF OPEN LAND WITHIN THE SITE AND THE AREA AROUND BUILDINGS**
- C) THE STANDARD OF DETAILED DESIGN AND FACING MATERIALS OF PROPOSED BUILDINGS**
- D) THE SUITABILITY OF THE WHOLE DEVELOPMENT FOR ITS PROPOSED CONTEXT AND ITS RELATIONSHIP WITH ADJOINING LAND USES.**

DESIGNS WHICH THE COUNCIL CONSIDERS UNSATISFACTORY IN TERMS OF ANY OF THESE CRITERIA WILL BE REJECTED.

- 3.169 Achieving high standards of design is an integral part of improving the quality of development.
- 3.170 The Council believes that good design is the responsibility of all applicants, who are encouraged to engage skilled professional advisors to achieve high standards. Before applicants commence any design work they are advised to familiarise themselves with the relevant planning guidance and to consult the Council's Department of Planning, if necessary.

Design to Avoid Crime

Policy BE6A

IN ASSESSING ANY PROPOSED DEVELOPMENT LAYOUT, THE COUNCIL WILL SEEK TO AVOID OPPORTUNITIES FOR CRIME. THE FOLLOWING CRITERIA MAY BE APPLIED WHERE APPROPRIATE :

- A) PARKING AREAS AND GARAGE COURTS SHOULD BE WELL LIT AND IN A LOCATION VISIBLE FROM THE HIGHWAY, NOT SCREENED BY WALLS OR PLANTING
- B) PUBLIC OPEN SPACES SHOULD BE VISIBLE FROM HIGHWAYS, AND BE OVERLOOKED BY NEIGHBOURING DWELLINGS. THE CREATION OF DARK CORNERS MUST BE AVOIDED
- C) HIGH LEVELS OF LIGHTING MUST BE INSTALLED AND MAINTAINED TO ALL PUBLIC AREAS
- D) WALLS AND PLANTING ALONG PUBLIC ROUTES SHOULD BE DESIGNED TO AVOID BLIND CORNERS AND HIDING PLACES
- E) DEVELOPMENTS SHOULD BE SEPARATED INTO PUBLIC AND PRIVATE AREAS. SECURITY OF PRIVATE AREAS MUST NOT BE REDUCED BY SUCH THINGS AS FOOTPATHS BETWEEN REAR GARDENS
- F) HOUSING SHOULD BE DESIGNED INTO SECURE GROUPS, PROBABLY OFF CULS-DE-SAC, WITH NO THROUGH TRAFFIC VEHICULAR OR PEDESTRIAN, AND WHERE STRANGERS ARE EASILY IDENTIFIED.

3.171 Advice from South Yorkshire Police and guidance in Government circulars indicates that the design of new development can have an influence on reducing opportunities for crime. The criteria in this policy indicate how design can facilitate the 'watching over' of an area by residents and prevent the creation of places where crime is easy to carry out.

Design & Access for the Public

Policy BE6B

IN ASSESSING ANY PROPOSED DEVELOPMENT TO WHICH THE PUBLIC WILL HAVE ACCESS INCLUDING ROADS AND FOOTPATHS IN RESIDENTIAL AND OTHER AREAS, THE COUNCIL WILL SEEK, WHERE APPROPRIATE, THROUGH THE FOLLOWING DESIGN CRITERIA, TO ENSURE THE CREATION OF A FULLY ACCESSIBLE ENVIRONMENT :

- A) WHEREVER POSSIBLE, NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO MAKE IT EASILY ACCESSIBLE TO PUBLIC TRANSPORT USERS
- B) IN THE DESIGN OF NEW DEVELOPMENTS, REFURBISHMENTS AND CHANGES OF USE INVOLVING NON-DOMESTIC BUILDINGS, GOOD PROVISION MUST BE MADE FOR DISABLED WORKERS, VISITORS AND CUSTOMERS TO GAIN ACCESS TO, AND MOVE WITHIN, ALL BUILDINGS

- C) AN APPROPRIATE NUMBER OF OVER-SIZED CAR PARKING SPACES MUST BE PROVIDED CLOSE TO NON-DOMESTIC BUILDINGS AND PERMANENTLY SET ASIDE FOR THE USE OF THOSE WITH MOBILITY HANDICAPS
 - D) IN THE DESIGN OF EXTERNAL AREAS THE COUNCIL WILL TAKE INTO ACCOUNT THE NEEDS OF ALL SPECIAL GROUPS, E.G. WHEELCHAIR USERS, THE BLIND AND PARTIALLY SIGHTED, PEOPLE WITH PUSHCHAIRS AND/OR SMALL CHILDREN, AND THE ELDERLY AND INFIRM, IN ORDER TO CREATE A SAFE AND ACCESSIBLE ENVIRONMENT.
- 3.172 Access into and moving around some buildings is difficult, if not impossible, for an estimated 10 million people in this country who are mobility handicapped in some way. By working towards a 'barrier-free' environment, better mobility can be achieved for everyone.
- 3.173 Improvements in accessibility need to be matched by improvements in facilities, such as toilets for the disabled, baby changing and feeding rooms, adequate size and number of lifts, seating and rest areas and wheelchair hire schemes.
- 3.174 For many people convenient access to buildings and other public areas depends on their location in relation to public transport facilities on which they rely for mobility.

Pedestrians & Cyclists

Policy BE6C

IN ASSESSING THE DESIGN AND LAYOUT OF NEW HOUSING DEVELOPMENTS, THE COUNCIL WILL SEEK TO ENSURE ACCESS TO LOCAL FACILITIES FOR PEDESTRIANS AND CYCLISTS WHICH MINIMISE DISTANCE AND THE USE OF ROADS OF MORE THAN LOCAL IMPORTANCE.

- 3.175 Residents of new housing developments will need access to local facilities for 'everyday' needs, for example, to shops, schools and community facilities. It is considered important to provide easy access by a number of modes of transport, including by bicycle and by foot, so as to create opportunities to reduce the number of trips made by motor vehicles, particularly for short journeys. The potential access routes for pedestrians and cyclists to local facilities should also, where possible, be safe in that they avoid busier traffic routes. The provision of Policies T26 and T27 are relevant to considerations of this aspect of development proposals.

Advertising

Policy BE6D

CONSENT TO DISPLAY AN ADVERTISEMENT WILL ONLY BE GRANTED WHERE THE PROPOSAL WOULD NOT BE INJURIOUS TO AMENITY, BY VIRTUE OF SIZE, POSITION, LOCATION OR PROLIFERATION AND, WHERE APPROPRIATE, LEVEL OF ILLUMINATION; AND WHERE THE PROPOSAL WOULD NOT BE PREJUDICIAL TO PUBLIC SAFETY.

- 3.176 This policy is in accordance with Government guidance in the Town and Country Planning (Control of Advertisements) Regulations 1992, i.e. that the regulation of advertisements is carried out in the interests of amenity and public safety. In implementing this policy, the Council will have regard to the detailed guidance provided in Supplementary Planning Guidance.

Temporary Structures

Policy BE6E

ON SITES VISIBLE FROM HIGHWAYS AND PUBLIC AREAS, PORTABLE AND DEMOUNTABLE BUILDINGS AND THOSE IN SHORT LIFE MATERIALS WILL ONLY BE GIVEN A TEMPORARY PERMISSION, NOT EXCEEDING FIVE YEARS, AND THEN ONLY IN EXCEPTIONAL CIRCUMSTANCES WHERE IT CAN BE SHOWN THAT A BUILDING IN PERMANENT MATERIALS IS EITHER NOT SUITABLE, OR THAT URGENT ACCOMMODATION IS NEEDED PENDING THE COMPLETION OF A PERMANENT STRUCTURE.

- 3.177 Portacabins and other temporary buildings are utilitarian in design and on many sites would detract from the appearance of the area. When hidden from public view, for example on some parts of industrial estates, such buildings may be acceptable, but on other sites the use of such buildings will be allowed only exceptionally and then only for a limited period.
- 3.178 Renewal of such temporary permission will be favourably considered only if the applicant can show that exceptional circumstances exist and that measures to resolve the situation are outside his control, but will be effected within the period of the next temporary consent which will be for a period not exceeding five years.

Light Pollution

Policy BE6F

THE COUNCIL WILL SEEK TO MINIMISE LIGHT POLLUTION. DETAILS OF ANY EXTERNAL LIGHTING SCHEME REQUIRED AS PART OF ANY NEW DEVELOPMENT OR HIGHWAY SCHEME SHOULD BE SUBMITTED AS PART OF THE PLANNING APPLICATION. APPLICANTS WILL BE EXPECTED TO DEMONSTRATE TO THE COUNCIL THAT THE SCHEME PROPOSED IS THE MINIMUM NEEDED FOR SECURITY, SAFETY OR WORKING PURPOSES AND THAT IT MINIMISES POTENTIAL POLLUTION FROM GLARE AND SPILLAGE, PARTICULARLY TO :

- A) RESIDENTIAL AREAS
- B) AREAS OF NATURE CONSERVATION INTEREST
- C) AREAS WHOSE OPEN AND REMOTE LANDSCAPE QUALITIES WOULD BE AFFECTED.

- 3.179 It is recognised that, for safety and security reasons, as well as operational needs, external lighting is often an essential part of development, such as factories, leisure and shopping facilities and new roads.
- 3.180 However, excessive or poorly designed lighting can have adverse effects, including disturbance to residents living in the vicinity; waste of energy; pollution of the night sky; visual intrusion in the night time landscape; and disruption to wildlife habitats.
- 3.181 Development proposals should seek to minimise the effects of light pollution, through the design and location of any external lighting. Where planning applications include proposals for external lighting, applicants may be requested to submit details, including the location and luminance of any such lighting.
- 3.182 Lighting for highway schemes is designed in accordance with Department of Transport Standards.

Public Art

Policy BE7

THE PROVISION OF WORKS OF ART IN PUBLIC PLACES AND IN DEVELOPMENTS WILL BE ENCOURAGED.

- 3.183 Public Art in the built environment and the design of buildings and sites can be beneficial to the appearance of an area, create a sense of place and encourage public respect for the environment.
- 3.184 A well designed environment can also enhance the image of an area to visitors and investors. It can also help create local employment for artists, craftsmen, designers and manufacturers.



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Environment Standards INTRODUCTION

- 3.185 Conserving and improving the environment is one of the three key objectives of the Plan. Many of the policies in the Plan are focused on achieving this objective and are consistent with central Government advice contained in PPG23 'Planning and Pollution Control'. These include: separating potentially polluting activities from other land uses through, for example, the strict control of development in residential areas (Policy H8); setting criteria for the control of certain types of development, such as certain industries, waste disposal or mineral working which have the potential to pollute (Policies ED4, WD3 and M9); co-ordinating development strategies and proposals with the provision of infrastructure such as drainage facilities (Policy UTL1); setting priorities and land use policies for the reclamation of derelict and degraded land (Policy GS2); and applying good standards of design (Policy BE6).
- 3.186 In addition to these and other policies in the Plan which contribute to maintaining and enhancing the quality of the environment there are a number of specific ways which the environment can be protected from potentially damaging activities and standards maintained. These are the subject of the following policy framework.
- 3.187 In accordance with Government regulations (Town and Country Planning Assessment of Environmental Effects Regulation 1988), assessments will be required from the applicant not only for developments falling within the obligatory classes (Schedule 1) but also for certain other classes of development at the Local Planning Authority's discretion (Schedule 2). Wherever the Council considers that a proposed development falling within Schedule 2 categories would have a significant effect on the environment it will require the submission of an environmental statement.

Pollution

Policy ES1

THE COUNCIL WILL REFUSE PROPOSALS FOR DEVELOPMENT WHICH ARE LIKELY TO RESULT IN HARM TO THE ENVIRONMENT THROUGH EXCESSIVE LEVELS OF POLLUTION ARISING EITHER WITHIN THE SITE TO BE DEVELOPED OR OCCASIONED ELSEWHERE BY THE PROPOSED DEVELOPMENT.

THE COUNCIL WILL IN PARTICULAR RESIST DEVELOPMENT WHICH IS LIKELY TO RESULT IN HOUSING, SCHOOLS, HOSPITALS OR OTHER SENSITIVE LAND USES BEING SUBJECTED TO EXCESSIVE LEVELS OF AIR, NOISE OR OTHER POLLUTION.

WHERE DEVELOPMENT IS PERMITTED THE COUNCIL WILL SEEK TO ENSURE THAT RESULTING POLLUTION IS AVOIDED OR MINIMISED.

- 3.188 PPG23 Planning and Pollution Control recognises that the planning system has an important role to play in determining the location of development which may give rise to pollution so as to avoid or minimise adverse effects, thus complementing the role of pollution control legislation in regulating the operation of development once permitted. Pollution of land, water, or air can have harmful effects on nature conservation, human health and the amenity of an area and can affect the use of land, for example by reducing agricultural quality or deterring investment. In order to minimise these harmful effects, all development will be required to prevent harm to the environment by minimising pollution. It will be the responsibility of applicants to ensure that sufficient information is provided with their planning application to allow a proper assessment of the potential for pollution.
- 3.189 The impact of pollution on people, particularly when they are at home, at school or in hospital, can seriously affect the quality of life. The Council will seek to ensure that new development is located so that sensitive uses are not subjected to unacceptable levels of noise or air pollution including smell, fumes, smoke, soot, ash, dust or grit. This will involve controlling both the introduction of potential sources of pollution, but also ensuring that new houses, schools, hospitals or other sensitive uses are not located too close to existing or potential sources.
- 3.190 Proposals in the Community Areas have taken into account the need to avoid locating sensitive uses and sources of air or noise pollution close together. Planning permission may be refused if pollution levels are, or are likely to become excessive.

- 3.191 In appropriate cases, developers will be required to reduce the effects of pollution by using one or a number of methods including :
- a) Engineering - for example reducing noise at source, improving insulation or erecting purpose designed barriers
 - b) Layout -for example increasing intervening distances, re-arranging internal design of buildings, or landscaping involving moulding, planting, etc.
 - c) Administrative - for example limiting operating times, restricting activities, or specifying noise limits.

Sewage Treatment Works

Policy ES2

NEW DEVELOPMENT IN THE VICINITY OF SEWAGE TREATMENT WORKS WILL NOT NORMALLY BE PERMITTED IF, IN THE OPINION OF THE COUNCIL, AFTER CONSULTATION WITH THE SEWERAGE UNDERTAKER, IT WOULD RESULT IN THE OCCUPIERS OF AFFECTED PROPERTY BEING EXPOSED TO AN UNACCEPTABLE LOSS OF AMENITY CAUSED BY ODOURS OR OTHER PROBLEMS ASSOCIATED WITH SEWAGE TREATMENT.

- 3.192 In addition to the general Policy ES1 outlined above which seeks to prevent the adverse consequences of pollution the Council considers it important to specify the particular problems associated with siting new development near sewage treatment works.
- 3.193 As pressure to release land for development intensifies it is likely that areas located close to sewage treatment works will attract proposals for development. Particularly sensitive uses such as housing and schools can be seriously affected by odours and insect nuisances which arise even with the most sophisticated control systems.
- 3.194 Yorkshire Water as the sewerage undertaker suggests that within 400 metres of a sewage treatment works pollution sensitive development proposals should be referred to the Environmental Health Authority for assessment to ensure serious disamenities are not likely to arise.
- 3.195 The Council will not apply a rigid distance to the separation of sensitive development and sewage treatment works. Each proposal will be treated on its merits taking into account the advice of the sewerage undertaker, the Environmental Health Authority, and local circumstances such as prevailing winds, topography and the degree of nuisance in the context of the advice contained in PPG23.

Water Pollution

Policy ES3

THE COUNCIL WILL, IN CONJUNCTION WITH THE ENVIRONMENT AGENCY, USE ALL IT'S AVAILABLE POWERS AND INFLUENCE TO PREVENT THE POLLUTION OF ALL SURFACE AND UNDERGROUND WATER AND SEEK TO IMPROVE THEIR QUALITY CONSISTENT WITH EUROPEAN UNION WATER QUALITY OBJECTIVES.

- 3.196 The water quality of the rivers within the Borough varies considerably from high quality Class 1 rivers in the upper reaches of the River Don which support trout and coarse fishing, to heavily polluted stretches of the River Dearne in the south eastern part of the Borough.
- 3.197 Improving the overall quality of our rivers will assist in improving a valuable recreation resource and wildlife habitat and will complement the overall strategy of enhancing the quality of life and attracting people and business to the Borough.
- 3.198 The Environment Agency (formerly the National Rivers Authority) is an independent statutory body responsible for the conservation and enhancement of water resources. An essential part of the Environment Agency's 'mission statement' seeks to secure the protection and improvement of the water environment, by the 'effective management of water resources and by substantial reductions in pollution'.
- 3.199 In exercising its pollution control functions in order to secure the above objectives the Environment Agency presently has a programme for applying discharge consent levels to unconsented or deemed consent discharges.
- 3.200 The Council will continue to liaise with the Environment Agency for an acceleration of this programme and with Yorkshire Water to ensure its capital programme for sewerage and sewage infrastructure improvements is implemented at the earliest opportunity.
- 3.201 The Council, after consultation with the Environment Agency, will refuse planning permission where a development is likely to lead to increased pollution to a watercourse or there is inadequate water or sewerage infrastructure to cope with the development.

- 3.202 In certain instances it may be appropriate to impose conditions on a planning permission or planning obligations to ensure suitable arrangements for the prevention of water pollution are provided by the developer or Yorkshire Water (see also Section 8 Utilities).

Washlands

Policy ES4

DEVELOPMENT WILL NOT BE PERMITTED IN AREAS DESIGNATED AS WASHLANDS ON THE PROPOSALS MAPS EXCEPT WHERE :

- A) THE PROPOSED DEVELOPMENT WOULD NOT SIGNIFICANTLY AFFECT THE FUNCTION OF THE WASHLAND, OR IT INCORPORATES ADEQUATE ALTERNATIVE FLOODWATER STORAGE CAPACITY, AND**
- B) THERE WOULD BE NO SERIOUS RISK TO THE DEVELOPMENT FROM FLOOD DEBRIS OR POLLUTION.**

- 3.203 Washlands areas are a vital component of flood control. The ability of washland to accept and store floodwater determines the extent to which risk from flood damage occurs elsewhere; particularly in built-up areas.
- 3.204 If rivers are deprived of their washland because development raises the height of land or creates a barrier to floodwater then it is likely that there will be more serious flooding problems elsewhere.
- 3.205 It is vitally important that development should be restricted to ensure that the washland function is not impaired and also to ensure the development itself will not be vulnerable to flooding.
- 3.206 Washlands are also an important habitat for flora and fauna. They therefore make a valuable contribution to the natural environment. The protection of washland serves the dual function of safeguarding flood storage capacity and areas of conservation interest. Nevertheless, not all development is unacceptable. For example, playing fields, public open space, and some agricultural buildings may be appropriate.
- 3.207 Development which is likely to adversely affect the washland function will be refused planning permission unless developers can satisfactory demonstrate that they are able to create alternative flood storage capacity elsewhere in consultation with the Environment Agency.

Watercourses

Policy ES5

CULVERTING OR CANALISATION OF WATERCOURSES WILL NOT BE PERMITTED UNLESS THERE ARE OVERRIDING PUBLIC SAFETY CONSIDERATIONS OR DEVELOPMENT COULD NOT BE ACHIEVED IN ANY OTHER WAY.

- 3.208 Rivers and streams are important visual features and also perform an important function as wildlife corridors, valuable in themselves as habitats and providing links between other habitats (see Policy GS20 and paragraph 3.82). The culverting or canalisation of watercourses can adversely affect or destroy the role that it plays and the flora and fauna to which it is host. In accordance with the policies of the Environment Agency the Council will normally oppose proposals for new culverts. In addition, it will, where appropriate, actively promote the re-opening and restoration of watercourses which have been subject to culverting or canalisation.

Unstable Land

Policy ES6

WHERE THE COUNCIL CONSIDERS IT NECESSARY IT WILL INSIST ON DEVELOPMENT PROPOSALS BEING ACCOMPANIED BY REPORTS ON SITE STABILITY AND APPROPRIATE REMEDIAL MEASURES.

- 3.209 Ground instability can be a constraint on development and can be a material consideration when assessing planning applications. The main potential source of ground instability in the Borough is coal mining. Much of the area of Barnsley has been the subject of underground or surface coal working in the past, and extensive industrial activity has taken place for over a century. Within such an area, the issue of unstable land must be considered in relation to new development proposals, even though the occurrence of instability is usually confined to very limited areas. Further underground mining in Barnsley is now unlikely, and active subsidence is very limited. Abandoned deep and shallow mine workings; past opencast sites; shafts and adits; and other subterranean effects of past industrial activity exist in various parts of the Borough. As a result any proposed user of land in Barnsley must be aware of the need to ensure that the land is stable.

- 3.210 It is not possible to identify, in sufficiently reliable detail, all areas of Barnsley which may require the question of instability to be addressed. However, the stability of the land was one of the criteria taken into account in proposing sites for development in the plan. It is not always possible to establish in advance the exact degree of instability, even with the best available information, and detailed site surveys may still be necessary in some cases. It is the responsibility of the developers or land owners to satisfy themselves as to whether the land is stable and suitable for the proposed use. Ground stability will be taken into account when assessing planning applications. In areas affected by previous coal mining early consultation with the Council is advisable.

Contaminated Land

Policy ES7

WHERE DEVELOPMENT IS PROPOSED ON LAND WHICH THE COUNCIL KNOWS OR STRONGLY SUSPECTS IS CONTAMINATED TO AN EXTENT WHICH WOULD AFFECT THE PROPOSED DEVELOPMENT OR INFRINGE STATUTORY REQUIREMENTS, THE COUNCIL WILL REQUIRE TO BE SATISFIED THAT THE APPLICANT HAS :

- A) UNDERTAKEN INVESTIGATIONS TO ESTABLISH THE NATURE AND EXTENT OF CONTAMINATION AND ITS POTENTIAL IMPACT ON THE DEVELOPMENT PROPOSED, AND**
- B) WHERE APPROPRIATE, PROVIDED DETAILS OF MEASURES TO BE TAKEN TO REMOVE AND/OR TREAT THE CONTAMINATION OR TO PROTECT THE DEVELOPMENT AND THE ENVIRONMENT FROM ITS EFFECTS TO THE SATISFACTION OF THE COUNCIL. SUCH MEASURES MUST BE IMPLEMENTED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT OR IN ACCORDANCE WITH A TIMESCALE TO BE AGREED BY THE COUNCIL.**

Policy ES8

WHERE DEVELOPMENT IS PROPOSED ON LAND WHICH THE COUNCIL HAS ONLY A SUSPICION THAT IT MIGHT BE CONTAMINATED, OR THERE IS EVIDENCE THAT IT MIGHT BE ONLY SLIGHTLY CONTAMINATED, PLANNING PERMISSION MAY BE GRANTED SUBJECT TO CONDITIONS REQUIRING THAT DEVELOPMENT SHOULD NOT START UNTIL AN INVESTIGATION TO ESTABLISH THE NATURE AND EXTENT OF ANY CONTAMINATION AND AN ASSESSMENT OF THE MEASURES NECESSARY TO REMOVE OR TREAT THE CONTAMINATION HAS BEEN CARRIED OUT AND TO ENSURE THAT ANY REMEDIAL MEASURES ARE UNDERTAKEN.

- 3.211 As in the case of unstable land, the industrial heritage of Barnsley means that on occasion the issue of contamination of land, or the generation of gas from landfill sites or underground workings, will have to be considered in relation to development proposals. The issue will relate both to the identification of risk, and the remedial measures that are appropriate.
- 3.212 It is an important component of the Council's employment strategy and the principles of sustainable development, wherever practicable, to facilitate the recycling of 'brownfield' sites. Within the Borough there are extensive areas affected by former coal extraction and heavy industry. In common with most areas of the country the scale of contamination is not known. Nevertheless Annex 10 of PPG23 'Planning and Pollution Control' suggests that Local Planning Authorities take account of the possible effects on health and the environment of contaminated land and to include policies, where appropriate in the Development Plan. Furthermore the Council will have regard to the provision of Part II of the Environment Act 1995 which will provide the new legislative framework for contaminated land issues.
- 3.213 Contamination is a material consideration to be taken into account in formulating development plans and in determining individual planning applications. Because of the lack of specific knowledge, however, it has not been possible to use potential contamination as a criterion in proposing sites in the Plan. This issue will have to be dealt with individually for each development proposal, and it remains the responsibility of the developer or landowner to assure themselves that the site is suitable for the type of development proposed, and free from contamination.
- 3.214 Policies ES7 and ES8 set the framework to ensure that, where appropriate, applicants for planning permission meet their responsibility to provide information on whether a site is contaminated. Policy ES7 will apply when the Council knows or strongly suspects (based on information available to it) that a site is contaminated to an extent which would affect the proposed development or infringe statutory requirements. In such cases, planning permission will not be granted unless the relevant investigations have been undertaken (criterion A) and any relevant remedial action agreed (criterion B). Policy ES8 will apply in situations where the Council has only a suspicion that a site might be contaminated (for example due to limited information being available to it) or there is evidence that it might be only slightly contaminated.

Landfill Gas

Policy ES9

WHERE NEW DEVELOPMENT IS PROPOSED CLOSE TO A CLOSED OR OPERATIONAL LANDFILL SITE THE COUNCIL WILL REQUIRE TO BE SATISFIED THAT ADEQUATE MEASURES HAVE BEEN TAKEN TO PROTECT HEALTH AND SAFETY.

- 3.215 The potential risk of gas generation from landfill sites or from old mine workings is now recognised as an important factor in land use decisions. Instances where gas generation is a hazard are rare, but all cases need to be investigated fully, and treated where necessary, and developers will need to take appropriate action.
- 3.216 The Borough Council has carried out a survey and maintains a register of landfill sites known to have been used for the deposit of waste within the last 30 years. Landfill sites shown on the register are categorised into one of four categories, dependant upon the status of the site, and a formal consultation and response procedure has been established for development proposals within 250 metres of these sites. The Council has a programme of monitoring, investigation and, where necessary, undertaking remedial action on former landfill sites which are in the ownership of the Local Authority and which are identified as producing landfill gas. The proposed new Part II of the Environmental Bill referred to in paragraph 3.212 incorporates the Governments proposed regime for closed landfill sites.
- 3.217 Developers of sites within 250 metres of landfill sites which are known to or may be producing gas should commission an investigation of their development site to determine whether it is affected by migrating gas and, if so, what measures need to be taken to ensure that their development can be safely undertaken and occupied.

Policy ES10

ON SITES WHERE GAS IS GENERATED OR LIKELY TO BE GENERATED THE COUNCIL WILL SEEK TO ENSURE THAT A POSITIVE USE OF THE GAS CAN BE ACHIEVED.

- 3.218 Provision for gas containment is required, under waste disposal policies for any new disposal sites, but it is preferable for any gases which are suitable to be removed from the site and vented, or preferably to be used for a positive purpose such as power generation, or assisting with combustion.

Development Relating to Hazardous Industries

Policy ES11

DEVELOPMENT WILL NOT NORMALLY BE PERMITTED WHICH WOULD ALLOW A CONCENTRATION OF SIGNIFICANT NUMBERS OF PEOPLE TO BE IN CLOSE PROXIMITY TO HAZARDOUS INDUSTRIAL PROCESSES OR STORAGE FACILITIES.

- 3.219 Hazardous developments such as the storage and processing of certain gases and chemicals have serious implications for people and the use of land in the surrounding area. The Council acknowledges its responsibility to determine whether a development is an appropriate use for land taking into account existing and prospective development in the vicinity. Such development proposals will require consultations with the Health and Safety Executive (HSE) prior to their determination. If acceptable, appropriate planning conditions will be attached to protect the community.
- 3.220 Certain sites and pipelines are designated as notifiable hazardous installations by virtue of the quantity of hazardous substances stored or used. The siting of such installations will be subject to planning controls aimed at keeping these sites separated from housing and other land uses with which such installations might be incompatible from the safety viewpoint. To this end, the Borough Council will seek advice from the HSE on the suitability of development of a proposed notifiable hazardous installation in relation to the risks that such an installation might pose to the surrounding population.
- 3.221 Within the Borough there are already a number of notified hazardous installations including high pressure gas transmission pipelines. Whilst these are subject to stringent controls under existing health and safety legislation it is considered prudent to control the kinds of development permitted in the vicinity of these installations. For this reason the Borough Council have been advised by HSE of the consultation distances applicable to each of these installations. In determining whether or not to grant consent for a proposed development on land within these distances the Council will take account of the advice which it receives from HSE about risks to the proposed development from the notified hazardous installation or pipeline.

Renewable Energy

- 3.222 The supply of energy for homes and industry has, over many years, been provided by the exploitation of fossil fuels, most notably coal and gas, and from nuclear power. These energy sources are non-renewable - that is, they will eventually be used up. Furthermore, the burning of fossil fuels generates 'greenhouse' gas emissions which contribute to global warming. In local terms Barnsley is now rapidly recovering from the environmental impact associated with the coal mining industry, including air pollution and spoil tipping. However, the problems of burning fossil fuels have wider consequences which national policies are aimed at addressing.
- 3.223 The main greenhouse gas is carbon dioxide (CO²) produced from the burning of fossil fuels. It is both Government and European Community Policy to reduce the emission of greenhouse gases and to stimulate the use and development of 'renewable' energy sources such as sun, wind and water because they do not produce pollution or cause environmental damage. Furthermore, they provide an increasing diversity and security of energy supply.
- 3.224 The Government's planning policy regarding Renewable Energy is contained in PPG22. Paragraph 23 of PPG22 advises that Local Authorities should consider what contribution their area can make in meeting the need for the increased use of renewable energy within the context of sustainability. Indeed, the Department of Trade and Industry propose to undertake a renewable energy planning study for the Lancashire and Yorkshire area which includes this Borough.
- 3.225 Paragraph 1 of PPG22 (1993) provides the following definition of renewable energy - "energy flows that occur naturally and repeatedly in the environment - energy from the sun, the wind and the oceans, and the fall of water". PPG22 goes on to say that "the heat from within the earth itself, geothermal energy, is usually regarded as renewable, although locally it cannot always sustain continuous extraction. Plant material is an important source of renewable energy. Combustible or digestible industrial, agricultural and domestic waste materials are also regarded as renewable sources of energy".

Wind Energy Generation

Policy ES12

PROPOSALS FOR WIND ENERGY GENERATION WILL BE ASSESSED WITH REGARD TO THE FOLLOWING FACTORS :

- A) THE EFFECT BOTH INDIVIDUALLY AND CUMULATIVELY ON LANDSCAPE AND VISUAL AMENITY OF THE AREA**
- B) THE IMPACT ON RESIDENTIAL AMENITY WITH PARTICULAR REFERENCE TO NOISE, VISUAL OUTLOOK, AND SHADOW FLICKER AND FLASHING FROM TURBINE BLADES**
- C) THE PROVISION OF A SATISFACTORY ACCESS TO THE HIGHWAY NETWORK HAVING REGARD TO VISUAL AMENITY AND THE SAFETY OF ROAD USERS AND THE EFFECT OF THE PROPOSALS ON ROAD USERS INCLUDING LIKELY DISTRACTION TO MOTORISTS**
- D) THE EFFECT ON WILDLIFE, ECOLOGY AND ARCHAEOLOGY OF THE IMMEDIATE AREA**
- E) THE EFFECT ON AGRICULTURAL LAND USES**
- F) ELECTRO-MAGNETIC EFFECTS**
- G) THE PROVISIONS FOR CONNECTION TO THE ELECTRICITY TRANSMISSION AND SUPPLY SYSTEM**
- H) THE EFFECT OF SHADOW FLICKER OR FLASHING FROM THE TURBINE BLADES**

THE COUNCIL WILL EXPECT A DETAILED STATEMENT WHICH HAS REGARD TO THESE ISSUES, TO ACCOMPANY ANY APPLICATION FOR WIND POWER DEVELOPMENT PROPOSALS, WHERE SUCH AN APPRAISAL IS DEEMED NECESSARY IN VIEW OF THE IMPLICATIONS OF THE PROPOSAL.

- 3.226 In Barnsley, the most significant source of renewable energy is from wind because the more elevated areas, especially in the western half of the Borough on the fringe of the Peak District National Park, have sufficiently high annual mean wind speeds to make the establishment of wind turbines viable. Accordingly there has been considerable pressure for the establishment of wind farms and individual wind turbines in these areas.

- 3.227 Government policy established in Planning Policy Guidance Note 22 ‘Renewable Energy’ is “to stimulate the exploitation and development of renewable energy sources wherever they have prospects of being economically and environmentally acceptable.” The Government indicates that renewable energy can only be exploited where the conditions are appropriate. However, it stresses that each Authority should consider the contribution that its area can make to meeting demand having regard to the need to protect the visual quality of the environment.
- 3.228 In principle elevated rural areas may be acceptable for windpower developments, provided that the harm to the environment has been carefully examined and minimised. There is a growing concern nationally that the visual impact of large scale wind turbines, like the ones that have been erected at Royd Moor and in other elevated areas of the countryside, can dominate a landscape not only because of their size but because of the constant movement of the blades which can be distracting.
- 3.229 In Barnsley, it is highly unlikely that any turbines will be obscured from public view because of the settlement pattern and the topography of the area. The presence of medium and large scale wind turbines may not only have an adverse visual impact upon wider areas of landscape value but also upon the visual and residential amenity and outlook of individual properties due to blade rotation, and their overwhelming size and noise generation. In the light of recent experience it seems unlikely that large scale wind turbines would be acceptable within 450 metres of the nearest dwelling, and this may need to be increased subject to orientation, number of dwellings, and their relationship. This cannot be considered absolute and each case will have to be assessed separately.
- 3.230 The consideration of wind turbine proposals will also need to be within the context of the other policies of the UDP, most notably Green Belt policies, bearing in mind the fact that most rural land within the district is designated Green Belt. A proliferation of large scale wind turbines within a landscape may contribute to a loss of openness. As the rural areas of Barnsley are located in the Green Belt it is imperative that this essential characteristic of Green Belt is not compromised.
- 3.231 In order to avoid a proliferation of overhead lines and towers, the Council will only encourage proposals which are capable of being connected into the national grid by underground cables.

Policy ES12A

THE USE OF APPROPRIATE TECHNOLOGY AND DESIGN WILL BE REQUIRED ON NEW WIND GENERATOR PROPOSALS, TOGETHER WITH THE USE OF AN APPROPRIATE COLORATION WHICH SHALL BE AGREED IN WRITING WITH THE LOCAL PLANNING AUTHORITY. ADVERTISEMENTS OR LETTERING ON TURBINES WILL NOT BE PERMITTED.

- 3.232 The appearance of most wind generators is now a simple, smooth silhouette for the main tower, which significantly reduces its visual impact. The maintenance of this design is considered important, and the use of the appropriate colouration, and avoidance of advertising lettering all helps to make proposals more acceptable.

Policy ES12B

WITHIN A PERIOD OF ONE YEAR FOLLOWING THE CESSATION OF ACTIVE USE OF A WIND POWER GENERATOR, ALL SURFACE PLANT EQUIPMENT, BUILDINGS, FOUNDATIONS, ROADS OR OTHER DEVELOPMENTS SHALL BE REMOVED FROM THE SITE, AND THE AREA SHALL BE RESTORED TO AS NEAR ITS ORIGINAL CONDITION AS IS PRACTICABLE, TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY.

- 3.233 Wind turbines are considered to be temporary uses of land and should be removed from the site once their active life has ceased.

Policy ES12C

THE COUNCIL WILL CONTROL DEVELOPMENT IN THE VICINITY OF EXISTING WIND ENERGY GENERATION INSTALLATIONS SO AS TO SAFEGUARD THEM FROM A REDUCTION IN LOCAL WIND SPEEDS.

Enforcement of Planning Control

- 3.234 In order to maintain and enhance standards of development it is important to ensure that development is carried out in accordance with planning permissions and conditions attached to them. This means taking action, wherever necessary, to enforce development control decisions in accordance with the legislation.

Policy ES13

IF, IN THE OPINION OF THE COUNCIL, A BREACH OF PLANNING CONTROL IS CAUSING SERIOUS HARM, THE COUNCIL WILL TAKE VIGOROUS ENFORCEMENT ACTION TO REMEDY THE BREACH URGENTLY OR PREVENT FURTHER SERIOUS HARM TO PUBLIC AMENITY. WITHOUT PREJUDICE TO THE CONSIDERATION OF THE MERITS OF EACH CASE, THE COUNCIL TAKES THE VIEW THAT SUCH ACTION WILL USUALLY BE JUSTIFIED IN THE FOLLOWING CIRCUMSTANCES WHERE A BREACH OF CONTROL IS CAUSING SERIOUS HARM TO :

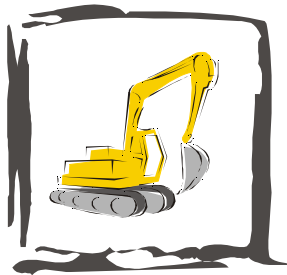
- A) RESIDENTIAL AMENITY BY REASON OF NOISE, VIBRATION, SMELL, FUMES, SOOT, ASH, DUST, GRIT, OR VISUAL INTRUSION**
- B) THE CHARACTER OR APPEARANCE OF A DESIGNATED CONSERVATION AREA**
- C) A BUILDING LISTED AS HAVING SPECIAL ARCHITECTURAL OR HISTORIC INTEREST**
- D) THE CHARACTER OR APPEARANCE OF LAND WITHIN THE GREEN BELT OR AN AREA OF BOROUGH LANDSCAPE VALUE**
- E) NATURE CONSERVATION SITES.**

3.235 Whilst the circumstances identified in Policy ES13 are not the only areas in which enforcement action may be required, they are situations in which the Council will be very alert to act in defence of public amenity, using as appropriate the full range of available statutory powers. These include the power to issue enforcement notices, stop notices and breach of condition notices in respect of existing breaches of planning control and the power to apply to the court for an injunction to restrain any actual or appended breach of control.



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Mineral Extraction INTRODUCTION

- 4.1 The coal mining industry in Barnsley dominated employment and the environment until recent years, being by far the largest employer, and creating the massive tips and associated industrial effects of a major extractive industry. It is unlikely that any new underground coal mining proposals will come forward. Most of the colliery related dereliction from past working has now been restored or is in programmes for restoration.
- 4.2 Because Barnsley is largely located on the exposed part of the Yorkshire Coalfield, the range of workable minerals is limited to Coal Measure beds of coals, shales, fireclays and clays, with increasing interest in working shallow coal by opencast methods. The clays and shales form the basis of a significant brick and pipe making industry. Additionally, there is considerable interest in reworking surface deposits of past colliery tipping which has an economic content of unseparated coal; and in reworking railway embankments and other surface deposits that have a viable mineral content.
- 4.3 Prior to 1986 South Yorkshire County Council was the mineral planning authority for the area of Barnsley, but this was altered by the implementation of the Local Government Act, 1985, following which Barnsley Metropolitan Borough Council became responsible for mineral planning matters outside the Peak District National Park.
- 4.4 The statutory planning framework for mineral extraction, prior to the UDP, was contained in the South Yorkshire Structure Plan and the County Minerals Plan, and applied to the whole of South Yorkshire outside the Peak District National Park.
- 4.5 Structure Plan minerals policies which were approved in late 1979 are considerably outdated and although some of the County Minerals Plan policies remain relevant, many apply to minerals not found in Barnsley and are not therefore appropriate for inclusion in the UDP.

- 4.6 Since the Structure Plan and the Minerals Plan were prepared, there have been changes in legislation, i.e. the Town and Country Planning (Minerals) Act 1981 and an increased amount of revised guidance from Government in the form of Mineral Planning Guidance notes (MPG's). In particular MPG.1 provides guidance on the mineral content of development plans, and MPG3 (1994) deals with opencast coal proposals specifically. These guidance notes, and any future revisions, form an essential basis for mineral planning, which has been taken into account in the formulation of policies in the UDP.

TRENDS & ISSUES

- 4.7 Since the previous plans were prepared regeneration and environment issues have become increasingly prominent.
- 4.8 Many mineral deposits are vital industrial and constructional raw materials, which contribute towards regeneration, and their extraction is required to meet demands for new roads and buildings. Energy producing minerals such as coal, oil and gas are also in great demand, although the market for these is more complex than for constructional materials. However, minerals which occur naturally can only be worked where they are found, and it is frequently the case that these locations are in sensitive locations with potential conflicts.
- 4.9 When either previously unworked minerals are worked, or surface deposits are re-worked, the process of extraction can create locally serious environmental effects as a result of visual blight, traffic, noise, dust or occasionally blasting. This is particularly important where proposals are close to housing, in sensitive rural areas, where nature conservation interests may be affected, or where the Council is proposing economic regeneration.
- 4.10 This potential environmental damage can be mitigated in some instances by the good location and design of proposed extraction operations. It can also be reduced by good standards of management and control of sites, including effective restoration and aftercare. In some circumstances, however, new working proposals will be found to be unacceptable, and should not proceed.
- 4.11 The policies and proposals contained in the Plan provide the framework for reconciling the conflicts between pressures to work minerals and the environmental damage that can result.

OBJECTIVES

- 1. To protect the environment of Barnsley.**
- 2. To conserve minerals as far as possible, whilst ensuring an adequate supply to help meet the needs of society for minerals.**
- 3. To ensure that mineral extraction is carried out efficiently and effectively.**
- 4. To restore sites to an acceptable after use.**

MINERALS POLICIES

- 4.12 The minerals extraction policies are linked particularly to the economic and environment elements of the strategy but also have social implications in respect of their potential impact on local communities.
- 4.13 Some mineral extraction operations can assist in encouraging greater industrial and commercial activity in the Borough and create substantial job opportunities. This applies particularly to the substantial clay extraction operations in parts of the Borough. Although environmental conflicts are created on these sites the Council will endeavour wherever possible to overcome these problems; to ensure the life of mineral operations which have a substantial job content; and to improve environmental standards around these workings by all means possible.
- 4.14 Mineral extraction operations can also create opportunities for benefits to the community, for example in the form of land reclamation or creation of new facilities. These opportunities will be taken where possible, providing that the environmental effects on local communities can be controlled to a level which is acceptable. The Council will always carry out local consultation wherever these issues are raised, and will liaise closely with the local community during and after operations to ensure satisfactory treatment.
- 4.15 It is also the case that certain mineral operations could have a damaging effect on the overall strategy for the Borough. This relates to the threat to re-industrialisation by deterring inward investment and to the quality of life as a result of serious environmental damage relating to visual amenity, traffic, noise, dust, blasting, pollution or loss of nature conservation value.

AMOUNT, TYPE & LOCATION OF MINERAL WORKING

Release of Minerals

Policy M1

WHEN CONSIDERING A PROPOSAL FOR MINERAL WORKING, THE COUNCIL WILL, WHERE APPROPRIATE, HAVE DUE REGARD FOR THE SUPPLY OF AND DEMAND FOR THE PARTICULAR MINERAL TO HELP MEET THE NEEDS OF SOCIETY FOR MINERALS.

- 4.16 Because of their limited geological occurrence, some mineral reserves are a rare and precious commodity which require to be worked as efficiently as possible, to help meet the needs of society for minerals.

Policy M1A

WHEN CONSIDERING A PROPOSAL FOR MINERAL WORKING, DETAILED EVIDENCE WILL BE REQUIRED TO ESTABLISH THE QUALITY AND QUANTITY OF THE MINERAL DEPOSIT.

- 4.17 It is important that wherever appropriate, the existence and quality of a deposit is fully identified in advance, in order to prevent speculative and wasteful development of reserves.
- 4.18 Market requirements for minerals are variable, and predictions of future demand have proved to be unreliable. In respect of opencast coal at present, the guidance in MPG.3 rules out full assessment of market demand. In contrast, for aggregate minerals there is a sophisticated system for projecting future demand and supply. The need to work a particular mineral does become important in certain cases, where opposition is considerable, or the balance between considerations is fine. In these cases, the full justification for a particular proposal may be required.

Policy M2

AT SITES WITH CONSIDERABLE CAPITAL INVESTMENT IN PLACE, THE COUNCIL WILL SEEK TO ACHIEVE ADEQUATE RESERVES DURING THE PLAN PERIOD. TO IMPLEMENT THIS, AREAS OF SEARCH FOR FUTURE WORKINGS ARE IDENTIFIED IN PART II OF THE UDP.

PROPOSALS FOR NEW PROCESSES INVOLVING CONSIDERABLE INVESTMENT WILL REQUIRE THE IDENTIFICATION OF A SUFFICIENT AVAILABLE MINERAL RESOURCE TO ENABLE THE EFFECTS OF THE DEVELOPMENT TO BE SATISFACTORILY APPRAISED.

- 4.19 Certain mineral operations such as brick or pipe manufacture involve considerable investment in static plant and equipment. Once established, these operations will require a continuous flow of mineral reserves to meet market demand for finished products. It is important to look several years ahead as to where these reserves will be found, and a ten year minimum timescale is usually used. The UDP Proposals Map identifies sites with planning permission for clay mineral extraction, and also Areas of Search where further reserves are known to exist. The use of areas of search for new minerals produced in consultation with the industry, allows the identification of areas within which future workings may take place. It does not mean that planning permission will automatically be granted for the whole area, as many factors will have to be examined in detail at the application stage, including the staged release of land. It does indicate that within these areas there is reasonable confidence that economic minerals exist, and has a function of protecting that reserve from sterilisation. In addition to the Areas of Search, further Consultation Areas are also identified from which it is not expected mineral extraction will be necessary in the plan period, but which should be protected from sterilisation (see Policy M14).
- 4.20 Proposals for new mineral related processes, such as new brick and claywork plant, will be expected to demonstrate sufficient mineral reserve to justify the choice of locating and realise the investment in the plant. The identification of the mineral reserve for the life of the plant will enable consideration to be given to the full environmental effects of any such proposals.
- 4.21 In respect of small scale mineral proposals involving only mobile or temporary plant, such as opencast operations, the issue of long term reserves is not considered appropriate, and the individual circumstances of each case can be considered separately.

Clay Minerals

Policy M3

PLANNING PERMISSION FOR CLAY MINERAL WORKING WILL NORMALLY ONLY BE GIVEN TO EXTENSIONS OF EXISTING SITES AND WITHIN THE AREAS OF SEARCH SHOWN ON THE PROPOSALS MAP. HOWEVER, PERMISSION MAY BE GRANTED TO WORK CLAY MINERALS OUTSIDE THE AREAS OF SEARCH WHERE THE RELEVANT AREAS OF SEARCH HAVE BEEN INVESTIGATED AND THEY HAVE PROVED UNECONOMIC TO QUARRY, OR WHERE THERE ARE SUBSTANTIAL ENVIRONMENTAL, TRAFFIC OR OTHER BENEFITS.

- 4.22 At the present time, clay extraction in Barnsley is linked exclusively to four major production plants with the levels of capital investment referred to in Policy M2. At these sites the Borough will be seeking to maintain reserves in accordance with that Policy, and in order to do this, it is important for the various companies to carry out investigations and discuss the results with the Council, well in advance of need.

Opencast Coal

Policy M4

APPLICATIONS TO MINE COAL BY OPENCAST METHODS WILL BE CONSIDERED IN THE LIGHT OF NATIONAL AND REGIONAL GUIDANCE, POTENTIAL ENVIRONMENTAL AND OTHER BENEFITS AND POLICIES M9, M9A TO M9L, M10 AND M11 AS WELL AS OTHER RELEVANT POLICIES IN THE PLAN.

PLANNING APPLICATIONS WILL ALSO BE CONSIDERED IN TERMS OF THEIR CUMULATIVE ENVIRONMENTAL IMPACTS IN CONJUNCTION WITH OTHER SITES AND THE IMPACT UPON ECONOMIC REGENERATION PROPOSALS. PLANNING PERMISSION WILL BE REFUSED WHERE :

- A) THE CUMULATIVE IMPACT OF PROPOSALS IN CONJUNCTION WITH OTHER SITES WOULD RESULT IN AN UNACCEPTABLY LONG PERIOD OF ENVIRONMENTAL DISRUPTION AND LOSS OF AMENITY, AND/OR**
- B) THE PROPOSAL WOULD HAVE A SIGNIFICANTLY ADVERSE IMPACT ON PROPOSALS FOR ECONOMIC REGENERATION.**

- 4.23 Virtually the whole of the Borough is underlain by shallow coal reserves and therefore proposals to mine coal by opencast methods could come forward for almost any location in the Borough. The Council will assess any such proposals in the context of Policy M4, other relevant policies in the Plan, and national policy guidance. Due to the particular settlement pattern in the Borough, and the Council's priority to secure economic regeneration, of particular importance will be an assessment of the effects of proposed workings on residential and visual amenity.
- 4.24 Large scale opencast coal extraction can be one of the most controversial and potentially damaging forms of development. Although temporary in nature, large sites can last for five to ten years, and successive areas of working in the same vicinity can cause ongoing environmental disruption, the impact of which may not be acceptable. Particular problems relate to noise, dust, blasting and traffic generation, together with loss of visual amenity as a result of stockpiles and open workings. The locations of opencast coal sites are not planned in relation to the strategic highway network in the way that other types of development are. They often result in very significant increases in HGV traffic on certain roads for a limited period, and therefore careful consideration will be given to this impact. Furthermore, because opencast coal sites are not planned in relation to other forms of development, there is the potential for conflicts to arise and criterion B sets a priority for economic regeneration in such a case where, for example, opencast working would deter or postpone investment. On the other hand, it is recognised that where a site is allocated for development or could be brought forward for redevelopment, consistent with other policies, opencast coal extraction can produce benefits in terms of infrastructure provision and the preparation of the land for development.
- 4.25 In some circumstances opencasting can create community benefits as a result of land reclamation or the creation of new facilities, and this helps to justify temporary loss of amenity. Standards of restoration are now usually high, although disturbed landscapes take many years to recover their lost maturity and this loss must also be taken into account.
- 4.26 In assessing applications for opencast coal extraction the Council will have regard to the advice contained in MPG11 with regard to noise; BS7385 and BS6472 with regard to vibration; and the detailed advice contained in Annex D of MPG3 (1994).

Deep Mine Coal

Policy M5

PROPOSALS FOR NEW DEEP MINE COAL SITES AND MINING DEVELOPMENT AT EXISTING SITES WILL BE ASSESSED WITH PARTICULAR REGARD TO :

- A) THE IMPACT ARISING FROM SURFACE DEVELOPMENT SUCH AS VISUAL INTRUSION, NOISE, DUST AND TRAFFIC**
- B) THE POTENTIAL EFFECTS OF SUBSIDENCE**
- C) THE PROPOSED TREATMENT AND PUMPING OF UNDERGROUND WATER**
- D) POTENTIAL GAS EMISSIONS**
- E) THE PROPOSED METHOD OF DISPOSING OF COLLIERY SPOIL WHICH WILL BE SUBJECT TO POLICY WD7.**

- 4.27 It is unlikely that any new underground coal mining proposals will come forward. However, any such proposals that are submitted will be considered in the context of the Minerals and Waste policies and in particular the issues listed in Policy M5.

Extraction from Waste Tips & Railway Embankments

Policy M6

PLANNING PERMISSION FOR THE EXTRACTION OF FUEL AND OTHER MATERIALS FROM FORMER WASTE TIPS AND RAILWAY EMBANKMENTS WILL BE GRANTED ONLY IF THE OPERATIONS RESULT IN AN OVERALL ENVIRONMENTAL IMPROVEMENT AND WILL NOT CAUSE UNACCEPTABLE ENVIRONMENTAL DISTURBANCE OR RISK OF POLLUTION WHILST THEY ARE TAKING PLACE.

- 4.28 There has been an increasing tendency in recent years for the value of materials in former waste tips and railway embankments to be recognised, and to be economically viable with modern extraction methods. Pressure to work such sites raises a different set of planning issues than the normal mineral operations. The value of the materials is usually limited, and the disturbance can be great. Such workings are only supported by benefits where they can result in an overall improvement to the environment as a result of land reclamation, or the removal of a pollution risk.

Policy M7

PLANNING PERMISSION WILL NORMALLY NOT BE GRANTED TO WORK TIPS OR DISUSED RAILWAY EMBANKMENTS WHICH HAVE BECOME VALUABLE LANDSCAPE FEATURES OR WHERE HARM WOULD BE CAUSED TO VISUAL AMENITY OR NATURE CONSERVATION INTERESTS. THE REWORKING OF FORMER WASTE TIPS RESTORED TO A SATISFACTORY ENVIRONMENTAL STANDARD WILL NOT NORMALLY BE PERMITTED UNLESS THIS IS TO REMEDY OTHER ENVIRONMENTAL PROBLEMS.

- 4.29 Some tips or railway embankments have become so well established by natural re-vegetation, that they have become a part of the landscape, and would represent a net loss to nature conservation or visual amenity if removed. In these circumstances planning permission will not be granted.

Oil & Gas Exploration

Policy M8

EXPLORATION DRILLING FOR THE PURPOSES OF DETERMINING THE EXTENT OF OIL AND NATURAL GAS DEPOSITS IN THE BOROUGH WILL NORMALLY BE SUPPORTED AS A CONTRIBUTION TO DETERMINING THE EXTENT OF NATIONAL ENERGY RESOURCES. ANY PROPOSAL FOR EXPLORATION, INCLUDING EXPLORATORY BOREHOLES, FOR OIL OR NATURAL GAS, MUST ENSURE THAT :

- A) THE AMENITIES OF LOCAL RESIDENTS ARE NOT UNDULY AFFECTED**
- B) PROVISION IS MADE IN THE PROPOSAL FOR THE FULL RESTORATION OF LAND AFFECTED BY EXPLORATION ACTIVITIES TO ITS CONDITION BEFORE THEY TOOK PLACE**
- C) NO PERMANENT HARM TO THE ENVIRONMENT, INCLUDING ITS ECOLOGY, RESULTS FROM THE EXPLORATION ACTIVITIES**
- D) WITHIN THE AREA BEING EXPLORED, DRILLING ACTIVITIES ARE SITED TO HAVE THE LEAST POSSIBLE ENVIRONMENTAL IMPACT, MAKING USE OF DERELICT OR NON-AGRICULTURAL LAND WHERE PRACTICAL**
- E) THE INTERESTS OF SAFETY ARE OF PARAMOUNT IMPORTANCE.**

- 4.30 Local based exploration for natural hydrocarbon deposits has now become a rarity, following the allocation of licenses in the 1970's and 80's. No active sites exist in Barnsley but it is necessary to have policy coverage in case of new developments.

Environment

Policy M9

THE ACCEPTABILITY OF PROPOSALS FOR MINERAL WORKING INCLUDING RESTORATION WILL BE ASSESSED WITH REGARD TO THE FOLLOWING CRITERIA :

- A) THE EFFECT ON LOCAL AMENITY (BASED ON ASSESSMENT OF VISUAL IMPACT, DUST, FUMES, NOISE AND OTHER POTENTIAL DISTURBANCE) TAKING INTO ACCOUNT SCREENING AND OTHER PROTECTIVE MEASURES WHICH ARE AVAILABLE**
- B) THE LIKELY DURATION OF THE WORKING**
- C) THE PROPOSED RESTORATION OF THE SITE AND ITS FINAL USE, APPEARANCE AND LANDFORM**
- D) THE EFFECTS ON THE NATURAL AND BUILT ENVIRONMENT.**
- E) THE EFFECT ON ANY AREA OF BOROUGH LANDSCAPE VALUE**
- F) THE EFFECT ON WATER RESOURCES, INCLUDING POLLUTION AND POSSIBLE DISTURBANCE TO SURFACE DRAINAGE AND GROUNDWATER LEVELS.**

PLANNING PERMISSION WILL NOT BE GRANTED WHERE THERE IS SIGNIFICANT AND UNAVOIDABLE DAMAGE TO THE ENVIRONMENT RESULTING FROM ANY OF THE FACTORS IDENTIFIED ABOVE.

- 4.31 The effect of mineral workings on the environment is the most critical issue in considering new proposals. By their nature, operations for mineral extraction can be very damaging, to local amenity, to wider aspects of landscape recreation and ecology and to important elements of the built environment, including rural villages, conservation areas, listed buildings, and archaeological sites and other settlements. Mineral workings will be required to be in accordance with the full range of policies for conservation and enhancement of the environment in the Environment Section of the Plan and in the Community Area Volumes.

- 4.32 PPG2 (1995) acknowledges that mineral working need not be inappropriate in the Green Belt provided that high environmental standards are maintained and that the site is well restored.
- 4.33 It is extremely important that working proposals are located, designed, operated and managed with full regard to the range of environmental issues referred to in Policy M8.
- 4.34 The following detailed policies for the control of mineral working will be applied.

Policy M9A

THE EFFECTS OF PROPOSALS ON THESE ISSUES SHALL BE DEMONSTRATED WHEREVER APPROPRIATE IN AN ENVIRONMENTAL STATEMENT. THE SUBMISSION OF COMPREHENSIVE INFORMATION WITH PLANNING APPLICATIONS WILL BE REQUIRED SO THAT THE COUNCIL CAN PROPERLY ASSESS PROPOSALS FOR MINERAL WORKING. IT IS ESSENTIAL TO ENSURE THAT MINERAL WORKING PROCEEDS ON THE BASIS OF ADEQUATE GEOLOGICAL INFORMATION AND ALL MINERAL APPLICATIONS MUST BE ACCOMPANIED BY DETAILED PROSPECTING INFORMATION. IT WILL BE THE POLICY OF THE COUNCIL TO ENSURE THAT WHERE APPLICATIONS FOR MINERAL WORKING ARE PERMITTED, STRICT ENVIRONMENTAL CONTROLS ON THE SITING, DESIGN, OPERATION AND RESTORATION OF MINERAL WORKINGS ARE ADHERED TO.

Working & Restoration

Policy M9B

SCHEMES OF WORKING, RESTORATION AND AFTERUSE WILL BE REQUIRED TO BE SUBMITTED WITH ALL APPLICATIONS FOR MINERAL WORKING, AND SUCH PROPOSALS WILL BE TREATED AS AN INTEGRAL PART OF THE APPLICATION AND ANY PLANNING PERMISSION GRANTED. CONDITIONS (AND WHERE NECESSARY LEGAL AGREEMENTS) ATTACHED TO A PLANNING PERMISSION WILL REQUIRE FULL WORKING AND RESTORATION SCHEMES TO BE APPROVED PRIOR TO SPECIFIED OPERATIONS TAKING PLACE ON SITE. WHEREVER POSSIBLE PROGRESSIVE, PHASED WORKING AND RESTORATION WILL BE REQUIRED TO AN AGREED AFTERUSE. ANY PROPOSALS SUBMITTED FOR MINERAL WORKING SHOULD INCLUDE A SCHEME OF AFTERCARE IN THE CASE OF RESTORATION TO AGRICULTURE, FORESTRY, AMENITY OR NATURE CONSERVATION.

- 4.35 The submission of comprehensive information for the mineral extraction operations and the restoration phases is essential to ensure that the Borough Council can adequately assess the proposals and control any development which is permitted.

Policy M9C

IN ADDITION TO THE CRITERIA SET OUT IN POLICY M9 THE FOLLOWING DETAILED MEASURES WILL BE REQUIRED TO THE SATISFACTION OF THE BOROUGH COUNCIL :

- A) ADEQUATE SCREENING AND OTHER PROTECTIVE MEASURES TO BE MAINTAINED WHERE POSSIBLE DURING THE OPERATIONS
- B) CONSIDERATION SHOULD BE GIVEN TO THE AFTER MANAGEMENT OF THE SITE, FOLLOWING WORKING AND RESTORATION
- C) OPERATION AND RESTORATION OF THE SITE SHOULD BE LIMITED TO THE SHORTEST PERIOD PRACTICABLE
- D) LAYOUT OF OPERATIONAL AREAS OF THE SITE AND DIRECTION OF WORKING SHOULD TAKE INTO ACCOUNT THE BEST ENVIRONMENTAL OPTION
- E) MEASURES TO STRIP, STORE, CONSERVE AND REPLACE SUBSOIL AND TOPSOIL. WHERE SOILS ARE INADEQUATE IN QUANTITY TO SECURE EFFECTIVE RESTORATION ALL EFFORTS SHALL BE MADE TO RETAIN SOIL MAKING MATERIAL DURING THE WORKING OF THE SITE
- F) PROTECTION OF PUBLIC RIGHTS OF WAY OR THE PROVISION OF SUITABLE TEMPORARY DIVERSIONS TO BE PROVIDED AND AGREED AFTER LIAISON WITH THE BOROUGH COUNCIL'S RIGHTS OF WAY OFFICER
- G) MEASURES TO PREVENT THE DEPOSIT OF MUD, DUST AND OTHER MATERIALS ON THE PUBLIC HIGHWAY
- H) ADEQUATE ACCESS TO A SUITABLE HIGHWAY WILL BE REQUIRED
- I) MEASURES TO PROVIDE FOR THE PROTECTION OF SURFACE AND SUB-SURFACE WATER COURSES AND THE PROVISION OF TEMPORARY AND PERMANENT DRAINAGE
- J) ARCHAEOLOGICAL FACTORS SHOULD BE TAKEN INTO ACCOUNT IN FORMULATING APPLICATIONS FOR MINERAL WORKING AND REGARD SHOULD BE HAD FOR THE CONFEDERATION OF BRITISH INDUSTRY (CBI) CODE OF MINERAL OPERATORS ON ARCHAEOLOGICAL INVESTIGATIONS.

- 4.36 The criteria in Policy M9C is required in order to ensure that the proposals are environmentally acceptable and that the site can be satisfactorily restored upon completion.

Plant & Ancillary Buildings

Policy M9D

WHERE THE BOROUGH COUNCIL APPROVES A PLANNING APPLICATION WHICH INVOLVES THE ERECTION OF ANY PLANT AND BUILDINGS WITHIN OR ADJACENT TO A MINERAL WORKING, CONDITIONS WILL BE IMPOSED TO CONTROL THE SITING AND APPEARANCE OF THE PLANT AND BUILDINGS. THE LIFE OF ALL SUCH PLANT AND BUILDINGS WILL NORMALLY BE RESTRICTED TO THE LIFE OF THE ASSOCIATED MINERAL WORKING.

- 4.37 Plant and ancillary buildings can be very obtrusive by virtue of their height, construction and operation. It is essential that such plant and buildings are designed and sited having due regard to their environmental impacts.

Restoration & Landscaping

Policy M9E

THE RESTORATION AND IMPROVEMENT OF EXISTING DERELICT OR UNUSED LAND, AND THE CREATION OF FEATURES OF BENEFIT TO THE COMMUNITY, WILL BE SOUGHT IN NEW WORKING PROPOSALS.

- 4.38 Mineral workings, by their nature, offer the opportunity for large scale earth moving and removal of previous areas of deposited land. The Borough Council will endeavour to ensure that the environment is improved as part of any proposals for mineral working.

Policy M9F

THE FINAL CONTOURS OF THE RESTORED SITE SHOULD WHERE POSSIBLE RESEMBLE THAT OF THE LANDSCAPE CHARACTERISTIC OF THE LOCALITY. RESTORATION SCHEMES SHOULD IN APPROPRIATE CASES PROVIDE OPPORTUNITY TO ESTABLISH NEW WILDLIFE HABITATS OR ENHANCE EXISTING HABITATS AND PRESERVE AND RETAIN IMPORTANT GEOLOGICAL EXPOSURES FOR EDUCATIONAL USE.

- 4.39 Policy M9F is to ensure that the restored mineral working should where possible resemble that of the landscape characteristic of the locality and that due regard is paid to the ecology of the area.

Policy M9G

PLANNING PERMISSION FOR MINERAL WORKINGS WILL NOT NORMALLY BE GRANTED WHERE IT IS PROPOSED TO REMOVE SIGNIFICANT TREES OR HEDGES, AND WOODLAND OF AMENITY, LANDSCAPE, NATURE CONSERVATION OR SCREENING VALUE. WHERE PROPOSALS WHICH WOULD DISTURB TREES AND WOODLAND ARE APPROVED, CONDITIONS (AND WHERE NECESSARY LEGAL AGREEMENTS) WILL NORMALLY REQUIRE REPLACEMENT AS PART OF THE RESTORATION SCHEME AND SHALL PROVIDE FOR AFTER-CARE MANAGEMENT FOR A PERIOD OF FIVE YEARS. REPLACEMENT TREES MAY BE REQUIRED IN A DIFFERENT POSITION TO THOSE REMOVED WHERE THIS WOULD IMPROVE THE AMENITY OR AGRICULTURAL EFFICIENCY OF THE RESTORED SITE OR SCREEN THE WORKING SITE. THE BOROUGH COUNCIL WILL SEEK THE FORESTRY COMMISSION'S ADVICE AND ASSISTANCE IN IMPLEMENTING THE POLICY OF AFTERCARE MANAGEMENT OF LAND. ADVANCE LANDSCAPING WILL BE SOUGHT WHERE POSSIBLE.

- 4.40 This policy is included to maintain the environment and also to screen the working.

Oil & Gas Exploration & Production

Policy M9H

FOLLOWING THE INITIAL DISCOVERY OF AN OIL OR GAS BEARING FORMATION, EXPLORATION COMPANIES WILL NORMALLY BE REQUIRED TO SUBMIT AN OVERALL SCHEME FOR THE APPRAISAL AND DELINEATION OF THE RELEVANT FIELD AND PLANNING APPLICATIONS FOR FURTHER EXPLORATORY DRILLING IN THE AREA WILL BE DETERMINED IN THE LIGHT OF THIS.

- 4.41 This policy is included to determine the extent of the gas bearing formation and to establish future drilling in a planned manner.

Policy M9I

PLANNING PERMISSION FOR FACILITIES REQUIRED FOR COMMERCIAL PRODUCTION WILL ONLY BE GRANTED WITHIN THE FRAMEWORK OF AN OVERALL DEVELOPMENT SCHEME AGREED BETWEEN THE APPLICANT AND THE LOCAL PLANNING AUTHORITY, WHICH PROVIDES FOR THE FULL DEVELOPMENT OF THE OIL OR GAS FIELD WHERE PRACTICABLE, TOGETHER WITH ANY OTHER FIELDS IN CLOSE PROXIMITY.

- 4.42 This policy is included in the interests of the proper planning of the development and to ensure that this natural resource is extracted in the most efficient manner.

Policy M9J

ALL PLANNING PERMISSIONS FOR OIL AND GAS RELATED DEVELOPMENTS WILL INCLUDE CONDITIONS REQUIRING THE FULL RESTORATION OF SITES TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY AT THE END OF OIL OR GAS EXTRACTION.

- 4.43 This policy is included to ensure that on completion of the development the site is satisfactorily restored in the interests of the environment.

Liaison & Enforcement

Policy M9K

LIAISON WITH SITE OPERATORS AND STATUTORY REGULATORY BODIES AND CONSULTEES WILL OCCUR AT ALL STAGES OF OPERATIONS. THE BOROUGH COUNCIL WILL MAKE FORMAL INSPECTIONS OF MINERAL WORKING SITES ON A REGULAR BASIS THROUGHOUT THE WORKING PERIOD AND AT LEAST ONCE ANNUALLY DURING THE AFTERCARE PERIOD TO ENSURE COMPLIANCE WITH CONDITIONS ATTACHED TO PLANNING PERMISSIONS AND TO ASSESS THE SUCCESSFUL IMPLEMENTATION OF THE AFTERCARE SCHEME.

- 4.44 Liaison with operators and regulatory bodies and consultees will ensure that early attention can be given to potential problems and regular monitoring will ensure that planning conditions are adhered to and that the aftercare scheme is implemented satisfactorily in the interest of the environment. Where mineral working sites raise significant local issues the Borough Council will expect mineral operators to arrange a local Liaison Committee for the duration of the working life of the site.

Policy M9L

IN THE EVENT OF A FAILURE TO COMPLY WITH THE REQUIREMENTS OF A CONDITION ATTACHED TO A GRANT OF PLANNING PERMISSION THE BOROUGH COUNCIL, IF DEEMED APPROPRIATE, WILL UTILISE ALL AVAILABLE LEGISLATION TO SECURE COMPLIANCE WITH THE CONDITIONS. IN APPROPRIATE CASES THIS MAY INVOLVE ENFORCEMENT PROCEEDINGS.

- 4.45 This policy is included to ensure that planning conditions are complied with, ensuring that the Borough's environment is thereby maintained.

Transportation of Minerals

Policy M10

THE FOLLOWING TRANSPORTATION CRITERIA WILL BE APPLIED IN THE CONSIDERATION OF PROPOSALS FOR MINERAL WORKINGS :

- A) THE EFFECT WHICH TRAFFIC GENERATED BY THE PROPOSED WORKING WILL HAVE ON ROAD SAFETY, PROPERTY AND THE AMENITIES OF THE PEOPLE LIVING IN THE VICINITY OF THE DEVELOPMENT OR ALONG THE TRANSPORTATION ROUTES LIKELY TO BE USED**

- B) WHEREVER POSSIBLE, THE USE OF RAIL, PIPELINE OR CONVEYOR FACILITIES WILL BE REQUIRED IN ORDER TO REDUCE DISTURBANCE CAUSED BY ROAD TRAFFIC, ACCOUNT BEING TAKEN OF BOTH THE PHYSICAL AND ECONOMIC ASPECTS OF PROVIDING THESE FACILITIES.**

- 4.46 Production of minerals often results in the generation of considerable volumes of heavy goods vehicles, often in rural areas. The use of minor roads would create a major impact on the amenity of people living along that route as a result of noise, safety, dust and deposits on the road. Some of these issues can be dealt with by conditions, but where a mineral working is wrongly located, and satisfactory routing and control of vehicles cannot be obtained, then working should not take place.
- 4.47 The use of rail or other off road transport methods is far less damaging and is to be sought wherever possible. Experience has shown, however, that it is only on rare occasions that these alternatives are available.

Agricultural Land

Policy M11

PROPOSALS FOR MINERAL EXTRACTION INVOLVING THE USE OF AGRICULTURAL LAND OF GRADES 1, 2 AND 3A WILL NOT NORMALLY BE PERMITTED UNLESS :

- A) THE VIABILITY OF ANY AGRICULTURAL HOLDING AFFECTED BY THE DEVELOPMENT IS NOT PERMANENTLY DAMAGED**
- B) IT IS DEMONSTRATED THAT ALL THE AFFECTED LAND WILL BE RESTORED TO AT LEAST ITS PRE-EXISTING AGRICULTURAL QUALITY NOT LATER THAN THE COMPLETION OF A PROGRAMME OF RESTORATION AND AFTERCARE**
- C) THE AMOUNT OF SUCH LAND INCLUDED IN THE DEVELOPMENT IS THE MINIMUM REASONABLY REQUIRED TO CARRY OUT THE WORKING IN ACCORDANCE WITH BEST EXISTING TECHNIQUES.**
- 4.48 The area of Barnsley Borough does not contain a great deal of high quality agricultural land, and that which does exist is of great importance to the local farming economy. The general survey of land classification carried out by the MAFF is only a general indication of quality and disguises local variations of higher capability. A detailed survey of each site involving higher quality of land is required either before application, or as part of the assessment of the site prior to a decision. This should normally be a part of the statutory consultation procedure with MAFF, and related directly to aftercare provision, should the site be approved.

Conservation of Mineral Reserves

Policy M12

THE COUNCIL WILL ENCOURAGE THE RECYCLING AND USE OF WASTE MATERIALS AS SUBSTITUTES FOR MINERAL PRODUCTS WHEREVER TECHNICALLY AND ECONOMICALLY POSSIBLE.

- 4.49 As viable mineral deposits become more difficult to find, and as environmental objections to workings increase, it becomes increasingly important to use raw materials to best advantage. The substitution of waste or low grade materials for higher grade materials is one way in which valuable reserves can be extended to meet more demanding issues. In addition, the recycling of previously used materials such as concrete, or for instance the Council's use of road planings and road excavation materials, also has an increasing part to play. This trend will be encouraged by all means possible.

Policy M13

WHERE A SITE APPROVED FOR MINERAL WORKING CONTAINS MORE THAN ONE ECONOMIC MINERAL, THE COUNCIL WILL ENCOURAGE THE UNDERTAKERS OF SUCH WORKINGS TO EXTRACT AND MARKET ALL MINERALS ON THE SITE TO PREVENT LOSS OF VALUABLE RESERVES.

- 4.50 It occasionally happens that a site proposed for working one mineral, e.g. opencast coal, may contain another valuable mineral such as clay or hard sandstone. Where this occurs, attempts should be made to use the secondary mineral for economic purposes, so long as this does not prejudice the satisfactory working and restoration of the site.

Policy M14

THE COUNCIL WILL SEEK TO AVOID THE STERILISATION OF KNOWN RESERVES OF VALUABLE MINERALS, BY THE IDENTIFICATION OF CONSULTATION AREAS WHEREVER POSSIBLE; BY THE WORKING OF MINERALS IN ADVANCE OF OTHER FORMS OF DEVELOPMENT, WHERE THIS IS ENVIRONMENTALLY ACCEPTABLE; AND BY RESTRICTING OTHER DEVELOPMENT WHERE THIS IS CONSIDERED JUSTIFIED.

- 4.51 Where mineral deposits underlie potential development land, there is a possible conflict of interest. Once developed, the reserves are effectively sterilised, and yet it is a responsibility of the Mineral Planning Authority to prevent sterilisation. Even the proximity of development, such as housing can be a constraint on future mineral development as a result of the impact of working operations upon residents. Where known reserves of rare minerals exist and are threatened, it is important to attempt to prevent them being unnecessarily sterilised. All proposals for development in Mineral Consultation Areas will therefore be considered having regard to their impact on the ability to extract minerals in the future. The identification of consultation areas on the Proposals Map is intended to draw attention to this potential conflict, so that the value of mineral reserves can be taken into account in assessing development proposals. These are in addition to the Areas of Search, which represent the immediate reserves for the plan period.



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Waste Disposal INTRODUCTION

- 4.52 Waste is inseparable from almost all areas of human activity. Like other urban areas, Barnsley with its large concentrations of population and industrial base, generates large quantities of waste in different forms and its disposal is almost always controversial, no matter what method is used. Many new controls concerning waste have been established in recent years, for example, the Environmental Protection Act 1990 and the Water Act 1989 have established a strong legislative base for preventing and controlling pollution. The Waste Regulatory Authorities, and other agencies such as the Environment Agency and Health and Safety Executive are involved, but planning has a 'central' role, both in policy making and site approval. It is important in all matters to integrate the planning function with the regulatory and licensing function. The primary concern of this part of the Plan is the land use implications of waste disposal and this is reflected in the policies set out below. These policies are consistent with the 'relevant objectives' set out in the EC Framework Directive on Waste and PPG23 (1994).

TRENDS & ISSUES

- 4.53 The activities of the deep mined coal industry have until recently created the main waste disposal problems within the Borough. At active collieries there was a continuing need to find sufficient space for the millions of tonnes of colliery spoil that was generated from mining at each colliery, and which had to be dumped at the surface. Now the decline in coal mining within the Borough has removed this problem to a major extent.
- 4.54 In parallel with the decline of the deep mining industry, has been a growth in concern regarding other forms of waste disposal for domestic and industrial wastes. Much of this concern has focused upon pollution resulting from landfill gas and leachates, and from residual contamination of the ground, which can inhibit future development proposals both on and adjacent to past sites.

- 4.55 The generation of domestic, industrial and other wastes will continue within the Borough for the foreseeable future. The draft Waste Management Plan for the Borough (produced in October 1990) anticipated the need to dispose of up to 543,950 tonnes per annum of controlled waste of various types, in addition to the 2,494,610 tonnes of uncontrolled wastes (mining, quarrying and farming). The vast majority of these wastes currently go to landfill sites, and although it is anticipated that recycling and re-use of wastes will increase, a substantial volume of landfill capacity will be required.
- 4.56 The future of waste disposal as an activity is becoming increasingly controlled, with new legislation and procedures stemming from the Environmental Protection Act (EPA), European Community directives, and revised guidance from our own Government. At the same time the regulatory framework is being changed, with the formation of regional co-ordinating bodies, and a possible National regulatory agency. The formation of Local Authority Waste Disposal Companies and the need to tender for the waste disposal contract, is already changing the way that domestic, trade and other wastes are dealt with.
- 4.57 As was mentioned in the introduction there is increased environmental pressure for recycling and re-use of waste materials, although the market conditions are far from stable; and there is wide discussion of alternatives to landfill as a disposal option, albeit with considerable increased costs. There is a consensus that the standards, and therefore the costs, of landfill will rise dramatically as a result of these changes. The future acceptability of landfill as an option is increasingly questioned by environmentalists and others, but desirable as this may be, it seems inevitable that this option will remain for a large proportion of waste until viable alternatives are reliably available.
- 4.58 At present there is no strategic overview to waste disposal. A separate waste regulatory authority (the Environment Agency) has responsibility for the day to day operational control and site licensing of all controlled waste disposal sites within the County of South Yorkshire. It must also prepare a Waste Disposal Plan indicating the arrangements needed to treat or dispose of controlled wastes within its area in such a manner as to ensure that waste is recovered and disposed of without endangering human health and without using processes or methods which could harm the environment. Preparation of the Plan has only recently commenced and in the absence of the County overview the Council will have regard to the provisions of the existing draft Waste Management Plan for the Borough. The responsibility for the disposal of the Borough's Waste is now the responsibility of the Local Authority Waste Disposal Company. An arms length company called BDR Waste Disposal Limited has secured the contract for the disposal of Waste in Barnsley, Doncaster and Rotherham. Each of these three Authorities have an interest in this company, with the controlling interest being held by Yorkshire Water plc. This company is free to make its own decisions regarding the need and location of future Waste Disposal sites.

Any such proposals will be judged against the criteria set out in the Plan but initially it utilises existing landfill capacity 'transferred' from the Council. In November 1994 there is only one landfill site available with spare capacity. This is located at Stairfoot Brickworks, Stairfoot.

- 4.59 Consequently it is not possible to make specific land use proposals for future waste disposal needs and these will have to be put forward by the waste disposal industry in the form of planning applications. It is vitally important however to establish a policy framework within which these future waste disposal proposals will be considered. This must seek to prevent wrongly located, and badly designed and managed sites, from being established. It must also ensure effective control and restoration of established operations to prevent risk or loss of amenity to residents and businesses in Barnsley.

OBJECTIVES

- 1. To minimise the generation of waste and to encourage re-cycling.**
- 2. To protect the environment of the Borough and to avoid loss of amenity to its residents.**
- 3. To ensure that waste is disposed of safely, efficiently and effectively.**
- 4. To ensure control over waste operations and the full restoration of sites to a beneficial afteruse.**

WASTE DISPOSAL POLICIES

- 4.60 Waste disposal was not identified as a key issue during the preparation of South Yorkshire Structure Plan, due to the lack of essential survey work information. At a late stage in its preparation it was accepted that waste disposal policies should be developed in the review of the Plan but this review was never carried out. Consequently, there was only a general statement of intent in the Plan, and a reference to restoration of mineral workings by infill with waste, and these now need to be replaced by updated policies.

- 4.61 The South Yorkshire Minerals Local Plan also did not deal with waste disposal as a self contained issue, but it did recognise the close linkages between mineral extraction and waste disposal, especially in the field of restoration. The possibility of using waste disposal as a means of restoration has several potential benefits. It can reduce the net amount of land taken out of agricultural or other uses, better land forms can be achieved; more effective use of investment in infrastructure can be obtained, and often the environmental impact can be reduced by effective screening.
- 4.62 The Minerals Local Plan also identified the problems and risks that could be created by waste disposal, even into quarries. The issue of potential pollution to surface and underground water is a major factor, and the Environment Agency groundwater protection policy is an important basis for proposals. Waste disposal can also damage local amenity as a result of traffic, smells, fumes, wind blown material, and pest infestation, although all of these can be reduced by good management. The control of gas and leachate migration is vital on landfill sites and consultation is now required on development proposed within 250 metres of a landfill site used within the last 30 years.
- 4.63 There is an important need to relate the planning process to on-site control through waste disposal licences, and to have regard to best practice procedures set out in the series of Waste Management Papers which are available. The Environment Agency is preparing a Waste Disposal Plan under the requirements of the 1990 Environmental Protection Act, but it is a planning responsibility to deal with the land use issues and the impact of the site on the surrounding area. The operational policies of the Waste Disposal Authority are set out in the draft Waste Management Plan, 1990, and these will complement the policies contained in the Unitary Development Plan.
- 4.64 Because of this situation, therefore, most of the policies referred to below relate to landfill, although some are equally relevant to waste processing facilities. Should there be a major change in the waste disposal market, then these policies will need to be reviewed.

Need for Waste Disposal Sites

Policy WD1

THE COUNCIL WILL SEEK TO MAKE PROVISION FOR SUFFICIENT SITES AND FACILITIES TO CATER FOR THE WASTE DISPOSAL NEEDS ARISING WITHIN THE BOROUGH DURING THE UDP PERIOD, SUBJECT TO ALL APPROPRIATE ENVIRONMENTAL SAFEGUARDS BEING MET. THE COUNCIL ACCEPTS THE NEED FOR A STRATEGIC APPROACH TO WASTE DISPOSAL AND WILL CO-OPERATE WITH NEIGHBOURING AUTHORITIES AND OTHER INTERESTED PARTIES IN THE ASSESSMENT OF SUITABLE OPPORTUNITIES TO DEAL WITH WASTE MATERIALS.

- 4.65 It is recognised that landfill will remain the main method of disposal for domestic and commercial waste during the plan period. However the Council has regard to the European and National policies on Waste Management including the Draft Waste Strategy for England and Wales. The Council is mindful of the proximity principle and the need for additional waste disposal sites within the context of waste generation within the Borough, having regard to the provisions of the Draft Waste Management Plan (1990) and consistent with all relevant environmental considerations. A co-ordinated approach to waste management policy formulation by the four South Yorkshire Councils is expected, which should have regard to the strategic overview provided by the proposed Waste Disposal Plan. It is recognised that, through joint agreements, there may be justification for some cross boundary movement of waste within South Yorkshire. It is also recognised that there is need for a strategic/regional waste strategy. In the absence of any County or regional level strategy, the Council will assess proposals for waste facilities on the basis of need, taking into account the proximity principle and the aim of self sufficiency.

Recycling

Policy WD2

IN ORDER TO MINIMISE THE NEED FOR WASTE DISPOSAL SITES AND FACILITIES, THE COUNCIL WILL SEEK TO MINIMISE WASTE GENERATION AND TO ACHIEVE THE MAXIMUM AMOUNT OF RE-USE AND RECYCLING OF POTENTIAL WASTE MATERIALS.

- 4.66 With current environmental concerns, and an increasing shortage and cost of disposal sites and facilities, it is vital to remove as much material as possible from the waste stream. The prevention of waste generation by re-use and re-cycling is an essential long term policy which will reduce the take of land for waste disposal purposes. The Government recognises the need for greater recycling of waste materials and in the White Paper on the Environment 'This Common Inheritance' a target is set that 50% of all recyclable waste should be recycled by the year 2000, with 25% of the household waste stream being recycled by that date. The Council has prepared a Waste Recycling Plan to move towards the target of household waste being recycled within the timescale set by Central Government. A number of recycling schemes are already in operation at Civic Amenity Sites (Dumpit Sites) and at other locations throughout the Borough in the form of bottle banks and waste paper collection facilities. However, the Council acknowledges that recycling and material reclamation facilities can themselves give rise to environmental problems and have an adverse effect on local amenity through noise, dust and litter, etc. Waste facilities such as waste paper depots, transfer stations (including scrap yards) etc., need to be carefully located and operated to the highest standards if they are not to give rise to environmental problems.

Environment

Policy WD3

PROPOSALS FOR WASTE DISPOSAL SITES AND FACILITIES WILL BE CONSIDERED ON THEIR MERITS, AND THE ENVIRONMENTAL ACCEPTABILITY OF SUCH PROPOSALS WILL BE ASSESSED WITH REGARD TO THE FOLLOWING :

- A) THE EFFECT ON LOCAL AMENITY BASED ON AN ASSESSMENT OF VISUAL IMPACT, DUST, FUMES, NOISE AND OTHER POTENTIAL DISTURBANCE, TAKING INTO ACCOUNT SCREENING AND OTHER PROTECTIVE MEASURES WHICH ARE AVAILABLE**
- B) THE LIKELY DURATION OF TIPPING**
- C) THE PROPOSED FINAL APPEARANCE AND LANDFORM OF THE SITE**
- D) THE EFFECT ON THE NATURAL AND BUILT ENVIRONMENT.**
- E) THE EFFECT ON AGRICULTURAL LAND.**

THESE EFFECTS SHALL BE DEMONSTRATED WHEREVER APPROPRIATE BY THE PREPARATION OF AN ENVIRONMENTAL STATEMENT. PLANNING PERMISSION WILL NOT BE GRANTED WHERE THERE IS SIGNIFICANT AND UNAVOIDABLE DAMAGE TO THE ENVIRONMENT RESULTING FROM ANY OF THE FACTORS IDENTIFIED ABOVE.

- 4.67 It is inevitable that proposals for disposal of wastes into landfill sites, both above and below ground, will come forward during the plan period. It is also likely that proposals for waste processing and treatment facilities will be proposed. The potential effects of these proposals on local amenity and the wider environment are of concern. By their nature waste disposal operations can have a damaging effect on housing areas, for example, through pollution from smells, fumes, dust, windblown material and pest infestation. They can also cause water pollution. Waste disposal can adversely effect the landscape, ecology and recreation facilities as well as important elements of the built environment including conservation areas, listed buildings and archaeological sites. The use of agricultural land for waste disposal is not encouraged because of the almost inevitable loss of productive capability that results. This particularly applies to best and most versatile agricultural land.
- 4.68 The location of proposals cannot be anticipated with certainty, and consequently they can only be dealt with individually. Detailed policies for controlling the working and restoration of waste disposal sites will be brought forward to supplement Policy WD3 and other Waste Disposal policies, as appropriate.
- 4.69 The following detailed policies for the control of waste disposal will be applied.

Policy WD3A

THE DEPOSIT OF WASTE MATERIALS IN AREAS OF HIGH QUALITY LANDSCAPE, WOODLANDS, NATURE RESERVES, AREAS COVERED BY TREE PRESERVATION ORDERS OR ON OTHER LAND OF NATURE CONSERVATION, ARCHAEOLOGICAL OR GEOLOGICAL SIGNIFICANCE WILL NOT NORMALLY BE ACCEPTABLE. FOR PROPOSALS FOR LANDFILL OPERATIONS TO IMPROVE THE AGRICULTURAL QUALITY OF THE LAND, THE APPLICANT WILL BE EXPECTED TO SHOW THAT CONVENTIONAL AGRICULTURAL IMPROVEMENT TECHNIQUES SUCH AS LAND DRAINAGE AND OTHER AMELIORATION TREATMENTS ARE NOT PRACTICAL AND THAT LANDFILL IS THE ONLY SATISFACTORY SOLUTION.

- 4.70 This policy is included to protect areas of environmental and ecological interest and quality.

Policy WD3B

WASTE DISPOSAL SITES WILL BE ACCEPTABLE ONLY IF THE FOLLOWING PRINCIPAL FEATURES CAN BE CLEARLY DEMONSTRATED :

- A) THAT THE VISUAL IMPACT OF AN ACTIVE LANDFILL SITE WHEN VIEWED FROM PLACES OF PUBLIC RESORT AND FROM RESIDENTIAL AREAS WILL NOT BE SUCH AS TO OUTWEIGH ANY BENEFITS WHICH MAY ACCRUE FROM ALLOWING THE WASTE DISPOSAL SCHEME TO PROCEED. THE APPLICANT WILL BE EXPECTED, BY MEANS OF PLANS AND SECTIONS, TO DEMONSTRATE THAT ADEQUATE SCREENING CAN BE MAINTAINED, WHERE POSSIBLE, FOR THE DURATION OF THE OPERATIONS
- B) THAT ACCESS TO THE SITE AND FREQUENCY OF ASSOCIATED TRAFFIC WILL NOT CONSTITUTE A HAZARD OR NUISANCE TO PEDESTRIANS, NEARBY RESIDENTS OR OTHER ROAD USERS
- C) THAT THE TYPES OF WASTE TO BE DEPOSITED AND THE PROPOSED METHOD OF DISPOSAL OR TREATMENT WILL NOT CAUSE UNDUE ENVIRONMENTAL PROBLEMS BY VIRTUE OF NOISE, DUST, LITTER, VERMIN, ODOUR OR LANDFILL GAS EMISSION
- D) THAT THE PROPOSAL WILL NOT HAVE A SERIOUS DETRIMENTAL EFFECT UPON SIGNIFICANT OR SCARCE POPULATIONS OF FLORA AND/OR FAUNA
- E) THAT THE PROPOSALS FOR RESTORING THE SITE PROVIDE FOR AN APPROPRIATE FINAL APPEARANCE AND USE
- F) THAT CONSIDERATION IS GIVEN TO THE AFTER MANAGEMENT OF THE RESTORED SITE, IN PARTICULAR THE APPLICANT WILL BE EXPECTED TO SUBMIT AN AFTERCARE SCHEME TO COVER A MINIMUM FIVE YEARS POST RESTORATION PERIOD.

- 4.71 This policy is included to ensure site operations are environmentally acceptable and are satisfactorily restored upon completion.

Policy WD3C

IN ADDITION TO THE PRINCIPAL FEATURES LISTED ABOVE, PROPOSALS FOR WASTE DISPOSAL SITES WILL ONLY BE ACCEPTABLE IF THE BOROUGH COUNCIL'S REQUIREMENTS CAN BE MET IN RESPECT OF THE FOLLOWING :

- A) OPERATION AND RESTORATION OF THE SITE TO BE LIMITED TO THE SHORTEST PERIOD PRACTICABLE
- B) SATISFACTORY LAYOUT OF OPERATIONAL AREAS OF THE SITE AND MEASURES FOR PROGRESSIVE SCREENING OF THE SITE, THE DIRECTION OF TIPPING AND MAXIMUM EXTENT OF TIPPING FACE TO BE PROVIDED AND AGREED AFTER LIAISON WITH THE SOUTH YORKSHIRE HAZARDOUS WASTE UNIT
- C) PROTECTION OF PUBLIC RIGHTS OF WAY OR THE PROVISION OF SUITABLE TEMPORARY DIVERSIONS TO BE PROVIDED AND AGREED AFTER LIAISON WITH THE BOROUGH COUNCIL'S PUBLIC RIGHTS OF WAY OFFICER
- D) PROTECTION OF SURFACE AND SUB SURFACE WATERCOURSES AND PROVISION OF TEMPORARY AND PERMANENT DRAINAGE
- E) OPERATING HOURS

- F) MEASURES TO STRIP, STORE, CONSERVE AND REPLACE SUBSOIL AND TOPSOIL
- G) PHASED PROPOSALS FOR THE RESTORATION AND LANDSCAPING OF THE SITE, WHERE APPROPRIATE, TO INCLUDE MEASURES TO ENHANCE THE ECOLOGICAL VALUE OF THE SITE.

PLANNING CONDITIONS AND WHERE NECESSARY LEGAL AGREEMENTS WILL BE USED TO CONTROL THESE FACTORS.

- 4.72 These detailed factors must be acceptable to the Borough Council in order to meet the principal criteria referred to in Policy WD3C above.

Policy WD3D

WASTE DISPOSAL OPERATIONS ONTO LAND PREVIOUSLY RESTORED TO A SATISFACTORY ENVIRONMENTAL STANDARD WILL NOT NORMALLY BE PERMITTED.

- 4.73 This policy is included so that landscapes previously disturbed by a derelict site, and subsequently restored, would not again be exposed to repeated visual degradation.

Transportation

Policy WD4

THE FOLLOWING TRANSPORTATION CRITERIA WILL BE TAKEN INTO ACCOUNT IN CONSIDERATION OF PLANNING APPLICATIONS FOR WASTE DISPOSAL :

- A) THE EFFECT WHICH TRAFFIC GENERATED BY THE PROPOSED WASTE DISPOSAL WILL HAVE ON ROAD SAFETY, PROPERTY, AND THE AMENITIES OF THE PEOPLE LIVING IN THE VICINITY OF THE DEVELOPMENT, OR ALONG THE TRANSPORTATION ROUTES LIKELY TO BE USED**
- B) THE DEGREE TO WHICH ALTERNATIVE TRANSPORT MODES CAN BE USED TO MINIMISE TRAFFIC DISTURBANCE.**

- 4.74 Waste disposal sites and facilities generate considerable volumes of road traffic. Good location, an acceptable access to a major highway or the use of rail for access, are important elements in an acceptable site. Notwithstanding this, proper management of vehicles, the site, and loading is essential to prevent nuisances and the deposit of material on the adjacent roads. It is recognised that it is unlikely that Barnsley will ever have a waste disposal site of the size that could support a rail link, although alternatives to road transport will be encouraged wherever possible.

- 4.75 In addition to the criteria set out in Policy WD4, the following detailed measures will be required :
- a) Proposals to prevent the deposit of mud and dust onto adjacent highways
 - b) Protection of public rights of way or the provision of suitable diversions to be agreed after liaison with the Borough Council Public Rights of Way officer.
- 4.76 These measures are to ensure the safety and protection of amenity of users of public highways.

Improved Standards

Policy WD5

THE COUNCIL WILL SEEK TO ENSURE THE USE OF THE BEST AVAILABLE TECHNIQUES TO IMPROVE STANDARDS OF DESIGN AND CONTROL IN WASTE DISPOSAL OPERATIONS.

- 4.77 Much of the poor reputation and bad image of the waste disposal industry has arisen from badly designed and poorly controlled sites in the past. These create the impression in the minds of local residents that all proposed sites will be of a similar nature. Modern standards of design, construction and management of both sites and treatment facilities have improved enormously the appearance of sites, and their acceptability as a land use. These high standards must be the basis of all proposals in the future, and planning conditions and Section 106 agreements will be used where appropriate to ensure proper implementation.
- 4.78 In addition the following detailed policies for the control of waste disposal will be applied.

Policy WD5A

THE FINAL CONTOURS OF THE RESTORED SITE SHOULD WHERE POSSIBLE RESEMBLE THAT OF THE LANDSCAPE CHARACTERISTIC OF THE LOCALITY AND IN ANY CASE GRADIENTS STEEPER THAN 1 VERTICAL AND 4 HORIZONTAL, WILL NOT NORMALLY BE ACCEPTABLE.

- 4.79 This policy is included to ensure that tipped areas assimilate into the landscape and are also free of the risks of slumping and slipping.

Policy WD5B

LIAISON WITH SITE OPERATORS AND STATUTORY REGULATORY BODIES AND CONSULTEES WILL OCCUR AT ALL STAGES OF OPERATIONS, AND IF NECESSARY A FORMAL SITE LIAISON COMMITTEE WILL BE REQUIRED. THE BOROUGH COUNCIL WILL MAKE FORMAL INSPECTIONS OF LANDFILL SITES ON A REGULAR BASIS TO ENSURE COMPLIANCE WITH CONDITIONS ATTACHED TO GRANTS OF PLANNING PERMISSION.

- 4.80 Liaison with operators and regulatory bodies and consultees will ensure that early attention can be given to potential problems and regular monitoring will ensure that planning conditions are adhered to in the interest of the environment.

Policy WD5C

IN THE EVENT OF A FAILURE TO COMPLY WITH THE REQUIREMENTS OF A CONDITION ATTACHED TO A GRANT OF PLANNING PERMISSION THE BOROUGH COUNCIL, IF DEEMED APPROPRIATE, WILL UTILISE ALL AVAILABLE LEGISLATION TO SECURE COMPLIANCE WITH THE CONDITIONS. IN APPROPRIATE CASES THIS MAY INVOLVE ENFORCEMENT PROCEEDINGS.

- 4.81 This policy is included to ensure that planning conditions are complied with, ensuring that the Borough's environment is thereby maintained.

Pollution & Gas

Policy WD6

IN DETERMINING PLANNING APPLICATIONS FOR WASTE DISPOSAL SITES AND FACILITIES THE COUNCIL WILL PAY PARTICULAR REGARD TO THE EFFECT OF THE PROPOSAL ON POLLUTION OF SURFACE WATER COURSES AND UNDERGROUND AQUIFERS, AND TO THE POSSIBILITY OF MIGRATION OF LANDFILL GASES.

PROPOSALS WHICH DO NOT ENSURE ADEQUATE CONTAINMENT OF GASES AND LEACHGATES WILL NOT NORMALLY BE PERMITTED.

- 4.82 Landfill gas and leachates are two of the most objectionable by-products of waste disposal, and their effect can extend from the site into adjoining land to the detriment of other owners and occupiers. It is essential that both of these elements are contained within the site, and adequately dealt with in situ. Modern techniques for containment and removal of gas and leachates are now very sophisticated, and are improving all the time. They should therefore be built into the design of the site from the outset.

Policy WD7

PROPOSALS FOR COLLIERY WASTE TIPPING WILL BE ASSESSED AGAINST THE BACKGROUND OF AN ASSESSMENT OF ALTERNATIVE COLLIERY SPOIL DISPOSAL OPTIONS WHICH WILL BE REQUIRED AS AN INTEGRAL ELEMENT OF SUCH PROPOSALS. IN THE CONSIDERATION OF SUCH PROPOSALS THE COUNCIL WILL SEEK TO STRIKE A BALANCE BETWEEN MEETING THE NEEDS OF THE INDUSTRY AND ADDRESSING THE POTENTIALLY ADVERSE ENVIRONMENTAL IMPACTS, INCLUDING THE LOSS OF AGRICULTURAL LAND, WHICH CAN RESULT. HIGH STANDARDS OF RESTORATION AND MANAGEMENT OF THESE SITES WILL BE SOUGHT AS PART OF ANY APPLICATION.

- 4.83 With the recent demise of the coal industry only one colliery, Goldthorpe, remains in Barnsley. This colliery is classed as being non-operational but it is one of the collieries which are to be included in the proposed privatisation of the coal industry. Resumption of coal mining at this colliery will be ultimately dependent on the aspirations of the new private company. Prior to the cessation of coal mining from this colliery sufficient spoil disposal for British Coal's projected life of the colliery was secured by planning permission for continued spoil disposal on Hickleton Colliery Spoil Heap.
- 4.84 Future proposals for spoil disposal will be dependent upon the resumption of coal mining at Goldthorpe Colliery or new coal mining development in the Borough. Although there has been extensive national consideration of alternative uses and disposal methods for colliery spoil, increasingly more cost effective options for the deep mine coal industry will favour the lowest cost options for spoil disposal by landfill methods at or close to the pit head. Where further tipping requirements are identified, the Council will continue to assess the needs of the industry against the likely impact of the proposals on the environment and local amenity. In the consideration of new proposals for colliery spoil disposal sites, the Council will wish to consider the alternative options available (including remote disposal) in the context of the Procedural Manual Evaluative Framework: Assessment of Alternative Colliery Spoil Disposal Options (1990).



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Shopping INTRODUCTION

- 5.1 Retailing is a major industry and in the 1980's provided a key area of employment growth. The sector demonstrated an ability to change rapidly to meet demand, and in some instances a capacity to radically alter trading patterns. More recently it has experienced rationalisation, stabilisation and in some cases contraction. Forecasts of the general economy do not foresee an immediate significant upturn in retail activity and long term expectations are directed towards steady rather than the rapid growth of the 1980's.
- 5.2 The scale and quality of shopping facilities are clearly important factors. A major concern is, however, one of location and particularly accessibility. Facilities should continue to be highly accessible to all in the community. Development plan policies should aim to achieve a balanced approach which fosters and controls the development of new facilities to achieve this.
- 5.3 The Strategic Guidance sets out the Government's view on retail development within South Yorkshire. It recognises the extent of out-of-centre shopping development and generally places emphasis on the importance of existing town centres. This emphasis reflects in part the overall theme of the strategic guidance in seeking regeneration by revitalisation of the urban fabric. To this extent retailing can make a major contribution to the success of these centres, and in turn support other regeneration policies. "Existing city and town centres should continue to be the main areas for shopping facilities" and "the scale of recent out-of-centre retail developments in the County may restrict the potential for further major new proposals."
- 5.4 Planning Policy Guidance Note 6 ("Town Centres and Retail Developments") re-emphasises this by stating the Government's objectives to include the sustaining and enhancement of the vitality and viability of town centres and ensuring a wide range of shopping opportunities to which the community would have easy access by a choice of means of transport.

- 5.5 The sequential approach to new retail development embodied in PPG6 advises that the method to be applied to selecting sites for such proposals should be adopted in development plans. This approach is described as meaning that the first preference should be given to town centre sites (where suitable sites or buildings are available), followed by edge-of-centre sites, district and local centres and only then out-of-centre sites that are accessible by a choice of means of transport, having regard to their likely effect on overall travel patterns and car use.
- 5.6 In assessing new retail developments outside existing centres, PPG6 refers to a number of key tests which should be applied. These are: impact on the Development Plan strategy; the impact on the vitality and viability of existing centres, including cumulative effects; accessibility; and impact on travel and car use. Proposals, generally those over 2,500m², should be supported by evidence on the sequential approach, these tests, and environmental impact. To this end the UDP policies are intended to maintain and reinforce Town Centres, their viability and vitality. These centres provide the opportunity to serve the wider needs of the community in a single location and reduce journeys and vehicle emissions. These objectives are reinforced by PPG13 on Transport. Retail vitality will substantially underpin the service that is provided to the community by the wider facilities and attractions of Town Centres.
- 5.7 Barnsley Town Centre has long been the main focus for retailing within the area having had an established retail Market which received its Charter in the thirteenth century. The Town Centre draws heavily from the surrounding area which is generally characterised by a number of small and medium sized, originally mining based, settlements which themselves support a consistent range of retail facilities. The only exception to this is Penistone Centre which originates from that town's agricultural market.
- 5.8 The last 30 years have seen both the growth of retail facilities and a number of significant changes which have influenced the nature of Barnsley Town Centre and the current pattern of retailing generally :
- a) Development in the Town Centre -
There have been a number of significant developments designed to update parts of the centre to provide additional retail space and more modern facilities.
 - b) Out-of-Centre Convenience Goods Shopping -
In the late 1980's two large modern food stores were developed; one on the fringe of the Town Centre Area, one some two miles out of the centre.
 - c) Out-of-Centre Comparison Goods Shopping -
Successive policies which evolved in response to market led demand in the 1980's resulted in the development of a retail park, consent for another, a number of individual units, and other consents.

TRENDS & ISSUES

- 5.9 The 1980's was a period of unprecedented retail growth. The economic downturn in the early 1990's, which affected both expenditure and investment, is predicted to form a significant medium term brake on the retail sector, and has generated particular growth in discount retailing.
- 5.10 The expenditure growth which fuelled sales and development has substantially diminished. This has had considerable effects on the retail sector with substantial cut backs in development and also in occupation of existing and new floorspace.
- 5.11 Trend projections up to the end of the century suggest growth rates more equivalent to the long term 25 year trend and at levels only slightly over a third of the last decade. Lower than average expenditure levels and continuing unemployment will further militate against any dramatic change in local circumstances. Lower expenditure growth is likely to reduce retail demand. During this period investment is likely to be low. The proposals for development and redevelopment are consequently likely to be restricted and should therefore be directed to development which produces maximum benefits for the community as a whole. It is not expected that the area will generate the need for major shopping development.
- 5.12 Whilst it is possible to make an assessment of the likely spending capacity of the area as a whole, predictions of the amount of expenditure required to support and sustain facilities, and even allow for growth, are inherently difficult. Major survey and assessment of individual premises and of shopping habits and expenditure is likely to produce only a very generalised picture. Such forecasts cannot be regarded on their own as a detailed basis for development, but may provide an initial indication of potential or otherwise.
- 5.13 Patterns of food shopping in Barnsley are influenced both by developments within the Borough itself as well as those in the surrounding areas which may attract Barnsley residents, principally by way of large foodstores in out-of-centre locations. Within the surrounding Administrative Areas of Kirklees, Wakefield, Doncaster and Sheffield there are a number of retail food outlets which attract expenditure from the Borough. Additionally, there are currently major developments of this type proposed in Rotherham, at Meadowhall and to the south of Leeds which may add further to the competition for expenditure by Barnsley residents.

- 5.14 In recent years the sub regional pattern has been distorted by leakage of expenditure on comparison goods such as clothing, electrical equipment and DIY goods from the fringes of the catchment area to competing centres such as Wakefield and Doncaster which have been upgraded; and by loss of core trade to these and other centres as personal mobility increased with rising car ownership and usage. The pattern is being further distorted by Meadowhall Shopping Centre to the north east of Sheffield which is within a 15-30 minute drive time of most of Barnsley's catchment. This centre may partially replace trips to regional centres such as Leeds, as well as attracting core expenditure.
- 5.15 Within the Borough there is a recognisable hierarchy of centres. These perform different roles and functions, although outside Barnsley Town Centre they are principally convenience-based. A centre's position can change but this will necessarily take some time and will not rely on a single change in the centre's make-up. In plan terms all these centres will receive the same designation which will reflect not only their shopping content, but the associated commercial activity which regularly surrounds such centres. The classification of the designated centres, mirrors that set out in PPG6 interpreted in the local context, and is as follows :

Principal Town Centre : Barnsley Town Centre

Other Town Centres : Wombwell, Cudworth, Hoyland, Goldthorpe, Penistone

District Centres : Mapplewell, Thurnscoe (Houghton Road), Stairfoot

Local Centres : Darton, Thurnscoe (Shepherd Lane), Hoyland Common, Dodworth, Grimethorpe, Lundwood, Worsborough (Park Road), Royston (The Wells), Royston (Midland Road).

The location of these centres is shown diagrammatically at Diagram 10. Elsewhere there are parades of shops which perform principally a neighbourhood function. In the case of Barnsley Urban Community Area, these are identified specifically as other shopping facilities, although elsewhere they are subsumed within general housing designations.

OBJECTIVES

- 1. Make adequate provision for retail development consistent with the needs of the community.**
- 2. To reflect the needs of individual communities for ready access to convenience based facilities.**
- 3. To ensure that less able members of the community have ready access to choice of retail facilities.**
- 4. To channel retail development to existing centres and to use their regenerative capacity to the maximum advantage of the centres.**
- 5. Make adequate provision for retail uses, which do not duplicate the type and scale of comparison goods retailed in centres, but seek out of centre locations.**
- 6. To ensure that centres themselves provide an attractive environment for shopping.**

SHOPPING POLICIES

- 5.16 The policies aim to utilise growth to help sustain and revitalise existing centres. These centres still have considerable relevance for the communities they serve, particularly for the less mobile, and are in the most accessible locations for the majority of people. Given the dispersed nature of the settlement pattern, convenience and local access become of increasing importance. Coupled with the potential for retail development to assist regeneration, identified in the Strategic Guidance, the overall policy aims are to concentrate development in identifiable centres which themselves should have the capacity to sustain any growth.
- 5.17 Given the limited prospects for growth of expenditure over the medium term and consequent effect on retail demand for space, artificial limits on the scale of retail development in the Town Centre are unnecessary. Provided such development is capable of being accommodated without penalties on the function, character and environment of the centre, and is of benefit to the retail part of the centre, then it will be encouraged.

- 5.18 Certain uses have established a recognised pattern of retailing out-of-centre. Certain types of operation can be singularly unsuited to the town centre, in land requirements, building types, the need for extensive dedicated car parks and customer collection. Such operations are regarded as generally desirable from the point of view of providing the range of choice for consumers who in the absence of facilities would have to travel outside the Borough. The extent of such facilities should not, however, generate pressure to widen their capacity to harm vitality and viability within centres. Retail parks combining a number of comparison goods uses are regarded as more beneficial than dispersed operations which necessitate customers travelling between sites.

Shopping / Commercial Centres

Policy S1

SUBJECT TO THE PROVISIONS OF OTHER POLICIES IN THIS PLAN, ALL NEW RETAIL DEVELOPMENT WILL BE PERMITTED ONLY WITHIN THE CENTRAL SHOPPING AREA OF BARNSELEY TOWN CENTRE AND IN THE PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP WHERE SUITABLE SITES, OR BUILDINGS SUITABLE FOR CONVERSION, ARE AVAILABLE FOR SUCH PURPOSES.

WITHIN THESE LOCATIONS, PROPOSALS FOR NEW RETAIL DEVELOPMENT WILL BE ASSESSED ON THEIR MERITS HAVING PARTICULAR REGARD TO THEIR RELATIONSHIP AND COMPATIBILITY WITH THE EXISTING RETAIL USES LOCATED THEREIN. NEW RETAIL DEVELOPMENTS WHICH EXTEND AND ENHANCE THE RANGE OF GOODS, CONSUMER CHOICE AND THE PROVISION OF AMENITIES AND FACILITIES AVAILABLE TO THE PUBLIC WITHIN THE DEFINED CENTRES WILL BE PARTICULARLY ENCOURAGED.

- 5.19 Existing centres are regarded as the most relevant focus for retail activity. Diffusion of both public and private investment defeats the object of regeneration and the advantages of concentrating and consolidating facilities in areas which are most accessible to local communities. Concentration of investment produces spin off benefits for the centres as a whole, and enhances their role, attraction, viability and vitality.
- 5.20 The defined areas in the Town Centre and the principal shopping/commercial centres shown on the proposals map are the main established centres for retail activity throughout the Borough which are of particular relevance to local communities. The boundaries of the centres correspond primarily with the extent of existing shopping uses which include a variety of outlets. Other smaller groups of shops do exist, but these mainly serve local areas of housing, rather than the wider community, and it is not expected that these areas will be appropriate for any significant new development.

- 5.21 A network of locally based foodstores up to 930 m² sales floorspace is partially established throughout the Borough, primarily in defined shopping/commercial centres. Such facilities provide a valuable service to local communities and further provision will be considered where appropriate. Some of these proposals may not be capable of being accommodated within the areas defined on the proposals map and will therefore have to be considered in the context of Policy S3 which sets criteria for out-of-centre convenience goods shopping. Sites adjoining or well related to defined centres will be most likely to meet the criteria set out in Policy S3.
- 5.22 Development which extends the range, choice and facilities in the defined centres will be encouraged provided that it is of a nature compatible with the centre and has a strong relationship with, and does not detract from, existing retail uses in the centre. The provision of public transport opportunities and access therefrom to services and facilities in relation to retail uses is an important factor in reducing non-essential car journeys. Consideration of this issue is given later in this Plan at Policies T11 and T14 and the supporting text thereto. Access and car parking arrangements must comply with Policies T1A and T22. Public transport and access for such services in relation to retail facilities and reducing non-essential car journeys is of importance and consideration will be given to this matter in connection with T11 and T14. Many of the centres throughout the Borough include, or are adjoined by, dwellings, and therefore the Council will take account of the impact on residential amenity when assessing proposals. In order to ensure that the attractiveness of centres is enhanced, all development should seek to achieve good design and access standards in accordance with Policy BE6 and associated policies.

Policy S2

WITHIN THE CENTRAL SHOPPING AREA IN BARNSELEY TOWN CENTRE AND THE OTHER PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP, THE COUNCIL WILL ENCOURAGE, CO-ORDINATE AND IMPLEMENT IMPROVEMENTS IN THE GENERAL ENVIRONMENT, THE MANAGEMENT OF TRAFFIC, HIGHWAY AND PEDESTRIAN FACILITIES AND MEASURES TO ASSIST AND PROMOTE PUBLIC TRANSPORT USAGE. ALL NEW RETAIL DEVELOPMENTS WILL BE ASSESSED IN RELATION TO THE CONTRIBUTION THEY MAKE TOWARDS THESE AIMS AND, WHERE APPROPRIATE, PLANNING AGREEMENTS OR OBLIGATIONS WILL BE SOUGHT WITH DEVELOPERS IN THIS RESPECT.

- 5.23 If Barnsley Town Centre and the other principal shopping and commercial centres are to continue to remain and be enhanced as the focus for community needs, then there must be a consistent upgrading of the quality of the centres, for both shoppers and retailers. Maintaining and increasing the attraction of the centre, even against the competition from surrounding areas, will not be a simple operation, but the locational and accessibility advantages of the centres can continue to be a major factor in shopping decisions. In the context of the Council's approach to Barnsley Town Centre, a Town Centre Manager has been appointed.
- 5.24 In overall terms Barnsley Centre will remain a regional provincial centre. The function it fulfils at this level will continue to be influenced by its relative position in relation to other surrounding regional and sub-regional centres, in particular Meadowhall, Wakefield and Doncaster. That will be influenced by what 'offer' it makes to shoppers from accessibility, public transport and parking through to environment, the type and range of shopping and other attractions. Similarly, maintaining the attractiveness of other centres will require further public investment and private development.

Retail Development Outside Defined Shopping Centres

Policy S3

ALL NEW RETAIL DEVELOPMENT (INCLUDING THAT FOR BOTH CONVENIENCE AND COMPARISON GOODS) WHICH IS PROPOSED ON A SITE OUTSIDE THE CENTRAL SHOPPING AREA OF BARNSELY TOWN CENTRE AND THE PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP WILL ONLY BE PERMITTED :

- A) ON A SITE ALLOCATED FOR THAT PURPOSE IN THE PLAN**
- B) WHERE THERE IS NO SUITABLE SITE AVAILABLE WITHIN A CENTRE DEFINED ON THE PROPOSALS MAP, OR WHERE THERE IS NO AVAILABLE ALLOCATED SITE, THEN ON A SITE AT THE EDGE OF A DEFINED SHOPPING CENTRE SO LONG AS IT CAN PROVIDE A SATISFACTORY FUNCTIONAL CONNECTION THERETO IN TERMS OF DISTANCE AND PHYSICAL RELATIONSHIP AND WHERE IT IS LIKELY THAT THE DEVELOPMENT OF THE SITE WILL GENERATE JOINT TRIPS TO IT AND THE ADJACENT CENTRE, SUBJECT TO THE PROVISIONS OF POLICY S4 OF THE PLAN**
- OR**
- C) WHERE THERE IS NO SUITABLE SITE AVAILABLE EITHER WITHIN ANY OF THE CENTRES DEFINED ABOVE OR IN ACCORDANCE WITH THE REQUIREMENTS OF (A) OR (B), THEN ON AN OUT-OF-CENTRE SITE IN A LOCATION ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT, SUBJECT TO THE PROVISIONS OF POLICY S4 OF THE PLAN.**

- 5.25 For the purposes of this policy, convenience goods whether sold as a range or as a single type of product include food. It is relevant to differentiate between convenience goods offered to a localised area through outlets in existing centres, and outlets situated outside existing centres which rely on trade from a wider area, and more particularly generate primarily car-borne custom. Such out-of-centre stores can take trade away from centres; lead to the loss of facilities which form an important part of the centre's trading pattern; and divert or delay investment in such centres which is needed to support their continuing viability and vitality and maintain the service to the community.
- 5.26 Whilst it is acknowledged that larger scale stores have benefited customers, particularly in terms of the range of goods offered, this needs to be weighed against any adverse impact on existing retailing, especially in centres. For example, two large modern stores opened within two miles of the Town Centre in 1988 and 1989, considerably altering the pattern of retailing. These stores added substantial floorspace and made qualitative advances but have been associated with the loss of substantial convenience goods floorspace in the Town Centre itself.
- 5.27 The current level of provision of major convenience goods stores indicate that the Borough is on par with the rest of South Yorkshire and the region in terms of floorspace relative to population. A further major store would result in Barnsley having proportionately greater levels of provision than many other areas in the country. The Borough in contrast has lower than average spending capacity, high unemployment, lower than average car ownership and a relatively dispersed population. Against this background new provision will need to be judged against the shopping policies which seek to channel investment and strengthen centres and facilities that best serve the whole of the population.
- 5.28 In the past major stores largely competed with one another. More recently the picture has changed with the growth of discount operations. The future response of retailers may also see targeting of particular opportunities with the sizes of stores tailored to local circumstances. In all cases the impact of developments out-of-centre will need to be judged carefully against the harm that might occur to existing centres and potential enhancement of their function and facilities.
- 5.29 As explained in paragraph 5.22 above, any surplus convenience goods expenditure that exists ought to be absorbed in new development that strengthens the levels of provision in defined centres. This would not only assist in regeneration in these centres and support the overall planning objectives aimed at minimising journey distances, but would also enhance the level of choice and provision for residents without access to their own transport.

- 5.30 However, there is limited prospect of significant increases in overall convenience goods expenditure sufficient to generate substantial additions to retail provision. If such developments are brought forward they should wherever feasible be located in existing centres. Where they are proposed outside existing centres they will require careful assessment in the context of the criteria set out in Policy S3.
- 5.31 Certain comparison goods retailing uses, because of the type of goods, spatial requirements and type of operation are more logically developed out of centre. The development of these uses on 'retail parks', where such uses are grouped, provides for the potential of complementary and comparison shopping and ease of access for customers. Such retail parks need to be designed and laid out for safe and easy pedestrian use. Developments should, therefore, give particular attention to pedestrian requirements to move between outlets and new development must integrate such facilities with existing units and areas.
- 5.32 The current scale of provision within the Borough is approximately 23,000m² with representation of major national retailers in all relevant use categories. These include four DIY stores, three electrical stores and furniture, carpets and motor accessory outlets. The existing 'market led' distribution of operations particularly around Old Mill Lane on four separate sites is inefficient in use of land, traffic movement and customer service. Customers can be forced to travel between sites and have to negotiate one of the busiest highway junctions in the Borough in order to visit competing retailers. Such facilities are less attractive to the customer and do not make best use of the potential investment.
- 5.33 Current out-of-centre comparison goods retail consents at the Peel Centre allow for further development and the occupation of 7,900m². In addition, the Plan makes allowance through allocations for a further 9,300m². At this level, existing provision, at 23,000m², could be increased by 75%. Both allocated "retail parks" are well located in relation to population distribution. The full development of the Peel Centre, could significantly increase the potential relationship with the Town Centre.
- 5.34 The acceptability of proposals for additional provision will be assessed against Policies S1 and S4. The justification for criteria in S4 are set out above in paragraphs 5.25 to 5.37. However, comparison goods use is more diverse and may produce different impacts. Such retailing can duplicate comparison retailing, which forms the principal, but not the overall offer, in Town Centres.

- 5.35 In edge of centre locations, providing that the relationship with the shopping area is strong, the provision of additional facilities may be beneficial. The strength of the relationship is crucial. Distance, whilst a basis for consideration, must be viewed in the context of physical conditions for pedestrians. This will condition whether sites form a logical extension of the shopping offer of the centre. This is critical to differentiating trips from one-stop to combined and linked; similarly where shoppers are moving between the existing shopping area and an edge of centre site, the nature of the intervening area must be such as to facilitate and encourage combined trips.

Policy S4

PROPOSALS FOR NEW RETAIL DEVELOPMENT WHICH COMPLY WITH THE REQUIREMENTS SPECIFIED IN PARAGRAPHS (B) OR (C) OF POLICY S3 WILL ONLY BE PERMITTED IF :

- A) EITHER INDIVIDUALLY OR CUMULATIVELY WITH OTHER RETAIL DEVELOPMENTS (EXISTING OR PLANNED), THE DEVELOPMENT PROPOSED WILL NOT UNACCEPTABLY UNDERMINE THE VITALITY AND VIABILITY OF ANY DEFINED CENTRE**

AND

- B) THE DEVELOPMENT WILL NOT UNDULY HARM INVESTMENT STRATEGIES, POLICIES OR PROPOSALS INTENDED TO STRENGTHEN THE VIABILITY OF THE DEFINED CENTRES**

AND

- C) THE DEVELOPMENT IS (OR WILL BE) MADE READILY ACCESSIBLE TO RESIDENTIAL AREAS FOR PEDESTRIANS AND CYCLISTS, TO A WIDER AREA BY ESTABLISHED PUBLIC TRANSPORT LINKS, AND WILL NOT GENERATE A SIGNIFICANT INCREASE IN PRIVATE CAR JOURNEYS**

AND

- D) THE DEVELOPMENT INCLUDES WITHIN ITS PROPOSALS SATISFACTORY MEASURES TO ACCOMMODATE THE EFFECTS AND IMPACT OF THE DEVELOPMENT ON THE TRANSPORT NETWORK, INCLUDING ROADS, FOOTPATHS AND CYCLEWAYS.**

IF NECESSARY, THE APPLICANT WILL BE REQUIRED TO PROVIDE EVIDENCE THAT THE ABOVE CRITERIA WILL BE COMPLIED WITH.

- 5.36 Assessing the impact of out-of-centre retail development on the viability and vitality of existing centres will require taking account of a number of factors which identify short, medium and long term consequences. These factors include measures of the health of the centre in trading and commercial terms; the relative attraction of the centre to both customers and retailers; and the potential impact on its structure and function. Whilst the issue of competition between individual retailers is not a planning function, the potential impact on retail operations, particularly those which make a significant contribution to the centres, will need to be carefully assessed.
- 5.37 It will be relevant to assess whether a proposed out-of-centre retail development would harm public or private sector investment strategies, policies or proposals which would strengthen the viability and vitality of existing centres. If a proposal is likely to divert or delay investment away from existing centres it will not be allowed.
- 5.38 Government policy guidance on both shopping and transport stresses the need for retail development to be served by a choice of means of transport and the need to control and reduce carbon dioxide and other vehicle emissions. To achieve this Policy S3 seeks to set out criteria so that beneficial use can be made of suitable locations which are accessible to wide areas of the community and served by a full range of journey options. Out-of-centre food retailing will not be allowed if it leads to overall increases in private car journeys. Ways of assessing overall changes in car use and consequent emissions are evolving, and consideration of any proposals in the context of Policy S3(c) will reflect emerging best practice.
- 5.39 Out-of-centre retail development can cause significant increases in traffic, including pedestrians, cycles, cars, lorries and buses, visiting a particular site. Proposals may, therefore, need to include measures to improve the local transport network, including highways, footways or cycleways, so that the additional traffic generated by the development can be satisfactorily accommodated in accordance with Policy T1A.
- 5.40 In order to allow the Council to properly assess a proposal in the context of Policy S3 it may be necessary for detailed information to be provided on some or all of the criteria. The type and range of information required will depend upon the scale, nature and location of the proposed development. The provision of any such information is the responsibility of the applicant, and prospective developers are encouraged to discuss their proposals with the Council prior to submitting a planning application.

Policy S5

ALL RETAIL DEVELOPMENTS WHICH WOULD CREATE A NEW SHOPPING UNIT OR UNITS IN EXCESS OF 930 M² GROSS FLOOR AREA TO BE USED FOR THE SALE OF COMPARISON GOODS AND WHICH ARE PROPOSED ON SITES OUTSIDE THE CENTRAL SHOPPING AREA OF BARNSELY TOWN CENTRE AND PRINCIPAL SHOPPING AND COMMERCIAL CENTRES DEFINED ON THE PROPOSALS MAP, WILL BE SUBJECTED TO PLANNING CONDITIONS WHICH WILL CONTROL :

- A) THE RANGE AND TYPES OF GOODS TO BE SOLD THEREFROM
AND/OR**
- B) THE MAXIMUM OR MINIMUM UNIT SIZE AS MEASURED BY GROSS FLOOR
AREA.**

5.41 Large scale non-food retailing of bulky goods out-of-centre is regarded as significantly different from town centre comparison shopping but potentially complementary. Care must be taken to ensure that this relationship does not alter significantly through change in character of either the retail trade or physical nature of such development. Policy S5 reflects the difference between the established out-of-centre retailing patterns of large units, retailing mainly bulky goods requiring customer collection, such as DIY, furniture, carpets, soft furnishings, electrical goods and motor accessories and the traditional types of goods which are traded in a diverse competitive and comparative environment in Town Centres. The latter goods - clothes, shoes, etc., - are regarded as the stock in trade of the Town and other centres.

5.42 Unit size is also of importance maintaining the character and type of retailing established out-of-centre. Small units are not generally consistent with the justification for such users or types of goods allowed. Conversely small units can attract other types of comparison retailing which only trade from small units.

5.43 Empirical evidence suggests that a gross floorspace of around 930m² represents a relatively standard minimum size for retail warehouse units. Where proposals are made for units smaller than this minimum, or sub-division of existing units, the Council may require evidence to show that they will not prejudice the overall objectives of the policy and maintain the character and function of the development.

5.44 Planning conditions and/or planning obligations may be used, where appropriate, to control the changes referred to in the preceding paragraph to minimise to an acceptable level the impact of such developments on the vitality and viability of the existing town centres. This is necessary to ensure in the longer term that the character and use of the development does not change in a way which would harm the existing town centres in the manner described above.

Warehouse Clubs

- 5.45 Membership based warehouse clubs selling large and bulk purchases at discounted prices, by extending their appeal beyond a trade only base, seek retail custom, albeit from specific sections of the community. Accordingly they will be subject to the same considerations as retail uses, in particular Policies S3 and S4.
- 5.46 Because of their nature, orientated towards bulk sales, they operate from relatively unsophisticated buildings with large car parks and are likely to be unsuited to town centres. They may seek such a location because of highway accessibility, but only marginally extend shopping choice since they restrict individual access. Equally they are unlikely to add to vitality by encouraging joint trips to the centre since they will seek locations peripheral to the shopping area and attract largely specific shopping trips.
- 5.47 Locationally such uses are most likely to be suited to large scale comparison goods developments with similar characteristics - large scale relatively basic buildings, with large parking areas and with good accessibility to the highway network. Such uses often trade in a range of both convenience and comparison goods. Consequently they may pose a threat to the viability and vitality of existing shopping centres.
- 5.48 In considering proposals for warehouse clubs, the Council will require applicants to provide details of intended membership restrictions, and may impose planning conditions as appropriate.

Factory Shops & Farm Sales

- 5.49 Practice and case law permits ancillary retailing where goods are manufactured or produced on site. Importation of other products or development of a scale which alters the balance of use of a site is likely to constitute development requiring planning permission. Such uses will then be considered in the context of Policies S3, S4 and ED13 as appropriate. Paragraph 3.21 of PPG6 acknowledges that farm shops can serve a vital function in rural areas. In assessing such proposals, the Council will take into account the matters referred to in that Guidance.
- 5.50 Recent trends have seen the establishment of complexes of 'factory shop outlets' with little relationship with established centres and little or no relationship with goods manufactured or produced on the premises. Goods sold can consist of seconds, factory over runs, out of date stock, etc, principally in the comparison goods sector. All represent a draw of expenditure that would find alternative expression in centres. Such developments can affect the vitality of established centres which are accessible and more relevant to the community. Because of the nature of such developments outside defined centres they will be treated under the terms of Policies S3, S4 and S5.

- 5.51 Outside the Town Centre and other principal shopping/commercial centres shown on the proposals map there is a wide variety of small scale or specialised retail operations. These range from local shops through to specialised uses such as those associated with motor vehicles. It is recognised that these uses are normally acceptable in the context of Policies S3 and S4 as they complement, rather than undermine, existing centres.

Local Shops

Policy S6

LOCAL SHOPPING FACILITIES, SERVING DAY TO DAY NEEDS OF AN IMMEDIATE LOCALITY WILL BE PERMITTED SUBJECT TO SCALE, TRAFFIC AND ENVIRONMENTAL CONSIDERATIONS.

- 5.52 Local ‘corner shops’ which provide a substantially convenience based service to the community are a recognised feature of the retail scene underpin the availability of facilities in local centres and, particularly in rural areas, provide a focus for the community. They are supported and welcomed provided they can be accommodated without detriment to local surroundings and circumstances. Additional facilities may be permitted in existing residential areas, or as part of new housing developments in accordance with Policy H4.

Hot Food Takeaway Shops

Policy S7

SHOPS USED PRIMARILY FOR THE SALE OF HOT FOOD FOR CONSUMPTION OFF THE PREMISES WILL ONLY BE PERMITTED ON SITES WITHIN THE PRINCIPAL SHOPPING CENTRES, THE LOCAL CENTRES AND IN PARADES OF SHOPS. SUCH USES WILL ONLY BE PERMITTED IN LOCATIONS WHICH WILL CAUSE NO UNDUE DETRIMENT TO THE CONDITIONS OF HIGHWAY SAFETY AND CONVENIENCE WHICH EXIST OR THE PREVAILING LEVEL OF RESIDENTIAL AMENITY IN THE AREA WITHIN WHICH THEY ARE PROPOSED. WHERE NECESSARY PLANNING CONDITIONS WILL BE USED TO PROTECT AMENITY BY CONTROLLING MATTERS SUCH AS THE HOURS OF OPENING AND THE MEANS EMPLOYED FOR THE EXTRACTION OF FUMES AND THE CONTROL OF SMELLS.

- 5.53 Takeaway hot food shops within Use Class A3 can bring attendant problems to residents and businesses in nearby property because of noise, smell, fumes and other disturbance. They can also engender particular local traffic problems. Accordingly, they will normally be expected to locate only in defined centres and concentrations of local shops, and then only if they can be accommodated without detriment to amenity or highway safety.

Specialised Retail, Display or Fitting Premises

Policy S8

PROPOSED DEVELOPMENTS INVOLVING THE USE OF BUILDINGS OR LAND FOR THE ACTIVITIES OF CAR DEALERS, CARAVAN SUPPLIERS AND MAINTENANCE SPECIALISTS, BATTERY, EXHAUST, BRAKE AND CLUTCH MAINTENANCE AND TYRE BAYS, AND OTHER SPECIALISED UNDERTAKINGS OF THIS KIND, WILL ONLY BE PERMITTED IN LOCATIONS WHICH WILL CAUSE NO UNDUE DETRIMENT TO THE CONDITIONS OF HIGHWAY SAFETY AND CONVENIENCE WHICH EXIST OR THE PREVAILING LEVEL OF RESIDENTIAL AMENITY IN THE AREA WITHIN WHICH THEY ARE PROPOSED, HAVING REGARD TO OTHER RELEVANT POLICIES IN THE PLAN. WHERE NECESSARY PLANNING CONDITIONS WILL BE IMPOSED TO LIMIT THE USE OF THE PREMISES TO THAT PERMITTED AND THE HOURS OF TRADING OF THE BUSINESS.

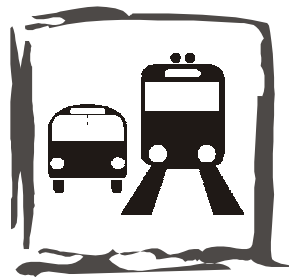
- 5.54 Car sales, motor trade products and other specialised retailing and servicing do not generally seek a town or local centre location and allowance should be made for their location elsewhere. Generally, they seek a main road location providing visibility and access to customers. Normally these uses will be expected to occupy sites associated with other commercial and business operations when uses are compatible and disturbance to surrounding property is minimised. Suitable sites may be found in Mixed Use Areas and on main roads in Housing Policy Areas, although the impact on local amenity will be an important consideration. It will be necessary to achieve an acceptable relationship with residential property and an acceptable appearance. Locations on existing or proposed employment sites will not generally be acceptable.
- 5.55 The likely generation of traffic from such uses will be a fundamental consideration. Because of the nature of these uses and the effects they can generate it is logical that changes to other retail uses which could undermine other policies are examined and controlled where necessary.

Garden Centres

Policy S9

IN ASSESSING PROPOSALS FOR GARDEN CENTRES, THE COUNCIL WILL HAVE REGARD TO RELEVANT POLICIES OF THE PLAN AND IN PARTICULAR THE POTENTIAL IMPACT ON VISUAL AMENITY, HIGHWAY SAFETY AND RESIDENTIAL AMENITY.

- 5.56 Garden centres generally require fairly large sites with adequate space for outside storage and parking. They can, therefore, be visually intrusive unless sensitively located. Whilst the use has obvious connection with agriculture, garden centres are primarily retail outlets and they are not appropriate in areas defined as Green Belt.
- 5.57 The use can generate additional traffic, and trade is often concentrated outside normal trading hours which can lead to disturbance to local residents. When permitted, it may be necessary to impose a planning condition restricting the use to the sale of living products and goods directly associated with garden cultivation, care and use, in order to prevent diversification of the use which could be contrary to Policy S4, amenity or highway safety.



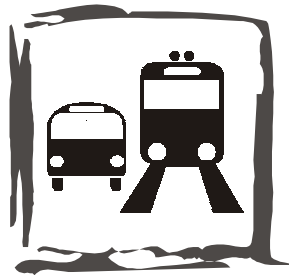
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Diagram 11 -
Strategic Highways Network after page 286

Diagram 12 -
Transport Proposals after page 290



Transport INTRODUCTION

- 6.1 The M1 motorway runs north-south through the Borough, the M62 to the north and the A1(M) to the east form a 'box' of national/regional highway routes around the predominantly urban areas to the east of the M1. Within the urban areas, Barnsley's settlement pattern has historically been related to the growth of the coal industry, which in turn has shaped the form of the internal transport network. Transport of coal was based originally on the canal and railway systems and during its evolution the development of the road system has been secondary. As a result, access to many of the former mining areas, where unemployment is most acute, is poor. The rapid decline of the coal and related industries has left not only a legacy of economic and environmental problems, but also a transport network in need of major adaptation and improvement if the changing needs of the Borough are to be met.

TRENDS

- 6.2 The Borough carries out annual traffic surveys at 'cordon' points around the Town Centre. The results of the counts reveal a pattern of 30% growth in traffic since 1980. This has been accounted for primarily by private vehicles, heavy goods vehicle movements having declined overall since 1980, largely due to the decline in mining and related activity.
- 6.3 There has been a marked decline in the use of buses within South Yorkshire since the demise of the 'Low Fares' Policy and the introduction of Bus Deregulation in 1986. Bus passenger movements over the Town Centre cordon were 10% lower in 1990 than in 1986, although the number of buses increased by over 20% p.a. during this period. Average bus occupancy has consequently dropped sharply.
- 6.4 Development of the local rail service has by comparison attracted increasing numbers of passengers. Between 1989 and 1991 passenger use increased by 33% on the Barnsley line and by 29% on the Dearne line. However, rail accounts for a relatively small proportion (15%) of all journeys by public transport.

- 6.5 National trends and forecasts show that the level of car ownership has increased and is likely to increase further, despite present environmental concerns.
- 6.6 Barnsley has historically been an area of low car ownership, however, this pattern is changing. The rate of growth in car ownership in Barnsley has exceeded the national growth rate and this is expected to continue. This is reflected in the growth of private vehicle movements noted. Results from the 1991 Census show an increase in household car ownership from 50% in 1981 to 59% for the Borough of Barnsley.
- 6.7 There are, however, noticeable variations in the levels of car ownership between different parts of the Borough, with particularly low ownership in the north of Barnsley and the Dearne Towns, areas within which the decline of the coal industry has been most marked.
- 6.8 A continued increase in car ownership could result in an increase in car journeys, both for business and pleasure, leading to an increase in demand for parking spaces close to commercial, shopping areas and district centres.
- 6.9 The increasing use of private vehicles and decrease in bus passenger movements reflects this, as does the growth in demand for Town Centre car parking. There has been a gradual increase in demand for parking in the centre over the 1980's although more recently this has fallen back, the latter reflecting economic and other factors such as opening of large scale shopping facilities adjacent to the M1 at Meadowhall in Sheffield.
- 6.10 During the period of the Plan, it is expected that demand for car parking will increase, particularly in Barnsley Urban Area.
- 6.11 The long term trend since the late 1970's has been a reduction in recorded casualty accidents. There have, however, been annual fluctuations in this trend. Accident 'blackspots' have been identified by the Borough Council which are one of the factors used in determining priorities for highway, traffic management and traffic calming schemes.

ISSUES

- 6.12 One of the main issues for the UDP is how to stimulate regeneration by increasing accessibility.
- 6.13 Strategic Guidance emphasises that economic growth and urban regeneration will be assisted by improvements to the transport infrastructure. Good access to the Motorway and Trunk Road networks is regarded by developers and industrialists as an essential ingredient for development. Improvements of access to the national road network are required, especially from the east of the Borough if inward investment is to be achieved.
- 6.14 Problems of strategic accessibility vary throughout the Borough. Construction of the Dearne Towns Link Road will provide major benefits for the southern and eastern parts of Barnsley. However, parts of the Barnsley Urban Area, and the north and north-east of the Borough remain with poor access to the M1, M62 or A1(M).
- 6.15 Although Barnsley benefits from the proximity of the M1 and A1(M), accessibility from the Borough to the Manchester and north-west conurbations, via the A628, is in need of improvement.
- 6.16 Provision of improved local access within and between parts of the Borough is equally important, if the benefits of strategic accessibility are to be built upon.
- 6.17 Access to employment, shopping, health, education and shopping opportunities is of increasing importance as settlement patterns and expectations evolve. In particular, job opportunities are no longer purely provided locally, and access to place of work is of increasing importance.
- 6.18 Increased accessibility by the provision of improved and safer routes for walking and cycling is of growing significance. Such provision could also encourage a modal change away from the private car.
- 6.19 The role of public transport, in an area of still relatively low car ownership and in view of mounting environmental concern over the use of private vehicles, will be critical.
- 6.20 Cars are not efficient users of road space, particularly at peak times. Road congestion will impede mobility, as well as creating environmental and economic costs to the community. The decline of public transport, and the related use of the private vehicle, is compounding these costs.

- 6.21 Certain sections of the community (for example the elderly, women and children) have limited access to private transport, other groups such as the disabled or sight impaired have special needs which must also be catered for.
- 6.22 Transportation policies and proposals can have a significant impact on protecting and improving the environment. Roads investment can assist accessibility, and can create environmental benefits if traffic flows are diverted away from residential or shopping areas. Sensitive road design can minimise disturbance to the landscape. However, traffic creates environmental problems on some routes particularly by heavy goods vehicles.
- 6.23 Advice from Central Government has highlighted the need to conserve finite energy resources and to limit harmful 'greenhouse gas' emissions. More, and longer journeys by both car and lorry have contributed to increased carbon dioxide emissions. These journey patterns need to be reduced by encouraging more energy efficient means of transport and by relating development to transport facilities and services.
- 6.24 The Planning Policy Guidance Note PPG13 - Transport highlights the need for Local Authorities to seek a reduction of journeys by car and dependence on the private car through the integration of land use policies and transport programmes.

OBJECTIVES

- 6.25 To support policies and proposals for re-industrialisation, environmental improvement and community revitalisation, through development of a progressive transportation strategy based on enhancement of travel opportunities and choice. The objectives of this strategy are :
- 1. To improve transport provision and services to areas of poor accessibility and job creation as an integral part of a coherent regeneration strategy.**
 - 2. To improve and protect the environment.**
 - 3. To improve the safety and efficiency of the transport network.**
 - 4. To provide genuine choices of travel mode as alternatives to the private car by assisting public transport operation, retention and development of the network, and development of facilities for cyclists and pedestrians.**
 - 5. To meet the needs of the physically and socially disadvantaged.**

TRANSPORT POLICIES

- 6.26 Development of transport infrastructure and services is an essential element in support of policies for economic regeneration and improving the quality of life for residents within the Borough. Development of the Borough's strategic road system will increase the attraction of Barnsley for potential employers; provision of a range of transport services will improve individual choice and opportunity. Proposals for greater personal mobility and improved accessibility will, however, inevitably create greater demands for movement. If the Borough's policies for environmental improvement and protection are also to be met, it is important that a balance is struck between private and public transport and for the needs of the wider Community. The policies for transportation and land use are to be mutually supportive in minimising the need to travel where possible. The employment strategy of the Plan emphasises the need to provide local employment opportunities in areas of social and economic need. The initial aim is to maintain existing patronage levels for public transport.
- 6.27 PPG13 sets out a framework to reduce the environmental impact of transport and to influence the rate and form of traffic growth. The stated aim of PPG13 is "to ensure that Local Authorities carry out their land-use policies and transport programmes in ways which help to :
- a) reduce growth in the length and number of motorised journeys
 - b) encourage alternative means of travel which have less environmental impacts and hence
 - c) reduce reliance on the private car".

In this way, Local Authorities will help meet the commitments in the Government's Sustainable Development Strategy to reduce the need to travel; influence the rate of traffic growth; and reduce the environmental impacts of transport overall.

In this context it is intended that the UDP should reflect a 'balanced' Transport Strategy, based on the objectives set out in paragraph 6.25, and the principles of :

- a) **Improving and Protecting :**
 - i) accessibility to and within the Borough
 - ii) road safety
 - iii) the environment.

b) Providing Mobility & Choice :

- i) for different modes of transport
- ii) for all groups within the community.

c) Balancing :

- i) improved accessibility with minimising vehicle journeys and avoidance of congestion
- ii) private and public transport use
- iii) conflicts between traffic, mobility, and the requirements of pedestrians and special need groups.

d) Promoting :

- i) the links between land use and transport planning
- ii) proposals to improve access for areas of poorest communications and greatest need
- iii) the development and integration of public transport.

In addition to a 'balanced' approach, a central element of the Transport Strategy is meeting needs for improved accessibility to the following areas :

- Dearne
- Northern Towns (Royston-Cudworth-Shafton-Grimethorpe)
- Urban Barnsley
- Trans Pennine.

Major transportation studies have been completed for the Barnsley-Doncaster (via the Dearne) Corridor and the Northern Towns (Northern Towns Transport and Access Study). The studies identify specific proposals for highways and public transport infrastructure, together with areas for further assessment.

Key Proposals of the UDP Transport Strategy are set out in Diagram 12 and include :

- a) Completion of committed proposals, such as the Dearne Towns Link Road and Barnsley Interchange
- b) A programme of strategic highway improvements, including a Cudworth By-pass and 'Coalfield' Link Road

- c) Investigation of potential improvements to accessibility, including in the longer term a possible 'Northern Orbital' Road
- d) Promotion of public transport through infrastructure and service provision and improvement.

The UDP also provides a policy framework for :

- Promotion of cycling and walking as modes of transport
- Highway maintenance
- Control of parking
- Traffic management and traffic calming
- Infrastructure design and layout
- Strategic rail services

and will play a central role in transport policy through :

- Protecting land uses and refining detail options, for transport infrastructure
- Development Control and determination of planning applications
- Assessing environmental impacts.

- 6.28 Schemes for the transport investment proposals in the UDP will be brought forward in the 'package approach' set out in the Council's Transport Policies and Programme (TPP) and Capital Programmes. This will be complementary to other programmes, in particular the South Yorkshire Passenger Transport Authority's Capital and Revenue Budgets.

Highway Construction & Improvement

Policy T1

THE PROGRAMME OF HIGHWAYS INVESTMENT WILL REFLECT THE TRANSPORTATION AND OTHER OBJECTIVES OF THE UDP. PRIORITY WILL BE GIVEN TO HIGHWAY SCHEMES WHICH COMPLEMENT THIS STRATEGY AND WHICH MORE SPECIFICALLY :

- A) IMPROVE ACCESSIBILITY TO THE NATIONAL ROAD NETWORK**
- B) SUPPORT THE DEVELOPMENT OF LAND FOR INDUSTRY AND COMMERCE**
- C) IMPROVE THE STRATEGIC HIGHWAYS NETWORK AND ACCESS TO IT FROM WITHIN THE BOROUGH TO MEET THE NEEDS OF INDUSTRIAL AND COMMERCIAL TRAFFIC**
- D) REMOVE PROBLEMS OF DELAY AND CONGESTION**
- E) REMOVE EXTRANEOUS TRAFFIC FROM CENTRAL AREAS, RESIDENTIAL AREAS AND LOCAL CENTRES**
- F) OFFER OPPORTUNITIES FOR IMPROVED OPERATION OF THE PUBLIC TRANSPORT NETWORK**
- G) IMPROVE ROAD SAFETY**
- H) PROMOTE ENVIRONMENTAL IMPROVEMENT AND PROTECTION INCLUDING THE PROTECTION OF KEY ENVIRONMENTAL RESOURCES**
- I) PROMOTES IMPROVED ACCESS AND MOBILITY FOR PEOPLE IN AREAS OF GREATEST SOCIAL AND ECONOMIC NEED.**

6.29 Improved accessibility is a key factor, identified by commercial interests, in attracting inward investment; retaining employment sources; upgrading the image of the Borough, and providing direct access to individual development sites. This includes improving access to the motorway and trunk road networks in the region, in particular for businesses serving wider national/international markets with significant distribution and transport costs. To achieve the full benefits, proposals will need to be co-ordinated with complementary programmes for environmental improvement, reclamation and site development.

6.30 Internal access within the Borough is equally important, for the purposes of direct site access, to facilitate journeys to work and for other purposes. The adequacy of the internal network, however, varies and it is essential that where possible traffic is directed to the more suitable parts of this network - in particular heavy traffic.

- 6.31 The major shopping and commercial activities within the Borough are focused on the Town Centre. The area is also characterised by a number of small town and local centres of varying size. Many of the main distributor roads within the Borough are bounded by residential areas. Substantial amounts of traffic on roads within local centres are through traffic, creating problems of environmental intrusion, noise, pollution and road safety. Highway and traffic management schemes can provide opportunities to relieve problems in these areas.
- 6.32 Opportunities also exist to increase the overall efficiency of the highways network, and in particular to relieve congestion. This may give additional benefits for carbon dioxide emissions and environmental protection, although more significant benefits are only likely to arise from implementation of the 'Balanced' Transport Strategy proposed in the UDP.
- 6.33 As well as development benefits, prioritising schemes will take into account the full range of potential environmental and traffic benefits, together with the possibility of alternative solutions. This assessment will be made in relation to the other proposals and policies of the UDP and will be pursued through the Borough's Transport Policies and Programme.
- 6.34 There is potential for highway schemes to assist the movement of public transport or to specifically cater for public transport. The feasibility of this will be assessed when programmes are brought forward and as part of scheme design. The relationship between strategic highway and public transport proposals is highlighted in Diagram 12.
- 6.35 It is the Council's policy that its proposals for major highway schemes should be subject to an Environmental Impact Assessment. The overall assessment will include consideration of the impact of detailed scheme design. Design will reflect factors including effects on property, the urban and rural landscape, pedestrian routes, ecology, and opportunities for environmental protection. UDP environmental objectives (Section 3 Greenspace objectives) will form part of the assessments, this would provide the opportunity to enhance the network of green corridors..
- 6.36 The choice of smaller highway schemes (including accident prevention schemes), together with highways maintenance, will also assist in meeting the Transport objectives.
- 6.37 Such schemes will be brought forward from time to time and included in the Transport Policies and Programme. The Programme may be subject to variation as priorities change and it is not appropriate to include them as specific proposals in the UDP.

Development and the Highway Network

Policy T2

DEVELOPMENT WILL ONLY BE ALLOWED IF THE ADDITIONAL DEMAND FOR TRAVEL GENERATED CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK WITHOUT SIGNIFICANT DETRIMENT TO THE ENVIRONMENT OR THE SAFETY AND EASE OF MOVEMENT OF VEHICLES AND PEDESTRIANS USING THE NETWORK, OR THROUGH MEASURES TO ASSIST PUBLIC TRANSPORT, CYCLING OR WALKING. COMPLETION OF THE NECESSARY HIGHWAY WORKS OR OTHER MEASURES MAY BE THE SUBJECT OF CONDITIONS ATTACHED TO THE PLANNING PERMISSION OR BE THE SUBJECT OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 OR OTHER AGREEMENT REQUIRING AN APPROPRIATE CONTRIBUTION FROM THE DEVELOPER TO THE COST OF THE WORKS OR MEASURES.

- 6.38 In the interests of highway safety and the prevention of congestion, the impact of traffic movements caused by new development will be a material consideration when assessing planning applications. If the existing highway network cannot satisfactorily accommodate the traffic caused by the development, planning permission will be refused, unless the developer agrees to take full responsibility for any necessary improvements to upgrade the highway network to a suitable standard. Planning obligations may be sought, or conditions may be imposed on planning applications requiring the carrying out of highway improvements as a result of development. The Council will, as required, refer planning applications to the Secretary of State for Transport where development has traffic and/or safety implications for the Motorway/Trunk Road Network.
- 6.39 Where the assessment of the impact of a development affecting the Motorway or Trunk Road Network shows that highway improvements are required then the Department of Transport requires that such road works are constructed to similar standards of those applied to its own schemes. In particular, the design year normally required is for 15 years after the full opening, including phasing, of the new development.

Policy T2A

- A) ALL ROADS, FOOTWAYS, PRIVATE DRIVES, VEHICLE MANOEUVRING AREAS AND POINTS OF ACCESS SERVING DEVELOPMENT MUST BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE STANDARDS OF THE BOROUGH COUNCIL
- B) CARRIAGEWAYS AND FOOTWAYS SHOULD BE CONSTRUCTED SO AS TO BE USABLE IN A SAFE AND CONVENIENT MANNER BEFORE THE USE OF THE BUILDING WHICH THEY SERVE COMMENCES.

- 6.40 The layout of roads and footpaths is an important component of any new development. Roads and footpaths are not only the channels of communication within and between various land uses, but they also carry the drains, sewers and public utilities which enable the land use to function. Roads and footpaths are a vitally important factor in determining the character of an area and defining its relationship with the existing physical fabric of the locality. Design of highway infrastructure will be required to cater for the needs and safety of all users, not only the private motor vehicle. This will include consideration of access by public transport, pedestrians, cyclists and persons with mobility/visual impairments.
- 6.41 It is generally in the public interest that new residential streets should be constructed with a view to adoption by the Borough Council as Highway Authority.
- 6.42 Accordingly, when considering planning applications for new development the Council will, in exercising its responsibilities, require fully detailed drawings of all new streets to enable it to fulfil its functions.
- 6.43 Further detailed guidance and advice on standards and details of drawings required to accompany any planning application will be included in Supplementary Planning Guidance.

Existing Strategic Highway Network

Policy T3

THE EXISTING STRATEGIC HIGHWAY NETWORK FOR THE BOROUGH, AS SET OUT IN DIAGRAM 11, HAS BEEN DESIGNATED AND WILL BE REVIEWED AS APPROPRIATE IN ORDER TO CONCENTRATE HEAVY FLOWS OF TRAFFIC, PARTICULARLY HGV'S ON TO THE CURRENTLY MOST APPROPRIATE ROUTES.

- 6.44 The Strategic Highway Network (SHN) indicated on Diagram 11 is based on the Motorway and Trunk Road Network, Primary Routes, Principal Roads, and other roads of more than local importance.
- 6.45 The SHN will complement designation of routes for heavy traffic and will guide key investment in improvement and maintenance of highways. The SHN will be monitored and as transport programmes evolve, routes will be added to or deleted from the network.

- 6.46 Problems of traffic, safety and environment, however, remain on routes in the SHN, and will need to be addressed.

Strategic Highway Proposals

Policy T4

THE FOLLOWING HIGHWAY SCHEMES ARE PROPOSED FOR CONSTRUCTION WITHIN THE PLAN PERIOD :

- A) DEARNE TOWNS LINK ROAD (STAGES 1, 2 AND 4)**
 - B) COALFIELD LINK ROAD**
 - C) CUDWORTH BY-PASS**
 - D) A637 IMPROVEMENT AT BIRTHWAITE HILL**
 - E) A637 LOW BARUGH TO REDBROOK**
 - F) B6100 ARDSLEY ROAD**
 - G) A633 ALDHAM BRIDGE**
 - H) SMITHIES LANE/A61 WAKEFIELD ROAD**
 - I) DEPARTMENT OF TRANSPORT TRUNK ROAD SCHEMES :**
 - i) IMPROVEMENT A616/A628 AT FLOUCH JUNCTION**
 - ii) A61/B6428 TURNPIKE CROSSROADS**
 - J) HEMSWORTH BY-PASS (PART: WAKEFIELD MDC).**
- 6.47 The Strategic Highway Schemes which the Council intends should be built during the Plan period are illustrated on Diagram 12. The Dearne Towns Link Road is a vital element in the strategy for regeneration of the Dearne Towns, Wombwell and Hoyland. The scheme will open up the area by improving strategic access to the M1 and A1 and will have direct implications for development of key employment sites. The Link Road will remove through traffic from a number of nearby communities on its route. Parts have been built, providing a new link between A633 and A635 and a by-pass of Goldthorpe.
- 6.48 The proposal for a Coalfield Link Road has originated from the Northern Towns Transport and Access Study, and involves construction of a new road between Engine Lane South of the A628 at Shafton and the Dearne Towns Link Road east of Darfield. The scheme will provide greatly improved links between the north-east of the Borough and the M1 via the Dearne Towns Link Road. The scheme will provide essential road access to the former collieries at Houghton Main and Grimethorpe to facilitate redevelopment as employment sites.

- 6.49 A by-pass of Cudworth was proposed in the West Riding Development Town Map for Cudworth and Grimethorpe. Construction of a by-pass to the west of the settlement is supported in the Northern Towns Transport and Access Study. The proposal will give significant traffic relief to the residential and shopping areas on the existing A628 corridor through Cudworth, and will facilitate environmental improvements in the central area. Improvement of the primary route linking Barnsley with Pontefract will result in easier traffic flows, complementing the Wakefield UDP proposal for a Hemsworth By-Pass. The scheme, together with the Hemsworth By-Pass, Coalfields Link Road and Dearne Towns Link Road, will provide much improved access for existing and proposed industrial sites in the North-East of Barnsley and the South-East of Wakefield, improving strategic access to the M62, A1 (North) and M1.
- 6.50 The Birthwaite Hill and Low Barugh - Redbrook proposals will improve the A637 'Gateway' into Barnsley from the M1 Junction 38, complementing previous schemes on this corridor.
- 6.51 The B6100 Ardsley Road, A633 Aldham Bridge and Smithies Lane/A61 Wakefield Road proposals will provide more localised improvements of substandard, well trafficked sections of road within the SHN.
- 6.52 The above schemes are identified as priorities within the Borough's TPP, to be constructed by the mid to late 1990's. The schemes are at varying stages of design and feasibility assessment. In particular, alignments for the Coalfield Link Road and Cudworth By-Pass require further detailed assessment. The choice of alignments and standards for these schemes will involve consultation with the communities concerned.
- 6.53 Department of Transport proposals for the A616/A628 Flouch Junction and A61/B6428 Turnpike Crossroads involve safety improvements at accident blackspots on the Trunk Road network.
- 6.54 Construction of a Hemsworth By-Pass is proposed by Wakefield MDC. The UDP will protect the alignment for part of the western leg of the scheme within Barnsley, linking to the A688 Pontefract Road to the North of Brierley. Construction of the Hemsworth By-pass will complement other initiatives in Wakefield to improve access to the A1(M) and M62.

South Pennines Integrated Transport Strategy

- 6.55 The A628/A616 (T) Trans-Pennine route to the west of the Borough remains poor in terms of its alignment and suitability for the levels of HGV traffic currently using it. It is the Borough Council's objective this route should be improved to a standard which creates an environmentally appropriate and safe all weather route with sufficient overtaking provision to cater for reliable transport between South Yorkshire and Greater Manchester. The Council considers that such improvements to this route are important to the economic regeneration of Barnsley but recognise that implementation must take full account of environmental considerations, particularly within the Peak District National Park.
- 6.56 The Council acknowledges that the changing nature of transport investment is likely to mean that fewer road schemes are built. However, some road improvements are still likely to be needed. A coherent, long term and integrated transport strategy for the South Pennines is now in place. This identifies a strategic transportation, traffic and environmental case for limited improvements of the A628/A616(T).
- 6.57 As part of the South Pennines Integrated Transport Strategy it is likely that the Highways Agency, supported by the Peak Park Transport Forum, will bring forward limited improvement schemes for sections of the A628/A616(T) Trans-Pennine route between Saltersbrook and Stocksbridge. The relevant planning authority for the A628(T) across the Peak Park, including the section between Saltersbrook and the Flouch Junction is the Peak Park National Park Authority. The National Park Authority's proposals for the Peak Park Local Plan include provision to safeguard land needed for improving the A628(T) when these requirements are known.
- 6.58 The Council will continue to work with the other authorities in the Peak Park Transport Forum on investigating long term sustainable solutions to the problems of the constraints to cross Pennine travel arising from inadequate road and rail links. These will take full account of environmental considerations, particularly in the Peak District National Park., but will also take account of the importance of these links to the economic regeneration of the Borough.

Protected Highway Alignments

Policy T5

ALIGNMENTS FOR THE FOLLOWING HIGHWAY SCHEMES WILL BE PROTECTED :

- A) WORTLEY BY-PASS**
- B) DODWORTH BY-PASS**
- C) TOWN CENTRE NORTHERN LINK ROAD.**

- 6.59 In addition to the proposals in T4 the UDP will provide the context for bringing forward longer term highway proposals to the end of and beyond the plan period. The broad alignments of major road proposals will need to be protected from development until more detailed land take is assessed for the purposes of planning permission and Compulsory Purchase/Side Road Orders.
- 6.60 Wortley Village By-pass (A629) would have localised, environmental and road safety benefits.
- 6.61 The construction of a length of road linking the Dodworth Business Park and the proposed Junction 37 employment site would benefit residential properties fronting the A628. The Link Road will be considered in the context of the transport corridor assessments (Policy T6).
- 6.62 The development of Westway and the Eastern Relief Road around the southern and eastern sites of the Town Centre ensures that the radial routes into the Town Centre from the south and east are intercepted. The A61 route to the north links into this network but currently Huddersfield Road (A635) relies on the historic pattern of roads. It is also considered that, because of the layout of the network, circulation north of the Town Centre introduces traffic into sensitive areas and provides lengthy and unattractive routes. Consequently, there will be both penalties on certain areas adjacent to the core and the opportunity for traffic to continue to use core areas to travel through the Centre. The costs, benefits and impacts of any further link in the highway network to the north and west of the Town Centre will be investigated. Further information is contained in Volume 3 (Barnsley Town Centre).

Assessments of Improved Accessibility

Policy T6

ASSESSMENTS OF POTENTIAL IMPROVEMENTS IN ACCESSIBILITY TO AND WITHIN THE BOROUGH WILL BE CARRIED OUT.

- 6.63 The UDP will provide the context for bringing forward options to improve travel opportunities and choice within the Borough, within the medium to long term. Of particular importance is the need to address issues where the transport network has not evolved to meet general demands for accessibility, particularly to attract development, or to facilitate journey to work. In considering potential improvements to accessibility, it is also important that the special needs of people with physical, sensory or other disabilities are taken fully into account.
- 6.64 Problems of accessibility to and within the Borough remain, both in terms of access to the National Road Network and of more localised movements. Approaches to these problems will vary, and solutions may not be purely highway based. Any proposals to improve access will need to be justified in terms of the wider objectives of improving travel opportunities, benefiting industry and commerce, relief of congestion, and environmental improvement/protection. The Northern Towns and Barnsley-Doncaster Corridors Transport Studies have addressed these issues. The Studies identified the key proposals for highways and public transport investment, included in the UDP and will provide the basis for further development and implementation of schemes.
- 6.65 The studies identified the potential for a 'northern orbital' between the M1 at Dodworth and the Cudworth Bypass and the Coalfield Link Road. This is illustrated diagrammatically on Diagram 12. Early investigations will be carried out to identify a scheme for a link between the Carlton Industrial Estate and the Cudworth Bypass, providing a bypass of the West Green area. For the longer term investigations will be carried out to examine the feasibility of a new link between the Carlton and West Green employment areas and the M1 at Dodworth (Junction 37). Evaluation of such an option will include assessment of benefits for the improvement of strategic access to existing and potential employment areas and the reduction of through traffic on roads within Urban Barnsley, including the Town Centre.
- 6.66 A further focus for attention will be the Barnsley Urban Area which is heavily developed and has problems of congestion and environmental intrusion on main road radial corridors, particularly around the Town Centre.

Abandoned Highway Schemes

Policy T7

THE FOLLOWING HIGHWAY SCHEMES WHICH WERE CONTAINED IN PREVIOUS APPROVED DEVELOPMENT PLANS ARE NOW ABANDONED :

- A) DARFIELD BY-PASS**
- B) WOMBWELL TOWN CENTRE LINK ROAD**
- C) LITTLEWORTH LANE IMPROVEMENT SCHEME, MONK BRETTON**
- D) PROPOSED ROUNDABOUT, SHEFFIELD ROAD/PARK ROAD, BARNSELY.**

6.67 It is proposed to abandon these schemes because they do not meet the overall objectives and policies for future highway construction set out in Policy T1.

Highway Maintenance

Policy T8

WITHIN THE RESOURCES AVAILABLE THE BOROUGH COUNCIL WILL :

- A) GIVE PRIORITY TO THE DEVELOPMENT AND MAINTENANCE OF THE STRATEGIC HIGHWAYS NETWORK**
- B) ARREST THE DECLINE IN THE CONDITION OF THE SUPPORTING NETWORKS AND BRING THEM UP TO AN APPROPRIATE STANDARD.**

6.68 Maintenance of highways plays a key role in retention and development of the highway system, and is an important factor in attracting new industry to the Borough. Therefore it provides essential support for the UDP transport objectives for transport.

6.69 Concentration of scarce resources on maintenance of the Strategic Highways Network reflects the importance of this network for movement of traffic, in particular HGV's and PSV's.

Public Transport Development

Policy T9

DEVELOPMENT OF THE PUBLIC TRANSPORT NETWORK WITHIN AND BEYOND THE BOROUGH, INCLUDING BOTH URBAN AND RURAL AREAS, IN RELATIONSHIP TO EXISTING AND FUTURE SETTLEMENT PATTERNS, WILL BE PURSUED TO MEET THE FOLLOWING AIMS :

- A) ENCOURAGING USE OF PUBLIC TRANSPORT**
- B) MINIMISING JOURNEY NUMBERS AND LENGTH OF JOURNEY BY CAR**
- C) IMPROVEMENT OF STRATEGIC ACCESS TO SURROUNDING CENTRES OF POPULATION AND EMPLOYMENT**
- D) FACILITATING LOCAL ACCESSIBILITY**
- E) MAINTENANCE AND IMPROVEMENT OF MOBILITY FOR DISADVANTAGED GROUPS**

- 6.70 Development of the public transport network in the Borough, including both urban and rural areas, is essential if growing demands for travel are to be met. The development of the network will provide private vehicle owners/users with a choice of transport mode so that problems of congestion, environmental disturbance, and pollution can be reduced.
- 6.71 Public transport remains a particularly important means of travel for certain groups of people, such as the elderly, mobility/sight impaired, children, women and those who live in rural areas.
- 6.72 Sustaining a comprehensive system of bus and rail services will facilitate the changing patterns of mobility and travel to work opportunities within and beyond the Borough, increasing the attractiveness of Barnsley to potential employers. Provision of public transport is also an essential element in maintaining and promoting the viability of shopping, commercial and recreational centres within the Borough.
- 6.73 There are constraints of existing patterns of settlements and provision of transport infrastructure, which will need to be taken into account in the development of public transport facilities. Future land use and public transport proposals will need to be inter-related, to minimise the need for journeys and to maximise the potential for bus/rail travel.

- 6.74 The Strategy will focus on improving the movement of public transport, where feasible, together with infrastructure development in order to make bus/rail travel more attractive, particularly to car users, and to facilitate new service innovations.
- 6.75 Implementation will be through the Borough's own highway and traffic management proposals, the South Yorkshire Passenger Transport Authority/Executive, Bus Operators, British Rail and the private sector, where developments have transport implications and potential.

Bus & Rail Infrastructure

Policy T10

IMPROVEMENTS TO THE INFRASTRUCTURE OF THE BUS AND RAIL NETWORK WILL BE PURSUED. PROPOSALS INCLUDE :

- A) BARNSELY PASSENGER TRANSPORT INTERCHANGE**
 - B) TRACK AND SIGNALLING IMPROVEMENTS, BARNSELY-SHEFFIELD, BARNSELY-PENISTONE RAIL LINES**
 - C) BUS RAPID TRANSIT BETWEEN BARNSELY AND WOMBWELL INCLUDING SEGREGATED BUSWAY**
 - D) ENHANCED PARK AND RIDE FACILITIES AT PENISTONE, WOMBWELL, GOLDTHORPE, THURNSCOE AND BOLTON-ON-DEARNE RAIL STATIONS**
 - E) A PROGRESSIVE PROGRAMME OF BUS SHELTER REPLACEMENT, RENOVATION AND PROVISION**
 - F) IMPROVED PASSENGER INFORMATION FACILITIES**
 - G) INCORPORATION AND MODIFICATION OF FACILITIES FOR SPECIAL NEEDS GROUPS IN PROPOSED AND EXISTING PUBLIC TRANSPORT DEVELOPMENTS.**
- 6.76 The Priority Public Transport Corridors and the route of the Segregated Busway which the Council intends should be built during the Plan period are illustrated on Diagram 12. The proposals are aimed at widening the choice of public transport routes, creating a more attractive 'user friendly' environment, upgrading information to passengers, improving reliability/performance, and integrating routes and different forms of travel.
- 6.77 Proposals for the Barnsley Passenger Transport Interchange are intended to create a high quality development at the centre of the public transport network; to integrate bus and rail facilities, and alleviate traffic and circulation problems around the existing site.

- 6.78 As part of a strategy for 'Bus Enhancement' in the Dearne, the Barnsley-Doncaster Transport Study proposes development of a 'Bus Rapid Transit' (BRT) Network. In Barnsley the main elements of the BRT strategy include: a busway in the Wombwell-Barnsley Corridor; a comprehensive set of on-line traffic management measures to assist bus movements; operation of high frequency, high quality services; associated provision of 'real time' passenger information systems and improved waiting facilities. An alignment for the Stairfoot-Barnsley section of the busway is identified in the UDP on a disused rail line; detailed design of proposals for the Stairfoot-Barnsley section will proceed during the Plan period. An extension of the concept to Wombwell and the Dearne requires further assessment. Development of Bus Enhancement measures is also proposed in the Doncaster and Rotherham areas of the Dearne.
- 6.79 Renewal of track and signalling infrastructure on the Sheffield- Barnsley-Penistone rail line will improve performance/reliability and allow for the possibility of service development.
- 6.80 Improved provision of rail based park and ride facilities will offer alternative opportunities for travel in and beyond Barnsley, particularly for medium to longer distance journeys (see also Policy T20).
- 6.81 Improved bus shelter provision and passenger information systems will form part of the overall package to increase the attractiveness of public transport to users.
- 6.82 The proposals outlined are part of an ongoing programme of development. Additional proposals will be brought forward in order to capitalise on these innovations, create new opportunities, and to meet emerging needs.
- 6.83 Specific consideration will be given to special need groups in the provision and design of facilities.

Bus Priorities

Policy T11

MEASURES FOR BUS PRIORITIES, AND TO EASE THE MOVEMENT OF BUSES, WILL BE INTRODUCED WHERE FEASIBLE IN ORDER TO INCREASE THE ATTRACTIVENESS OF BUS PATRONAGE.

- 6.84 Bus services are susceptible to congestion, particularly on busy radial routes and within the Town Centre. Journey times, and reliability can be improved by minimising delays to buses, either through traffic management or highway design.

- 6.85 Consideration will be given to specific measures such as the introduction of bus lanes, and bus priority at junctions or signals. As part of a comprehensive strategy, proposals for bus priority measures have been identified through the Northern Towns and Barnsley-Doncaster Transport Studies. Proposals include on-line 'Bus Enhancement' improvements to assist the movement of buses on heavily trafficked radial routes, including the A61 (North), A628 (North-East), A635 (East) and A633. It is intended that this would form part of the Bus Rapid Transit Strategy (see Policy T10). The Council will consult bus operators when considering bus priority measures. The Priority Public Transport Corridors are shown on Diagram 12.

Assessment of Future Public Transport Options

Policy T12

INITIATIVES TO SUPPORT, AND PROTECT, THE FURTHER DEVELOPMENT OF EXISTING AND NEW PUBLIC TRANSPORT CORRIDORS WILL BE INVESTIGATED AND PURSUED, INCLUDING OPTIONS FOR :

- A) **HEAVY RAIL**
 - B) **GUIDED BUS**
 - C) **PARK AND RIDE**
 - D) **NEW RAILWAY STATIONS**
 - E) **RAIL LINE ELECTRIFICATION.**
- 6.86 Evaluation of future options for public transport will be made in relation to proposals for enhancement of the network outlined in Policies T10 and T11, including Bus Rapid Transit.
- 6.87 Options for heavy rail can be limited by the geographical relationship of trackbeds to settlements, and infrastructure/operating costs. The Transport Studies examined proposals for heavy rail and LRT investment. Unfortunately, these proposals were not viable in terms of current investment appraisal on time. Consequently, future investment in heavy rail is likely to concentrate on enhancement of existing services, to improve capacity, reliability and quality. More flexible systems may be more appropriate, including forms of Light Rapid Transit, or Guided Bus.
- 6.88 Development of Park and Ride facilities will encourage the dual use of car and bus, or rail, reducing road congestion (see Policy T20).

- 6.89 Provision of new railway stations will provide additional journey choice, particularly in areas of population growth; assessment will be necessary of potential catchment areas and implications for line journey times. Possible rail station locations to be considered include Kendray, Skiers Spring, Haigh. Outside the Borough, links to Main Line rail services will be considered; this will include the possibility of a 'Parkway' station at Hemsworth on the East Coast Main Line.
- 6.90 Electrification of the local network could improve image, reliability, journey times and reduce operating costs.
- 6.91 Assessments will be carried out through the South Yorkshire Passenger Transport Executive, together with other parties such as bus operators and British Rail as necessary. Proposals will be examined and pursued where maximum integration can be achieved from the 'package' approach, particularly concentrating investment on 'transport nodes'.

Strategic Passenger Rail Routes

Policy T13

THE COUNCIL WILL SEEK TO MAINTAIN AND IMPROVE STRATEGIC PASSENGER RAIL LINKS TO BARNSELY AND TO THE REGION.

- 6.92 Barnsley's local 'Section 20' supported rail services have links to main line services at Sheffield, Leeds, Doncaster, Wakefield and Huddersfield.
- 6.93 Maintenance and improvement of these links is essential to diversify travel opportunities, and to attract employment.
- 6.94 Issues of regional significance are the electrification of the Midland Main (St. Pancras-Sheffield-Leeds) and Channel Tunnel related rail services. The Borough will continue to lobby for early electrification, together with service provision to maximise the regional benefits of the Channel Tunnel.

Public Transport Access to Development

Policy T14

DEVELOPMENT PROPOSALS WILL BE REQUIRED TO INCLUDE MEASURES TO FACILITATE ACCESS TO, AND WHERE APPROPRIATE, BY PUBLIC TRANSPORT SERVICES.

- 6.95 The policy will promote the use of public transport by protection or provision of infrastructure within residential, industrial or commercial developments. This will include site layout, pedestrian routes and road design, taking into account in appropriate cases the needs of bus routes, including lay-bys, turning facilities and shelters.
- 6.96 The policy will be pursued through determination of planning applications and in liaison with the South Yorkshire Passenger Transport Executive.

Railways

Policy T15

THE BOROUGH WILL ENCOURAGE THE TRANSPORT OF BULK FREIGHT BY RAIL AND WILL SEEK TO PROTECT THE EXISTING NETWORK OF RAIL FREIGHT AND PASSENGER ROUTES.

- 6.97 The policy of the Borough is to direct road freight to the most appropriate part of the highway network and to improve the network to cope with the demands of HGV traffic. However, movement of freight by road creates environmental and road safety problems. The Borough is therefore seeking to protect the existing rail freight network, which has been depleted over the last decade, and to encourage its further use by industrial concerns.
- 6.98 To help to achieve this, the Borough Council will endorse applications for 'Section 8' Grants (Railways Act 1974) for the provision of rail freight handling facilities. However, the sole remaining freight only line in the Borough is the 'Goosehill' route formerly serving Grimethorpe Colliery and the Coalite Coking works and now serving Redfearns glass works at Monk Bretton and the Monckton Coking and Chemical works at Royston. Support will therefore be given to regional 'rail freight' facilities, in particular the proposed 'Port Wakefield' at Whitwood, and also those at Doncaster Carr and at Stourton near Leeds. Transport proposals will take into account improvement of access to these facilities.

- 6.99 The role of rail passenger services has been noted in connection with UDP policies for public transport. Through the South Yorkshire Passenger Transport Authority (PTA), the Borough Council has influence over the local 'Section 20' rail network in South Yorkshire. The wider passenger rail network is operated by the Regional Railways and Intercity Sectors. A series of rail service withdrawals in recent years has reduced the wider regional network and its scope for development. The Borough Council wishes to see the retention, and promotion of both the local and regional networks.

Disused Railways

Policy T16

DISUSED RAILWAYS, OR PARTS THEREOF, OFFERING THE POTENTIAL FOR FUTURE TRANSPORT OR RECREATIONAL ACTIVITIES WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD INHIBIT THAT POTENTIAL.

- 6.100 There is a substantial network of former railway lines within the Borough, associated with the development of the coal mining industry and settlements.
- 6.101 The location, and linear nature of many of the old track alignments offer opportunities for recreational use. Development of disused railway alignments can be facilitated by their acquisition as a single entity from the railway undertaking by a public body such as a Local Authority, and a number of lines have already been acquired by the Borough for use as footpaths, cycleways and bridleways. Collectively these form part of the Trans Pennine Trail, a multi-user, recreational routeway being developed across the north of England (Policy GS26).
- 6.102 There may arise future opportunities for the re-use of former track alignments as part of the wider transport network (see Policies T6 and T12). These opportunities will be the subject of ongoing assessment. The policy seeks to protect these opportunities.
- 6.103 This policy will provide protection of the former 'Woodhead' railway line in Barnsley. Together with the South Pennines Integrated Transport Strategy it will provide the context for any proposals for the re-use/re-opening of this line.

- 6.104 Not all disused railway lines in the Borough have been identified on the Proposals Map for protection/promotion for transport purposes (Policy T10(c)), or for recreation purposes, (multi-user recreation routes under Policy GS26). This does not mean that those which are not identified may not be of importance for transport or recreation purposes in the future. The Council will seek to ensure, through the application of Policy T16 that where disused railway alignments have potential for transport or recreation purposes this potential is safeguarded.

Car Parking

Policy T17

IN SUPPORT OF THE COUNCIL'S GOALS, THE CAR PARKING POLICIES WILL SEEK TO ENSURE THE PROVISION AND MANAGEMENT OF CAR PARKING TO SECURE :

- A) LEVELS OF PROVISION OF PARKING COMMENSURATE WITH THE ENCOURAGEMENT OF MEANS OF TRAVEL OTHER THAN THE CAR PARTICULARLY BY COMMUTERS**
 - B) AVOIDANCE OF HARM TO THE FREE FLOW OF TRAFFIC, SAFETY LEVELS AND THE AMENITY OF RESIDENTS AND OTHER ROAD USERS**
 - C) ENCOURAGEMENT OF DEVELOPMENT THAT INCREASES THE NUMBER AND RANGE OF JOB OPPORTUNITIES;**
 - D) THE VITALITY AND VIABILITY OF BARNSELY TOWN CENTRE AND OTHER SHOPPING AND COMMERCIAL CENTRES.**
- 6.105 PPG13 advises that parking provision should be limited for developments and other on or off street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.
- 6.106 However, PPG13 also advises that a certain level of off street parking may be necessary for development to proceed without causing traffic problems.
- 6.107 New industrial, commercial housing and town centre developments are needed to stimulate and improve Barnsley's economy. Adequate off street parking is an important element for many new developments that seek to attract customers and is seen by many employers as vital in order to attract labour.

- 6.108 Access to car parks can affect congestion within a central area and the attractiveness of the shopping, work and leisure environment. Accordingly they ought to be developed on a planned basis in relation to the existing and proposed highway network.
- 6.109 It is essential for the future attractiveness and vitality of Barnsley Town Centre and other principal shopping / commercial centres in the Borough that the balance between car parking and measures to provide travel by modes other than the car does not discourage use of and visits to the Town Centre and other centres particularly by shoppers and visitors. Barnsley faces competition from other centres which are provided with relatively high levels of convenient and cheap car parking. In some cases, including Meadowhall car parking is provided free of charge. Providing an adequate supply of affordable car parking, particularly for shoppers and visitors, is an important way of counteracting this competition, to maintain the viability and vitality of centres in Barnsley.
- 6.110 Developers have a responsibility to ensure that the car parking needs of their developments are provided in accordance with Policy T22. The levels of car parking required will be tailored to the particular circumstances of the location especially in relation to journey purpose and potential for access by public transport, walking and cycling.
- 6.111 The reduction of parking requirements to the minimum required in accordance with Policy T22 will help free space for shoppers and visitors; encourage the provision of better public transport facilities and improve the viability and quality of new development.
- 6.112 Demand management of parking is also important in seeking to achieve more sustainable transport policies and the Council is addressing this issue with the three other South Yorkshire authorities through the Joint Package Bid approach to transport investment.

Car Parking in Barnsley Town Centre

Policy T18

THE PROVISION OF CAR PARKING IN BARNSELY TOWN CENTRE WILL BE BASED ON :

- A) PROTECTING THE EXISTING SUPPLY OF SHORT STAY CAR PARKING**

- B) IMPROVING THE ATTRACTIVENESS OF CAR PARKS BY CO-ORDINATING THE APPROACH TO SUPPLY, LOCATION, DESIGN AND CHARGING**
- C) AVOIDING CONFLICTS WITH PEDESTRIANS**
- D) PROMOTING ADDITIONAL SHORT STAY CAR PARKING AND/OR ALTERNATIVE PROVISION SUCH AS PARK AND RIDE FACILITIES.**

- 6.113 The supply of short stay parking spaces for shoppers and visitors is the key factor in respect of maintaining the vitality and viability of the town centre, rather than the overall supply of car parking spaces. The existing overall supply of short stay car parking in the town centre will, therefore, be protected and where appropriate enhanced. Any replacement provision required as result of development will be in accordance with Policy T22.
- 6.114 Levels of car parking within Barnsley are below those of a number of other town centres. The Council will therefore promote additional short stay car parking in suitable locations and/or, where appropriate, make alternative provision such as conveniently located and secure park and ride facilities well served by public transport.
- 6.115 The Council will continue to monitor and review the existing public and private car parking supply and present demand.
- 6.116 Car parking policies need to encourage users to park in controlled and designated areas, both to the benefit of the users and the environment as a whole. Detailed car parking policies for Barnsley Town Centre are contained in Volume 3 (Town Centre Community Area).
- 6.117 The design and siting of car parks is essential to their effective use, and all new car parks should be designed to an acceptable standard to ensure their attractiveness and provide for safe and secure facilities. Existing car parks should, where possible and when the opportunity arises, be upgraded to meet these standards, for example, to the minimum requirement of the present 'secured car parks initiative of the Association of Chief Police Officers', launched in 1992'.

Public Parking within Principal Shopping & Commercial Centres

Policy T19

PUBLIC PARKING FACILITIES WITHIN PRINCIPAL SHOPPING AND COMMERCIAL CENTRES WILL BE ASSESSED IN THE CONTEXT OF LOCAL DEMAND AND SUPPLY, THE AVAILABILITY OR SCOPE FOR DEVELOPMENT OF PUBLIC TRANSPORT, CYCLING AND PEDESTRIAN FACILITIES, DEVELOPMENT PROPOSALS AND ANY FUTURE HIGHWAY/ TRAFFIC MANAGEMENT SCHEMES.

- 6.118 In addition to Barnsley Town Centre, it is also important to maintain the attractiveness of other principal shopping / commercial centres by the provision of adequate car parking to meet the goals set out in Policy T17. Demand for car parking in these centres will be monitored and the need for public parking facilities will be assessed on an individual basis, particularly when opportunities for change arise. Assessments will have regard to the availability of public transport and the scope for its development to provide an opportunity to provide alternatives to the car. The contribution that cycling and pedestrian facilities could make to reducing car travel and the demand for parking will also be taken into account.

Park & Ride

Policy T20

BY MAKING THE BEST USE OF THE FOLLOWING OPPORTUNITIES, THE COUNCIL WILL SUPPORT PARK AND RIDE FACILITIES LINKED TO BUS AND RAIL :

- A) EXISTING CAR PARKS OUTSIDE OF THE CENTRAL CORE**
- B) IMPROVEMENTS IN PUBLIC TRANSPORT NETWORK**
- C) DEVELOPMENT OPPORTUNITIES.**

- 6.119 Use of Park and Ride facilities provide for a compromise combining car and public transport journeys. This satisfies the car owner's need to use their car without restricting essential use of cars in the Town Centre where it is important to provide an attractive environment.

- 6.120 Park and Ride is as appropriate for shoppers parking as it can be for workers trips. Both short and long term parking would, therefore, be encouraged. Journey to work times can be reduced by relieving congestion in the Town Centre, through the use of mass transit.
- 6.121 A differential pricing system for the car parks can be used as a means of encouraging use of Park and Ride, particularly for long stay parking.
- 6.122 It is important to consider design of Park and Ride schemes to reduce any impact on the environment and to provide safe and secure facilities, further encouraging their use.
- 6.123 Park and Ride schemes should reflect the needs of people with mobility difficulties, in the design and location and through the use of accessible public transport vehicles, to ensure mobility for all.
- 6.124 Park and Ride schemes can make use of otherwise underused private car parks at times when they are not required, e.g. car parks attached to office developments could be used by shoppers on Saturdays.
- 6.125 For Park and Ride schemes to be attractive and successful, it is essential to provide frequent, quick transport links to the Town Centre.
- 6.126 The Council will continue to monitor the use/demand of Christmas Park and Ride to establish their viability and future need for permanent Park and Ride facilities.

Residents Parking

Policy T21

IN APPROPRIATE CASES THE COUNCIL WILL CONSIDER ADDITIONAL RESIDENTS-ONLY PARKING SCHEMES. PARTICULAR ATTENTION WILL BE GIVEN TO AREAS WHERE THE QUALITY OF LIFE IS SIGNIFICANTLY ADVERSELY AFFECTED.

- 6.127 Residential areas adjacent to commercial areas are subject to pressure as overflow parking areas for shoppers and workers wishing to avoid car parking charges. In particular, long stay parking in such areas associated with work journeys, is often found to be attractive because the additional walking distance compensates for the lack of charges.

- 6.128 These pressures are worse in older residential areas, where change of use of some premises to offices has occurred. This particularly applies where commercial and other uses have extended beyond the core of the Town Centre.
- 6.129 Parking arising from car sharing near to Motorway junctions can impose significant problems on neighbouring residential areas and this practice will be monitored.

Car Parking Standards & Contributions

Policy T22

NEW DEVELOPMENT SHALL BE PROVIDED WITH NO MORE CAR PARKING, SERVICING AND MANOEUVRING SPACE THAN IS NECESSARY IN ORDER TO ENSURE THERE IS NO SIGNIFICANT ADVERSE IMPACT UPON :

- A) HIGHWAY SAFETY**
- B) THE LOCAL ENVIRONMENT INCLUDING THE AMENITY OF LOCAL RESIDENTS AND ADJOINING LAND USES**
- C) THE VITALITY AND VIABILITY OF BARNSELY TOWN CENTRE AND OTHER SHOPPING AND COMMERCIAL CENTRES.**

PLANNING APPLICATIONS WHICH PROPOSE PARKING SERVICING AND/OR MANOEUVRING SPACE IN EXCESS OF OR LESS THAN THAT WHICH IS NECESSARY WILL BE REFUSED PERMISSION.

FOR CAR PARKING ASSOCIATED WITH EMPLOYMENT PREMISES, SHOPPING AREAS, LEISURE AND RECREATIONAL FACILITIES, PLACES OPEN TO THE GENERAL PUBLIC AND PUBLIC CAR PARKS, PROVISION SHOULD BE MADE FOR DISABLED CAR PARKING WHICH SHOULD AMOUNT TO AT LEAST 4% OF THE TOTAL CAR PARKING PROVISION TO BE PROVIDED.

WHERE THE REQUIRED CAR PARKING CANNOT BE PROVIDED ON SITE OR WHERE THE COUNCIL DEEM IT APPROPRIATE, SUITABLE PARKING PROVISION OFF SITE OR CONTRIBUTIONS TO ENHANCE OR PROVIDE ALTERNATIVE MEANS OF TRANSPORT MAY BE ACCEPTABLE. IN THESE CIRCUMSTANCES THE COUNCIL WILL SEEK TO ENTER INTO AN AGREEMENT UNDER S106 OF THE ACT WITH THE DEVELOPER TO ENSURE THAT A FINANCIAL CONTRIBUTION IS SECURED TOWARDS THE PROVISION OF PUBLIC CAR PARKING AND/OR TO ENHANCE OR PROVIDE ALTERNATIVE MEANS OF TRAVEL.

- 6.130 PPG13 advises that the availability of car parking has a major influence on the choice of means of transport. The provision of excessive levels of car parking can therefore increase reliance on the private car and discourage use of other means of travel including walking, cycling and public transport. In addition, high levels of car parking for commercial developments in peripheral locations can prejudice the vitality and viability of central areas. Car parking also takes up a relatively large amount of space in new developments and is not therefore an efficient use of land.
- 6.131 It is however, necessary to ensure that new developments are provided with sufficient car parking, servicing and manoeuvring space to ensure that there is no significantly adverse impact upon highway and pedestrian safety and on nearby land uses, for example, in terms of the amenities of local residents, businesses and services. It is also necessary to ensure that parking requirements in respect of new development in the Barnsley Town Centre and other shopping and commercial centres are set at a level and at prices which do not affect the vitality and viability of those centres.
- 6.132 The level of car parking servicing and manoeuvring space required in connection with new developments will be assessed with regard to the location of the site, potential numbers of employees, occupants and visitors, taking into account the potential for access by walking, cycling and public transport.
- 6.133 In respect of some developments, particularly in Barnsley Town Centre and in Principle Shopping/Commercial Centres it will not be desirable for any or all of the required car parking provision to be provided on the development site. It is however, appropriate that these developments contribute financially to provide public car parking or to improve the potential for use of alternative means of travel as part of a balanced transportation strategy. The removal of the need for on site car parking results in a more efficient use of land and can improve the visual appearance of developments. (Further detailed aspects of car parking provision in Barnsley Town Centre are contained in Volume 3 - Barnsley Town Centre).
- 6.134 Supplementary Planning Guidance will be produced which will set out levels of parking provision expressed as a range of maximum and operational minimum amounts for broad classes of development and location. The guidance will explain how the level of parking provision for particular developments will be determined.

Traffic Management

Policy T23

THE COUNCIL WILL CONSIDER THE INTRODUCTION OF TRAFFIC MANAGEMENT MEASURES, INCLUDING TRAFFIC CALMING, ON THE BASIS OF THE FOLLOWING CRITERIA :

- A) TO IMPROVE ROAD SAFETY**
- B) TO DIVERT TRAFFIC AWAY FROM SENSITIVE AREAS, PARTICULARLY HOUSING**
- C) TO IMPROVE TRAFFIC CIRCULATION**
- D) TO CREATE DESIGNATED ROUTES FOR SPECIFIC FORMS OF TRAFFIC**
- E) TO REDUCE AND CONTROL THE SPEED OF VEHICLES**
- F) TO GIVE PRIORITY TO AND IMPROVE THE MOVEMENT OF PASSENGER SERVICE VEHICLES**
- G) TO IMPROVE ACCESSIBILITY TO INDUSTRY AND COMMERCE**
- H) TO IMPROVE ENVIRONMENTAL CONDITIONS.**

- 6.135 The design and implementation of traffic management measures cannot only help to improve the living, working and shopping environment but also improve road safety and reduce the potential for accidents, particularly at black spots. Traffic management measures will often be appropriate in conjunction with highway schemes, improvements to the existing highway network and in conjunction with development proposals. Improving the accessibility of industrial and commercial areas is important to the economic regeneration of Barnsley. Traffic management measures can assist in this objective.
- 6.136 Traffic calming measures focus on improving the local environment and road safety of areas. Such measures will be considered where appropriate.
- 6.137 Traffic management schemes should respond to public transport needs and can help to improve journey times and attractiveness of public transport. Traffic calming measures should take account of bus needs on primary bus routes.
- 6.138 As part of the monitoring and review process future transportation studies will help to identify the areas or corridors where improvements in traffic management will be most beneficial.

Policy T24

THE COUNCIL WILL CONSIDER THE INTRODUCTION OF TRAFFIC MANAGEMENT SCHEMES WHICH ENCOURAGE FREIGHT TRAFFIC TO USE DESIGNATED ROUTES AND THE STRATEGIC HIGHWAY NETWORK WHEREVER POSSIBLE.

- 6.139 The introduction of appropriate traffic management schemes which encourage freight traffic to use designated routes can aid reindustrialisation by improving journey times and accessibility to and from these routes to the Strategic Highway Network and National road networks.
- 6.140 The designation of freight routes when combined with traffic management and/or calming measures in the adjacent residential and commercial areas can greatly improve the environment and quality of life for those living and working in such areas.

Cycle Routes

Policy T25

THE COUNCIL WILL SEEK TO DEVELOP A NETWORK OF CYCLE ROUTES FOR THE BOROUGH BASED ON THE MULTI USER RECREATIONAL NETWORK; WITH LINKS TO THE TOWN CENTRE AND OTHER CENTRES.

- 6.141 Cycling is a viable alternative mode of transport to the motor vehicle, it has the advantages of helping to relieve congestion as part of a comprehensive package to reduce traffic in the town centre and other centres and encourage use of alternative modes.
- 6.142 A comprehensive network of cycle routes, on and off street, is required to fulfil the combination of commuter and recreational links throughout the Borough. The Council is developing multi-user recreational routeways focused on the Trans Pennine Trail which will be available to cyclists (Policy GS26). To further this network 'commuter routes' need to be developed to encourage non-leisure trips, central to this is the provision of links from the recreational routes to the Town Centre and other centres including the College sites and major employers.

Facilities for Cyclists

Policy T26

PROVISION OF FACILITIES FOR CYCLISTS WILL BE INCREASED THROUGH DEVELOPMENT OF THE CYCLE ROUTE NETWORK. FURTHER FACILITIES WILL BE ENCOURAGED AS AN INTEGRAL PART OF NEW DEVELOPMENTS; TRAFFIC MANAGEMENT SCHEMES; FUTURE HIGHWAY SCHEMES.

- 6.143 To encourage greater cycle use as an alternative mode of transport and transfer some of the leisure only journeys into everyday work and shopping trips, it is essential to improve the cycling environment by measures such as :
- a) provision of cycle stands in secure and prominent positions in the town centre and other shopping/working areas
 - b) introduction of traffic management schemes including signing to make other road users aware of cyclists and their needs; more elaborate priority measures at junctions; cycle lanes
 - c) development of a safe and comprehensive cycle network for the Borough
 - d) encouraging the provision of cycle stands in association with new developments.
- 6.144 The Council will develop a comprehensive cycling strategy for the Borough. This will build upon the policies and proposals of the UDP and the transportation strategy by taking into account wider issues such as the health benefits of cycling, changing public attitudes and Government advice and research.

Walking

Policy T27

THE COUNCIL WILL SEEK TO ENCOURAGE AND SUPPORT WALKING AS A MODE OF TRANSPORT AND THE DESIGN AND LAYOUT OF ALL DEVELOPMENT WILL BE REQUIRED TO TAKE ACCOUNT OF THE NEEDS OF PEDESTRIANS.

- 6.145 Walking is a valuable mode of transport and for some journeys there is no better alternative. This is particularly important for women, the young and the elderly for whom walking is the most readily accessible form of transport.
- 6.146 The needs of the pedestrian should be a key consideration in all aspects of land use planning. The focus previously has been to remove and/or mitigate the pedestrian/vehicle conflict. This is reflected in Town Centre pedestrianisation schemes, which have improved the shopping environment for pedestrians. However, provision should be made in all development for the needs of all groups of pedestrians, including the mobility and visually impaired.
- 6.147 The provision of improved walking facilities and environmental conditions for all should encourage and support walking as a valuable means to get from A to B. This may be a whole journey or part of multi-modal trips linked to the public transport infrastructure. Preferred and safer pedestrian routes should be developed outside of pedestrian priority zones, in particular to schools and local centres. These can be brought forward through new development, especially residential development, to provide links to neighbouring centres. It may be appropriate to consider combined pedestrian/cycle routes.



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Community Facilities INTRODUCTION

- 7.1 The Unitary Development Plan has only a limited role to play in terms of allocating land specifically for community facilities. This is partly because suitable sites are difficult to identify and are often quite small. They therefore represent a level of detail which is outside the scope of the Plan. Even in the case of larger scale facilities, there are often uncertainties over the need for new provision or its timing, usually linked to the availability of finance. The policies are therefore criteria based, rather than allocations, so that proposals can be properly assessed when they are put forward.
- 7.2 Where development means there will be pressure on existing facilities there may be an obligation placed on the developer to contribute towards the cost of facilities. The protection and improvement of Community Facilities is an important social dimension to economic and environmental regeneration and will be particularly important in the Regeneration Area.

TRENDS & ISSUES

- 7.3 The majority of large community uses are provided by the Borough Council, mainly by the Education and Social Services Departments. The other main provider is the NHS through the Barnsley Health Authority and General Hospital. Other public services such as fire and police have a number of stations in the Borough.

Health Care

- 7.4 Barnsley General Hospital is the largest community facility in the Borough and employs over 2,100 people on site. The location of such an intensive use in a residential area results in parking problems on nearby streets. Redevelopment is ongoing but this is entirely within the existing premises. At the local level, the Health Authority provides numerous health centres with no planned change in the distribution. The only significant new provision likely is two Community Adult Mental Health Centres but locations for these have not been identified. Smaller developments related to disability and mental illness are also proposed.

Social Services

- 7.5 The main change during the next ten years will come as a result of the NHS and Community Care Act 1990. This will involve the Council taking over responsibility for funding residential care in the private and voluntary sectors. The emphasis is shifting from institutional care to care in the community with special needs being catered for in a number of supported living schemes in ordinary housing (see Policy H5B). A Draft Community Care Plan has been published for public consultation. Although Community Care is likely to place extra demands on Council premises, there is considerable uncertainty over the amount of money which will be available to implement the plan. A number of small scale centres will be required for specialist services, located close to areas of demand.

Community Centres

- 7.6 There are numerous community centres and halls in the Borough, many of which are used and managed by the Council. The Leisure and Amenities Department currently manages 15 community centres and welfare halls, while others come under the Housing and Education Departments. Usage of these varies considerably and it is always possible that some centres may fall out of use. Equally, there is pressure for new centres in some areas but these are very difficult to provide due to the high costs involved.

Education

- 7.7 Barnsley's school population fell sharply during the 1980's to reach its lowest level in 1990/91, at 30,322 children. The number of secondary school children fell by 32.5% between 1984/85 and 1991/92 but is now slowly rising. The numbers of primary school children has been rising since 1986/87 giving rise to localised shortages of places. Although the trend is now upward's with 32,609 children in 1994/95, there are still many surplus places in primary and secondary schools. Rationalisation is ongoing, aimed at creating efficient and effective use of resources in response to strong Government pressure to reduce surplus places.
- 7.8 Government policy on Local Management of Schools has made school planning a far more uncertain exercise for the Local Education Authority (LEA). It has become more difficult to retain schools with a large number of surplus places, which has prompted a review of the viability of all small schools. A further complication is that greater parental choice can lead to a mixture of very full schools alongside those with many surplus places.

- 7.9 The requirements of the National Curriculum means that, especially in the primary phase, small schools find it difficult to offer the full range of subject specialisation required. This is a further reason for a review of all small schools.
- 7.10 The LEA is attempting to plan for the educational needs of the community, within the limits described above. In order to do this effectively, account must be taken of the strategic housing location and the detailed housing development proposals (Strategy and Housing sections).
- 7.11 In addition to the need to rationalise, the LEA has to consider the problems of areas where schools are under pressure from rising pupil numbers, with mobile classrooms needed at some primary schools. New or extended schools may be needed in areas of population growth.
- 7.12 Where further housing development means that there will be pressure on existing schools, there may be an obligation placed on the developer to contribute towards the cost of educational facilities.

OBJECTIVES

- 1. Encourage the provision of community facilities in locations which will enable social needs to be met.**
- 2. Protect land in community use from other forms of development wherever possible.**

COMMUNITY FACILITIES POLICIES

Location of Community Facilities

- 7.13 Community facilities such as schools, health centres, libraries and community centres provide a valuable resource and require safeguarding in the context of the UDP. The Council is concerned to identify needs which are not currently being met and to assist in improving local provision. Proposals for new community uses will be given sympathetic consideration and in some cases it may be possible to obtain new facilities from developers using planning obligations.

Policy CF1

THE PROVISION OF COMMUNITY FACILITIES WILL BE ENCOURAGED WHERE THEY :

- A) MEET COMMUNITY NEEDS**
- B) ARE CONVENIENT AND ACCESSIBLE TO PEDESTRIANS, CYCLISTS AND USERS OF PUBLIC TRANSPORT**
- C) HAVE ADEQUATE CAR PARKING AND ACCESS ARRANGEMENTS**
- D) ARE COMPATIBLE WITH ADJOINING USES AND DO NOT ADVERSELY AFFECT RESIDENTIAL AMENITY.**

7.14 In most cases, new community facilities will be located on land which is not specifically designated for such a use. The location of any facility should take account of existing provision so as to avoid duplication. Community facilities will be provided where possible at a local neighbourhood level, readily accessible to and convenient for the catchment population. This will minimise the need for car use and thus reduce the impact on the local environment. Where new sites become available for development, potential community uses may be identified in planning briefs in accordance with the criteria in Policy CF1.

Emergency Services

7.15 The distribution of stations for fire, police and ambulance services may be subject to change depending on changing service requirements. Only the fire service has to meet a specified standard affecting the location of its stations. The Fire Service Review has identified a potential need for improved cover in the Tankersley area but there are no proposals at present. New stations for any emergency service will be supported in appropriate locations as and when required.

Health Services

7.16 The provision of hospitals on new sites in Barnsley is considered to be unlikely. The expectation is that existing hospitals will be extended or redeveloped. The only significant new Health Authority proposal is for two Community Adult Mental Health Centres but no sites have been identified for these as yet. Improvements to health facilities will be supported subject to the scale and density of the proposal in relation to the highway network and impact on residential areas.

Existing Community Facilities

- 7.17 In most cases, land currently in community use will remain so during the Plan period. However, some land is expected to become surplus to requirements and hence available for development. Ideally, land which is surplus to the requirements of one service should be made available for an alternative community use. This is not always possible and it may be more appropriate to allow other uses, providing that these are compatible with adjoining uses. In areas which are deficient in open space, playing fields and grounds should be retained as a local amenity. In the event of land or buildings becoming surplus, Policy CF2 will apply.

Policy CF2

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD LEAD TO THE LOSS OF EXISTING COMMUNITY FACILITIES. WHERE AN EXISTING COMMUNITY USE CEASES, AND NO ALTERNATIVE COMMUNITY USE CAN BE FOUND, OTHER USES WILL BE CONSIDERED WITH REGARD TO :

- A) THE AMOUNT OF OPEN SPACE IN THE AREA MEASURED AGAINST THE STANDARD SET OUT IN POLICY GS36**
- B) COMPATIBILITY WITH ADJOINING LAND USES AND THE LIKELY IMPACT ON RESIDENTIAL AMENITY**
- C) ACCESS TO THE SITE, CAR PARKING AND THE LIKELY IMPACT ON HIGHWAY SAFETY.**



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Utilities INTRODUCTION

- 8.1 The Utility Companies provide much of the essential infrastructure required for development (water supply and drainage, gas, electricity and telecommunications). The UDP provides the longer term land-use and development framework which enables the utility companies to programme their future investment with some degree of certainty. However, the timing of this investment is largely determined by the pace of development.
- 8.2 The Utility Companies also have land requirements for their own activities, for example, new or extended sewage disposal works or electricity substations. The policies and proposals in the Plan provide for such facilities to be accommodated.
- 8.3 The specific development proposals in the Plan have been subject to detailed consultations and appraisal in respect of utility infrastructure and relevant aspects are included in the Community Area Plans.

TRENDS & ISSUES

- 8.4 Following privatisation the Utility Companies now pursue a more ‘market-orientated’ approach to the development industry. In effect, developers now pay not only for the service supplied by the Companies (gas, water, electricity and telecommunications), but also for the infrastructure and equipment necessary to supply the service. In some instances this has led to problems in the longer term planning infrastructure improvements as the Companies are dependent on the market conditions in which the development industry operates. These difficulties were evident in the late 1980’s, for example, when a sudden demand for development revealed serious shortcomings in the availability of electricity supply in certain industrial growth areas. To enable development to proceed at the rate required to fulfil the reindustrialisation strategy will mean substantial expenditure on major infrastructure.

- 8.5 If such costs have to be borne primarily by individual developers this could make any development projects uneconomic. All of the utility providers are concerned to ensure they respond positively to development pressures. The Council has regular liaison meetings with the Utility Companies to secure integration if possible between the Council's development objectives and the Utility Companies capital investment programmes.
- 8.6 The tightening up of European and National legislation on the pollution of rivers and other water courses has meant that Yorkshire Water is required to implement a large and ongoing programme of improvements to sewage disposal and sewerage facilities to achieve the required standards. Many of the sewage disposal works in the Borough are at capacity or overloaded and can only accept additional flows if the capacity of the works are upgraded or new works constructed. The lead-in time for such infrastructure works can be many years and it has been necessary to take account of this in the selection of sites for development and assumptions about the rate at which development can be achieved.
- 8.7 The Environment Agency has a key role to play in improving the quality of rivers. For example, certain stretches of the River Dearne in the south-east of the Borough remain heavily polluted. The Environment Agency is not a utility but has the responsibility for regulating the activities of the Utility Companies and private businesses in order to safeguard and improve the natural water environment. The Environment and Recreation section of the UDP explains more fully the Council's policies and proposals for protecting and enhancing the environment.
- 8.8 Public concern about the environmental impact of development has generally increased in recent years. This has implications for the location, siting and design of infrastructure developments by Utility Companies which like other types of development, will be subject to the policies for guiding and controlling development set out in the Plan.

OBJECTIVES

1. To seek to ensure that infrastructure is provided by the Utility Companies to enable development to proceed in accordance with the reindustrialisation goal of the Council.
2. To provide, within the overall policy framework of the Plan, land for infrastructure requirements of Utility Companies.
3. To co-ordinate development and land use proposals with programmes of infrastructure provision in order to prevent pollution of rivers and other watercourses.
4. To minimise the impact of infrastructure developments on the environment.

UTILITIES POLICIES

General Policy

Policy UTL1

THE PROVISION, REPLACEMENT, OR EXTENSION OF THE UTILITIES INFRASTRUCTURE IN THE BOROUGH INCLUDING WATER SUPPLY, WASTE WATER AND SEWAGE DISPOSAL, ELECTRICITY, GAS AND TELECOMMUNICATIONS WILL BE ENCOURAGED AND SUPPORTED ESPECIALLY WHERE THIS CONTRIBUTES TO THE GOALS OF ECONOMIC RESTRUCTURING AND THE IMPROVEMENT OF THE QUALITY OF LIFE FOR RESIDENTS.

- 8.9 The Council does not have the responsibility or resources to provide the utilities infrastructure. However, the need to ensure the Borough's utilities infrastructure keeps pace with development proposals and at the same time improving the quality of life for residents is of paramount importance if the Council's goals are to be achieved.
- 8.10 The prospects for reindustrialisation of the Borough will be greatly enhanced provided there is a co-ordinated approach to development which involves all the service infrastructure providers.

- 8.11 The UDP offers the opportunity for the Council and the Utility Companies to plan for the future in an integrated manner. The Council will continue to liaise with the Utilities Companies to carry out infrastructure schemes which will help to achieve its goals and objectives. In particular, the Council will seek to influence the capital programmes of the Companies in order to maximise development opportunities which facilitate reindustrialisation of the Borough.

Water Supply, Sewerage & Sewage Treatment

Policy UTL2

DEVELOPMENT WILL NOT BE PERMITTED WHICH INCREASES THE DEMAND FOR OFF-SITE SERVICE INFRASTRUCTURE IN RESPECT OF WATER SUPPLY, SEWERAGE OR SEWAGE TREATMENT UNLESS ADEQUATE CAPACITY EXISTS OR CAN BE PROVIDED IN TIME TO SERVE THE DEVELOPMENT. WHERE IMPROVEMENTS IN INFRASTRUCTURE ARE REQUIRED PLANNING PERMISSION WILL BE GRANTED SUBJECT TO CONDITIONS, OR A PLANNING OBLIGATION WILL BE REQUIRED, TO PRECLUDE DEVELOPMENT OR COMMENCEMENT OF THE USE UNTIL ADEQUATE PROVISION HAS BEEN MADE.

- 8.12 PPG12 recognises the importance of co-ordinating new development with the provision of infrastructure capacity such as water supply, sewerage and sewage treatment systems. In general terms, water and sewerage services should be capable of meeting the demands of anticipated levels of development. This policy seeks to ensure that development is linked with the provision of infrastructure it requires and prevents development which, at least in the short term, would lead to environmental deterioration or a decline in the standards of service to existing development.
- 8.13 The policy will be implemented following consultation with the appropriate utility companies on planning applications. Planning conditions and obligations may be appropriate mechanisms provided that they are in accordance with the Town and Country Planning Act 1990 and advice in Circulars 11/95 and 1/97, for example with regard to being fairly and reasonably related to the proposed development.

General Safeguarding

Policy UTL3

THE COUNCIL, IN CONSULTATION WITH THE UTILITY COMPANIES, WILL SAFEGUARD MAJOR PIPELINES, TRANSMISSION LINES, DISTRIBUTION MAINS, SEWERAGE AND SEWAGE TREATMENT WORKS, LAND DRAINAGE SYSTEMS AND WATER RESOURCES, TOGETHER WITH ASSOCIATED APPARATUS, INSTALLATIONS AND OPERATIONAL LAND FROM INAPPROPRIATE DEVELOPMENT.

- 8.14 The extensive existing infrastructure which serves the Borough requires protection otherwise the ability of the Utilities Companies to manage and maintain their networks and installations will be undermined. Generally speaking the Local Planning Authority will impose conditions on planning permissions preventing development from encroaching too near or over the route of mains infrastructure.
- 8.15 Development which is likely to prevent or frustrate access for maintenance of infrastructure will be refused planning permission unless developers can satisfactorily demonstrate that they are able to make alternative provision which retains the integrity of the Borough's infrastructure and water systems.

Overhead Power Lines

Policy UTL4

PROPOSALS FOR THE PROVISION OF OVERHEAD POWER LINES OR DEVELOPMENT CLOSE TO EXISTING OR PROPOSED OVERHEAD LINES WILL BE ASSESSED WITH REGARD TO THE FOLLOWING FACTORS :

- A) THE EFFECT OF THE TRANSMISSION TOWERS, ASSOCIATED LINES, PLANT AND BUILDINGS ON THE AMENITY OF THE OCCUPIERS OF ANY EXISTING OR PROPOSED DEVELOPMENT**
- B) THE IMPACT ON VISUAL AMENITY**
- C) THE POTENTIAL ELECTROMAGNETIC EFFECTS IN RESPECT OF WHICH THE COUNCIL WILL SEEK THE ADVICE OF THE NATIONAL RADIOLOGICAL PROTECTION BOARD**

- 8.16 The Council acknowledge the importance of ensuring there is a constant supply of electricity to serve the needs of industry and domestic consumers. In most cases the presence of overhead power lines is accepted because of the considerable cost of laying underground cables.
- 8.17 However, the presence of electricity pylons, because of their large-scale, utilitarian appearance and the background noise generated may serve to reduce the quality of the environment; particularly in areas of high landscape value and residential areas respectively.
- 8.18 The Council does not have the power to refuse planning permission for new overhead power lines. This power is vested in the President of the Board of Trade. However, legislation and guidance is in force to provide Local Planning Authorities with proper representation through European Community Directives, the Town and Country Planning Act, 1990, the Electricity Act, 1989 and DOE Circular 14/90 to ensure the environmental consequences of new power lines are minimised where possible.
- 8.19 The Council, as Local Planning Authority, has the right, where appropriate, to have its objection heard at a public inquiry prior to a decision being made. However, in most cases objections are usually overcome by negotiation between the applicant and the Council.
- 8.20 The Council is unlikely to object to new overhead lines and supporting towers except where it considers there will be an adverse impact on the amenity of any dwellings or other sensitive uses such as schools and hospitals, or where there will be a significant impact on the visual amenity of an area.
- 8.21 The Council, in consultation with the National Radiological Protection Board where appropriate, will seek to ensure developments take account of the presence of power lines by requiring the careful siting and orientation of buildings to minimise the adverse impact of such structures on visual and residential amenity.

Telecommunications

Policy UTL5

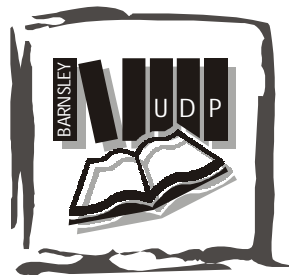
HAVING REGARD TO THE SPECIAL OPERATIONAL NEEDS OF LICENSED OPERATORS PROPOSALS FOR TELE-COMMUNICATIONS DEVELOPMENT INCLUDING THE ERECTION OF RADIO, TELEVISION, CELLULAR AND PERSONAL COMMUNICATIONS NETWORK MASTS AND ANTENNAE WILL BE ASSESSED WITH REGARD TO THE FOLLOWING FACTORS :

- A) THE APPROPRIATENESS OF THE SPECIFIC LOCATION HAVING REGARD TO THE EFFECT ON THE LANDSCAPE/TOWNSCAPE, THE VISUAL AMENITY OF THE IMMEDIATE AREA AND THE WIDER AREA FROM WHICH THE PROPOSAL WOULD BE VISIBLE, AND OPERATIONAL EFFICIENCY**
- B) THE POSSIBILITY OF ERECTING ANTENNAE OR OTHER APPARATUS ON AN EXISTING BUILDING, MAST OR OTHER STRUCTURE AS A POSSIBLE ALTERNATIVE TO THE ERECTION OF A LARGE MAST**
- C) THE PRESENCE OF OTHER TELECOMMUNICATIONS FACILITIES WITHIN AND AROUND THE SITE**
- D) THE NEED TO INCLUDE ADDITIONAL STRUCTURAL CAPACITY TO TAKE ACCOUNT OF THE GROWING DEMANDS FOR THE NETWORK DEVELOPMENT INCLUDING THAT OF OTHER OPERATORS.**

ANY DEVELOPMENT SHOULD BE SITED AND DESIGNED SO AS TO MINIMISE ITS VISUAL IMPACT SUBJECT TO TECHNICAL AND OPERATIONAL CONSIDERATIONS.

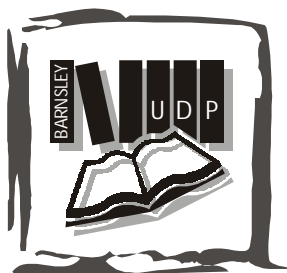
- 8.22 Many minor examples of telecommunications development have a minimal visual impact and are either 'de minimis', e.g. domestic T.V. aerials, have no material impact upon the external appearance of a building, or are 'permitted development' under the provisions of the Town and Country Planning General Development Order 1988. The Council will rarely refuse permission or seek to withdraw 'permitted development' rights for tele-communications development of a minor nature unless it considers there is a real and specific threat to the character and amenity of an area.
- 8.23 Licensed code operators such as BT, Mercury, Orange, etc. have to abide by the terms of their licence under the provision of the Telecommunications Act 1984. The conditions of the licence include, inter alia, the effect that telecommunications development will have on amenity. The licence provisions are seen as complementary to planning legislation.

- 8.24 Where larger telecommunications development is proposed such as licensed code operators' radio masts and antennae exceeding 15 metres in height, domestic amateur masts more than 3 metres in height, etc. the visual impact of such development and the implications for subsequent network development are important material considerations. By its very nature, such development often has to be located in prominent, elevated locations in order to ensure satisfactory, unobstructed signals for operational efficiency.
- 8.25 The Government's general policy contained in PPG8 on telecommunications is to facilitate the growth of new and existing systems wherever possible having regard to environmental and technical considerations; and in particular, the unique siting requirements of larger telecommunications development. It encourages Local Planning Authorities to include criteria-based policies in Development Plans.
- 8.26 The special operational needs of telecommunications development has to be judged against policies of environmental restraint such as green belt, borough landscape value, conservation areas, etc. Each proposal should be judged on its merits within the context of Policy UTL5 which seeks to complement the general guidance contained in PPG8. Provided it can be determined that a proposal is consistent with the development factors identified in the Policy then planning permission ought normally to be granted.



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IMPLEMENTATION & MONITORING

MEASURES TO IMPLEMENT THE PLAN & AGENCIES INVOLVED

- 9.1 The Unitary Development Plan itself is an important resource for achieving the Council's overall goals and aims.
- 9.2 Statutory commitment to its provisions under the Planning and Compensation Act 1991 gives greater certainty for investment decisions by a wide range of companies, organisations and agencies, particularly in the private sector which will generate most of the development which takes place in the Borough.
- 9.3 The Plan sets out the general framework and specific opportunities for development, guiding and promoting particular courses of action through its policies and proposals and information on which these are based.
- 9.4 By indicating emerging problems and issues it can also act as a mechanism for attracting and focusing new resources.
- 9.5 The Plan weighs the sometimes competing requirements of different sectors and sets the framework for development and conservation aimed at meeting the overall public interest.
- 9.6 The Plan will be implemented by a wide range of public and private agencies and organisations as well as individuals. The policies and proposals in the Plan have been drafted to reflect the differing nature of their implementation roles.
- 9.7 There are two basic categories of policies in the Plan; those which are promotional, setting out positive planning measures and those which control and regulate. Both types of policy are mutually supportive in their contribution to achieving the Council's goals, aims and objectives.

PROMOTIONAL POLICIES & POSITIVE PLANNING MEASURES

Development Proposals

- 9.8 Because of the urgent need to pursue economic, environmental and social regeneration of the Borough major emphasis is placed on positive, promotional policies. Central to these are the development sites proposed in the Community Area Volumes together with supporting information on key factors relating to development such as infrastructure provision. Where appropriate, for example on major sites, further information will be provided as Supplementary Planning Guidance. These will be prepared as the Plan progresses towards adoption. The policies and the background information are intended to assist the private sector in bringing forward proposals which contribute to the goals and aims of the Plan, particularly re-industrialisation and regeneration.

Government & Local Authority Spending Programmes

- 9.9 The Plan sets the land-use and development framework for existing and future spending programmes of Central Government, the European Community, other Agencies and the Borough Council. This role is particularly important in Barnsley Metropolitan Borough which has been successful in its bids for a range of Government and other programmes. These include Development Area status under the Government regional policy; Objective 2 status for European Commission funds; Single Regeneration Budget; City Challenge in the priority regeneration areas of the Dearne and the Central/North East parts of the Borough; Enterprise Zone status in the Dearne; derelict land reclamation; and the South Yorkshire Forest covering the southern parts of the Borough, where major woodland planting will be undertaken.
- 9.10 Diagram 3 sets out the geographical extent of current priority funding programmes. Where appropriate they are also referred to in the Policy Justification to illustrate how the policies and proposals will be implemented.

Infrastructure Provision by Utility Companies

- 9.11 Particularly important in the implementation of the development proposals is the provision of essential infrastructure by the Utility Companies, i.e. Yorkshire Water, Yorkshire Electricity, British Gas and British Telecom. The UDP land use and development policies and proposals provide a focus for co-ordinating investment decisions and priorities. Continuing liaison and consultation with the Utility Companies is a key element of the Plan preparation and monitoring process, particularly in view of the extensive programme of infrastructure improvements required in the Barnsley area if the development proposals in the Plan are to be successfully implemented. The implications of this are covered under Policies for Public Utilities and in the Part II proposals.

Partnership with the Private Sector

- 9.12 The Council formed a joint venture company with Costain Urban Enterprises Limited. Through this mechanism the Council is aiming to stimulate investment and generate new economic development to provide employment opportunities as well as providing other benefits to the community. The strength of this is the bringing together of Council resources such as land and technical expertise and powers of site assembly with private sector commercial/financial expertise and resources to facilitate development.
- 9.13 Other Partnerships have been established, for example, in the Dearne area and the central/north east corridor of the Borough to deliver City Challenge Programmes.
- 9.14 In the housing sector there are well established partnership arrangements with Housing Associations to provide for particular needs in the community such as rented accommodation and sheltered housing for the elderly.
- 9.15 The UDP sets the land-use and development framework within which Partnership arrangements operate and as indicated above, creates confidence in those making investment decisions which will lead to the creation of new job opportunities.

POLICIES WHICH REGULATE & CONTROL DEVELOPMENT

- 9.16 In order to achieve the Council's aims and objectives in respect of development and conservation, policies are included in the Plan which control the type and location of development as well as particular aspects of development such as amenity and pollution. Wherever appropriate the policies give positive guidelines and include criteria against which proposals will be judged. This should enable those submitting planning applications to have a clear indication of the Council's likely attitude to proposals.
- 9.17 Many of the control policies are detailed in nature and amplify the more general strategic policies. These are set out in Volume 1 - Policy and Justification.
- 9.18 Although the Plan includes a number of firm proposals for development it cannot anticipate all possible developments which may be put forward. In order to provide flexibility in dealing with unforeseen development requirements, whilst ensuring that land is developed in the public interest, policies are included which give clear guidelines as to the type of development which will be acceptable in particular areas, for example, Green Belt.
- 9.19 Policies applying to such areas are aimed at ensuring that any development which takes place is compatible with the predominant land use in the area. This should give :
- a) greater certainty for applicants when submitting their proposals
 - b) reassurance for those affected by planning applications
 - c) a clear indication of land use priorities.
- 9.20 Planning Policy Guidance General Policies and Principles (PPG1) provides guidelines in relation to the development plan for determining planning applications and appeals. These are based on the Town and Country Planning Act 1990 and Government policy. In particular paragraph 25 of PPG1 indicates that where the development plan is material to the development proposal and must therefore be taken into account, Section 54A of the 1990 Act requires the application or appeal to be determined in accordance with the plan unless material considerations indicate otherwise.

RESOURCES

- 9.21 There are two main categories of resources for implementing the Plan, land and finance; in respect of each of these the main principle which governs the policies and proposals is that of enabling the aims and objectives of the Council to be met. The availability of financial resources to enable the Council to meet its objectives will be a key factor in this process. Such financial resources as are available will be subject to annual review within the Council's budgetary procedures.

Land

- 9.22 Land is the key mechanism by which the UDP policies can be implemented. Because it is a finite resource it must be used efficiently and effectively. In pursuit of this aim, recycling land in the urban areas for development is given high priority. However, economic regeneration requires the release of some greenfield sites for development. This has been kept to the minimum necessary to fulfil the requirements of the Strategy. In exchange for the release of greenfield sites, land previously associated with mining and other industrial activities, which is not suitable for development is being restored to a 'green' afteruse.
- 9.23 The protection and enhancement of open land not required for development and which fulfils an agricultural, amenity, recreation or ecological function is afforded high priority in the Plan, because of its contribution to the quality of life and the image and appearance of the area.
- 9.24 Despite changes in national agricultural policy much of Barnsley's open land outside the built-up areas will remain in agricultural use. It provides the essential character of the rural areas of the Borough and will continue to be protected from inappropriate development.

Finance

- 9.25 At this stage no detailed financial appraisal of the Plan's proposals has been carried out.
- 9.26 Financial resource availability for implementing the Plan will be dependent on a variety of sources, for example, the private sector and other agencies, the Council through its annual revenue and capital spending programmes, grant regimes (e.g. City Challenge, Derelict Land Reclamation and European programmes), Government sponsored organisations such as the Countryside Agency, Forestry Commission and Sport England.

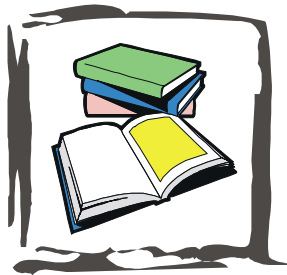
- 9.27 In accordance with the legislation the Council must, in formulating its policies and proposals in the UDP have regard to the resources likely to be available. The approach which has been adopted in the UDP is to balance :
- a) past trends, particularly in respect of economic activity and development
 - b) current public sector expenditure programmes for example Housing Investment, Transport, Derelict Land Reclamation, and City Challenge
 - c) assumed levels of infrastructure provision by public utility companies
 - d) the requirements of the re-industrialisation and regeneration strategy.
- 9.28 Overlying this approach are national economic factors, particularly the level of growth in the economy and Government policy on public expenditure. Experience during the past decade suggests that these can change rapidly and result in pressure for development and the implementation of essential infrastructure. The policies and proposals in the Plan have been formulated so that when changing economic circumstances result in increased demand for land and infrastructure the land use and development framework is in place to enable and guide appropriate development in line with the UDP Strategy.
- 9.29 The UDP also offers an opportunity to stimulate and draw in investment and new sources of finance by highlighting needs and opportunities for investment in the Borough, for example, in offices, factories, houses, roads and environment.
- 9.30 One of the main characteristics of the Plan is that it sets the strategic and detailed planning framework to the end of the century.

MONITORING

- 9.31 If the UDP is to remain up to date and relevant, it is important to establish a process by which changes in circumstances can be readily identified and new policies and proposals brought forward when necessary.
- 9.32 The Plan has been designed to help the process of identifying changes which are needed. In particular, the Strategy goals and aims provide the basis for measuring the performance of the Plan as policies and proposals are implemented.

- 9.33 Regular monitoring reports will be prepared on various aspects of the Plan and these will form a major part of reviewing both the Strategy and Implementation. It is not envisaged that there will be the need to make detailed local amendments except in response to major changes in circumstances, national policy or major issues which generate the need for amendments.
- 9.34 It will not be possible to formally amend the Plan without undergoing lengthy statutory procedures. It is envisaged that periodically an appraisal will be undertaken of the monitoring reports in order to assess when a formal review should be carried out and statutory amendments made to the Plan.

Appendix 1
Policy Numbering



Appendix 1
**POLICY
NUMBERING**

Various changes and modifications have been made to the UDP since the Deposit Draft was published in 1994. This led to the publication of the 'Orange Book' version of the UDP in August 1998, which incorporated all the modifications up to that date. Since that time there have been modifications to delete the Hoyland Business Park allocation, plus a few minor issues.

The deletion and addition of policies over time has inevitably resulted in knock-on effects in terms of the numbering of the policies. This schedule shows the policy subjects and numbers in the 'Orange Book' version of the UDP and the policy subjects and numbers in the final adopted UDP. Some of the policy numbers have not changed between the two versions; the numbers and subjects that have changed are highlighted in **bold** type.

Appendix 1 Policy Numbering

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

HOUSING

New Housing

Policy H1(i) **Policy H1**

Policy H1 **Policy H2**

Policy H1(ii) **Policy H3**

Development on Housing Sites

Policy H2 **Policy H4**

Housing for Special Needs

Policy H4 **Policy H5**

Flats & Houses in Multiple Occupation

Policy H4A **Policy H5A**

Residential Homes

Policy H4B **Policy H5B**

Open Space Provision

Policy H5 **Policy H6**

Access to Undeveloped Land

Policy H6 **Policy H7**

Existing Residential Areas

Policy H7 **Policy H8**

Policy H7A **Policy H8A**

Non Residential Uses in Residential Areas

Policy H7B **Policy H8B**

Home Based Business

Policy H7C **Policy H8C**

Infill, Backland & Tandem Residential Development

Policy H7D **Policy H8D**

Extensions to Dwellings

Policy H7E **Policy H8E**

Private Garages/Access

Policy H7F **Policy H8F**

Residential Caravans

Policy H7G **Policy H8G**

Housing Renewal

Policy H8 **Policy H9**

Needs of Travellers

Policy H9 **Policy H10**

ECONOMIC DEVELOPMENT

Sites for New Development

Policy ED1 Policy ED1

Uses on Employment Sites

Policy ED2 Policy ED2

Policy ED3 Policy ED3

Economic Development and Residential Amenity

Policy ED5 **Policy ED4**

Sites & Premises for Small & Medium Sized Businesses

Policy ED6 **Policy ED5**

Policy ED7 **Policy ED6**

Existing Employment Areas

Policy ED8 **Policy ED7**

Older Commercial & Industrial Areas

Policy ED9 **Policy ED8**

Appendix 1 Policy Numbering

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

Conversion of Buildings
to Employment Use
Policy ED10 **Policy ED9**

Growth of Existing Firms
Policy ED11 **Policy ED10**
Policy ED12 **Policy ED11**

Office Developments
Policy ED13 **Policy ED12**

Rural Diversification
Policy ED14 **Policy ED13**

Hotel/Motel Developments
Policy ED15 **Policy ED14**

Environment & Recreation - GREENSPACE

Regeneration Area
Policy GS1 Policy GS1

Derelict & Degraded Land
Policy GS2 Policy GS2
Policy GS3 Policy GS3
Policy GS4 Policy GS4
Policy GS5 Policy GS5

Extent of the Green Belt
Policy GS6 Policy GS6

Development within the Green Belt
Policy GS7(i) **Policy GS7**
Policy GS7 **Policy GS8**

The Re-use & Adaptation
of Buildings in the Green Belt
Policy GS7A **Policy GS8A**

Agricultural & Forestry
Workers Dwellings
Policy GS7B **Policy GS8B**

Removal of Agricultural
Occupancy Conditions
Policy GS7C **Policy GS8C**

Agricultural Buildings
Policy GS7D **Policy GS8D**

Replacement, Alteration & Extensions
to Dwellings in the Green Belt
Policy GS7E **Policy GS8E**

Visual Amenity
Policy GS8 **Policy GS9**

Safeguarded Land
Policy GS9 **Policy GS10**

Urban Land to Remain Undeveloped
Policy GS9(i) **Policy GS11**

Development of Agricultural Land
Policy GS10 **Policy GS12**

Areas of Borough Landscape Value
Policy GS11 **Policy GS13**

Landscape Improvement
Policy GS12 **Policy GS14**

Protecting Habitats and Species
Policy GS13 **Policy GS15**
Policy GS13(i) **Policy GS16**
Policy GS13(ii) **Policy GS17**
Policy GS13(iii) **Policy GS18**
Policy GS13A **Policy GS18A**

Appendix 1 Policy Numbering

'ORANGE BOOK' POLICY NUMBER	ADOPTED UDP POLICY NUMBER	'ORANGE BOOK' POLICY NUMBER	ADOPTED UDP POLICY NUMBER
Local Nature Reserves		Countryside Recreation	
Policy GS14	Policy GS19	Policy GS26(i)	Policy GS33
Wildlife Corridors		Urban Greenspace	
Policy GS15	Policy GS20	Policy GS27	Policy GS34
Enhancing Areas of Nature Conservation Interest		Policy GS27(i)	Policy GS35
Policy GS16	Policy GS21	Outdoor Sport & Outdoor Recreation Provision	
Woodland Hedgerows & Trees		Policy GS29	Policy GS36
Policy GS17	Policy GS22	New Opportunities for Outdoor Recreation Space	
Policy GS17A	Policy GS22A	Policy GS30	Policy GS37
Policy GS17B	Policy GS22B	Allotments	
Policy GS18	Policy GS23	Policy GS31	Policy GS38
Policy GS19	Policy GS24	Indoor Recreation & Leisure Facilities	
Recreation Areas of Boroughwide Significance		Policy GS32	Policy GS39
Policy GS20	Policy GS25	Policy GS33	Policy GS40
Recreational Routeways & Networks		<input type="checkbox"/> Environment & Recreation - BUILT ENVIRONMENT	
Policy GS21	Policy GS26	Conservation Areas	
Policy GS21(i)	Policy GS27	Policy BE1	Policy BE1
Policy GS22	Policy GS28	Policy BE1A	Policy BE1A
Water Based Recreation		Listed Buildings	
Policy GS23	Policy GS29	Policy BE2	Policy BE2
Caravan & Camping Facilities		Policy BE2A	Policy BE2A
Policy GS24	Policy GS30	Archaeological Sites	
Touring Caravan Storage		Policy BE3	Policy BE3
Policy GS24A	Policy GS30A	Policy BE4	Policy BE4
Rural Recreation Facilities			
Policy GS25	Policy GS31		
Golf Courses			
Policy GS26	Policy GS32		

Appendix 1 Policy Numbering

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

Improving Existing Areas
of Poorer Quality Built Environment
Policy BE5 Policy BE5

Design Standards
Policy BE6 Policy BE6

Design to Avoid Crime
Policy BE6A Policy BE6A

Design & Access for the Public
Policy BE6B Policy BE6B

Pedestrians & Cyclists
Policy BE6B(i) **Policy BE6C**

Advertising
Policy BE6C **Policy BE6D**

Temporary Structures
Policy BE6D **Policy BE6E**

Light Pollution
Policy BE6E **Policy BE6F**

Public Art
Policy BE7 Policy BE7

Environment & Recreation - ENVIRONMENT STANDARDS

Pollution
Policy ES1 Policy ES1

Sewage Treatment Works
Policy ES1(i) **Policy ES2**

Water Pollution
Policy ES2 **Policy ES3**

Washlands
Policy ES3 **Policy ES4**

Watercourses
Policy ES3(i) **Policy ES5**

Unstable Land
Policy ES4 **Policy ES6**

Contaminated Land
Policy ES5 **Policy ES7**
Policy ES5(i) **Policy ES8**

Landfill Gas
Policy ES6 **Policy ES9**
Policy ES8 **Policy ES10**

Development Relating to
Hazardous Industries
Policy ES9 **Policy ES11**

Wind Energy Generation
Policy ES10 **Policy ES12**
Policy ES13B **Policy ES12A**
Policy ES13C **Policy ES12B**
Policy ES13D **Policy ES12C**

Enforcement of Planning Control
Policy ES14 **Policy ES13**

Minerals & Waste - MINERAL EXTRACTION

Release of Minerals
Policy M1 Policy M1
Policy M1A Policy M1A
Policy M2 Policy M2

Appendix 1 Policy Numbering

'ORANGE BOOK' POLICY NUMBER	ADOPTED UDP POLICY NUMBER	'ORANGE BOOK' POLICY NUMBER	ADOPTED UDP POLICY NUMBER
Clay Minerals		Liaison & Enforcement	
Policy M3	Policy M3	Policy M9K	Policy M9K
Opencast Coal		Policy M9L	Policy M9L
Policy M4	Policy M4	Transportation of Minerals	
Deep Mine Coal		Policy M10	Policy M10
Policy M5	Policy M5	Agricultural Land	
Extraction from Waste Tips & Railway Embankments		Policy M11	Policy M11
Policy M6	Policy M6	Conservation of Mineral Reserves	
Policy M7	Policy M7	Policy M12	Policy M12
Oil & Gas Exploration		Policy M13	Policy M13
Policy M8	Policy M8	Policy M14	Policy M14
Environment		<input type="checkbox"/> Minerals & Waste - WASTE DISPOSAL	
Policy M9	Policy M9	Need for Waste Disposal Sites	
Policy M9A	Policy M9A	Policy WD1	Policy WD1
Working & Restoration		Recycling	
Policy M9B	Policy M9B	Policy WD2	Policy WD2
Policy M9C	Policy M9C	Environment	
Plant & Ancillary Buildings		Policy WD3	Policy WD3
Policy M9D	Policy M9D	Policy WD3A	Policy WD3A
Restoration & Landscaping		Policy WD3B	Policy WD3B
Policy M9E	Policy M9E	Policy WD3C	Policy WD3C
Policy M9F	Policy M9F	Policy WD3D	Policy WD3D
Policy M9G	Policy M9G	Transportation	
Oil & Gas Exploration & Production		Policy WD4	Policy WD4
Policy M9H	Policy M9H	Improved Standards	
Policy M9I	Policy M9I	Policy WD6	Policy WD5
Policy M9J	Policy M9J	Policy WD6A	Policy WD5A
		Policy WD6B	Policy WD5B
		Policy WD6C	Policy WD5C

Appendix 1 Policy Numbering

'ORANGE BOOK' ADOPTED UDP
POLICY NUMBER POLICY NUMBER

'ORANGE BOOK' ADOPTED UDP
POLICY NUMBER POLICY NUMBER

Pollution & Gas
Policy WD7 **Policy WD6**

Colliery Spoil
Policy WD8 **Policy WD7**

SHOPPING

Shopping/Commercial Centres
Policy S1 Policy S1
Policy S2 Policy S2

Retail Development Outside
Defined Shopping Centres
Policy S3 Policy S3
Policy S4 Policy S4
Policy S5 Policy S5

Local Shops
Policy S8 **Policy S6**

Hot Food Takeaway Shops
Policy S9 **Policy S7**

Specialised Retail,
Display or Fitting Premises
Policy S10 **Policy S8**

Garden Centres
Policy S11 **Policy S9**

TRANSPORT

Highway Construction & Improvement
Policy T1 Policy T1

Development and the Highway Network
Policy T1(i) **Policy T2**
Policy T1A **Policy T2A**

Existing Strategic Highway Network
Policy T2 **Policy T3**

Strategic Highway Proposals
Policy T3 **Policy T4**

Protected Highway Alignments
Policy T4 **Policy T5**

Assessment of Improved Accessibility
Policy T5 **Policy T6**

Abandoned Highway Schemes
Policy T7 Policy T7

Highway Maintenance
Policy T8 Policy T8

Public Transport Development
Policy T9 Policy T9

Bus & Rail Infrastructure
Policy T10 Policy T10

Bus Priorities
Policy T11 Policy T11

Assessment of Future
Public Transport Options
Policy T12 Policy T12

Strategic Passenger Rail Routes
Policy T13 Policy T13

Appendix 1 Policy Numbering

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

'ORANGE BOOK'
POLICY NUMBER

ADOPTED UDP
POLICY NUMBER

Public Transport Access
to Development
Policy T14 Policy T14

Railways
Policy T15 Policy T15

Disused Railways
Policy T16 Policy T16

Car Parking
Policy T17 Policy T17

Car Parking in Barnsley Town Centre
Policy T18 Policy T18

**Car Parking in Principal Shopping /
Commercial Centres**
Policy T19 Policy T19

Park & Ride
Policy T20 Policy T20

Residents Parking
Policy T21 Policy T21

Car Parking Standards & Contributions
Policy T22 Policy T22

Traffic Management
Policy T23 Policy T23
Policy T24 Policy T24

Cycle Routes
Policy T25 Policy T25

Facilities for Cyclists
Policy T26 Policy T26

Walking
Policy T27 Policy T27

COMMUNITY FACILITIES

Location of Community Facilities
Policy CF1 Policy CF1

Existing Community Facilities
Policy CF2 Policy CF2

UTILITIES

General Policy
Policy UTL1 Policy UTL1

Water Supply, Sewerage
& Sewage Treatment
Policy UTL1(i) **Policy UTL2**

General Safeguarding
Policy UTL2 **Policy UTL3**

Overhead Power Lines
Policy UTL3 **Policy UTL4**

Telecommunications
Policy UTL4 **Policy UTL5**



Appendix 2
**GLOSSARY
OF TERMS**

Adopted Unitary Development Plan

The Unitary Development Plan which has completed legal procedures laid down by the Town and Country Planning Act 1990 and which has been adopted by the Council.

Advertisement Consent

Consent required from the Council under the Town and Country Planning (Control of Advertisement) Regulations 1992 to display certain signs, hoardings, notices, flags or other forms of advertisement.

Agricultural Land Classification

The Ministry of Agriculture, Fisheries and Food classifies land according to the extent to which its physical or chemical characteristics impose long term limitations on agricultural use for food production :

Grade 1	Excellent	} best and most versatile
Grade 2	Very good	
Grade 3a	Good	
Grade 3b	Moderate	
Grade 4	Poor	
Grade 5	Very Poor	

Borough Landscape Value

Broad areas of the Borough defined on the Proposals Map which are of higher landscape quality than other countryside areas and within which conservation and enhancement of the landscape will be given highest priority when considering development proposals.

Brownfield Site

Land which has previously been developed or used such that it became derelict or degraded.

Business

A use falling within Class B1 of the Use Classes Order 1987, i.e. a use for all or any of the following purposes :

- a) as an office which does not primarily serve visiting members of the public
- b) for research and development of products or processes
- c) for any industrial process

being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

City Challenge

A co-ordinated programme of regeneration projects involving a partnership of the public and private sectors and funded over a five year period by central government following competitive bidding by local partnerships.

City Grant

Government grant aid to the private sector to encourage the implementation of economically non-viable development projects, particularly where costs are affected by factors such as location or site conditions.

Community Area

The Borough is divided into 12 separate geographical areas based on local communities. These Community Areas largely coincide with the areas used for local planning in the Borough since 1974. They are defined on Diagram 1.

Community Facility

Land or buildings in a variety of uses of value to the community such as schools, health centres, community centres and church halls. Some of the larger community facilities are defined on the Proposals Map.

Conditions

Section 70 of the Town and Country Planning Act 1990 allows the Council to impose conditions when granting permission for development. Such conditions must be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects.

Conservation Area

An area of special architectural or historic interest designated by the Council and subject to stricter controls and policies. Conservation Areas are indicated on the Proposals Map.

Derelict Land Grant

Government grant to assist the reclamation of derelict land which is incapable of beneficial use without treatment.

Development

Section 55 of the Town and Country Planning Act 1990 defines development as “the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of any material change in use of any buildings or other land”. This definition is important because the need for planning permission is directly linked to development.

Employment Policy Areas

Sites which are largely developed and in a variety of employment generating uses. Any development within these areas will normally be for business, industrial, storage / distribution uses, or other non-retail employment uses.

Employment Sites

Sites allocated for development for uses which will generate employment excluding shops and offices primarily serving visiting members of the public. Specific uses for some sites are set out in Policy ED3 and Community Area Volumes; other sites will primarily be developed for business, industrial and storage or distribution uses.

Enterprise Zone

A designated industrial area offering financial and planning benefits to companies wishing to locate there.

Environmental Statement

The European Communities Act 1972 implemented by the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 requires an assessment of the likely impact upon the environment of certain types of development. Planning applications for those types of development, which are set out in schedules 1 and 2 of the 1988 Regulations, must be accompanied by an environmental statement which provides such an assessment and the information specified in schedule 3 of the 1988 Regulations.

General Permitted Development Order 1995

The Town And Country Planning (General Permitted Development) Order 1995 grants planning permission for certain buildings, operations and changes of use - these are known as 'permitted development.'

General Development Procedure Order 1995

The Town And Country Planning (General Development Procedure) Order 1995 sets out technical and procedural arrangements for the operation of the planning system and provides definitions of various terms.

Green Belt

Land outside or between urban areas where the fundamental aim is to keep the land permanently open. The extent of the Green Belt is defined on the Proposals Map and development will be strictly controlled, in pursuit of this aim.

Greenfield Site

Land which is not affected by previous development or uses.

Housing Policy Area

Existing built-up areas mainly in residential use which are defined on the Proposals Map. The protection of residential amenity is likely to be the main consideration when assessing development proposals.

Housing Strategy Area

The 12 Community Areas are divided into three groups which form reasonably self-contained housing markets. Housing proposals are distributed amongst these Housing Strategy Areas to cater for housing need and demand on a localised basis whilst reflecting the regeneration strategy and market conditions. The three HSA's are defined on Diagram 2.

Industrial and Commercial Improvement Area

Designated areas where a comprehensive range of improvements is undertaken, including public sector works and grants to improve business premises.

Industry

General industrial uses (Class B2 of the Use Classes Order 1987) involve the carrying out of an industrial process other than one falling within Class B1 (Business) or outside any use class. 'Industrial process' means the making of any article or part of any article, or the altering, repairing, maintaining, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article.

Infrastructure

The distribution network of services essential for development such as roads, water supply, drainage, gas, electricity and telecommunications.

Urban Land to Remain Undeveloped

Sites defined on the Proposals Map within the urban areas which will not be developed during the plan period but which may be considered for development when the Plan is reviewed.

Safeguarded Land

Sites defined on the Proposals Map on the edge of the urban areas which will not be developed during the plan period but which it is not considered appropriate to include in the Green Belt and which may be considered for development when the Plan is reviewed.

Listed Building

A building or structure of special architectural or historic interest which is included in a list (approved by the Secretary of State for National Heritage) and subject to special protection and procedures under the Town and Country Planning Act 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990.

Material Consideration

The Council, in reaching decisions on planning applications must, under the Town and Country Planning Act 1990, always have regard to the development plan and any other material considerations.

To be a planning consideration an issue must just relate to the use and development of land. Whether the consideration is 'material' will depend on the circumstances of individual cases. All the fundamental factors involved in land use planning can constitute material considerations, such as: number, size, layout, siting, design and external appearance of buildings and the proposed means of access.

Minerals

Any substance of a kind ordinarily worked for removal by underground or surface extraction. Because the Borough is largely located on the exposed part of the Yorkshire Coalfield, the range of workable minerals is limited to coals, shales, fireclays and clays.

Minerals Area of Search

Areas identified on the Proposals Map where mineral reserves exist and where future workings may take place, although not necessarily in the plan period.

Minerals Consultation Area

Areas identified on the Proposals Map where workable mineral reserves may exist but which won't be required in the plan period.

Multi-user Recreational Routeways

Existing and proposed tracks identified on the Proposals Map suitable for walkers, disabled users, cyclists, and horseriders (although in some locations use by certain groups has to be restricted for practical reasons). The main strategic route through the Borough is the Trans Pennine Trail.

Nature Conservation

The protection and enhancement of all aspects of the natural environment including landscape features, plants and animals. Nature conservation sites are areas of land which are particularly important for animal and plant life and they include Sites of Special Scientific Interest, Natural Heritage Sites, Local Nature Reserves, Ancient Woodlands and Regionally Important Geographical / Geomorphological Sites which are described in detail on page 173 of Volume One and are identified on the Proposals Map.

Out-of-Centre Shopping

A location that is outside a designated Shopping or Principal Shopping and Commercial Centre but not necessarily outside an urban area.

Permitted Development

Development not requiring planning permission from the Council due to the provisions of the General Permitted Development Order 1995.

Planning Brief

Provides guidance for development and focuses on the detailed planning needs of individual sites.

Planning Permission

Permission required from the Council under the Town and Country Planning Act 1990 to carry out development.

Planning Policy Guidance

The Department of Environment issues national policy advice to Local Planning Authorities on a range of important planning matters. This advice must be taken into account by the Borough Council when preparing development plans and deciding planning applications.

Principal Shopping and Commercial Centre

Existing Centres throughout the Borough defined on the Proposals Map where most shopping and commercial activity is concentrated other than Barnsley Town Centre.

Protected Highway Alignment

New roads which are not to be developed until after the end of the plan period. The detailed route, alignment, width and design of these roads which have not yet been determined. The Proposals Map indicates a broad alignment which will be protected from development that would prejudice the future construction of the road.

Regeneration Area

The part of the Borough broadly to the east of the M1 motorway which contains most derelict and degraded areas where priority will be given for resources to secure environmental improvements. The Regeneration Area is defined on Diagram 3.

Retail Park

An agglomeration of at least three retail warehouses with shared access, integrated parking and pedestrian circulation.

Retail Warehouse

A large, single level store specialising in the sale of household goods (such as carpets, furniture and electrical goods) and bulky DIY items, catering for mainly car-borne customers.

Section 106 Obligation

Section 106 of the Town and Country Planning Act allows a landowner or developer to enter into an obligation (usually by agreement with the Council) concerning matters related to their proposed development. The obligation will relate to matters which cannot be properly controlled by conditions and may, for instance, control the provision of off-site infrastructure, community facilities, or restrict the use or mix of development on the site.

Single Regeneration Budget

A unified government grant system whose resources are subject to competitive bidding by local authorities for economic and social projects.

Storage or Distribution

Class B8 of the Use Classes Order 1987 includes wholesale warehouses and the use of land or buildings for storage or as a distribution centre.

Strategic Guidance for South Yorkshire

The Department of Environment has issued Strategic Planning policy advice for South Yorkshire Metropolitan Authorities (Barnsley MBC, Rotherham MBC, Doncaster MBC and Sheffield City Council) - including advice on the preparation of Unitary Development Plans.

Strategic Highway Network

The main roads in the Borough, including the M1 motorway, trunk roads, A roads and some B roads. The Strategic Highway Network is defined on the Proposals Map and will be the basis for routing heavy traffic and for funding priorities.

- Strategic Highway Proposals**

Major improvements to the existing strategic highway network and new strategic roads designated on the Proposals Map.
- Supplementary Planning Guidance**

This supplements statutory policy proposals in the Unitary Development Plan. It provides additional guidelines for the development of sites and advice on the control of development.
- Sustainable Development**

Transportation, land use and development can have effects on the environment which are unsustainable. The essence of recent Government policy is that land use and development should be sustainable, i.e. "development should meet the needs of the present without compromising the ability of future generations to meet their own needs".
- Telecommunications**

All forms of communications by electrical or optical wire and cable and radio signals (whether terrestrial or from satellite).
- Town and Country Planning Act 1990**

The 1990 Act, as amended by the Planning and Compensation Act 1991, is the main piece of legislation relating to the UDP and the control of development.
- Town Cramming**

The over-development of land in urban areas at the expense of open areas which are valuable for amenity, recreation or nature conservation purposes.
- Tree Preservation Order**

A legal document prepared by the Council and served on the owner and occupier of land which gives protection to specified trees on that land in the interests of amenity. Consent from the Council is needed to fell or prune trees protected by a TPO.
- UDP**

The Unitary Development Plan, sometimes referred to as the Plan, which comprises Volumes 1-13, the Key Diagram, and the Proposals Map made up of 12 sheets plus insets.

Urban Greenspace

Open, undeveloped spaces within the urban areas which are valuable for one or a number of reasons, including as a facility for recreation or play, as a link between areas, or because of its amenity or nature conservation value. The main areas of urban greenspace are defined on the Proposals Map.

Urban Sprawl

The uncontrolled spread of development outward from built-up areas into the countryside.

Use Classes Order 1987

The Town and Country Planning (Use Classes) Order 1987 defines different categories of land use such as 'shops' or 'general industry'. The Order allows certain changes in use without the need for planning permission.

Utilities

The companies which provide infrastructure and services such as water supply, drainage, gas, electricity, and telecommunications.

Warehouse Club

A business specialising in bulk sales of reduced priced, quality goods in unsophisticated buildings with large car parks. Although the operator may limit access to businesses, organisations or classes of individuals, planning decisions will regard these as retail uses.

Washland

Areas of land alongside rivers and streams that are liable to flood when water levels rise. Washlands are defined on the Proposals Map and are protected so that they can accommodate flood water thereby safeguarding land and properties elsewhere from flooding.

Waste Disposal

The process of getting rid of unwanted, broken, worn out, contaminated or spoiled materials in an orderly, regulated fashion.

Waste Disposal Plan

A strategic plan which will be prepared by the South Yorkshire Waste Regulation Unit which will set the framework for waste disposal in the county in terms of the type, quantity and origin of waste to be recovered or disposed of; general technical requirements; and any special arrangements for particular wastes. The Waste Disposal Plan does not address land use issues: these are dealt with in the UDP.

Waste Management Plan

A draft Waste Management Plan was published in October 1990 setting out the Borough Council's operational policies for waste disposal.

Wildlife Corridor

Areas of land which are corridors of natural and semi-natural vegetation and are of particular importance for the movement of wildlife. Corridors include river valleys, streams, disused railways and hedgerows. Some major wildlife corridors are indicated on Diagram 8.

Windfall Sites

Sites which receive planning permission for housing between April, 1991 and the end of the plan period which are not allocated for housing development in the UDP. Any such permissions will add to the housing land supply identified in Policy H4.

Appendix 2
Glossary of Terms





Appendix 3
POLICY INDEX

This index lists the main subjects covered by UDP policies and gives the most directly relevant policy references. However, the list of policies against each subject is not exhaustive: when considering development proposals other policies may be relevant.

Advertisements	BE6D	Car Showrooms & Fitting Bays	S8
Agricultural Buildings	GS8D	Caravans	H8G, GS30, GS30A, & S8
Agricultural Land	GS12 & M11	Clay	M3
Agricultural Workers Dwellings	GS8A - D	Coal	M4 & M5
Allotments	GS38	Community Facilities	CF1 & CF2
Archaeology	BE3 & BE4	Community Forest	GS24
Art (Public)	BE7	Conservation Areas	BE1
Backland Residential Development	H8D	Contaminated Land	ES7
Borough Landscape Value ...	GS9 & GS13	Corner Shops	S6
Bus & Rail Infrastructure	T10	Crime (Design to Avoid)	BE6A
Bus Priorities	T11	Cycle Routes	T25
Business Use - See Economic Development		Cycling Facilities	T26
Camping	GS30	Deep Mine Coal	M5
Car Parking	T17 - T22	Derelict Land	GS1 - GS5
<input type="checkbox"/> Residents only Schemes	T21	Design	BE6
<input type="checkbox"/> Standards & Contributions	T22	Disabled Access	BE6B
		Distribution	ED2 & ED3
		Doctors Surgeries	CF1 & CF2
		Drainage	UTL1 & UTL5

Appendix 3 Policy Index

Economic Development ED1 - ED13	Highway Design T2A
<input type="checkbox"/> Conversion of Buildings ED9, GS8A, CF2, H8B & H8C	Highway Maintenance T8
<input type="checkbox"/> Expansion of Firms ... ED10 & ED11	Hospitals CF1 & CF2
<input type="checkbox"/> Offices ED12	Hot Food Takeaways S7
<input type="checkbox"/> In Residential Areas H8B & H8C	Hotels ED14
<input type="checkbox"/> Rural Economy ED13	Home Based Businesses H8C
<input type="checkbox"/> Special Industrial Uses ED4	House Extensions H8E & GS8E
Electricity UTL1 - UTL4	Houses in Multiple Occupation H5A
Enforcement of Planning Control ES13	Housing Development H1 - H7, H8A & H8D
Environmental Improvements GS1 - GS5, BE5, & S2	Housing Need & Types H5
Exhaust Fitters S8	Housing Policy Areas H8, H8A - H8G
Farm Diversification ED13	Housing Renewal H9
Flats H5A	Indoor Recreation GS39 & GS40
Garages (Domestic) H8F	Industrial Development - See Economic Development
Garden Centres S9	Infill Residential Development H8D
Gas Exploration M8, M9H - J	Infrastructure Provision UTL1 & UTL3
Golf Courses GS32	Land to Remain Undeveloped GS10 & H7
Green Belt GS6, GS8, GS8A - E & GS9	Landfill Gas ES9, ES10 & WD6
<input type="checkbox"/> Agricultural Workers Dwellings GS8A - D	Landscape Improvement GS14
<input type="checkbox"/> Appropriate Development GS8	Leisure GS39 & GS40
<input type="checkbox"/> House Extensions GS8E	Listed Buildings BE2
<input type="checkbox"/> Re-use of Buildings GS8A	Local Shops S6
<input type="checkbox"/> Visual Amenity GS9	Methane Gas ES9, ES10 & WD6
Greenspace GS34 - GS37	Mineral Extraction M1 - M13
Gypsies H10	<input type="checkbox"/> Agricultural Land M11
Hazardous Industries ES11	<input type="checkbox"/> Areas of Search M2 & M13
Health Centres CF1 & CF2	<input type="checkbox"/> Colliery Spoil WD7
Hedgerows GS22, GS22A & GS22B	<input type="checkbox"/> Conservation & Recycling M12 & M13
Highway Construction T1 - T5	

Appendix 3 Policy Index

<ul style="list-style-type: none"> □ Consultation Areas M14 □ Environmental Impact M9, M9A - M9L □ Railway Embankments M6 & M7 □ Restoration M9B, M9E - M9G □ Sterilisation M14 □ Transportation M10 □ Waste Tips M6 & M7 	<ul style="list-style-type: none"> Railways T13 & T15 Railways (Disused) T16 & GS26 Reclamation GS1 - GS5 Recreation Areas of Boroughwide Significance GS25 Recycling WD2 Residential Homes H5B Rights of Way GS26 & GS28 Rivers ES3 Roads - See Highways Rural Diversification ED13 Rural Recreation GS31 Schools CF1 & CF2 Sewers UTL5 Shopping S1 - S9 Shopping & Commercial Centres S1 & S2 Showrooms S8 Special Industrial Uses ED4 Storage & Distribution ED2 & ED3 Supermarkets S3 Superstores S3 & S4 Telecommunications UTL5 Temporary Buildings BE6E Traffic Management T23, T24 & S2 Transport T1 - T26 Travellers H10 Trees GS22, GS22A & GS22B Tyre Fitters S9 Unstable Land ES6 Urban Greenspace GS34 - GS37
<ul style="list-style-type: none"> Motels ED14 Multi-user Recreation Routeways GS26 Nature Conservation Sites GS15 - GS24 Noise ES1 Offices ED12 Oil Exploration M8, M9H, M9I & M9J Open Space GS34 - GS37 & H6 Open Space for Housing Development H6 Open Space Standards GS36 Opencast Coal M4 Out-of-Centre Retailing S3 - S9 Overhead Powerlines UTL4 Park & Ride T20 Pipelines UTL5 Playing Fields CF2, GS34 - GS37 Pollution ES1 Portacabins BE6E Public Open Space GS34 - GS37 & H6 Public Transport T9 - T16 Public Transport Access to New Development T14 Public Utilities UTL1 - UTL5 	

Appendix 3
Policy Index

Vacant Sites GS5

Walking T27

Warehouses ED2 & ED3

Washlands ES4

Waste Disposal WD1 - WD7

- Colliery Spoil WD7
- Environmental Impact WD3, WD3A - WD3C
- Gas WD6
- Need for Facilities WD1
- Pollution WD6
- Recycling WD2
- Standards of Operation WD5, WD5A - WD5C
- Transportation WD4

Water Based Recreation GS29

Water Pollution ES3

Wildlife Corridors GS20

Wind Energy ES12

Woodland GS22 - GS24