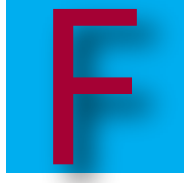


**BARNSLEY**



Local

Development

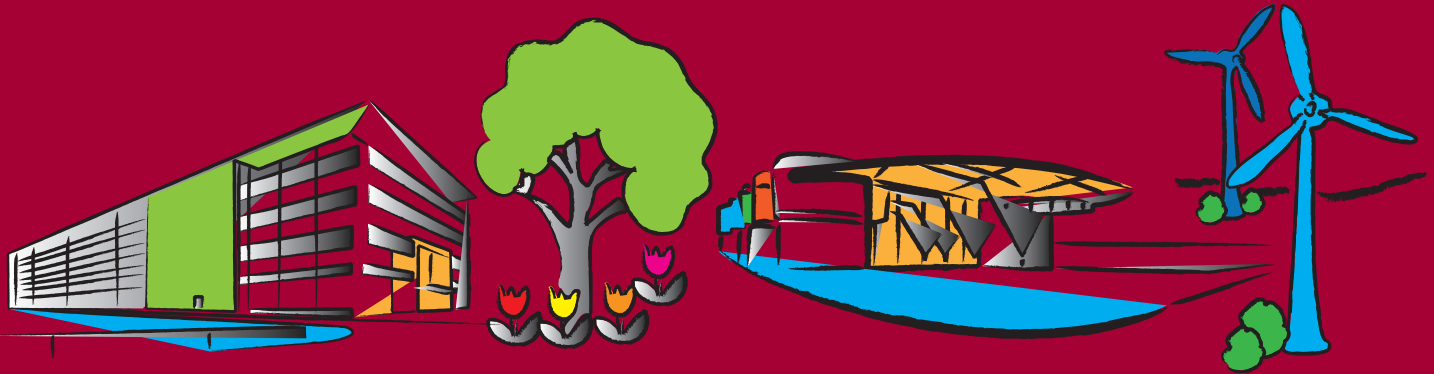


Framework

# Core Strategy

September 2010

Submission



Remaking  
Barnsley



**BARNSLEY**  
Metropolitan Borough Council

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## 1 . Foreword

- 1.1** Barnsley has changed, and will continue to change .....for the better. This document provides a spatial strategy for the future development of Barnsley up to the year 2026.
- 1.2** The Core Strategy sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council's vision of what sort of place Barnsley wants to become.
- 1.3** The document reflects the council's hopes and aims for the people who live, work, run businesses and enjoy leisure in Barnsley. It is the spatial expression of the Sustainable Community Strategy.
- 1.4** Barnsley has a big role to play in the wider City Regions, being within both the Leeds and Sheffield City Regions, and the council intends to take full advantage of any opportunities that this fortunate position may present.
- 1.5** This is the Submission version of the Core Strategy and includes the minor changes we are proposing to make in response to the representations made at Publication stage, and the revocation of the Regional Spatial Strategy. These changes are listed separately in the 'Table of Proposed Minor Editorial Changes' and the 'Regional Spatial Strategy - Justification of Strategy and Proposed Changes' documents. It should be noted that we have also made changes that relate to such things as punctuation, the use of lower case or capital letters, formatting, paragraph numbers and word or line spacing without recording them on the changes tables.

## 2 . Introduction

### The Local Development Framework

- 2.1** The government introduced a new planning system through the Planning and Compulsory Purchase Act 2004 that aims to respond more quickly to changing circumstances. As a result of these reforms Development Plans are being replaced by Local Development Frameworks. The Barnsley Local Development Framework (LDF) follows national and former regional guidance but reflects local views and the situation in Barnsley. It establishes policies and proposals for the development and use of land up to the year 2026. It will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley.
- 2.2** There are a number of key principles that have guided the preparation of this document:
- Regard to and alignment with national, regional and local strategies and One Barnsley's Sustainable Community Strategy
  - Regard to national planning policy
  - The impact of the spatial strategy and policies on sustainability and climate change issues
  - Deliverability to ensure proposals are achievable within the plan period (to 2026)
  - Infrastructure requirements to ensure that proposals and policies are adequately supported by existing or planned infrastructure.
  - Regard to the comments received through consultations on the Core Strategy (Preferred Options 2005, Revised Preferred Options 2009 and Publication in 2010)
- 2.3** A glossary is included in Appendix 1 to explain some of the terms and abbreviations used in this document.

### Development Plan Documents and Saved Policies

- 2.4** The Barnsley LDF will be made up of a number of different documents including the Development Plan Documents (DPDs) consisting of the Core Strategy, Town Centre Area Action Plan, Development Sites and Places and Proposals Maps (see Figure 1).
- 2.5** These provide the main planning policies and proposals replacing those in the Unitary Development Plan (UDP). Collectively all LDF documents will replace the adopted UDP.
- 2.6** A number of Supplementary Planning Documents will be produced to give further detail on how various policies will be applied. A list of documents we intend to produce is set out in appendix 3.
- 2.7** Until all of the DPDs are completed and adopted 'saved' policies from the UDP will continue to form part of the policy context for planning decisions, together with current national policies. We will provide clarification of the status of 'saved' policies through the Local Development Scheme and Annual Monitoring Report. The UDP saved policies superseded by the adoption of this Core Strategy are listed in Appendix 4.

## 2 . Introduction

### Sustainability Appraisal

- 2.8** The Core Strategy, during its preparation, has been subject to an independent Sustainability Appraisal (SA) which has suggested various amendments and affected its content.
- 2.9** The SA uses an appraisal framework that ensures that the LDF achieves sustainable development by testing objectives, strategies and policies at each stage of preparation to assess their potential impact on environmental, economic and social objectives. It also identifies any changes that are necessary to ensure sustainability.
- 2.10** Each of the DPDs prepared under the LDF process must comply with the requirements of the EU Directive on Strategic Environmental Assessment (SEA). These requirements are built into the SA process.
- 2.11** The SA and other documents, produced by the council and referred to in this document, can be found on the council's website.

### Appropriate Assessment

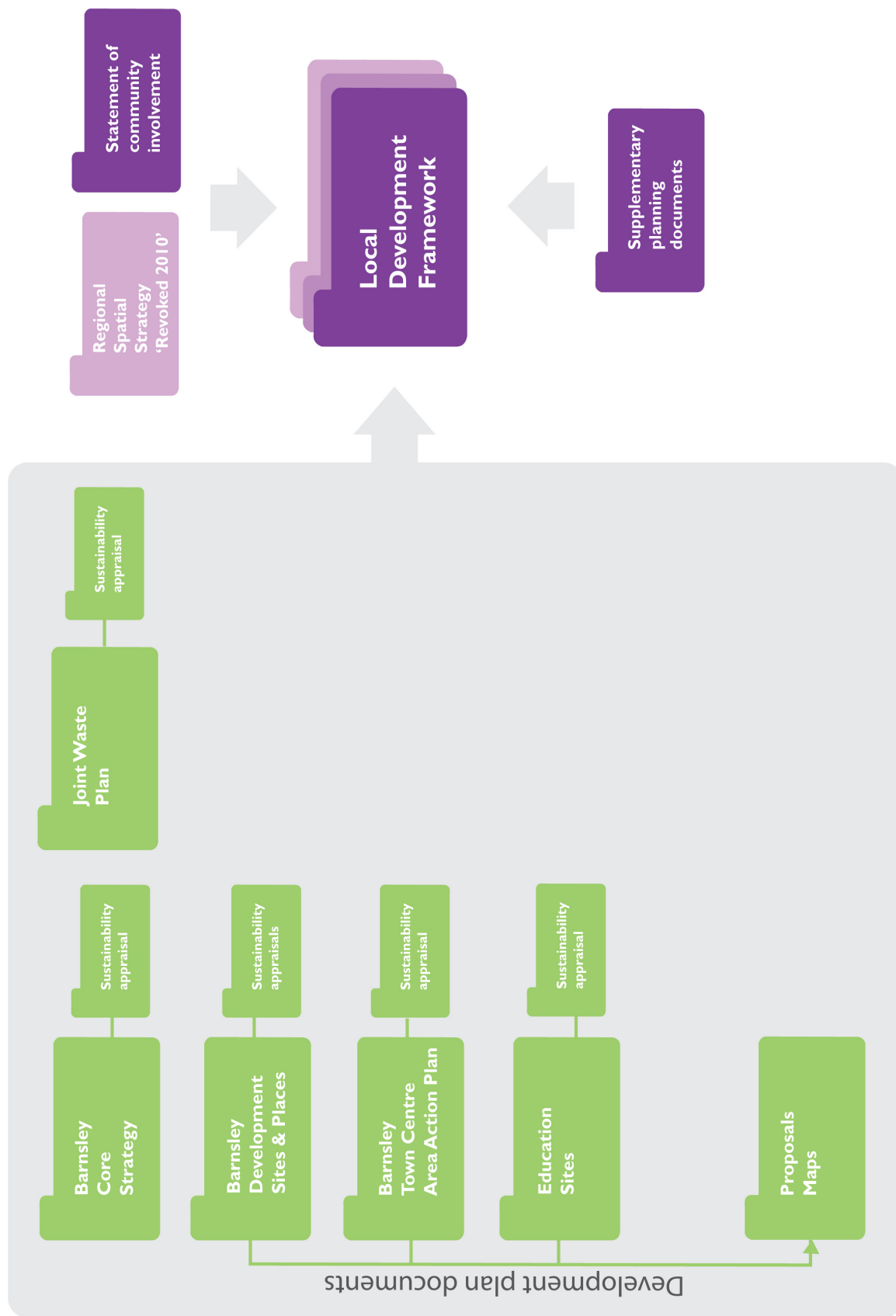
- 2.12** There is also a requirement under the Habitats Regulations to complete an Appropriate Assessment (AA) to demonstrate that the policies in the Core Strategy do not harm European designated sites. We have undertaken a screening in conjunction with Natural England.

### Health Impact Assessment

- 2.13** A Health Impact Assessment Screening, Scoping and Prioritisation report has been carried out on this Core Strategy. Each policy is assessed against the following four questions, and marked red, amber green as appropriate:
- Will the policies impact on the health of the various communities;
  - Do the policies contribute to the ambitions of the community strategy;
  - Do the policies reduce health inequalities and
  - What resources are available to carry out a full Health Impact Assessment.
- 2.14** Using the above criteria, a judgement has been made on the impact of each individual policy. This has produced a score of Red, Amber or Green. Red is seen as a priority, followed by Amber, where further evaluation is necessary and Green where policies clearly have a positive impact on health. In general the report shows that policies and proposals are likely to have a positive effect on health. The only responses shown as red are those relating to the fourth question of resources to carry out a full Health Impact Assessment.
- 2.15** Figure 1 indicates the relationship and content of the various documents that make up the Local Development Framework.

# The Local Development Framework

Figure 1



## 3 . Relationship to Other Plans and Strategies

- 3.1** The Core Strategy has to reflect and help put into practice a large number of national, regional and local strategies, plans and guidance. These form part of the evidence base for the Core Strategy and have informed the preparation of the Core Strategy and other DPDs within the Barnsley LDF. They are summarised below.
- 3.2** The Core Strategy does not repeat national planning policies. Separate policies have only been developed further from those set out in national guidance where there is a need for them based on local circumstances. Otherwise national guidance can be used as a basis for development management decisions.

### National guidance

#### Planning Policy Statements

- 3.3** The government has prepared a wide range of guidance on how the plan should be prepared, what it should deal with and the overall direction of policies. A lot of this guidance is set out in the national Planning Policy Statements (PPS's), formerly called Planning Policy Guidance (PPG's).

#### Planning Policy Statements in force during the preparation of this Core Strategy

Title	Date
Planning Policy Statement 1:Delivering Sustainable Development	January 2005
Planning and Climate Change - Supplement to Planning Policy Statement 1	December 2007
Eco-towns - A supplement to Planning Policy Statement 1	July 2009
Planning Policy Guidance Note 2: Green Belts	January 1995 amended March 2001
Planning Policy Statement 3: Housing	November 2006 (now cancelled)
Planning Policy Statement 3: Housing	June 2010
Planning Policy Statement 4: Planning for Sustainable Economic Growth	December 2009
Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms	November 1992 (now cancelled)
Planning Policy Guidance 5: Simplified Planning Zones	November 1992 (New 2010)
Planning Policy Statement 6: Planning for Town Centres	March 2005 (now cancelled)

### 3 . Relationship to Other Plans and Strategies

<b>Title</b>	<b>Date</b>
Planning Policy Statement 7: Sustainable Development in Rural Areas	August 2004
Planning Policy Guidance 8: Telecommunications	August 2001
Planning Policy Statement 9: Biodiversity and Geological Conservation	August 2005
Policy Statement 10: Planning for Sustainable Waste Management	July 2005
Planning Policy Statement 11: Regional Spatial Strategies	July 2004
Planning Policy Statement 12: Local Spatial Planning	June 2004
Planning Policy Guidance 13: Transport	April 2001
Planning Policy Guidance 14: Development on Unstable Land	April 1990
Planning Policy Guidance 15: Planning and the Historic Environment	September 1994 (now cancelled)
Planning Policy Guidance 16: Archaeology and Planning	November 1990 (now cancelled)
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation	July 2002
Planning Policy Guidance 18: Enforcing Planning Control	December 1991
Planning Policy Guidance 19: Outdoor Advertisement Control	March 1992
Planning Policy Guidance 20: Coastal Planning (not relevant to Barnsley)	October 1992
PPG21 replaced by Good Practice Guide on Planning for Tourism	May 2006
Planning Policy Statement 22: Renewable Energy	August 2004
Planning Policy Statement 23: Planning and Pollution Control	November 2004
Planning Policy Guidance 24: Planning and Noise	October 1994
Planning Policy Statement 25: Development and Flood Risk	December 2006

**3.4** Where the government has consulted on revised PPS's the direction of travel of new guidance has been taken into account in preparing this Core Strategy.



## 3 . Relationship to Other Plans and Strategies

### Climate Change

- 3.5** In addition to PPS1 and its annex on Climate Change there are several key drivers for an increase in climate change reporting and other relevant initiatives. These are summarised below:
- 3.6** The Kyoto Protocol is an international commitment to reducing global CO2 emissions. The UK is a signatory and has made a commitment to a proportionate reduction in national emissions on a phased basis.
- 3.7** The Climate Change Act 2008 is the UK framework for reducing climate change emissions. This will provide a strong new legal framework to underpin the UK's contribution to tackling climate change (80% reduction in CO2 emissions by 2050).
- 3.8** The Carbon Reduction Commitment (CRC) is implemented through the Climate Change Act and scheduled to begin operation in April 2010, the CRC will be a mandatory emissions trading scheme that will cover around 5000 public and private organisations (including local authorities) which account for 10 per cent of the UK economy's emissions.
- 3.9** The Nottingham Declaration on Climate Change is a one page document launched by the Energy Savings Trust, together with government departments, for local authorities to voluntarily make a public commitment to tackle climate change locally. So far over 100 local authorities have signed including Barnsley in March 2007.
- 3.10** Since 1st July 2008 buildings with a total useful floor area greater than 2,500m<sup>2</sup> require an Energy Performance Certificate (EPC) on construction, sale or let, which rates the energy efficiency of the building. In addition, the requirement for Display Energy Certificates (DECs) came into effect from 1st October 2008. These show the operational rating of the building as opposed to an EPC which conveys an asset rating showing the intrinsic performance of the building. DECs are required for buildings that are occupied by a public authority or an institution providing a public service with a total useful area greater than 1000m<sup>2</sup>.

### Circular 01/2006 Planning for Gypsy and Traveller Caravan sites

- 3.11** This circular has informed Policy CSP18 Sites for Gypsies, Travellers and Travelling Showpeople and is to be seen in the context of the Government's key objective for planning for housing.

### Health Strategies

- 3.12** The government has produced two documents 'Healthy Weight Healthy Lives: a cross Government Strategy for England' (January 2008) and 'Healthy Weight Healthy Lives: Guidance for Local Areas' (March 2008). These documents highlight the government's commitment to promoting healthier communities. Primarily this will be through the means of promoting healthy eating, but also through increasing physical activity.

## 3 . Relationship to Other Plans and Strategies

### National Policy Statements

- 3.13** The government is preparing a suite of National Policy Statements which will be the principal documents used in making decisions on Nationally Significant Infrastructure Projects. They will cover the following topics:
- Overall Energy Policy (setting the context for the five energy NPSs)
  - Renewable Energy
  - Fossil Fuels
  - Electricity Networks (power lines etc.)
  - Oil and Gas (pipelines and storage)
  - Nuclear
  - Ports
  - Transport Networks (eg. strategic roads and railways including strategic freight interchanges)
  - Airports
  - Water supply (eg. sewage treatment infrastructure)
  - Waste Water (eg. reservoirs)
  - Hazardous Waste (eg. high temperature incineration)
- 3.14** The statements are intended to integrate environmental, social and economic objectives and provide clarity on the need for infrastructure development.

### Regional Guidance and Strategies

- 3.15** The Regional Spatial Strategy 'The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026' published in May 2008 was revoked by the government in July 2010. It is no longer part of the statutory development plan for Barnsley, and the LDF no longer needs to be in conformity with it. However there are many elements of the RSS and its evidence base that remain relevant to this Core Strategy. These are:
- its Regional Transport Strategy has informed Barnsley's Transportation Strategy
  - it represented a key means of achieving the Northern Way Growth Strategy which aims to bridge the economic gap between the north and the rest of the UK by 2025
  - the recognition of Barnsley as a significant market town and sub-regional service centre between Sheffield and Leeds with the further potential for developing strong housing, labour market and employment land supply connections with Sheffield and Wakefield and the wider Leeds City Region
  - the strengthening of the roles of Barnsley and its Principal Towns
  - Restraint in rural areas, particularly those adjoining the Peak District National Park and Pennine Fringe, ensuring development mainly addresses local needs for affordable housing and small scale development to diversify rural economies

## 3 . Relationship to Other Plans and Strategies

- 3.16** The LDF also has to take account of other regional and sub-regional strategies, including the Regional Economic, Housing and Cultural Strategies, the South Yorkshire Local Transport Plan, the Transform South Yorkshire Strategy, as well as the associated means of delivery such as the Sub-Regional Investment Plan.
- 3.17** The Regional Sustainable Development Framework develops the national definition of sustainable development and has helped influence the Barnsley LDF.

### Local and sub- regional guidance

#### City Region Development Programmes

- 3.18** The LDF has been influenced by the Leeds City Region and the Sheffield City Region Development Programmes, which themselves respond to the Northern Way Growth Strategy and the core principles of the Regional Spatial Strategy, building on a South Yorkshire Spatial Vision. The city regions have an economic focus and are not bound by individual authority administrative boundaries, they are an expression of a spatial grouping that makes sense to business, based on travel to work patterns.
- 3.19** Barnsley is in the favourable economic position of sitting within the Leeds City Region and the Sheffield City Region, it will contribute to and benefit from the growth ambitions of these city regions, which include:
- developing a better balanced housing market with a full range of quality housing, including affordable housing
  - outstanding natural, rural environments and in the Sheffield City Region an ambition to provide quality urban areas to match
  - improving connectivity between urban areas, rural areas and outside to neighbouring city regions and London (both the Leeds and the Sheffield City Regions are developing Connectivity Studies)
  - providing two growth centres that contribute to the overall economic ambition of the Sheffield City Region - M1 Corridor (junctions 36 & 37) and the Dearne Valley

#### Growth Point

- 3.20** Barnsley has been awarded growth point status, which acknowledges a commitment to deliver homes at a rate above the former Regional Spatial Strategy targets. As the borough is strategically located between Sheffield and Leeds, it has been awarded funding through the Leeds City Region Growth Point (which comprises Barnsley, Calderdale and Wakefield) and the South Yorkshire Growth Point (Barnsley, Doncaster, Rotherham and Sheffield).
- 3.21** Barnsley achieved Growth Point Status by demonstrating it has capacity to accommodate additional housing growth. More detail is contained in the Core Policies Section of this document.

## 3 . Relationship to Other Plans and Strategies

### Housing Market Renewal

**3.22** The Housing Market Renewal (HMR) Programme is funded by central government as part of a 10 to 15 year programme to improve housing quality and choice in the Dearne area of Barnsley. The programme in Barnsley is part of a sub regional programme coordinated by Transform South Yorkshire and is also active in key neighbourhoods in Doncaster, Rotherham and Sheffield. It is envisaged that the HMR initiative will fundamentally change the housing market and attract people back into the areas that have become unpopular. The HMR programme aims to deliver improvements to people's homes and bring positive change to all aspects of life in the Dearne.

### Dearne Valley Eco-Vision

**3.23** A vision for the Dearne has been established which will seek to transform the Dearne over the next 25 to 30 years. This work has been led by the Sheffield City Region, and aims to see the 'Dearne Valley re-imagined by an eco vision'. This would involve the Dearne Valley being at the forefront in terms of applying solutions to reduce carbon emissions, with a view to becoming the lowest carbon community of its type in the UK.

**3.24** The Dearne Valley spans the three local authority areas of Barnsley, Doncaster and Rotherham. A new vision for the Dearne has been developed by the Dearne Valley Special Board, which operates under the Sheffield City Region Forum.

**3.25** The Eco-Vision would put into practice the PPS1 supplement on Planning and Climate Change, identifying how local energy resources could be used to meet demand and how existing buildings could be linked to new local energy networks. Planning policy at a settlement level should take into account its role in delivering low carbon economic growth in terms of location, density, usage and construction standards and needs to be aspirational to ensure that achievement runs ahead of minimum standards.

**3.26** The council will work with Rotherham and Doncaster to help implement the vision. We will do this by agreeing a common stance on the Dearne Valley Eco-Vision in our respective Core Strategies. We envisage that the spatial development aspects of the vision could be delivered by a joint Area Action Plan or supplementary planning document. However, further detailed arrangements on joint working to achieve a planning policy framework will be dependent on evolving governance arrangements for the Sheffield City Region.

## 3 . Relationship to Other Plans and Strategies

### Dearne Renaissance Market Town

**3.27** Yorkshire Forward's renaissance programme creates and sustains 'great places', helping to transform towns and cities into places where people want to live, work and invest. Yorkshire Forward works with communities, partners and stakeholders to regenerate towns and cities, helping them to become stronger, more competitive, and more accessible to everyone. Barnsley Dearne Valley (BDV), covering the villages of Bolton on Dearne, Goldthorpe, Thurnscoe and Highgate, joined the Renaissance Market Towns programme in 2006. Two projects have been implemented or are in the process of being implemented. These are the Dearne Renaissance Centre and a Masterplan for Goldthorpe.

### Green Corridor

**3.28** The Green Corridor is a joint cross boundary initiative working with communities, partners and stakeholders. The Green Corridor covers the Barnsley settlements of Royston, Carlton, Shafton, Brierley and Grimethorpe, along with parts of Wakefield and Doncaster. A strategic framework and spatial plan were developed in 2005 providing the broad principles to regenerating this area. Whilst it has a housing bias, the partnership is working within its capabilities to deliver the strategic framework and seeks to influence wider local and regional partnerships to deliver the whole agenda . Funding for the Green Corridor to implement housing led schemes has been available since 2006, with a current programme to at least 2011. The strategic framework is being reviewed, not only in terms of what has been achieved to date, but critically to develop the strategy and provide an action plan to ensure it is appropriate to the changing economic context and aligned with emerging national, regional and local policies.

### Local Transport Plan

**3.29** The Transportation Strategy in this document takes account of the current Local Transport Plan 2 (LTP) and the emerging LTP3. The Transportation Strategy and the LDF will continue to have regard to the current LTP and its successors.

## 3 . Relationship to Other Plans and Strategies

### Evidence Base

- 3.30** The detailed studies commissioned through the LDF process which have helped influence the Core Strategy include:
- the settlement assessment
  - methods for selecting housing and employment sites
  - assessments of the strengths of existing shopping centres and future retail needs
  - affordable housing viability study
  - urban housing potential (the ability of urban areas to cope with more new housing)
  - site specific housing availability study
  - borough landscape assessment
  - the Barnsley Greenspace Strategy
  - the sustainability appraisal
- 3.31** The Barnsley settlement assessment (2003 and 2007) covers all Barnsley towns with a population over 3000, along with a sample of villages and hamlets with a population of under 3000. It assesses each settlement in terms of:
- existing sustainability (the schools, shops, employment, public transport and other services available in the settlement)
  - potential benefits of growth
  - physical and environmental issues that might influence levels of growth.
- 3.32** We have used the study to influence the settlement hierarchy and the spatial strategy set out in the Core Strategy.

### Sustainable Community Strategy

- 3.33** The Core Strategy provides an integrated approach for the implementation of the land use aspects of other council strategies. In particular it is the 'spatial expression' of Barnsley's Sustainable Community Strategy (SCS) 2008-2020. It supports the ambitions of the SCS by providing the planning policy framework to meet the SCS ambitions.
- 3.34** The Local Area Agreement (LAA) sets out the borough's commitment to achieving the Sustainable Community Strategy against a set of indicators and targets. The current LAA indicators and how the policies and proposals contained in this document contribute towards meeting those targets are set out in the Monitoring and Indicators at Section 10.

## 3 . Relationship to Other Plans and Strategies

### The Growth Plan for Barnsley's Economy

- 3.35** The Growth Plan is a plan for Barnsley's economy, providing the economic wellbeing element of our Sustainable Community Strategy. The key message of the growth plan is Barnsley as a 21st Century Market Town at the heart of a prosperous borough. The Growth Plan articulates the contribution of Barnsley to the Sheffield and Leeds City Regions, a natural base from which to reach out and help the city region markets achieve their potential, with a district economic role for the three city regions of Sheffield, Leeds and Manchester.
- 3.36** The LDF will be the process through which the scale and location of economic and employment development is accommodated and managed. The statutory planning system is expected to ensure appropriate provision of land for economic development, through the LDF, providing essential support to accelerate economic change, a lot of which will occur in the town centre.

### Remaking Barnsley

- 3.37** As part of the Renaissance Towns Initiative, Barnsley embarked on 'Remaking Barnsley', a fundamental rethink about the kind of economic success wanted for the borough. This initiative set the scene for a 21st Century Market Town, and the current economic transition of Barnsley, as seen in the town centre investment achievements to date of: Westgate Plaza office scheme, the Digital Media Centre for small businesses, and the Transport Interchange. Future investments will include the Barnsley Markets Project (a private/public sector partnership), and 10 new Advanced Learning Centres.
- 3.38** Both the SCS and the LDF have adopted the vision set out in 'Remaking Barnsley Strategic Development Framework 2003-2033'. The overall vision is to transform Barnsley into a '21st century market town'.

### Cultural Strategy

- 3.39** A Cultural Strategy is emerging for the borough. The vision for this strategy is 'To create a culturally inspiring, dynamic and thriving 21st Century Market Town and borough' through the achievement of two aims, To improve the economic prosperity and vitality of Barnsley and To improve the social health and wellbeing of the residents and communities of Barnsley. The Cultural strategy will play an important role in supporting economic growth through attracting visitors from outside the borough and developing the innovative creative industries sector.

### Joint Strategic Needs Assessment

- 3.40** A Joint Strategic Needs Assessment has been carried out by Barnsley MBC and the Primary Care Trust to draw together various strategies and statistics on the determinants of health.

## 3 . Relationship to Other Plans and Strategies

### Transportation Strategy

- 3.41** The key themes of the Transportation Strategy are reducing the need to travel, improving accessibility, both within and outside the borough, together with a focus on promoting sustainable transport. The Transportation Strategy policies set priorities for improvements to existing transport infrastructure as well ensuring sustainable travel considerations are integral to all development.

### Digital Region

- 3.42** The Digital Region Project is a public sector led open access broadband project. It is the first major regional deployment of "Superfast Broadband" in the UK, which will not only improve access to a range of entertainment, business and public sector services, but will attract new investment and jobs. The Digital Region will create an environment where access to next generation broadband services is cost effective and accessible to all residents and businesses in South Yorkshire. The aim is for this to stimulate economic and social prosperity and to help bridge the digital divide. It is envisaged that South Yorkshire will be the first place in the UK where next generation broadband is so accessible that it will be considered the fourth utility.



## 4 . Context

### 'Our communities just like our landscape are varied and diverse...' *Sustainable Community Strategy, 2008 - 2020*

- 4.1** Barnsley lies at the mid point between the region's two main cities of Leeds to the north and Sheffield to the south. It covers an area of 320 square kilometres and is home to around 222,000 people. <sup>(1)</sup>
- 4.2** Historically Barnsley was centred around coal mining resulting in the borough's dispersed pattern of small towns and villages. Because people lived where they worked and coal was moved by rail, road links between towns and villages were poor and communities were self contained.
- 4.3** The borough has a varied geography. The west of the borough is predominantly rural in character with open moorland, arable farmland and natural woodland. It is characterised by attractive hilly countryside part of which lies in the Peak District National Park, and is centred on the rural market town of Penistone. In the centre of the borough is Barnsley itself and the surrounding urban area which is the main shopping, administrative, business and entertainment centre. To the east of the borough stretching from the M1 motorway to the Dearne Valley are the towns of the former Barnsley coalfield which form a dense settlement pattern and have a relatively high level of deprivation.

#### Local Distinctiveness

- 4.4** To be distinctive is to have a special quality, style or attractiveness.
- 4.5** 'By Design' produced by the former Department of Environment Transport and the Regions (DETR) in 2000 considers that the positive features of a place and its people contribute to its special character and sense of identity. They include landscape, building traditions and materials, patterns of local life, and other factors that make one place different from another. The best places are memorable, with a character which people can appreciate easily (By Design: Urban Design in the Planning System, DETR, 2000).
- 4.6** Barnsley's local distinctiveness stems from its historical character and culture, including its settlements and architecture. Barnsley Town Centre with its market and role as a knowledge hub and administrative centre for the borough, the friendly traditional market towns and the former mining settlements with their strong communities who have a traditional belief in self improvement and learning, along with the attractive rural villages all define Barnsley's distinctiveness. It also includes Barnsley's rural heritage, the Pennine topography, the varied landscapes, and the National Park.

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1 Taken from Mid - 2007 population estimate national statistics website [www.statistics.gov.uk](http://www.statistics.gov.uk) 224,600 is actual figure for Barnsley.

## 4 . Context

- 4.7** *'Barnsley people have a great deal of respect for their old market town. Of that there can be no doubt. This is a place with a history crafted by hard working people. It is a place that stands no nonsense, with a style like its people, says loud and clear - here I am take me for what I am. Barnsley's very structure and architecture is as frank and straightforward as its populace.'* (By Frank A Wilson from [www.aroundtownpublications.co.uk/online/village-history/barnsley](http://www.aroundtownpublications.co.uk/online/village-history/barnsley))
- 4.8** Much of Barnsley's past economy, heritage, settlement pattern and character is a legacy of the mining industry. The closure of the mines saw the loss of more than 20,000 jobs over a period of 4/5 years.
- 4.9** There are many attractive places in the borough which we need to make the most of, but the physical quality of some places needs to be improved. The Core Strategy promotes local distinctiveness through its policies to protect and enhance the natural and built environment and to encourage people to expect, demand and appreciate high quality design.

### Achievements

- 4.10** Since the closure of the mines many good things have happened in Barnsley including:
- Most former colliery tips have been restored to green uses
  - New employment sites have been created
  - Barnsley's economy has now returned to the size it was before the pit closures but is more varied, no longer depending on one main industry
  - Many new homes have been built across the borough
  - Barnsley's countryside has been protected from urban development
  - New strategic road links have been provided to the eastern part of Barnsley
  - New shopping opportunities have been developed in Barnsley town centre and other towns, many of which sustain vibrant local shopping centres around traditional district markets
  - New leisure opportunities have been provided, including the Metrodome leisure complex, the Old Moor Wetland Centre, Wentworth Castle Gardens and the Trans Pennine Trail
  - Educational standards have improved
  - Communities have remained close-knit, stable, resilient and proud of their distinct identity
  - People have shown a willingness to travel further to work, with 33% of the working population travelling out of the borough to work mainly in Sheffield, Wakefield, Rotherham and Leeds. As a result, Barnsley's economic success is linked to the South Yorkshire and West Yorkshire economies (Source LTP2)

## 4 . Context

### Challenges

**4.11** Despite these achievements significant challenges and opportunities remain in Barnsley. We need to evolve from our industrial past, adapt to change and meet future needs. The following cross cutting issues are covered by the LDF and other council plans and strategies as well as those of our partners:

#### **4.12 Sustainability and Climate Change**

Promoting sustainable development and reducing the borough's impact on climate change are overarching principles of this Core Strategy, in accordance with Planning Policy Statement 1 and its Annex. Sustainable development is commonly defined as follows: 'The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations'. The use and development of land will be assessed against the objective of securing sustainable development within Barnsley to meet its environmental, economic and social needs. Proposals will be supported where they deliver:

- efficient use of land and infrastructure, particularly by utilising previously developed 'brownfield' land, achieving housing density targets to minimise the use of 'greenfield' sites and promoting appropriate mixed land uses integrated with the existing built form
- economic and social well-being including health and safety of the population
- reductions in social inequalities and disadvantages within the community particularly in relation to the location of employment, housing, shopping and other community facilities
- protection or enhancement of the quality of natural assets including water, air, soil, minerals and biodiversity
- vibrant and viable town centres
- high quality well designed development taking into account local distinctiveness
- improved quality of local landscapes and protection of the character of the wider countryside
- preservation or enhancement of the historic and cultural features of acknowledged importance
- convenient and integrated accessibility by public transport, cycle and foot and development located to reduce the need to travel
- efficient use of natural resources such as water
- renewable energy generation to reduce the causes of climate change

## 4 . Context

- 4.13** Climate change is an urgent and pressing issue at all spatial levels (global, national, regional and local). Summers are likely to be hotter, winters wetter, and flooding and other extreme events more common. Barnsley recognises that it has responsibilities beyond its own boundaries and into the future and is committed to introducing measures both to tackle the causes of climate change and to address its impacts. Greenhouse gas emissions, CO<sub>2</sub> in particular, are believed to be the biggest cause of global climate change and are largely created by burning fossil fuels. Barnsley is fully committed to playing its part in tackling climate change and a Climate Change Strategy for Barnsley is being prepared. The Carbon Management Strategy & Implementation Plan (SIP) includes a target to reduce carbon emissions by 40% against the baseline year (2003/04) in 5 years of implementing the Strategy and Implementation Plan (April 2008 to March 2013) measured in tonnes.
- 4.14** NI188 is one of the national indicators in the Local Area Agreement that seeks to measure local authorities' progress on assessing and managing climate risks and opportunities, and incorporating appropriate action into local authority and partners' strategic planning. NI186 seeks to challenge us to reduce the CO<sub>2</sub> emissions per capita. Details of these are set out in the Monitoring and Indicators Section. NI185 requires Barnsley council to reduce CO<sub>2</sub> emissions from local authority operations and outsourced services on an annual basis. The implementation of the Carbon Management Programme will directly contribute towards meeting the objectives of NI185. Local authority carbon trading will also be introduced in 2013, whereby local authorities will be required to abide by the targets set by the government through a cap and trade scheme. Robust data will therefore be needed for reporting purposes.
- 4.15** The council has a clear vision of what it wants to achieve in terms of climate change, supported by a set of objectives which aim to:
- reduce the Council's carbon emissions in line with NI 185 by at least 40% from 2003/4 to 2013
  - work closely with our partners to facilitate the reduction of per capita CO<sub>2</sub> emissions within the borough from 7.2 tonnes/capita (2005) to 6.3 tonnes/capita by 2010
  - increase the generation of renewable energy throughout the borough through our own direct activities and through our support to others
  - work closely with partners to reduce the number of households suffering from fuel poverty in order to reduce CO<sub>2</sub> emissions
  - help prepare the Council's services for the changes that will come about through more extreme weather events by achieving level 3 of NI188 by 2011
  - improve our performance in the Carbon Reduction Commitment (CRC )league table every year from April 2010 onwards
  - continue to measure, record and report on our carbon emissions to help improve our performance and to meet all mandatory requirements

## 4 . Context

**4.16** Below are some examples of how we will reduce the borough's impact on climate change:

- Prioritising development within Urban Barnsley and the Principal Towns which are well served by sustainable modes of transport
- Achieving higher densities in areas which are well served by sustainable modes of transport
- Promoting routes that encourage the use of public transport, walking and cycling
- Increasing energy efficiency and reducing energy consumption and emissions through design measures and sustainable construction
- Promoting development that generates renewable energy
- Reducing the volume of biodegradable waste disposed of in landfill sites, and where appropriate generating energy from waste.

### **4.17 Population Change and Deprivation**

- Between 1971 and 2001 the population of the borough declined by 1.4% due to the collapse of the coal industry and declining birth rates. However Barnsley's population is expected to grow by 2.7% between 2003 and 2021 in line with sub regional and national trends. This is arising from increases in life expectancy and net inward migration and represents the highest rate of growth in the sub region. <sup>(2)</sup>
- Barnsley has limited ethnic diversity <sup>(3)</sup> with just 1.1% of its population emanating from ethnic communities compared with the national average of 9.9%.
- The Multiple Deprivation Index highlights Barnsley as one of the most deprived areas in England. In 2007 it was ranked 41st out of 354 local authorities surveyed. <sup>(4)</sup> The west is far more affluent than the east with conditions and income similar or equal to the national average, whereas in the east there is a consistent and acute pattern of deprivation.

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2 Yorkshire Futures (July 2006) Barnsley Regional Age and Ethnicity Population Programme 2005-30

3 National Census 2001

4 Index of Multiple Deprivation 2004-2008

## 4 . Context

### 4.18 Health

- Although the health of people in Barnsley is improving it is generally worse than the England average. Life expectancy, deaths from smoking, early deaths from heart disease, strokes and cancer all appear worse than the England average. <sup>(5)</sup>
- There are health inequalities within Barnsley with people in less deprived areas being more likely to live longer than those living in deprived areas. <sup>(6)</sup>
- Barnsley has been ranked as the 8th worst place in the country for risk of obesity. National projections are that 60% of men and 40% of women will be obese by 2050.
- The government has made a commitment to improving the nation's health, and in particular to tackle obesity and the Core Strategy affects physical and mental health in a number of cross cutting ways; through its approach to the location of development (ensuring it is appropriate, accessible and encourages walking and cycling), the design and layout of development (ensuring it incorporates good quality open space and play areas that provide opportunities for both active recreation and quiet contemplation), sustainable transport including walking and cycling, the provision of Green Infrastructure, the enhancement of leisure, culture and community facilities in accessible locations, the improvement of air quality and supporting the provision of health facilities.

### 4.19 Jobs and Skills

- Not enough people are in work and too many people are in low paid work, and too many people lack the skills or travel opportunities to take advantage of jobs outside the borough.
- Educational attainment is below average (over a fifth of the employed workforce hold no formal qualifications). <sup>(7)</sup> This is due to Barnsley's industries historically not requiring well educated workforces. As a result Barnsley's skill base remains low in comparison with neighbouring authorities and the region as a whole, which is a barrier to economic growth and regeneration.
- Children in Barnsley have worse GCSE achievement than the England average, although overall GCSE results have risen for the past 6 years. <sup>(8)</sup>
- Barnsley is the only sizeable urban district in the region with fewer jobs than people in work. <sup>(9)</sup>

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5 Dept of Health 2009 Barnsley Health Profile

6 Dept of Health 2009 Barnsley Health Profile

7 National Census 2001

8 Dept of Health 2009 Barnsley Health Profile

9 The Growth Plan for Barnsley's Economy 2007

## 4 . Context

- Barnsley has 36,000 people of working age who are economically inactive, a rate of 26.7% which is the region's second highest. <sup>(10)</sup>
- 37% of people of working age in Barnsley have no or low levels of qualifications. This is above the regional and national equivalents of around 30%.<sup>(11)</sup>

### 4.20 Economy

- Barnsley's stock of employing establishments (5,120) and of locally registered VAT businesses (4,450) is small. <sup>(12)</sup>
- The transformation of Barnsley town centre needs to continue to provide a better experience for the people who live in and visit Barnsley and to achieve the vision of Barnsley as a 21st Century market town.
- Barnsley is part of a wider regional economy and has a major role to play within the City Regions.
- Achieving Growth Point status means ensuring the delivery of growth and the required infrastructure to support it.
- The Principal towns in Barnsley need to be able to strengthen their roles, and have a wider role to accommodate employment and leisure uses as well as retail.
- There is a need to strengthen the rural economy through appropriate diversification without compromising the Green Belt and the historic and natural environment. We also need to promote tourism and retain and enhance local services in villages.

### 4.21 Transport

- Improving links within Barnsley borough is a priority particularly links within and from the northern and eastern areas, within the Principal Towns and their surrounding areas, and between the Principal Towns.
- Better city-regional, regional and national links are also sought. These include good quality public transport links between both Urban Barnsley and the Principal Towns on the Leeds to Sheffield corridors (including Wakefield and Rotherham), and improved direct links to London, the Core Cities and the Humber ports.
- Only 1% of Barnsley's workforce travel to work by rail compared to 4% nationally. <sup>(13)</sup>
- Levels of car ownership are low, but most journeys to work are made by car (69% of Barnsley's workforce travel to work by car compared to 61% nationally). <sup>(14)</sup>
- Reducing congestion and the need to travel by car, and increasing levels of cycling and walking.
- Improving accessibility to health, education, leisure, countryside and work opportunities.

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10 The Growth Plan for Barnsley's Economy 2007

11 The Growth Plan for Barnsley's Economy 2007

12 The Growth Plan for Barnsley's Economy 2007

13 2001 Census

14 2001 Census

## 4 . Context

- In South Yorkshire 20% of job seekers say lack of transport is a barrier to getting a job. <sup>(15)</sup>
- In South Yorkshire 6% of all 16-24 year olds turn down training or further education opportunities because of problems with transport. <sup>(16)</sup>
- In South Yorkshire over 1.4 million people say they have missed, turned down or chosen not to seek medical health care during 2002 due to transport problems. <sup>(17)</sup>
- Poor air quality is recognised as a growing problem and 6 Air Quality Management Areas have been declared as a result of traffic pollution.

### 4.22 Housing

- Around 72% of dwellings in the borough are owner occupied, broadly reflecting the national trend. The owner occupied stock is varied ranging from 2 bed terraces to large executive houses. The majority of owner occupied houses in the borough are formerly council or Coal Board owned. <sup>(18)</sup>
- Barnsley has a high proportion of social housing accounting for around 23% of the overall dwelling stock, compared to the national and regional average of 20%. <sup>(19)</sup>
- The council has a wellbeing duty (as set out in the Local Government Act, 2000) which is articulated in the Sustainable Community Strategy 2008-2020 as including the challenge to improve the supply of affordable homes. In some instances the development of affordable housing, evidenced by a needs analysis, may be allowed as an exception to other policies in this Core Strategy.
- Whilst average house prices are lower than in neighbouring boroughs, Barnsley saw one of the highest price rises in the region of 157% between 2001 and 2007. This has occurred at a faster rate than income levels resulting in a significant demand for affordable housing, particularly in high demand areas such as Barnsley town centre and the rural settlements in the west. There is a need to ensure all people are able to live in good quality, affordable housing, appropriate to their individual circumstances. <sup>(20)</sup>
- The average house price in 2007 was £112,500 compared to £48,000 in 2002.

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15 Too Sick to Work, January 2005

16 Making the Connections: Final report on Transport and Social Inclusion, ODPM 2003

17 Making the Connections: Final report on Transport and Social Inclusion, ODPM 2003

18 Barnsley Housing Needs, Markets and Affordability Assessment Update: A Strategic Housing Market Assessment May 2008

19 Barnsley Housing Needs, Markets and Affordability Assessment Update: A Strategic Housing Market Assessment May 2008

20 Barnsley Housing Needs, Markets and Affordability Assessment Update: A Strategic Housing Market Assessment May 2008



## 4 . Context

- Housing market failure is evident in the east of the borough, in the Dearne towns in particular where there is a high proportion of empty properties and tenure imbalances. The Dearne Towns form part of the South Yorkshire Housing Market Renewal Pathfinder and The Green Corridor initiative promotes housing led regeneration in Royston, Shafton, Brierley and Grimethorpe along with parts of Wakefield and Doncaster. Intervention is also planned in Athersley/New Lodge and Worsborough and Kendray.

### 4.23 Community Safety

- Overall crime is reducing substantially in the borough. Total crime for 2007/2008 is down by 11% and this represents over 3,000 less crimes since 2003/04. <sup>(21)</sup>
- People are feeling safer, but public perceptions do not yet fully mirror the reductions in crime. <sup>(22)</sup>
- The Core Strategy addresses community safety as a key element in its approach to design.
- Statistically in 2008 Barnsley was the safest place in South Yorkshire.

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21 Sustainable Community Strategy

22 Sustainable Community Strategy

**In 2026 Barnsley will be a successful uniquely distinctive 21<sup>st</sup> Century market town at the centre of a prosperous borough which will:**

- Offer prosperity and a high quality of life for all
- Boast communities which are attractive, clean and sustainable places to live
- Be one of the safest towns in Yorkshire
- Offer a wide range of exciting cultural activities
- Be nationally recognised for its community spirit and diversity
- Have healthier people who live for longer
- Offer healthy fulfilling lives for its adults
- Be home to children and young people who aim high, enjoy life and seize opportunities
- Provide a 21<sup>st</sup> century environment for 21<sup>st</sup> century learning, enterprise skills and services
- Be based on a prosperous and sustainable local economy within a digital region
- Benefit from a high performing integrated transport system
- Be acknowledged at home and abroad as a great place to live, work and visit

**5.1** This vision is based on the ambitions of the Sustainable Community Strategy.

**5.2** These are our aspirations for how we want Barnsley to be by 2026, which is the end of the period for this Core Strategy. We know that transformational change takes time and the objectives and policies in this document set us on the right path towards that transformation and achieving the spatial vision for the borough, within the sphere of its influence and its limitations. This Core Strategy focuses on creating a strong urban core to support the town centre, and development to further regenerate the east of the borough in order to make the most of Barnsley's position within two city regions. Further growth in the west may be a future aspiration but during this plan period the focus in the west is on economic growth in Penistone. This approach is set out in the following Spatial Strategy Section.

### **Sustainable Community Strategy Ambitions**

#### **Ambition 1 - Our Communities are attractive, clean sustainable places to live**

This will bring about improvements in the quality of life in our communities such as the cleanliness of the public realm and local physical environment (streets, highways, squares, parks and open spaces), the quality and quantity of housing stock and the wider environmental implications of waste and carbon emissions.

#### **Ambition 2 - Barnsley is one of the safest towns in Yorkshire**

We will achieve this by protecting the community from crime, disorder and other risks to their safety including being prepared for civil emergencies and ensuring that our roads are safe. As well as being safe we want people to feel safe and confident in their community.

## 5 . Vision

### **Ambition 3 - Barnsley offers varied and exciting cultural opportunities to all**

We will improve the quality of life in our communities by improving the provision of facilities and amenities such as libraries and archives, community arts, sports venues and parks and open spaces.

### **Ambition 4 - Barnsley is recognised for its community spirit and diversity**

We will create cohesive and enterprising communities that feel able to influence decisions made within their neighbourhood. Cohesive communities are ones in which people from different backgrounds or lifestyles can get on well together.

### **Ambition 5 - Barnsley people are healthier and live longer adding life to years and years to life**

We will reduce the health inequalities gap across the borough by addressing issues such as smoking, obesity, diet, and access to primary care health services.

### **Ambition 6 - Enabling adults to have healthy and fulfilling lives**

We will support the wellbeing of those who access our services such as older people, those needing support and carers. In doing so we are supporting people to live fulfilling and independent lifestyles by increasing their choices.

### **Ambition 7 - Barnsley children and young people aiming high, enjoying life and seizing opportunity**

We will secure the wellbeing of children and young people. We will strive to ensure a coherent experience for children and families through fully integrated service provision and delivery, so that children and families receive the relevant and timely support they need, and children can excel across the 5 outcomes: being healthy; staying safe; enjoying and achieving; making a positive contribution; achieving economic wellbeing.

### **Ambition 8 - 21st century environments for 21st century learning, enterprise, skills and services**

We will create high performing educational institutions where children and young people are able to excel to the best of their abilities.

### **Ambition 9 - Building a prosperous and sustainable local economy**

The growth of the economy is reliant on a number of key areas. This ambition will seek to attract new business and develop existing ones. It will also focus on the programmes that support local people gain the skills and confidence to access jobs.

### **Ambition 10 - Barnsley has a high performing integrated transport system**

We will meet your transport needs in terms of connectivity as well as efficiency. This will involve traffic management, highway regulation and design and car parking.

### **Ambition 11- Promote Barnsley, at home and abroad as a great place to live, work and visit**

## 6 . Spatial Strategy

### Barnsley's role in the City Regions

- 6.1** Barnsley is the only town in Yorkshire which sits within two City Regions, being within both the Leeds and Sheffield City Regions. The Sustainable Community Strategy states:

"Much of what we can achieve will be done through recognising opportunities afforded to us by our unique location. Locally we need to create a sustainable infrastructure to complement what is happening within the region. This approach will help us grow our economy and with that we will see improvements in health, education and general quality of life. ....Nationally and regionally Barnsley is considered integral to bridging the gap between the north and the rest of the UK by 2025. Being in or close to the three city regions of Leeds, Sheffield and Manchester represents a market around us equivalent to London, not as wealthy but not as expensive or congested. It is through this market that Barnsley will achieve its potential.....Each city region has identified a range of economic drivers and whilst we recognise that Barnsley is not a lead player, it can offer alternatives such as more affordable premises to businesses that do not need a city centre location. We have developed a regional reputation as a significant market town and sub regional service centre between Sheffield and Leeds. In this way Barnsley can support the city regions to achieve their potential in a complementary way, supporting the sectors which will drive forward the regional economy".

- 6.2** We support the Government's Housing and Economic Growth agendas, and recognise the importance of fulfilling its ambition to deliver 3 million homes across the country by 2020, and its target of achieving 80% employment. As part of both the Leeds and Sheffield City Regions we have been successful in achieving Growth Point status, and are therefore considered well placed to, and committed to the achievement of housing growth. Taking into account Barnsley's current entrenched problems of worklessness, Barnsley's Growth Plan offers a transitional approach towards achieving at least a 75% employment rate during the Growth Plan period.
- 6.3** It is considered that Barnsley has capacity to accommodate the growth of the Leeds and Sheffield city regions without adverse impact on its urban and rural landscape. The challenge is to ensure that we capitalise on the opportunities that growth brings, whilst ensuring it is not at the expense of other important considerations such as the environment and local character. The spatial strategy is one that delivers growth in the most sustainable locations, that will benefit Barnsley, whilst ensuring that the physical, environmental and social infrastructure of the borough is protected and improved.

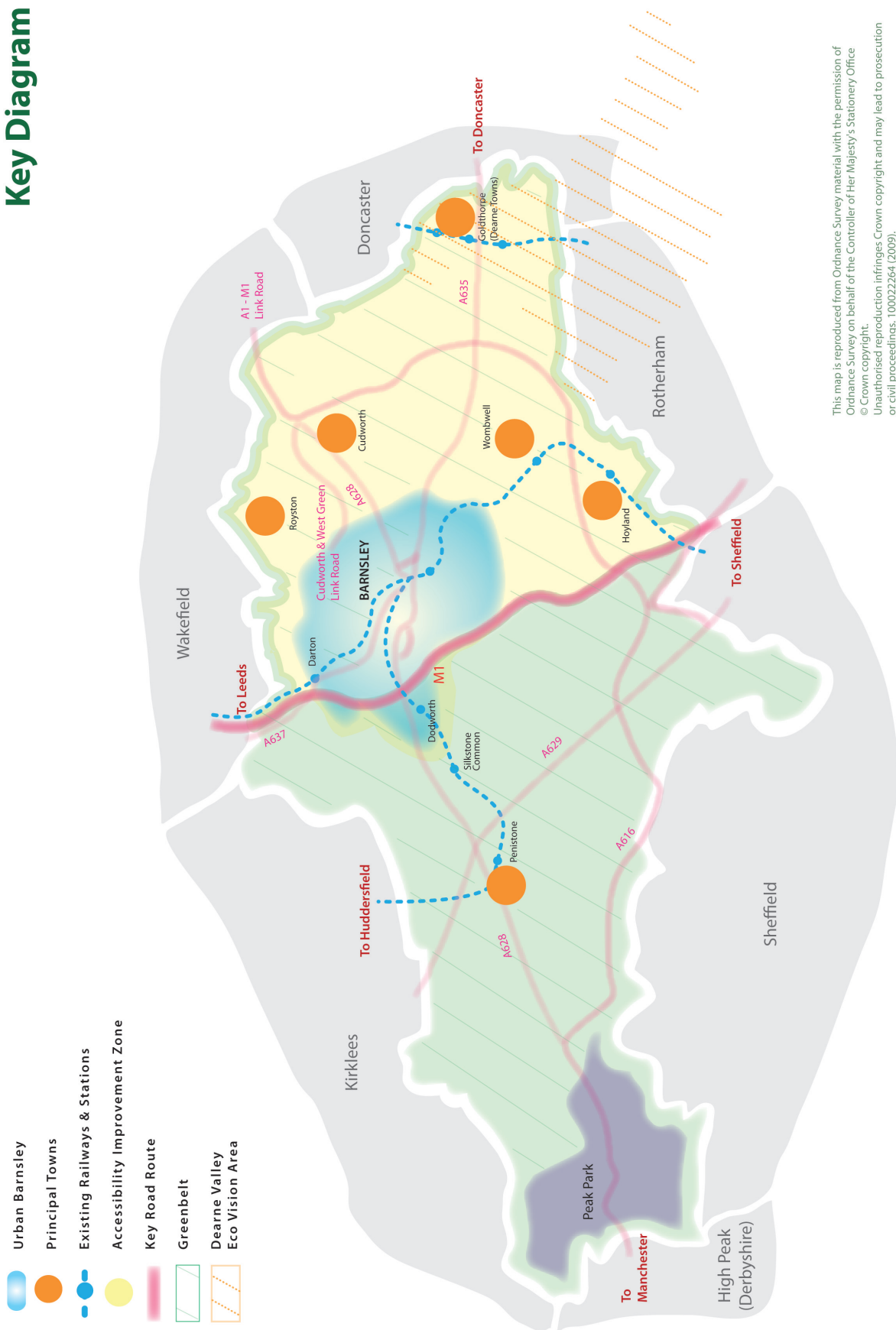
## 6 . Spatial Strategy

### Spatial strategy and the location of growth

- 6.4** The Core Strategy has been prepared to be in conformity with the Yorkshire and Humber Plan: Regional Spatial Strategy to 2026 (RSS). Whilst the RSS has now been revoked our proposed spatial strategy remains the optimum strategy for Barnsley.
- 6.5** Since it is considered that the planned growth in respect of housing numbers can be accommodated without the need to encroach into Green Belt, there will be no full scale review of Green Belt during the plan period. As such no major changes to the boundaries of the Green Belt are proposed. Localised reviews may take place where necessary and any subsequent changes will be shown on the proposals maps that will accompany the Development Sites and Places DPD. We will apply the term localised review to both a small adjustment to a Green Belt boundary or to a site of a significant size if it is needed to meet strategic development requirements. An example of this would be the need for new employment land identified in policy CSP11 and evidenced by the Employment Land Review.
- 6.6** It is on this basis that the spatial strategy for Barnsley is to focus development in the following areas:
- Urban Barnsley
  - The Principal Towns within the 'Barnsley Growth Corridor'
  - Penistone Principal Town where development will be commensurate to that necessary to facilitate its rural renaissance as a market town, therefore predominantly economic development, including the promotion of tourism growth.
- 6.7** The nature of Barnsley's historic development has led to a dispersed pattern of settlements. Given the number of Principal Towns within the borough it is considered that this spatial strategy based on spreading growth between these important settlements is necessary to ensure the continued viability of our places and communities. Locating growth in all the Principal Towns is considered necessary not only to maintain the viability of those settlements but also to accommodate the growth anticipated for the borough. This spatial strategy is the most appropriate for Barnsley because it meets the needs of the borough, is able to accommodate growth, and provides flexibility whilst aligning with the Sustainable Community Strategy. The spatial strategy is shown on the Key Diagram.

# 6 . Spatial Strategy

## Key Diagram



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## 6 . Spatial Strategy

### Urban Barnsley

- 6.8** For the purposes of the spatial strategy Urban Barnsley incorporates the main built up area of Barnsley extending from Athersley to Worsbrough (North to South) and Higham to Ardsley (East to West) (the extent of the Barnsley Urban Community Area as set out in the Unitary Development Plan) and includes Darton and Dodworth.
- 6.9** Urban Barnsley is where most development should take place in order to enhance Barnsley's role as a sub-regional town within the Sheffield and Leeds City Regions. Urban Barnsley gives the greatest opportunities to make the best use of previously developed land which is accessible by public transport, and as such is where new housing should be concentrated. Particular priority will be given to renewing areas within Urban Barnsley where the housing markets have failed, in Athersley, New Lodge and Kendray. There is no intention that settlements within Urban Barnsley will merge together, the areas of Green Belt between settlements will be protected unless needed for strategic development requirements as referred to above. It is important that all settlements retain their identity and local distinctiveness and this is the aim of the policies in the Core Strategy.

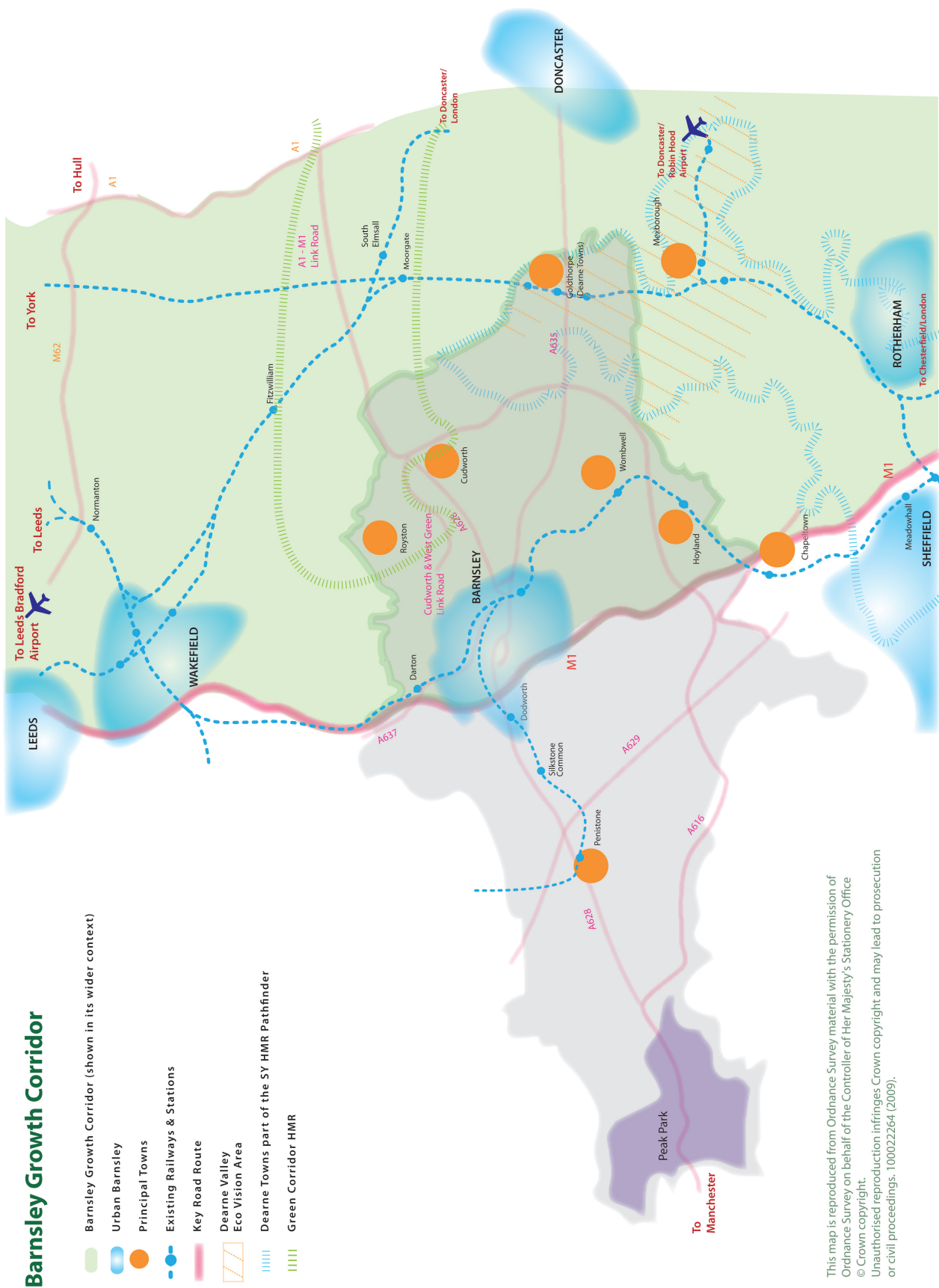
### Principal Towns

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

### Barnsley Growth Corridor

- 6.11** The Barnsley Growth Corridor forms part of our spatial strategy. We have used this term to describe the eastern half of the borough. This forms a sustainable corridor for growth and a focus in this area supports the emerging Dearne Valley Eco-Vision. The extent of this area is shown on the following Barnsley Growth Corridor Diagram.

# 6 . Spatial Strategy



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## 7 . Spatial Portrait

### Introduction

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

### The Settlement Hierarchy

- 7.4** In order to create sustainable communities the Core Strategy identifies where development should be focused and where it should be limited. Places differ across the borough and the role and function of the borough's settlements has been reflected in the following settlement hierarchy.<sup>(23)</sup>

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

23 This hierarchy takes into account the Babbie Settlement Assessment 2003 and subsequent Jacobs update in 2007

## 7 . Spatial Portrait

### How we have defined rural

- 7.5** The Council's Rural Agenda Development Group has classified Barnsley's neighbourhoods according to their approximate rural population. A map has been produced which shows that there are 5 western neighbourhoods (Birdwell, Penistone, Silkstone, Thurgoland and Thurlstone), and 5 eastern neighbourhoods (Brierley, Grimethorpe, Houghton, Thurnscoe East and Thurnscoe West) where the % of the population which is from rural areas exceeds 90%.
- 7.6** The definition of rural used by the Group is based on the 2004 nationally recognised Office of National Statistics/Defra definition. This classification adopts a settlement based approach considering settlement form and sparsity of households and was applied to Barnsley's 52 Neighbourhoods.
- 7.7** It is these areas that are considered to be rural for the purposes of the Core Strategy. In particular CSP21 refers to development in rural areas and should be applied to the 10 neighbourhoods shown on the Rural Agenda Development Group's map 'Barnsley's neighbourhoods, approximate rural population' where the % of the population which is from rural areas exceeds 90%.
- 7.8** Policy CSP16 relates to rural exceptions to affordable housing and uses a different definition of rural. The small rural settlements in which this policy can be applied are those that have been designated for enfranchisement and right to acquire purposes by Statutory Instrument 1997/624, as referred to in PPS3 and are: Cawthorne, Dunford, Gunthwaite and Ingbirchworth, High Hoyland, Hunshelf, Langsett, Oxspring, Shafton, Silkstone, Stainborough, Tankersley, Thurgoland, Wortley, Billingley, Great Houghton and Little Houghton.

### Urban Barnsley

- 7.9** As set out in the Spatial Strategy, Urban Barnsley incorporates the main built up area of Barnsley extending from Athersley to Worsbrough (North to South) and Higham to Ardsley (East to West) and also includes Darton and Dodworth.
- 7.10** It includes Barnsley town itself, the largest settlement in the borough which is the main retail (including a sub-regionally important Market) employment, educational and cultural centre of the borough. It is the most accessible place in the borough in terms of public transport and benefits from the new Barnsley Interchange as a hub for bus, rail and taxi services. Barnsley town centre will be the main focus for new retail, leisure, cultural and office development to help fulfill the Sustainable Community Strategy's aim of creating a uniquely distinctive 21st Century Market Town. We will prepare a Town Centre Area Action Plan for Barnsley town centre which will provide a statutory planning framework for the Remaking Barnsley Strategic Development Framework 2003-2023.

## 7 . Spatial Portrait

- 7.11** Policy YH6 of the RSS referred to Local Service Centres and defined them as towns and villages that provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas. Policy EC3.1b of PPS4 (2009) says a network and hierarchy of centres should be established that is resilient to future economic changes to meet the needs of catchment areas. The Regional Settlement Study (2004) identifies Darton and Dodworth as local service centres (as well as the centres in the Principal Towns considered below). The Core Strategy seeks to retain and improve local services in Darton and Dodworth. Smaller local centres within Urban Bansley at Lundwood, Mapplewell, Athersley, and Stairfoot will also be supported.
- 7.12** Darton experienced considerable housing growth in the 1980's and 90's but supporting facilities which were substantially established in the 1960's have not matched the growth in population. Dodworth has been the focus for significant strategic growth in the past both for housing and employment uses because of its accessibility to the national motorway network and proximity to the urban area of Barnsley.

### Principal Towns

- 7.13** **The Dearne Towns** of Goldthorpe along with Thurnscoe and Bolton on Dearne represent an urban grouping in the east of the borough and relates closely to the A1 and Doncaster to the east. There are train Stations at Goldthorpe (with limited park and ride facilities), Bolton on Dearne and Thurnscoe on the Wakefield Sheffield Line. The Dearne Valley Parkway runs north of Goldthorpe linking junction 36 of the M1 on to Doncaster and the Dearne towns is the subject of a pilot community accessibility study. Thurnscoe is a good example of where community facilities such as park and ride and a Sure Start Centre have been located at the railway station to make the most of an accessible location.
- 7.14** The decline of the coal mining industry had a significant impact on the area resulting in high levels of unemployment and large amounts of despoiled and derelict land. Reclamation schemes have been carried out although environmental problems persist and the quality of much of the housing stock is poor. The Dearne towns are a priority in terms of housing and employment development with a particular emphasis on renewing areas where the market has failed through the HMR Pathfinder initiative.
- 7.15** Goldthorpe town centre is the main shopping and service centre for the Dearne Towns and benefits from the Goldthorpe Renaissance Market Town Initiative. As part of this the Goldthorpe masterplan provides a guide for the long term regeneration of Goldthorpe. It focuses on the central area of the village, covering the majority of the main shopping area, important community facilities such as the junior and infant school, the market and police station, areas of older terraced housing and potential sites for new housing, some of which is already under construction.

## 7 . Spatial Portrait

- 7.16** The masterplan has been developed with the local community along with the council and Transform South Yorkshire. The development of the masterplan has followed extensive community consultation and the regeneration proposals will be funded using a combination of sources from Housing Market Renewal pathfinder funds Yorkshire Forward Berneslai Homes and recycled capital receipts. The masterplan aims to tackle poor quality housing in the village centre, where there are many older terraced properties and high numbers of vacancies. These properties can be a focus for antisocial behaviour and as a result the masterplan recommends some clearance of houses along with a programme of property improvements.
- 7.17** Issues around retail activity are also addressed. It is recognised that the current retail area is too spread out, resulting in a number of empty and derelict shops, giving a poor initial impression to those arriving in Goldthorpe from the east of the village. The masterplan refocuses the shopping area by removing some of the eastern retail units alongside a programme of public realm and shop front improvements. The market is also a key consideration. Public consultation showed that the market is very important to local people but that the current location is hidden away. This will be remedied with the relocation of the junior and infant school as the vacant site will provide an opportunity to create a public open square. This has the potential for a number of uses including a market area together with a private retail development that will further enhance the sustainability of the village.
- 7.18** The other smaller local centres in the Dearne Towns of Bolton on Dearne and Thurnscoe will also be supported
- 7.19** The Sheffield City Region Dearne Valley Eco-Vision seeks to re-imagine the Dearne Valley as the green heart of Sheffield City Region-Eco Valley. For the communities of the Dearne, the vision will mean:
- the delivery of more energy efficient homes, cutting fuel bills for residents
  - better public transport links, improving access and reducing reliance on the car
  - more training opportunities will be available in skills to address climate change
  - improving people's job prospects and equipping them for the new jobs created
  - more businesses, specialising in environmental technologies, are attracted to the area
  - an enhanced natural environment, creating a place where people want to live and work and bring up their families
  - the creation of an area attracting visitors from across the City Region
- 7.20** In order to achieve this vision, consideration will be given to applying the higher Eco Standards set out in Eco-Towns: A supplement to PPS 1, July 2009, to the settlements in the Dearne Valley. This may be considered in a subsequent DPD and through work with neighbouring authorities and the Sheffield City Region.

## 7 . Spatial Portrait

- 7.21** **Hoyland, Wombwell, Cudworth (including Grimethorpe) and Royston** whilst different in character, can be seen to have more commonality in role. Rather than standing alone they relate more closely to each other and have interlinked functions. They are located in an arc close to Urban Barnsley, hugging the eastern side of the built up area. They cumulatively provide significant housing and employment opportunities and are located within the Barnsley Growth Corridor. They are also grouped around the route of the former Cudworth Railway which will be safeguarded for potential reinstatement.
- 7.22** **Cudworth** suffered severe decline in traditional sources of employment during the 1980's, a process which accelerated in the 90's with the almost complete cessation of coal mining and associated activity. The inadequacy of the existing infrastructure and the generally poor image of the area was identified in the UDP as having presented difficulties in attracting new employment opportunities. The Core Strategy identifies Cudworth as an area of growth and aims to enable Cudworth to fulfill its important role as a Principal Town. Grimethorpe and Shafton are included within the Cudworth Principal Town boundary as set out in the Vision section of the Core Strategy. This enables some development to be focused on Grimethorpe to take forward and continue the regeneration that has already been carried out.
- 7.23** The Cudworth and West Green Link Road is now completed and the treatment of the town centre needs to be carefully considered. The A1-M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District passes between Cudworth and Grimethorpe and has improved accessibility in this area, which will be further enhanced with the completion of the Cudworth and West Green Link Road.
- 7.24** *'There's a good range of shops and services in Cudworth, even a couple of furniture stores (Roberts') and it soon became clear that a lot of hard work has been done in recent years by community volunteers, councillors and professionals in key social and economic areas, part of the regeneration of the Borough as a whole, bringing Cudworth out of the doldrums following the 1984/85 miners' strike'. (Brian Elliot www.aroundtownpublications.co.uk)*
- 7.25** Grimethorpe has its own smaller local centre which will also be supported. It has been the focus of major regeneration and renewal in recent years, particularly benefiting from the Green Corridor Programme of housing investment.
- 7.26** Lying to the north-east of Barnsley, the Green Corridor is a major regional housing initiative to help regenerate former coalfield towns. It is a partnership of 3 Council's; Barnsley, Doncaster and Wakefield, and the Barnsley communities involved are Grimethorpe, Shafton, Brierley, Royston and Carlton. In Barnsley the focus of the initiative is mainly on improving private sector homes, providing opportunities for training in the construction industry and a programme of building new affordable homes for rent or low cost sale. The Barnsley Green Corridor area contains approximately 9,200 properties and joint bidding to the Regional Housing Board since 2004 has brought substantial amounts of funding into housing in to area.

## 7 . Spatial Portrait

- 7.27** At Grimethorpe the focus of recent activity has been to improve owner-occupied terraced housing in the centre of the village, replace 47 old prefab's in the Mount Pleasant area and continue the new build programme on what is known as 'the old village site'. This was an area of older terraced housing cleared between 2000 and 2005.
- 7.28** *'Grimethorpe is a place where, despite tremendous social and economic problems in the wake of the miners' strike and pit closures, residents and supporters are rightly proud of what is now being achieved. And, as we shall see, it is not just structural regeneration and redevelopment that has put a smile on a place of well over 5,000 residents, about the same population size as existed in the days of when Coal was King and Carlton Main Colliery Company the main landowner. Over three or four generations coal was Grimethorpe, and vice versa. It provided work, wages, houses, amenities and culture, the very life and soul of the community. It is no surprise that when coal suddenly went a great vacuum could not be collier-like filled.'* (Brian Elliot [www.aroundtownpublications.co.uk](http://www.aroundtownpublications.co.uk))
- 7.29** **Wombwell** is recognised as a small but busy market town which continues to be a well defined centre. The area suffered from the decline of the coal industry and levels of new housebuilding have been historically low. Wombwell has a train station on Wakefield Sheffield line with a park and ride facility. The Dearne Valley Parkway runs to the south of Wombwell linking from Junction 36 of the M1 to the Dearne Towns and on to Doncaster. Wombwell has a bypass in the form of Mitchell's Way and Valley Way to the east of the town. This forms a link from Urban Barnsley to the Dearne Valley Parkway.
- 7.30** *'The advent of Valley Way and Mitchells Way, the new by-pass, in recent years has taken its toll on the centre of Wombwell. But this small town has risen to the challenge. its paved plaza area on High Street is a credit to regeneration. It is good to see such an ancient town still growing and thriving. Wombwell dates back to pre-Norman times and is named in the Domesday Book as a small agricultural village, Wambella - the place of the well.'* (Brian Elliot [www.aroundtownpublications.co.uk](http://www.aroundtownpublications.co.uk))
- 7.31** Wombwell Principal Town also includes Darfield. Coal mining was a traditional source of employment in Darfield but has now ceased, as a result unemployment has increased and at the same time the population has decreased. East of Darfield is the A1- M1 link road which links Junction 36 of the M1 to the A1 through Wakefield District (part is the Dearne Valley Parkway and part the Coalfields Link Road). This has improved accessibility to the north east linking through Wakefield to key destinations such as the Humber Ports and is further enhanced by the completion of the Cudworth and West Green link Road. The local centre at Darfield will be supported as a focus for retail, service and community facilities.

## 7 . Spatial Portrait

- 7.32** **Hoyland** was also hit by pit closures which removed traditional sources of employment in the area. Interest in the area recovered in the late 80's and 90's with industrial estates being established on the sites of two former collieries and housing development taking place. It is a district centre with a market which the Core Strategy will support by focusing retail, service and community facilities here. Hoyland is accessible to the M1 and the Dearne Valley Parkway which forms part of the A1-M1 link road. Hoyland also includes Blacker Hill, Elsecar, Hemingfield and Jump. There is a train station at Elsecar on the Wakefield Sheffield line which has the tourism assets of the Elsecar Heritage Centre and the Trans Pennine Trail.
- 7.33** *'In recent years, particularly in the wake of pit closures, much work has been done and is ongoing to revive and improve the quality of life, the built environment, community services and the general appearance of Hoyland. New proposals which appear to be the harbinger of Hoyland's renaissance could be very exciting indeed.'* (Brian Elliot [www.aroundtownpublications.co.uk](http://www.aroundtownpublications.co.uk))
- 7.34** **Royston** is situated on the northern edge of the borough adjacent to Wakefield District. To the north and west are extensive areas of countryside and to the south open land separates the settlement from Athersley to Carlton (although this is where the new secondary school is to be located). Originally a farming village, during the industrial revolution Royston saw the construction of the canal in the 1790's and the railway which opened in 1840 (both of which are now disused). It had a mine, clay works and brick works which are now closed, but the Monkton Coke and Chemical works is still in operation to the east of the town processing coal brought in by road.
- 7.35** As in other places, pit closures meant the loss of a major source of local employment. A shirt factory provided employment in Royston from the 1940s to 1980s, but Royston has traditionally looked to Wakefield district, urban Barnsley and the north east towns for employment opportunities. Most housing growth in recent decades has taken place in the western half of Royston. Reflecting this pattern of housing growth the eastern part of Royston is characterised by older housing stock, much of which is relatively high density and local authority owned. The trans Pennine trail runs through Royston along the canal bank.
- 7.36** The Core Strategy will support the district centre by focusing retail, service, and community facilities at The Wells and Midland Road. The pattern of development currently represents a rather disjointed and linear centre which could be improved. Renewing areas where the local housing market has failed is also a priority and like Cudworth, Royston is part of Barnsley's Green Corridor area. At Royston the Green Corridor work has been centred around improvements on the Midland Road gateway, providing grants for owners and landlords via a facelift scheme.
- 7.37** **Penistone** stands alone as a long established Pennine rural market town which is an important shopping and service centre serving a large rural hinterland in the west of the borough. The Principal Town boundary includes Cubley and Springvale.

## 7 . Spatial Portrait

- 7.38** Penistone is in an area of attractive countryside, close to the Peak Park and surrounded by Green Belt. Its close proximity to Sheffield, Huddersfield and Barnsley has made it attractive to people who wish to combine the benefits of living in a pleasant environment without having excessively long journeys to work. The unemployment rate in the town is lower than other parts of the borough due to the large number of commuters, but many residents still depend upon the limited number of employment opportunities in the town. The relative remoteness of the town from the remainder of the borough, particularly for people who rely on public transport make these employment opportunities even more important.
- 7.39** The Core Strategy will strengthen the role of Penistone as a market town by focusing retail, service and community facilities in the town. Development in Penistone will be restricted to that which will facilitate Penistone's renaissance as a market town, therefore predominantly related to economic growth. The Core Strategy will also support the rural economy and encourage tourism whilst maintaining the extent of the Green Belt around Penistone and improve accessibility to housing, leisure, retail, work and leisure facilities with the help of a community accessibility study.
- 7.40** *'There is much about the history of Penistone that explains the character of the old town and perhaps the local people. The physical character can of course be traced to those early days of church, school and market followed by the impact of the local steel and engineering industry and the associated importance of the railway links. As for the people, this is less easy to argue especially in these days of greatly increased mobility. The town is a great mix of long-established families and family businesses and so called "newcomers" and in fairness to the latter it is probably fair to say that nowadays they far outweigh the former. It all depends of course on what your definition of a "newcomer" might be. It is not unknown for a whole generation to pass by before a newcomer comes to be regarded as a genuine "local". Whilst this no doubt applies to some extent to Penistone with its well-marked and much valued old traditions, there are clear signs of change. Change that is important to maintaining and developing the vitality of the town based on local initiatives. New people moving into the Penistone area – even those who appear at first or even second glance to have mainly "dormitory linkages" nevertheless bring new interests, abilities, skills and of course, expectations to the town.'* (Frank A Wilson [www.aroundtownpublications.co.uk](http://www.aroundtownpublications.co.uk))



## 7 . Spatial Portrait

### Villages

- 7.41** Villages are those settlements with a population below 3000.<sup>(24)</sup> They vary in size from larger villages to small hamlets but are generally characterised by a limited range of services and relatively poor public transport. Some are close to nearby towns, others are in the Green Belt. Some are rural and others are urban.
- 7.42** No significant development is envisaged in these villages and development will only be allowed if it is consistent with Green Belt policy or necessary for the viability of the settlement and to meet local needs. The Core Strategy seeks to support rural diversification and protect shops and services in villages as well as providing affordable housing where appropriate. The aim is to protect the character of villages, to improve public-transport access to larger towns, and to provide good access to job opportunities in other settlements.

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

## 8 . Strategic Objectives

**8.1** Below are the strategic objectives of the Core Strategy. Achievement of these objectives will enable us to fulfil the spatial elements of the Vision for Barnsley and the ambitions of the Sustainable Community Strategy. The ambitions of the Sustainable Community Strategy that the objective helps to deliver are shown below.

### Strategic Objectives

**8.2** **OBJECTIVE 1: To be the spatial interpretation of the Sustainable Community Strategy by:**

- Preparing for, adapting to and mitigating against climate change
- Fostering the 'Remaking' of Barnsley town centre and promoting it as the main place for shopping, indoor leisure, culture and business and creating a 21st century market town
- Focusing development and growth on Urban Barnsley and the Principal Towns
- Regenerating the Dearne area and supporting the Dearne Valley Eco-Vision
- Ensuring new development is in places where it will be accessible and inclusive
- Promoting the role of settlements by making sure development is placed within them and makes them attractive, safe and distinctive with convenient access to good quality local services
- Making the most of our strategic location between the Sheffield and Leeds City Regions

**Ambitions 1, 2, 7, 8, 9, 10 and 11**

## 8 . Strategic Objectives

### 8.3 **OBJECTIVE 2: To improve access, movement and connectivity with sustainable travel by:**

- Reducing the reliance on the private car and encouraging walking and cycling
- Improving public transport links between settlements within the borough and to Barnsley Town Centre
- Working with City Region partners to promote good quality public transport linking the Accessibility Improvement Zone to significant places of business, employment and international interchange on the Leeds to Sheffield City Region corridors, including Wakefield and Rotherham
- Improving direct public transport and freight links to London, Manchester, other Core Cities and the Humber ports
- Considering the improvement of road links where evidence indicates significant improvements for businesses and local residents
- Ensuring new developments reduce the need for car parking provision to a minimum
- Reducing transport emissions of green house gases in order to tackle climate change and minimising other pollutants to improve air quality

**Ambitions 6 and 10**

## 8 . Strategic Objectives

### 8.4 OBJECTIVE 3: To secure safe, healthy and inclusive communities and promote wellbeing by:

- Seeking to reduce health inequalities across the borough and to close the gap in relation to national averages through land use planning
- Seeking to reduce worklessness as one of the major causes of ill health
- Making sure development takes place in settlements and helping to create places where people want to live with convenient access to good quality local services (including shops, education, health, open space, leisure, culture and the countryside) in order to engender community pride and spirit
- Providing healthier lifestyle choices to contribute towards tackling obesity, encouraging walking and cycling and providing green spaces, parks and sports facilities
- Facilitating the redevelopment and improvement of education buildings to improve educational attainment
- Helping to provide accessible healthcare facilities such as the LIFT centres
- Encouraging the provision of 'Lifetime Homes' which meet peoples needs throughout their life
- Including the community in decisions about the planning of the borough so they can influence and shape decisions
- Providing protection from the effects of pollution and contaminated land

#### Ambitions 2, 3, 5, 6, 7 and 8

### 8.5 OBJECTIVE 4: To make efficient use of land and infrastructure by:

- Delivering planned growth and providing guidance on where future growth should occur
- Utilising previously developed land and re-using existing buildings where possible in sustainable locations
- Making the best use of existing and proposed infrastructure
- Maximising opportunities to lever in investment to support growth
- Delivering infrastructure in tandem with new development

#### Ambition 10

## 8 . Strategic Objectives

### 8.6 OBJECTIVE 5: To accelerate economic growth by:

- Creating the conditions needed for the retention, attraction and growth of innovative people and firms to create a diverse economy
- Providing a balanced mix of high quality, well located sites and premises in order to attract new investment as well as support the growth of indigenous business
- Protecting existing good quality employment land and premises
- Seeking to attract more growing firms in economically competitive and new sectors
- Providing the environment that allows the creation of 15,000 net additional jobs and an employment rate of at least 75% in Barnsley over the plan period
- Promoting a distinctive image of the borough as a tourism destination, making the most of existing assets, including cultural facilities and the Peak District National Park, and supporting the creation of new attractions
- Supporting the rural economy in a way that protects the countryside and natural environment
- Directing retail development to the most appropriate town centre locations

**Ambitions 3, 6, 7, 8, 9 and 11**

### 8.7 OBJECTIVE 6: To ensure all new development is sustainably designed and built to the highest standards by:

- Embracing the principles of sustainable design including measures to prepare for, adapt to and reduce impact on climate change and mitigate flood risk
- Insisting on development that contributes to and enhances local distinctiveness and is built in appropriate materials
- Requiring developments to achieve nationally recognised design and sustainability standards
- Protecting and improving the heritage of the borough
- Making sure that issues relating to contaminated land are safely addressed before sites are developed

**Ambitions 1, 6, 8 and 11**

## 8 . Strategic Objectives

### 8.8 **OBJECTIVE 7: To deliver a sufficient supply of housing to provide balanced mixed communities and support economic growth by:**

- Providing for the release of sufficient land and buildings in the right places to meet our requirements
- Giving priority to building housing on previously developed land where possible
- Providing a range of housing types and tenure to meet local need and widen housing choice to ensure all people are able to live in good quality affordable housing appropriate to their individual circumstances
- Supporting the improvement and redevelopment of housing in areas where there is a low demand for existing houses
- Creating residential environments where people are proud to live and a sense of community spirit can be created

**Ambition 1, 4, 6, 7 and 11**

### 8.9 **OBJECTIVE 8: To protect and improve the countryside and natural environment by:**

- Protecting and improving Barnsley's countryside, biodiversity and heritage
- Developing a network of Green Infrastructure in the form of connected multi-functional green spaces
- Respecting the appearance, character and role of different landscapes
- Protecting the countryside, Green Belt and green spaces from development and seeking opportunities for their improvement
- Improving rivers and their corridors and responding to increased risks of flooding
- Minimising the use of energy and encouraging greater use of energy from renewable sources
- Supporting renewable energy facilities to increase the amount of renewable energy produced in the borough
- Managing the environmental and social effects of existing and proposed mineral works effectively

**Ambitions 6, 7 and 11**

### 8.10 Details of how the above objectives and each Core Strategy policy relate to the Sustainable Community Strategy Ambitions and the Local Area Agreement indicators are set out in the Monitoring and Indicators Section 10.

## 9 . Core Policies

- 9.0.1** These strategic Core Policies are intended to guide the location, type and quality of development in the borough. They will be used to make decisions on planning applications together with the policies in other DPDs such as the forthcoming Development Sites and Places DPD, including the Barnsley Town Centre Area Action Plan and Supplementary Planning Documents (SPDs). Promoting sustainable development and reducing the borough's impact on climate change are overarching principles of this Core Strategy.
- 9.0.2** Arrangements for the monitoring of the policies and the key indicators to ensure the policies are working are included in Section 8 Monitoring and Indicators. We will carry out regular monitoring to ensure that the plan is successfully managing change, that its implementation is producing sustainable development and to determine when a review of the Core Strategy may be required.

### Risks to Delivery

- 9.0.3** There may be some issues beyond our control which put the successful implementation of this strategy at risk. For example the current economic downturn which has led to a reduction of the number of houses being built. This is a risk to Barnsley as a Growth Point authority. It is hoped that the indicators and the monitoring systems we have in place will alert us to any risks. Where issues can be anticipated there may be some mitigation measures that we can put in place. For example if not enough housing sites come forward in the initial phases of the housing supply (which will be set out in the Development Sites and Places DPD) consideration may be given to releasing the sites in subsequent phases if this would assist housing delivery. Housing delivery is monitored regularly throughout the year, culminating in production of the Annual Monitoring Report. The five year supply note is updated annually and we intend to update the Strategic Housing Land Availability Assessment on a regular basis. Another example may relate to a shortfall of employment sites coming forward for development. Other risks may relate to the accessibility improvements required to make the spatial strategy put forward a success, and the outcomes of Barnsley's Local Economic Assessment. These are considered below as triggers for review.

### Triggers for Review

- 9.0.4** Barnsley's Local Economic Assessment may be a trigger for early review of the parts of the Core Strategy dealing with economic issues and employment land. There will be a statutory duty on all local authorities to carry out a Local Economic Assessment from April 2010.
- 9.0.5** We will monitor employment land and will update the employment land review on a regular basis. It is important that we keep up to date with new and emerging technologies and economies in order to ensure we have appropriate land and premises to accommodate their needs.
- 9.0.6** Issues arising from the completion of the Transport Modelling and the Northern Barnsley Connectivity Study may result in an early review of parts of the Core Strategy.

## 9 . Core Policies

- 9.0.7** The results of any viability testing we undertake may also prompt us to review elements of the document. Viability testing may be required to determine the viability of Sustainable Drainage Systems (SuDs) for example. In particular an Affordable Housing Viability Study has informed our approach to affordable housing set out in CSP15. The viability study demonstrates there is scope to implement a lower threshold figure than 15 dwellings. However given the current economic climate and the likely timescales for economic recovery it is proposed to implement a threshold of 15 for the early part of the plan period. The viability study will be updated on an annual basis and this may inform future amendments to the percentages and threshold set out in this policy.
- 9.0.8** The Taylor Report, 'Living Working Countryside: The Taylor Review of the Rural Economy and Affordable Housing' published in July 2008 sets the challenge for the planning system to achieve a balance between overly restrictive planning policies that stifle rural development and a relaxation of controls which would provide a development free for all. In order for rural villages to thrive the report made several recommendations to government to provide policy guidance on various issues. When any guidance emerges as a result of this Review, CSP21 which relates to the rural economy and CSP16 which is an affordable housing rural exception policy, may need to be updated.



## 9 . Core Policies

### 9.1 Climate Change

#### The Challenge

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

#### The Current Position

- As a result of the wider concerns over climate change, the government has committed itself to reducing the levels of UK carbon dioxide emissions. Government targets stipulate that 10% of the UK's electricity needs should be met from renewable energy sources by 2010, and 26% by 2020
- Planning Policy Statement 22 already requires inclusion of policies in the LDF which promote renewable energy, low-carbon and micro generation technology within major development
- The Climate Change Act 2008 and Energy White Paper set a national target of reducing carbon dioxide emissions by 34 % by 2020 and 80% from their 1990 levels by 2050. One key method of achieving this objective will be to increase the amount of power generated from renewable sources
- National Indicators 185, 186 and 188 are three of the indicators in Barnsley's Local Area Agreement

#### Policy Solutions

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

## 9 . Core Policies

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

### CSP 1 Climate Change

Development will be expected to:

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

We will take action to adapt to climate change by:

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

- 9.1.2** This Policy will be implemented through the planning application process. Proposals for development will be required to include details of their sustainability within their Design and Access Statement. These will include consideration of factors such as energy efficiency, water conservation, flood risk, Green Infrastructure provision and community impacts.
- 9.1.3** It is important that developments are designed to mitigate climate change, and to withstand its effects. This will help to minimise the impact of development on the global environment, and ensure that buildings and spaces endure. Making the best use of the natural features of a site, and designing to take account of factors such as the sun's path can make an important contribution complementing new technologies.
- 9.1.4** Green roofs and other types of Green Infrastructure can be used as a sustainable drainage technique, to minimise surface water run-off and therefore help to reduce the risk of flooding. Sustainable drainage techniques are covered by policy CSP3 which requires development proposals over a certain size to use Sustainable Drainage Systems where feasible.

## 9 . Core Policies

### CSP 2 Sustainable Construction

Development will be expected to demonstrate how it minimises resource and energy consumption, compared to the minimum required under current Building Regulations legislation, and how it is located and designed to withstand the longer term impacts of climate change.

All new dwellings will be expected to achieve at least a level 3 rating under the Code for Sustainable Homes or equivalent. This requirement will rise over the plan period and by 2013 new dwellings should achieve at least level 4, rising to level 6 by 2016.

All non-residential development will be expected to achieve at least BREEAM standard of 'very good' or equivalent.

- 9.1.5** Development proposals will be expected to consider energy efficiency and sustainable design from the outset. Whilst many of these principles can be incorporated within existing building materials and forms it is also acknowledged that non-traditional materials and designs may be necessary in order to achieve very low carbon or carbon neutral developments and meet the government targets for reducing carbon emissions.
- 9.1.6** We will use the Code for Sustainable Homes to measure the energy efficiency and sustainability of all new housing developments, to ensure that they are reaching the standards required. The Code for Sustainable Homes assesses developments under 9 separate headings. As well as energy use and the emissions generated, it deals with water use, waste, materials, surface water run-off, management, ecology, pollution and health and well-being.
- 9.1.7** We will use the BREEAM (British Research Establishment Assessment Method) to measure the environmental performance of all non domestic buildings. As well as energy use and the emissions generated BREEAM deals with water use, materials and waste management, land use and ecology, pollution, health and well-being and transport.
- 9.1.8** We will encourage and plan for sustainable decentralised zero or low carbon energy generation, such as biomass-fuelled district heating or combined heat and power (CHP) schemes. Where a heat network is not available or viable, a contribution ensuring connection to a future district heating scheme is required on suitable developments. Developments not connected and unsuitable for future connection to a heat network will rely on energy generated from renewables, like solar panels, photovoltaics and heat pumps.

## 9 . Core Policies

### CSP 3 Sustainable Drainage Systems (SuDS)

All development will be expected to use Sustainable drainage systems (SuDS).

Only in exceptional circumstances, where it can be demonstrated that all types of SuDS are impractical, will other drainage management systems be permitted.

Planning applications must include an assessment to show that SuDS will work and be maintained. Measures should be taken to avoid water contamination and safeguard groundwater supply.

Developers will be required to contribute to the maintenance of SuDS.

- 9.1.9** Sustainable drainage systems (SuDS) control surface water run-off as close to its origin as possible, before it enters a watercourse. This involves moving away from traditional piped drainage systems to those that are similar to natural drainage processes.
- 9.1.10** SuDS are a non-traditional environmentally friendly way of dealing with surface water. SuDS rely on gravity to drain surface water from hard surfaces into drainage systems or into the ground. Where surface water would have traditionally drained into a combined foul and surface water sewer, the use of SuDS prevents relatively clean surface water from passing unnecessarily through the waste-water treatment process. Run-off water is collected and stored so that natural cleansing (sedimentation, filtration and biodegradation) happens before it is released into watercourses.
- 9.1.11** The SuDS approach is particularly valuable in urban areas where high density development and impermeable surfaces mean surface run-off can easily cause flooding, either directly or indirectly through sewer flooding. SuDS has several environmental and social benefits:
- prevents pollutants from entering the drainage system
  - protects or enhances water quality and decreases demand for treated water (recycling)
  - conserves energy and reduces carbon dioxide emissions
  - reduces sewer discharge and flooding
  - provides a habitat for wildlife
  - contributes to the greening of the urban environment
- 9.1.12** This policy applies to all elements of the design of developments, including roads and footways. Including SuDS in the overall site and layout, and as part of the wider Green Infrastructure provision where appropriate, should be considered early in the planning and design stage, in consultation with the Environment Agency, the Planning Authority and the Highway Authority.

## 9 . Core Policies

- 9.1.13** Infiltration type sustainable drainage systems may not be appropriate in all cases due to ground conditions, and developers must show that sustainable drainage systems will work and will be maintained in the long term. Developers may be required to contribute towards the maintenance of SuDS, possibly through establishment of a management company where appropriate.
- 9.1.14** Emerging legislation and guidance maintains that there is always a SuDS solution, and their inclusion in all developments is supported by key stakeholders. Where infiltration type SuDS are inappropriate due to ground conditions (soil type, contaminated land issues etc.), non-infiltration type SuDS such as green roofs and rainwater harvesting may be appropriate. Therefore the council will only regard SuDS as inappropriate in exceptional circumstances, where it can be demonstrated.

### Flood Risk

#### CSP 4 Flood Risk

The extent and impact of flooding will be reduced by:

- not permitting new development where it would be at an unacceptable risk of flooding or would give rise to flooding elsewhere
- requiring developers with proposals in Flood Zones 2 and 3 to provide evidence of the sequential test and exception test where appropriate
- requiring site-specific Flood Risk Assessments (FRAs) for proposals over 1 hectare in Flood Zone 1 and all proposals in Flood Zones 2 and 3
- requiring proposals over 1000 m<sup>2</sup> floor space or 0.4 hectares in Flood Zone 1 to demonstrate how the proposal will make a positive contribution to reducing or managing flood risk
- requiring all development proposals on brownfield sites to reduce surface water run-off by at least 30% and development on greenfield sites to maintain or reduce existing run-off rates
- requiring development proposals to use Sustainable Drainage Systems (SuDS) in accordance with policy CSP 3
- not culverting or building over watercourses and encouraging the removal of existing culverts wherever practicable
- using flood resilient design in areas of high flood risk.

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

## 9 . Core Policies

- 9.1.16** The Environment Agency produces Flood Zone maps which show the areas most at risk of river flooding. On these maps the area of highest flood risk is known as Flood Zone 3 (1 in 100 year probability of flooding) and the area of medium flood risk as Flood Zone 2 (1 in 1000 year probability of flooding). All land outside the high and medium flood zones is classified as Flood Zone 1 (less than 1 in 1000 year probability of flood).
- 9.1.17** The Council's Level 1 Strategic Flood Risk Assessment (SFRA) indicates that the majority of areas where growth will be located are within Flood Zone 1.
- 9.1.18** In accordance with national policy to discourage development in areas at risk of flooding the council will adopt the sequential approach to new development. This means there will be a general presumption against development within areas of high flood risk unless there are no reasonably available sites in areas of lower flood risk (Flood Zone 1) and, in cases where it is appropriate for the exception test to be applied, the benefits of the development outweigh the risks from flooding. PPS25 sets out further details on the sequential test and exception test.
- 9.1.19** The Functional Floodplain, Flood Zone 3b, comprises land where water is stored in times of flood. This is sometimes known as Washlands and forms a vital part of flood control. Development will not be allowed in Flood Zone 3b unless it can be shown that there would be no harmful effect on the ability of this land to store floodwater.
- 9.1.20** Developers required to submit a site specific Flood Risk Assessment (FRA) must demonstrate the following: (in accordance with PPS25: Para 22 Annex E)
- whether the development is likely to be affected by flooding (from all sources: rivers, land, groundwater, sewers, reservoirs, canals and other artificial sources) now or in the future, taking climate change into account
  - that the development is safe and where possible reduces flood risk
  - whether the development will increase flood risk elsewhere
  - that measures can be incorporated to mitigate the effects and risks of flooding, and
  - that an assessment of surface water and drainage has been incorporated
- 9.1.21** There is growing importance attached to the need to address surface water flooding issues. Developers will need to take into account the SFRA and give particular consideration to the surface water flood maps. Development which would increase the risk of flooding by increasing the rate or volume of surface water must be the subject of measures that will reduce the risk of flooding. In cases where development would increase the risk of flooding by increasing surface water, developers will have to take action to reduce flooding so the development can go ahead, for example, by creating balancing ponds and other facilities for holding water. We will consider the need to produce Surface Water Management Plans in partnership with stakeholders to reduce the threat of surface water flooding.

## 9 . Core Policies

### 9.2 Renewables

#### The Challenge

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

#### The Current Position

- Renewable energy is an integral part of the governments longer-term aim of reducing CO2 emissions
- Planning Policy Statement 22 requires the inclusion of policies in the LDF which promote renewable energy, low carbon and micro generation technology within major developments
- The Regional Spatial Strategy set local targets for installed grid-connected renewable energy and the figures for Barnsley were 15 MW by 2010 and 34MW by 2021

#### Policy Solutions

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

#### CSP 5 Including Renewable Energy in Developments

All development (either new build or conversion) of 10 or more dwellings or 1000sqm of non residential floorspace will be expected to incorporate decentralised, renewable or low carbon energy sources sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015 rising to 20% for applications submitted thereafter.

Where it is not appropriate to incorporate such provisions within the development, an off site scheme, or contribution to such may be acceptable.

- 9.2.1** A proportion of the energy supply for new development should be secured from decentralised and renewable or low-carbon energy sources. The domestic and industrial sectors are responsible for a majority of Barnsley's total CO2 emissions and this policy aims to create a framework that both promotes and encourages the generation of energy from renewable and low-carbon sources.

## 9 . Core Policies

- 9.2.2** The % reduction in carbon dioxide emissions achieved as a result of incorporating decentralised, renewable or low carbon energy sources will be measured against the carbon emission that would occur if the development had not incorporated such energy sources.
- 9.2.3** This policy will be applied flexibly if it can be demonstrated that such provision would not be technically or economically feasible.
- 9.2.4** Renewable sources include energy produced from the wind, sun, biomass, water and photovoltaic equipment. The proposals must accord with Policy CSP6.
- 9.2.5** We will prepare a Supplementary Planning Document to explain how we will apply this policy.

### **CSP 6 Development that Produces Renewable Energy**

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

- the character of the landscape and appearance of the area
- living conditions
- biodiversity, geodiversity and water quality
- heritage assets, their settings and cultural features and areas
- highway safety, and
- infrastructure including radar

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

- 9.2.6** We will support proposals for renewable energy unless there are significant harmful effects which cannot be prevented or mitigated against. Proposals should be accompanied by information setting out the effects of the proposal and any proposals to reduce or mitigate against the effect. We will refuse planning permission for proposals that are not accompanied by enough supporting information.
- 9.2.7** This policy relates to any proposal for development that produces renewable energy, whatever type or size it is. Such developments can include wind turbines, biomass heating systems, roof mounted wind turbines, photovoltaic cells and ground source heating and cooling systems and other technologies.



## 9 . Core Policies

- 9.2.8** Inevitably, some proposals for renewable energy will have significant effects on the local area. For example, large scale renewable energy developments will be prominent in the landscape. In these cases we will carefully weigh up the environmental, social and economic benefits of the proposals against effects on the local area including any effects on the National Park, the Green Belt and European and Natura 2000 designations.
- 9.2.9** Undulating landscapes, such as those in the west of the borough, can increase the prominence of turbines. Careful consideration will need to be given to the capacity of the landscape to accommodate turbines, the ability to mitigate visual intrusion and the cumulative impacts of individual sites when they are grouped rather than dispersed. We will use the Landscape Character Assessment and Policy CSP37 to assess the effect of development proposals.
- 9.2.10** The eastern part of the borough lies within the 30 km Wind Farm Safeguard Zone around Robin Hood Airport Doncaster Sheffield (RHADS). Within this Zone in particular wind turbines must not have a harmful effect on infrastructure including radar.
- 9.2.11** We will prepare a Supplementary Planning Document to explain how we will apply the policy.

## 9 . Core Policies

### 9.3 Location of Growth

#### The Challenge

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

#### The Current Position

- Barnsley is a significant market town and sub regional service centre
- Barnsley sits within both the Leeds and the Sheffield City Regions
- Local waiting lists for housing are growing
- Increasing house prices which have lead in recent years to an increase in demand for affordable housing.
- The 2008 update of the Strategic Housing Market Assessment indicates a shortfall in affordable housing provision of 597 homes per year, with a waiting list of over 9000 applicants.
- Barnsley has a housing stock of around 97,400 homes (HIP 2003)
- 1508 new dwellings were completed 2007/08 (Annual Monitoring Report)
- The borough has 136,000 residents of working age, and 94,000 residents in employment (not all in Barnsley)
- 85,000 jobs are based in the borough (not all of these jobs are filled by people from Barnsley)
- Around 30% of Barnsley's employed residents are outward commuters, and around 18% of jobs based in Barnsley are filled by inward commuters (2001 Census)

## 9 . Core Policies

### Policy Solutions

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

### CSP 7 City Regions

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

- 9.3.1** Barnsley sits within the functional economic areas of the Leeds City Region and the Sheffield City Region. There may also be opportunities for Barnsley in economic terms arising from proximity to the Manchester City Region, to the west.
- 9.3.2** Barnsley gained Growth Point status in July 2008 and was awarded additional funding initially for 2009/10 and 2010/11 for projects which will support the delivery of targeted housing growth in the borough. The Growth Point programme seeks to promote the development of sustainable communities where the quality and choice of housing underpins an improved quality of life and a buoyant economy for all those who live in Barnsley. Barnsley has been successful in obtaining funding to help deliver a 21% uplift on the net yearly supply target of 1015 homes in the former RSS. The Barnsley Programme of Development annual target is 1218 homes during the Growth Point period between 2008 and 2016/17.

## 9 . Core Policies

### CSP 8 The Location of Growth

Priority will be given to development in the following locations:

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

Development in Penistone will be restricted to that which will facilitate Penistone's renaissance as a market town, therefore predominantly related to economic growth.

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

- 9.3.3** This approach to the location of development is advocated to encourage development in specific locations to ensure the spatial strategy for the borough is achieved. Urban Barnsley will be the main focus for housing, employment, shopping and health, leisure, business and public services in the region. Principal Towns will be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. There will be a slower pace and scale of growth in villages and rural areas.
- 9.3.4** The Development Sites and Places DPD will establish in greater detail how each settlement will change and how individual sites are to be developed and for what purpose.
- 9.3.5** This spatial strategy takes into account the findings of the Barnsley Settlement Assessment (2003 and 2007), which covers all Barnsley's towns with a population over 3000, along with a sample of villages and hamlets with a population under 3000. It assesses each settlement in terms of:
- existing sustainability (the schools, shops, employment, public transport and other services available in the settlement)
  - potential benefits of growth
  - physical and environmental issues that might influence levels of growth.
- 9.3.6** Barnsley's settlement hierarchy and settlement roles are set out in the Spatial Portrait Section 7.

### CSP 9 The Number of New Homes to be Built

We will seek to achieve the completion of at least 21500 net additional homes during the period 2008 to 2026.

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

## 9 . Core Policies

- 9.3.7** The housing requirement and trajectory at Appendix 2 is based on the commitment to a housing growth agenda but tempered in the period 2009-2015 period by acknowledging the difficulties of the housing market due to the global recession during 2009-10 and recognising that it will probably take until 2014 to fully recover and start to grow.
- 9.3.8** The distribution of the new housing is set out in CSP10 and the subsequent housing site allocations will be considered in the Development Sites and Places DPD and shown on the accompanying Proposals Maps.
- 9.3.9** A five year supply of deliverable sites will be maintained at all times. The Strategic Housing Land Assessment (SHLAA) will form part of the evidence base of a deliverable supply of housing sites. This is not a process which allocates sites or sets out their phased release, the Development Sites and Places DPD will do this. The published SHLAA does not include any estimate of a contribution from non specified windfall sites without planning permission or assume any forward supply that may be provided by windfalls in the five year housing land supply calculations. A minimum density of 40 homes per hectare has been assumed in SHLAA calculations.
- 9.3.10** The level of demolition of housing is associated with available funding for housing market renewal (HMR) activity. There is no long term clearance programme for Barnsley. At this time funding is available until 31<sup>st</sup> March 2011. Recent clearance in HMR areas has generally resulted in a net increase in housing by way of replacement on site. Consequently the HMR programme has not required additional housing sites and this is likely to be the case for future clearance activity. As a result there is no provision required in the 5 year supply for a reduction of supply due to HMR activities.

## 9 . Core Policies

**CSP 10 The Distribution of New Homes**

We will seek to distribute new homes for the period 2008 to 2026 as follows:

<b>Location</b>	<b>Number of homes</b>
Urban Barnsley	9800
Cudworth	1800
Goldthorpe	3000
Hoyland	1800
Penistone	1100
Royston	1000
Wombwell	2000
Other Settlements	1000
<b>Total</b>	<b>21500</b>

The above figures are indicative.

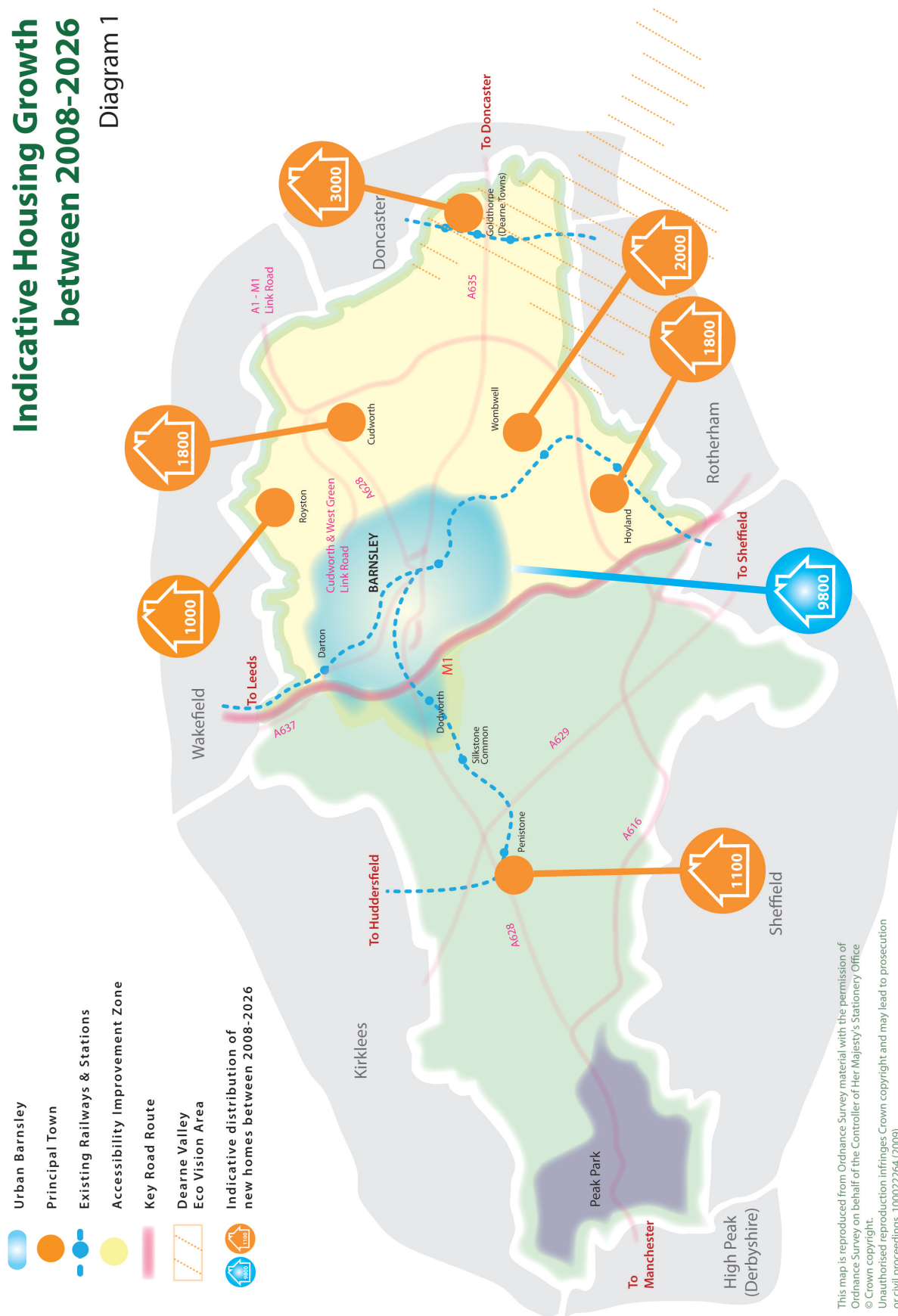
- 9.3.11** The location of housing development accords with the settlement hierarchy and Policy CSP8 regarding the location of growth.
- 9.3.12** The 9800 homes proposed for Urban Barnsley represents around 46% of the borough's total new housing. This is due to the Borough's distinct settlement pattern which includes a high number of Principal Towns. In particular the Principal Towns of Cudworth, Goldthorpe, Hoyland, Royston and Wombwell in the east of the borough are all grouped in relatively close proximity to each other and to Urban Barnsley. They are well placed to access the main transport corridors linking the regional cities of Sheffield and Leeds, and are also an important focus for housing growth.
- 9.3.13** When considered together Urban Barnsley and the eastern Principal Towns will provide 19400 homes, which represents 90% of the total new housing in the borough. It is considered that this approach is appropriate to Barnsley and in line with the aim of concentrating most development within the Barnsley Growth Corridor where we have defined an Accessibility Improvement Zone.

## 9 . Core Policies

- 9.3.14** The total in the 'Other settlements' category above refers to potential development in the villages. As set out in the Spatial Portrait Section 7, villages are those settlements with a population below 3000. They vary in size from larger villages to small hamlets but are generally characterised by a limited range of services and relatively poor public transport
- 9.3.15** Diagram 1 illustrates the proposed indicative distribution of new homes.
- 9.3.16** Allocated housing sites will be considered in the Development Sites and Places DPD and shown on the accompanying Proposals Maps.

# Indicative Housing Growth between 2008-2026

Diagram 1



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## 9 . Core Policies

### CSP 11 Providing Strategic Employment Locations

We will allocate 350 hectares of land in sustainable locations to meet the development needs of existing and future industry and business up to 2026. This will provide a choice of sites in places that meet the needs of businesses and their workforce in terms of accessibility and are accessible from communities that would benefit from greater access to job opportunities.

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

A five year supply of market ready sites will be maintained.

- 9.3.17** The 350 hectares of employment land was based on the requirements of RSS, including the indicative figure of net change in industrial and warehousing land, and as developed in the council's Employment Land Review. In calculating this figure we have assumed that losses of employment land to housing and other uses continue at a reduced rate of 5 hectares per year.
- 9.3.18** Evidence indicates potentially a much higher requirement approaching 500 ha, however it is not proposed to allocate to this higher level. This reflects the difficulty in identifying sustainable and deliverable locations; the uncertainty around the pace of economic recovery and to take advantage of opportunities for mixed use and homeworking.
- 9.3.19** As well as monitoring development and losses of employment land we will also monitor change in employment and jobs. Progress towards the Barnsley Growth Plan targets is expected to need allocation of employment land in excess of 350ha before the end of the plan period. This would have to be addressed by early review of this part of the plan.
- 9.3.20** As mentioned in the Green Belt Section, the need for 350ha of employment land may lead to the allocation of land currently allocated as Green Belt which will be considered as a localised review.
- 9.3.21** Economic development as defined in paragraph 4 of PPS4 encompasses a very wide range of activities. Some activities are defined as main town centre uses, and these will be expected to be focussed in town centres. Many of the remaining uses are appropriately located on employment land, and it is with these uses in mind that the employment land allocations will be made in the Development Sites & Places Development Plan Document.
- 9.3.22** The distribution of new employment land set out in Policy CSP12 and the employment land allocations will be considered in the Development Sites and Places DPD and shown on the accompanying Proposals Map. The Employment Land Review will form the evidence base for the site allocations in the Development Sites and Places DPD.

## 9 . Core Policies

- 9.3.23** Particular importance will be attached to ensuring that some of the land allocated can meet the needs of new and emerging sectors, such as the renewables sector.
- 9.3.24** In considering which existing employment land allocations to carry forward into the Development Sites and Places DPD, existing allocations which are no longer fit for purpose will be de-allocated and replaced by new sites which better meet the needs of modern industry.
- 9.3.25** In addition to ensuring an overall employment land supply to 2026, there is a need to manage employment land supply over the plan period in a manner which will give the best response to opportunities arising without flooding the market. A five year supply of market ready sites will be maintained.

### CSP 12 The Distribution of New Employment Sites

The distribution of employment land during the Core Strategy period will be as follows:

Location	Employment land (ha)
Urban Barnsley	130 - 155
Cudworth including Grimethorpe	70 - 80
Goldthorpe (Dearne Towns)	55 - 65
Hoyland	50 - 65
Penistone	4.5 - 6.5
Royston	10 - 15
Wombwell	10 - 15
Other	Up to 15
<b>Total</b>	<b>350 ha *</b>

## 9 . Core Policies

**9.3.26** \* The total amount of land allocated in the Development Sites and Places DPD will not exceed 350 ha. The figures shown in the table above represent the minimum and maximum figures that will be allocated. An allowance has been made of up to 15 ha of employment land in other parts of the borough outside Urban Barnsley and the Principal Towns to allow some flexibility. It should be noted that there is no minimum level of provision outside Urban Barnsley and the Principal Towns, and hence no requirement that there be any particular level of provision. Sites outside Urban Barnsley and the Principal Towns will have to demonstrate improved accessibility and the sustainability of their location.

**9.3.27** In terms of providing new job opportunities in the borough, the main focus will be on:

- Urban Barnsley including Barnsley town centre (through the commercial, retail and public sectors)
- Principal Towns, particularly those within the Barnsley Growth Corridor
- existing key employment sites (existing industrial estates and business parks)

**9.3.28** The distribution reflects the availability of sites. There are relatively fewer opportunities in Urban Barnsley than there are in other parts of the borough, but this is balanced against the central economic role of Barnsley town centre. Barnsley town centre is considered in more detail in the Town Centres Section and will be the subject of the Barnsley Town Centre Area Action Plan. Barnsley Town Centre has a key role in providing opportunities for office development and modern employment sectors such as Creative Digital Industries (CDI).

## 9 . Core Policies

### 9.4 Housing

#### The Challenge

- Providing the right mix, type and density of housing
- Meeting the need for affordable homes
- Supporting housing market renewal and replacing housing for which there is low demand
- Meeting the shortfall of sites for Gypsies, Travellers and Travelling Showpeople
- Meeting the accommodation needs of children and vulnerable adults

#### The Current Position

- Changing population profiles with a growth in small households
- Barnsley forms part of the South Yorkshire Housing Market Renewal Pathfinder and suffers from other areas of housing market failure
- Insufficient supply of pitches for Gypsies and Travellers and increased instances of unauthorised encampments
- Shortfall in supply of affordable housing

#### Policy Solutions

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

#### CSP 13 The Release of Allocated Housing Land

The phased release of allocated housing sites will be set out in the Development Sites and Places DPD.

The release of allocated housing sites will:

- deliver the spatial strategy by giving priority to sustainably located sites within Urban Barnsley and the Principal Towns; and
- support housing regeneration and renewal.

## 9 . Core Policies

- 9.4.1** This policy aims to ensure that sites for housing are released in such a way to achieve the overall spatial strategy for the borough and to ensure that the best and most sustainable housing sites are developed first. The sustainability of the sites will be assessed by considering such things as their accessibility in terms of public transport, proximity to essential services, and position in relation to the existing built up area and open countryside. We will also manage the release of housing land to ensure that regeneration programmes in recognised areas of housing regeneration and renewal are supported.
- 9.4.2** Allocated sites will be shown on the Proposals Maps which will accompany the Development Sites and Places DPD. Further details on the priorities for the release of sites and how this relates to the specific allocations will also be set out in the Development Sites and Places DPD.

### **CSP 14 Housing Mix and Efficient Use of Land**

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

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

Priority will be given to the development of previously developed land and we will seek to achieve between 55% and 60% of homes to be built on previously developed land.

A minimum density of 40 dwellings per hectare will be expected, rising to 45 dwellings per hectare within good public transport corridors, and to 55 dwellings per hectare in Barnsley Town Centre.

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

- 9.4.3** Various housing types capable of accommodating a range of needs are required across the borough such as family housing and older persons accommodation. Supported housing is required for vulnerable households for example those with physical or mental disabilities and young people with support needs. Proposals will be supported where they are consistent with other policies, or where robust supporting evidence can be provided that would be a material consideration of sufficient weight to take precedence. The principle of creating homes that are capable of meeting long term needs of residents or can be adapted to meet these needs (often referred to as 'Lifetime Homes') will be supported.

## 9 . Core Policies

- 9.4.4** The regional target set in RSS for the number of homes to be built on previously developed land was 65%. Before the revocation of RSS whilst Barnsley was working towards achieving that target, it was considered unrealistic to achieve throughout the plan period. Barnsley will seek to achieve between 55% and 60%.
- 9.4.5** Due to its historical development much of the previously developed land in Barnsley is related to the coal mining industry and is poorly located in relation to residential areas, transport networks and services. A preferred approach to these former coalfield areas has been to secure their restoration to open uses which help to improve the setting of the adjacent urban areas.
- 9.4.6** Furthermore Barnsley has been successful in recent years in focusing housing development on previously developed land. In 2007/08 76% of dwellings were built on previously developed land. This approach has protected greenfield sites from development, but has tended to result in previously developed sites that were in employment use being developed for housing, and the supply of employment land being eroded. We want existing employment sites to remain in employment use.
- 9.4.7** A significant amount new housing in Barnsley is likely to come from small greenfield sites within the urban area. These sites are sustainably located in terms of their relationship to the built up area, accessibility by public transport and proximity to services and help to deliver the spatial strategy for the borough. This situation is also relevant in areas of housing regeneration where the development of some greenfield sites for housing is integral to the renewal programmes.
- 9.4.8** A minimum density of 40 dwellings per hectare is expected. We recognise that it is important that the density of development is appropriate to the site. However lower densities will only be supported if there is robust supporting evidence to outweigh the objective of making the most efficient use of land. The mix of housing on a site should also be appropriate to the scale and context of the development.

### **CSP 15 Affordable Housing**

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

25% affordable housing will be expected in Penistone and the rural west, Darton, Barugh and Dodworth. 15% affordable housing will be expected in all other parts of the borough. These percentages will be sought unless it can be demonstrated through a viability assessment that the required figure would render the scheme unviable.

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

## 9 . Core Policies

- 9.4.9** Some people cannot afford to buy or rent houses that are generally available on the open market. We aim to provide homes for everyone in the borough, no matter what their income and the cost of buying or renting a house. Affordable homes are low cost housing made available specifically to people who cannot afford the open market prices.
- 9.4.10** There are four types of affordable homes:
- Social rented housing (usually provided through local authority council housing or through a housing association)
  - Low-cost private market rented housing
  - Low-cost private market owner-occupied
  - Other private market housing provided at a rate significantly below the market value
- 9.4.11** Affordable homes are needed in all parts of the borough to a varying extent, where local incomes cannot meet the costs of housing on the open market. Residential development in these areas must include affordable homes in line with this policy. Both the areas of need and the type of affordable homes needed will change over time, as a result of general socio-economic changes and the ever changing dynamics of the housing markets within the borough.
- 9.4.12** Where there are opportunities to meet affordable housing needs through schemes such as 'Living Over the Shop' and bringing empty properties back into use these will be supported.
- 9.4.13** The figures in the policy have been derived from an Affordable Housing Viability Study. The viability study will be updated on an annual basis and this may inform future amendments to the percentages and threshold set out in this policy. Further detail on the affordable housing viability study and the application of this policy will be set out in a Supplementary Planning Document.
- 9.4.14** Generally, it will be necessary to provide the affordable homes needed on site. However, in some cases, we may allow affordable homes to be built off site, but within the local area, where this is beneficial to the affordable housing scheme.
- 9.4.15** To maintain a stock of affordable homes, it is important that they are not sold or rented at market values in the future. We will require a planning obligation to make sure the homes remain affordable.

## 9 . Core Policies

**CSP 16 Affordable Housing Rural Exception Policy**

We will allow affordable housing development in the rural settlements of Cawthorne, Dunford, Gunthwaite and Ingbirchworth, High Hoyland, Hunshelf, Langsett, Oxspring, Shafton, Silkstone, Stainborough, Tankersley, Thurgoland, Wortley, Billingley, Great Houghton and Little Houghton.  
(25)

Provided that:

- there is a proven local need for affordable housing; and
- it is necessary to provide affordable housing within the specific settlement identified.

A sequential assessment may be required to show that there are no sites available in a more sustainable location.

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

**9.4.16** We recognise the importance of providing affordable homes in rural settlements. However because they do not always have sites for residential development affordable homes cannot always be secured as part of housing developments under policy CSP15. Policy CSP16 allows sites to be released specifically for affordable housing where market value homes would not be allowed. These may in some instances be on the edge of the settlement. We will require a planning obligation to make sure the homes remain affordable.

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25 The small rural settlements in this policy are those that have been designated for enfranchisement and right to acquire purposes by Statutory Instrument 1997/624, as referred to in PPS3



## 9 . Core Policies

### CSP 17 Housing Regeneration Areas

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

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

Such support may include:

- encouraging housing growth by granting planning permission for housing redevelopment
- addressing the density and mix of housing types and tenure
- giving full weight to agreed masterplans produced under housing regeneration area programmes
- providing new infrastructure to support the sustainability of communities.

**9.4.17** Parts of the borough exhibit weak and at times failing housing markets. This is caused by a mixture of circumstances including dwelling type, design, tenure and management, the profile of demand, and the attractiveness of the community and neighbourhood, as well as the age and condition of the dwellings themselves. Falling demand reflects economic decline, but in some areas decline has accelerated into a downward spiral.

**9.4.18** Parts of South Yorkshire have been established as a Housing Market Renewal Pathfinder. The pathfinder programme provides a framework for planning and implementing extensive housing market change in large areas of recognised housing market failure. The part of the Pathfinder in Barnsley is comprised of Goldthorpe, Bolton on Dearne, Thurnscoe and Great and Little Houghton.

**9.4.19** There are other areas in the borough which are also recognised as exhibiting similar characteristics and which are, or will be, also the subject of planned intervention to remedy their problems. These presently include The Green Corridor, encompassing Royston, Shafton, Brierley/ Grimethorpe in Barnsley and which also covers adjoining parts of Doncaster and Wakefield.

**9.4.20** In addition Urban Barnsley is a focus area for housing regeneration. This area includes current initiatives at Athersley/ New Lodge, Worsbrough, and programmed improvements to the existing terraced housing areas surrounding the town centre. There may be other housing regeneration areas which emerge over the plan period.

## 9 . Core Policies

### CSP 18 Sites for Gypsies, Travellers and Travelling Showpeople

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

In terms of their broad location sites will:

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

In terms of their specific location the sites will:

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

Temporary Stopping Places:

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

- 9.4.21** The South Yorkshire Gypsy and Traveller Accommodation Needs Assessment (2007) identified that the current population of Gypsy and Travellers in Barnsley is 503 people of which 47% (72 households) were residing in caravans and trailers and 53% (76 households) in bricks and mortar housing. Of the 72 households that live in caravans and trailers, 30 were on unauthorised encampments.
- 9.4.22** Current provision within the borough is 50 pitches. Shortfalls have been calculated taking into account current and projected demand. The research identified a need for an additional 48 pitches in Barnsley between the period of 2006-2011.
- 9.4.23** The Accommodation Needs Assessment identified the need for permanent sites (on either council owned land or privately owned land) and a permanent transit site (on council owned land). In the short term there is a need for a temporary tolerated site to help better management of, and reduce the frequency of illegal and unauthorised encampments, which are symptomatic of the current shortfall in pitch provision.

## 9 . Core Policies

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

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

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

**9.4.26** Sites will be allocated and developed to meet the shortfall in provision in accordance with the above criteria together with further information that will be set out in the Development Sites and Places DPD.

## 9 . Core Policies

### 9.5 Economy

#### The Challenge

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

#### The Current Position

- Coinciding with a period of increased availability of serviced land 2007/08 saw 105,385 square metres of new commercial floorspace developed in Barnsley on 38.1 hectares of land
- Barnsley is under performing economically in comparison with South Yorkshire and the wider region, and its current economic structure makes it more vulnerable to the effects of global economic recession
- Existing tourist attractions include Cannon Hall, Stainborough Castle, Elsecar Heritage Centre, the Trans Pennine Trail, Wentworth Castle, RSPB Old Moor Wetlands Centre and the Peak District National Park and Southern Pennine Fringe
- Existing cultural facilities include the Civic, the Lamproom Theatre and a seasonal town centre events programme

## 9 . Core Policies

### Policy Solutions

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

**9.5.1** Barnsley's Growth Plan (2007) identified 5 Key facts, where Barnsley was under performing in comparison with South Yorkshire and the wider region. These are still believed to be the case. These five facts are:

1. 94,000 (68.8%) Barnsley residents in employment (not all working in Barnsley) out of 136,000 residents of working age. An employment rate of 68.8% and is very low. If we matched our neighbour Wakefield (employment rate 76.3%), there would be another 10,000 Barnsley residents in work.
2. 85,000 jobs are based in Barnsley but not all are filled by people from Barnsley. Expressed as a jobs per resident of working age, the ratio for Barnsley is 0.62; the region's lowest. Were we to match the levels of Doncaster or Wakefield, Barnsley would have an additional 15,000-20,000 jobs in the District.
3. 36,000 Barnsley people of working age are economically inactive, a rate of 26.7%. This includes full-time students, those looking after a home or family, people retiring early and those who cannot work (eg due to ill-health or disability). This is the region's second highest rate after Hull and compares to 21.9% for the region. 11,900 inactive people in Barnsley say they want a job. This represents 8.9% of our working age population and is well above the regional equivalent (5.4%). We have an above average proportion of welfare claimants of working age at 21.2%. This difference is entirely down to the higher number and share of incapacity benefit claimants in Barnsley. Sheffield Hallam University research estimates indicate that about a third of these in Barnsley represent 'hidden unemployment', equivalent to 5,000 people.
4. Barnsley's stocks of employing establishments (5,120) and of locally registered VAT businesses (4,450) are small totals. If we had the same rates of enterprises for our population as the region, we would have 1,500 more businesses. A relative lack of employers and businesses is a powerful explanation, but not the full explanation, of why we have the kinds of job shortfalls indicated in Key Facts 1, 2 and 3.
5. Just over 50,000 people of working age in Barnsley (37%) have no or low (level 1) qualifications. The regional and national equivalents are around 30%.

## 9 . Core Policies

- 9.5.2** Taking into account related factors such as commuting and ongoing change, to address an employment gap of some 10000 jobs the Growth Plan sets targets of creating a net additional 15000 jobs and a net additional 1550 VAT registrations. Increasing the number of VAT registered companies is the major challenge to growing the economy to a size equivalent to towns of similar size and circumstances and achieving essential economic transformation and job outputs.
- 9.5.3** The Growth Plan emphasises Remaking Barnsley as a 21st Century Market Town, within a digital region, serving the requirements of and deriving benefits from the huge market which exists within the Leeds Sheffield and Manchester City regions. This is a key approach to reducing serious levels of worklessness and encouraging the transition from a low skill/ low wage economy to a higher skills/ higher wage economy.
- 9.5.4** The Growth Plan has examined the key business sectors driving the economies of the three city regions, representing a vast market within which Barnsley can play a role as the 21st Century Market Town. It has concluded that it is not necessary for Barnsley to have established strengths in all sectors encompassed by these drivers, or for it to pursue any one sector as a sole focus. Supporting the key economic drivers of the City Regions are a great many cross-sector service industries which do not need, seek, nor can they afford, central, core city locations. Barnsley can be a natural base from which to reach out and help the city regions' markets achieve their potential and be a natural destination and choice for people and businesses. It can do this in a complementary way, as a town and borough which plays its part. Barnsley is central, but need not position itself as wanting to be the centre.
- 9.5.5** Currently some of this cross sector economic activity is well established in the borough and the challenge is to extend its range and accommodate its growth. This involves major strategic employment locations, enjoying good access to all parts of the region and sub region. It also involves locations which are sometimes less well connected, in terms of access and other services, but may be closer to the labour market in the various settlements. Both types of location have potential to offer a range of opportunities for employment, training and progression suited to both existing and new workforce skills.
- 9.5.6** It is anticipated that economic initiatives will continue to place emphasis on new and existing companies within the Small Medium Enterprises and larger companies in the following sectors, whose requirements will have implications across the borough.
- Advanced Manufacturing
  - Food and Drink
  - Financial & Business Services Creative Digital and Media
  - Culture Sport and Tourism
  - Bioscience and Environmental Technology

## 9 . Core Policies

- 9.5.7** In Barnsley Town Centre Remaking Barnsley has initiated further major development in public and voluntary sector services for Barnsley College, Voluntary Action Barnsley, the council and the Primary Care Trust, alongside high quality but affordable private sector development and refurbishment, including Gateway Plaza, Queens Court, and Courthouse Campus. These early developments seek to establish a market for further high quality but affordable office accommodation which will:
- enjoy the benefits of fast broadband (Digital Region Project)
  - be accessible to the largest part of Barnsley’s work force
  - be supported by major new retail, cultural and environmental schemes
  - offer opportunities for cost effective back-office functions, including within the financial professional and business services sector
- 9.5.8** The Digital Media Centre and the new Civic Hall have established Barnsley Town Centre as a base from which to grow creative and digital media sectors.
- 9.5.9** Together with other key strategies outlined in the Growth Plan, particularly related to education and skills, such developments are essential to the transition from a low skill low wage economy to a higher skill and knowledge based economy. There is scope for further developments in Barnsley Town Centre which will contribute to economic targets for a growth in the number of companies and jobs. This will not replace the need for extensive development in other parts of the borough to tap into City region and other initiatives.

### **CSP 19 Protecting Existing Employment Land**

Existing employment land, or land last used for employment purposes will be retained in order to safeguard existing or potential jobs. The redevelopment of employment land and buildings will only take place if:

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

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

- to re-establish an employment use would cause unacceptable traffic, amenity, pollution or other environmental problems; and
- the buildings or land cannot satisfactorily support continued employment use

## 9 . Core Policies

**9.5.10** It is important to retain existing employment sites in order to maintain a range of types of available premises. A loss of employment land at a rate of 10 hectares per annum has been experienced in recent years. These losses have been to a variety of uses, but predominantly to housing. This Core Strategy sets out the numbers of housing required and broadly where it will be located. Current evidence indicates that we have sufficient land to accommodate housing numbers and therefore there should be no need for further losses of employment land to housing unless credible supporting evidence is provided to demonstrate that a proposal conforms with the above policy.

**9.5.11** We will maintain and, where possible, increase the number and quality of jobs in Urban Barnsley and the Principal Towns.

### **CSP 20 Promoting Tourism and encouraging Cultural Provision**

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

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

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

Tourist related development in rural areas will be protected and encouraged to support and diversify the local economy, subject to the requirements of Policy CSP 21 Rural Economy.

**9.5.12** The Good Practice Guide on Planning for Tourism uses the World Tourism Organisation's (WTO) definition of tourism: 'the activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes'. Tourism refers to all activities of visitors including both 'tourists (overnight visitors)' and 'same-day visitors' and can cover a very diverse range of activities.

**9.5.13** Tourism can bring many broader benefits that will contribute to the economic and social well being of local communities as well as to individuals. It can:

- be the focus of regeneration of urban and rural areas
- provide a catalyst for growth in an area, raising its profile and stabilising out-migration
- provide opportunities for retraining for the resident workforce and help to diversify over-specialised economies
- help maintain and expand underused sports and recreation facilities in urban areas



## 9 . Core Policies

- 9.5.14** The future development of tourism is an important issue in both urban and rural areas. Tourism has an important role to play in Barnsley's economy. We want to build on the existing tourism potential of current attractions and others close to our borders and to support and explore all opportunities to improve existing destinations and create new tourism and cultural attractions .
- 9.5.15** The council has an emerging Cultural Strategy which aims to improve the economic prosperity and vitality of Barnsley and to improve the health and social well being of the residents and communities of Barnsley.
- 9.5.16** The benefits of providing for a wide range of cultural activities and facilities include:
- contributing to the local economy
  - creating a rich vibrant and diverse mix of uses
  - well being and enjoyment of town centres
  - social benefits
  - supporting citizenship and community identity
  - maintaining healthy lifestyles
- 9.5.17** In order to maximise the benefits facing tourism to rural economies, it is important to locate new tourism development in locations where visitors to such attractions can help to support local shops and services. It must also be sensitive to and integrate well with its countryside and landscape setting in accordance with Policy CSP21 which relates to the rural economy below.

### CSP 21 Rural Economy

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

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

Development in rural areas will be expected to:

- be of a scale proportionate to the size and role of the settlement
- be directly related to the needs of the settlement
- not have a harmful impact on the countryside, biodiversity, Green Belt, landscape or local character of the area
- consider the re-use of existing rural buildings in the first instance; and
- protect the best quality agricultural land.

## 9 . Core Policies

- 9.5.18** This policy applies to development in rural areas. The parts of the borough that are considered to be rural are set out in the Spatial Portrait section of the Core Strategy and are the 10 neighbourhoods shown on the Rural Agenda Development Group's map 'Barnsley's neighbourhoods, approximate rural population' where the % of the population which is from rural areas exceeds 90%. These are the 5 western neighbourhoods of Birdwell, Penistone, Silkstone, Thurgoland and Thurlstone and the 5 eastern neighbourhoods of Brierley, Grimethorpe, Houghton, Thurnscoe East and Thurnscoe West.
- 9.5.19** One of our key priorities is to maintain and enhance sustainable rural communities. To do this we need to balance the potentially conflicting demands on rural areas. This policy seeks to support the diversification and strengthening of the rural economy and revitalisation of rural villages and to improve the range and quality of local services available to rural communities. This however must not be at the expense of maintaining the character and quality of Barnsley's environment. Development in rural areas must have due respect to the character of the landscape, biodiversity, and the Green Belt.
- 9.5.20** Rural diversification should relate primarily to business and employment development, rather than residential development, with priority given to the re-use of existing buildings rather than the construction of new ones. The provision of affordable housing in rural areas is considered in Policy CSP16. Small businesses, self employment and home based work are particularly important in rural areas and will be supported, as will opportunities to increase the availability of high speed broadband internet services in rural areas.

### **CSP 22 Loss of Shops and Local Services in Villages**

Planning permission for changing the use of shops, post offices, petrol stations or pubs to new uses in villages will only be allowed if it can be shown that:

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

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

## 9 . Core Policies

### 9.6 Transportation Strategy

- 9.6.1** Because access and sustainable travel are such important elements of achieving sustainable development, Barnsley's Transportation Strategy is part of the LDF. The key principles and strategic policies are included in this chapter and are embedded throughout the Core Strategy. There are no sites allocated in the Core Strategy, however any specific site proposals would be evidenced based and shown on the Proposals Maps which will accompany the Development Sites and Places DPD.
- 9.6.2** As explained in the Climate Change Section and Policy CSP1, reducing the impact of climate change is a key objective of the Core Strategy. In response to this challenge, the policies included in this Transportation Strategy aim to contribute to the reduction in transportation related green house gas emissions.
- 9.6.3** The overall aim for sustainable travel is firstly to reduce the need to travel, but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking, cycling, or where necessary using public transport. We want to reduce the need for individuals with a car to use it for these journeys. We also need to ensure that everybody has a real alternative option, other than the car.
- 9.6.4** However we recognise that some journeys will need to be made by road, including the movement of freight. Where these journeys are necessary we want to make sure the existing road network is used more efficiently, supporting a good bus network, allowing public transport, cars and freight to move quickly between their destinations, both within and outside the borough. This will have the added benefit of improving local air quality.
- 9.6.5** Achieving these aims will need us to change our travel behaviour, but by encouraging these 'smarter choices' and efficient movement, this strategy will also play a part in improving local prosperity, health, quality of life and reduce the impact of climate change. It aims to minimise the impact of travel on the environment and will help to reduce Barnsley's carbon emissions.
- 9.6.6** These aims are also reflected in the ambitions of the Sustainable Community Strategy, which realises the importance of having a high performing integrated transport system (Ambition 10) and recognises the role transportation can play in helping Barnsley to become a strong, healthy and just society. It recognises transport's role in reducing high levels of obesity, particularly among children, by facilitating a major increase in walking and cycling through the Fit for the Future programme, created to improve health and reduce health inequalities in Barnsley (Ambition 5).
- 9.6.7** In addressing these aims for accessible, inclusive and sustainable travel, Barnsley's Transportation Strategy is consistent with the national goals set out in 'Delivering a Sustainable Transport System' (Department for Transport, November 2008) and Local Transport Plan guidance.

## 9 . Core Policies

### The Challenge

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

### The Current Position

- 6 Air Quality Management Areas (with more likely to be declared) all as a result of traffic pollution
- Car ownership increased by over 31% between 1991 and 2001
- LTP congestion delivery plan with interventions focused within the AIZ
- Barnsley launched (January 2009) and continue to develop the 'Care4Air ECO Stars' fleet recognition scheme on behalf of the South Yorkshire LTP Partnerships. The scheme encourages operators of buses, coaches, heavy goods vehicles and light vans to maximise efficiency and minimise exhaust emissions
- Barnsley's major bus operator Stagecoach recently introduced a revised bus network using Barnsley Interchange as a hub, providing links to other bus, rail and taxi services

## 9 . Core Policies

- Developing an accessibility action plan for the Dearne Towns, which aims to deliver improvements in accessibility to services, such as education, employment, health and leisure in and outside of the Dearne
- Barnsley are partners in the Dearne Valley Eco-vision which 'sees the creation of a new public transport network that would knit together the Dearne's towns, and create modern, high quality links to Barnsley and Sheffield, and to the Leeds City Region' (Dearne Valley Eco-vision, May 2009)
- Kendray Urban Transport Study found that buses serving the area were adequate but unreliable and as a result affected access to job opportunities in this area of high unemployment. The service reliability was improved and a dedicated Travel Advisor was provided for the community
- The council is a member of South Yorkshire Liftshare, a nationally recognised car sharing scheme and is taking part in the flexible working project 'workwise uk'.
- Around 80% of buses used in Barnsley are low floor buses
- New hourly limited stop rail service linking Nottingham, Sheffield, Barnsley and Leeds in December 2008
- Bus patronage in South Yorkshire has been steadily increasing from a low of 111 million in 2004/5 to 118 million in 2008/9.
- low level of cycling and walking in the borough
- High levels of obesity and respiratory illness within the borough
  - 21% of children aged 10-11 are obese
  - almost 30% of Barnsley's adult population are obese
  - over 30% of hospital admissions amongst children and young people are related to respiratory disease (NHS Barnsley, 2009 Health Profile for Barnsley)
- Cudworth and West Green bypass recently completed
- Number of people killed or seriously injured on our roads fell by 16% between 2003 and 2005

## 9 . Core Policies

### Policy Solutions

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

**9.6.8** Barnsley's existing transport infrastructure is very much a result of its coal mining history. Because the coal mining communities were self contained and coal was transported by rail, there was very little demand for travel or transport infrastructure linking the coalfield villages (the Principal Towns). The bus network serving the villages was a traditional hub and spoke pattern with services solely to Barnsley town centre. Alongside the closure of many of our railways in the 1960's this pattern has resulted in a legacy of poor public transport, walking and cycling routes particularly between the Principal Towns which is still evident today. It is also a key factor in the increasing rate of car ownership and usage.

**9.6.9** For this reason the Transportation Strategy policies set out our priorities for improvements to the existing transport infrastructure as well as ensuring that sustainable travel is an integral part of new development. It considers sustainable and accessible travel within the Barnsley borough and also to places outside of the borough, links which are necessary for Barnsley to fully develop its role in the national and city regional economy.

## 9 . Core Policies

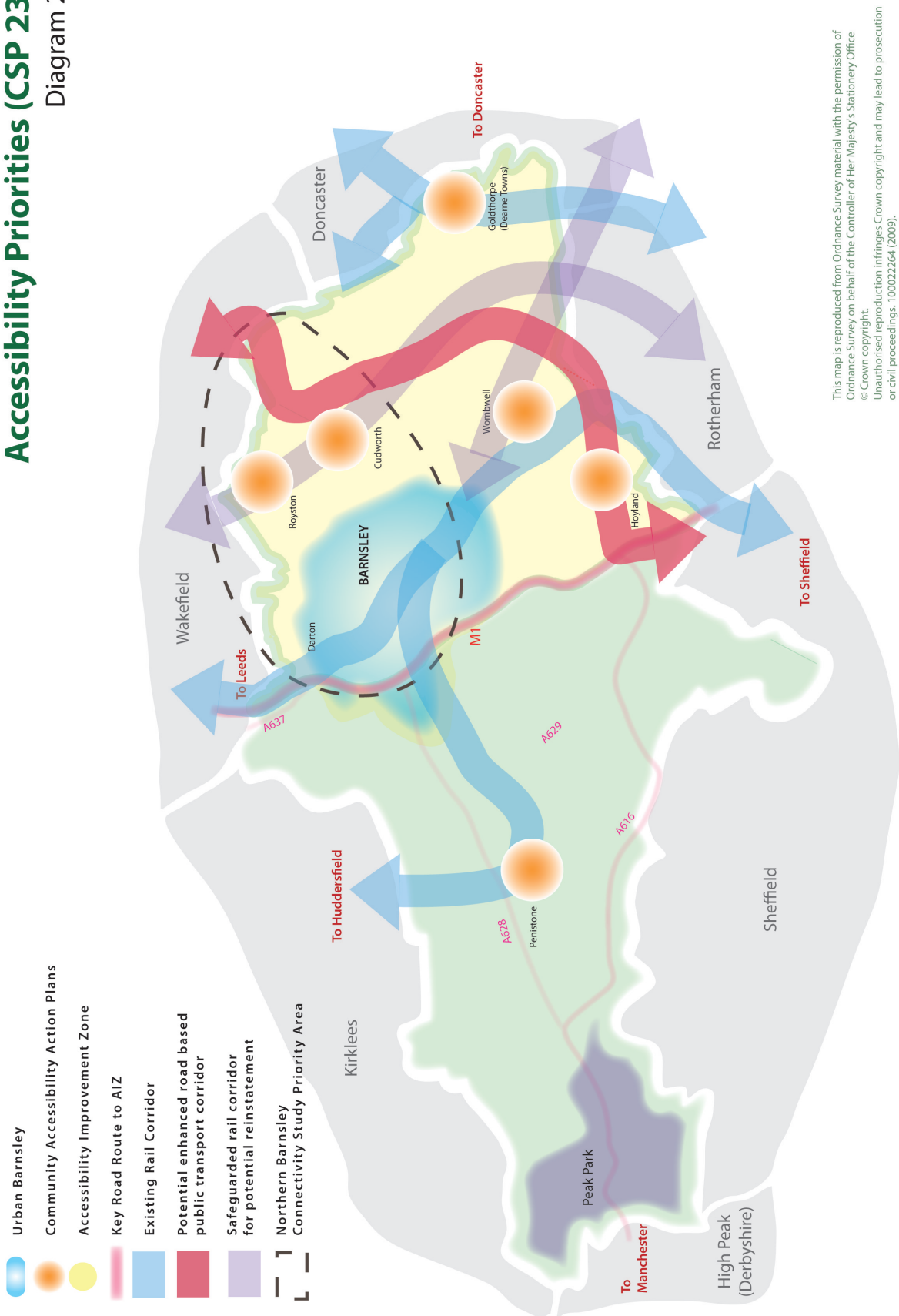
### **CSP 23 Accessibility Priorities**

Transportation investment will be focused on the following priorities and are shown in Diagram 2:

- A) Improving accessibility in the Accessibility Improvement Zone (AIZ) area
- B) Implementing the Northern Barnsley Connectivity Study
- C) Delivering a programme of community accessibility studies in all the Principal Towns
- D) Facilitating sustainable links between the Principal Towns and existing and proposed employment, community and leisure and tourism facilities in the borough, particularly enhancing the non car role of the A1-M1 link road
- E) Working with city region partners to promote good quality public transport linking the AIZ to significant places of business, employment and international interchange on the Leeds to Sheffield City Region corridors including Wakefield and Rotherham
- F) Improving direct public transport and freight links to London, Manchester, other Core Cities and the Humber ports.

# Accessibility Priorities (CSP 23)

Diagram 2



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## 9 . Core Policies

### A) Improving accessibility in the Accessibility Improvement Zone (AIZ) area

- 9.6.10** The Accessibility Improvement Zone (AIZ) is directly associated with the main focus of development and renewal set out in the Core Strategy. It is a broad area reflecting the focus of growth within the Barnsley Growth Corridor, the associated former RSS regional regeneration priority area and our location as a key part of the transport corridor connecting the Sheffield and Leeds City Regions, as set out in the earlier vision and spatial strategy sections. The zone is also being recognised in emerging city region transport and housing strategies. By focusing transport investment in this area the Transportation Strategy supports the delivery of continued sustainable growth set out in the Core Strategy.
- 9.6.11** The zone will enable significant improvement to be made to Barnsley's sustainable integrated transport system focusing on the need to improve passenger and freight connectivity whilst encouraging development in the most sustainable locations.
- 9.6.12** This will include investment in walking, cycling and public transport services. This investment could cover physical infrastructure or initiatives to encourage people to make 'smarter choices' about how they travel. Development of smarter choices will involve ensuring people have a genuine choice of travel mode and are aware of the travel opportunities available to them. Interventions will build on existing programmes and might include quality bus corridors, improved capacity on existing rail lines, interchanges, smart ticketing, personalised journey planning, promotional campaigns, car sharing, flexible working, support for voluntary travel plans and working with transport operators to encourage the use of better and cleaner vehicles and routes. We will also support the council's commitment to becoming the most accessible market town in Britain for disabled people.
- 9.6.13** To encourage people to make smarter choices, they need to feel safe when walking, cycling and using public transport. Improvements might include closed circuit television (CCTV), improved lighting, on site customer service staff, replacement of level crossings with footbridges and any other measures introduced as part of providing a secure environment. Barnsley Interchange, in the town centre shows how clean, safe and secure facilities for different forms of transport can be brought together to facilitate non-car journeys. Establishing mini or local interchanges would provide an opportunity to improve the travelling experience outside of the town centre. However, such facilities require significant investment. Therefore as part of the focus on the AIZ we will explore the potential for developing local public transport interchanges in the Principal Towns, in partnership with the South Yorkshire Passenger Transport Executive (SYPTTE).
- 9.6.14** The 2008 Local Transport Act, by creating Integrated Transport Authorities (ITA's), has the potential to encourage a step change in the quality of public transport. These authorities will have powers over public transport provision and will be able to encourage increased use of buses, trams and local train services. We will work with the ITA's and with transport operators to make the most of these opportunities.

## 9 . Core Policies

- 9.6.15** Alongside public transport, cycling and walking are key to reducing reliance on the car. We are working with SYPTE and existing businesses, education establishments and major employers in the borough to encourage the development of voluntary travel plans (see CSP25's supporting text for an explanation of what a travel plan is). As part of this process the council and local employers have carried out travel surveys showing that considerable numbers of staff live within the governments recommended cycle or walking distance from their place of work. However, levels of walking and cycling within the borough are low with under 500 trips per day into the central area, and very few people cycling in to work. This demonstrates the impact that implementing travel plan recommendations can have in delivering smarter choices. We will continue to work with the SYPTE Travel Advice teams who provide valuable support to employers developing travel plans.
- 9.6.16** Over 95% of Barnsley's junior and infant schools now have adopted travel plans which have been successful in encouraging both parents and children to consider using alternative methods of travel to school other than the car. We have also developed framework travel plans for the new Advanced Learning Centres being developed as part of the Remaking Learning programme in Barnsley.
- 9.6.17** Policy CSP33 explains the role of the Green Infrastructure network in providing routes for sustainable travel and the community accessibility studies described in priority C below will include walking and cycling elements. The council also have an adopted Cycling Strategy (January 2007) and an emerging Walking Strategy which are consistent with the emerging LDF and Transportation Strategy, the LTP and other council policies and will help to deliver improvements in the AIZ. The Cycling Strategy is an overarching strategy which aims to increase the number of people cycling in the borough with a particular focus on routes into Barnsley Town Centre. Over the course of the plan period the cycling strategy will evolve to support other local projects.
- 9.6.18** The emerging Walking Strategy aims to create an environment that encourages walking by considering the needs of pedestrians first. It looks to work with our partners in promoting walking to improve safety and security for pedestrians, to improve the quality of the walking environment and to introduce and maintain walking as the primary mode of transport. It recognises that walking is a healthy, non polluting, versatile and reliable mode of transport available to the vast majority of the population. Walking encourages local movement and hence supports community facilities and a greater sense of community well being.

### **B) Implementing the Northern Barnsley Connectivity Study**

- 9.6.19** In line with the focus given to the AIZ and as part of the Growth Point work, this study is expected to be completed in 2011. It will build on previous work such as the Northern Towns Transport and Access Study which included the areas of Barnsley, Cudworth, Brierley, Shafton, Royston, Grimethorpe, Darton, Mapplewell, Wilthorpe and Gawber. The general extent of this area is shown on Diagram 2 as the priority area for the Northern Barnsley Connectivity Study.

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- 9.6.20** The Northern Barnsley Connectivity Study will examine transport requirements and identify potential interventions and emerging opportunities including the possibility of a northern access route and accessibility improvements between Barnsley Town Centre and the M1. It is also intended to focus on improving links between the Dearne and local and regional employment and leisure opportunities.
- 9.6.21** It will make extensive use of Barnsley's multi modal district transport model to identify impacts of development and to identify and test interventions across all modes of transport. These could include public transport options such as quality bus corridors, rail or road improvements. We are currently constructing the district model in line with the four level (regional, sub regional, district and microsimulation) modelling approach adopted by the South Yorkshire partners. Barnsley's model is compatible with the models of other authorities in South Yorkshire and the approach advocated by the Department for Transport. We also envisage the construction of a microsimulation model for the Town Centre, to complete our modelling suite.
- 9.6.22** The model is essentially a bespoke computer simulation which will contain the accumulated transport 'knowledge' of the borough, including traffic flows, origin and destination data, public transport and development. It will remain valid for a period of approximately five years or until a major change to the transport network is made and will be used to inform policy development, option testing and design.
- 9.6.23** If the modelling indicates that physical infrastructure solutions are required they will be included in the Development Sites and Places DPD and any potential alignment shown on the Proposals Maps.

### **C) Delivering a programme of community accessibility studies in all the Principal Towns**

- 9.6.24** Delivering a programme of community accessibility studies will support the role of all the Principal Towns as the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities by improving the accessibility between the different types of development. The studies will build upon a pilot study which has been carried out in the Dearne Towns of Goldthorpe, Thurnscoe and Bolton on Dearne. The findings are currently being used to inform the development of an action plan to deliver improvements in accessibility to services, such as education, employment, health and leisure in and outside of the Dearne.
- 9.6.25** In developing the community accessibility studies we will need to take account of the parking strategy being developed in accordance with Policy CSP27.

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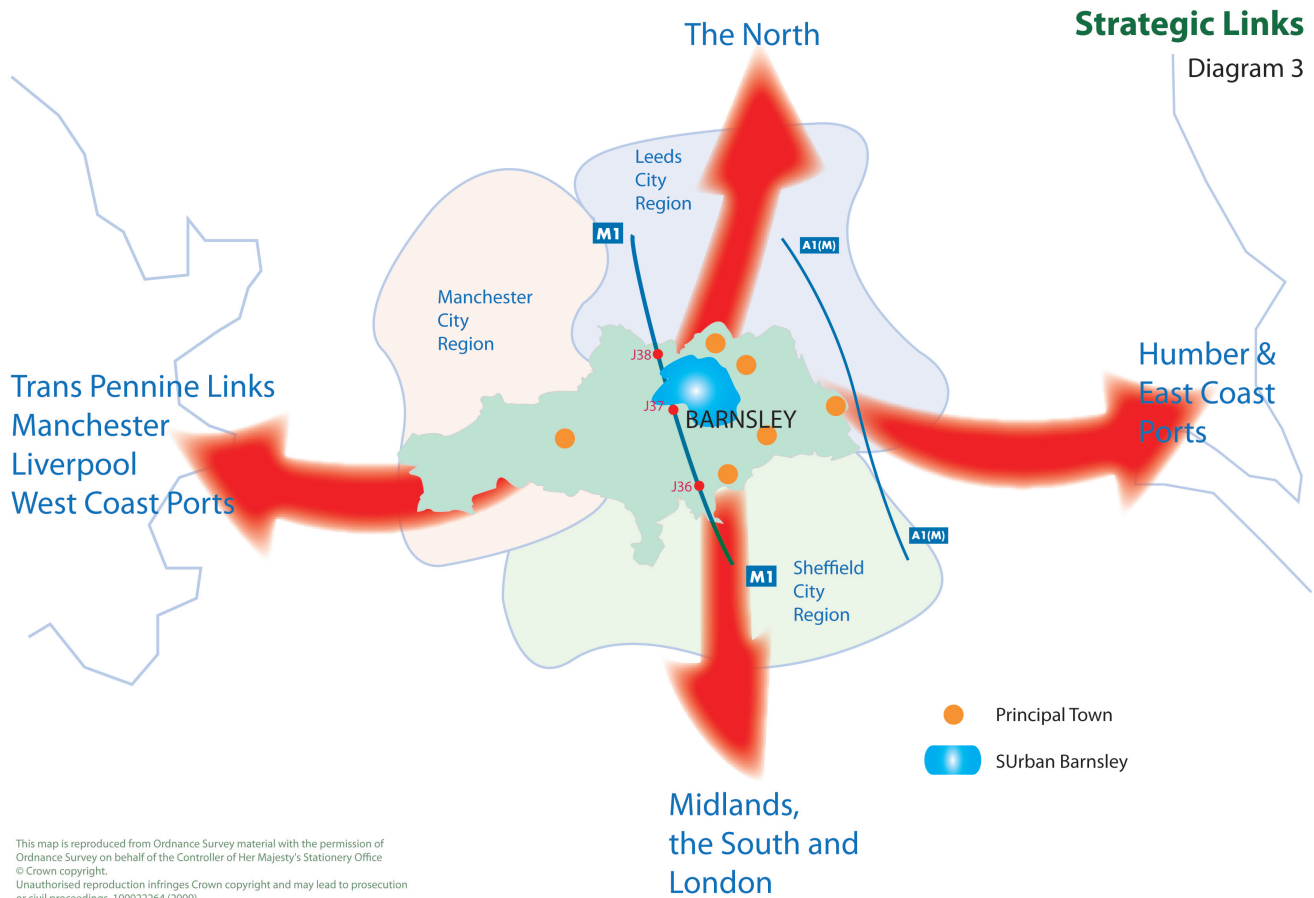
### **D) Facilitating sustainable links between the Principal Towns and existing and proposed employment, community and leisure and tourism facilities in the borough, particularly enhancing the non car role of the A1-M1 link road**

- 9.6.26** As a result of the hub and spoke pattern of Barnsley's existing bus network, it can be more difficult to travel shorter distances between Principal Towns than to travel between Principal Towns and Barnsley Town Centre. Passengers often have to travel into Barnsley Town Centre to connect to another service back out to their chosen destination. To address this situation the Transportation Strategy identifies facilitating sustainable links between the Principal Towns and existing and proposed employment, community and leisure and tourism facilities as a priority, including the Peak District National Park.
- 9.6.27** There are a number of partners involved in prioritising and delivering many of these 'missing links' in the short term, including the SYPTE, bus and train operators and to some extent the council. We will work both as part of the Barnsley Bus Partnership to develop an integrated bus network to get people to where they need to be, and with our delivery partners to promote improvements to this network. In particular we will investigate what dedicated improvements could be made for the existing A1-M1 link to provide an enhanced sustainable, non-car travel route between the eastern Principal Towns.

### **Priorities for improving transportation links between the AIZ and strategic locations outside the borough**

- 9.6.28** For Barnsley's economy to realise its full growth potential we need to improve our strategic links (connectivity), as well as our internal accessibility. Priorities E (Working with city region partners to promote good quality public transport linking the AIZ to significant places of business, employment and international interchange on the Leeds to Sheffield city region corridors including Wakefield and Rotherham) and F (Improving direct public transport and freight links to London, Manchester, other Core Cities and the Humber ports) of the Transportation Strategy are concerned with identifying our key strategic links which are reflected in Diagram 3. Whilst we can address these issues to some degree, the delivery of improvements will depend upon working effectively with our city region partners and external service providers. For instance, railway services are provided by a franchising process. Therefore the ability to provide direct services to locations outside the borough will be influenced by aspirations of stakeholders including the council, Yorkshire Forward and other regional groups. Over time this approach will strengthen the local economic base and will set the context for improving Barnsley's strategic connectivity.

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**E) Working with city region partners to promote good quality public transport linking the AIZ to significant places of business, employment and international interchange on the Leeds to Sheffield City Region corridors including Wakefield and Rotherham**

**9.6.29** The RSS identified a number of significant centres within the Yorkshire and Humber region including the regional cities of Leeds, Bradford, Sheffield and Hull, and a number of sub regional towns and cities including Barnsley and its neighbours Wakefield, Huddersfield, Rotherham and Doncaster. These centres are still relevant to this strategy.

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- 9.6.30** It is important that Barnsley's Transportation Strategy is set in the context of the Leeds and Sheffield City Regions, considering areas of proposed growth and sustainable options for movement between them, because of the strong economic connections between them. We know that Barnsley's population does not carry out all of its journeys within Barnsley borough, particularly when travelling to work. This is evidenced in the 2001 census which shows that almost 14 000 people travel to work from Barnsley to Rotherham, Sheffield and Doncaster, and over 6000 people from Barnsley to Wakefield. This reflects Barnsley's position within both the Sheffield and Leeds City Regions. RSS (table 11.1) reinforced the economic importance of the Sheffield to Leeds city region corridors reporting that there were 917 950 jobs in Sheffield, Rotherham, Barnsley, Wakefield and Leeds in 2006, with 73 210 in Barnsley.
- 9.6.31** Therefore we will promote strengthening of public transport services and infrastructure within the Leeds and Sheffield city region corridors and to work with our city region partners to deliver improvements. In particular, direct transport links between the AIZ and our neighbouring sub-regional and principal towns need to be improved. This might include a high quality bus based service for Barnsley and the Leeds to Sheffield corridor including Wakefield and Meadowhall.
- 9.6.32** Accessibility and connectivity improvements in these corridors will support the significant housing and employment growth planned. These aims are also reflected in the Dearne Valley Eco-vision which aims to create a new, high quality public transport network linking both the communities within the Dearne and also links to Barnsley, Sheffield and the Leeds City Region. The long-term vision includes a network 'hub' at the Manvers employment site which could be supported by a mainline station, tram train and electric trolley bus links. This accessibility would be further supported by formalising and improvement of informal walking and cycling routes across the Dearne Valley.

### **F) Improving direct public transport and freight links to London, Manchester and other Core Cities and the Humber Ports.**

- 9.6.33** The 'State of the Cities Report' (March 2006), an independent report produced for the then Office of the Deputy Prime Minister showed that the economic and cultural strength of England is dominated by London and eight 'Core Cities' (identified as Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield). Therefore it is important that Barnsley has both efficient freight transport and direct public transport links to these cities to ensure that it can develop its role and potential in the national and city regional economy.

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- 9.6.34** There is potential for these links to be made using a combination of travel modes, including rail and bus based services. It is important that freight operators are able to transport their goods as efficiently as possible, using rail where appropriate, but otherwise the strategic highway networks. Barnsley and its Principal Towns are well located in relation to both the M1 and A1, and consequently the regional and national motorway network. As such we will seek to grasp all opportunities to improve freight links and to place Barnsley more directly on the national and regional rail, coach and bus based networks serving London, Manchester, other Core Cities and the Humber Ports. We will work with the Highways Agency and other delivery partners to consider opportunities for improved public transport connections including a role for Barnsley Interchange and other interchanges to increase the number of national and regional bus based operators/services serving Barnsley.
- 9.6.35** Barnsley's passenger rail network is illustrated in Diagram 4. These services are supported by the South Yorkshire Passenger Transport Executive (SYPTTE) in South Yorkshire and the West Yorkshire Passenger Transport Executive (Metro) in West Yorkshire. The diagram shows that it is not possible to travel directly from Barnsley to destinations on the existing cross country or national rail networks. This means that to access these services and destinations including London, Manchester, the Core Cities and the important regional and sub regional centres by public transport, involves getting either a train or bus to Wakefield, Leeds, Doncaster, Huddersfield or Sheffield.
- 9.6.36** There are a number of national and regional initiatives outside the scope of the LDF, focused on making the best use of these existing routes and stations, which we will continue to support. In the longer term it is possible that a number of future changes to rail services may arise from:
- the national high speed rail route reviews (including the potential for a high speed route between London and the north of England)
  - the Yorkshire and Humber Rail Utilisation Strategy (RUS) published July 2009
  - the South Yorkshire Rail Strategy (endorsed March 2009)
  - the future Local Transport Plan
  - the future South Yorkshire Freight Strategy
- 9.6.37** These programmes and proposals will be supported by promotional efforts to make use of the future 'open access' for new operators wishing to deliver improvements to the rail network, with a view to providing better access to London and the Core Cities.
- 9.6.38** We recognise that our own aspirations for improving connectivity rely heavily on sub regional improvements being made at key transport hubs such as Leeds, Sheffield, Wakefield and Doncaster stations. For example to improve our strategic accessibility we need to work with our partners to consider initiatives outside Barnsley, such as an enhanced emphasis on Wakefield Kirkgate station. We will continue to support neighbouring authorities and contribute to an integrated, joint working approach linking through sub regional and city regional working.

## 9 . Core Policies

- 9.6.39** The reinstatement of former railway lines will play a longer term role in improving our transport connections, providing further opportunity for both freight and passenger lines and supporting continued sustainable development beyond the Core Strategy plan period. The importance of safeguarding these lines within the Core Strategy is recognised in Policy CSP24 below.

### **CSP 24 Safeguarding of Former Railway Lines**

We will safeguard land within and adjacent to existing and historical rail alignments to accommodate the potential reinstatement of former strategic railway lines. Their historical routes will be shown on the Proposals Maps which will accompany the Development Sites and Places DPD.

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

- 9.6.40** It is important for us to safeguard the routes of former strategic rail lines for potential reinstatement because:
- reinstatement would provide for continuing the growth associated with a robust sustainable transport framework beyond the plan period. The reinstatement of these lines is not required to serve the Core Strategy proposals and timescales
  - the Core Strategy is strengthening economic and housing focus of the Principal Towns to the east of Barnsley within the Leeds to Sheffield transport corridors. Improved rail links will support sustainable transport links between these towns, and the Leeds, Sheffield and Manchester City Regions
  - Network Rail have advised that the substantial passenger growth envisaged over the next 10 years in the Yorkshire and Humber RUS, and the increasing passenger and freight congestion on lines from Leeds to the south east will strengthen support for reopening of lines such as the Barnsley to Doncaster and former Cudworth railways
  - the Network Rail Yorkshire and Humber RUS includes specific reference to the reinstatement of the Barnsley to Doncaster and former Cudworth railways in the post 2019 period
  - the South Yorkshire Rail Strategy includes specific reference to the reinstatement of the Barnsley to Doncaster route
  - the existing national and regional rail network is reaching capacity and additional north south and transpennine lines will be required
  - reinstatement of the Cudworth line in particular would benefit the wider city region, creating the quickest route between Leeds and Sheffield with the potential for local connections. The route also has the capacity to improve intermodal freight, inter city and local passenger services



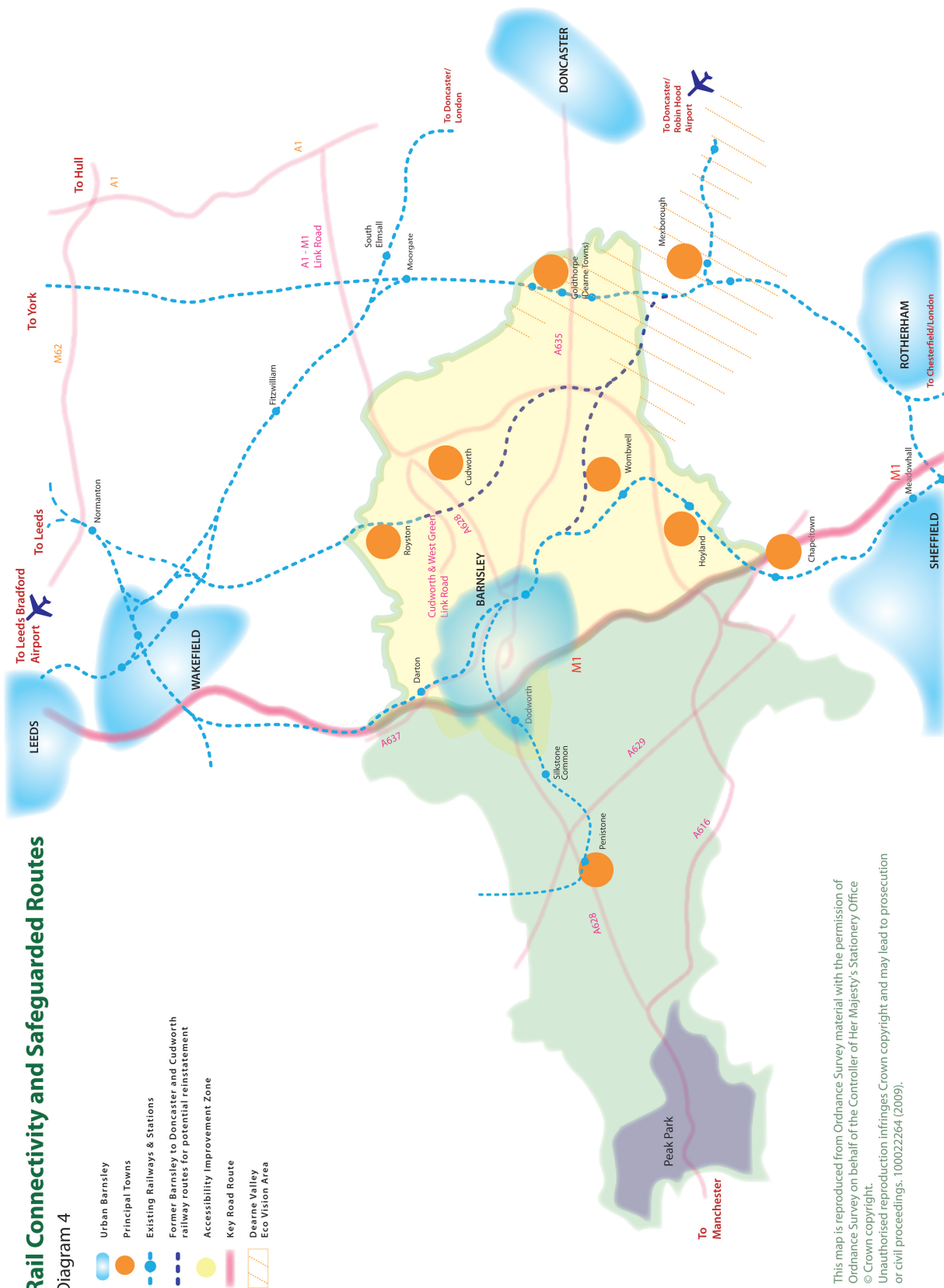
## 9 . Core Policies

- the Northern Way identifies the transpennine corridor as important to the the growth of Northern productivity, both in terms of passenger and freight transport. The potential option of reopening of the Woodhead route to improve transpennine high speed connections is being investigated
- reinstatement would increase the opportunity for the borough's freight to be transported by rail. Currently the railhead at Monk Bretton, used by the glass industry, is the only dedicated freight link in Barnsley
- reinstatement of the former Cudworth line has particular benefits in relieving capacity on the Doncaster to Leeds line, giving a new route for Midlands freight traffic north of Rotherham
- development of new and reinstated rail infrastructure and diversionary routes can be built to standards appropriate for modern deep sea freight containers, which are significantly larger than the traditional, predominantly bulk freight wagons used for carrying steel and coal.

**9.6.41** The former Barnsley Doncaster and Cudworth line railways are indicated on Diagram 4 Rail Connectivity and Safeguarded Routes.

### Rail Connectivity and Safeguarded Routes

Diagram 4



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## 9 . Core Policies

### **CSP 25 New Development and Sustainable Travel**

New development will be expected to:

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

Where levels of accessibility through public transport, cycling, walking and are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42.

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

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

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

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### Transport assessments and travel plans for new development

- 9.6.44** The need for transport assessments and travel plans, for all forms of development will be determined in accordance with government guidance.
- 9.6.45** A transport assessment 'is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures (such as travel plans) will be taken to address the anticipated transport impacts of the scheme and to improve accessibility, and to encourage sustainable modes of travel'. <sup>(26)</sup>
- 9.6.46** When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient.
- 9.6.47** The contents of a transport assessment will depend on the size, nature and location of a development, but in all cases the transport mitigation plans or package of measures should focus on maximising sustainable accessibility to the development and should show:
- consideration of reducing the need to travel
  - how accessible the development is by all forms of transport
  - whether the site access can deal with the predicted level of traffic
  - measures to reduce the negative impacts of transport
  - what measures can be taken to encourage travel by walking, cycling and public transport
  - mitigation measures avoiding unnecessary physical highway improvements and promoting innovative and sustainable transport solutions
- 9.6.48** Where appropriate, we will use our multi modal transportation models to estimate the effects of new developments on the transport network and to confirm that submitted transport assessments are accurate.
- 9.6.49** A travel plan will normally be required alongside planning applications that are likely to have significant transport implications, alongside a full transport assessment. A travel plan statement may be required on smaller scale developments which are expected to have minor travel impacts, particularly where specific concerns are raised in a transport statement or assessment.

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

## 9 . Core Policies

- 9.6.50** A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed. It involves developing a set of procedures, schemes and targets that encourage people to use sustainable forms of transport, and should:
- be site specific
  - contain both measures addressing site design, infrastructure and new services, as well as marketing, promotion and awareness raising
  - provide a package of measures integrated into the design and use of the development
  - encourage walking, cycling and public transport use and facilitate disabled access
  - restrict on-site car-parking spaces
  - include arrangements for managing the process
- 9.6.51** The travel plan is an important tool in implementing measures to influence travel behaviour. It should demonstrate a firm commitment by developers and occupiers to reduce the number of trips generated by, or attracted to their site. By encouraging walking and cycling in particular, travel plans can contribute to a healthier lifestyle, reducing obesity and improving quality of life. The Highways Agency will work with us to advise developers how to prepare, implement, monitor, review and update travel plans to support their development and will consider tri-partite agreements with the council and developers where appropriate. The Highways Agency has developed toolkits of Active Traffic Management and Integrated Demand Management which can be used to regulate traffic on the National Strategic Road Network. These interventions are preferred to capacity improvements.
- 9.6.52** The council will also work with the South Yorkshire Local Transport Plan partners and the Highways Agency to ensure a consistent approach for the preparation, implementation and monitoring of travel plans. As previously mentioned, the SYPTE Travel Advisors work with us to provide a valuable service to employers in providing advice to employers producing travel plans.

### **CSP 26 New Development and Highway Improvement**

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

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

## 9 . Core Policies

- 9.6.53** With over 3,000 killed or seriously injured on the UK's roads every year road safety is a major concern for communities across the UK. There were 5952 casualties in collisions on roads in South Yorkshire in 2007, a 4.7% decrease on the 2006 level. The emotional cost to families of serious and sometimes fatal injuries, and the pressure on local health resources are of particular concern.
- 9.6.54** Whilst all applications will be expected to meet the sustainable travel criteria in policy CSP 25, there will be occasions where improvements to the existing highway network are also required. We are responsible for making sure the borough's streets are safe for everyone using them. When new developments are built, we make sure any new roads are up to standard and that people using the new development can do so safely and without negatively affecting existing roads. They must be designed and built to provide safe, secure and convenient access for all road users, which will include pedestrians, cyclists, people with special needs and people with mobility problems. In doing so we will support the long term aspirations of the South Yorkshire Road Safety and Casualty Reduction Strategy (delivered through the LTP) which focuses on the need to achieve further reductions in casualties, focusing on vulnerable road users including children and motorcyclists, and on local areas where road safety is a known problem.
- 9.6.55** If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway we will refuse planning permission, unless the developer agrees to take full responsibility for any necessary improvements or measures to upgrade the highway network to a suitable standard. Under the Highways Act, the developer may need to create and maintain new roads or improve existing ones.

## 9 . Core Policies

### **CSP 27 Parking Strategy**

We will develop a parking strategy that will help to influence people's travel choices in line with the challenges set out in 'Delivering a Sustainable Transport System' (Department for Transport, November 2008).

The strategy will include:

- a review of the number and location of short and long term car parking spaces, taking account of development proposals in Barnsley town centre
- an action plan to improve the management of new and existing car parks
- maximum car parking standards
- variable car parking charges dependant on location
- parking permits including residential parking schemes
- a programme for monitoring car park usage

And will consider:

- the potential contribution of park and ride, particularly at railway stations
- the potential for shared management of car parks between the council and the private sector
- the potential for dedicated car sharing spaces and other schemes to encourage change in travel behaviour
- developing parking strategies to cover the Principal Towns.

**9.6.56** The parking strategy will consider various aspects of parking in Barnsley town centre and potentially the Principal Towns. It will provide a framework for future parking policy and will be supported by an ongoing comprehensive data collection exercise using the latest technology to provide accurate data.

### **CSP 28 Reducing the Impact of Road Travel**

We will reduce the impact of road travel by:

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

## 9 . Core Policies

- 9.6.57** Where it is necessary to travel, it is important that our strategy includes measures to reduce the impact of those journeys on the environment, the health and safety of the community and on the local economy. In doing so the strategy will also contribute to our commitment to reduce carbon emissions within the next three years and reduce the impact of climate change by more sustainable ways of living by 2020 (Sustainable Community Strategy).
- 9.6.58** Traffic volumes in both South and West Yorkshire are rising, and journey times in Barnsley are increasing, despite Local Transport Plan measures aimed at stemming that growth. Rising traffic levels are also having a detrimental impact on the efficiency of our road network and are increasingly likely to effect the borough's economic performance. Congestion costs money and affects economic performance, costing UK businesses an estimated £17billion per annum (CBI).
- 9.6.59** Goods such as food, clothes, furniture and construction materials are a vital part of modern life which we depend upon the freight industry to deliver every day. The stability and growth of local businesses relies on just-in-time delivery, if they are to be competitive. Manufacturing, power stations, construction sites and retail establishments need materials to be delivered promptly ready to meet customer demand. With the development of the Internet, goods can increasingly be delivered directly to our homes at a time when we are available to receive them. As a result of this increasing consumer demand, freight vehicles are contributing to the rising levels of traffic on our roads, adding to the levels of noise, congestion, air pollution and accidents, as well as greenhouse gas emissions.
- 9.6.60** This rise in road traffic is affecting our environment and health and is contributing to a deterioration in air quality reflected by the declaration of 6 traffic related Air Quality Management Areas in the borough.
- 9.6.61** We have already outlined how the Transportation Strategy and Local Transport Plan will promote sustainable development and encourage people to make smarter choices by providing opportunities to change travel behaviour, with genuine travel choices which have less environmental impact and which do not add to traffic levels. The health benefits of active travel, such as cycling and walking are also well known. Walking and cycling can make a major contribution to our Healthy Weight Strategy, helping to reduce the high levels of obesity incidences of respiratory illness. Our aspirations to improve connectivity as set out in CSP 23 and CSP24 will also give freight operators an opportunity to transport their goods as efficiently as possible using rail where appropriate. This policy sets out how we intend to work with partners to ensure that we use our local strategic highway network efficiently, manage congestion and thereby reduce traffic pollution.
- 9.6.62** We will also continue to work to minimise the impact of air pollution on human health both within the AQMA's and in the borough generally. To this end we are currently updating our Air Quality Action Plan (initially published in 2004) to accommodate measures to improve air quality in the additional AQMA's that have been declared since 2004.



## 9 . Core Policies

- 9.6.63** For those journeys where road travel, including freight, is necessary we will work alongside other initiatives including the Local Transport Plan to reduce transport related carbon emissions. To help reduce the number of freight vehicles on the roads and to promote efficient use of the road network to deliver goods we are intending to investigate the possibility of locating a freight consolidation centre within the borough, with careful consideration given to minimising related noise and amenity issues. Such a centre would provide the facility to enable smaller loads to be combined and moved on as one unit in a single delivery.
- 9.6.64** Recognising the importance of minimising exhaust emissions from major vehicle fleets serving the borough, we have worked with the other South Yorkshire local authorities to successfully launch the 'Care4Air ECO Stars' scheme. We will continue to work in partnership to develop the scheme which rewards organisations who are minimising pollution by developing measures to reduce the level of fuel used, improve driver training and develop vehicle replacement programmes to ensure vehicles are running cleanly and efficiently.
- 9.6.65** In line with national and regional guidance we are working with our sub regional partners to implement a South Yorkshire Freight Quality Partnership to determine how to balance the needs of local businesses, minimise congestion and improve air quality. The partnership will involve the freight industry and will consider issues including journey times, routes, highway improvements to ease congestion, road safety, and the design of new development (especially retail proposals) to adequately accommodate delivery vehicles.

### The National Strategic Highway Network

- 9.6.66** The Highways Agency are responsible for the management of the national strategic highway network on behalf of the Secretary of State for Transport. In Barnsley this includes part of the M1 between junction 35A and junction 38 and the A61(T). The M1 has dual three lane capacity through the district and all M1 junctions are grade separated. The A61(T) is an all purpose trunk road with a dual two lane carriageway and at grade junctions that connect the M1 junction 36 with the A616(T), within Sheffield.
- 9.6.67** The M1 and A61(T) within the Barnsley borough generally have sufficient capacity for 2008 traffic demands. The Highways Agency has introduced ramp metering at M1 junctions 35 and 35A southbound on-slip roads as a means of regulating the flow of traffic onto the motorway at times of peak demand. Operational conditions on the strategic road and local highway networks and the potential implications of new developments will be kept under review and the most up to date information will inform decisions about proposals for development.

## 9 . Core Policies

**9.6.68** In January 2009 The Secretary of State for Transport announced managed motorway proposals for the M1 in South and West Yorkshire. It is proposed that the following sections of this route will be the subject of enhancements by the Highways Agency utilising controlled use of the hard shoulder (Hard Shoulder Running, HSR):

- in 2012 and 2013, M1 junction 32 to 35A east of Sheffield
- by 2015 M1 junction 39 to 42 Wakefield

**9.6.69** Full details of these proposals can be seen on the Highways Agency website at [www.highways.gov.uk](http://www.highways.gov.uk)

**9.6.70** These enhancements will increase capacity for strategic traffic and relieve existing traffic delays. The Agency has no proposals for enhancements to the A61 (T). Circular 02/02007 paragraph 40 states 'There is a general presumption that there will be no capacity enhancements [to the strategic highway network] to accommodate new developments'.

### **The role of computer based traffic management**

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

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

## 9 . Core Policies

### 9.7 Local Character

#### The Challenge

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

#### The Current Position

- Design Review Panel of major pre-application and application proposals
- Design and Access Statements are submitted with planning applications to demonstrate how the application conforms with the Development Plan, is sustainable, well designed and inclusive
- 18 designated Conservation Areas
- 23 Scheduled Ancient Monuments, and 667 Listed Buildings including 13 Grade I (1), 28 Grade II\* (2\*), and 626 Grade II (2)
- 5 entries on the register of parks and gardens: the only grade I (1) historic park and garden in South Yorkshire at Wentworth Castle together with Stainborough Park and 4 grade II (2) historic parks and gardens at: Wortley Hall, Cannon Hall, Bretton Hall (part only) and Locke Park Barnsley
- 6 Scheduled Ancient Monuments, 5 Listed Buildings and 1 Conservation Area are identified 'at risk' <sup>(27)</sup> A regionally and nationally important legacy of buildings and structures associated with the industrial past including coal mining, metalworking, textiles and glass making
- The valued landscapes in the west of the borough and neighbouring Peak District National Park and Southern Pennine Fringe

## 9 . Core Policies

### Policy Solutions

- Requiring developers to embrace good design and protect and enhance the historic environment
- Encouraging developers to work in partnership with organisations such as the Barnsley Civic Trust, community and schools partnerships and other local relevant organisations in forwarding proposals
- Undertaking pre-application discussions
- Using the advice of the Design Advisory Panels on major projects to secure improvements to schemes coming forward and to achieve the best design solutions
- Building the capacity of the community to appreciate and expect higher standards of design by involving them in decisions and consulting them on proposals and strategies
- Producing local design guidance such as SPDs, character appraisals and village design statements, planning and design briefs, master plans and heritage schemes, Conservation Area Character Statements, Appraisals and Management Plans
- Ensuring 'at risk' buildings, sites, monuments or Conservation Areas receive particular attention to ensure they have an identified path to safeguard their long term future
- Securing a sustainable future for the important legacy of buildings and structures associated with Barnsley's industrial past by ensuring our historic assets are appreciated and appropriately managed
- Protecting important landscapes both directly and indirectly by ensuring their settings and key views are respected and not subject to inappropriate development

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

## 9 . Core Policies

### CSP 29 Design

#### Design Principles:

High quality development will be expected, that respects, takes advantage of and enhances the distinctive features of Barnsley, including:

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

#### Development should:

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

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

**9.7.2** The Public Spaces Strategy and the Building Heights Study provide evidence for design decisions in Barnsley Town Centre.

## 9 . Core Policies

- 9.7.3** Quality of design has reached a high position in the national consciousness and planning agenda. As the Local Planning Authority dealing with planning applications the council has a responsibility to bring about a better built environment. Setting a high design quality standard for new development will make Barnsley a more attractive place to live, work and enjoy leisure, and will help to underpin economic regeneration. Good design is also necessary to promote civic pride and reinforce a sense of identity and place.
- 9.7.4** Good design emerged as a key aim of Remaking Barnsley and this is reflected in the Sustainable Community Strategy.
- 9.7.5** The above policy will be applied to new developments, and where appropriate to the extension and conversion of existing buildings. The Development Sites and Places DPD will contain more detail on what is special about each locality. Supplementary Planning Documents will be prepared to provide further advice on the design of new housing development, house extensions, designing out crime, advertisements and shopfront design.
- 9.7.6** The government produces guidance through the series of Planning Policy Statements. Planning Policy Statement 1; Delivering Sustainable Development states ‘Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning’. CABI have produced ‘By Design – Design in the Planning System’ as the companion to Planning Policy Statement 1. This guidance contains seven key design objectives which are:
- Character – a place with its own identity, reinforcing locally distinctive patterns of development, landscape and culture;
  - Continuity and enclosure – public and private spaces clearly distinguished;
  - Quality of the Public Realm – attractive and successful outdoor areas that are safe, and that work effectively for all in society;
  - Ease of movement – a place that is easy to get to and move through;
  - Legibility – a place that has a clear image
  - Local Adaptability – development that can easily respond to change
  - Diversity – variety and choice through a mix of uses that respond to local needs.

### Building for Life

- 9.7.7** The CABI Building for Life criteria is a government endorsed assessment benchmark developed by CABI. The assessment has been designed to ensure that it meets the criteria described for housing quality in PPS3. Each housing development (scheme) is awarded a score out of 20, based on the proportion of CABI Building for Life questions that are answered positively. The scores are categorised as 'very good' (16 or more positive answers out of 20), 'good' (14 or more positive answers out of 20), 'average' (10 or more positive answers out of 20) or 'poor' (less than 10 questions answered positively).

## 9 . Core Policies

- 9.7.8** The council will use Building for Life (BfL) to measure the urban design quality of new housing developments, to ensure that they are reaching the standards required, nationally or regionally.
- 9.7.9** Applicants for residential development of 10 units and over will be required to submit Design and Access Statements which show how well their schemes the respond to the BfL criteria. Each application will also be required to have a BfL score, this being the number of the 20 questions posed in the BfL assessment which can be answered positively. This scoring must be completed by an accredited BfL assessor.
- 9.7.10** If a 'poor' or 'average' scheme cannot be improved to 'good' during the course of its pre-application and application stages, it will be refused on design grounds. By applying the design principles and policies set out in this Core Strategy residential development should easily be able to meet this standard.

### **CSP 30 The Historic Environment**

We will positively encourage the management, conservation and enjoyment of Barnsley's historic environment and make the most of the heritage assets which define Barnsley's local distinctiveness.

Development which affects the historic environment and Barnsley's heritage assets and their settings will be expected to protect or improve:

- the character and/or appearance of Conservation Areas
- the character and/or appearance of Scheduled Ancient Monuments
- the character and/or appearance of Listed Buildings (including any locally listed buildings or buildings of archaeological significance)
- archaeological remains of local or national importance and other historic landscapes including key views from and within these landscapes
- the character and/or appearance of historic parks and gardens.

- 9.7.11** Barnsley has many important features which reflect its cultural history. In particular it has an important legacy of buildings and structures associated with its industrial past relating to coal mining, metalworking, textiles and glass making. Another notable feature of Barnsley is its high quality 18th and 19th Century designed landscapes, including the Grade I (1) Stainborough Park (Wentworth Castle) and other historic landscapes including key views from and within these landscapes. The historic environment and its heritage assets is a valuable resource which, once lost, can never be replaced. It contributes to our local distinctiveness, our sense of history and quality of life. The council will explore how these assets can be used as a catalyst for regeneration particularly through leisure, tourism and economic development.

## 9 . Core Policies

- 9.7.12** Scheduled Ancient Monuments are important sites and monuments given legal protection by being placed on a list (or schedule). They include a wide range of archaeological sites, but must be deliberately created structures, features or remains. They are not always ancient or visible above ground and can range from prehistoric standing stones and medieval castles, to more recent results of human activity such as collieries and wartime pillboxes. Such nationally important remains should be preserved in situ.
- 9.7.13** Conservation Areas are a valuable way of protecting and improving parts of towns and villages with special historic character. We are preparing Conservation Area Character Statements for all designated conservation areas. We will consider the designation of further Conservation Areas or the amendment of the boundaries of existing Conservation Areas as appropriate in the future.
- 9.7.14** The government maintains a list of buildings and structures of special architectural or historic interest. They make an important contribution to the built environment and are part of our heritage. Listed buildings cannot be replaced so we will always try to protect and conserve them. A successful grant scheme in the borough has helped the refurbishment and improvement of a number of historic and Listed Buildings. In addition we will prepare a list of buildings and structures which are of local interest. Those of higher merit will be submitted to English Heritage to be considered as additions to the schedule of Listed Buildings and given statutory protection.
- 9.7.15** Archaeological remains are physical evidence of human activity. In many cases, they only survive hidden under the ground. They are important because they provide us with information about the past and so contribute to national identity, education, leisure and tourism. In Barnsley, they are the only source of knowledge for many periods in our past. Once remains are destroyed, the information they hold is lost forever. They are often vulnerable to damage and destruction.
- 9.7.16** There are many archaeological sites and finds in Barnsley and information on these is held in the South Yorkshire Sites and Monuments Record (maintained by the South Yorkshire Archaeology Service). Some sites are scheduled by the government because of their archaeological importance (see Scheduled Ancient Monuments above) and should be preserved in situ. There may also be some sites of local importance which are also worth preserving.
- 9.7.17** The government produces a register of gardens and other land of special historic interest. They may include town parks, former estate land and cemeteries. In some cases these sites are an important part of the local landscape and accessible to the public. Barnsley has a Grade I (1) registered park in Stainborough Park (Wentworth Castle) whose historic layout, features and ornaments are of exceptional interest. Four other parks and gardens are Grade II (2) which are of special interest. It is important to ensure that the historic features, both built and natural, and the character of these sites are fully recognised in development proposals so that we can protect them.



## 9 . Core Policies

- 9.7.18** More detailed policies regarding development affecting the historic environment will be set out in the Development Sites and Places DPD and the relevant designations will be shown on the accompanying Proposals Maps.

## 9 . Core Policies

### 9.8 Town Centres

#### **The Challenge**

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

#### **The Current Position**

- Barnsley is a significant sub regional centre with a large catchment area
- Other District and Local Centres serve more local needs
- Donaldson's retail study 2003
- DTZ retail study update 2007

#### **Policy Solutions**

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

## 9 . Core Policies

### CSP 31 Town Centres

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

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

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

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

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

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

A sequential approach will be used to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of Planning Policy Statement 4.

- 9.8.1** The main town centre uses to which this policy apply are defined by PPS4 as being retail, leisure, entertainment facilities, more intensive sport and recreation uses, offices, arts, culture and tourism development.

## 9 . Core Policies

- 9.8.2** We have assessed the centres above in terms of the roles they play, the community they serve, and the range of shops and services they offer in determining the town centre hierarchy. The extent of the centres will be shown on the Proposals Map that will accompany the Development Sites and Places DPD.
- 9.8.3** The overall approach is that new retail and town centre development should be located within existing centres. This will help to strengthen and protect their important roles and to reduce the need to travel to out of centre locations.
- 9.8.4** Barnsley Town Centre will be the prime focus for growth of retail and town centre uses. It has a important role to play in serving the needs of local residents, and also in the context of the region. The aim is to transform Barnsley Town Centre into a 21<sup>st</sup> Century Market Town, with a unique offer based on individual retail development supported by good quality leisure and cultural facilities. We want to attract visitors to Barnsley and improve the borough as a place to live, encouraging investment in the town centre. A Town Centre Area Action Plan will be produced for Barnsley Town Centre as part of the LDF.
- 9.8.5** The Retail Analysis and Health Check of Barnsley Town Centre undertaken in 2007 by DTZ identifies the future need for retail floorspace in Barnsley both for convenience and comparison goods. This concludes that after the Barnsley Markets Project redevelopment there will be some limited capacity for new convenience floorspace but little for new comparison floorspace. The project has planning permission and is a key part of creating a 21<sup>st</sup> Century Market Town which will be considered further in the Town Centre Area Action Plan.
- 9.8.6** Barnsley's District Centres have a vital role to play in providing shops and services to the people who live near them. The aim is to support and improve the role of all these centres and in particular to support and enhance them to enable them to have the capacity to fulfill their important roles as Principal Towns. Principal Towns should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.
- 9.8.7** It should be noted that in the hierarchy above Cudworth is identified as the district centre for the Cudworth and Grimethorpe Principal Town, and Goldthorpe as the district centre for the Dearne Towns Principal Town. Royston district centre includes the areas of The Wells and Midland Road.
- 9.8.8** Outside Barnsley Town Centre and the District Centres, Barnsley's network of Local Centres meet more day to day needs and will be the focus for small scale local shops and services. Barnsley also has two retail warehouse parks at the Peel Centre on Harborough Hill Road and Wombwell Lane Retail Park and Stairfoot which will remain the focus for retail warehouses within the borough.

## 9 . Core Policies

- 9.8.9** Proposals for main town centre uses that are not in a centre should be assessed against their impact on centres. PPS4 requires such an assessment particularly for developments over 2,500 sqm. It also allows local authorities to set a local threshold for the scale of edge of centre and out of centre development which should be subject to an impact assessment. We will require impact assessments for developments over 2,500 sqm in accordance with PPS4, but will give consideration to setting a local threshold in the future.
- 9.8.10** Outside the centres identified above, proposals for small local shops will be considered in the context of policy CSP32.

### CSP 32 Small Local Shops

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

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

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

## 9 . Core Policies

### 9.9 Green Infrastructure

#### The Challenge

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

#### The Current Position

- Planning Policy Statement 9 Biodiversity and Geological Conservation August 2005
- Biodiversity Action Plan
- Landscape Character Assessment
- The adopted extent of the Green Belt as set out in the Unitary Development Plan
- Green Space Strategy Part One
- Emerging Green Infrastructure Strategies for Barnsley, the Leeds City Region and South Yorkshire

#### Policy Solutions

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

## 9 . Core Policies

### **CSP 33 Green Infrastructure**

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

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

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

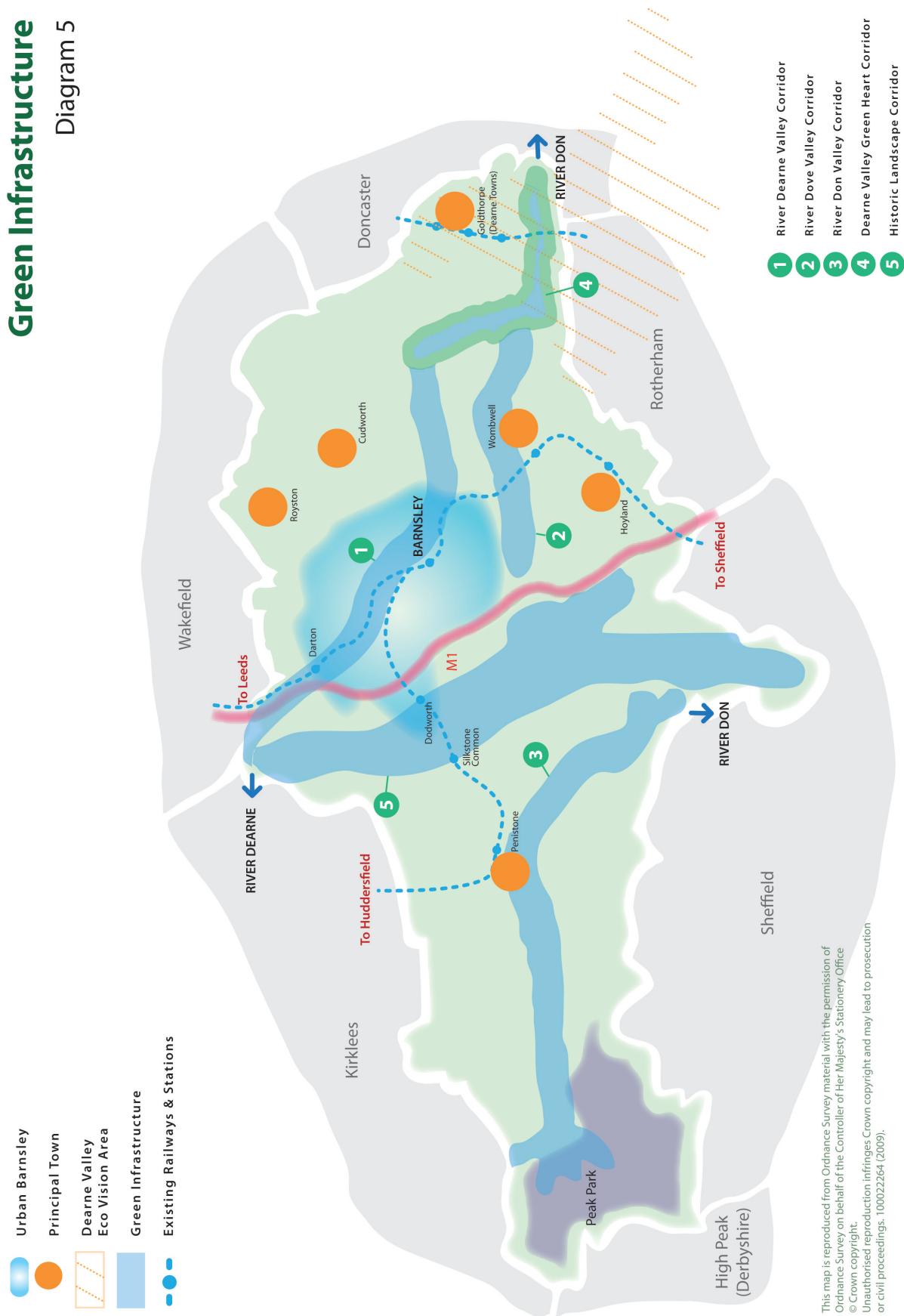
- River Dearne Valley Corridor
- River Dove Valley Corridor
- River Don Valley Corridor
- Dearne Valley Green Heart Corridor
- Historic Landscape Corridor

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

We will produce a Green Infrastructure Strategy for Barnsley which will be informed by the Leeds City Region and South Yorkshire Green Infrastructure Strategies.

# Green Infrastructure

Diagram 5



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## 9 . Core Policies

- 9.9.1** Green Infrastructure can be described as including strategic networks of accessible, multifunctional sites (including playing fields, parks, woodland, informal open spaces, nature reserves and historic sites) as well as linkages (such as the principal transport corridors, river corridors and floodplains, wildlife corridors and greenways). These contribute to maintaining the region's biodiversity and environmental quality as well as people's well-being. GI networks should consist of a series of features (both existing and new), appropriate at various spatial scales, preferably with links connecting smaller, more local sites with larger, more strategic ones, including the region's National Parks and key nationally and internationally important habitats.
- 9.9.2** Natural England advises that Green Infrastructure should be embedded in the plan making process, and that the multi functional nature of Green Infrastructure means that a number of development plan policies can support its implementation (e.g. landscape policy, flood risk policy, open space policy). An overarching policy should ensure Green Infrastructure is prioritised in planning decisions.
- 9.9.3** The social and economic benefits of green infrastructure should also be maximised and can include such things as increased accessibility using sustainable transport such as attractive footpaths and cycleways, the creation of an attractive environment which improves image and encourages investment and development, increased property values and more tourism. There are also increased opportunities for landowners to reap economic benefits through managing their natural assets for woodfuel, carbon sequestration and local food production.
- 9.9.4** Green Infrastructure will have an important role to play in helping Barnsley to adapt to climate change. For example by moderating urban temperatures, contributing to flood risk management through storing excess rainfall and increasing surface porosity to ease drainage, the positive impacts of tree planting in terms of CO<sub>2</sub>, and opportunities for the provision of renewable energy.
- 9.9.5** Green Infrastructure also has an important role to play in the growth agenda. Each Growth Point is required to develop a Green Infrastructure Strategy. It should include, maps of the existing green infrastructure assets (Natural England has this data), an assessment of the Green Infrastructure needs for the individual localities and their connection with the assets and strategic corridors, details of Green Infrastructure opportunities and an Action Plan detailing land and resources required to deliver Green Infrastructure across the Growth Point. To comply with CLG requirements both the Leeds City Region and South Yorkshire are producing a Green Infrastructure Strategy for the Growth Points.
- 9.9.6** We will prepare a more detailed Green Infrastructure Strategy at the local level which will provide a vision and framework for the protection and enhancement of Green Infrastructure in Barnsley. This will take account of planned growth and will include guidelines for developers to ensure that new Green Infrastructure is provided to serve new development and that improvements to existing networks are made to ensure that new development does not place undue pressure on existing provision.

## 9 . Core Policies

- 9.9.7** In partnership with Natural England we have identified an initial strategic network of Green Infrastructure which includes the following corridors:
- River Don Valley Corridor crosses several local authority boundaries. The Barnsley section of the River Don flows through a varied landscape which extends from the South Pennine Moors and Peak District National Park, through Penistone and on to Wharnccliffe Chase on the Sheffield border. Whilst the Pennines are dominated by moorland and heath, the majority of the Barnsley section of this corridor is woodland and grassland and contains popular tourist destinations due to the spectacular scenery and pleasant villages and hamlets.
  - River Dearne Valley Corridor crosses two local authority boundaries and includes a significant number of multifunctional sites including the Yorkshire Sculpture Park, Dearne Valley Country Park and the Old Moor Wetlands Centre.
  - River Dove Valley Corridor, Dearne Valley Green Heart Corridor and Historic Landscape Corridor are mostly contained within Barnsley but have potential connections with other local authority areas and include a number of multifunctional sites including Worsborough Country Park and Stainborough Park and Wentworth Castle with the potential for further additions.
- 9.9.8** These corridors are shown on the Green Infrastructure Diagram 5. They may be subject to refinement as the various Green Infrastructure Strategies are developed.
- 9.9.9** The strategic corridors identified are important valued features which define the borough. They form part of a wider network of Green Infrastructure that allows people and wildlife to move through the countryside and built up areas. Whilst the corridors are the focus for creating and improving green infrastructure, it will also be provided and improved through new development and elsewhere as appropriate. Elements of existing Green Infrastructure will be shown on the Proposals Maps which will accompany the Development Sites and Places DPD, for example green space and functional floodplain. We will also consider the role that the Barnsley Canal, Dearne and Dove Canal and former railway lines could have in Barnsley's network of Green Infrastructure through the Development Sites and Places DPD.
- 9.9.10** We will work with partners, developers, the private sector and agencies to deliver Green Infrastructure and collaborate with adjacent local authorities to ensure that the Barnsley Green Infrastructure assets complement and link with cross boundary Green Infrastructure networks and corridors.

## 9 . Core Policies

### **CSP 34 Protection of Green Belt**

The general extent of the Green Belt is shown on the Core Strategy Key Diagram.

Its detailed boundaries will be shown on the Proposals Maps which will accompany the Development Sites and Places DPD.

In order to protect the countryside and open land around built up areas the extent of the Green Belt will be safeguarded and remain unchanged.

The Green Belt boundaries will be subject to localised review only which may result in changes necessary to deliver the borough's spatial strategy.

Development in the Green Belt must meet the requirements of PPG2.

- 9.9.11** Most of Barnsley's countryside is Green Belt, it accounts for 77% of the borough and helps to conserve the natural environment by restraining development and assisting in the process of urban renaissance. National guidance in PPG2 sets out some uses which are generally accepted in the Green Belt. We will not allow proposals for other types of development unless it can be shown that there are very special circumstances that justify setting aside local and national policy. Cases where there are very special circumstances will only arise on rare occasions. In these cases, we will weigh up the harm that would be caused by allowing development that would not normally be allowed in the countryside against any potential benefits.
- 9.9.12** There will be no full scale review of the Green Belt during the plan period, and no major changes to the boundaries of the Green Belt are proposed. Localised reviews may take place where necessary and any subsequent changes will be shown on the Proposals Maps that will accompany the Development Sites and Places DPD. A Localised review may constitute a small adjustment to a Green Belt boundary. However if a site is needed to meet strategic development requirements, for example for new employment land identified in policy CSP11 and evidenced by the Employment Land Review, this will also be considered as part of the localised review.
- 9.9.13** Safeguarded land includes areas and sites which may be needed to serve long term development needs beyond the lifetime of the current plan. The aim of protecting this land is to make sure that the Green Belt boundaries will remain in the long term avoiding the need to review them at the end of the plan period. The extent of safeguarded land will be shown on the proposals maps that will accompany the Development Sites and Places DPD, and the only development that will be allowed on these sites is that which is consistent with Green Belt policy and which would not affect the potential for the future development of the site.

## 9 . Core Policies

### CSP 35 Green Space

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

Green space refers to any land within or close to towns and village that is or could be used by people for recreation or by wildlife.

We will only allow development proposals that result in the loss of green space where:

- an assessment shows that there is too much of that particular type of green space in the area which it serves and its loss would not affect the existing and potential green space needs of the borough; or
- an appropriate replacement green space of at least an equivalent community benefit, accessibility and value is provided in the area which it serves; or
- the development is for small scale facilities needed to support or improve the proper function of the green space

We will assess the need for green space against the standards in our Green Space Strategy.

- 9.9.14** Green spaces are green open areas which are valuable for amenity, recreation, wildlife or biodiversity and include types such as village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, recreation grounds, sports pitches and parks.
- 9.9.15** Green space is an important green infrastructure asset which is essential for sporting and other social activities and helps improve the quality of life and living conditions in towns and contribute to tackling climate change obesity and improving health and well being. They should generally be kept and not built on. In areas where there are not enough green spaces we will not allow development that would result in any further loss unless a suitable replacement facility is provided nearby.
- 9.9.16** Green spaces will be shown on the Proposals Maps that will accompany the Development Sites and Places DPD. However new green spaces will be provided over time and it will not be possible for the proposals map to always be up to date. A separate map called the Green Space Register will be kept up to date and available to view on our website.

## 9 . Core Policies

- 9.9.17** The Green Space Register forms part of our Green Space Strategy. Part One of the Green Space Strategy which was adopted by the council in 2006, identifies types of green space, what they are used for and sets out standards for green space which describe how much of each type should be available to people within set distances from their home. We will also prepare a series of 'In Your Neighbourhood' documents which will give a local assessment of green space for each town and village in the borough, and set our local priorities for improving green space. These local assessments, along with the Green Space Register will form 'Part Two' of the Green Space Strategy.
- 9.9.18** All green space which is no longer considered to be required for its existing use, or is proposed to be developed for other purposes, should first be considered for its ability to meet other green space needs arising from local or wider shortfalls, through a needs assessment in accordance with the Green Space Strategy. The assessment also covers that part of the borough in the west which forms part of the Peak District National Park.
- 9.9.19** In addition we will expect new development to provide and maintain appropriate green space. This requirement is set out in the Infrastructure and Planning Obligations Policy CSP42. Details on provision, layout and design of green space will be set out in a Supplementary Planning Document.

### **CSP 36 Biodiversity and Geodiversity**

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

- protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to designated wildlife and geological sites of international, national and local significance, ancient woodland and species and habitats of principal importance identified in Section 74 of the Countryside and Rights of Way Act 2000 and in the Barnsley Biodiversity Action Plan
- maximising biodiversity and geodiversity opportunities in and around new developments
- conserving and enhancing the form, local character and distinctiveness of the river corridors of the Dearne and Dove as natural floodplains and important strategic wildlife corridors

Development which may harm a biodiversity or geological feature will not be permitted unless effective mitigation and/or compensatory measures can be ensured.

- 9.9.20** The biodiversity of Barnsley is extensive due to its varied geology, topography, soils and climatic conditions. Protecting the natural resources of biodiversity and geological features not only involves protecting sites and species, but also enhancing the status of the whole resource through active management. Biodiversity and geodiversity is integral to Green Infrastructure which itself has an important role to play in climate change as acknowledged in CSP33 Green Infrastructure.

## 9 . Core Policies

- 9.9.21** The most important habitats in the borough have been given statutory or other protection through designations ranging from international to national significance to those made by the council or through the local biodiversity partnership. These designations often overlap each other with areas benefiting from several layers of protection.
- 9.9.22** The UK Biodiversity Action Plan provides the Government's targets for the conservation and enhancement of biodiversity. The Barnsley Local Biodiversity Action Plan (LBAP) is the local interpretation of this. Published in 2002 this provides a targeted approach to increasing the biodiversity value of the borough. Further to this biodiversity 'opportunity mapping' is being undertaken at a regional and sub regional level. We will use this information to develop habitat creation, protection and management proposals and to identify biodiversity networks and opportunities for enhancement.
- 9.9.23** Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) are designated throughout Europe. They provide a network of protected sites, holding important wildlife and geological features that are threatened or rare in a European context. This network of European sites is known as Natura 2000 and is afforded the highest level of protection.
- 9.9.24** Sites of Special Scientific Interest are a national designation relating to areas of particular importance because of their geology, topography, or ecology. SSSIs are graded in terms of importance from 1 to 4.
- 9.9.25** Barnsley also has range of local sites which form a mosaic of local habitats and can act as stepping stones for the movement of wildlife between the sites of national and international importance.
- 9.9.26** Natural Heritage Sites (NHS) are sites of local and regional status and represent the most important resource of biodiversity outside the statutory designated sites. They are designated because they have substantive nature conservation value and may also be of social, recreational, aesthetic or educational value.
- 9.9.27** Local Nature Reserves (LNRs) are declared by Local Authorities as living green spaces in towns, cities, village and the countryside. They are managed for nature conservation and are places with wildlife or geological features that are of special interest locally and offer people opportunities for people to enjoy nature.
- 9.9.28** Ancient woodland is land that has had continuous woodland cover since at least 1600AD and may be ancient semi-natural woodland, or ancient replanted woodland. They are irreplaceable, and are rich habitats for wildlife and reservoirs of historical information. Ancient woodland is not a statutory designation and does not give the wood legal protection.
- 9.9.29** Regionally Important Geological and Geomorphological Sites (RIGS) are the most important places for geology, geomorphology and soils outside statutorily protected nature reserves and SSSIs.

## 9 . Core Policies

**9.9.30** To summarise the key ecological assets for Barnsley include:

- Peak District Moors (South Pennine Moors) is designated as a European Special Protection Area for birds (these sites are also nationally important as SSSIs and also identified as Natural Heritage Sites for their local importance)
- South Pennine Moors is designated as Special Area of Conservation for its habitats and supporting species, which are rare in a European context
- 5 Sites of Special Scientific Interest
- Over 100 Ancient Woodlands that have had continuous woodland cover since at least 1600AD
- 50 Natural Heritage Sites
- 6 Local Nature Reserves
- 12 Regionally Important Geological Sites
- A number of protected species including the otter, water vole, great crested newt and bat species

**9.9.31** These biodiversity and geological sites will be shown on the Proposals Maps that will accompany the Development Sites and Places DPD.

**9.9.32** A Supplementary Planning Document will be prepared to provide further guidance on biodiversity and geodiversity. This will include details of how developments will be expected to maximise biodiversity opportunities. The type and scale of improvements will depend on the development proposed but could include the enhancement of existing areas, or the creation of new assets such as areas of woodland, ponds, green roofs or bird boxes and these could be provided either on or off site.

**9.9.33** We will also prepare a Supplementary Planning Document to provide further guidance on trees and hedgerows.

### **CSP37 Landscape Character**

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

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

## 9 . Core Policies

- 9.9.35** These documents provide a framework into which the 'Landscape Character Assessment of Barnsley Borough' fits. This was carried out in 2002 to provide a complete statement of landscape character and quality across the borough and to give a better understanding of the landscape types, their quality and character and how they combine with each other.
- 9.9.36** The assessment divides Barnsley into 6 character types (unenclosed moorland, upland river valleys, lowland river floors, settled arable slopes, settled wooded farmland and upland farmland) and 17 geographical landscape character areas which are shown on the Landscape Character Area Map.
- 9.9.37** All new development should be in keeping with the surrounding landscape and reflect the character, materials and details of the local area. We will pay particular attention to development in prominent positions, for example, by waterside locations, within Conservation Areas and on the edge of towns and villages where it is important to maintain a clear distinction between urban areas and the countryside and to ensure that development is not obtrusive in the skyline.
- 9.9.38** We will also seek opportunities for the conservation, management and enhancement of landscape character through development and land management.
- 9.9.39** We will produce a Supplementary Planning Document on Landscape Character to provide more detailed guidance on how to assess the impact of development on the landscape.



## 9 . Core Policies

### 9.10 Waste and Recycling

#### The Challenge

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

#### The Current Position

- The Government's objectives for sustainable development include the effective protection of the environment, the prudent use of natural resources, social progress that meets the needs of everyone, and high and stable levels of economic growth and employment
- National and regional policies on waste planning include the UK Strategy for Sustainable Development (Securing the Future), Waste Strategy 2007, the Yorkshire and Humber Regional Sustainable Development Framework, and the former Yorkshire and Humber Regional Spatial Strategy (RSS) supported by the Regional Technical Advisory Body (RTAB)
- PPS10 Planning for Sustainable Waste Management and PPS23 Planning and Pollution Control set out key planning objectives that planning strategies should seek to achieve
- Barnsley has successfully increased its municipal waste recycling rates in recent years but, currently uses landfills located outside the borough as its main means of disposal of residual waste. In partnership with Doncaster and Rotherham Councils it is actively seeking more sustainable methods of treatment for all waste streams

#### Policy solutions

- This Core Strategy does not contain policies or text regarding waste and recycling. These issues are covered by a separate Joint Waste Plan
- The Joint Waste Plan is being prepared by the three metropolitan borough councils of Barnsley, Doncaster and Rotherham. This document is now being prepared as a free-standing Core Strategy in accordance with the provisions of the Planning and Compulsory Purchase Act of 2004. It will set the strategic direction for the future of waste management across the three boroughs. It was previously called the Joint Strategic Waste Development Plan Document during earlier rounds of consultation
- Barnsley's Core Strategy is the planning strategy that will guide the scale and location of new development and the use of land in Barnsley. Rotherham and Doncaster are also preparing separate Core Strategies within their areas. The Core strategy of each authority will sit side by side with the Joint Waste Plan, setting the spatial strategy and policy context for all issues except waste and recycling

## 9 . Core Policies

### 9.11 Minerals

#### The Challenge

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

#### The Current Position

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

#### Policy Solutions

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

## 9 . Core Policies

### CSP 38 Minerals

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

- Existing sites with planning permission for the extraction of minerals will be shown on the proposals map that will accompany the Development Sites and Places DPD and will be protected from inappropriate development that could result in their sterilisation
- Areas of Search will be identified in the Development Sites and Places DPD
- It is expected that future extraction of minerals will normally take place within existing quarries or by site extensions rather than new sites
- Wherever possible sustainable modes of transport will be used in connection with primary mineral extraction and in the transportation of secondary aggregates
- Proposals for the exploration and production of oil and gas (including petroleum, natural gas, coal mine methane, coal bed methane or underground gasification of coal), will generally be supported
- Proposals to extract minerals prior to the commencement of non-minerals development which may otherwise sterilise the mineral, will generally be supported
- Proposals for the recovery of material from mineral waste tips and land reclamation schemes (which may include the recycling, blending, processing and distribution of substitute and secondary materials), will generally be supported in appropriate locations as part of mineral extraction/reclamation schemes

All minerals proposals should:

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

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

### Aggregates

**9.11.2** The Core Strategy aims to deliver national objectives and policies for minerals planning. National minerals policy guidance require authorities to contribute to the regional supply of aggregates and provide an adequate and steady supply of other minerals (excluding energy minerals). The Regional Aggregate Working Party (RAWP) is responsible for apportioning the requirement for producing aggregate minerals between the 17 sub regions of the Yorkshire and Humber region. Barnsley lies within the South Yorkshire sub region which comprises Barnsley, Doncaster and Rotherham.

## 9 . Core Policies

**9.11.3** However, geological information demonstrates that Barnsley has no mineral resources suitable for use as aggregate minerals. The apportionment for the South Yorkshire sub region will therefore principally be made up from crushed dolomite limestone and sharp sand and gravel from Doncaster borough, with further contributions from Rotherham borough, which also has limestone resource.

### Mineral Safeguarding

**9.11.4** MPS1 requires that that Mineral Safeguarding Areas are identified so that proven resources are not sterilised by non-mineral development. With reference to minerals found in Barnsley borough, Annex 2 to MPS1 requires brick clay and fireclay reserves to be safeguarded, and Annex 4 requires Mineral Planning Authorities to identify the extent of the coalfield to depths between 22m and 1500m.

**9.11.5** Data from the Coal Authority British Geological Survey indicates that shallow coal (less than 50m overburden) and Fireclay and Brick Clay (minerals commonly associated with coal seams) underlie virtually all the borough. It is therefore not practicable to identify Mineral Safeguarding Areas for these minerals.

**9.11.6** There is no national or regional policy requirement to safeguard sandstone resources, although Annex 3 of MPS1 states that Mineral Planning Authorities should identify quarries of importance to the built heritage. Sandstone quarry sites that may be important for local and regional built heritage conservation and for building and roofing stone have not been identified in Barnsley. There has been very little demand for the coal measures sandstone for building in Barnsley in recent years (currently only one small quarry) and the demand is unlikely to increase significantly over the plan period. Should any sandstone resources be identified in the future, consideration will be given to safeguarding them in the Development Sites and Places DPD.

**9.11.7** Current permitted reserves for all minerals will be identified on the Proposals Maps which will accompany the Development Sites and Places DPD and will be safeguarded from sterilisation from non-minerals development.

### Mineral Production

**9.11.8** Although Barnsley has considerable amounts of mineral resources, there is currently very little demand. There are four permitted clay quarries producing clay for bricks and pipes, and one small sandstone quarry. The main mineral resources in the borough are coal with associated minerals such as brick clay, and fireclay, together with coal measures sandstone which is used as building stone. Unlike aggregates, there is no formal framework, such as the Regional Aggregates Working Parties, for the future supply of these minerals.

## 9 . Core Policies

**9.11.9** The coal measures sandstones have been worked for many years in small scale low output quarries, generally linked to the maintenance of properties, and some settlements are characterised by their stone buildings such as Wombwell and Penistone. Proposals for the extraction of building stone must demonstrate a local need, and must be on a scale which avoids and significant environmental and amenity impacts. Such proposals may also result in windfall production of aggregates. However, this is unlikely to be of sufficient quantity to qualify as a contribution towards the subregional aggregate apportionment. Brick clays and Fireclay also underlie the borough but current demand is low and extraction is mainly confined to clays for local brick making and pipe making. For all these minerals extension to existing workings may be more sustainable and economically acceptable than working new sites. Areas of Search for new minerals will be shown on the Proposals Maps which will accompany the Development Sites and Places DPD.

### Coal

**9.11.10** The Energy White Paper 2007 notes that the UK is likely to remain reliant on fossil fuels for many years but highlights the security and risks of imported fossil fuels. It is expected that coal will still provide 14% power by 2020. The White Paper indicates that we can reduce the dependence by (amongst other things) utilising our remaining coal reserves, and goes on to state that it will continue to play a role in energy generation for the foreseeable future because it brings security of supply benefits. It is important therefore that coal is not sterilised in the borough.

**9.11.11** Shallow coal extraction by opencast methods may occur before some other form of development takes place on a site, whether greenfield or during reclamation of a brownfield site. Most former colliery sites have now been reclaimed in the borough but shallow coal extraction can provide an opportunity to work other associated economic minerals, such as fireclay and brick clay. It is also important to avoid unnecessary sterilisation of coal and associated mineral resources by other forms of development where these can be extracted, within a reasonable timescale and in an environmentally acceptable way or where local or community benefits clearly outweigh the likely impacts to justify the grant of planning permission. Proposals must also comply with government guidance (MPG3: Coal Mining and Colliery Spoil ODPM 1999). Proposals for coal and related energy products such as the coal gasification, coal mine methane and coal bed methane will be assessed on their merits against all material planning considerations.

## 9 . Core Policies

### On-shore Oil And Gas

**9.11.12** Petroleum exploration licences have been granted in the borough in the past, and there are several sites which are currently extracting coal mine methane as a source of energy. Following the Climate Change Act 2008, the UK Low Carbon Transition Plan (National Strategy for Climate Change and Energy) anticipates an increase in the research and development of new low carbon technologies such as the extraction of coal bed methane and underground coal gasification. Exploration and development of low carbon technologies such as these will be supported where it can be demonstrated that it would be environmentally acceptable in accordance with government guidance (Planning and Minerals Practice Guide November CLG 2006).

### Reclamation

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

### Secondary Aggregates

**9.11.14** Government policy seeks to maximise the potential for minerals waste to be used for recycling to produce secondary aggregates or used in site restoration, and local authorities must ensure, as far as practicable, the use of substitute or recycled materials in place of primary materials. In June 2003 the Office of the Deputy Prime Minister published revised national and regional guidelines for the provision of aggregates in England for the 16-year period 2001 to 2016. Following apportionment the region is expected to produce 128 million tons of alternative materials between 2001 and 2016.

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

## 9 . Core Policies

### 9.12 Contaminated Land and Pollution

#### The Challenge

- Effectively dealing with contamination the majority of which dates back to the 19th century and early 20th century
- Ensuring that new development does not have, and is not at risk from a negative environmental effect

#### The Current Position

- Barnsley's industrial heritage means that there are areas which are potentially affected by contamination from coal mining and industry. The ground around these sites can contain substances which, in some circumstances, can present a risk to people and the natural environment
- The control of pollution is governed by Planning and Environmental Health laws. Various regulatory authorities have a role in controlling pollution, including the Environment Agency

#### Policy Solutions

- Ensuring planning applications are accompanied by sufficient information regarding contaminated land to show that the development can go ahead safely
- Controlling potentially polluting development and protecting new development from pollution

#### CSP 39 Contaminated Land

Where the future users or occupiers of a development could be affected by contamination, proposals must be accompanied by a report which:

- shows that investigations have been carried out to work out the nature and extent of contamination and the possible effect it may have on the development and its future users, the natural and historic environment; and
- sets out detailed measures to allow the development to go ahead safely, including, as appropriate
  - removing the contamination;
  - treating the contamination; and
  - protecting or separating the development from the effects of the contamination.

Where measures are needed to allow the development to go ahead safely, these will be required as a condition of any planning permission.

## 9 . Core Policies

- 9.12.1** Planning Policy Statement 23 Planning and Pollution Control recognises that contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities.
- 9.12.2** Proposals for uses on land which is known or suspected to be contaminated, or for uses which would be particularly vulnerable in terms of exposure to contamination (such as housing with gardens) must be supported by sufficient information to enable the possible contamination risks to be fully assessed. It is then essential that measures are put in place which allow the development to go ahead safely.
- 9.12.3** We will prepare a Supplementary Planning Document to provide more information about how we will apply this policy.

### **CSP 40 Pollution Control and Protection**

Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.

Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

- 9.12.4** An important consideration in the planning process is the precautionary principle. Where there is significant risk of damage to the environment planning and pollution controls will take into account the need to prevent or limit harm, even where there is no definite scientific knowledge.
- 9.12.5** Noise and vibration can be a serious cause of nuisance. Planning cannot control the noise or vibration from existing development. However it can try to make sure that new noise-sensitive development such as housing and schools is not close to existing sources of noise, including industrial uses and noise created by vehicles and other forms of transport. It can also make sure that potential noise creating uses, including industrial processes or some recreational activities, are not in places where they would be likely to cause nuisance. In particular we will prepare an SPD to provide further guidance on how we will deal with hot food takeaways.
- 9.12.6** We will not allow development that could damage the quality of surface water and ground water. We will consult the Environment Agency on these issues.



## 9 . Core Policies

### **CSP 41 Development in Air Quality Management Areas**

Development in air quality management areas will be expected to demonstrate that it will not have a harmful effect on the health or living conditions of any future users of the development in terms of air quality (including residents, employees, visitors and customers), or that any such harmful effects can be mitigated against.

We will only allow residential development in air quality management areas, where the developer provides an assessment that shows living conditions will be acceptable for future residents.

We will only allow development in air quality management areas which could cause more air pollution, where the developer provides an assessment that shows there will not be a significantly harmful effect on air quality.

- 9.12.7** There is an increasing recognition that air pollution can be a cause of serious health problems, such as respiratory illnesses. Air pollution can take the form of released gases, such as oxides of nitrogen, and fine dust mainly as a result of industrial processes, or smells. As the Environmental Health Authority, the council has an important role in controlling air quality, and must carry out regular reviews of air quality in its area, and assess the present and future quality against legal air-quality standards. If the aims are not likely to be achieved, it must name an air quality management area and then make an action plan for improvements in air quality in that area.
- 9.12.8** We will not allow new residential development in air quality management areas. This is to make sure that all residents have satisfactory living conditions. In some circumstances, it may be possible for a housing development to go ahead in an air quality management area as long as the developer can show that there will be no harmful effects to the health and living conditions of future residents or that mitigation measures can be successfully used to address these effects.

## 9 . Core Policies

### 9.13 Community Infrastructure

#### The Challenge

- Meeting the additional demand on existing infrastructure, services and facilities which development brings
- Ensuring development improves existing infrastructure or puts in place new infrastructure to ensure sustainable communities
- Investing in education and skills to support the development of the economy and increase education attainment

#### The Current Position

- UDP policies, SPG's and PANs which require contributions from developers for green space, education facilities and affordable housing
- The Education Sites Development Plan Document has been adopted and forms part of the LDF

#### Policy Solutions

- Developing an Infrastructure Delivery Plan
- Providing clear guidance to developers on what is expected of them with regard to community infrastructure
- Allocating land for schools
- Protecting Community uses

#### CSP 42 Infrastructure and Planning Obligations

Development must be supported by appropriate physical, social and economic infrastructure. Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.

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

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

## 9 . Core Policies

- 9.13.1** It is important to ensure that development is adequately supported by appropriate infrastructure, whether existing or new. New development should not overburden existing infrastructure. Where new development creates a need for new or improved infrastructure, developer contributions will be sought to make the development acceptable in planning terms. In some cases the cumulative impact of applications may be considered when assessing infrastructure requirements. There is increasing recognition that the community can benefit through the granting of planning permission. New development will create additional demands on existing infrastructure and where spare capacity may not exist, there will be a need for new infrastructure to ensure it functions satisfactorily.
- 9.13.2** There are three main types of infrastructure which are:
- Social infrastructure - needed to meet the day to day needs of the population such as schools and community facilities
  - Physical Infrastructure – needed to enable the borough to function in a sustainable way such as transport, utilities and Green Infrastructure.
  - Economic infrastructure - needed to support economic regeneration
- 9.13.3** There are many examples of infrastructure. These include a need for new or improved provision of roads and other services, public transport, Green Infrastructure, recreation and open space facilities and infrastructure that will make Barnsley a better place such as public realm improvements, educational accommodation, affordable housing and also adequate community facilities. Investment may also be required to ensure the local economic infrastructure can accommodate the new development including shopping facilities and the availability of suitably skilled labour to support economic regeneration. New forms of infrastructure are also relevant including communications technology.
- 9.13.4** It may be necessary to consider the cumulative effect of a number of developments such that developers may be required to contribute jointly towards necessary infrastructure. All new development should therefore make appropriate provision to contribute towards offsetting the additional pressures it has created whether this is through on or off site provision of facilities or financial contributions. Developers will need to demonstrate that adequate capacity either exists, or that provision will be made to meet the necessary infrastructure requirements within an appropriate time scale.
- 9.13.5** We will work with infrastructure providers, partners and agencies to establish infrastructure needs and ensure that infrastructure necessary for growth is programmed and deliverable. The infrastructure required to achieve the spatial strategy for the borough will be set out in an Infrastructure Delivery Plan.

## 9 . Core Policies

- 9.13.6** Developer contributions will be sought for infrastructure and anything considered necessary to make a development acceptable. We will consider whether these will be sought via planning obligations or through the forthcoming Community Infrastructure Levy. The government has recently consulted on regulations to set out how the Community Infrastructure Levy will work. The specific requirements, type of contribution and how it will be secured will be determined through negotiation with the Local Planning Authority working in partnership with the appropriate public, private and voluntary agencies. Details of how this will work, and examples of the types of things contributions will be sought for, will be set out in a Supplementary Planning Document.

### **CSP 43 Educational Facilities and Community Uses**

We will support the provision of schools, educational facilities and other community facilities

The sites allocated for Advanced Learning Centres in the Education Sites DPD will be safeguarded for such purposes.

New schools, educational facilities and community uses should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport.

Such uses will be protected from development unless it can be demonstrated that the sites and premises are no longer required by the existing use or an alternative community use.

- 9.13.7** One of the borough's ambitions is to invest in education and skills to support the development of the economy and increase education attainment. It is important that everyone has access to a good education. We will support the Remaking Learning agenda, the Building Schools for the Future Programme and future education initiatives.
- 9.13.8** The Barnsley Education Sites Development Plan Document has been adopted by the council and forms part of the Local Development Framework. The DPD is part of the Council's 'Remaking Learning' initiative which is a major investment programme develop nine new Advanced Learning Centres (ALCs) across the borough. Six of the ALCs will be built on existing school sites but three of the centres require new sites. The Education Sites DPD allocates these new sites for ALC development and sets out the mitigation issues that will need to be addressed as a result of their construction.
- 9.13.9** If local schools do not have enough places for children resulting from new housing development, developer contributions may be sought to ensure enough school places are provided before the development goes ahead, under CSP42.

## 9 . Core Policies

**9.13.10** Buildings and space for community use are important if we are to create sustainable communities where people want to live. The opportunity to take part in community life can help to engender community pride and spirit. Therefore community facilities will be protected where possible.

## 10 . Monitoring &amp; Indicators

**10.1** The Core Strategy must have clear arrangements for monitoring and reporting to ensure they continue to remain effective in their implementation.

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP1 Climate Change</b> Objective 1, 6, 8	<b>NI185</b> % CO2 reduction from BMBC operations	2008/09 2.6% reduction (7.3)	SCS Ambition 1, 5 LAA Outcome 1, 5  NI 185 NI 186 NI 188	BMBC Sustainability Partnership Developers
	<b>NI186</b> Per capita reduction in CO2 emissions in the Bamsley area	2008/09 2.6% reduction (7.3)		
	<b>NI188</b> Planning to adapt to climate change	2010/2011 - 12% reduction over 3 years		
	<b>Local Output indicator</b> Code for Sustainable Homes/ Sustainable Homes/ BREEAM standards	Code for Sustainable Homes Level 3 or 4 rating		
<b>CSP 2 Sustainable Construction</b> Objective 6, 8	<b>Local Output Indicator</b> Prepare Sustainable Building Design SPD	By end 2011	SCS Ambition 1, 5 LAA Outcome 1, 5 NI 186 NI 188	BMBC Developers
	<b>Local Output Indicator</b> % of new development and conversion approved committing to	To be monitored annually Targets: 70% for new developments 50% for conversions		

## 10 . Monitoring & Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<p><b>CSP3 Sustainable Drainage Systems (SuDS)</b> Objective 6</p>	<p>meet minimum building standard requirements for Barnsley a) residential b) carbon neutral</p>			
	<p><b>Local Output Indicator</b> % of new developments and conversions approved via the planning system that are a) zero carbon b) carbon neutral</p>	<p>To be monitored annually Targets: Zero carbon: 5% of new developments Carbon neutral: 50% of new developments and conversions</p>	<p>SCS Ambition 1 LAA Outcome 1 NI 188</p>	<p>Analysis of planning applications</p>

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP4 Flood Risk</b> Objective 6	COI E1: Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality. No net loss of functional flood plain No development on floodplain	SCS Ambition 1 LAA Outcome 1 NI 188	BMBC Developers Environment Agency Analysis of planning applications
<b>CSP5 Including Renewable Energy in Developments</b> Objective 6, 8	COI E3: Renewable energy generation	Renewable energy capacity installed by type. 15MW of renewable energy capacity provided by 2010 and 34MW by 2021	SCS Ambition 1 LAA Outcome 1 NI 186 NI 188	Developers
<b>CSP6 Development that Produces Renewable Energy</b> Objective 6, 8	Local Output Indicator: Number of new developments with on site renewable energy	Number of new developments with on site renewable energy Trend analysis	SCS Ambition 1 LAA Outcome 1 NI 186 NI 188	Analysis of planning applications



## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
CSP7 City Regions Objective 1	Growth Point Programme of development		SCS Ambition 9 LAA Outcome 9 SCS Ambition 11 LAA Outcome 11	BMBC Barnsley Planning and Transportation Service Leeds City Region and South Yorkshire and Doncaster Growth Point Adults Well-being partnership Homes and Communities Agency Berneslai Homes
	Number of additional homes built above the former RSS target to 2016	200 homes per year		
	NI 154 Net additional homes	2008/09 1015 homes per year. Will review during 2010/11 as Growth Point status achieved		
	NI 155 Number of affordable homes delivered (gross)	2009/10 280 2010/11 320		
	NI 156 Number of households living in temporary accommodation	No target		
	NI 159 Supply of ready to develop housing sites	No target		

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP8 The location of Growth</b> Objective 1	Local output indicator: The proportion of new development in Urban Barnsley, the Yorkshire Growth corridor, Penistone and outside centres	Priority for development 1. Urban Barnsley 2. Barnsley Growth Corridor 3. Penistone	SCS Ambition 1 LAA Outcome 1 YH1, YH2, YH4, YH5, LCR1, SY1	
	N1 154 Net additional homes provided (LAA)	2008/09 1015 homes per year. Will review during 2010/11 as Growth Point status achieved	SCS Ambition 1 LAA Outcome 1	BMBC Developers
<b>CSP9 The number of new homes to be built</b> Objective 1, 3, 4, 7	Core Output Indicator H1: Plan period and housing targets Core Output Indicator H2(a): Net additional dwellings - in previous years Core Output Indicator H2(b): Net additional dwellings - for the reporting year Core Output Indicator H2(c) Net additional dwellings - in future years			

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP10 The Distribution of New Homes</b> Objective 1, 2, 3, 4, 7	Core Output Indicator H2(d): Managed delivery target			
	NI 159 Supply of ready to develop housing sites	No target	SCS Ambition 1 LAA Outcome 1	BMBC Sustainability Partnership  Developers
<b>CSP11 Providing Strategic Employment Locations</b> Objective 1, 4, 5	Core Output Indicator H3: New and converted dwellings - on previously developed land			
	NI 151 Overall employment rate (working-age)		SCS Ambition 9 LAA Outcome 9	
	NI 171 New Business registration rate			
	Core Output Indicator BD1: Total amount of additional employment floorspace - by type			
	Core Output Indicator BD2: Total amount of employment floorspace on previously developed land - by type			

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP12 The Distribution of Employment Sites</b> Objective 1, 4, 5	Core Output Indicator BD3: Employment land available by type			
	COI BD1: Total amount of additional employment floorspace - by type		SCS Ambition 9 LAA Outcome 9	BMBC BDA Developers
	Core Output Indicator BD2: Total amount of employment floorspace on previously developed land - by type			
<b>CSP 13 The Release of Allocated Housing Land</b> Objective 1, 3, 4, 7	Core Output Indicator BD3: Employment land available - by type			
	NI159 Supply of ready to develop housing sites	Demonstrate a five year supply of deliverable sites and annually update five year supply note		BMBC
	Core Output Indicator H1			
	Core Output Indicator H2			

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP14 Housing Mix and efficient use of land</b> Objective 3, 4, 7	NI170 Previously developed land that has been vacant for more than 5 years	55%-60% development on previously developed land		
	NI 155 Number of affordable homes delivered (gross) Core Output Indicator H5: Gross affordable housing completions	2009/10 280 2010/11 320	SCS Ambition 1 LAA Outcome 1	BMBC Adults Well-being Partnership Developers RSLs
<b>CSP 16 Affordable Housing Rural Exception Policy</b> Objective 7	Local Output Indicator Number of affordable dwellings provided on rural exception sites	No target		
<b>CSP17 Housing Market Regeneration</b> Objective 1, 7	NI 155 Number of affordable homes delivered (gross)	2009/10 280 2010/11 320	SCS Ambition 1 LAA Outcome 1	BMBC TSY RSLs Adults Well-being Partnership
	Core Output Indicator H4: Net additional pitches (Gypsy and Traveller)	To provide sufficient accommodation for Gypsies, Travellers and Travelling Showpeople	SCS Ambition 1 LAA Outcome 1	BMBC

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP19 Protecting Existing Employment Land</b> Objective 1, 4, 5	NI 151 Overall employment rate (working-age)	No target	SCS Ambition 9 LAA Outcome 9	BMBC BDA Developers Economy and Culture Partnership
	NI 172 VAT registered businesses in the area in growth	No target		
	Core Output Indicator BD1: Total amount of additional employment floorspace - by type			
	Core Output Indicator BD2: Total amount of employment floorspace on previously developed land - by type			
<b>CSP20 Promoting Tourism</b> Objective 1,3,5	Core Output Indicator BD3: Employment land available - by type COI BD4: Total amount of floorspace for 'town centre uses'		SCS Ambition 3 & 11 LAA Outcome 3 & 11	BMBC Economy and Culture Partnership
	NI 11 Engagement in the Arts (LAA)	3% increase over baseline - determined through Active People Survey Baseline 2009		

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP21 Rural Economy</b> Objective 5	Local indicator: Number of planning permissions granted for rural diversification schemes	Number of planning permissions granted for rural diversification schemes Trend analysis	SCS Ambition 9 LAA Outcome 9	Analysis of planning applications - In house analysis of survey data
	Local indicator: Number of proposals for development which seek to support a diverse rural economy	a) amount of retail floorspace gained or lost in the centres b) vacancy rates Trend analysis		
<b>CSP22 Loss of Shops and Local Services in Villages</b> Objective 5	Local output Indicator: Number of rural facilities and services (excl. transport) opened and closed.	Number of rural facilities and services (excl. transport) opened and closed. Trend analysis	SCS Ambition 1 LAA Outcome 1	Monitor number of planning completions outside of urban areas and associated settlements involving shops, pubs, garages, community halls

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP23 Accessibility Priorities</b> Objectives 1, 2 and 4	Percentage of schools with a travel plan	100%	SCS Ambition 5, 10 LAA Outcome 10	BMBC, LTP3, SYPTE, Metro (WYPTE), Highways Agency, Network Rail, Public Transport Providers, Neighbouring Local Authorities, Land Owners, Developers, Development Sites and Places DPD
	Increase in walking and cycling into Barnsley central corden	2% increase per year (in accordance with the Councils Walking and Cycling strategies)		
	NI 198 Mode of travel to School - Limit car use	Limited to 24.6% 2010/2011 (South Yorkshire Target to be updated in LTP3)		
	NI 177 number of local bus passenger services originating in the Barnsley borough	LAA target of 120 800 by 2010/2011		
	Local indicator: Proportion of transport investment projects developed within the ALZ, by mode	No target		
	Local Indicator: Completing the Northern Barnsley Connectivity Study	2011		



## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
	Develop a community accessibility action plan for the Dearne Towns	By 31 <sup>st</sup> March, 2010		
	Roll out a programme of community accessibility studies in the Principal Towns	Timetable to be prepared by 31 <sup>st</sup> December, 2011		
	South Yorkshire LTP Target: Traffic levels	Cap growth in area wide road traffic mileage by 2010/2011 at 13.5%		
<b>CSP24 Safeguarding of Former Railway Lines</b> Objective 1, 2, 4	Local indicator: Number of planning applications for built development approved on land within and adjacent to existing and historical rail alignments	Zero	SCS Ambition 10 LAA Outcome 10	BMBC, Network Rail, SYPTE, Metro (WYPTE), Neighbouring Local Authorities, Development Sites and Places DPD

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP 25 New Development and Sustainable Travel</b> Objective 1,2,3	Local Output Indicator: Number of approved planning applications meeting the parking standards set out in the relevant SPD.	No target		BMBC, LTP3, SYPTTE, Metro (WYPTTE), Highways Agency, Network Rail, Public Transport Providers, Neighbouring Local Authorities, Land Owners, Developers, Development Sites and Places DPD
	Local Indicator: Number of travel plans secured for development likely to have a significant transport impact	No target	SCS Ambition 5, 10 LAA Outcome 5, 10	
<b>CSP26 New Development and Highway Improvement</b> Objective 2, 3	Percentage of approved planning applications meeting the policy standard	100%	SCS Ambition 2, 10 LAA Outcome 10	BMBC, LTP3, SYPTTE, Metro (WYPTTE), Highways Agency, Network Rail, Public Transport Providers, Neighbouring Local Authorities, Land Owners, Developers, Development Sites and Places DPD
	NI 47/LAA: People killed or seriously injured in road traffic accidents	2010/2011 -3.1% reduction (600)		
	NI 48/LAA: Children killed or seriously injured in road traffic accidents	No target		
<b>CSP 27 Parking Strategy</b> Objective 2	Local Output Indicator: Development of a Parking Strategy	By 31 <sup>st</sup> December, 2011	SCS Ambition 10 LAA Outcome 10	BMBC

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP28 Reducing the Impact of Road Travel</b> Objective 2	Local indicator: Person delay indicators	Collected annually for Local Transport Plan	SCS Ambition 10 LAA Outcome 10	BMB, LTP3, SYPTE, Metro (WYPTE), Highways Agency, Network Rail, Public Transport Providers, Neighbouring Local Authorities, Land Owners, Developers, Development Sites and Places DPD
	NI 178: Number of local bus services running on time	No target		
	NI 167 Congestion: Average journey time per mile during morning peak	2010/2011 Reduction of 3 hours 51 seconds		
	Number of fleet operators signed up to the Eco-Stars scheme	No target		
<b>CSP 29 Design</b> Objective 6	Core Output Indicator H6: Housing quality - Building for Life assessments - will show the level of quality in new housing development		SCS Ambition 1 and 11 LAA Outcome 1 and 11	
	Number and proportion of total new build completions on housing sites reaching very good, good, average			

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
	and poor ratings against Building for Life criteria			
	Number of major development sites allocated in the LDF which are covered by design briefs or development frameworks			
	Applications allowed on appeal contrary to local character and design considerations			
	Local indicator: Number of major development sites allocated in the LDF which are covered by design briefs or development frameworks			
<b>CSP 30 The Historic Environment</b> Objective 3, 5, 6	Local Output indicator: % of conservation areas with a conservation area appraisal	100%	SCS Ambition 1 and 11 LAA Outcome 1 and 11	BMBC Analysis of planning applications

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
	Local Output indicator: % of conservation areas with a management assessment plan	100%		
	Local Output indicator: number and percentage of each heritage asset type at risk (as detailed on English Heritage's annual Heritage at Risk Register)	None		
	Local Output indicator: Protection of buildings of architectural interest	100%		
<b>CSP 31 Town Centres</b> Objective 1, 3, 5	95% of planning applications for retail use granted within defined centres	To develop and maintain vibrant and successful town centres	SCS Ambition 9 LAA Outcome 9	BMBC
<b>CSP 32 Small Local Shops</b> Objective 1,3, 5	Number of small shops of 500 sq m or less permitted	To support the needs of local communities	SCS Ambition 9 LAA Outcome 9	BMBC
<b>CSP 33 Green Infrastructure</b> Objective 3,8	Local indicator: Number of new Green Infrastructure projects developed	Provision should meet defined local standards set out in Green Space Strategy	SCS Ambition 1 LAA Outcome 1	Analysis of planning applications

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP 34 Protection of Green Belt</b> Objective 4, 8	Local Output indicator: Amount of development (any use) permitted in the Green Belt	<p>Progress on projects and initiatives included in Barnsley's Green Infrastructure Strategy</p> <p>Increased resident satisfaction with improved green infrastructure</p> <p>Number and % of applications in Green Belt approved where inappropriate development but very special circumstances exist</p> <p>Number of planning applications approved and type of development approved in the Green Belt</p> <p>No net loss of Green Belt land to new built development other than in very special circumstances</p>	SCS Ambition 1 LAA Outcome 1	Analysis of planning applications

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How	
<b>CSP 35 Green Space</b> Objective 3,8	NI 56 Obesity among primary school age children year 6	% of children in Year 6 who are obese with height and weight recorded who are obese: 2008/09 20.2 2009/10 20.2 2010/2011 19.9  % of children in Year 6 with height and weight recorded: 2008/09 86 2009/10 88 2010/11 88		Children and Young People and Families Partnership  NHS Barnsley Public Health	
	NI 110 Young people's participation in positive activities	No target			BMBC
	Local indicator: The number of eligible open spaces managed to a green flag award standard	An increase of 2 percentage points per year to a maximum of 48 by 2010/11			

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
		<p>Authorities with green flag policies or signed up to the scheme should continue to monitor against the standard</p>		
	<p>Local output Indicator: Development of LNR's against the Natural England target of one hectare per 1000 population.</p>	<p>Number of planning applications approved, type and size (ha) of green space lost</p> <p>No net loss of green spaces to new built development</p> <p>Number of LNR's declared</p>	<p>SCS ambition 1,3,5</p> <p>LAA Outcome 1,3,5</p>	<p>BMBC</p>



## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP 36 Biodiversity and Geodiversity</b> Objective 3,8	COI E2: Change in areas of biodiversity importance	No loss in the number and area of ecological designations	SCS Ambition 1,3,5 LAA Outcome 1,3,5	Analysis of planning applications Local Sites Partnership, Natural England, Biodiversity Trust
	Local Indicator: Percentage of land in Barnsley designated as Sites of Special Scientific Interest and its condition status	Changes in areas and populations of biodiversity importance	NI 188 NI 197	Monitoring qualitative change to NHSs is the responsibility of the local authority and the Local Sites Partnership
	Local indicator: Progress in relation to targets in Biodiversity Action Plan	No overall loss of BAP priority biodiversity species or habitats (ha) designations No loss in the number and area of ecological designations 95% of nationally designated SSSI's are to be in favourable condition or recovering by 2010		Natural England currently monitors the quality of SSSIs for its PSA target which aims to have 95% of all SSSI in favourable or recovering condition by 2010 Condition monitoring
	Local indicator: area of ancient woodland within the borough	Area and % loss of ancient woodland in borough		

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
		There will be no loss or damage through development ancient woodlands		
	Local Output indicator: Development of LNR's against the Natural England target of one hectare per 1000 population.	Number of LNR's declared		
<b>CSP 37 Landscape Character Objective 8</b>	There will be no damage through development to landscape character as set out in the Landscape Character Assessment	Number of refused planning applications on grounds of damage to landscape character  The number of applications approved contrary to the advice of Natural England where they have advised that the proposals would have an adverse impact upon the borough's landscape character	SCS Ambition 1,3,6,7,11 LAA Outcome 1,3,6,7,11	Analysis of planning applications

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP 38 Minerals</b> Objective 8	Core Output Indicator MI: Production of primary land won aggregates	Production of primary land won aggregates	SCS Ambition 1 LAA Outcome 1	Analysis of planning applications
<b>CSP 39 Contaminated Land</b> Objective 3, 6	Local Output indicator: Area of contaminated land (ha)	Area of contaminated land (ha)	SCS Ambition 1 and 5 LAA Outcome 1 and 5	BMBC
<b>CSP 40 Pollution Protection and Control</b> Objective 3,6	Local Output indicator: Concentrations of air pollutants (e.g. NOx,NO2,PM10)	Concentrations of air pollutants (e.g. NOx,NO2,PM10)	SCS Ambition 1 and 5 LAA Outcome 1 and 5	UK Air Quality Archive
		Number of Air Quality Management Areas in Barnsley		BMBC
<b>CSP 41 Development in Air Quality Management Areas</b> Objective 2, 3	Local Output Indicator: Number of planning applications for residential development approved within Air Quality Management Areas	No target	SCS Ambition 1 LAA Outcome 1	

## 10 . Monitoring &amp; Indicators

Core Strategy Policy and Strategic Objective	Indicator/ Source	Target/ Direction	SCS/LAA Ambitions, Outcomes and Indicators	Delivery Who/ How
<b>CSP 42 Infrastructure and Planning Obligations</b> Objective 3, 4,5,7,8	Local Output indicators: Planning obligations consistently applied to new development	Number of planning obligations secured  All development schemes that contribute in accordance with the Planning Obligations SPD and total contributions by type will be monitored	Potentially cuts across all SCS Ambitions and LAA Outcomes  SCS:1 LAA:1	BMBC Delivery Partners
	<b>CSP 43 Educational Facilities and Community Uses</b> Objective 3	NI 75 Achievement of 5 or more A*-C grades at GCSE or equivalent including English and Maths  NI 78 Reduction in number of schools where fewer than 30% of pupils achieve 5 or more A*-C grades at GCSE and equivalent including GCSEs in English and Maths	SCS Ambition 8  LAA Outcome 8	BMBC Children and Young People and Families Partnership
		2008/09 43% 2009/10 46%  2008/09 6 2009/10 4 2010/11 0-No maintained mainstream schools achieving below 30% 5A* to C grades including English and Maths		

## 1 . Glossary

Term	Abbreviation	Meaning
Ancillary uses		A use which forms a small part of a larger use. For example, a factory may include a small shop selling things made in the factory. The shop is ancillary to the main use of the site as a factory.
Biodiversity		The variety of plant and animal life found in an ecosystem and the variation in their genetic makeup. Biodiversity is a measure of the health of an ecosystem, with healthy ecosystems having greater variety and variation in plant and animal life than unhealthy ones.
Biodiversity Action Plan	BAP	A plan which sets out proposals to protect and improve the places where trees, plants, animals and insects live.
Biomass		Biomass in ecology, is the mass of living biological organisms in a given area or ecosystem at a given time. Biomass can also refer to a renewable energy source or biological material derived from living, or recently living organisms. Biomass is commonly plant matter grown to generate electricity or produce heat but can also include plant or animal matter used for production of fibres or chemicals. It excludes organic materials such as fossil fuels which have been transformed by geological processes into substances such as coal or petroleum.
Community Infrastructure Levy	CIL	Was introduced in the Planning Bill in 2007 and empowers local authorities to make charges on new developments to help finance the infrastructure needed to support growth.
Comparison goods		Things we buy which are not food and which are not bought every day or every week. Examples include clothes, furniture, computers and cars.
Comparison shops		Shops selling goods which are not food and which are not bought every day or every week. Clothes and furniture shops are comparison shops.
Consultation		A process by which people and organisations are asked their views about planning decisions, including the LDF. The terms involvement and participation are also used and mean the same thing.

## 1 . Glossary

Term	Abbreviation	Meaning
Core Cities		The 'major centres of business and wealth creation that in turn power the economy of the surrounding region. They sit at the heart of travel networks, surrounded by towns and rural areas that are economically dependant on each other and across which people travel to and from work; functional economic areas that have developed city region partnerships to work across boundaries'. (Core Cities Group <a href="http://www.corecities.com">www.corecities.com</a> ). They include Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield.
Deliverability		The likelihood of a proposal (for example, a housing site) happening. The things that affect deliverability are the cost of developing a site, how desirable the area in which the site is, and the availability of funding.
Density		Density is the number of houses in a given area. In the LDF it is used mainly in relation to housing.
Designations		Policies and proposals which are shown on the proposals map. This can, for example, include sites specifically set aside for development such as housing. It can also include sites where new development is limited, for example, areas which are Green Belt.
Development Plan Document	DPD	A document within the LDF which is used to make decisions on proposals for development. In Barnsley, DPDs are the equivalent of the old Unitary Development Plan (UDP). Most DPDs include policies and proposals which apply to specific areas or sites, these are shown on the Proposals Maps.
Employment allocations		Sites specifically set aside for employment development. Employment in this context mainly refers to industry, storage and distribution, but can include other uses.
End users		Provided for employment development. An end user is a business which is based on the site. It is used to make a distinction between the developer who has got the site ready for development (that is, by putting in roads and services).
Environmental Impact Assessment	EIA	By law, some planning applications for larger development need to be accompanied by a detailed document which looks at the effects the proposal will have on wildlife, water quality, air quality and living conditions.

## 1 . Glossary

Term	Abbreviation	Meaning
Examination or Examination in Public	EIP	An independent process where formal objections to a DPD made at Submission stage are considered by a government inspector. The Examination itself will be run by a government inspector. Many objections to DPDs will be considered through written comments made by the objector and the council. However, objectors have a right to make their case in person at the Examination if they choose.
Farm diversification		This is where a farm is used for other things as well as agriculture. Bed-and-breakfast accommodation is an example of this.
Footprint		The amount of land a development takes up. The footprint of a building is the amount of land it takes up.
Government Office for Yorkshire and the Humber	GOYH	A regional branch of central government.
Green Belt		A policy or land use designation used to retain areas of largely undeveloped, wild, or agricultural land surrounding or adjacent to urban areas.
Green Infrastructure	GI	Strategic infrastructure made up of a network of connected, multi-functional green spaces throughout the borough.
Green Space		'Green' open areas. They include village greens, local open spaces, country parks, formal gardens, cemeteries, allotments, woodlands, wildlife areas, recreation grounds, sports pitches and parks.
Hazardous substances consultation zones		By law, the Health and Safety Executive must keep lists of certain potentially dangerous materials. These are usually materials used in industry. We will assess any new development planned in the area near to where these materials are stored. This area is known as a consultation zone. The list of hazardous substances is kept by the Health and Safety Executive, which is part of national government.
Infill development		Development that goes in the gaps between existing buildings. It is usually small in scale. An infill housing development will usually include one to 10 houses.

## 1 . Glossary

Term	Abbreviation	Meaning
Inspector's report		A report produced by the inspector following the examination. This sets out the inspector's conclusions on the issues considered at the inquiry. The report will tell us if the DPD needs to be changed as a result and in what way. We must accept the conclusions of the report and act on them.
Local Development Framework	LDF	A set of documents which will be used to make decisions on proposals for development over the next 15 years or so. It will be made up of a number of different documents. The LDF will be made up of Development Plan Documents, Supplementary Planning Documents and a Statement of Community Involvement. The documents within the LDF will set out how much development is proposed in Barnsley, where it should be located and what it should be like.
Local Development Scheme	LDS	A document which sets out the documents we plan to produce as part of our LDF and the timescales for preparing them, including public consultation.
Local Area Agreement	LAA	These form part of the national performance management framework. Barnsley's Local Area Agreement includes targets and priorities for the next 3 years which have been agreed by central government in negotiation with the local authority and its partners.
Planning and Compulsory Purchase Act	The Act	The legal basis for the planning system, including the LDF.
Planning Inspectorate	PINS	A government organisation which makes decisions about the policies and proposals in DPDs through a formal Examination. The inspectorate are a neutral organisation who make decisions where people and organisations do not agree with us. They also check whether our proposals are in line with national policy.
Planning obligation		A legal agreement between us and a developer which is needed before a development can go ahead. It will usually deal with things that need to happen away from the development site, including improvements to roads and open spaces.



## 1 . Glossary

Term	Abbreviation	Meaning
Planning Policy Statements/ Planning Policy Guidance	PPS PPG	National statements of planning policy prepared by the government and which councils are expected to take into account when preparing LDFs. Planning Policy Guidance notes are being replaced by Planning Policy Statements.
Proposals Map		A plan which shows policies and proposals for specific sites and locations. These are shown on an Ordnance Survey map.
Regeneration		Doing things that will make an area a better place to live and work in.
Regional Spatial Strategy		A document which set out a planning framework for Yorkshire and the Humber. Regional Spatial Strategies were revoked by government in July 2010.
Regulations		Legal documents prepared by the government. They provide detailed information about how Acts should be applied.
River corridor		A river and its immediate surroundings. A river corridor tends to be smaller in width than a river valley which can be several miles wide.
Safeguarded land		This is land which is set aside in case it is needed for development in the long term. It is not available for development in the short term because it is not needed. The need to develop safeguarded land will be considered when the Local Development Framework is reviewed
Saved Policies		The Act allows the policies and proposals in the current UDP to continue to be used to make decisions on development proposals until the UDP is replaced by DPDs. This process is known as 'saving'.
Secretary of State	SoS	The Minister in central government who is in charge of a particular area of activity.
Sequential approach		Considering options for sites for development in a particular order. For example, in terms of new shops, we would first look for sites within a shopping centre and then for sites on the edge of the shopping centre before looking at sites outside the centre. The same approach is applied to finding land for housing.

## 1 . Glossary

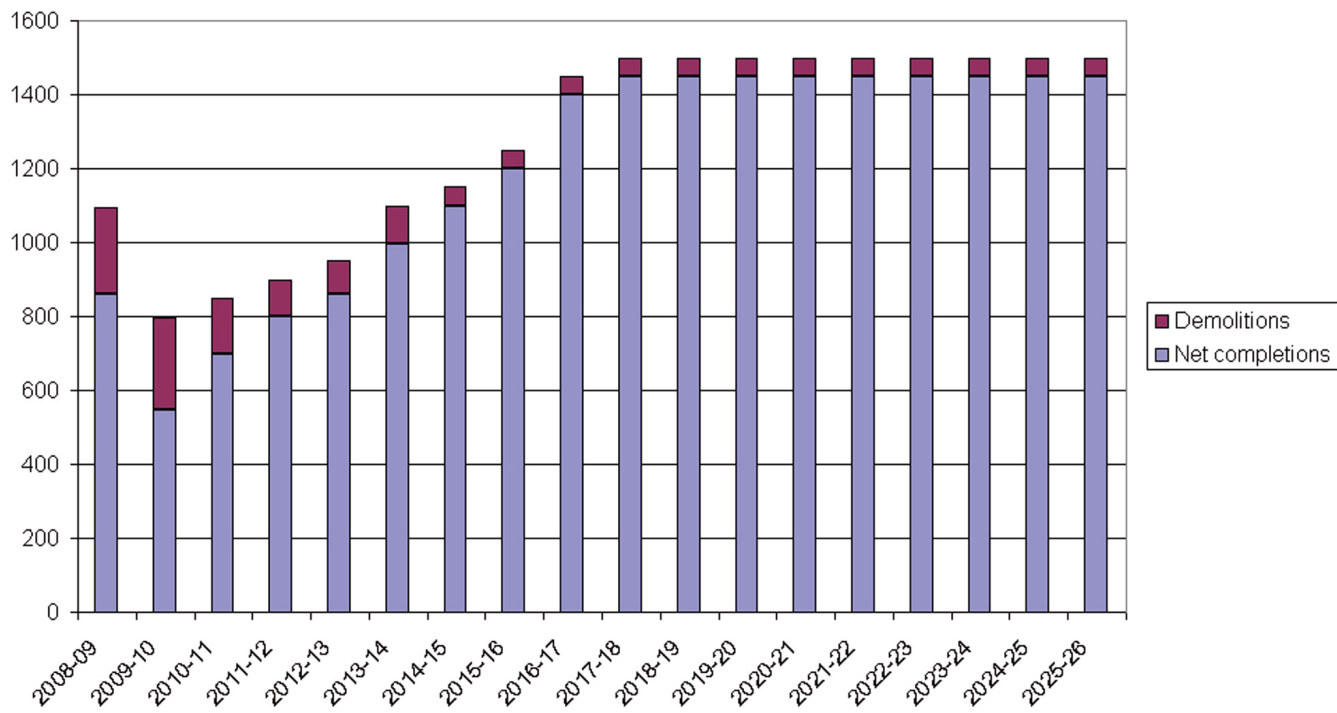
Term	Abbreviation	Meaning
Settlement hierarchy		A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about new development.
Social inclusion		Making sure that everyone has access to services and opportunities no matter what their background or income.
Soundness		At the examination, the inspector must assess whether the DPD is 'sound'. This includes assessing whether the DPD has been prepared in the right way using the right procedures and if it is broadly in line with national planning guidance.
Spatial planning		Spatial planning is about deciding how much development there should be and where it should go.
Statement of Community Involvement	SCI	A document within the LDF which explains how we plan to involve people and organisations in decisions on the LDF and planning applications.
Statutory		Something that is directly needed by law, usually by a government act or regulation.
Strategic bus corridors		Bus routes with frequent and regular bus services.
Strategic Environmental Assessment		Part of the sustainability appraisal specifically covering the effect on the environment.
Strategic highways/ Strategic highway network		The main roads in the borough connecting towns and villages.
Submission		The point at which the DPD is formally sent to the Secretary of State.
Supplementary Planning Document	SPD	A document which helps explain how policies and proposals in DPDs will be applied. An example of this would be a document that sets out detailed requirements or guidance about building design.

## 1 . Glossary

Term	Abbreviation	Meaning
Sustainable Community Strategy	SCS	This is sometimes also known as the Community Strategy or Community Plan. It is a plan prepared jointly by the public, private and voluntary sectors to guide the activities of all partners in an area.
Threshold		The minimum size of development to which a policy applies. For example, housing developments above a particular size may have to include some public open space. Developments below a certain size will not need to provide public open space.
Topography		The form and structure of the surface of the land including the man made and natural physical surface features of an area such as lakes, mountains, hills, and valleys.
Viability		The property of being viable, the ability to succeed or to be achievable in a practical and useful way.
Watercourses		Streams, rivers and drains which channel rainwater.
Yorkshire Forward	YF	Yorkshire Forward is the regional development agency, charged with improving the Yorkshire and the Humber economy.

## 2 . Housing Trajectory

Housing Completions 2008-2026



## 3 . Supplementary Planning Documents

**3.1** Below is an indicative list of the Supplementary Planning Documents (SPDs) we are considering producing. This list is not exhaustive and an up to date list of documents will be available on our website, together with a programme setting out timescales for production. Some topics may be combined in single SPDs. Some of these SPDs may be based on existing Supplementary Planning Guidance.

- Parking
- Affordable Housing
- Hot food takeaways
- Planning Obligations
- Green Space Provision
- Biodiversity and Geodiversity
- Renewable Energy
- Contaminated Land
- Trees and hedgerows
- Landscape character
- House extensions
- Designing out crime
- Advertisements
- Shopfront Design
- Designing New Housing Development

## 4 . Superseded Policies

### Superseded Policies

- 4.1** The following UDP Saved policies will be superseded by the policies in this Core Strategy once it is adopted

#### UDP saved policies superseded

LDF Core Strategy Policy	UDP Policy superseded
CSP 1 Climate Change	No equivalent
CSP 2 Sustainable Construction	No equivalent
CSP 3 Sustainable Drainage Systems	No equivalent
CSP 4 Flood Risk	ES4 Washlands ES5 Watercourses Also superseded by Part 2 policies: BA23, DT13, NE15, DA12, DE15, WW18, PE15
CSP 5 Including Renewable Energy in Developments	No equivalent
CSP 6 Development that Produces Renewable Energy	ES12, ES12A, ES12B,
CSP 7 City Regions	No equivalent
CSP 8 The Location of Growth	No equivalent
CSP 9 The Number of New Homes to be Built	H2 New Housing
CSP 10 The Distribution of New Homes	No equivalent
CSP 11 Providing Strategic Employment Locations	ED1 Sites for New Development ED2 Uses on Employment Sites ED5 & ED6 Sites and Premises for small and medium sized businesses ED12 Office Developments TC11 Economic Development Overall policy

## 4 . Superseded Policies

<b>LDF Core Strategy Policy</b>	<b>UDP Policy superseded</b>
CSP 12 The Distribution of New Employment Sites	No equivalent
CSP 13 The Release of Allocated Housing Land	No equivalent
CSP 14 Housing Mix and Efficient Use of Land	H5 Housing for Special Needs  H5A Flats and Houses in Multiple Occupation  H5B Residential Homes  Part 2 policy TC44
CSP 15 Affordable Housing	H5 Housing for Special Needs
CSP 16 Affordable Housing Rural Exception Policy	No equivalent
CSP 17 Housing Regeneration Areas	H9 Housing Renewal
CSP 18 Sites for Gypsies, Travellers and Travelling Showpeople	H10 Needs of Travellers
CSP 19 Protecting Existing Employment Land	ED7 Existing Employment Areas
CSP 20 Promoting Tourism and Encouraging Cultural Provision	ED14 Hotel/Motel Developments GS31
CSP 21 Rural Economy	ED13 Rural Diversification  GS12  GS30  GS31
CSP 22 Loss of Shops and Local Services in Villages	No equivalent
CSP 23 Accessibility Priorities	T1 Highway Construction and Improvement  T3 Existing Highway Network  T6 Assessments of Improved Accessibility  T9 Public Transport Development

## 4 . Superseded Policies

LDF Core Strategy Policy	UDP Policy superseded
	<p>T11 Bus Priorities</p> <p>T12 Assessment of Future Public Transport Options</p> <p>T13 Strategic Passenger Rail Routes</p> <p>T14 Public Transport Access to Development</p> <p>T15 Railways</p> <p>T25 Cycle Routes (in part)</p> <p>T26 Facilities for Cyclists (in part)</p> <p>T27 Walking (in part)</p> <p>NE19, DA16, DE20, WW24 Public Transport</p> <p>PE19 Bus and Rail Infrastructure</p> <p>BA33, BA40/10, DT15, DO17, RO13 Assessment of Improved Accessibility</p> <p>BA39/10, TC33 Public Transport</p>
CSP 24 Safeguarding of Former Railway Lines	T16 Disused Railways
CSP 25 New Development and Sustainable Travel	<p>T1 Highway Construction and Network</p> <p>T14 Public Transport Access to Development</p> <p>T26 Facilities for Cyclists (in part)</p> <p>T27 Walking (in part)</p> <p>TC35</p> <p>TC39</p> <p>BA39/10, TC33 Public Transport</p>



## 4 . Superseded Policies

LDF Core Strategy Policy	UDP Policy superseded
	BE6C Pedestrians and Cyclists
CSP 26 New Development and Highway Improvement	T2 & T2A Development and the Highway Network
CSP 27 Parking Strategy	<p>T17, T18 &amp; T19 Car Parking - deals with in part. Provides hook for future work</p> <p>T21 Residents Parking -deals with in part. Provides hook for future work</p> <p>T22 Car Parking Standards and Contributions - deals with in part. Provides hook for future work</p> <p>T23 &amp; T24 Traffic Management</p> <p>T20 Park and Ride</p> <p>TC40 Park and Ride</p>
CSP 28 Reducing the Impact of Road Travel	<p>T1 Highway Construction and Improvement</p> <p>T23 &amp; T24 Traffic Management</p> <p>T20 Park and Ride</p> <p>TC40 Park and Ride</p>
CSP29 Design	<p>BE6 Design Standards</p> <p>BE6A Design to Avoid Crime</p> <p>BE6B Design and Access for the Public</p> <p>BE6F Light Pollution</p> <p>BE7 Public Art</p> <p>TC20, TC21, TC22, Design of New Development</p> <p>TC27</p>

## 4 . Superseded Policies

LDF Core Strategy Policy	UDP Policy superseded
CSP 30 The Historic Environment	BE1 & BE1A Conservation Areas BE2 & BE2A Listed Buildings BE3 Archaeological Sites T17, T18, T19 Townscape TC17, TC18, TC19, NE14, DA11, HN13, PE14, WR19
CSP 31 Town Centres	S1, S2 Shopping/ Commercial Centres S3, S4, S5 Retail Development Outside Defined Shopping Centres GS39 Indoor Recreation and Leisure Facilities TC46 Leisure and Entertainment - General TC50 Recreational Facilities DO14, DO14/1RO1, RO11/1, Principal Shopping/ Commercial Centres WW20 Principal Shopping / Commercial Centres - Fringe Commercial Areas WW21 Principal Shopping / Commercial Centres - Improvements
CSP 32 Small Local Shops	S6 Local Shops
CSP 33 Green Infrastructure	GS25 Recreation Areas of Boroughwide Significance GS26 Recreational Routeways and Networks GS27 Recreational Routeways and Networks - Canals

## 4 . Superseded Policies

LDF Core Strategy Policy	UDP Policy superseded
	GS28 Recreational Routeways and Networks - Public Rights of Way  T25 Cycle Routes (in part)
CSP 34 Protection of Green Belt	GS6 Extent of the Green Belt  GS7 & GS8 Development Within the Green Belt  GS9 Visual Amenity  WR5 Infill villages - Green Belt  BA9, DT5, DO5, RO5, NE7, DA5, DE7, WW7, HN5, PE5, WR10
CSP 35 Green Space	GS34, GS35 Green Space  GS36 Outdoor Sport and Outdoor Recreation Provision  GS37 New Opportunities for Outdoor Recreation Space  GS38 Allotments  TC23 Open Areas  H6 Open Space Provision  BA17, BA21, DT10, DT11, DO11, DO12, RO9, RO10, NE12, NE13, DA9, DA10, DE12, DE14, WW15, WW17, HN11, HN12, PE11, PE13, WR17, WR18
CSP 36 Biodiversity and Geodiversity	GS15, GS16, GS17, GS18, GS18A Protecting Habitats and Species  GS19 Local Nature Reserves  GS20 Wildlife Corridors

## 4 . Superseded Policies

LDF Core Strategy Policy	UDP Policy superseded
	GS21 Enhancing Areas of Nature Conservation Interest  GS22, GS22A, GS22B, GS23 Woodland, Hedgerows and Trees
CSP 44 Landscape Character	No equivalent
CSP 38 Minerals	M1, M2 Release of minerals  M3 Clay Minerals  M4 Opencast Coal  M5 Deep Mine Coal  M6, M7 Extraction from Waste Tips and Railway embankments  M8 Oil and Gas Exploration  M9 Environment  M9E, M9F and M9G Restoration and Landscaping  M9J Oil and Gas Exploration and Production  M10 Transportation of Minerals  Also supersedes M12, M13 and M14 Conservation of Mineral Reserves
CSP 39 Contaminated Land	ES7, ES8 Contaminated Land
CSP 40 Pollution Control and Protection	ES1 Pollution  ES2 Sewage Treatment Works  ES3 Water Pollution  ES9 Landfill Gas

## 4 . Superseded Policies

LDF Core Strategy Policy	UDP Policy superseded
	ES11 Hazardous Industries S7 Hot Food Takeaways UTL4 Overhead Power Lines
CSP 41 Development in Air Quality Management Areas	No equivalent
CSP 42 Infrastructure and Planning Obligations	No equivalent. Planning Obligations in UDP contained in specific policies eg H6 Open Space Provision, T22 Car Parking Standards and Contributions UTL1 General Utilities Policy UTL2 Water Supply, Sewerage and Sewage Treatment
CSP 43 Educational Facilities and Community Uses	CF1 Location of Community Facilities CF2 Existing Community Facilities DT19, DO18, RO15, NE20, DA18, DE21, WW25, HN18, PE20, WR26