

Barnsley MBC

# Infrastructure Delivery Plan

December 2016

## Executive Summary

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

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

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

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

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# 1) Introduction

## 1.1 Overview

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

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

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

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

## 1.2 Role of this Infrastructure Delivery Plan

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

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

- The current level of infrastructure provision within Barnsley and whether this infrastructure is currently fit for purpose to support the existing population.
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- Whether the current and planned infrastructure scheduled to be delivered will support the level of growth planned in Barnsley and whether a gap exists.
- The costs associated with planned infrastructure provision and whether there is a gap between committed, allocated and required investment; and

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

### **1.3 Duty to Cooperate/Stakeholder Discussions**

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

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

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

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

Duty to cooperate engagement has continued through the preparation of the Local Plan.

## 2) Understanding the Policy Context

### 2.1 Introduction

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

### 2.2 National Planning Policy Context

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

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

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

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

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

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

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

### **2.3 Sheffield City Region Local Enterprise Partnership (SCR LEP)**

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

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

### **2.4 Sheffield City Region Investment Fund**

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

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

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

### **2.5 Local Growth Fund Announcement**

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

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

## 2.6 Barnsley Local Plan

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

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

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

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

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

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

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



### 3) Methodology

#### 3.1 Overview

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

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

Figure 1: Infrastructure Delivery Plan Stages

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

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

#### 3.2 Development Quantum Assumptions

##### Housing

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

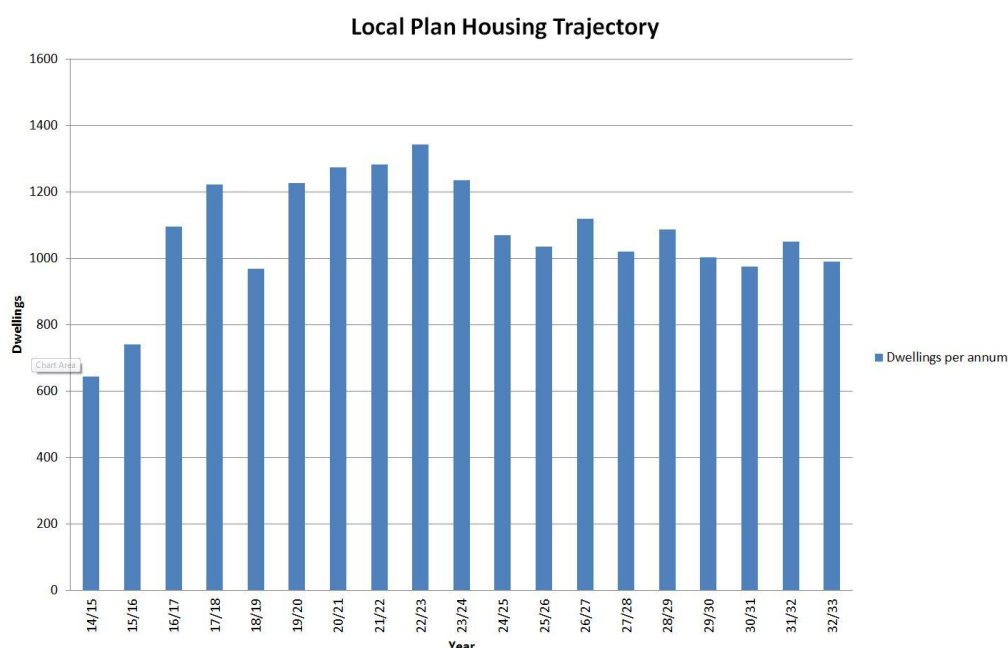
Figure 2: Table demonstrating the quantum and distribution of housing development.

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

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

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

Figure 3: Housing Completions 2014-2033



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

## Employment

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

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

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

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

- Ensuring the provision of a wide range of employment locations, land and premises
- Resisting the loss of existing employment land that meets the needs of existing businesses or is likely to meet the needs of businesses in the future.
- Promoting opportunities for tourism and culture to make sure that Barnsley is an attractive place for inward investment.

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

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

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

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

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

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

### 3.3 Scope of the Infrastructure Delivery Plan

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

Figure 5: Relevant Infrastructure Types and Sub-Sectors

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



## **Stage 2: Identify planned infrastructure provision**

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

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

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

## **Stage 4: Identify Funding Sources to bridge infrastructure gap**

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

## 4) Transport

### 4.1 Data Sources

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

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

- Discussions with BMBC Transport Policy and Highways Officers
- Discussions with South Yorkshire Passenger Transport Executive
- Discussions with BMBC Major Projects Team Officers
- Local Transport Plan 3
- Sheffield City Region Growth Deal and Strategic Economic Plan, 2014.
- Barnsley Local Plan Study 2016 – Traffic Impact Study Final Report (Aecom September 2016)
- A61 Birdwell Junction Improvement, Transport Assessment (Aecom October 2014)
- Local Plan Submission Transport Background Paper (2016)
- Barnsley Rail Vision (April 2015)
- The Barnsley Transport Strategy 2014-2033
- Sheffield City Region Transport Strategy 2011 – 2026 (April 2011)
- Sheffield City Region Integrated Infrastructure Plan 2016

### 4.2 Existing Infrastructure and Fit for Purpose

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

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

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

#### 4.2.1 Highways

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

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

#### **The National Strategic Highway Network**

Highways England is responsible for the management of the national strategic highway network on behalf of the Secretary of State for Transport. In Barnsley this includes part of the M1 between junction 35A and junction 38 and the A61(T). The M1 has dual three lane capacity through the district and all M1 junctions are grade separated. The A61 (T) is an all-purpose trunk road with a dual two lane carriageway and at grade junctions that connect the M1 junction 36 with the A616 (T), within Sheffield.

The M1 and A61 (T) within the Barnsley borough generally have sufficient capacity for traffic demands. Highways England has introduced ramp metering at M1 junctions 35 and 35A southbound on-slip roads as a means of regulating the flow of traffic onto the motorway at times of peak demand. Operational conditions on the strategic road and local highway networks and the potential implications of new developments will be kept under review and the most up to date information will inform decisions about proposals for development.

#### **Congestion on the Strategic Network**

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



## Recently Completed Schemes

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

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

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

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

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

### 4.2.2 Park and Ride

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

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

### **4.2.3 Rail (Passenger)**

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

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

The Barnsley Rail Vision, completed in April 2015 objectively assesses the current rail position and sets out by way of five route packages proposals by which the potential can start to be realised. The vision was intended to cover the 2015-2029 period and rail industry planning periods CP5, CP6 and CP7. It is a high-level vision which sets out conditional outputs and potential interventions that Barnsley MBC and partners could either develop directly or support third parties to develop.

The key elements of the ‘vision’ were set out as five ‘route packages’ and interventions within the packages associated with:

- the Northern franchise Hallam and Penistone lines and passenger services operating within Barnsley and or giving access to immediate neighbouring LAs (i.e. Five Towns part of Wakefield District) as part of services originating from either Leeds or Sheffield city centres
- Mass /bus rapid transit feasibility for access from and to Barnsley and Rotherham, Doncaster and the Dearne Valley communities
- Station, rolling stock improvements for an improved passenger experience

In April 2016, the Northern franchise was taken over by Arriva Rail North and the franchise period runs until March 2025. The main benefits to Barnsley rail users arising from the new franchise are commitments to improved rolling stock and access (largely via Sheffield Meadowhall, Sheffield Midland and Leeds City stations) to faster intra and inter-regional Arriva Northern services.

The Barnsley Rail Vision has helped to ensure that stakeholders and rail interests are aware that Barnsley takes seriously the maintenance and where possible enhancement of its rail services.

Further detail about the Barnsley Rail Vision and the scope of a future update is included within the Transport Background Paper.

### **4.2.4 Rail (Freight)**

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

## 4.2.5 Bus

Most bus services which operate in the borough are provided by Stagecoach.

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

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

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

The accession data shows that access to Goldthorpe is good from many areas both surrounding the town and wider afield. The journey time to central Rotherham is up to 30 minutes, whilst Sheffield and Doncaster have timings up to 45 minutes. Access to other towns in the area such as Bolton upon Dearne and Mexborough is also good. The most accessible locations include the Dearne Valley corridor towards Barnsley, the route towards Doncaster and the corridor towards Sheffield via Rotherham. However, accessibility to other corridors is limited. This demonstrates that buses in the areas generally use these main corridors, thus demonstrating the importance of expanding existing services to the Dearne Valley.

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

## 4.2.6 Walking and Cycling

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

The Barnsley Cycle Hub opened December 2015, and has its own website at [www.barnsleycyclehub.com](http://www.barnsleycyclehub.com). This is a project funded by the Local Sustainable

Transport Fund to promote and encourage cycling. The hub offers secure bike parking, bike servicing and repairs, bike maintenance workshops, free Dr Bike check-ups, free toilet and shower facilities and facilities to hire/loan a bike. It also acts as a recycling depot where people can drop off unwanted bikes which are then reconditioned and offered for sale. It is hoped that funding for this scheme will be available until 2020.

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

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

### **4.3 Spatial Assessment: Urban Barnsley**

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

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

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

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

#### **4.4 Spatial Assessment: Eastern Barnsley**

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

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

#### **4.5 Spatial Assessment: Penistone and the Rural West**

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

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

#### **4.6 Planned Schemes**

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

The previous Local Transport Programme (LTP3) and associated Local Sustainable Transport Fund ended in 2015/2016. Central Government have announced that from 2017 the revenue aspect will be replaced by the Access Fund. Similarly, to the former LSTF this will be focussed on sustainable transport measures such as walking, cycling

and measures to introduce and improve low carbon transport. Following a successful bid to the 'Green Transport Initiative' a Transition Fund of £2.5m has been awarded to South Yorkshire to cover the interim period up to 2017.

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

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

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

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

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

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

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

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

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

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

On a national level, in January 2009 The Secretary of State for Transport announced managed motorway proposals for the M1 in South and West Yorkshire which are now underway and nearing completion. The following section of this route will be the subject of enhancements by the Highways England utilising controlled use of the hard shoulder (Hard Shoulder Running, HSR):

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

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

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

announcement confirmed 18 Route Strategy Studies for England. Three of those Route Strategies are relevant to Barnsley namely:

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

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

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

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

### **Growth fund settlement**

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

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

- M1 Junction 36 to Dearne Valley: Strategic Highway Infrastructure and site preparation for employment



- M1 Junction 37 Claycliffe Link-Bypass from M1 Junction 37 to connect with A635 at Claycliffe. Designed to alleviate congestion and deliver housing and employment sites.

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

#### **4.7 Impact of Proposed Development**

The Spatial Strategy in Barnsley is to focus growth in Urban Barnsley and the Principal Towns. The nature of Barnsley's historic development has led to a dispersed pattern of settlements. Given the number of Principal Towns within the borough it is considered that this spatial strategy, based on spreading growth between these important settlements is necessary to ensure the viability of our places and communities and deliver sustainable development. The Transport Background Paper provides further detail outlining the

- structure, evidence base and content of the local plan transport chapter and
- the transport policy portfolio supporting the land use, environmental and delivery policies and proposals of the local plan

Alongside the Spatial Strategy, the Accessibility Improvement Zone to the East of the borough is directly associated with the main focus of development and renewal. The area it covers reflects the focus of growth within the Barnsley Growth Corridor and our location as a key part of the transport corridor connecting the Sheffield and Leeds City Regions. By focusing transport investment in this area the Transport Strategy for the Local Plan supports the delivery of continued sustainable growth. The zone will enable significant improvement to be made to Barnsley's sustainable integrated transport system focusing on the need to improve passenger and freight connectivity whilst encouraging development in the most sustainable locations.

This will include investment in walking, cycling and public transport services. This investment could cover physical infrastructure or initiatives to encourage people to make smarter choices about how they travel. Interventions will build on existing programmes and might include quality bus corridors, improved capacity on existing rail lines, interchanges, smart ticketing, personalised journey planning and a number of other similar initiatives.

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

## **The Barnsley Transport Strategy**

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

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

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

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

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

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

### **Aecom Modelling**

The Barnsley Transport Model aims to determine whether the existing highway infrastructure can cope with the projected growth with or without interventions across the Borough. It assesses the cumulative effects of the proposed Local Plan and other traffic growth. Further information regarding the transport modelling process is included within the Transport Background Paper.

The assessment was undertaken using the Barnsley strategic transport models, to extract outputs from the base (2008) and forecast (2033) years for the AM and PM

peak periods. These were subsequently plotted against a map of Local Plan sites to show where correlations existed between site location, congestion and general traffic growth. The initial outcomes within the Barnsley Metropolitan Borough Council (BMBC) area indicated that with **full Local Plan delivery and no mitigation**, congestion was predominant at key points close to where sites had been allocated, most notably:

1. Adjacent to the M1 Junction 36 (Hoyland area/A6195 corridor)
2. Adjacent to the M1 Junction 37 (A628/A635 corridors to/from Barnsley town centre)
3. Dearne Valley Parkway (A635 Cathill Roundabout)
4. A635/A633 Stairfoot Roundabout

The effects of Local Plan traffic on major highways neighbouring the BMBC area were also carried out using the strategic model. Whilst outside of the detailed model area, the outputs were determined useful enough to give an indication of possible issues. The presented plots showed the following cross-boundary routes may require follow up assessment:

1. M1 motorway, between Junctions 35A to 38, particularly between Junctions 36 & 37
2. A6024, A6629, A635 to/from Kirklees
3. A6023 Manvers Way to/from Rotherham
4. A61 & A6135 to/from Sheffield
5. A61 to/from Wakefield

Follow up investigation of congestion points and cross-boundary routes could include the following:

1. Determine the proportion of congestion accredited to Local Plan sites, as opposed to general background traffic growth
2. Isolate the traffic determined to be of Local Plan origin by individual site (where viable) to determine which developments exert the most influence on junction performance
3. Carry out model sensitivity tests to mitigate congestion by either changing the Local Plan site allocations and/or improving the highway network to accommodate the additional traffic growth

With regard to the possible issues on roads in Kirklees, Wakefield, Rotherham and Sheffield continuing engagement on local planning and highway activities including sharing model outputs of all local authorities will again clarify issues. The suite of transport policies within the Local Plan will ensure that any development proposals arising from Barnsley Borough will be progressed via a full prior transport assessment and consultation so that any adverse impacts and their mitigation are identified.

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

- Modelling of required improvement works at M1 J36
- Four junctions in Claycliffe

- Cundy Cross (A633 Rotherham Road/Pontefract Road)
- Penistone (A628/Bridge Street)
- Royston (B6428 High Street/B6132 Church Street)
- The impact of the proposed site allocation MU1 at M1 junction 37
- The potential impact of the mixed use allocation at Carlton (AC12)

The model runs have been based on sites and information included within the Local Plan. More modelling work will be required looking at the potential impact on key junctions in Hoyland and Hoyland Common.

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

In respect of the detailed junction assessments modelling conclusions have suggested that no significant intervention is required at the Penistone Junction, and some local highway infrastructure works are required at Royston crossroads and Cundy Cross roundabout. These are relatively modest in scale and are therefore capable of being funded by developer contributions. Interventions at Cundy Cross have already been designed and are included within the 2016/17 Capital Programme, expected to commence in January 2017. Mitigation measures will also be required at junctions in the Carlton area, including A628 Cudworth Parkway/Weetshaw Lane roundabout, Carlton Road/Laithes Lane, Cudworth parkway/Burton Road and possibly Shaw Lane/Fish Dam/Church Street.

Modelling around the Claycliffe junctions have confirmed that the proposed link road through the proposed mixed use development at land to the south of Barugh Green Road (MU1) is required alongside further mitigation. The specific modelling considering the impact of the proposed mixed use site allocation MU1 at M1 junction 37 looked at three key areas including the Claycliffe Road mini roundabout, the Chestnut Tree Roundabout and the Dodworth Road Corridor. The Dodworth Road corridor includes the length from the capital park roundabouts in the west, the M1 junction 37, the Dodworth Road/Pogmoor Road crossroads and the Town End roundabout.

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

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

The Sheffield City Region Strategic Economic Plan has recognised and identified three key growth areas within the Barnsley Borough, including the land around M1 junction 36, M1 junction 37 and Urban Barnsley. The Sheffield City Region has then

committed to providing funding to support those growth areas as is evidenced by the level of Sheffield City Region Investment Fund (SCRIF) awarded. The highways infrastructure that has been identified as key to the delivery of the Local Plan has been incorporated into the SCRIF process and is detailed below and in the Infrastructure Delivery Programme. Should the ongoing modelling updates result in any further proposed mitigation measures the Council are confident that further monies would be forthcoming if required. In accordance with the relevant policies of the Local Plan (particularly policy T3 New Development and Sustainable Transport and T4 New Development and Highway Improvement) new development would be required to provide transport assessments and ensure that the necessary highway improvements and/or mitigation measures are delivered as part of the planning application. Detailed modelling such as that developed to support the A61 Birdwell Junction improvements which identifies the specific requirements associated with the detailed design of the development would be carried out at this stage.

### **Sheffield City Region Investment Fund (SCRIF)**

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

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

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

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

The principle for a further £7.3m to support proposed employment development at Goldthorpe, (D1) and the adjacent land reserved for employment use (RSV1) has also been secured, subject to a full business case being approved by Sheffield City Region Combined Authority. Funding here will help alleviate the impact of proposals on

Cathill roundabout and will also support improvements to other parts of the existing Dearne Towns link road. Further modelling is being carried out to determine the most appropriate solution and its required timescales.

### **The Sheffield City Region Transport Strategy and the Sheffield City Region Integrated Infrastructure Plan**

There is also wider support for the Barnsley Local Plan transport policies and that support will mobilise resources from a wide range of national, TfN and city region stakeholders including bus and rail operators to deliver meaningful progress on Local Plan policies T1, T2 and T3.

The SCR Transport Strategy apart from consistency and compatibility between the strategic policies of the Barnsley Local Plan and Barnsley Transport Strategy also confirms spatial consistency by reference to the AIZ i.e. see included within the list of SCR Transport Strategy policies - policy I and also Fig 2.2 ‘The role of transport in the Sheffield City Region’:

- Policy I - *To focus new development along key public transport corridors and in places adjacent to existing shops and services*
- Fig.2.2 - *Barnsley will enjoy its dual role in both SCR and the Leeds City Region. Joint efforts by both City Regions will focus on investment in the **Accessibility Improvement Zone**, for example by developing housing around railway stations.*

At page 9 and figure 2.2 ‘The role of transport in the Sheffield City Region’ the SCR Transport Strategy summarises the role of transport for Barnsley and the Dearne Valley as *‘Improved passenger and freight links to neighbouring City Regions will strengthen our economy and create new business opportunities. Barnsley will enjoy its dual role in both SCR and the Leeds City Region. Joint efforts by both City Regions will focus on investment in the Accessibility Improvement Zone, for example by developing housing around railway stations. The Dearne Valley will benefit from superb environmental quality and high quality of life through the application of its eco-vision.’*

The recently published Sheffield City Region Integrated Infrastructure Plan includes several policy statements of which support connectivity investment in and around Barnsley.

- Dearne Valley – Junction 36: Enhance the role of freight logistics in this key growth area. Provide connections through the Dearne Valley to the proposed Trans Pennine tunnel. Address the resilience risk that fluvial flooding poses to achieving strategic access to the M1.
- The Growth Areas and Urban Centres form a key focus of the SCR IIP. The SCR IIP will evolve over time and therefore will account for the emergence of new important economic areas that may have not been previously considered as growth zones.
- SCR’s capital investment in two central pillars:

1. **Spatial Packages** – the integrated investment needs in our targeted growth locations which includes seven Growth Areas plus the key Urban Centres across SCR.
2. **Network Plans** – Issues that affect whole networks and are likely to support growth in multiple locations, and include intra and inter connectivity issues. Network plans are likely to have the largest agglomeration benefits and to support the function of the whole economic geography; for example, a 21<sup>st</sup> Century Mass Transit Network:

The SCR IIP also references particular issues that it would expect the spatial package for Barnsley and the Dearne Valley corridor to address – *consistency with the Local Plan – relieve forecast delays on the A635 and A637 – encourage more urban mobility though shifting modal share away from private car usage – improve Hallam Line connectivity, journey times, passenger experience - Infrastructure to support J37 Barnsley Urban Growth Area to deliver housing and employment growth alongside a new link road. - Improve speed, frequency, reliability and quality of services on Penistone Line. Upgrade stations and provide new P&R sites.*

#### 4.8 Summary of Transport Infrastructure

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

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

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

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

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

In terms of the impact of proposed development and identifying potential gaps in transport infrastructure, this infrastructure delivery plan has focussed on the outcomes of the Barnsley Transport model. The modelling work has determined those areas

where transport infrastructure is suggested as essential to the delivery of the plan. These schemes are included within the Infrastructure Delivery Programme.

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

The Barnsley Transport Strategy is also in alignment with and supported by the Sheffield City Region Transport Strategy and The Sheffield City Region Integrated Investment Plan.

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



## **5) Education**

### **5.1 Data Sources**

This section covers the provision of primary and secondary schools.

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

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

### **5.2 Existing Infrastructure and Fit for Purpose**

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

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

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

The oversubscription criteria are as follows:

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

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

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

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

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

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

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

## Spatial Assessment

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

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

### Spatial Assessment: Urban Barnsley

Urban Barnsley is served by 31 Primary Schools

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

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

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

### Secondary Schools

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

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

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

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

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

## Spatial Assessment: Eastern Barnsley

### Primary

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

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

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

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

## Secondary

The East is served by the following secondary schools:

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

Figure 10:

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

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

## Spatial Assessment: Penistone and the Rural West

### Primary

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

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

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

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

### Secondary

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

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

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

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

### 5.3 Planned Schemes

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

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

## 5.4 Impact of Proposed Development

### Primary School Places

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

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

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

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

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

Figure 13

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

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

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

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

Figure 14

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

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

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

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

Figure 15

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

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

### Secondary School Places

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

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

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

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

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

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

## 5.5 Summary of Education Infrastructure

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

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

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

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

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

Funding mechanisms could include

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

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



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

## **6) Utilities**

### **6.1 Data Sources**

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

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

#### **Electricity**

- Northern Powergrid Long Term Development Statement, 2016
- Meeting with Northern Powergrid. 9th September 2014
- Website access to Northern Powergrid website
- Northern Powergrid response to the Local Plan Consultation 2014 and continuing engagement with both Design Engineer and System Planning Teams

#### **Gas**

- Northern Gas Networks, Long Term Development Statement (LTDS) 2016
- Engagement with Northern Gas Networks
- National Grid Long Term Development Plan 2016
- National Grid response to Local Plan Publication Consultation 2016 and follow up discussion
- Discussion and engagement with National Grid Distribution Ltd

#### **Water Supply and Treatment**

- Discussion with Yorkshire Water (2014) and subsequent requests for comment and clarification
- Representations received from Yorkshire Water on the Barnsley Local Plan Additional Consultation 2015

### **6.2 Existing Infrastructure and Fit for Purpose**

#### **Electricity**

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

The electricity network is fit for current usage. Discussions and engagement with NPG using the Long Term Development Statement (LTDS) for 2016 indicate that in the short term there is sufficient capacity at 132KV/Primary Sub-station level throughout the area. Locally some substations have limited spare capacity and the supply solution could be reinforcement or system manipulated. This would depend upon the nature of the demand and the timescales involved. Each development area is considered in relation to those substations which could supply it. It is very likely that

local low voltage reinforcements will be required for individual developments and the cost of these should be consistent with the budgets for the developments.

## Gas

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

Figure 16: Map of Gas Suppliers in Barnsley MBC

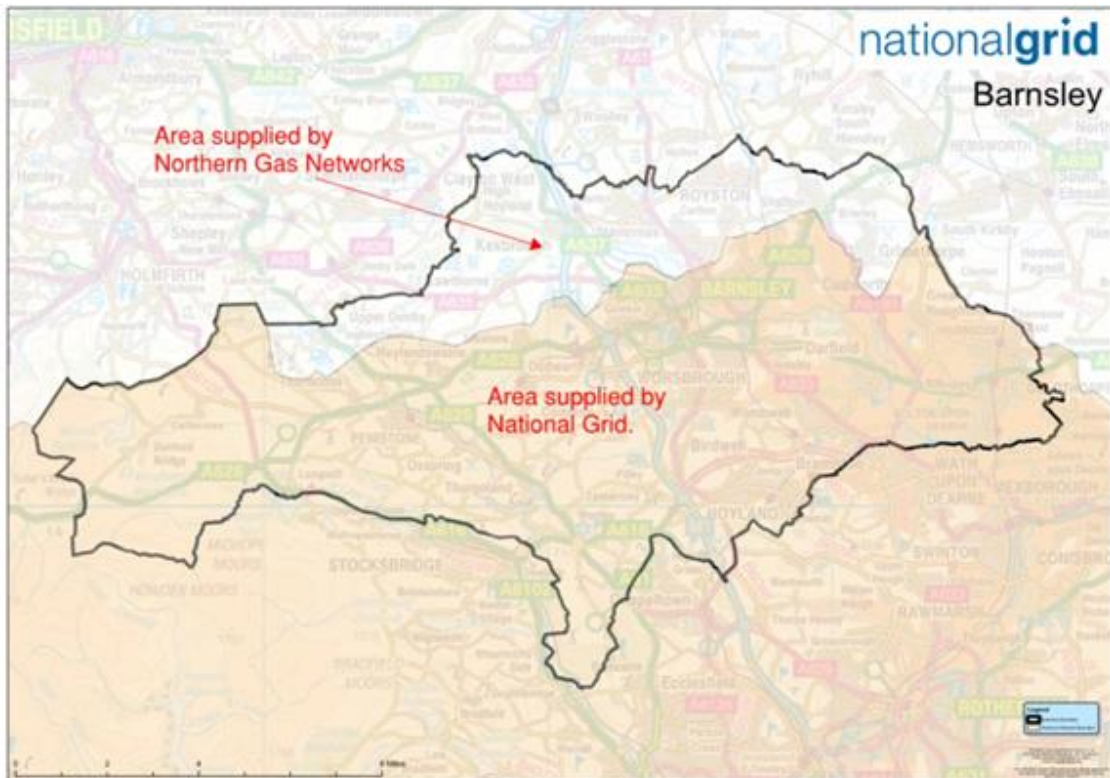


Figure 17: Northern Gas Networks' Distribution Map

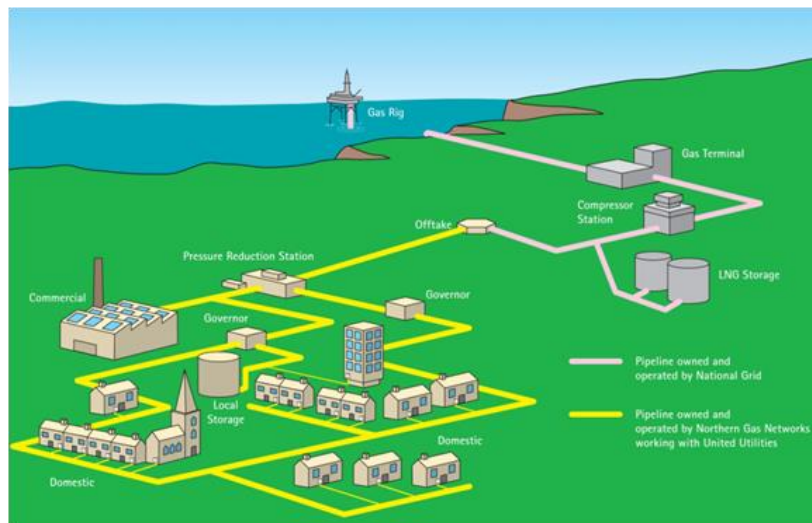


Source: Northern Gas Networks

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

The gas network is fit for current usage.

Figure 18: Beach to Meter schematic



Source: Northern Gas Networks

## Water Supply

The regulated water company in the area is Yorkshire Water (YW). Their regulator is Ofwat. YW is responsible for the full range of the water business from production, treatment, distribution, metering and billing.

Figure 19: Yorkshire Water's Supply Grid



## Waste Water Treatment

The Waste Water Treatment Works in Barnsley are set out below:

### Urban Barnsley

- Cheese bottom WwTW
- Darton WwTW
- Lundwood WwTW

### Eastern Barnsley

- Darfield WwTW
- Wombwell WwTW
- Grimethorpe WwTW
- Bolton upon Dearne WwTW
- Worsbrough WwTW

## Penistone and Rural West

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

## **6.3 Planned Schemes**

### **Electricity**

There is much planned work proposed for West Melton Supply Point which serves Barnsley, mainly related to projects in the Doncaster area. This work does not increase West Melton's capacity to support development.

### **Gas**

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

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

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

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

### **Water Supply and Waste Water Treatment**

Yorkshire Water commenced its 5 year Asset Management Plan (known as AMP 6) in April 2015, sign-off for the business plan from their regulator OFWAT was determined in December 2014. It is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WwTW). Lundwood serves all of the urban area of Barnsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works.

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

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

## **6.4 Impact of Proposed Development**

### **Electricity**

Electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033. This is confirmed in Northern Power Grid's response to the Barnsley Local Plan Consultation 2014 and through further engagement in 2016. Overall load levels have not increased significantly in the Barnsley area, if at all during this time. Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Barnsley West if all the employment development currently proposed in the Local Plan materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.

#### Electricity Demand and Capacity

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

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

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

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

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

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

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

#### Development Quanta and Electrical Demand

NPG’s LTDS forecasts load/demand information up to 2020/2021. Beyond that period the load/demand information forecast figures can be extrapolated and an estimation of when load/demand exceeds capacity can be made. BMBC is planning an extra 20,890 homes up to 2033. This represents approximately 1100 homes per year from 2014 to 2033 and an additional after diversity load/demand on the system of approximately 2.2MW per year. This load/demand is spread throughout the Borough area including the following centres; Barnsley, Penistone, Royston, Wombwell, Cudworth, Hoyland and Goldthorpe. The development settlements, their residential size, employment proposals and electrical demands are shown in the table below (Figure 20).



**Figure 20: Predicted Electricity Demand for Proposed Development Quantum**

Settlement	Total housing (units)	Total employment (ha)	Likely employment Use	Residential electricity demand based upon 2kw/housing unit. Fig in KW	Employment electricity demand based upon 40% of area is building area and demand/m2 = 120W/m2 Fig in KW	Total electricity in KW
Urban Barnsley*	9327	73.7	Mostly B2/B8	18654	35376	54030
Cudworth	1226	18.2	B2/B8	2452	8736	11188
Dearne (Goldthorpe, Thurnscoe, Bolton on Dearne)	2857	80.9	Mostly B2/B8, potentially some B1	5714	38832	44546
Hoyland	2360	116.8	Mostly B2/B8, potentially some B1	4720	56064	60784
Penistone	1026	3.3	B2/B8	2052	1584	3636
Royston	1282	0	n/a	2564	0	2564
Wombwell	2132	3.6	Mostly B2/B8, potentially some B1	4264	1728	5992
Other	680	12.9	B1/B2	1360	6192	7552
<b>Total 2014 to 2033</b>	<b>20, 890</b>	<b>309.4</b>		<b>41, 780</b>	<b>148512</b>	<b>204549</b>
				<b>Approx. 42MW</b>	<b>Approx. 149MW</b>	<b>Approx. 205MW</b>

\*Urban Barnsley incorporates the main built up area of urban Barnsley extending from Athersley to Worsborough (north to South) and Higham to Ardsley (east to West) and includes Darton and Dodworth.

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

The additional demand that employment development puts on the system is much less easy to predict at this stage because of the variety of types of employment development and their differing electrical needs. The proportion of building area out of developable area is taken as 1/3 and this is a figure used in other similar studies. The range of demand/m2 for the range of planning categories was discussed with NPG and until such time as development types are confirmed a figure of 120W/m2 was agreed as an acceptable figure.

A detailed demand analysis of any multi-use (residential and employment) would include diversifying residential and employment demands on the simple basis that much of electricity demand follows persons. There are lags before and after arrival/departure and these can be calculated and accounted for. The figures used

above assume no diversity between residential and employment and thus at this stage the combined demand is an overestimate.

Taking all the development quanta into account it can be seen that proposed employment could have a significant effect upon the network and depending upon its location could require extensive reinforcement of the network.

### Existing Electricity Network Capacity

Engagement with NPG staff and their analysis of the LTDS have indicated the spare capacity at substations throughout the area. This information is then used to determine what spare capacity there is in relation to proposed developments, at which substation it is and which substations will need reinforcement.

At the Bulk Supply level, Barnsley is supplied via 132kv Bulk Supply Points at Barugh and Hunshelf, 66kv Bulk Supply Point at Hunningley and 33kv Bulk Supply Point at West Melton. At this level of voltage these substations have over 190MW spare which exceeds the future maximum possible increase in demand of 152MW. As this capacity is spread through the substations it is evident that some 11kv substations have far more capacity than others.

The table below has been updated by NPG staff based on analysis of the Long-term Development Statement 2016.

Figure 21: Predicated Electricity Demand and Capacity at Adjacent Sub Stations

Settlement	Adjacent Substations	Firm Capacity (MVA)	Maximum Demand (MVA)	Spare Capacity (MVA)	Spare Capacity in Area
Urban Barnsley (North)	Barnsley	21.5	20	1.5	12
	Barugh	30	20	10	
	Smithy Green	7.5	6.5	1	
Urban Barnsley (East)	Stairfoot	24	13.5	10.5	25.4
	Burton Road	22.9	19	3.9	
	Fish Dam Lane	24	13	11	
Urban Barnsley (South)	Worsborough	23	10	13	20
	Aldham	25	18	7	
Urban Barnsley (West)	Barnsley	21.5	20	1.5	23.5
	Elmhirst Lane	24	14	10	
	Penistone	24	12	12	
Cudworth	Grimethorpe	25	8	17	17
Dearne	Grimethorpe	25	8	17	36.3
	Houghton Main	15.3	8	7.3	
	Dearne Road	24	12	12	
Hoyland	Elsecar	23	13	10	25
	Tankersley	23	21	2	
	Worsborough	23	10	13	
Penistone	Penistone	24	12	12	12
Royston	Monckton	15.3	7	8.3	19.3
	Fish Dam Lane	24	13	11	
Wombwell	Worsborough	23	10	13	20
	Aldham	25	18	7	

\*Note: some of the areas overlap and therefore the total capacity cannot simply be added together.

## Residential

The figures shown in Figures 20 and 21, and through engagement with NPG staff it has been confirmed that there is enough available electricity capacity to support all the residential developments and the cost of this support would be typical connection costs with only some additional local cable reinforcement costs. Northern Powergrid has the facility on their website to provide cost estimates for connections to their network. They provide a standard connection cost for a group of 6 houses of £8,800 or £1,466/property. They also provide a calculator for larger developments which gives for 500 properties, 500m connection to the network and crossing 9 minor roads a cost of £693,000 or £1,386/property

The standard connection charge of circa £1,400 per property is consistent with all the proposed areas of residential development because for residential purposes no major reinforcement of the network is required. There will be some developments whose cable connections are much longer than others and this will have an increased cost effect on those developments. Similarly, some developments will require additional on-site infrastructure and this will increase the unit cost for these developments.

## Employment

Figure 20 and 21 and ongoing engagement with NPG identifies Urban Barnsley West, Hoyland and potentially the Dearne as areas which will require some reinforcement to accommodate the forecast industrial and commercial load. These are areas where major employment investment is proposed and intended to be supported by the Sheffield City Region Investment Fund.

BMBC (Major Projects Team) are working with Design Engineers at NPG to establish a greater understanding of the potential improvements that would be needed at these locations and the costs to deliver them. This work is ongoing but it is understood that the existing infrastructure can accommodate some development and can be upgraded with cabling provided to service the proposals. It is advised that this would be best achieved on a piecemeal basis as developments come on stream as opposed, no major reinforcements are required at this stage.

The current position in relation to these three areas is as follows:

### Hoyland

- As reflected in the draft Infrastructure Delivery Plan, it was initially considered that upgrades to the West Melton Substation would be required, however, it is now considered that employment development in this area would be best served by upgrading the existing 11KV substations at Worsborough and Elsecar alongside the necessary cabling to the sites.
- There is no remaining capacity at the Tankersley substation due to high usage by other connected customers.

### Barnsley Urban (western area)

- There is existing infrastructure that can be updated with the relevant cables.
- A new substation may be required.

### Dearne

- The potential improvements required would be upgrading if existing infrastructure and cabling to the site.
- Power would be sourced via two circuits (cables) from the primary substation at Houghton Main

### Timescales for Delivery

The electricity supply infrastructure does not have a timescale to deliver additional supplies to meet development proposals. When development proposals receive confirmation then contact with NPG should be made to give it sufficient time to include any local reinforcements in its asset management plans. The planning, design and construction of additional primary substations can take up to 2 years to complete so advance notice of development proposals is recommended.

### Cost of Connections

It is considered that there are no exceptionally high connection costs for the residential developments. The employment connections if kept within the capacity of the local substations again would have no exceptionally high connection costs.

The areas where high costs are likely to occur are for the employment development areas of Urban Barnsley West and Hoyland.

The additional costs over and above the normal connection costs for all the proposed development quantum in Urban Barnsley West is estimated as £3.5m.

The additional costs over and above the normal connection costs for all the proposed development quantum in Hoyland is estimated as £6.5m. This figure can be broken down further to a short term (within 2 years) cost of £1.5m and a longer term (2019 onwards) cost of £5m.

We are continuing to work with Northern Power Grid to better quantify the cost implications, however NPG have estimated that, subject to receiving actual applications for connection, that the future requirements can be met within an £8m budget. NPG have received over 20 major connection enquiries since May this year, all of which can be accommodated by connections to existing infrastructure.

### **Gas**

All the development areas are presently located with areas with a gas supply. All the proposed residential development areas will have an existing gas network in their vicinity and, according to National Grid and Northern Gas Networks, the issue here is the length and size of gas pipe to be installed from the proposed development area to that point on the gas network which has at the current time sufficient capacity to meet the demand of the development. However, it is noted that as national grid connections process works on a first come first serve basis there is no guarantee that this capacity will still be available at the time an official connections request is sent in.

The employment developments, their gas demands and the capacity of the local network to supply the demand is much less clear than residential. Some employment may require medium pressure connections whilst others may not require any gas at all and use electricity to supply all their energy needs.

The table below provides an estimate of the gas demands that the development areas will create.

**Figure 22: Predicted Gas Demand for Proposed Development Quantum**

Settlement	Total housing (units)	Total employment (ha)	Likely employment Use	Residential gas demand based upon 5kw/housing unit  Fig in KW	Employment gas demand based upon 40% of area is building area and demand/m2 = 80W/m2  Fig in KW	Total gas in KW
Urban Barnsley*	9327	73.7	Mostly B2/B8	46635	23584	70219
Cudworth	1226	18.2	B2/B8	6130	5824	11954
Dearne (Goldthorpe, Thurnscoe, Bolton on Dearne)	2857	80.9	Mostly B2/B8, potentially some B1	14285	25888	40173
Hoyland	2360	116.8	Mostly B2/B8, potentially some B1	11800	37376	49176
Penistone	1026	3.3	B2/B8	5130	1056	6186
Royston	1282	0	n/a	6410	0	6410
Wombwell	2132	3.6	Mostly B2/B8, potentially some B1	10660	1152	11812
Other	680	12.9	B1/B2	3400	4128	7528
<b>Total 2014 to 2033</b>	<b>20, 890</b>	<b>309.4</b>		<b>104, 450</b>	<b>99, 008</b>	<b>203, 458</b>
				<b>Approx. 104MW</b>	<b>Approx. 99MW</b>	<b>Approx. 203MW</b>

\*Urban Barnsley incorporates the main built up area of urban Barnsley extending from Athersley to Worsborough (north to South) and Higham to Ardsley (east to West) and also includes Darton and Dodworth.

Through discussions with Northern Gas Networks it has been confirmed that the residential gas demand of a single unit is approximately 5MW. Most this gas will be used for heating and this heating load is very predicable with regard to time of the day and the year. The outside temperature will have a profound effect upon the demand. The heating aspect of this demand is thus much less diverse than for cooking or washing. Gas heating demand is much less diverse than electricity demand, more stable and much higher in terms of MW. The gas infrastructure is designed to support the distribution of these large quantities of energy.

There is diversity between residential demands and industry demands and this has not been taken into account in the above figures so the total above is an overestimate of the likely total demand.

The effect of employment on the overall gas demand is significant but in total the employment demand is less than the residential demand. The employment demand in most areas is no more than the addition of few hundred residential units. On this basis, these areas will have sufficient gas in their vicinity for their developments and the cost of connecting it will not be exceptionally high.

There are two development areas; Hoyland and the Dearne where employment demand exceeds residential demand. It is also worth noting that there is also a concentration of employment development in the eastern area of Urban Barnsley. This is considered to be sufficiently significant and in response it is considered that these areas may require some additional reinforcement. A standard gas connection is circa £1000 per property taking into account the cost of mains to get the gas to the street and then the service from the street into the property. Employment connection costs have a much wider range. It is considered that the cost of the reinforcement works to support ALL the proposed development in Hoyland, Dearne and the western area of Urban Barnsley could result in costs being 10-20% higher in these areas than others.

There is no infrastructure gap in provision of gas, as only local reinforcements are required.

#### Timescales for Delivery

The gas supply infrastructure does not have a timescale to deliver additional supplies to meet the development proposals. When development proposals receive confirmation then early contact with National Grid/Northern Gas Networks should be made to give them sufficient time to include any local reinforcements in their asset management plans.

#### Delivery of Connections

The gas industry is the most open and competitive with regard to connections. There are many companies with an interest in installing and investing in gas apparatus. Connections can be installed by Independent Connections Providers (ICP) who due to their structure can install more competitively than the local incumbents. These ICPs can sell the assets back to the incumbents or to Independent Gas Transporters (IGT). These IGTs earn revenue from the gas transported through their assets.

### **Water Supply**

Dialogue with Yorkshire Water in 2014 had confirmed that there are no strategic water supply issues in the Barnsley Borough and there is adequate capacity to provide water to the proposed quantum of development. Whilst we have not (due to Yorkshire Water resource difficulties) successfully secured confirmation that this conclusion remains consistent for the Local Plan 2016, the overall quantum of development assessed in 2014 is broadly commensurate to that included in the Local Plan Publication Version. We will continue to work with Yorkshire Water to determine any developments that will be incorporated in the future update of the Infrastructure Delivery Plan.

#### Waste Water Treatment

As set out in Section 6.3 YW will work to carry out the necessary upgrades and agree phasing with developers as appropriate.

## **6.5 Summary of Utilities Infrastructure**

### **Electricity**

Electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033. Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Barnsley West if all the employment development as proposed materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.

### **Gas**

Discussions with National Grid and Northern Gas Networks have confirmed that the overall gas network within BMBC is robust and flexible and that strategic reinforcement of the network would not be necessary to support the development set out in the Local Plan. Local reinforcements will be required to service local developments as and when these are allocated and designed. These should be considered as extensions to the existing local distribution networks and in proportion to the size of the proposed development and consistent with costs that would normally be associated with providing services to developments.

### **Water Supply**

#### **Water Supply**

Dialogue with Yorkshire Water in 2014 had confirmed that there are no strategic water supply issues in the Barnsley Borough and there is adequate capacity to provide water to the proposed quantum of development. Whilst we have not (due to Yorkshire Water resource difficulties) successfully secured confirmation that this conclusion remains consistent for the Local Plan 2016, the overall quantum of development assessed in 2014 is broadly commensurate to that included in the Local Plan Publication Version. We will continue to work with Yorkshire Water to determine any developments that will be incorporated in the future update of the Infrastructure Delivery Plan.

### **Waste Water Treatment**

Yorkshire Water commenced its 5 year Asset Management Plan (known as AMP 6) in April 2015, sign-off for the business plan from their regulator OFWAT was determined in December 2014. It is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WWTW). Lundwood serves all of the urban area of

Barnsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works.

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

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

As set out in Section 6.3 YW will work to carry out the necessary upgrades and agree phasing with developers as appropriate.



## **7) Climate Change and Renewable Energy**

### **7.1 Data Sources**

This section covers the provision of renewable energy and climate change infrastructure.

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

- Discussion with BMBC Housing and Energy Service
- BMBC Energy Strategy 2015-2025

### **7.2 Existing Infrastructure and Future Objectives**

BMBC is seeking to promote a lower carbon economy as set out in the Energy Strategy 2015-2025. The strategy builds upon the Council's long established focus on the energy efficiency of the BMBC property estate to a situation where land assets are used to produce local green energy as well as facilitating private sector investment in energy production.

#### **Wind Energy**

The Borough has a significant wind resource, particularly in more rural areas such as Penistone and the Rural West and parts of Eastern Barnsley. Wind energy development in the borough has been concentrated in the rural west in the Pennine Foothills. There may also be locations where future wind energy schemes could be accommodated.

The following operational schemes have been consented:

Figure 23: Consented and operational wind energy schemes-borough wide.

Scheme Name	Type	Capacity (MW)	Scheme Status	Planning Ref
Blackstone Edge Wind Farm	Wind (3 turbines)	2MW each turbine	Operational	2008/0171
Royd Moor Wind Farm	Wind (13 turbines)	0.5 MW each turbine	Operational	
Hazelhead Wind Farm	Wind (3 turbines)	2.5MW each turbine	Operational	2006/1575
Spicer Hill Wind Farm	Wind (3 turbines)	2.3MW each turbine	Operational	2009/0572
Darton ALC	Wind (1 turbine)	0.225MW	Consented	2011/0397
Engine Lane, Shafton	Wind (1 turbine)	0.225MW	Consented	2011/0398
Penistone ALC	Wind (1 turbine)	0.225MW	Consented	2011/0403
Land at Highwells Farm	Wind (1 turbine)	0.055MW	Consented	2011/1413
Bird Lane House Farm	Wind (1 turbine)	0.011MW	Consented	2012/0150
Martins Nest Farm	Wind (1 turbine)	0.050MW	Consented	2012/0222
Bull Haw Hill Farm	Wind (1 turbine)	0.050MW	Consented	2012/0395
Broadstone Reservoir	Wind (1 turbine)	0.050MW	Consented	2012/0689
Cockle Edge Farm	Wind (1 turbine)	0.1MW	Consented	2012/0691
Mount Pleasant Farm	Wind (1 turbine)	0.080MW each turbine	Consented	2012/1140
Houghton	Wind (2 turbines)	0.5MW	Consented	2013/1039
Ferry Moor Lane Cudworth	Wind (1 turbine)	2MW each turbine	Operational	2008/0171

### Strategic Heat Networks

Feasibility studies have shown that a commercially viable heat network could be developed in and around Barnsley Town Centre to serve a variety of public and private sector systems. Feasibility work continues, with a view to a network being constructed from 2018 onwards.

### Biomass

In addition to the wind energy developments, Urban Barnsley has sufficient heating density to support district heating networks. Recognising the Borough's district

heating potential, BMBC has implemented a programme to connect buildings to a biomass heating scheme. The Council initiated the programme with many its own public buildings and has established a local biomass supply chain from which to source its biomass heat supply. The South Yorkshire Forest provides a strong opportunity to increase the availability of wood to use for biomass.

The following schemes are currently operational:

Figure 24: Existing district heating networks in Barnsley

<b>Type of system</b>	<b>Description</b>	<b>Postcode</b>
Boiler House	Sheffield Road Flats	S70 4NW
Boiler House	500 KW scheme for the Council depot, Smithies Lane	S71 1NL
Boiler House	Town Hall	S70 2TA
Boiler House	Digital Media Centre	S70 2JW

### **Solar Photovoltaics**

The Council has already begun to increase the uptake of this technology through the Energise Barnsley programme, under which panels are being installed on housing and non-domestic properties in the Council's ownership.

## **7.3 Planned Schemes**

### **Dearne Valley Eco-vision**

A vision for the Dearne has been established which seeks to transform the Dearne over the next 25 to 30 years. This is known as the Dearne Valley Eco-Vision and is a partnership including Barnsley, Doncaster and Rotherham. The vision is for a whole new future and a whole new identity for the Dearne Valley as the first Eco Park in the UK. However, financial constraints in recent years have necessitated a fundamental review of the Eco-Vision.

### **Metrodome Leisure Centre Boiler Replacement**

It is anticipated that the existing boiler at the Metrodome Leisure Centre will be replaced by the installation of a combined heat and power plant. Should the scheme go ahead it is likely that a new gas main will be required. This work will be funded by Norse Energy.

## **7.4 Impact of Proposed Development**

It will be possible to deliver the proposed level of housing and employment growth planned in Barnsley without increasing the supply of renewable energy. However, the Council has set a clear policy commitment to increase the level of renewable and low carbon energy. Barnsley already has a strong track record of delivering biomass and

wind power. The South Yorkshire Forest provides a strong opportunity to increase the availability of wood to use for biomass.

The planned new housing and employment development in Barnsley will be required to meet building regulation standards in relation to fabric efficiency.

BMBC will also investigate on-going opportunities to support the low carbon economy and favourably consider the delivery of renewable energy, with consideration of technical and environmental constraints.

Potential funding opportunities to support the delivery of renewable and low carbon energy include:

- Energy Service Companies (ESCOs)
- Feed-in-tariffs
- Renewable Energy Heat Incentive
- Salix Finance (Carbon Trust)
- Community Infrastructure Levy
- Energy Company Obligation (ECO).
- Section 106
- Various strands of European funding
- BMBC Capital fund
- Barnsley Solar Bond (under Energise Barnsley)
- Leeds City Region and Sheffield City Region Local Growth Funds
- Sheffield City Region Investment Fund

## **7.5 Summary of Climate Change and Renewables Infrastructure**

BMBC is seeking to promote a lower carbon economy as set out in the Energy Strategy 2015-2025. The strategy builds upon the Councils long established focus on the energy efficiency of the BMBC property estate to a situation where land assets are used to produce local green energy as well as facilitating private sector investment in energy production.

The Council has set a clear policy commitment to increase the level of renewable and low carbon energy. Barnsley already has a strong track record of delivering biomass and wind power. However, whilst a potential funding gap has been identified within the infrastructure delivery programme for the provision of low carbon infrastructure it will be possible to deliver the proposed level of housing and employment growth planned in Barnsley without increasing the supply of renewable/low carbon energy. Therefore, the delivery of the Local Plan is not dependant on these schemes coming forward.

The planned new housing and employment development in Barnsley will be required to meet building regulation standards in relation to fabric efficiency.

BMBC will also investigate on-going opportunities to support the low carbon economy and favourably consider the delivery of renewable energy, with consideration of technical and environmental constraints.

## 8) Telecommunications

### 8.1 Data Sources

This section identifies whether adequate telecommunications infrastructure exists in the area to enable the demand for public telecom services to be met, and what additional infrastructure provision might be required.

The telecom services considered in the chapter comprise:

- fixed telecom services which are composed of telephone services and access to broadband services;
- cellular mobile services; and
- television distribution services, including cable TV.

Data sources include

- Discussion with Superfast South Yorkshire Team
- Mobile network coverage - <http://maps.ofcom.org.uk/check-coverage>

### 8.2 Existing Infrastructure and Fit for Purpose

Digital communications are now a crucial and expected component of everyday life. Over the recent years, technologies such as mobile phones and broadband have revolutionised the way we work, socialise and enjoy our leisure time.

Reliable and high quality fixed and mobile broadband connections support growth in productivity, efficiency and labour force participation across the whole economy. They enable new and more efficient business processes, open-up access to new markets and support more flexible working opportunities.

Demand for digital services and applications are set to rise rapidly, with a consequent acceleration in the amount of data being carried over networks. Over the next decade, we can expect the emergence of new services, applications and devices which will create additional demands on networks. To support these demands, it is crucial that infrastructure is available that is high capacity, reliable, resilient, secure, affordable and fast.

With the proposed growth and regeneration of commercial, retail and residential developments within the Borough, there needs to be a consistent requirement for future proofed telecommunications infrastructure to be delivered as standard to meet the growing demands of today's digital society.

Our residents and businesses expect consumer choice from broadband, telephony and television and this can only be achieved through competition. Competition is a powerful driver of innovation, faster services and improved customer experience.

Ofcom has helped deliver competition in the broadband retail market. More than 95% of homes can receive telecoms services from BT exchanges which have been unbundled by other providers, who now have a significant share of the residential

broadband market. Without the right regulatory and competitive environment, this investment could not have occurred.

Enabling a digitally connected borough provides significant opportunity for Barnsley to introduce and deliver council services online.

### **Current Activity**

The Superfast South Yorkshire programme is separate from any commercial activity and exists to plug the gap where the commercial market either has not or does not intend to invest in fibre broadband; ensuring no one gets left behind digitally. The programme funding is used to make areas currently deemed as not commercially viable, commercially viable by funding the gap.

As the lead authority Barnsley MBC, on behalf of all South Yorkshire authorities, signed a contract with BT in late 2014 to extend the roll out fibre broadband to 97.9% of South Yorkshire which is over 103,000 premises. Fibre broadband is capable of achieving speeds of 24mbps and above.

Since this time further investment has been made to extend coverage to 99% and bring ultrafast technology to the Enterprise Zone's (Ashroyd, Shortwood, Gladman Park, Capitol Park<sup>1</sup>) and key business parks (Goldthorpe, Wentworth, Wharncliffe, Carlton, Park Springs, Claycliffe Business Park, Wentworth, Wharncliffe, Zenith<sup>1</sup>), making South Yorkshire EZ one of the best connected in the UK. The public and private investment through Superfast South Yorkshire is now over £29m.

A phased roll out will take place, with twelve phases that will be completed by the end of 2019. The first areas were able to access improved broadband towards the end of 2015. Fibre to the cabinet (FTTC) will be the main technology used. This can deliver speeds of up to 80Mbps to households.

Fibre to the premises technology (FTTP) – delivering ultra fast speeds of up to 330Mbps - will also be installed in some Enterprise Zones and Business Parks.

The new fibre-based network installed by BT Openreach will be open to all Internet Service Providers. Households and businesses in South Yorkshire will benefit from a highly competitive market, which is expected to bring greater choice and affordability from providers.

The deployment phases can be viewed using the weblink below  
<http://www.superfastsouthyorkshire.co.uk/sfsy/where>

In addition, the government has allocated £10 million as part of a national supplementary scheme which provides vouchers to fund the installation of superfast broadband services to the most difficult to reach areas of the UK, i.e. the remaining 1% in South Yorkshire.

Significant investment is also taking place commercially by Virgin across the UK. Virgin's network is already capable of providing ultrafast speeds of up to 300Mbps and the company is investing £3 billion to extend its network to a further 4 million

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<sup>1</sup> Please note that only the postcodes and premises which existed at the time of modelling are included for ultrafast; only areas that are not already covered commercially are eligible for ultrafast; as the sites develop further the connectivity is the responsibility of the developer, not Superfast South Yorkshire.

homes over the next 5 years. Areas of Barnsley already have access to the Virgin network.

BT is considering building more fibre to the premise (FTTP) broadband, and is carrying out trials of its G.Fast technology, which delivers ultrafast speeds over copper lines. BT has suggested it will use G.Fast to deliver ultrafast speeds of up to 500Mbps to most of the UK within a decade.

### **Cellular mobile services and mobile internet**

All four cellular mobile networks provide services in the Barnsley Borough area.

As elsewhere in the UK, the national networks are currently rolling out 4G. The present state of availability of 4G in the Barnsley area is as follows:

- EE (formerly Orange and T-Mobile) – 4G available in Barnsley Town and the whole of the East of the Borough, 4G is limited in parts of the west of the Borough including Crow Edge and Millhouse Green.
- O2 – 4G available in Barnsley Town and the whole of the East of the Borough. Limited availability in parts of the west of the borough including Penistone, Thurlstone, Millhouse Green, Crow Edge and Langsett.
- Three – 4G available in Barnsley Town and most of the East of the Borough, patchy in Royston, Brierley and Thurnscoe. 4G is limited in much of the west of the borough including Penistone, Millhouse Green, Crow, Thurlstone, Oxspring, Thurgoland, Silkstone, Silkstone Common, Cawthorne and Crow Edge.
- Vodafone – 4G in Barnsley Town and the whole of the East of the Borough. 4G limited in parts of the west of the Borough including Penistone, Thurlstone, Millhouse Green and Crane Moor.

The cellular mobile companies offer mobile broadband access in Barnsley as elsewhere in the UK.

### **UK Government targets**

- Voice coverage to 90% of the UK geographic area by the end of 2017. The government has secured a landmark agreement with the 4 MNOs which will also deliver significant improvements to mobile internet coverage
- 4G rollout: By 2017, 98% of premises should have access to 4G mobile broadband
- Spectrum clearance to further enhance mobile broadband connectivity by helping to future-proof the coverage, capacity and quality of the UK's mobile networks, the government is committed to releasing 700MHz spectrum for mobile broadband use. Ofcom plans to hold an auction before the end of the Parliament

### **TV distribution**

Off-air TV distribution in the Barnsley area is the same as in the rest of the UK; the Digital Switch Over programme has been completed.

Virgin Media has operated a cable network in Barnsley for many years.

## **Spatial Assessment: Urban Barnsley**

Broadband provision in Urban Barnsley is good with broadband availability and speed within the settlement areas offering residents and non-residents both choice and range of broadband speeds. Small scale local reinforcement may be needed to support development.

All four of the main cellular mobile networks provide 3G and 4G services in the Urban Barnsley area.

In relation to TV distribution, the Digital Switch Over programme has been completed in this area.

## **Spatial Assessment: Eastern Barnsley**

Broadband provision in the east of the Borough is generally good with broadband availability and speed within the settlement areas offering residents and non-residents both choice and range of broadband speeds. Small scale local reinforcement may be needed to support development.

All four of the main cellular mobile networks provide 3G and 4G services in the Eastern Barnsley area.

In relation to TV distribution, the Digital Switch Over programme has been completed in this area.

## **Spatial Assessment: Penistone and the Rural West**

Broadband provision in the West of the borough is generally good. The only exception to this is in Silkstone. The settlement is served by two operators, other than BT therefore very little market competition exists. Delivering a high quality provision of broadband services in the west will play a fundamental role in supporting rural businesses and improved access to services.

All four of the main cellular mobile networks provide services in the Penistone and Rural West area. 4G is widely available in this area on the EE network but is limited on Vodaphone, O2 and Three.

In relation to TV distribution, the Digital Switch Over programme has been completed in this area.



## **8.3 Fit for Purpose**

### **Is additional telecommunications infrastructure required? What are the future options?**

The future options include

- New development sites and need to building in connectivity
- Ensuring the continued ultrafast status at EZs for new developments
- Universal Service Obligation

## **8.4 Planned Schemes**

### **8.5 Impact of Proposed Development**

Demand for superfast broadband and greater is growing fast with businesses and households, as connectivity is now an essential part of everyday life it is expected by all consumers. Access to broadband is now likened to essential utilities such as gas and water, ones that are taken for granted in new developments.

On 5th February 2016 a new agreement was announced between Government, Openreach and the Home Builders Federation, this will see fibre based broadband offered to all new developments either for free or as part of a co-funded initiative. It is estimated that more than half of all new properties can be connected to fibre broadband free of charge to developers.

As part of this agreement Openreach is introducing an early planning connectivity assessment for homebuilders, many other suppliers can also offer a similar service.

Having the right level of connectivity is crucial for commercial developments to ensure businesses have the complete infrastructure available from the first day. Suppliers are equally interested in working to provide connectivity at commercial sites, but critically need to be made aware of developments are the earliest possible opportunity to enable the best solution.

## **8.6 Summary of Telecommunications Infrastructure**

In terms of superfast broadband, Barnsley currently has over 80% of residential and business premises able to access fibre broadband from previous commercial activity.

All four cellular mobile networks provide services in the Barnsley Borough area, including mobile broadband access. 4G mobile broadband is available in all areas but is limited in Penistone and rural areas. Digital TV is also available in all areas.

The Superfast South Yorkshire programme aims to increase the footprint of fibre broadband infrastructure in the South Yorkshire region to 99% by 2019 which would give access to 103,433 premises, opening up the benefit and opportunities provided by superfast broadband

## 9) Flood Risk and Drainage

### 9.1 Data Sources

This section considers flood risk infrastructure in Barnsley including fluvial and surface water flooding infrastructure.

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

- BMBC Preliminary Flood Risk Assessment (July 2011)
- Previous discussions with Yorkshire Water
- Discussions with BMBC Drainage Service
- Discussions with the Environment Agency
- Proposed Site Allocations and Flood Risk Sequential Test (2016)

### 9.2 Existing Infrastructure and Fit for Purpose

The main agencies involved in the maintenance and provision of flood risk infrastructure include:

- Barnsley Metropolitan Borough Council (BMBC)
- The Internal Drainage Board (IDB): Danvm Drainage Commissioners (Danvm DC)
- Environment Agency (EA).
- Yorkshire Water (YW).

#### Barnsley Local Flood Risk Management Strategy

As an authority, BMBC promotes resilience in the business community. We support the development of individual continuity plans before flooding occurs. This reduces the reliance of businesses on our services and keeps them operating to support the wider community during flooding.

The principles of flood risk management employed in Barnsley utilises a 3-step approach to manage flooding and surface water drainage in the Borough:

**Prevention:** Endeavour to avoid flooding, where ever possible through appropriate design of new systems, and the correct level of maintenance and management of existing surface water drainage systems

**Management:** When this is not possible we will endeavour minimise the impact on communities

**Response & Recovery:** When flooding does happen, we will take a risk based approach to our response

An integral component of this is to ensure that as an authority we promote an ethos that empowers community resilience.

Flood Re: is a scheme has been designed specifically for those residents who are affected by flooding or are at risk of flooding and was launched this in April 2016. The ‘Flood Re’ scheme has been jointly set up by the insurance industry and Government and works through a tax on the insurance industry. This will be used to create a subsidy for householders that should significantly reduce excess levels and give those in high flood-risk areas access to affordable insurance cover. In the aftermath of a flooding event all contact will remain with the consumers’ chosen insurer, including the process for handling claims in the event of a flood.

A significant number of leading insurers have signed up to the scheme and a list of those insurance brands who are providing Flood Re supported products can be found on the Flood Re website. Further information including a short video which helps explain how the scheme works can be viewed on their website [www.floodre.co.uk](http://www.floodre.co.uk)

When considering where, when and how we manage storm waters, the Council’s initial focus will be on avoiding flooding from occurring in the first place. This works for most circumstances, but there are occasions when all our efforts are overwhelmed by the conditions. We plan to build community resilience within the area’s most at risk in advance of a flooding event so that the impact on our communities and council services is reduced when it does happen.

Work to manage flood risks should be done with sensitivity, needing good design and planning. This will help us also achieve other aspirations, such as sustainability as well as environmental and social improvement. The aim of the strategy is to sustainably reduce the impact of flooding in Barnsley and promoting Barnsley as a safe place to live, work and travel to, whilst supporting future sustainable growth.

### **Preliminary Flood Risk Assessment**

All available records of past flood incidences, in addition to records obtained from partner organisations have been collated and mapped for the Preliminary Flood Risk Assessment (PFRA).

The recorded events originate from a range of flood sources. The PFRA focuses on flooding from surface water, ordinary watercourses and groundwater. However, flooding’s from sewers and canals which are not main rivers were also considered.

The Preliminary Flood Risk Assessment identified 2 incidents of flooding in Barnsley which are detailed in the table below:

Figure 26: Table to show recorded incidents of flooding in Barnsley up to 2009

<b>Flooding event</b>	<b>Source</b>	<b>Significant consequence ?</b>	<b>Likely to reoccur?</b>
January 2008: A period of intense rainfall	Surface	No	Yes

resulted in a small number of properties within the Darton area being affected by internal flooding of basements within their properties	Water		
June 2007: Intense rainfall for a prolonged period culminated in severe flooding on 15 <sup>th</sup> June throughout the whole of the borough. The continuation of the intense rainfall led to a repeat-a 2 <sup>nd</sup> and more significant flooding event on 25 <sup>th</sup> June.	Surface Water Main River Ground Water	Yes	Yes

Two further incidents of flooding have occurred in Barnsley since 2009, these were both surface water flooding incidents and are detailed in the table below:

Figure 27: Table to show recorded incidents of flooding in Barnsley since 2009

Flooding event	Source	Significant consequence?	Likely to reoccur?
August 2014: A period of intense rainfall resulted in a small number of residential properties experiencing internal flooding of the basements and habitable parts of their homes along with some highway infrastructure damage in various locations across the borough being affected	Surface Water	Yes	Yes
July 2012: A period of intense rainfall resulted in a small number of residential properties experiencing internal flooding of the basements and habitable parts of their homes	Surface Water	No	Yes

## Fluvial

The key areas at risk of fluvial flooding within the Borough include Darton, Low Barugh, Lundwood, Darfield Bridge and Bolton-on Dearne on the river Dearne and Aldham Bridge and Wombwell (including Low Valley) on the river Dove. Of these areas, Low Valley at Wombwell is at particular risk with approximately one third of all properties in the Barnsley area, which are at risk of being impacted by river flooding located in Low Valley. In the 2007 flood event of the 660 properties that were inundated around 180 of these were flooded in the Low Valley area.

When fluvial flooding does occur, the Borough can become ‘dissected’ so that access across Barnsley is very difficult, with restricted access to the hospital and M1. Principal river crossings would need improvement to remain operational during times of flood.

## **Surface Water**

Surface water flooding is also a key issue, particularly in areas away from the main rivers. During the 2007 flooding, forty eight locations suffered from surface water flooding, equating to around 40% of the total properties flooded during that event. In addition, groundwater flooding can be an issue, with problems observed at Lundwood.

### **Spatial Assessment: Urban Barnsley**

The PFRA identified 6 communities that were severely affected by the 2007 floods. This includes the Darton and Lundwood area in Urban Barnsley.

Record of sewer floods indicate that Monk Bretton, Town End, Worsborough Bridge and the Old Town areas have previously been affected.

### **Spatial Assessment: Eastern Barnsley**

The PFRA identifies that Bolton-upon-Deerne, Darfield Bridge, Low Valley and Aldham Bridge were affected by the 2007 flood event. In many cases properties were affected by diluted untreated sewage which had contaminated the flood waters, when waste water treatment installations and combined sewers were overwhelmed.

In terms of records of sewer floods Royston, Great Houghton, Goldthorpe and Hoyland Common have been affected to the East of Barnsley.

### **Spatial Assessment: Penistone and the Rural West**

The PFRA provides details of 6 communities that were severely affected in the 2007 floods, none of which were to the West of the borough.

## **Recent investment**

The Environment Agency (EA) currently maintain and operate several regulators (typically washlands) along the lower River Dearne valley which provide flood risk protection to communities further downstream (along the River Dearne but primarily the River Don). Several studies covering the River Don catchment are underway. The studies are exploring the strategy for water level management in the catchment and flood risk reduction. This will consider a variety of options ranging from enhancement through to discontinuance.

Additionally, the EA continually reviews flood warnings, aiming to increase the coverage and uptake of flood warnings, so that communities can prepare for flooding and improve resilience. The River Dearne is covered by a level gauge warning system, linked to rainfall forecasts, while the River Dove is covered by a level gauge warning system. These measures have increased the effectiveness and accuracy of the flood warning coverage.

Following the major flooding of 2007, BMBC has invested approximately £1 million on measures to address flooding issues on ordinary watercourses. Significant additional investment has also been committed to maintaining and clearing-out of drainage systems. This has yielded considerable success, both in terms of reducing flood risk but also in reassuring the public that action and management is actively being undertaken to reduce and minimise the risk of flooding. During the flood event of 2007 660 residential properties were flooded, however during the flooding events of 2014 only 6 properties were affected.

### 9.3 Planned Schemes

The EA currently has no further proposals for the implementation of flood risk management schemes within the Barnsley local authority area. There are two ongoing schemes which are included within the Environment Agency medium term plans (and as such have been allocated funding subject to detailed feasibility work) as follows.

**Low Valley Flood Alleviation Scheme.** The EA have prepared a high-level feasibility study for the River Dove which has identified a combination of upstream storage and raised defences as a potential preferred option to provide protection to the Low Valley area. The scheme also has the potential to protect an additional area of land at Low Valley that has planning permission for housing, but is currently undevelopable due to the flood risk to the site, a risk that increased as a result of flooding events after planning permission had been granted.

As demonstrated in the infrastructure delivery programme at Chapter 18 there is a funding gap of £500 000. Further feasibility work is underway to determine the number of houses that the scheme would protect. This will then determine the level of available funding. If after the detailed feasibility work is complete it is clear that the funding gap will remain, options to amend the scheme to a lower cost option will be explored. However, whilst it is noted that there is a potential funding gap for this scheme, the scheme itself is not essential to the delivery of the Local Plan proposals.

**Wombwell Ings Flood Storage Scheme.** This is a £750 000 project to develop a flood storage scheme which benefits biodiversity with specific reference to birdlife associated with nearby Old Moor Wetland reserve. The grant funding application for this scheme has been submitted and it is anticipated that work will be completed in the next 12-18 months. The required land acquisition is nearing completion and the funding application anticipated to be positive.

### 9.4 Impact of Proposed Development

The PFRA identified the following future issues:

#### Sustainable Urban Drainage

It is now clear that the previously anticipated that 2015 SuDS regulations will no longer be brought forward. The Council are therefore working to develop a corporate

SuDS policy which will be used to provide comment on planning applications and guide the SuDS provision. The policy will provide clarity on the necessary surface water management strategies (both for managing surface water onsite and the off-site impacts) and define responsibilities for the provision and future management of the schemes.

**Surface Water Flooding:** Using the EA datasets for Areas Susceptible to Surface Water Flooding, the number of properties at risk of surface water flooding within Barnsley has been estimated. For a rainfall event with a 1 in 200 annual chance of occurring, 850 properties are at risk from flooding to a depth of 0.1m and 330 properties are at risk from flooding to a depth of 0.3m.

**Groundwater Flooding:** The Environment Agency's national dataset, Areas Susceptible to Groundwater Flooding, has been used to form the basis of the assessment of future flood risk from groundwater. There is no local information available which provides evidence on future groundwater flood risk across Barnsley and groundwater rebound is not believed to be an issue within the borough.

**Canals:** There are no navigable canals or canal networks within Barnsley and the Canal & River Trust (formerly British Waterways) do not have any canals within the BMBC boundary. Therefore, there is no perceived future flood risk from canals owned by the Canal & River Trust. However, there are canals owned on land owned by BMBC that does pose a risk of future flooding these include the Barnsley Canal at Royston and also the Dearne & Dove Canal at Tingle Bridge and Wombwell.

**Ordinary Watercourse Consent (OWC):** The transfer of ordinary watercourse consenting powers from the EA to Local Authorities is a requirement of the Flood and Water Management Act (FWMA) 2010. These specific duties came into force on 6<sup>th</sup> April 2012 and require Local Authorities, acting in its role as the Lead Local Flood Authority (LLFA) are to lead on Ordinary Water Course (OWC) consenting and enforcement. Except where works are associated with a main river the duty remains with the Environment Agency (EA), or where the works are in an Internal Drainage Board (IDB) area where the IDBs will retain their existing powers.

The NPPF aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

The Housing Site Selection methodology used to shortlist potential housing sites excludes sites that are in Flood Zones 2 and 3. There are no sites proposed outside of Flood Zone 1.

The Employment Site Selection methodology used to shortlist potential employment sites gives consideration to the likely flood risk of potential sites. Three sites include areas of high flood risk as follows:

- C2 Land off Ferrymoor Way, this is a former Unitary Development Plan allocation that has been continued forward into the Local Plan.
- Site D1 Land South of Dearne Valley Parkway; and the adjacent

- Site RSV1 Land reserved for employment, South of Dearne Valley Parkway.

The individual site policies recognise this position and guide location of development on the sites accordingly. As part of the preparation of the Local Plan Barnsley, in agreement with the EA has produced the Proposed Site Allocations and Flood Risk Sequential Test covering the Local Plan allocations. The contents and conclusions of the assessment have been agreed with the EA.

The EA currently has no further proposals for the implementation of flood risk management schemes within the Barnsley local authority area. The ongoing promotion of flood warnings uptake in communities directly adjacent to main rivers will be important, as well as monitoring and maintenance of ordinary watercourses and drainage systems. In the longer term, flood risk and drainage issues will need to be re-examined in light of climate change and development patterns.

## **9.5 Summary of Flood Risk and Drainage Infrastructure**

Based on information provided by BMBC Drainage, and data taken from the Preliminary Flood Risk Assessment and verified by the EA those area's most at risk of flooding are; Darton, Lundwood, Low Valley, Darfield Bridge and Bolton-on-Dearne.

When fluvial flooding does occur, the Borough can become 'dissected' so that access across Barnsley is very difficult, with restricted access to the hospital and the M1. Principal river crossings need improvement to maintain operational during times of flood.

Responsibility for delivery of planned and future works will be delivered through a partnership approach. Responsibility for carrying out works will fall to the Council, Environment Agency, Internal Drainage Board and the SAB. We will continue to work with the relevant infrastructure providers.



## **10) Waste and Recycling**

### **10.1 Data Sources**

This section covers provision of waste management infrastructure.

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

- The Barnsley, Doncaster and Rotherham Joint Waste Plan (2011)
- Discussion with Planning Policy Officers, BMBC.

### **10.2 Existing Infrastructure and Fit for Purpose**

In Barnsley waste is organised and collected as follows:

- grey bin for general waste
- green bin for garden waste
- blue bin for cardboard
- brown bin for cans, glass bottles, jars and plastic bottles
- white bag for paper

Barnsley is working in partnership with Doncaster Metropolitan Borough Council and Rotherham Metropolitan Borough Council to manage waste across all three local authority areas. As such, facilities located outside Barnsley's administrative boundary are used to manage waste.

The existing facilities that have been safeguarded through the Adopted Joint Waste Plan include Grange Lane at Stairfoot, which is a Waste Transfer Station.

The municipal waste contract for the Council is currently managed by Waste Recycling Group (WRG), who uses facilities across the three authority areas to deliver their contract.

#### **Spatial Assessment: Urban Barnsley/Eastern Barnsley and Penistone and the Rural West**

It is difficult to pick out location specific waste management issues for Barnsley. This is because waste in Barnsley is managed on a cross boundary basis with Rotherham and Doncaster Council's and the infrastructure used to manage Barnsley's waste is actually located outside the local authority boundary.

### **10.3 Planned Schemes**

For Barnsley to meet the targets set at European, national and regional level they must have the facilities in place to move waste away from landfill. To meet these targets a new waste facility was required. As a result a new strategic waste management facility has been built at Manvers in Rotherham, financed through a PFI scheme with

£140 million of central government funding. The new facility is a mechanical biological treatment plant and anaerobic digestion plant.

The Manvers facility is now the focus for municipal waste management and allows the three local authorities to control their waste management activities going forward, rather than the Council using WRG to manage their waste with the aim of meeting European and national waste targets.

#### **10.4 Impact of Proposed Development**

The proposed quantum and distribution of new housing in Barnsley can be managed within the facilities set out above. There is currently no requirement for additional facilities to be allocated through the Local Plan. The quantum of housing planned in the borough, as set out in the Core Strategy, has been taken into account in the production of the Joint Waste Plan and as such no additional provision is expected to be required. The Joint Waste Plan will be reviewed as appropriate in due course.

#### **10.5 Summary of Waste and Recycling Infrastructure**

BMBC are working jointly with Doncaster MBC and Rotherham MBC to manage waste across the 3 local authority areas.

Housing projections have been used in the production of the Joint Waste Plan and as such there is no funding gap for the provision of waste infrastructure in Barnsley.

## 11) Green Infrastructure, Open Space and Public Space

### 11.1 Data Sources

This section covers provision of green infrastructure, open space, play areas allotments and green ways.

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

- Green Space Strategy (2016) and associated Green Space Register
- Discussions with the Dearne Valley Landscape Partnership
- Discussions with BMBC Officers

### 11.2 Existing Infrastructure and Fit for Purpose

Green infrastructure (GI) is a combination of natural environmental assets, the functionality of which shapes the places we live, work, play and enjoy. Those assets include:

- Green or open spaces that can link together to create an informal but planned network across the Borough and beyond
- Parks, gardens, woodland, wildlife sites, watercourses, street trees and the open countryside
- Spaces that can perform several different functions, such as formal and informal recreation, nature conservation, food production, enhanced settings for development, routes for cycleways/walkways, areas for flood risk management and education resources. Together, these assets form an environmental system, the performance of which will increasingly determine how successful our cities, towns and villages will be in the future.

As discussed in the transport section, the social and economic benefits of green infrastructure should also be maximised and can include things such as increased accessibility using sustainable transport such as attractive footpaths and cycle ways, the creation of an attractive environment which improves image and encourages investment and development, increased property values and more tourism. Green infrastructure will also have an important role to play in the boroughs adaptation to climate change.

The Barnsley Green Infrastructure Strategy was developed to complement the Leeds & Sheffield City Region Green Infrastructure Strategies and provide a vision and framework for protection and enhancement of GI taking into account planned growth within the area.

*“Barnsley’s special green infrastructure assets will enable it to become a successful, uniquely distinctive 21st century market town at the centre of a borough that offers prosperity and a high quality of life for all and that is resilient to climate change”*

At a strategic level Barnsley’s green infrastructure network includes the following corridors:

- River Dearne Valley Corridor

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

Barnsley's mining legacy provides Barnsley with a unique landscape of reclaimed colliery sites, some of which have naturally regenerated and others which have received significant investment and intervention. In GI terms the Dearne Valley is a model for large scale environmental regeneration and provides opportunities for the visitor economy, recreation and biodiversity.

In addition around 7.4% of the Borough is existing woodland scattered across the borough. Most of the woodlands lie in a band between the M1 and Penistone running north-south and extending to the south of Barnsley. There is very little woodland cover in and around Barnsley and the Principal Towns in the north east of the Borough. Woodland cover is also very limited west of Penistone due to the open upland character of the landscape.

GIS data shows there are 30 upland oak woodlands, 28 upland mixed ash woods or parts of woods, 67 streamside woods and 18 carr woodlands in the Borough. There are also several former parkland estates that contain mature trees and woodland pasture, including Stainborough Park that is Grade 1 listed parkland. The largest single woodland, Wombwell Wood is found to the west of Wombwell.

On average the Borough falls short of the Woodland Access Standards that are set by the Woodland Trust to ensure adequate accessibility of woodland for the population. According to the data, the Borough shows significant shortcoming on the percentage of the population with woodland access to a 2ha+ wood within 500m. However, the Borough scores very highly with only 0.85% of the population require new woodland for access to a 20ha+ wood within 4 km to their home. For Barnsley the data identifies a need for at least 283ha woodland planting for 2ha+ forests and 20ha for 20ha+ forests to fulfil the Woodland Trust's standards. Although these figures identify a potential requirement to increase the tree cover, tree growth is naturally linked to the geology, topography and climate of a place and careful consideration needs to be given to the choice of appropriate species as well as the extent tree cover that would naturally have been in the Borough.

### **Trans Pennine Trail**

The Trans Pennine Trail is a strategic multi user recreational routeway. The route passes through Barnsley on both the coast to coast route and north-south route connecting Leeds and Chesterfield and provides excellent opportunities for recreation, habitat corridors and active travel.

In addition to the TPT Barnsley has a network of local greenways and that provides links between settlements and green infrastructure and open space networks.

## **Management arrangements**

Barnsley Council has entered into a new partnership arrangement with the Yorkshire Wildlife Trust focusing on a number of key nature reserves and public open spaces. The Yorkshire Wildlife Trust has taken on the day to day management and will seek to improve the sites in association with local communities.

## **Spatial Assessment: Urban Barnsley**

Strategic Green Infrastructure corridors in Urban Barnsley include the River Dearne and Dove Corridors and The Dearne Valley Park which is within easy walking distance of the town centre.

### **Parks and Open Spaces**

Urban Barnsley benefits from the following borough level parks:

- Dearne Valley Park (including Central, North, Tank Row and Barnsley Main)
- Worsbrough Country Park
- Locke Parke
- Monk Bretton Priory

These parks provide for a wide catchment and draw visitors from all areas of the borough along with neighbouring areas.

Urban Barnsley benefits from the following District Level Parks:

- Ardsley Park
- Kendray Central Park
- Worsbrough Dale Park
- Mapplewell Park
- Darton Park
- Wilthorpe Park

Central Barnsley, Dodworth, Gawber, Redbrook, Barugh Green, Higham, Monk Bretton, Pogmoor, Worsbrough Common, Worsbrough Bridge, Ward Green, Athersley, New Lodge and Smithies do not have access to a District Level Park. Many of the spaces that are available are too small to serve a District Level Park function.

Most the area is served by local level spaces but there are some pockets of deficiency in line with the adopted accessibility standards in the Green Space Strategy. The quality of the local level spaces varies significantly across the area. Central Barnsley in particular is significantly deficient in access to parks and open spaces.

In terms of natural and semi natural areas, there is a lack of spaces within the urban fabric, however spaces on the periphery of the built up areas serve most Urban Barnsley. There are pockets of deficiency such as Athersley and New Lodge, Barugh and Higham, Kingstone and Kendray.

## **Children's Play**

A particular issue in relation to access to children's play is the severance created by the numerous main roads and railway lines. In accordance with Fields in Trust (the national charity formed to safeguard recreational spaces) standards and the Green Space Strategy Standards, children should not have to walk more than 5 minutes to an equipped play area and 1 minute to an informal play space without crossing a main road. This equates to a pedestrian route of 400 metres for equipped play areas.

Most the area benefits from access to youth facilities, with the exception of Carlton and Honeywell which are deficient.

Neighbourhood Equipped Areas for Play (NEAPs) are mainly aimed at eight to fourteen year olds and have at least eight types of fixed play equipment. These are available at Ardsley Park, New Lodge and Carlton. A NEAP is currently under construction at Wilthorpe Park to upgrade from the current LEAP standard facility. The remainder of the area does not have access to a NEAP standard facility.

Local Equipped Areas for Play (LEAPs) are mainly for four to eight year olds and have at least five types of fixed play equipment in line with national standards set by the Fields in Trust. In addition to LEAPs the Barnsley Green Space Strategy sets a local standard Equipped Play Area (EPAs) to due to the number of play areas across the borough that do not meet the national standard in terms of minimum pieces of play equipment; these serve the same age group as LEAPs,

In terms of EPA and LEAP standard play areas there are large pockets of deficiency in line with adopted standards. Deficiencies exist to the South of Ardsley, Athersley South, Barugh Green and Low Barugh, Central, Darton and Mapplewell, Dodworth, Honeywell and Old Town, Small parts of Kendray, parts of Kingstone, Monk Bretton, parts of Lundwood, parts of Smithies and small pockets of deficiency in Ward Green and Worsbrough. Gawber and Redbrook have access to play areas however quality is lacking in this area.

Quality does vary across sites in terms of children's play areas. The Playbuilder Programme helped to improve the quality of play areas across the Borough. 22 sites were upgraded through an investment of approximately £900,000. In addition, S106 monies have been utilised where possible; projects include provision of a Skate Park at Hoyle Mill, MUGA at Locke Park, the abovementioned NEAP at Wilthorpe Park and a children's play area and MUGA at Bluebell Bank as part of the redevelopment of the former Yorkshire Traction site at Sheffield Road. Monies are also available to provide a LEAP standard play area at Lesley Road, Kendray; residents are currently being consulted on this proposal.

## **Allotments**

Allotments are provided within Urban Barnsley however these are of a mixed quality and value and several sites need improvement. Most the area is served by allotments; however, Barugh and Higham, Central, Pogmoor, North Darton and parts of Smithies are completely deficient. Through dialogue with BMBC officers it was highlighted that the priority should be upgrading existing allotment sites where possible.

## **Natural Areas**

Natural areas are provided in the Urban Barnsley area, however most spaces available tend to be around the periphery of the built up area, with a lack of sites in the built up area itself. The main deficiencies present are in Athersley and New Lodge, Barugh and Higham, Kendray and the Central area. There are partial deficiencies in other settlements across the wider area.

## **Green Ways**

Most the area is served by a network of green ways including the Trans Pennine Trail and local routes. The existing routes tend to pass through existing GI assets such as the Dearne Valley Park along with stretches that run road-side through the built up area. The existing network is a mixed standard with some routes suitable for wheelchair and pushchair users; however, some routes are unsuitable for these users.

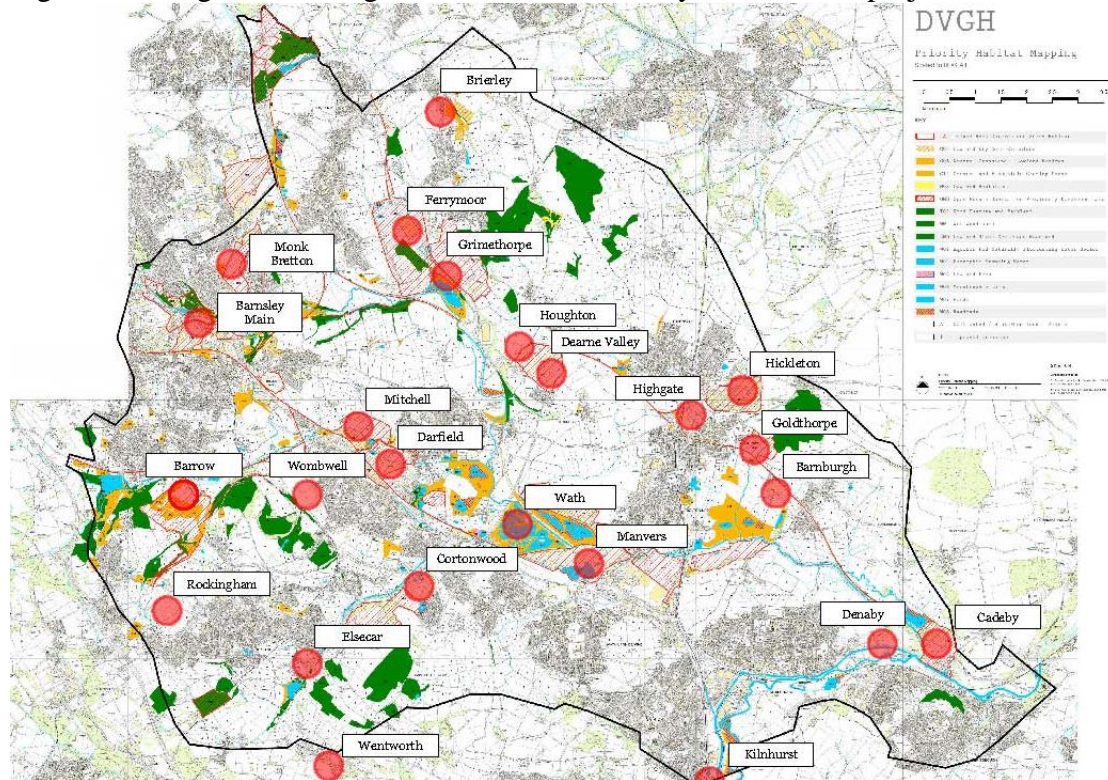
## **Spatial Assessment: Eastern Barnsley**

### **Strategic GI**

The Nature Improvement Area covers a large geographical area to the East of the borough stretching into Urban Barnsley.

There is a network of former pit sites in the Eastern Barnsley area providing an opportunity for recreation and biodiversity. The diagram below produced by the Dearne Valley Green Heart project shows the extent of the former pit sites across the DVGH area.

Figure 28: Diagram showing extent of Dearne Valley Green Heart project area



The River Dearne and Don corridors provide a significant GI asset; a network of GI assets are available along the corridors including but not limited to:

- RSPB Old Moor: This is a year round facility situated right at the heart of the Dearne Valley. There are lots of events, guided walks and family activities.
- Broomhill Flash
- Houghton Washlands

Natural England and the Environment Agency along with partners are promoting a network of improved multi-user sites around the Dearne Valley linking the five RSPB Dearne Valley nature reserves such as Old Moor, Wombwell Ings, Gypsy Marsh, Edderthorpe Flash and Bolton Ings. Cycling is the best way of viewing all the sites in the valley on gentle gradients with generally good-quality paths.

### Parks and Open Spaces

Most the area is served by local level green spaces; however, these are of a mixed quality and value. Some areas are completely deficient in access to parks and open spaces including parts of Darfield, parts of Goldthorpe and the whole of Billingley. District parks are available in Birdwell, Cudworth, Darfield, Elsecar and Jump, Royston and Wombwell however access is constrained by the severance created by the strategic highway network. Some settlements do not have any access to a District level park including Hoyland, Bolton upon Dearne Goldthorpe and Grimethorpe: settlements of this size should include District provision.

The main issue in terms of parks and open spaces is the varied quality: improvements should be prioritised at sites that have the potential to serve a district level function to serve a wider catchment.



## **Children's Play**

A large proportion of the Eastern Area is deficient in access to children's play in line with the adopted Green Space Strategy Standards. The settlements where deficiencies are most significant include Billingley, Darfield, Hoyland, Elsecar and Jump. Other settlements do have some provision but there are partial deficiencies present.

Quality does vary across sites in terms of children's play areas. The Playbuilder Programme helped to improve the quality of play areas across the Borough. 22 sites were upgraded through an investment of approximately £900,000. In addition, S106 monies have been utilised where possible. S106 monies have been utilised to provide a MUGA at Goldthorpe Recreation Ground and LEAP standard play area as part of the redevelopment of the former Royston High School site which is currently under construction.

Most the area is served by youth facilities as provision has been significantly improved over the past five years.

## **Allotments**

Allotments are provided within Eastern Barnsley however these are of a mixed quality and value and several sites are in need of improvement or are disused. Most the area is served by allotments; however, Brierley, North Grimethorpe, Middlecliffe and Billingley are completely deficient. Through dialogue with BMBC officers it was highlighted that the priority should be upgrading existing allotment sites where possible.

## **Natural Areas**

Natural areas are provided in the Eastern Barnsley area, however there are significant deficiencies in Billingley, Little Houghton, Middlecliffe, Hoyland and Wombwell, particularly in the built up area. There are partial deficiencies in other settlements across the wider area.

## **Green Ways**

Most the area is served by a network of green ways including the Trans Pennine Trail and local routes. The existing routes tend to pass through existing GI assets along with stretches that run road-side through the built up area. The existing network is a mixed standard with some routes suitable for wheelchair and pushchair users; however, some routes are unsuitable for these users.

## **Spatial Assessment: Penistone and the Rural West**

### **Strategic GI**

The Penistone and Rural West area benefits from a significant amount of Strategic Green Infrastructure including the Peak District National Park and the historic landscape corridor to the West of the M1 comprising Cannon Hall and Wentworth Castle.

Most the Borough's woodland cover is in the Penistone and Rural West area.

### **Parks and Open Spaces**

Most communities are served by local level spaces however access is constrained due to the severance created by the strategic highway network. Penistone lacks a District Level Park which you would expect in a settlement of this size. Penistone Recreation Ground however has received QEII Fields status which heightens the protection and opens up potential funding streams to enhance the site. This has the potential to serve a District function.

Quality varies significantly across the area.

### **Children's Play**

Play areas are provided in the Penistone and Rural West area; however significant deficiencies are present in Cawthorne and Hoylandswaine. Severance is also in issue in the area due to the A628, particularly in Penistone, Silkstone Common, Thurgoland and Thurlstone: this creates partial deficiencies in these settlements. Many of the children's play areas require improvement and are currently an EPA standard therefore do not meet Field in Trust standards for Locally Equipped Areas for Play (LEAPs).

Youth facilities are available however Ingbirchworth, Cawthorne and Hoylandswaine are deficient.

Quality varies significantly across the area.

### **Allotments**

Allotments are available however Hoylandswaine and Thurlstone are completely deficient. There is a small deficiency in Penistone and demand for pitches is very high in this area.

Quality varies significantly across the area with some sites in need of improvement.

### **Natural Areas**

Penistone and the Rural West have adequate access to natural areas in line with Green Space Strategy Standards.

### **Green Ways**

Most the area is served by a network of green ways including the Trans Pennine Trail and local routes. The existing routes tend to pass through existing GI assets along with stretches that run road-side through the built up area. The existing network is a mixed standard with some routes suitable for wheelchair and pushchair users; however, some routes are unsuitable for these users.

## **11.3 Planned Schemes**

### **Nature Improvement Area**

The Nature Improvement Area covers a large geographical area to the East of the borough stretching into Urban Barnsley. The NIA is managed and promoted by the existing Dearne Valley Green Heart Partnership. The vision for the NIA is to restore and enhance the ecological network in the Valley.

### **Dearne Valley Landscape Partnership**

The Dearne Valley Landscape Partnership (DVLP) is funded by the Heritage Lottery Fund (HLF) as part of its national landscape partnerships programme. It runs from June 2014 to June 2019 covering the Dearne Valley area of South Yorkshire, including parts of the boroughs of Barnsley, Doncaster and Rotherham. The Dearne Valley is rich in industrial heritage, valuable biodiversity, beautiful landscapes and strong communities. The landscape, geology and geography mean it has been at the heart of industrial development over thousands of years.

The DVLP is managed by Museums and Heritage Service of Barnsley Council who secured £1.9m of HLF funding. Barnsley Council are the lead partner in a broad partnership that includes Rotherham Council and Doncaster Council, RSPB Old Moor, the Environment Agency, Natural England, the Garganey Trust, Groundwork South Yorkshire and others. Its aim is to protect preserve and enhance the heritage and landscapes of the Dearne Valley and it builds on over 10 years of work by this wide range of partners. The DVLP will work with local groups in restoring and protecting listed buildings and key environmental sites. The impact and importance of industry on the landscape will be highlighted through a range of surveys and community projects. Grants will be provided to supported local community groups in helping deliver the aims and objectives of the DVLP. Projects will be supported across the area with an emphasis on developing sustainable skills and activities so that the DVLP has an impact beyond its lifetime.

The DVLP aims to reconnect people with the wealth of industrial heritage, unique landscapes, significant environmental features, leisure opportunities and economic potential within the Dearne Valley. It will raise awareness of the area's significance, allow local communities to become actively involved in shaping it, increase their understanding of what makes it so special and encourage more people to benefit from the Dearne's built and natural assets. The five year programme for the DVLP is contained within its Landscape Conservation Action Plan.

The projects are detailed in the Infrastructure Delivery Programme.

### **Dearne Valley Green Heart Partnership**

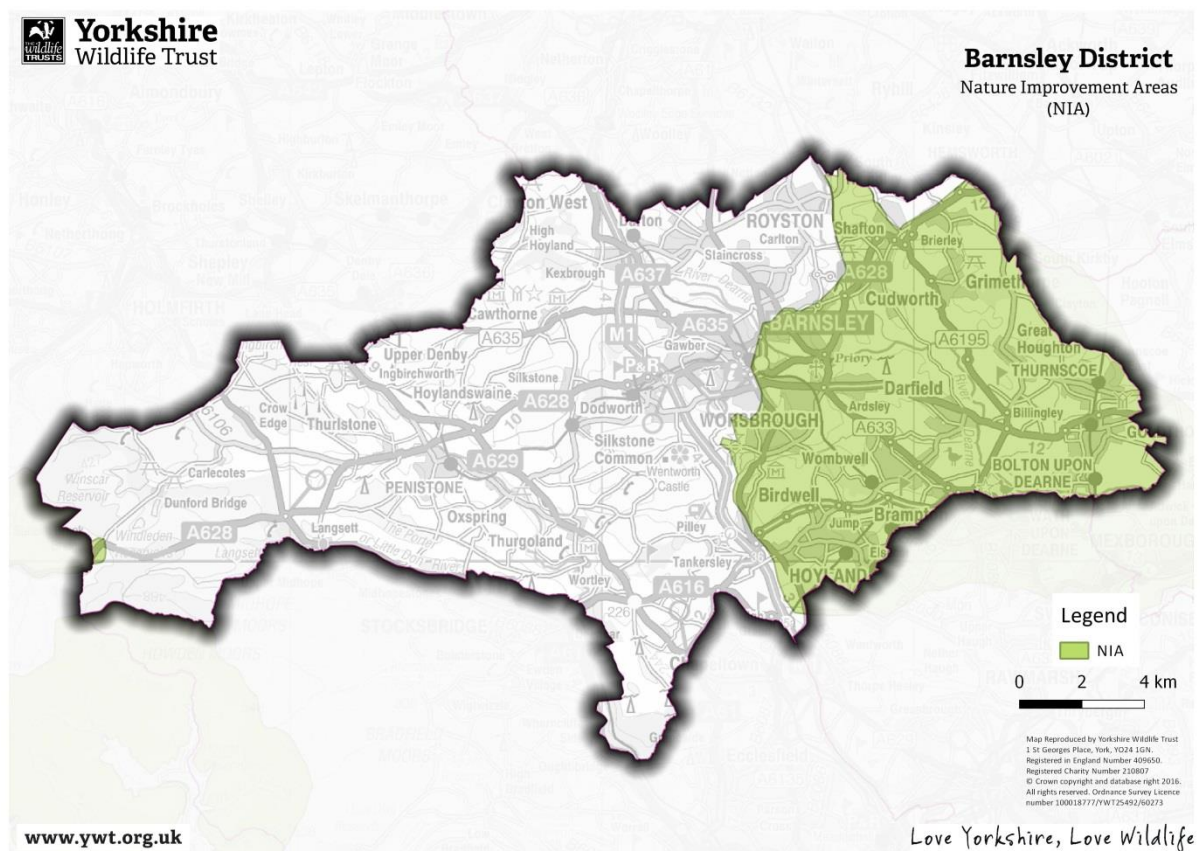
The Dearne Valley Green Heart (DVGH) Partnership is working to bring environmental improvements to the Dearne Valley parts of Barnsley, Doncaster and Rotherham boroughs. It was formed by organisations including Yorkshire Wildlife Trust, the RSPB, the Environment Agency, Natural England and the three local authorities. The Partnership aims to:

- Develop and maintain the green assets of the Dearne Valley for people and wildlife;
- Ensure the green assets contribute to the economic regeneration of the valley and help people lead active, healthy, more prosperous and fulfilling lives;
- Reconnect local people to the natural environment in the valley so they feel confident and safe to enjoy it.

Previous DVGH Partnership projects have created new nature reserves, alleviated flooding, engaged community groups in their environment and improved access to the countryside.

### Dearne Valley Green Heart NIA

The Dearne Valley Green Heart *Nature Improvement Area* (NIA) was one of only 12 of these new, statutory nature conservation designations created in England by the government in 2012. NIAs seek to address the ongoing reduction in biodiversity by working on a landscape-scale. DVGH Partnership led the way in securing government funding to help set up the NIA and delivered a set of agreed projects in its first three years. The NIA covers a large geographical area to the east of the borough and stretching westwards into Urban Barnsley. The diagram below shows the extent of the NIA area.



Source: Image provided by Yorkshire Wildlife Trust.

Significant developments in the NIA are expected to provide ecological enhancements as well as the usual mitigation measures to reduce impacts on biodiversity. This will be required through the Planning Development Management process. Examples of enhancements could be by ensuring that any Sustainable Drainage System also has an above-ground element designed to allow amphibians to breed, or a green roof on a new building.

It is the Council's intention to produce a Supplementary Planning Document that supports the Local Plan policies on biodiversity and sustainability that will provide greater weight and clarification on the required enhancements in the Dearne Valley

### **Rights of Way Improvement Plan (ROWIP)**

BMBC has published its Rights of Way Improvement Plan in accordance with the requirement under the Countryside and Rights of Way Act 2000. This is a ten year strategy for developing, improving and protecting public rights of way and open space in Barnsley. The four strategic objectives of the ROWIP are:

- improving maintenance of all routes and sites to the BVPI standard
- greater access for mobility impaired users
- an integrated network of multi-user routes
- improved information provision and promotion.

## **11.4 Impact of Proposed Development**

The Local Plan contains appropriate green infrastructure and green space policies to develop a framework for delivering either on site green space or off site contributions to upgrade existing green space. The network of green infrastructure will be secured by protecting open space, creating new open spaces as part of new development, and by using developer contributions to create and improve green infrastructure.

With the scale of growth planned in Barnsley, the loss of some areas of biodiversity value will be inevitable so ensuring no overall net loss in this value is a key challenge. Public policy at the international, national and regional levels has long regarded declining biodiversity as a major environmental challenge. Investment in green infrastructure to improve biodiversity specifically has generally been made by environmental organisations using members', charitable and public funds. Often, such opportunities will be realised on the back of projects designed to achieve another complementary objective, for example as part of new or enhanced public parks.

In places, especially those areas of regeneration, the advance delivery of new infrastructure will play a key role in promoting development opportunities. The role of green infrastructure in helping to attract greater levels of investment and improving the economic performance of the local economy (in terms of workforce productivity, tourism development, and overall 'place' branding) is increasingly recognised. As the Council places greater emphasis on achieving a step change in business and skills performance, so the need to create a quality of place, a quality of life, and environmental remediation increases.

The Green Space Strategy and associated Green Space Register sets out our vision for green space, what we want the strategy to achieve, the standards by which we will assess the provision of different types of green spaces, how they are assessed and how we use the assessments to set the priorities for green space. The Green Space Register shows the up to date provision of green space at any given time. The S106 Public Open Space Prioritisation Framework identifies the sites of strategic importance and the Council priorities to deliver corporate priorities such as improving health outcomes and improving the visitor economy.

Green infrastructure and green space will benefit from continued enhancement and improvements of green space through on and off site-contributions linked to new housing and employment developments, Council budgets and potentially CIL for strategic green infrastructure.

### **11.5 Summary of Green, Open Space and Public Space Infrastructure**

Taking into account the planned growth across the borough, broadly speaking the existing green infrastructure and open space provision is in the main sufficient in quantitative terms, with the main issues being quality and accessibility of the spaces. There are some pockets of deficiency which will need to be remedied through on site provision, particularly on large scale allocations.

The main factors that will drive the demand for green infrastructure investment in the Borough in the coming years are:

- sustainable economic growth and regeneration
- climate change
- health and well-being
- biodiversity

## 12) Health

### 12.1 Data Sources

This section has been populated using the following data sources:

- Discussions and engagement with the Barnsley Clinical Commissioning Group
- Discussions and engagement with Barnsley Hospital Foundation Trust
- Joint Strategic Needs Assessment
- Representations from the Barnsley Hospital Foundation Trust on the Local Plan Consultation 2014.

### 12.2 Existing Infrastructure and Fit for Purpose

NHS Barnsley Clinical Commissioning Group is responsible for commissioning health services to meet the needs of Barnsley residents. NHS Barnsley CCG formed in April 2013 and is a membership organisation bringing together all general practices serving the residents of the Barnsley Borough. The combined registered population of Barnsley's 36 general practices (as at April 2016) is 256,398.

The CCG has around £400 million funding for health services including Hospital, Community and Primary Medical Services (GP's) for Barnsley residents. The level of funding available is based on a national formula which is linked to population size and various other factors including deprivation levels and the age profile of the local population. The cost of increasing health provision is therefore intended to be met by funding from central government and NHS England using this formula. NHS England oversee the local CCGs to ensure services are being commissioned and delivered to meet the needs of the local population and assure the CCG's plans for transformation and sustainability of healthcare provision.

The CCG Strategic Commissioning Plan sets out an ambitious strategy to realise a wider model of out of hospital care in which patients and the public in Barnsley receive fast, responsive access to the care and support they require by ensuring that the services we commission for the people of Barnsley are designed to put people first and help them to have control and be empowered to maximise their own health and well-being. The clinical priorities for transformation are: Cancer, Cardiovascular Disease, Long Term Conditions, Mental Health, Unplanned Care, Planned Care and Maternity/Children. Alongside these there is also a clear programme to improve the capacity and quality of primary care to support the strategic objective care being provided out of hospital and closer to home wherever it makes clinical sense do so.

The current Barnsley Hospital site is fit for purpose for the existing population. However, the Barnsley Hospital Foundation Trust are seeking to continue to update the infrastructure to ensure that it is a sustainable and effective facility that nurtures patient care through the delivery of a safe, quality environment that is appropriate to the clinical services provided. It is a Trust objective to repatriate and enhance services within the hospital to increase the activity, subsequently improving the efficiency and effectiveness of the site.

### **Spatial assessment: Urban Barnsley**

There are no specific issues for the Urban Barnsley area of the Borough relating to the provision of health infrastructure.

### **Spatial assessment: Barnsley East**

There are no specific issues for the East of the Borough relating to the provision of health infrastructure.

### **Spatial assessment: Penistone and the Rural West**

There are no specific issues for the Penistone and Rural West area of the borough relating to the provision of health infrastructure.

## **12.3 Planned Schemes**

There are currently no major planned schemes relating to the provision of health infrastructure however there are ongoing capital programmes to improve the quality of the overall estate including primary care.

The Barnsley Hospital Foundation Trust has an Estates Strategy and a 5 year capital plan to continue to invest in its infrastructure. In terms of national context to the services provided, the trust look to follow NHS Shared Planning Guidance ‘Delivering the Forward View: NHS Shared Planning Guidance 2016/17 – 2020/21’, setting out the steps to help local organisations deliver a sustainable, transformed health service and improve the quality of care, wellbeing and NHS finances as a strategic driver for the delivery of services. The planning guidance is backed up by £560 billion of NHS funding, including a new Sustainability and Transformation Fund which will support financial balance, the delivery of the Five Year Forward View, and enable new investment in key priorities. As part of the planning process, all NHS organisations are asked to produce two separate but interconnected plans:

- A local health and care system ‘Sustainability and Transformation Plan’, which will cover the period October 2016 to March 2021; and
- A plan by organisation for 2016/17. This needs to reflect the emerging Sustainability and Transformation Plan.

As such the outcome of these plans may affect the services delivered on site in the long term.

## **12.4 Impact of Proposed Development**

Through discussions and engagement with representatives of the Barnsley CCG and Barnsley Hospital it was confirmed that the NHS in Barnsley have the physical infrastructure in place to deliver the current required level of health provision, but that



the level of development (alongside other external factors) may result in increased pressure on the hospital's A&E service provision. The cost of closing the potential gap cannot be accurately determined at this time, though could cost in the region of £1-2m. It should also be noted that in October 2016 a decision to close the Huddersfield Emergency Services Department was made. It is purported that this could mean that the Huddersfield population need to travel to Halifax, Wakefield or Barnsley for treatment, however the impact of this decision on the Barnsley Hospital Foundation Trust is currently unknown. We will continue to work with the Barnsley Hospital Foundation Trust to better understand the potential implications and update the Infrastructure Delivery Plan as necessary.

Barnsley Hospital currently provides a full range of acute hospital services, including emergency and intensive care, medical and surgical, elderly care, paediatric and maternity, along with diagnostic and clinical support. The Trust also provides a number of specialised services, such as cancer and surgical services in partnership with Sheffield Teaching Hospitals NHS Foundation Trust.

Given the relatively recent major investments in health provision in the borough it is unlikely that major new facilities will be required, with workforce being the capacity issue rather than premises. There have been 9 Local Improvement Finance Trust (LIFT) Centres in the borough that have been introduced over the past 12 years:

- The Darton Centre-Opened 17 October 2011, cost £2million
- The Hoyland Centre-Opened 15 August 2011, cost £6million
- The Roundhouse Medical Centre, Athersley New Lodge, Opened March 2011, cost £2.5million
- Great Houghton Medical Centre, Opened February 2011, cost £1.5million
- The Cudworth Centre, Opened September 2008, cost £7.6 million
- The Grimethorpe Centre-Opened November 2004, cost £2.5 million
- The Goldthorpe Centre-Opened November 2004, cost £3.6 million
- The Thurnscoe Centre-Opened November 2004, cost £2.6 million
- The Worsbrough Centre-Opened October 2004, cost £3.1 million

These offer primary care in addition to a range of other amenities such as community health and social services. The LIFT centres were delivered by the NHS Trust in partnership with BMBC. There is also a vast number of other GP Surgeries outside of LIFT centres offering primary care.

In addition to the LIFT centres there have also been a number of other new primary care centres opened in Barnsley which offer access to improved facilities and higher quality buildings which meet modern day standards.

The c.400 bed hospital at the Gawber Road site was built in the 1970s and has been subject of addition and adaptation over past decades to meet the evolving requirements and demands of the healthcare sector. The site extends to approximately 8.2 hectares and accommodates over 3000 staff.

In response to changing business and service needs, and in response to government policy drivers, the hospital will evolve to deliver a greater intensity of specialised services from a smaller physical footprint. The specialised services will draw patients,

carers and staff from a wider area and the hospital will offer these services through longer hours thereby increasing accessibility and capacity. The hospital estate will respond to this evolution through careful management, planning and development. Wards and theatres will be refurbished and the range of ancillary and supporting facilities increased.

Any increase in the range and capacity of services must be supported by adequate infrastructure and appropriate ancillary facilities. For instance, sufficiency of car parking capacity to ensure ease of use of the hospital and dissuade local on-street parking. Similarly, the provision of internal and ancillary shops such as newsagent, coffee shop, gift shop, florist, small convenience store, chemist etc.) and facilities enhance the experience of patients, visitors and staff, making the hospital more attractive, competitive and therefore sustainable.

The Trust's Estates Strategy and 5 year capital plan will guide the use and development of the hospital site over the next 5-10 years or so. Key to the success of elements of this strategy will be its interrelationship with other healthcare bodies and stakeholders including Barnsley Metropolitan Borough Council. The Trust's on-going dialogue with the Council, aim to help integrate the consideration of planning matters and healthcare requirements.

From discussions with the CCG it was confirmed that sign up for dental care is low in Barnsley and some patients only gain treatment when in an emergency situation. This puts additional pressure on secondary care facilities.

## **12.5 Summary of Health Infrastructure**

There has been significant investment in the provision of health care infrastructure in the past 12 years with the introduction of LIFT centres across the borough and other capital developments in primary care and by the local acute, community and mental health providers.

Through discussions with representatives of the Barnsley CCG and Barnsley Hospital it was confirmed that the NHS in Barnsley have the physical infrastructure in place to deliver the current required level of health provision, but that the level of development (alongside other external factors) may result in increased pressure on the hospital's A&E service provision. We will continue to work with the Barnsley Hospital Foundation Trust to better understand the potential implications and update the Infrastructure Delivery Plan as necessary.

Barnsley Hospital currently provides a full range of acute hospital services, including emergency and intensive care, medical and surgical, elderly care, paediatric and maternity, along with diagnostic and clinical support. The Trust also provides a number of specialised services, such as cancer and surgical services in partnership with Sheffield Teaching Hospitals NHS Foundation Trust. The Trust is currently developing its Clinical Service Strategy to steer its service provision, investment and partnership decisions over the forthcoming five year period.

Given the recent investment in health provision in the borough it is unlikely that major new facilities will be required, with workforce being the capacity issue rather than premises.

## 13) Sport, Leisure and Recreation

### 13.1 Data Sources

This chapter has been populated with the following information:

- Discussions with BMBC Sports and Active Recreation
- BMBC Playing Pitch Strategy 2016-2030 (2016)
- BMBC Sports Facilities Strategy 2015-2025 (2016)
- Discussions with BMBC Green Space Officer

### 13.2 Existing Infrastructure and Fit for Purpose

#### Built Sports Facilities

Barnsley Council have commissioned a Sports Facilities Strategy to help plan effectively for future sports facility provision, for current and future need, population growth and increased participation. The range of facilities assessed include sports halls, health and fitness, swimming pools, squash courts, indoor bowls, gymnastics/trampolining facilities, golf courses/driving ranges, athletics track and cycling. There are currently 85 existing indoor sports facilities in Barnsley including 26 health & fitness suites, 15 strategic size sports halls, 12 squash courts and 16 swimming pools. Outdoor facilities are covered in the Playing Pitch Strategy detailed below.

Overall, Barnsley has a good range of existing sport and leisure facilities across the area, however, some are now aging and will need replacement. This is particularly true of BMBC sports hall and swimming pool facilities, where there is insufficient provision to meet current and future demand.

The leisure facilities owned by Barnsley MBC are currently managed by Barnsley Premier Leisure (BPL). BPL manage all BMBC's leisure facilities including the Metrodome Leisure Complex on the edge of the town centre and several other leisure centres which are dispersed across Barnsley's principal towns. The stock is very well used by the local population, but is aging and is likely to need upgrading in the medium to long term.

The following sites are managed by BPL:

- Dearneside Leisure Centre
- Dorothy Hyman Sports Centre
- Hillies Pavilion Golf Course
- Hoyland Leisure Centre
- Metrodome Leisure Complex
- Royston Civic Hall
- Royston Leisure Centre

Further details in relation to other Built Sports Facilities and their current availability and standard are available in the spatial assessments section below.

## **Playing Pitches and outdoor facilities**

Barnsley Council have commissioned a new Playing Pitch Strategy to replace the BMBC Playing Pitch Strategy 2011. The updated report was completed in November 2016. The strategy covers all grass and all weather pitches provided by the Local Authority, Education, voluntary and private sectors. It will guide future provision and management of sports pitches and community use services to serve both existing and new communities. The strategy assesses existing facilities, the future need for sport and active recreation and as the borough grows and develops, opportunities for new provision and expansion of existing facilities.

Overall the strategy identifies

- a surplus of poor quality pitches but recognises the need to protect and safeguard most existing grass pitches and, where possible look to improve the quality of the remaining pitch provision.
- Formal sports needs for football, cricket, hockey and rugby.
- Where a site is identified as not needed for formal playing pitch sports it can still be utilised for training or alternative informal sports purposes

In terms of individual sports, the key issues and priorities include:

Football – current situation

- There are 213 individual grass football pitches across the borough, used by 297 teams, 158 have secured community use
- Several school sites are not currently available or offer limited wider community use, there is limited scope to increase this use further. Those school sites that provide community use are not secured for formal use – agreements need to be put in place if possible and practicable
- 50% of the pitches have been rated as poor quality, 4% good and 46% standard
- Overall there is a current spare capacity of grass pitches
- There are 10 full size floodlit 3G pitches available for community use and club training, 3 are suitable for competitive matches
- All the sites are available but several do not have secured community use agreements
- There are a further 5 small sided 3G pitches.
- There are sufficient 3G pitches to accommodate training needs, but demand for competitive matches to be played on these pitches could exceed supply. BMBC will need to work with the FA to determine appropriate locations. More detail is provided in section 2.6 and 2.7 of the report.

Football – identified strategic priorities

- Protection of all community use and informal community use football pitches
- Ensure sustainability of junior clubs and investigating and investing in multi pitch sports hub sites and 3G rubber crumb surfaces

- Maximise the use of existing resources and address future deficiencies in senior and junior football – community use agreements and remarking to cater for different sized pitches
- Work towards the supply identified for 3G rubber crumb pitches
- Improve pitch and ancillary provision, addressing changing facilities, drainage and maintenance issues
- BMBC to work with the FA to support clubs applying for funding
- Use CIL or S106 contributions where possible to match fund new or improved provision

#### Cricket – current situation

- There are 25 sites providing community cricket club usage, 22 with secured use. There are 5 cricket squares providing 253 grass pitches and 20 non turf pitches for use by 21 clubs providing for 75 teams
- Pitches and ancillary facilities are generally considered to be in good condition
- There are potential issues with leases that could impact on the security of tenure, particularly at Rockingham Sports Ground
- As an overall indication, there are not enough pitches to meet current demand but this varies by sub area

#### Cricket – identified strategic priorities

- Address the issue of community use agreements on school/education sites
- Protect of all secured and unsecured community use and education pitches
- Improve pavilion and ancillary facilities where required in the action plan – work with Parish Councils, cricket clubs and the ECB
- BMBC to work with the ECB to support clubs applying for funding
- Use of CIL or S106 match funding where possible, to bring facilities up to standard

#### Rugby Union – current situation

- There are two club sites with secure community use providing 4 senior pitches, 1 junior and 1 small pitch
- There are 9 education sites providing 9 pitches for community use
- There are 2 rugby clubs providing 6 adults, 12 youth and 12 mini teams
- There is a current overplay of pitches. Additional training and match pitches are required, with an under capacity of 16.75 match and training equivalents by 2030

#### Rugby Union – identified strategic priorities

- Protection of all community use pitches
- Ensure all teams are playing on the right size pitches
- Improve pitch training, playing capacity and ancillary facilities, including address drainage, floodlight, changing room issues and considering how to meet additional demand
- BMBC to work with the RFU to support clubs applying for funding

- Use of CIL or S106 match funding where possible, to bring facilities up to standard

#### Rugby League – current situation

- There is only 1 site with two pitches of standard quality
- There is current overplay on these pitches by 1 club with 11 teams.
- There is an under capacity of 7 match and training equivalents by 2030

#### Rugby League – identified strategic priorities

- Protection of the existing site and pitches for community use
- Ensure rugby league continues to have primary use for midweek use and match slots at weekends when required
- Improve pitch training, playing capacity and ancillary provision – working with RFL to support the club and improve facilities, encourage links to school clubs, reducing overplay by exploring options for additional pitches

#### Hockey – current position

- There is only 1 artificial pitch suitable for hockey which is in Education ownership. The pitch is poor quality and in urgent need of replacement. There is one hockey club with two teams.

#### Hockey – identified strategic priorities

- Protection of the community use pitch at Darton College or seek to secure a council owned pitch to serve Barnsley Hockey Club
- Ensure hockey continues to have primary use for midweek training and weekend match slots as required
- Ensure there are plans to maintain the pitch at Darton College or an alternative and ensure are funds available to replace the turf

## **Spatial Assessment: Urban Barnsley**

Barnsley Football club is the only professional sports team in the Borough and is based in the Urban Barnsley area.

### **Built Sport Facilities**

Urban Barnsley benefits from several high quality sports centres/hubs that serve a wide catchment and draw visitors from across the borough.

The following facilities are available:

- Body Language
- Outwood Academy, Carlton
- Carlton Primary School

- Darton College
- Higham Methodist Church Hall
- Honeywell Sports Centre
- Mapplewell and Staincross Village Hall
- St Helen's Church Hall
- Woodlands Driving Range
- Holy Trinity Catholic and Church of England School
- Springwell Community Special School
- Bannatynes Health Club
- Barnsley Academy
- Barnsley Christian School
- Barnsley Rugby Union Football Club Ltd
- DW Sport Fitness
- Greenacre School
- Horizon Community College
- Keele Fitness Centre
- Lifestyle Fitness Barnsley
- Metrodome Leisure Complex
- Thornley Arms Public House
- YMCA (Barnsley)
- Barnsley Golf Course
- Higham Methodist Church Hall
- Honeywell Sports Centre
- St Helens Church Hall

This includes the Metrodome Leisure Centre which is near the town centre and provides several activities including swimming, ten pin bowling, gymnasium, fitness studios and a hair salon along with conference and banqueting facilities.

The Metrodome is popular for national and international sports events such as ten pin bowling, darts and snooker. BPL has significantly invested in the Metrodome over the past five years and plans to build on this work further over the coming years. This included the refurbishment of the gym and studios, replacement of the indoor crown green bowling area with a new 10 pin bowling alley and the refurbishment of the Rigby Suite to enhance the conference and banqueting facilities.

Shaw lane sports ground provides facilities for 10 sports and is significantly investing in current and planned facilities. The sports club have recently taken over additional facilities within close proximity of Shaw lane to further improve the facilities available.

Barnsley College at Honeywell provides a combination of indoor and outdoor sports facilities. It is one of a few colleges in the country with a Sports Academy that provides learners with the opportunity to study in any subject area and at the same time pursue sporting interests. Over the past two years Barnsley College has invested heavily in a capital build programme which has seen excellent new sports facilities being developed at the Honeywell Campus. Barnsley College accommodates private one-off bookings or long-term block bookings. Facilities include outdoor floodlit 3<sup>rd</sup>



Generation synthetic turf pitch, outdoor multi use games area, sports hall, fitness centre, grass pitches, sports science and physiology lab, sports massage suite, classrooms and conference facilities.

In addition, there are several private swimming pools in the area that are offered for private use and swimming lessons including the Deborah Yule Swim School on summer lane which is in the Urban Barnsley area.

The Sports Facilities Strategy identifies the following as priority facility investment for needs:

- Boroughwide current need for 17.22 badminton courts (also catering for netball, basketball and pay and play) and permanent markings for Boccia and an additional 3.4 courts by 2013.
- Boroughwide Current need for 1 x 6 lane 25m pool equivalent and an additional 2.47 lanes by 2031.
- Potential to develop dedicated gymnastic facilities
- Development of safe, traffic free cycling facilities in the M1 corridor

### **Playing pitches and outdoor facilities**

The following borough level facilities are available in Urban Barnsley:

- Kendray Recreation Ground
- Shaw Lane Community Sports Centre
- Worsbrough Bridge Miners Welfare
- Barnsley Football Club Training Ground
- Dodworth Miners Welfare
- Woolley Colliery Miners Welfare
- Barnsley Tennis Club
- Barnsley Golf Course

In addition, there are several District Level sports facilities:

- Kingstone/Holgate ALC
- Darton Longfield
- North Gawber Miners Welfare
- Darton ALC
- Athersley Memorial Park
- Carlton Recreation Ground
- Carlton Community College ALC

There are also several local level sports facilities available.

In terms of football provision the Playing Pitch Strategy identifies under capacity in the north, central and north east sub areas. There are 42 pitches in the north east sub area (34 with secured community use), 40 pitches in the central sub area (28 secured for community use) and 40 pitches in the north sub area (29 with secured community use).

With 9 teams Barnsley Cricket Club is the largest in the borough. There is an unmet demand for grass pitches in the north area and spare capacity in the south and central area, although the spare capacity is in reality tempered by the availability of good standard pitches. Particular reference is made to the need for 2 new wickets at Shaw Lane Sports Club.

Shaw Lane Sports Club provides one of the 2 sites available for rugby union, and is overplayed.

Darton College provides the only pitch suitable for hockey and serves the Barnsley Hockey Club. The pitch is in urgent need of replacement.

The identified investment priorities have been summarised above and the strategy also provides an action plans for each site.

## **Spatial Assessment: Eastern Barnsley**

### **Built Sports Facilities**

Eastern Barnsley benefits from several sports and leisure centres that are run by BPL on behalf of BMBC:

- Hoyland leisure Centre
- Royston Leisure Centre- recent works include ceiling replacement in both the main pool area and teaching pool have been replaced and work done to the external roof.
- Dorothy Hyman-2 lanes of the running track need repair, there is also an issue with part of the banking around the track cracking and moving. The astro-turf is now closed due to the poor condition of the surface; it has been fenced off for public safety.
- Dearneside Leisure Centre-Recent internal alterations have been carried out to create a smaller hall within the facility, the gym equipment has been replaced and the changing rooms and reception have been refurbished.

In addition, the following Built Sports Facilities are available:

- Be Fitness, Cudworth
- Shafton Outwood Academy
- Superbodies, Royston
- The Club, Brierley
- Valley Community Centre
- The Dearne ALC
- Gooseacre Primary School
- The Hill Primary School
- Birdwell Community Centre and Recreation Ground
- Birdwell Venue
- Darfield All Saints Academy
- Darfield Valley Primary School
- High View Primary Learning Centre

- Hillies Pavillion and Golf Course
- Kirk Balk Community College
- Milton Hall
- Netherwood ALC
- Rockingham Sports Ground
- Temple Gym
- Wombwell Community Hall
- Wombwell Recreation Ground
- Birdwell Community Centre
- Sandhill Golf Club
- Sandhill Driving Range

The Sports Facilities Strategy identifies the following as priority facility investment for needs:

- Boroughwide current need for 17.22 badminton courts (also catering for netball, basketball and pay and play) and permanent markings for Boccia and an additional 3.4 courts by 2013.
- Boroughwide Current need for 1 x 6 lane 25m pool equivalent and an additional 2.47 lanes by 2031.
- Current need for 132 fitness stations in the North Penistone and the Dearne, with an additional 20 by 2031.
- Potential to develop dedicated gymnastic facilities
- Development of safe, traffic free cycling facilities in the M1 corridor
- Current need for improved infrastructure at the Dorothy Hyman Sports Centre and further need for an improved track surface by 2031

### **Playing pitches and outdoor facilities**

In terms of outdoor facilities, the following borough level sports facilities are available in the Eastern Barnsley area:

- Dorothy Hyman Sports Centre
- Grimethorpe Miners Welfare
- Dearne Miners Welfare
- Houghton Miners Welfare

In addition, the following District level facilities are available:

- Shafton ALC
- Dearne ALC
- Foulstone ALC
- Rockingham Sports Ground
- Kirk Balk ALC
- Sandhill Golf Course
- Hillies Pavillion and Golf Course

There are also several local level sports facilities available.

In terms of football provision the south sub area has the most number of pitches at 64 (48 with secured community use), the north east sub area has 42 pitches (34 with secured community use), and the Dearne sub area has 13 pitches (9 with secured community use). There is under capacity of pitches in all three sub area. Specific reference is made to exploring the potential for Dorothy Hyman Sports Centre to act as a multi pitch hub site with 3G rubber pitches.

Elsecar Cricket Club is the second largest club with 8 teams. There are potential issues with leases at [Rockingham Sports Ground](#) that could impact security of tenure. There is spare capacity in the north east and Dearne sub areas (although this is tempered by the availability of good quality pitches) and unmet demand in the south sub area. Specific requirements for new wickets are identified at Darfield Cricket Club, Elsecar Cricket Club, Rockingham Sports Ground and Wombwell Main Sports Ground.

Ingsfield Sports and Social Club provides the only site for rugby league and is over played. There is an under capacity of 7 match and training equivalents by 2030. Specific actions are proposed to support the facility.

The identified investment priorities have been summarised above and the strategy also provides an action plans for each site.

## **Spatial Assessment: Penistone and the Rural West**

### **Built Sports Facilities**

Penistone Leisure Centre is a BMBC owned facility that was taken over by a community group 'Sporting Penistone' following closure in 2011. Sporting Penistone is an independent registered charity governed by a voluntary board formed from local residents and users of the facility together with Penistone and District Community Partnership. Sporting Penistone opened its doors to the public on 22<sup>nd</sup> September 2012 for classes in the main hall and the gym re-opened on 9<sup>th</sup> September 2013. Sporting Penistone provides a sports hall which can be used for a variety of uses including badminton, table tennis, cricket, 5 a side football and indoor bowling along with a gym. Recent building maintenance and upgrades have been carried out following grants from the Co-Op and Peak Park including generosity of local residents.

In addition, the following Built Sports Facilities are available:

- Silkstone Common Junior & Infant School
- Tankersley Manor
- Penistone Grammar School ALC
- Silkstone Golf Course
- Wortley Golf Club

The Sports Facilities Strategy identifies the following as priority facility investment for needs:

- Boroughwide current need for 17.22 badminton courts (also catering for netball, basketball and pay and play) and permanent markings for Boccia and an additional 3.4 courts by 2013.
- Boroughwide Current need for 1 x 6 lane 25m pool equivalent and an additional 2.47 lanes by 2031.
- Current need for 132 fitness stations in the North Penistone and the Dearne, with an additional 20 by 2031.
- Potential to develop dedicated gymnastic facilities

### **Playing pitches and outdoor facilities**

In terms of outdoor sports facilities there are currently no borough level facilities available in Penistone and the Rural West

Penistone Church Football Club and Penistone ALC provide the only district level facilities. There is also Wortley Golf Club and Silkstone Golf Club.

There are also several local level sports facilities available.

In terms of football provision the Penistone sub area has 17 pitches, 10 of which are secured for community use. There is an under capacity of pitches.

There is spare capacity of cricket pitches in the Penistone sub area and new wickets are required at Green Moor Sports Club, Silkstone Common Ground and Stainborough Cricket Club.

Wortley provides one of the two rugby union club sites and is secured for community use. Wortley RFC use the Penistone Grammar School site to deliver junior rugby. Both sites are over played. Specific improvements are identified for Wortley.

Penistone Ladies Hockey Club currently plays at Darton High School. The AGP at Penistone ALC has been developed to FA standards and has adopted a football focus, and as such is not suitable for hockey use.

The identified investment priorities have been summarised above and the strategy also provides an action plans for each site.

## **13.3 Planned Schemes**

### **Sports and Leisure Centres**

The Sports Facilities and Playing Pitch strategies will help plan effectively for future sports facility and playing pitch provision, for current and future need, population growth and increased participation.

BPL is currently rolling out a programme of improvements to existing sports centres. Several improvements have already been undertaken and are detailed in the ‘Current Infrastructure’ section above. The following schemes are planned:

- Hoyland Leisure Centre: Gym equipment is to be refreshed and major works are planned to the swimming pool due to a crack in the side, a pool lines may be installed rather than retiling. The reception area is also to be refurbished along with the replacement of the pool hall windows and minor refurbishment work in the changing rooms.
- Royston Leisure Centre: Gym equipment to be refreshed shortly.

### **13.4 Impact of Proposed Development**

The planned growth in Urban Barnsley and the Principal Towns is expected to create an opportunity to remedy existing deficiencies in terms of playing pitch and sports provision. Residential developments that exceed 20 residential units are expected to contribute towards the provision of new open space, including formal recreation. The Supplementary Planning Document Open Space Provision on New Housing Developments sets out the requirements for each type of open space. Larger site may be expected to include formal recreation provision on site and smaller developments will generally pay a commuted sum to be utilised on upgrading existing provision in the locality.

#### **Indoor Sports Provision**

The Sports Facilities Strategy recognises that Barnsley’s population will grow significantly over the next few years, particularly in and around the Dearne and Hoyland areas, so there is a need to ensure sufficient provision of accessible quality and affordable facilities to meet local needs. It is important that BMBC works with partners moving forward, given funding restraints, to develop and deliver facility provision. BMBC can no longer be the provider and funder of last resort, but needs to adopt a more enabling and facilitating role.

The Strategy will help inform the Council’s decision making process for the management and proposed enhancement of the boroughs indoor sports facilities including utilisation within the planning process where appropriate. This will enable informed decisions as to future provision both in terms of quantity and quality of facilities available. Projections were made based on the anticipated population growth and expected increases in participation in individual sports.

Priority investment needs identified from the strategy analysis are summarised above. The priorities identified could be provided in three main ways:

- New build facilities
- Changing the operational timetables through a comprehensive review of the Community Use Agreements
- Negotiating community access arrangements at existing commercial facilities such as swimming pools

The strategy includes a Recommendations and Action Plan to support the implementation of the strategy.

### **Playing Pitches and Outdoor Sports Facilities**

The Playing Pitch Strategy will help to focus internal and capital spending in the medium term and will help inform the Council's decision making process for the management and proposed enhancement of its outdoor sports pitch provision including utilisation within the planning process where appropriate. This will enable informed decisions as to future provision both in terms of the quantity and quality of facilities available. Projections were made based on the anticipated population growth and expected increases in participation in individual sports. As specific projects are identified they will be included in future updates of the Infrastructure Delivery Plan. Delivery of the strategies is likely to include a combination of direct provision and that undertaken with partners in the education, voluntary, community, parish council and private sectors.

Overall the strategy framework and action plan for future delivery of playing pitch provision focuses on three key principles:

- **Protect:** to make sure that the right amount of playing pitches and ancillary facilities of the right quality are in the right place.
- **Enhance:** Key partners such as BMBC, schools, private and voluntary sector clubs and NGB's must work together to maximise the playing pitch potential and their long term sustainability.
- **Provide:** In times of public sector austerity, investment needs to be directed at sites which will provide the best impact and highest increase in participation.

The identified investment priorities have been summarised above and the strategy also provides an action plans for each site.

## **13.5 Summary of Sport, Leisure and Recreation Infrastructure**

The delivery of sports pitches, leisure and recreation provision is generally the responsibility of BMBC, BPL and private operators or sports clubs.

In general, current provision of outdoor sports facilities is sufficient to serve the existing population however quality varies both geographically and across the different sports. The Building Schools for the Future Programme helped to increase the offering, however efforts need to be continued to ensure these facilities remain open for community use. Further development, population increases and increases in participation will lead to increased pressure on existing facilities. The Playing Pitch Strategy details these pressures and provides an action plan to guide future investment.

In terms of built sports facilities, Barnsley has a good range of existing sport and leisure facilities across the area, however some are now aging and will require replacement. This is particularly true of BMBC sports hall and swimming pool

facilities. There is insufficient swimming pool and sports hall provision to meet current and future demand. As Barnsley's population will grow significantly, particularly in and around the Dearne and Hoyland, there is a need to ensure sufficient provision of accessible, quality and affordable facilities to meet local need. The Sports Facilities Strategy provides an action plan to guide future investment.

The existing BPL managed facilities with the exception of the Metrodome need investment, with facilities such as Dorothy Hyman costing a significant amount of money to remain open.

In terms of pitch and court provision, larger development sites will provide an opportunity to remedy deficiencies through provision of on-site formal recreation facilities. Smaller sites can contribute towards upgrading existing facilities.

Funding for sports provision includes:

- BMBC capital and revenue funding.
- Sport England.
- S106 contributions / Community Infrastructure Levy – or provision on site requirements are set out in planning documents).

As projects are determined they will be included within future updates of the Infrastructure Development Plan.



## **14) Emergency Services**

### **14.1 Data Sources**

The following information was used to populate this chapter:

- Discussions with Dacres (on behalf of Yorkshire Ambulance Service 2014)
- South Yorkshire Police website and discussions with South Yorkshire Police
- South Yorkshire Fire and Rescue Website and Operational Plan and discussions with DLP (on behalf of South Yorkshire Fire and Rescue)
- DLP (on behalf of South Yorkshire Fire and Rescue) response to Local Plan Publication Consultation 2016

### **14.2 Existing Infrastructure and Fit for Purpose**

#### **Fire**

There are currently 5 Fire Stations serving the Barnsley borough located at Penistone, Tankersley, Barnsley, Cudworth and Wath upon Dearne.

The stations in Cudworth and Manvers, Wath upon Dearne have been built within the last 5 years. The Cudworth site is 1.4 hectares and can accommodate four fire engines. The station also acts as a training facility for the fire service's Technical Rescue Unit and includes a community room. The station will provide emergency cover and resource for the Barnsley Borough. The station located at Manvers, Wath-Upon-Dearne can also accommodate four engines and will provide a supportive element (i.e. typically back-up provision only) for Barnsley.

The station at the Keresforth site in Barnsley is a shared facility, of which the South Yorkshire Fire Service operates out of 0.8 hectares. The site is old and has a backlog of maintenance issues dating back to the 1960's and is currently under review by the South Yorkshire Fire Service. Either the existing site will need to be redeveloped or a new site will be required. When considering the option of redevelopment South Yorkshire Fire Service will need to consider how the service will meet the needs of the existing communities and be in a position to respond to the planned levels of growth in the local plan over the next 15 years.

We will continue to liaise with the South Yorkshire fire Service as potential solutions and timescales for redevelopment which will in turn inform future revisions of the Infrastructure Delivery Plan.

#### **Ambulance**

The provision of ambulance services in Barnsley is carried out by Yorkshire Ambulance Service NHS Trust.

Yorkshire Ambulance Service also provided other Access and Response Services, handling calls diverted from GP surgeries when they are closed. Out-of-hours cover includes handling calls for patient transport for hospitals in Barnsley.

Service delivery in Barnsley is currently delivered through a mixture of administrative buildings, non- operational related fleet workshops, and operational facilities. Services are delivered across local authority boundaries and the decisions on where to locate operational facilities is based upon response times.

The YAS is currently exploring the use of “Hub and Spoke” model of delivery. This looks to lessen the burden on central ambulance stations and use a flexible model which provides more stand-by points/Rapid Response Units. These are more flexible and more efficient and can cater for demands more effectively.

Operational facilities which serve the local authority area of Barnsley are located in the following areas:

- Carlton (Barnsley)
- Wakefield City Centre (Wakefield)
- South Kirkby (Wakefield)
- Wath Upon Dearne (Rotherham)
- Penistone (Barnsley); and
- Hoyland (Barnsley)
- Barnsley District Hospital (Barnsley)

There are also two stand-by points (Rapid Response Units), both of which are recent additions and are located in the following locations:

- Darfield (Barnsley); and
- Chapletown (Sheffield)
- Stocksbridge (Sheffield)

## **Police**

The town centre Police headquarters was built in the 1960s and has in recent years undergone a programme of refurbishment, which included fitting new windows and roofing. This facility provides several front-of-house and support functions on site and there is an enquiry desk and a newly replaced custody suite.

Wombwell station is of a significant size and features a response function and some support. The building is situated on a large site, and was constructed in the 1970s. The exterior is aging but there are no structural issues. The other stations across the borough, such as those in Cudworth, Royston, Goldthorpe, Kendray, Penistone and Hoyland, are smaller stations which need repair and refurbishment when funds permit.

The town centre Police headquarters is ideally located and the current building has not needed much in the way of restructuring or remodelling, except for the custody suite which has now been replaced. It remains fit for purpose and should remain so for the next 10 to 15 years.

### **Spatial Analysis: Urban Barnsley**

Keresforth site in Barnsley is a shared facility, of which the South Yorkshire Fire Service operates out of 0.8 hectares. The site is old and has a backlog of maintenance issues dating back to the 1960's and is currently under review by the South Yorkshire Fire Service. Either the existing site will need to be redeveloped or a new site will be required.

### **Spatial Analysis: Eastern Barnsley**

There are no major issues relating to emergency service infrastructure in Eastern Barnsley

### **Spatial Analysis: Penistone and the Rural West**

There are no major issues relating to emergency service infrastructure in Penistone and the Rural West

## **14.3 Planned Schemes**

At present, there are no detailed plans to deliver new operational facilities in the catchment area of Barnsley. There is an ongoing general maintenance and repair programme.

However, the Keresforth Fire Station site is currently under review by the South Yorkshire Fire Service. Either the existing site will need to be redeveloped or a new site will be required.

We will continue to liaise with the South Yorkshire Fire Service as potential solutions and timescales for redevelopment emerge which will in turn inform future revisions of the Infrastructure Delivery Plan.

## **14.4 Impact of Proposed Development**

### **Fire**

South Yorkshire Fire and Rescue Service is duty bound to provide emergency cover as required. Historically new infrastructure provision has been driven by response times to 999 calls. These were monitored and analysis of this data determined the need for additional operational facilities.

However, following recent changes within Central Government organisation the Fire and Rescue Services now part of the Home Office and are no longer working to the emergency response time targets set by the Department for Communities and Local Governments. South Yorkshire Fire and rescue are currently working with consultants DLP to develop their own long term (at least 15 years) infrastructure plans. These plans will need to take into account both changes in population and proposed development across South Yorkshire. The project is expected to continue

over the next two years and therefore will not be completed during the timescales for Barnsley's Local Plan preparation. The plans are likely to include proposals for the redevelopment or relocation of the Keresforth Fire Station in Barnsley as described above.

South Yorkshire Fire and Rescue Service provide their services on a cross-Borough basis and have two brand new, state of the art fire stations to serve the Barnsley borough. Given the Service's ongoing infrastructure planning we will continue to work with DLP and the South Yorkshire Fire Service as potential solutions and timescales for redevelopment emerge which will in turn inform future revisions of the Infrastructure Delivery Plan.

### **Ambulance**

Through discussions with a representative at Dacres, who manage estates on behalf of the Yorkshire Ambulance Service, it is considered that the existing geographical coverage is perfectly adequate, taking into account the planned growth. Together the main stations and stand-by points meet the response times for Barnsley and provide resources to do so for the foreseeable future. If there are significant changes in demand, then the existing strategy is to cover this with additional stand by points.

New infrastructure provision is driven by response times which, along with 999 calls, are monitored and logged. Yorkshire Ambulance Service (YAS) NHS Trust is duty-bound to provide cover as required and will therefore respond accordingly to any increases in demand.

At present, there are no plans to deliver new operational facilities in the catchment area of Barnsley.

### **Police**

The Police force may look to co-locate in the future in an effort to drive efficiencies and create community hubs. They continue to work closely with partners to develop opportunities to collocate and share premises wherever it is appropriate and feasible. The outlying stations are likely to be at risk of obsolescence before 2026, so there is a need for a strategy of refurbishment or redevelopment at some point, however it is not considered to be critical for the next 5 years.

There are no issues with current provision and none foreseen for the next five years. The key issue for the town centre police function is the maintenance of the egress and access route to the station as the force needs to respond quickly to incidents and police officers need to be deployed quickly and efficiently. This will be monitored and dealt with if/when necessary.

The second largest station is in Wombwell, which has a response function and some support. Other smaller stations need repair and refurbishment as most are located in older buildings, but this is not critical. The station at Goldthorpe needs refurbishment

or co-location. This is not pressing in the next five years but will need to be addressed before 2026.

## **14.5 Summary of Emergency Services Infrastructure**

There are no identified gaps in the provision of Police and Ambulance emergency services infrastructure, however the Keresforth Fire Station Site in Barnsley is currently under review. The site is old and has a backlog of maintenance issues dating back to the 1960's and is currently under review by the South Yorkshire Fire Service. Either the existing site will need to be redeveloped or a new site will be required. When considering the option of redevelopment South Yorkshire Fire Service will need to consider how the service will meet the needs of the existing communities and be in a position to respond to the planned levels of growth in the local plan over the next 15 years.

We will continue to liaise with the South Yorkshire fire Service as potential solutions and timescales for redevelopment which will in turn inform future revisions of the Infrastructure Delivery Plan.

## **15) Community and Cultural**

### **15.1 Data Sources**

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

- Discussions with BMBC Arts, Museums and Archives Service
- Discussions with the Dearne Valley Green Heart Partnership
- BMBC Destination Management Plan
- BMBC Visitor Economy Strategy
- Discussions with BMBC Bereavement Services

### **15.2 Existing Infrastructure and Fit for Purpose**

#### **Cemeteries and Crematoriums**

BMBC Bereavement Services currently manage 21 cemeteries across the Borough:

- Ardsley
- Barnsley
- Bolton upon Dearne
- Brierley
- Carlton
- Cudworth
- Elsecar
- Grimethorpe
- Great Houghton
- Hoyland
- Jump
- Monk Bretton
- New Cudworth
- Penistone
- Royston
- Silkstone
- Thurgoland
- Thurnscoe
- Wombwell

In addition to the cemeteries the Service manages 16 closed churchyards owned by the Sheffield and Yorkshire and the Dales diocese (which are not open for new burials) and 1 crematorium at Ardsley which has 4 Cremators.

There are capacity issues in a few of the cemeteries; this is discussed further in the spatial analysis section below.

## **Libraries**

The Barnsley Library Service is free to join and open to everyone. It provides access to a wide range of books, information and entertainment in print, digital and audio. All of Barnsley's libraries offer free access to computers and the internet and provide assistance to help people go online.

There are libraries in the following areas:

- Central library
- Cudworth
- Darfield
- Dodworth
- Goldthorpe
- Grimethorpe
- Hoyland
- Mapplewell
- Penistone
- Priory
- Roundhouse
- Royston
- Thurnscoe
- Wombwell
- Worsbrough

Monk Bretton Library closed in November 2014 and a small book collection is now held at Silverdale Community Centre. Kendray Library closed in November 2014 with extended provision of the Children's collection at Sunnybank Children's Centre (or Bank End Family Centre). There are no public access computers at these centres. The mobile library service was also withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly.

## **Museums and Galleries**

The visitor economy is the UK's sixth largest industry. The visitor sector in Barnsley is predominantly leisure based. The borough recognises that there is huge scope for improving visits from across the region, the UK and internationally. The Destination Management Plan and Visitor Economy Strategy highlight the current assets:

- The Cooper Gallery: the Arts and Heritage Service runs the gallery on behalf of the Cooper Gallery Trustees. It conserves and displays an impressive permanent art collection and curates a diverse range of changing exhibitions, and has recently undergone a major extension following investment from the Heritage Lottery Fund. It is also an important showcase for the sale of Yorkshire arts and crafts.

- Cannon Hall Museum, Park and Gardens: Georgian country house museum set in 70 acres of formal gardens and landscaped parkland. Conserves and displays collections of decorative and fine arts, as well as telling the story of this Georgian country estate. Cannon Hall is also home to galleries showcasing the De Morgan Foundation collection of Pre-Raphaelite / Arts & Crafts collections. The park and gardens are currently subject to a major funding application to invest in its conservation, visitor offer and future sustainability.
- Worsbrough Mill Museum and Country Park: a working industrial museum producing organic flour in a water-mill which dates to 1625. Set in 200 acre parkland and reservoir linked to the Trans-Pennine Trail.
- Elsecar Heritage Centre: industrial powerhouse of the Fitzwilliam family, operating as a heritage visitor attraction and retail site with shops and cafes. The site is also home to the internationally important Newcomen Beam Engine, a Scheduled Ancient Monument which was recently restored with a Heritage Lottery Fund grant and the volunteer run Elsecar Heritage Railway. The site is currently subject to an extensive masterplanning exercise.
- Experience Barnsley: The first-ever Museum telling the stories of Barnsley, its collections brought together by the communities of the borough. Created within Barnsley Town Hall, it is also home to a new archives-based Discovery Centre and tourist information centre.
- Wentworth Castle Garden and Stainborough Park is operated by an independent Trust, the only Grade 1 listed gardens in South Yorkshire and also home to the impressive and recently conserved Victorian Conservatory.

The Civic, Lamp Room, Dearne Valley Playhouse, and Take 2 Academy provide theatres to serve the borough.

In addition to the above, the Borough is also home to the privately operated Cannon Hall Open Farm attraction, and Wigfield Farm, owned by Barnsley Council but operated as a college and visitor attraction by Barnsley College. In addition RSPB operate the Old Moor nature reserve in the Dearne Valley.

## **Spatial Analysis: Urban Barnsley**

### **Cemeteries and Crematoriums**

BMBC Bereavement Services Team constantly monitors the take up of cemeteries and crematorium provision. Through dialogue it was noted there is broadly enough cemetery provision to meet projected needs. Figure 30 below sets out the years remaining at each cemetery in the Urban Barnsley area.



Figure 29: Cemeteries capacity

<b>Cemetery</b>	<b>Years Remaining as at April 2016</b>
Ardsley	40.91
Barnsley	29.58
Carlton*	264.14
Dodworth	18.33
Monk Bretton	35.14

\*Shared burial space with Royston

The main issue is Dodworth cemetery; dialogue has indicated that Bereavement Services are assessing the potential to expand the current site to accommodate additional capacity. Whilst Barnsley cemetery has 29 years remaining, Bereavement Services have indicated they are exploring potential to introduce a site in the Darton area to take the pressure off the Barnsley site.

There is 1 Crematorium in the Borough in Urban Barnsley (Ardsley) which carries out 1800-1900 cremations per year which accounts for 83% of the dying population. The crematorium has 4 cremators and only 2 are needed at the present time, this means that the crematorium could double capacity and can therefore accommodate the projected Local Plan growth across the borough.

### **Libraries**

The following libraries are available in the Urban Barnsley Area:

- Central library
- Dodworth
- Mapplewell
- Priory
- Roundhouse
- Worsbrough

Monk Bretton Library closed in November 2014 and a small book collection is now held at Silverdale Community Centre. Kendray Library closed in November 2014 with extended provision of the Children's collection at Sunnybank Children's Centre (or Bank End Family Centre). There are no public access computers at these centres. The mobile library service was also withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly

The existing assets are fit for purpose; however, the Central Library is currently temporarily relocated to Wellington House and will move to a new building as part of the Better Barnsley regeneration plans; this is discussed further in the Planned Schemes section.

### **Museums and Galleries**

The current assets are available in the Urban Barnsley area:

- The Cooper Gallery
- Worsbrough Mill Museum and Country Park

- Experience Barnsley Museum
- Lamp Room Theatre
- Civic

In addition to the above, there is also Wigfield Farm, operated by Barnsley College.

The existing assets are fit for purpose, however to maximise visitor numbers and improve the visitor economy, BMBC have committed to generating investment in this area through the Jobs & Growth Plan, and through attracting external investment. An investment strategy has been developed and is in progress.

## Spatial Analysis: Eastern Barnsley

### Cemeteries and crematoriums

BMBC Bereavement Services Team constantly monitors the take up of cemeteries and crematorium provision. Through dialogue it was noted there is broadly enough cemetery provision to meet existing needs however there are some areas such as Wombwell, Bolton Upon Dearne and Darfield where capacity is at a critical level. Figure 31 below sets out the years remaining at each cemetery in the Eastern area.

Figure 30: Cemeteries capacity

Cemetery	Years Remaining as at April 2016
Bolton	15.78
Brierley	46.02
Cudworth	0
New Cudworth	737
Darfield	18.75
Elsecar	41.31
Grimethorpe	17.56
Great Houghton	116.26
Hoyland	233.3
Jump	98.16
Royston*	0
Thurnscoe	59.75
Wombwell	22.59

\*Shared burial space with Carlton

Although Royston cemetery is at capacity for new burial, provision has been made for new burial at Carlton Cemetery. The main issues are therefore in the Wombwell, Bolton Upon Dearne and Darfield areas. Wombwell cemetery has a critical 22 year capacity left and pre purchase has been suspended at Wombwell, Bolton Upon Dearne and Darfield. Bereavement services are currently looking at Council land holdings to create additional cemeteries in these localities.

There is 1 Crematorium in the Borough in Urban Barnsley (Ardsley) which carries out 1800-1900 cremations per year which accounts for 85% of the dying population. The

crematorium has 4 cremators and only 2 are needed at the present time therefore is fit for purpose as it could double existing capacity.

## **Libraries**

The following libraries are available in the Eastern area of Barnsley:

- Cudworth
- Darfield
- Goldthorpe
- Grimethorpe
- Hoyland
- Royston
- Thurnscoe
- Wombwell

The mobile library service was withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly

The existing infrastructure is considered fit for purpose.

## **Museums and Galleries**

Current museum infrastructure is as follows:

- Elsecar Heritage Centre

In terms of theatres, The Dearne Valley Playhouse is a popular theatre and the Take 2 Academy is available at Birdwell.

The existing assets are fit for purpose, however to maximise visitor numbers and improve the visitor economy, BMBC have committed to generating investment in this area. Elsecar Heritage Centre has seen a significant uplift in footfall since the restoration of the Newcomen Beam Engine, and wider site improvements. The site is currently subject to an extensive masterplanning exercise with the aim of attracting significant investment over the next few years to establish the site as a major visitor destination.

## **Spatial Analysis: Penistone and the Rural West**

### **Cemeteries and crematoriums**

BMBC Bereavement Services Team constantly monitors the take up of cemeteries and crematorium provision. Through dialogue it was noted there is broadly enough cemetery provision to meet projected needs. Figure 32 below sets out the years remaining at each cemetery in the Penistone and Rural West area.

Figure 31 Cemeteries capacity

<b>Cemetery</b>	<b>Years Remaining as at April 2016</b>
Penistone	55.21
Silkstone	18.57
Thurgoland	32.5

There is 1 Crematorium in the Borough in Urban Barnsley (Ardsley) which carries out 1800-1900 cremations per year which accounts for 85% of the dying population. The crematorium has 4 cremators and only 2 are needed at the present time, this means that the crematorium could double capacity and is therefore considered fit for purpose.

### **Libraries**

Penistone Library is the only library available in Penistone and the Rural West.

The mobile library service was withdrawn in April 2015, however the home delivery service remains available to people with mobility problems and the elderly

### **Museums and Galleries**

The following museums are available in Penistone and the Rural West:

- Cannon Hall Museum, Park and Gardens

Penistone Paramount is the only theatre in Penistone and the Rural West.

The existing assets are fit for purpose, however to maximise visitor numbers and improve the visitor economy, BMBC have committed to generating investment in this area. Significant improvements to Cannon Hall Museum have taken place in recent years, including investment from a range of funders including Leader and Heritage Lottery Fund which has seen huge improvements to the visitor experience and physical infrastructure. Barnsley Council is currently finalising a Round 2 submission for funding to the Heritage Lottery Fund which will result in over £3M investment in the conservation of the lakes, park and gardens, as well as significant further improvements to the visitor offer.

## **15.3 Planned Schemes**

### **Cemeteries**

To alleviate capacity issues in localities with a critical capacity issue, Bereavement Services are in discussions with the Council's Estates Department, NPS to determine available land holdings to deliver new facilities. This is planned in Wombwell, Bolton Upon Dearne, Darfield and Darton. Consideration is being given to the potential of extending the existing cemetery at Dodworth. The expected cost for a new cemetery is around £250,000 which will generally be funded through the Council's capital budget or through prudential borrowing.

## **Libraries**

A new library is planned as part of the 'Better Barnsley' regeneration plans for Barnsley Town Centre. The £4 million scheme is expected to be completed in early 2018.

## **Museums and Galleries**

BMBC have secured funding for several schemes to improve the existing cultural offering in Barnsley to help deliver the Destination Management Plan and Visitor Economy Strategy for the Borough, attracting over £10M of investment in recent years. Significant programmes of improvement are underway across all the sites. Details of these schemes are included in the Infrastructure Delivery Programme.

## **15.4 Impact of Proposed Development**

In terms of Cemeteries there are existing capacity issues in a number of areas and Bereavement Services are currently working up options to alleviate this. Through dialogue with Bereavement Services the planned level and distribution of growth is not expected to create further issues. Around 83% of deaths in Barnsley lead to cremation. There is 1 crematorium in Barnsley which undertakes 1800-1900 cremations per year. The crematorium, located in Ardsley has 4 cremators so has the capacity to double the number of cremations as only 2 cremators are used at the current time.

In terms of libraries, the planned growth is not expected to create a capacity issue. The Library Service currently offers E Book services, online reference resources, E audio books and a home delivery service for those with mobility problems and the elderly to provide alternatives to visiting existing library buildings. There is no identified gap in the provision of library services in Barnsley.

The provision of museums and galleries in Barnsley is adequate to serve the planned growth in the Borough. The visitor economy is a priority for BMBC and as such there is plans to invest in the existing infrastructure to maximise footfall and help drive forward the local economy. There are no identified gaps in the provision of museums and galleries in Barnsley, however the service continues to strive for improvement and is currently undertaking work to improve the Grade 2 listed Barnsley Main site linked to the Dearne Valley Landscape Partnership project.

It is important to improve and maintain good transport links to ensure that local people can access these facilities by a range of transport modes, including public transport. Due to the historic settlement pattern, facilities tend to be difficult to move between without the use of a private car. Significant investment has been made in terms of improving the cycle routes such as the TPT to increase footfall and improve connectivity. The quality of facilities will also need to be continually monitored to ensure that the current offer does not become dated and in turn underused. Public transport to Cannon Hall remains a significant concern.

## 15.5 Summary of Community and Cultural Infrastructure

There are existing capacity issues in some of the borough's cemeteries however suspension of pre purchase has reduced the critical nature of this issue. BMBC Bereavement Services department is currently looking at land holdings to introduce new cemeteries in areas where there are capacity issues. Through dialogue with Bereavement Services it is recognised that there is a potential gap in provision at Bolton Upon Dearne towards the end of the plan period 2031-2032. However, it is recognised that changes in burial patterns and increases in cremations are likely to occur over this period of time and the infrastructure gap is therefore uncertain given the plan period ends in 2033. Bereavement Services will continue to monitor the position through the plan period and any changes will be reflected in updates of the Infrastructure Delivery Plan. If the potential gap in provision at Bolton upon Dearne becomes apparent towards the end of the plan period Bereavement Services will be funded through the Councils capital budget or through prudential borrowing.

The availability of libraries is considered adequate to meet the projected growth in the borough. There is no identified gap in this type of infrastructure.

Through dialogue with BMBC Arts, Museums and Archives Service the provision of museums and galleries is considered adequate to serve the planned growth in the borough. The visitor economy is however underperforming and the Council is committed to driving forward this agenda and attracting investment. Through dialogue, an issue identified was the need to market existing heritage attractions, museums and theatres both within the borough and further afield. Significant improvements have been made in this area, with the support of jobs & Growth funding. This additional investment in marketing, together with capital investment, has led to visitor numbers to the museums increasing significantly in recent years, now standing at over 1.2M visits per year, with an economic impact of over £26M per year to the local economy.

## **16) Funding Sources**

### **16.1 Overview**

This section examines the potential funding mechanisms for financing strategic infrastructure investment in Barnsley.

There is a broad range of potential approaches to funding strategic infrastructure. Individual project characteristics, including type of economic and financial outputs generated, play a key role in determining the most appropriate approach for a particular project. The purpose of this analysis is to outline the key potential mechanisms and key players, both in the public and private sectors. Consideration is also given to how policy changes may affect the funding environment in the future.

### **16.2 Changes in infrastructure funding**

There have been significant changes to the public funding environment in recent years, largely in response to the depth of the recession and on-going constraints in public sector expenditure. The way in which future infrastructure projects are likely to be funded has also changed as a consequence.

The Government has made boosting private sector investment in infrastructure a priority, alongside achieving long-term reductions in public expenditure. There are several challenges in achieving this objective. In particular, the ability of the Government to ensure the right environment such that there is a sufficient appetite for investing in long-term assets by prospective investors, both at home and abroad will be critical. To support this objective, the government published a guide to investing in UK infrastructure (Investing in Infrastructure HM Treasury/UKTI July 2014), targeted at encouraging private sector investment from an international investor base.

Changes have also occurred in relation to the bodies responsible for local growth, most significantly through the introduction and continuing development of Local Economic Partnerships (LEPs). LEPs have an influential role in the future investment of local infrastructure.

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

With reference to funding for Transport Infrastructure there remains some uncertainty around future availability of capital investment for transport infrastructure, but new funding systems are becoming clearer.

The previous Local Transport Programme (LTP3) and associated Local Sustainable Transport Fund ended in 2015/2016. Central Government have announced that from 2017 the revenue aspect will be replaced by the Access Fund. Similarly to the former

LSTF this will be focussed on sustainable transport measures such as walking, cycling and measures to introduce and improve low carbon transport. Following a successful bid to the 'Green Transport Initiative' a Transition Fund of £2.5m has been awarded to South Yorkshire to cover the interim period up to 2017.

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

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

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

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

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



### 16.3 Sheffield City Region LEP: Role and funding mechanisms

LEPs have assumed many of the responsibilities of Regional Development Agencies (RDAs) and are gaining an increasing range of powers in respect of funding and income generation.

In the context of their role in delivering strategic infrastructure projects, the LEPs have the following powers and responsibilities:

- Growing Places Fund-Allocations from the Growing Places Fund have been made to the LEPs to be spent on infrastructure;
- Local Growth Fund-Ability to apply for funds from the Single Local Growth Fund from 2015-16;
- European Structural and Investment Funds-Responsibility for delivering part of the EU Structural and Investment Funds for 2014-2020 as of June 2014; and
- Access to cheaper borrowing through the PWLB-Access to cheaper borrowing through the Public Works Local Board, which allocates funding for local priority infrastructure projects to a maximum value of £1.5 billion.

These powers and responsibilities will be important in enabling the LEPs to deliver their 'Growth Deals' and 'Strategic Economic Plans (SEPs)' outlining their plans for economic growth. The Sheffield City Region's Strategic Economic Plan sets out the LEPs ambition for economic growth of the City Region. The plan was agreed with central government in July 2014 in a 'Growth Deal' that approved the following allocation:

- Local Growth Fund-£320 million which will go towards supporting over £600 million worth of infrastructure projects.

#### 16.3.1 Local Growth Fund (LGF)

Local Growth Fund is bringing together resources to support housing, transport and skills. These are some of the key drivers of local growth and central government expects Local Enterprise Partnerships to support those local economic growth priorities agreed in their Strategic Economic Plan.

The Sheffield City Region LEP has agreed an initial list of priority projects with central Government.

Future rounds of Local Growth Fund will be an important potential source of funding for infrastructure projects in Barnsley. Competition for funds will be intense however and it will be important for a robust case to be put forward for projects. Projects that can demonstrate strong economic outputs and deliverability, as well as being of strategic importance to the Sheffield City Region as a whole will have a greater chance of securing funding.

What is clear from experiences across the country is that the Local Growth Fund should not be approached as the sole source of funding for a project however (unless there are exceptional circumstances). There is a need to match LGF with other sources including private sector funds, local council and European funds as far as

possible. It is also anticipated that LEDPs will increasingly seek a financial return (where viable) on projects going forward to maximise their resources.

## **16.4 Other Mechanisms**

### **16.4.1 Collaboration with the Homes and Communities Agency (HCA)**

The HCA will continue to collaborate with the Sheffield City Region LEP and Local Authorities on the development of pipeline projects and alignment of investment. Accordingly, there will continue to be opportunities to work together with these organisations to develop and deliver projects. The HCA will aim to align its available portfolio of assets with SCRIF assets and investment as part of a joint investment plan to achieve SCRIF and Ministerial priorities. The joint investment plan will look at how receipts from HCA and SCRIF assets can be reinvested in the region.

### **16.4.2 New Homes Bonus**

The New Homes Bonus is a grant paid by central government to local councils for increasing the number of homes and their use.

The bonus is paid each year for 6 years. It is based on the amount of extra Council Tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes. The £917 million of New Homes Bonus allocations announced for 2014 to 2015 brings the total to £2.2 billion over the 4 years between 2011 and 2015.

Local Councils can decide how to spend the New Homes Bonus. In principle, it can be used to pay for infrastructure requirements. However, government requires councils to consult communities about how they will spend the money, especially communities where housing stock has increased.

The delivery of new homes bonus is dependent on housing delivery and net housing growth performance, to which there is inevitably a fair degree of risk.

Between July and September 2013, the government consulted on a proposal to pool New Homes Bonus as part of the Local Growth Fund. Following which, an announcement in the autumn 2013 Statement that pooling would proceed only in London. Further consultation has been undertaken and there could be further refinements to how the scheme operates.

Barnsley has so far secured nearly £11 million between the periods 2011/12-2014/15, £5.6M in the period 15/16 and has estimated a forthcoming award of approximately £6.6M for the period 2016/17.

### **16.4.3 Section 106**

Developer contributions in the form of Section 106 agreements have historically been an important source of funds for local authorities. However, their site specific nature and diminishing receipts in the current economic climate results in a reduced overall benefit to Borough wide infrastructure. In addition, new regulations include limitations to Section 106 agreements including limiting the pooling of contributions.

### **16.4.4 Community Infrastructure Levy**

The Community Infrastructure Levy (CIL) Regulations came into force on 6<sup>th</sup> April 2010. Provisions for CIL are included in the Localism Bill. CIL allows Local Authorities to raise funds from developers undertaking new building projects in their area. The money can be used to fund a range of infrastructure needed as a result of development. Charging authorities may also pass money to bodies outside their area to deliver infrastructure which will benefit the development of their area, for example to the Environment Agency for flood defences. Charging authorities can also collaborate and pool their revenue to support the delivery of sub-regional infrastructure. The levy is designed to be fairer, faster and more transparent than the existing Section 106 system. The use of S106 agreements will be scaled back so that they will only be used for securing affordable housing and mitigating the immediate site-specific impacts of development.

Barnsley Council is currently preparing a Community Infrastructure Levy and has consulted on a draft charging schedule. The Infrastructure Delivery Plan will inform the ongoing development of the CIL.

### **16.4.5 Business Rate Retention**

On 1 April 2013 a new system of business rates retention began in England. Before April 2013 all business rate income collected by councils formed a single, national pot, which was then distributed by government in the form of formula grant.

Through the Local Government Finance Act 2012, and regulations that followed, the government gave local authorities the power to keep up to half of the business rate growth in their area by splitting business rate revenue into the 'local share' and the 'central share'. The central share is redistributed to councils in the form of revenue support grant in the same way as formula grant. Local share tax base growth is retained within local government.

Whilst this changes gives financial incentives to councils to grow their local economies, at the same time it has resulted in more risk and uncertainty. The scheme is structured in a way that is consistent with the Government's deficit reduction plans. The total external income to local government is planned to fall by 40 per cent in real terms over the life of this Parliament.

The experience of councils to date has been varied and no two stories have been the same. In particular, there is a huge diversity between the amounts collected by authorities. Emergent issues that are common among local authorities include the

level of financial risk that councils face due to appeals and business rate avoidance, with little scope for those risks to be managed under the current arrangements.

There is a significant case nationally for utilising business rate income for infrastructure funding and delivery, particularly where infrastructure can help unlock economic development and commercial property opportunities. However, the ability to use this source will depend on the net growth of business rates over time.

In summary, business rate retention does offer potential for raising funds for infrastructure projects. It is a complex area however and has significant risks. Further changes to the scheme may be announced in coming months responding to some of the issues to date.

#### **16.4.6 Asset disposal receipts**

Proceeds from the disposal of surplus Council and other public sector owner assets for a further source of funding that can potentially be used to pay for infrastructure works.

Barnsley Council owns a significant amount of land, some of which it is anticipated will be available for release for development over the period of the Local Plan. However, it should be recognised that the utilisation of capital receipts for infrastructure investment purposes will be subject to internal assessment in the same way as any other investment proposal and that there will need to be a strong business case in respect of contributing to the Council's corporate objectives and priorities.

#### **16.4.7 Prudential borrowing**

The Government's CIL guidance documents highlight the availability of prudential borrowing to local authorities to enable forward funding of infrastructure works. The Council can borrow from a number of sources, most commonly from the Public Works Loan Board (PWLB).

The cost of prudential borrowing is particularly low, well below typical private sector debt or equity costs. However, whilst PWLB borrowing is cheap the local authority needs revenue headroom to ensure debt repayments through the term of the borrowing-taking into consideration the risks of delivery of CIL revenue.

The use of prudential borrowing is clearly a valuable source of funding to assist with cash flow, but as it is debt it will not plug any funding gaps.

#### **Joint Ventures**

The use of a partnership approach to develop sites across an area is a potential route, including delivery of infrastructure improvements. Such partnerships can include the public sector vesting land/and or equity alongside an equivalent commitment by a commercial partner to deliver a development or regeneration scheme. The site is developed together through the vehicle by leveraging development capital using the

public sector assets-the profits are then shared between the two parties or reinvested in further schemes.

The development of an infrastructure based joint venture has potential where the public sector owns development land and can use that land to attract private sector investment to deliver infrastructure. In this case, the private sector would put equity into the joint venture to pay for infrastructure works, then development takes place on the Council's land, the receipts from which are shared between the parties.

The potential for such mechanisms to be applied on an ad hoc or area wide strategic basis should be explored alongside the consideration of asset disposal discussed above.

## **17) Conclusions and Recommendations**

### **17.1 Overall Conclusion**

The overall conclusion from the IDP is that there is broadly sufficient infrastructure, either current or planned to support the housing and economic growth aspirations for Barnsley up to 2033. As such, the current evidence shows that the strategy set out in the emerging Local Plan is broadly deliverable.

There remains some uncertainty in terms of availability of capital funding for certain infrastructure types such as transport and education, however the picture is becoming clearer for transport. The Infrastructure Delivery Plan will be updated as appropriate.

### **17.2 Conclusions by Infrastructure Type:**

#### **Transport**

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

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

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

The Barnsley Transport Strategy is also in alignment with and supported by the Sheffield City Region Transport Strategy and The Sheffield City Region Integrated Investment Plan.

In terms of the impact of proposed development and identifying potential gaps in transport infrastructure, this infrastructure delivery plan has focussed on the outcomes of the Barnsley Transport model. The modelling work has determined those areas

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

## Education

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

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

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

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

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

Funding mechanisms could include

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

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

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

## **Utilities**

### **Electricity**

Electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033. Local strategic reinforcements would be needed at the primary substations in the areas of Hoyland and Urban Barnsley West if all the employment development as proposed materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.

### **Gas**

Discussions with National Grid and Northern Gas Networks have confirmed that the overall gas network within BMBC is robust and flexible and that strategic reinforcement of the network would not be necessary to support the development set out in the Local Plan. Local reinforcements will be required to service local developments as and when these are allocated and designed. These should be considered as extensions to the existing local distribution networks and in proportion to the size of the proposed development and consistent with costs that would normally be associated with providing services to developments.

### **Water Supply**

Dialogue with Yorkshire Water in 2014 had confirmed that there are no strategic water supply issues in the Barnsley Borough and there is adequate capacity to provide water to the proposed quantum of development. Whilst we have not (due to Yorkshire Water resource difficulties) successfully secured confirmation that this conclusion remains consistent for the Local Plan 2016, the overall quantum of development assessed in 2014 is broadly commensurate to that included in the Local Plan Publication Version. We will continue to work with Yorkshire Water to determine any developments that will be incorporated in the future update of the Infrastructure Delivery Plan.

### **Waste Water Treatment**

Yorkshire Water commenced its 5 year Asset Management Plan (known as AMP 6) in April 2015, sign-off for the business plan from their regulator OFWAT was determined in December 2014. It is likely that there will be significant works to meet new water quality requirements undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WWTW). Lundwood serves all of the urban area of Barnsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works.



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

## **Renewable Energy**

BMBC is seeking to promote a lower carbon economy as set out in the Energy Strategy 2015-2025. The strategy builds upon the Councils long established focus on the energy efficiency of the BMBC property estate to a situation where land assets are used to produce local green energy as well as facilitating private sector investment in energy production.

The Council has set a clear policy commitment to increase the level of renewable and low carbon energy. Barnsley already has a strong track record of delivering biomass and wind power. However, whilst a potential funding gap has been identified within the infrastructure delivery programme for the provision of low carbon infrastructure it will be possible to deliver the proposed level of housing and employment growth planned in Barnsley without increasing the supply of renewable/low carbon energy. Therefore, the delivery of the Local Plan is not dependant on these schemes coming forward.

The planned new housing and employment development in Barnsley will be required to meet building regulation standards in relation to fabric efficiency.

BMBC will also investigate on-going opportunities to support the low carbon economy and favourably consider the delivery of renewable energy, with consideration of technical and environmental constraints.

## **Telecommunications**

In terms of superfast broadband, Barnsley currently has over 80% of residential and business premises able to access fibre broadband from previous commercial activity.

All four cellular mobile networks provide services in the Barnsley Borough area, including mobile broadband access. 4G mobile broadband is available in all areas but is limited in Penistone and rural areas. Digital TV is also available in all areas.

The Superfast South Yorkshire programme aims to increase the footprint of fibre broadband infrastructure in the South Yorkshire region to 99% by 2019 which would give access to 103,433 premises, opening up the benefit and opportunities provided by superfast broadband

There is no identified gap in the provision of infrastructure.

## **Flood Risk and Drainage**

A meeting has been held with BMBC Drainage. Based on information provided and data taken from the Preliminary Flood Risk Assessment the area's most at risk of flooding are; Darton, Lundwood, Low Valley, Darfield Bridge and Bolton-on-Dearne.

When fluvial flooding does occur, the Borough can become 'dissected' so that access across Barnsley is very difficult, with restricted access to the hospital and the M1. Principal river crossings need improvement to maintain operational during times of flood.

Responsibility for delivery of planned and future works will be delivered through a partnership approach. Responsibility for carrying out works will fall to the Council, Environment Agency, Internal Drainage Board and the SAB. We will continue to work with the relevant infrastructure providers.

## **Waste and Recycling**

BMBC are working jointly with Doncaster MBC and Rotherham MBC to manage waste across the 3 local authority areas. As such, facilities located outside BMBC's administrative boundary are used to manage waste. The existing facilities have been safeguarded through the Adopted Joint Waste Plan including Grange Lane at Stairfoot which is a waste transfer station. The municipal waste contract for the Council is currently managed by Waste Recycling Group (WRG), who uses facilities across the three authority areas to deliver their contract. Housing projections have been used in the production of the Joint Waste Plan and as such there is no identified funding gap for the provision of waste infrastructure in Barnsley.

## **Green Infrastructure, Open Space and Public Space**

Barnsley's special green infrastructure assets will enable it to become a successful, uniquely distinctive 21<sup>st</sup> Century market town at the centre of the borough that offers prosperity and a high quality of life for all and that is resilient to climate change. At a strategic level Barnsley's Green Infrastructure corridors include the Rivers Don, Dearne and Dove corridors, the Dearne Valley Green Heart Corridor and the Historic Landscape Corridor.

Taking into account the planned growth across the borough, broadly speaking the existing green infrastructure and open space provision is in the main sufficient in quantitative terms, with the main issues being quality and accessibility of the spaces. There are some pockets of deficiency which will need to be remedied through on site provision, particularly on large scale allocations.

## **Health**

There has been significant investment in the provision of health care infrastructure in the past 12 years with the introduction of LIFT centres across the borough and other capital developments in primary care and by the local acute, community and mental health providers.

Through discussions with representatives of the Barnsley CCG and Barnsley Hospital it was confirmed that the NHS in Barnsley have the physical infrastructure in place to deliver the current required level of health provision, but that the level of development (alongside other external factors) may result in increased pressure on the hospital's A&E service provision. We will continue to work with the Barnsley Hospital Foundation Trust to better understand the potential implications and update the Infrastructure Delivery Plan as necessary.

Barnsley Hospital currently provides a full range of acute hospital services, including emergency and intensive care, medical and surgical, elderly care, paediatric and maternity, along with diagnostic and clinical support. The Trust also provides a number of specialised services, such as cancer and surgical services in partnership with Sheffield Teaching Hospitals NHS Foundation Trust. The Trust is currently developing its Clinical Service Strategy to steer its service provision, investment and partnership decisions over the forthcoming five year period.

Given the recent investment in health provision in the borough it is unlikely that major new facilities will be required, with workforce being the capacity issue rather than premises.

### **Sport, Leisure and Recreation**

The delivery of sports pitches, leisure and recreation provision is generally the responsibility of BMBC, BPL and private operators or sports clubs.

In general current provision of outdoor sports facilities is sufficient to serve the existing population however quality varies both geographically and across the different sports. The Building Schools for the Future Programme helped to increase the offering, however efforts need to be continued to ensure these facilities remain open for community use. Further development, population increases and increases in participation will lead to increased pressure on existing facilities. The Playing Pitch Strategy details these pressures and provides an action plan to guide future investment.

In terms of built sports facilities, Barnsley has a good range of existing sport and leisure facilities across the area, however some are now aging and will require replacement. This is particularly true of BMBC sports hall and swimming pool facilities. There is insufficient swimming pool and sports hall provision to meet current and future demand. As Barnsley's population will grow significantly, particularly in and around the Dearne and Hoyland, there is a need to ensure sufficient provision of accessible, quality and affordable facilities to meet local need. The Sports Facilities Strategy provides an action plan to guide future investment.

The existing BPL managed facilities with the exception of the Metrodome need investment, with facilities such as Dorothy Hyman costing a significant amount of money to remain open.

In terms of pitch and court provision, larger development sites will provide an opportunity to remedy deficiencies through provision of on-site formal recreation facilities. Smaller sites can contribute towards upgrading existing facilities.

Funding for sports provision includes:

- BMBC capital and revenue funding.
- Sport England.
- S106 contributions / Community Infrastructure Levy – or provision on site requirements are set out in planning documents).

As projects are determined they will be included within future updates of the Infrastructure Development Plan.

### **Emergency Services**

There are no identified gaps in the provision of Police and Ambulance emergency services infrastructure, however the Keresforth Fire Station Site in Barnsley is currently under review.

In terms of the Fire Service South Yorkshire Fire and Rescue Service is duty bound to provide emergency cover as required. Historically new infrastructure provision has been driven by response times to 999 calls. These were monitored and analysis of this data determined the need for additional operational facilities.

However, following recent changes within Central Government organisation the Fire and Rescue Services now part of the Home Office and are no longer working to the emergency response time targets set by the Department for Communities and Local Governments. South Yorkshire Fire and rescue are currently working with consultants DLP to develop their own long term (at least 15 years) infrastructure plans. These plans will need to take into account both changes in population and proposed development across South Yorkshire. The project is expected to continue over the next two years and therefore will not be completed during the timescales for Barnsley's Local Plan preparation. The plans are likely to include proposals for the redevelopment or relocation of the Keresforth Fire Station in Barnsley. Either the existing site will need to be redeveloped or a new site will be required. When considering the option of redevelopment South Yorkshire Fire Service will need to consider how the service will meet the needs of the existing communities and be in a position to respond to the planned levels of growth in the local plan over the next 15 years.

South Yorkshire Fire and Rescue Service provide their services on a cross-Borough basis and have two brand new, state of the art fire stations to serve the Barnsley Borough. Given the ongoing infrastructure planning we will continue to liaise with the South Yorkshire fire Service as potential solutions and timescales for redevelopment which will in turn inform future revisions of the Infrastructure Delivery Plan.

Through discussions with a representative at Dacres, who manage estates on behalf of the Yorkshire Ambulance Service, it is considered that the existing geographical

coverage is perfectly adequate, taking into account the planned growth. Together the main stations and stand-by points meet the response times for Barnsley and provide resources to do so for the foreseeable future. If there are significant changes in demand, then the existing strategy is to cover this with additional stand by points. New infrastructure provision is driven by response times which, along with 999 calls, are monitored and logged. Yorkshire Ambulance Service (YAS) NHS Trust is duty-bound to provide cover as required and will therefore respond accordingly to any increases in demand. At present there are no plans to deliver new operational facilities in the catchment area of Barnsley.

In terms of the Police force may look to co-locate in the future in an effort to drive efficiencies and create community hubs. They continue to work closely with partners to develop opportunities to collocate and share premises wherever it is appropriate and feasible. The outlying stations are likely to be at risk of obsolescence before 2026, so there is a need for a strategy of refurbishment or redevelopment at some point, however it is not considered to be critical for the next 5 years.

There are no issues with current provision and none foreseen for the next five years. The key issue for the town centre police function is the maintenance of the egress and access route to the station as the force needs to respond quickly to incidents and police officers need to be deployed quickly and efficiently. This will be monitored and dealt with if/when necessary.

The second largest station is in Wombwell, which has a response function and some support. Other smaller stations are in need of repair and refurbishment as most are located in older buildings, but this is not critical. The station at Goldthorpe is in need of refurbishment or co-location. This is not pressing in the next five years but will need to be addressed before 2026.

### **Community and Cultural**

There are existing capacity issues in some of the borough's cemeteries however suspension of pre purchase has reduced the critical nature of this issue. BMBC Bereavement Services department is currently looking at land holdings to introduce new cemeteries in areas where there are capacity issues. Through dialogue with Bereavement Services it is recognised that there is a potential gap in provision at Bolton Upon Dearne towards the end of the plan period 2031-2032. However, it is recognised that changes in burial patterns and increases in cremations are likely to occur over this period of time and the infrastructure gap is therefore uncertain given the plan period ends in 2033. Bereavement Services will continue to monitor the position through the plan period and any changes will be reflected in updates of the Infrastructure Delivery Plan. If the potential gap in provision at Bolton upon Dearne becomes apparent towards the end of the plan period Bereavement Services will be funded through the Councils capital budget or through prudential borrowing.

The availability of libraries is considered adequate to meet the projected growth in the borough. There is no identified gap in this type of infrastructure.

Through dialogue with BMBC Arts, Museums and Archives Service the provision of museums and galleries is considered adequate to serve the planned growth in the

borough. The visitor economy is however underperforming and the Council is committed to driving forward this agenda and attracting investment. Through dialogue, an issue identified was the need to market existing heritage attractions, museums and theatres both within the borough and further afield. Significant improvements have been made in this area, with the support of jobs & Growth funding. This additional investment in marketing, together with capital investment, has led to visitor numbers to the museums increasing significantly in recent years, now standing at over 1.2M visits per year, with an economic impact of over £26M per year to the local economy.

## 18) Infrastructure Delivery Programme

The Table below represents a summary of the infrastructure required in Barnsley up to 2033. This includes an indicative assessment of costs, committed funding sources and the subsequent funding gaps that exist

There are certain infrastructure types where funding gaps do exist. This relates to infrastructure which will play an important role in delivering the future housing and economic growth of Barnsley.

The infrastructure for which funding is currently needed (i.e. situations where funding is neither committed nor allocated) falls into three main categories:

- Strategic infrastructure that is nationally and/or regionally significant;
- Enabling infrastructure that is critical to the development of individual strategically important sites in Barnsley and the Leeds and Sheffield City Regions or other infrastructure of strategic importance to Barnsley.
- Place shaping infrastructure that is necessary for the regeneration of the Borough

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
<b>TRANSPORT</b>										
A61 QBC	QBC improvements	Place Shaping	Quality of life, safer roads, public transport-bus journey times, congestion and network management.	QBC improvements and finalisation	BMBC	Integrated Transport Block	£35 000	2016/17	No gap	BMBC Highways
Various	Local Accident Schemes	Place Shaping	Quality of life, safer roads	Local accident schemes including school safety zones, speed indicator device and VAS deployment, schemes at Thickett Lane, Worsborough and Dovecliffe Road/Wood Walk Junction	BMBC	Integrated Transport Block	£63 000	2016/17	No gap	BMBC Highways
Various	Sustainable/Active Travel	Place Shaping	Safer roads, congestion and network management, Quality of Life, public transport	Road crossings (Aids to pedestrian movements), DDA Improvements to ex crossings (social inclusions)	BMBC	Integrated Transport Block	£35 000	2016/17	No gap	BMBC Highways
Shafton	Sustainable/Active Travel	Place Shaping	Safer roads, congestion and	Shafton Bypass roundabout – visibility improvements	BMBC	Integrated Transport	£30 000	2016/17	No gap	BMBC



Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			network management, Quality of Life, public transport			Block				Highways
Mapplewell and Wombwell	Sustainable/Active Travel	Place Shaping	Quality of life, congestion and network management, asset management and maintenance	Walking (New footways) at Everill Gate Lane, Wombwell and Hill End Road, Mapplewell	BMBC	Integrated Transport Block	£195	2016/17	No gap	BMBC Highways
Barnsley Town Centre	Traffic Management	Place Shaping	Safer roads, congestion and network management, Quality of Life, public transport	Peel Square improvements	BMBC	Integrated Transport Block	£100 000	2016/17	No gap	BMBC Highways
Urban Barnsley	Traffic Management	Place Shaping	Safer roads, congestion and network management,	Improvements at Cundy Cross	BMBC	Integrated Transport Block, Capital	£1.6	2016/17	No gap	BMBC Highways

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			Quality of Life, public transport			Maintenance Grant, BMBC				
Cudworth	Bypass completion		Safer roads, congestion and network management, Quality of Life, public transport	Cudworth and West Green Bypass – final adjustments and land compensation	BMBC	Integrated Transport Block	£119 000	2016/17	No gap	BMBC Highways
Various	Cycling	Place Shaping	Safer roads, congestion and network management, Quality of Life	Cycling Package	BMBC	Integrated Transport Block	£30 000	2016/17	No gap	BMBC Highways
Various	Other schemes	Place Shaping	Congestion and network management	Preliminary scheme designs	BMBC	Integrated Transport Block	£80 000	2016/17	No gap	BMBC Highways
Urban Barnsley	Cycling		Safer roads, congestion and network management, Quality of Life, public	Pontefract Road cycleway – continuation of Trans Pennine Trail into town centre	BMBC	Sustainable Transport Exemplar Programme (STEP)	£365, 463	2016/17	No gap	BMBC Highways

Location (where)	Scheme	Strategic/ace Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			transport							
Urban Barnsley	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	M1 J38 to town centre cycle route – lining J38 to the town centre	BMBC	Sustainable Transport Exemplar Programme (STEP)	£804, 300	2016/17 and 2017/18	No gap	BMBC Highways
Park Springs Road to Broomhill	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Park Springs Road to Broomhill cycle route – link existing combined footway/cycleway on Park Spring Road to Broomhill	BMBC	Sustainable Transport Exemplar Programme (STEP)	£256, 745	2016/17 and 2017/18	No gap	BMBC Highways
Great Houghton to Park Springs Road	Cycling		Safer roads, congestion and network management, Quality of Life, public transport	Great Houghton to Park Springs Road cycle route – Links Great Houghton to Park Springs Road (ASOS)	BMBC	Sustainable Transport Exemplar Programme (STEP)	£144, 415	2017/18	No gap	BMBC Highways
Urban Barnsley	Cycling		Safer roads, congestion and network management,	Pogmoor to Town Centre cycle route – links Pogmoor to the town centre, taking in Horizon ALC	BMBC	Sustainable Transport Exemplar Programme	£230, 425	2017/18	No gap	BMBC Highways

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			Quality of Life, public transport			(STEP)				
Various	Cycling Package	Place Shaping	Safer roads, congestion and network management, Quality of Life, public transport	Barnsley Cycling Package	BMBC	Sustainable Transport Transition Fund (STTF)	£190 000	2016/2017	No gap	BMBC Highways
Various	Eco Stars	Place Shaping	Air quality and climate change	SY ECO Stars Fleet Recognition Scheme	BMBC	Sustainable Transport Transition Fund (STTF)	£75 000	2016/2017	No gap	BMBC Highways
M1 Junction 36 (South Bound Slip Road)	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network Management	Theme-Roads - SCRIF Infrastructure <ul style="list-style-type: none"> <li>• Dedicated lane from the motorway slip road onto the A61, into Barnsley.</li> <li>• Improvements to the A61 Birdwell roundabout</li> <li>• Creation of two new roundabouts along the A6195 Dearne Towns Link Road</li> <li>• Realignment of the A6135 on the approach to the Birdwell Roundabout</li> </ul>	BMBC Highways and Major Projects Team	BMBC	SCRIF – £9,661,750 Highways England - £1,393,000 BMBC –	2016-2018	No Gap	SCRIF / Highways England and BMBC

Location (where)	Scheme	Strategic/ace Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				Improved pedestrian & cycling safety by providing shared use routes & designated crossing facilities.			£ 165,000  <b>Total £11,219,750</b>			
M1 Junction 37 Claycliffe, Barnsley	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network Management	<p>Theme-Roads - SCRIF Infrastructure</p> <ul style="list-style-type: none"> <li>• New Primary Road Network through proposed new mixed use development at Barugh Green* (subject to adoption of local plan)</li> <li>• Off Site Mitigation works in the following areas: <ul style="list-style-type: none"> <li>○ Capitol Close, Dodworth</li> <li>○ Whinby Road, Dodworth</li> <li>○ Dodworth Road / Pogmoor Road Junction area Barnsley</li> <li>○ A635 Claycliffe Road / Barugh Green Road R'about</li> <li>○ A637 Barnsley Road</li> <li>○ Claycliffe Road/ R'about</li> </ul> </li> </ul>	BMBC Highways and Major Projects Team	BMBC and Private Sector	Private Sector £4,469,908 * subject to final design and actual cost of mitigation measures fully funded from the SCRIF grant	2017-2020	No Gap	SCRIF / Private Sector Developer

Location (where)	Scheme	Strategic/ace Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
							SCRIF £11,808,000  <b>Total £16,277,908 *</b> subject to final design and actual cost of mitigation measures fully funded from the SCRIF grant			
A635 Goldthorpe	Theme-Roads	Enabling	Quality of Life, Safer Roads, Congestion and Network	Theme-Roads - SCRIF Infrastructure Network Infrastructure mitigation improvements on the DTLR including the	BMBC Highways and Major Projects Team	BMBC	SCRIF £7,304,000	2017-2020+	No Gap	SCRIF / BMBC

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			Management	A6195 Cathill Roundabout to the A635 Hollygrove roundabout to enable access in to proposed employment development site * (subject to adoption of local plan) and access roads into the proposed site.						
Penistone	Theme-Rail improvements	Place Shaping	Congestion and Network Management, Public Transport	Penistone Station park and ride and footbridge	SYPTE and Network Rail	SYPTE and Network Rail	£1,750,000	Unknown	Unknown	SYPTE
Elsecar	Theme-Rail improvements	Place shaping	Congestion and Network Management, Equality, Public Transport	DDA compliant ramp on Sheffield bound platform at Elsecar station.	SYPTE and Network Rail	SYPTE and Network Rail	£100,000	Unknown	Unknown	SYPTE
Various	Theme-HS2 Connectivity	Strategic	Congestion and Network Management, Equality, Public Transport		SYPTE/BMBC, Operators	SYPTE/BMBC	£unknown	Long term	£unknown	SYPTE
<b>EDUCATION</b>										
Borough Wide	Primary School	Enabling/Place	To provide adequate	Existing projections for primary school places are based on a 4-5 year timeframe which currently project forward to 2019.	BMBC Education	Basic Need Allowance	£unknown	Whole plan period	Estimated* c£15m	Using information

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
	Provision	Shaping	primary school places for proposed new housing development.	As the methodology used for calculating school places is closely linked to demographics it is difficult to accurately identify the need for school places over long periods. It is essential to provide certainty that an adequate number of school places are available for the first five years of the plan period (i.e. 2014-2019) after which point, a plan monitor manage approach will need to be taken to ensure that sufficient school places are available to meet demand.	Department	Developer contribution S106  Priority Building Schools for Future  Free School (central government funding)	Estimated* at c£22.5m			provided by BMBC Education for the entry below*
Junction 37 Claycliffe, Barnsley	Primary School Provision	Enabling/Place Shaping	To provide adequate primary school places for proposed new housing development.	A maximum 360 Primary School will be required as part of the development of the site. It is anticipated that this will be available by September 2020.	BMBC Education Department	Basic Need Allowance  Priority Building Schools for Future  Priority	c£7.5m	Whole plan period	£5m	BMBC Education



Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
						Building Schools for Future  Free School (central government funding)				
Borough Wide	Secondary School Provision	Enabling/Place Shaping	To provide adequate secondary school places for proposed new housing development.	The forecasts to 2019 shows a surplus of places for the first five years of the plan period.  It is more difficult to identify which secondary school would serve an individual area is as there is greater mobility for secondary pupils throughout the Borough.	BMBC Education Department	-Basic Need Allowance -S106 -Free School (central government funding)	£unknown	Whole plan period	Unknown	NA
<b>UTILITIES</b>										
Borough Wide	Electricity Upgrades	Enabling		Arup/NPG analysis and discussions with NPG electricity provision overall would seem to be adequate to meet residential growth aspirations up to 2033.  Local strategic reinforcements would be needed at the primary substations in the	NPG Private developer	NPG Private Developers	£10m plus standard costs	Short to medium term (1 – 10 years)	Potential gap	Arup/NPG analysis and discussion with NPG

Location (where)	Scheme	Strategic/ace Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				<p>areas of Hoyland and Urban Barnsley West if all the employment development as proposed materialises in these areas. Size and timescales of these elements would depend upon the size of the development and its delivery timescale.</p> <p>The additional costs over and above the normal connection costs for all the proposed development quantum in Urban Barnsley West is estimated as £3.5m. Barnsley Council is continuing to work with Northern Power Grid to better quantify the cost implications.</p> <p>The additional costs over and above the normal connection costs for all the proposed development quantum in Hoyland is estimated as £6.5m. Barnsley Council is continuing to work with Northern Power Grid to better quantify the cost implications.</p>				Depending on build out rates in this area.		
Borough Wide	Gas Upgrades	Enabling		Discussions and engagement with National Grid and Northern Gas Networks have confirmed that the overall gas network within BMBC is robust and flexible and that strategic reinforcement of	Northern Gas National Grid Network Private developers	Northern Gas National Grid Network	£ standard costs	Short to medium term (1 – 10	No gap	Arup analysis and discussion with

Location (where)	Scheme	Strategic/ace Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				<p>the network would not be necessary to support the development set out in the emerging Local Plan. Local reinforcements will be required to service local developments as and when these are allocated and designed. These should be considered as extensions to the existing local distribution networks and in proportion to the size of the proposed development and consistent with costs that would normally be associated with providing services to developments.</p> <p>A standard gas connection is circa £1000 per property taking into account the cost of mains to get the gas to the street and then the service from the street into the property.</p>		Private developers		years)  Depending on build out rates in this area.		Northern Gas Networks.
Borough wide	On-site Water Supply and access to Wastewater Treatment Cost	Enabling	To fund on site infrastructure costs.	YW have confirmed that they will commence their next 5 year Asset Management Plan (known as AMP 6) in April 2015 and will have sign-off for the business plan from their regulator OFWAT in December 2014. It is likely that there will be significant works to meet new water quality requirements	YW	YW Developer Contribution	£unknown	Throughout plan period.	No gap	YW

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				<p>undertaken at Lundwood, Cudworth and Wombwell waste water treatment works (WWTW).</p> <p>Lundwood serves all of the urban area of Barnsley itself as well as Royston and Wombwell treats foul flows from Hoyland. Growth within these catchments would be allowed for in the design of the improvement works.</p> <p>These works will need to be funded by YW and through developer contributions. In addition developers will need to pay a standard infrastructure fund to Yorkshire Water. There may also be specific on site issues related to individual sewer capacity.</p>						
<b>TELECOMMUNICATIONS</b>										
Borough Wide	Telecommunication improvements	Place Shaping	To allow Barnsley to compete as a business location and open up new opportunities for business	Secure ongoing investment for improvements to broadband provision across the borough and ensure all new developments are built with fibre broadband to meet the needs of the occupied site.	Virgin Media, BT, Other communications providers	Delivered commercially: improvements will be market led, new development	Costs will be funded by the infrastructure providers or developers	Medium term 5-10 years	No gap	NA

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			and residents			will be paid for by telecommunication providers or developers.				
Unknown	Superfast South Yorkshire	Place Shaping	To allow Barnsley to compete as a business location and open up new opportunities for business and residents	The programme is will deliver 99% coverage of fibre broadband across South Yorkshire, ensuring ultrafast connectivity at the enterprise zones and key strategic business parks.	Superfast South Yorkshire, BMBC	SCRIF, BDUK (Broadband Delivery UK), BT	£29m South Yorkshire wide investment	In delivery. Completion due 2019	No gap	NA
Various	IT connections visitor attractions	Enabling	Visitor Economy	Poor connectivity at several the museum sites continues to be an issue, faster broadband it is essential for service delivery at these sites. Two of the sites will receive investment from the Superfast South Yorkshire programme, further work is necessary to establish a solution for the others. <ul style="list-style-type: none"> <li>Elsecar Heritage Centre</li> </ul>	BMBC Arts and Heritage/SFS Y		£unknown			

Location (where)	Scheme	Strategic/ace Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/ management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				<ul style="list-style-type: none"> <li>Worsbrough Mill And Country Park</li> <li>Cannon Hall Museum – SFSY investment</li> <li>Cooper Gallery – SFSY investment</li> </ul>						
<b>FLOOD RISK AND DRAINAGE</b>										
Low Valley	Flood Defences	Enabling	Flood defences, area susceptible to flooding	The scheme will improve flood defences in the area and help to protect 200 existing properties that are susceptible to flooding. In addition it will benefit planned development in the area.	EA/BMBC	EA £600k indicative Private developer £600k indicative	£1.7 million	Summer Medium term plan	£500 000	BMBC Drainage
Wombwell Ings	Habitat Creation and Flood Storage Extension	Enabling	Flood defences and habitat creation	To extend existing flood storage area to reduce flood risk for residential properties in area and improve existing habitat in area.	EA/HLF/RSP B	EA £200k, £545k collaboration between Historic England, Heritage Lottery Fund	£745,000	March 2017	No Gap	BMBC Drainage

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
						and RSPB				
<b>WASTE AND RECYCLING</b>										
Cross boundary	Waste management	Enabling	To provide adequate waste management facilities	Joint waste strategy and facilities with Rotherham and Doncaster. This provision is in place.	BMBC, RMBC and DMBC Private waste operator.	Private sector funding	£unknown	Whole plan period	No Gap	N/A
<b>GREEN INFRASTRUCTURE, OPEN SPACE AND PUBLIC SPACE</b>										
Various	DVLP ED4 Creating and Managing sites more effectively	Place Shaping	To provide a high quality green infrastructure network	Looking at new ways of working for the creation and management of washlands, green space, valley verges, woodlands, community sites, former pit sites and public open space.  This project is looking at the opportunities to create and manage environmental sites more effectively, looking at new ways of working and increasing the biodiversity of the area. It is closely linked with ED3 Surveying the Dearne with the community engagement and findings from there used as a starting point for practical improvements to sites. Improvements will be made directly resulting from the	DVLP	HLF S106 Small scale grant funding applications	£187,619	July 2015 to June 2019.	(HLF £82,807), remainder £104,812 through S106 and small scale grant funding bids	BMBC/DVLP

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				<p>community engagement and new ways of managing sites will be trialled, reviewed and disseminated.</p> <p>These sites will fall into three broad categories: Former colliery, industrial and associated sites, Roadside verges and Woodlands</p>						
Various	DVLP ED5 Reconnecting the River Dearne	Place Shaping	To provide a high quality green infrastructure network	This project will focus on the River Dearne, with the aim of removing physical barriers at a critical point on the River Dearne to assist with fish migration, increase habitats and improve water quality. This would be another vital step in continuing the improvement of the River Dearne and its connection with the River Don.	Project led by Don Catchment Rivers Trust who are currently seeking match funding.	HLF Match funding-various	£154,100 (HLF £99,500) remainder £54,600 through match funding	July to September 2015	No gap	BMBC/D VLP
	DVLP DD7 Exploring the Dearne	Place Shaping	To provide a high quality green infrastructure network, encourage	This is a series of linked initiatives aimed at encouraging people to walk, cycle and ride horses around and explore the Dearne.	DVLP	HLF Match Funding-Section 106, LA Budgets	£223,099	January 2015 until June 2019.	(HLF £99,347) Match (£123,752) to be	BMBC/D VLP



Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			active travel						sought through Section 106 and existing local authority budgets	
	DVLP DD8 Signposting the Dearne	Place Shaping	To provide a high quality green infrastructure network, Improve connectivity	Improving signage, information points and interpretation primarily from the Trans Pennine Trail to key sites. This project aims to bring specialists together with community volunteers to develop the interpretation and signage at key sites, transport hubs and gateway sites.	DVLP	HLF Match funding- Section 106, LA budgets and small scale grants	£162,523	July 2015 to June 2019	(HLF £85,023) Match (£77,500) to be sought through Section 106, existing local authority budgets	BMBC/DVLP

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
									and small scale grants	
Various	Green Space Strategy	Place Shaping	Health impact/general wellbeing	<p>There is a general need and an aspiration to improve the parks across Barnsley. Improvements are reliant on current s106 funds and Area budget commitments to specific projects.</p> <p>BMBC has no specific capital budget with which to facilitate much needed improvements to the Borough's parks and open spaces.</p>	BMBC	Section 106/Developer contributions	£unknown	Medium-long term	£unknown	BMBC
Site specific-various	Green Space Strategy	Place Shaping	Health impact/general wellbeing	Provision of new space within new residential developments. There is a need to ensure revenue funding is made available to ensure future maintenance of these new sites	BMBC	Section 106/Developer contributions	£unknown	Whole plan period	£unknown	BMBC
Locke Park	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Locke Park	BMBC Developers	Section 106/Developer contributions	£100 000	2016	No gap	BMBC
Goldthorpe	Mixed Use Games Area	Place Shaping	Health impact/general	Provision of Mixed Use Games area at Goldthorpe Recreation Ground	BMBC Developers	Section 106/Developer	£40 000	2016	No gap	BMBC

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Recreation Ground			wellbeing			contributions				
Wilthorpe Park	Upgrade of play area	Place Shaping	Health impact/general wellbeing	Upgrading Wilthorpe Park play area from LEAP to a NEAP	BMBC Developers	Section 106/Developer contributions	£42 000	2016	No gap	BMBC
Bluebell Bank, Sheffield Road	Mixed Use Games Area	Place Shaping	Health impact/general wellbeing	Provision of Mixed Use Games area at Bluebell Bank	BMBC Developers	Section 106/Developer contributions	£90 000	2016	No gap	BMBC
Lesley Road, Kendray	Refurbished Play Area	Place Shaping	Health impact/general wellbeing	Refurbish the play area at Lesley Road, Kendray to a LEAP standard – this project is currently out to consultation with local residents	BMBC Developers	Section 106/Developer contributions	£60-65 000	tbc	No gap	BMBC
Former Royston School	Provision of play area	Place Shaping	Health impact/general wellbeing	Provision of LEAP standard play area at the former Royston School Site	BMBC Developers	Section 106/Developer contributions	£unknown	tbc	No gap	BMBC
<b>SPORTS FACILITIES</b>										
Various	Asset investment	Place Shaping	Asset improvement	The leisure facilities owned by Barnsley MBC are currently managed by Barnsley Premier Leisure (BPL). BPL manage all BMBC's leisure facilities including the	BMBC/BPL	BMBC Capital/Sport England	£unknown	Medium-long term	£unknown	BMBC

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				Metrodome Leisure Complex on the edge of the town centre and several other leisure centres which are dispersed across Barnsley's principal towns. The stock is very well used by the local population, but is aging and is likely to need upgrading in the medium to long term.		Potential Developer Contributions (S106 or CIL).				
Borough wide	Sports Pitches	Place Shaping	Quality improvements to existing playing pitches.	<p>There is a requirement to improve existing playing pitches.</p> <p>Specific capital programme budget required to ensure a Borough wide approach to improvements</p> <p>The provision of new sports pitches will be required to support large housing sites.</p>	BMBC	BMBC Capital/Developer Contributions (S106 or CIL).	£unknown	Whole plan period	£unknown	BMBC
<b>HEALTH</b>										
No gap in health infrastructure										
<b>CLIMATE CHANGE AND RENEWABLES</b>										
Site specific - various	Solar PV	Strategic/Place Shaping	Reduction in energy costs/commun	Energise Barnsley project – BMBC-owned domestic and non-domestic property	Energise Barnsley Delivery	BMBC SCR Community	various	Ongoing	Potential gap	Community Investment

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			ity income generation/tackle fuel poverty		Partnership	shares offer				Solar Bond
Site specific - various	District Heat Networks	Strategic/Place Shaping	Decentralised energy supply/income generation	Feasibility works are underway to look at opportunities to develop district heating in and around town centre.	BMBC Carbon Trust Private developers	BMBC DECC SCR Private developers	various	2016-2022	Potential gap	TBD
Metrodome Leisure Centre	Boiler replacement	Place Shaping	Upgrade required	It is anticipated that the existing boiler at the Metrodome Leisure Centre will be replaced by the installation of a combined heat and power plant. Should the scheme go ahead it is likely that a new gas main will be required.	Norse Energy BMBC	Norse Energy	£unknown	TBD	No gap	BMBC Housing and Energy Service
<b>HEALTH</b>										
Barnsley Hospital	Potential enhancement to A&E Services	Place Shaping	Potential increased pressure on A&E Service	As yet unknown	Barnsley Hospital Foundation Trust	NHS	£unknown but potentially £1-2m	TBD	TBD	Barnsley Hospital Foundati

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			provision							on Trust
<b>EMERGENCY SERVICES</b>										
Keresforth Fire Station, Barnsley	Redevelopment or relocation of Keresforth Fire Station site	Place Shaping	To address maintenance issues dating back to the 1960's	Details as yet unknown, but either the existing site will need to be redeveloped or a new site required.	South Yorkshire Fire Service	Capital funding, potentially planning obligations or CIL	£TBD	TBD	TBD	South Yorkshire Fire Service
<b>COMMUNITY AND CULTURAL</b>										
Town Centre	New Library	Place Shaping	The town centre library has currently been temporarily relocated to Wellington House to make way for a new college building as part of the Better	Part of the Better Barnsley Plans-total £41 investment in Town Centre regeneration. Proposed location of new library in Mayday Green.	BMBC	BMBC Capital Funding.	£4 million	To be completed early 2018	No gap	BMBC

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
			Barnsley regeneration initiative.							
Cooper Gallery	Renovation of Cooper Gallery Cottage to provide artist studio space	Place Shaping	Visitor Economy / Jobs growth	Designed and costed scheme to transform the currently empty Cooper Gallery cottage on Eastgate into artist's studio space	BMBC	BMBC	£60,000  Capital application submitted to BMBC	2016	£60,000	BMC Arts & Heritage
Cannon Hall-	Parks for People	Place Shaping	Visitor Economy	Restoration of parks and gardens including lakes. This is a priority for the Museum service linked to the Visitor Economy.  Round 2 development funding has been secured for this project, and Round 2 bid to secure £3.5M of external investment will be submitted in August 2016. This investment would transform the visitor experience at Cannon Hall into one of national significance-and put it on the map as one of the top attractions in Yorkshire,	BMBC	HLF/Friends of Cannon Hall/BMBC/Others	£3.5 million	Round 1 submission August 2014, round 2 submission August 2016. Work on site	The majority of the match is secured, but elements may need to be underwritten	BMBC Arts and Heritage

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				adjacent to Cannon Hall Open Farm.				2017-2019	by BMBC for the Round 2 submission.	
Cannon Hall	Cannon Hall exhibition galleries	Place Shaping	To transform the galleries at Cannon Hall to maximise on use of collections, and the new partnership with the de Morgan and Foundation	Create new galleries utilising museum service collections and loans.	BMBC	HLF	£750,000	Submission 2017	£750,000 Need to identify match funding	BMBC Arts and Heritage
Monk Bretton Priory	DVLP	Place Shaping	Visitor Economy	Partnership with Friends of Monk Bretton Priory to improve signage, interpretation, access and management of space.	Friends of Monk Bretton Priory	HLF and Grant funding	£unknown	Medium term	£unknown grant funding	BMBC
Barnsley Main/Oaks Colliery	DVLP	Place Shaping	Visitor Economy	Conservation management plan to protect and enhance the site, building pathways, signage and interpretation.	BMBC/DVLP	HLF/S106	£152,500	Short to medium term	No Gap	BMBC



Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
Elsecar	Elsecar Master planning	Place Shaping		<p>Further investment linked to World Heritage Status aspiration for the Heritage Centre and wider village. The investment would be over a period of ten years.</p> <p>Development Plan-Elsecar has been identified in the Visitor Economy Review Paper and the Destination Management Plan as the site with most potential to attract national and international visitors.</p> <ul style="list-style-type: none"> <li>The Newcomen Beam Engine has been described as one of the most important pieces of industrial heritage in the world. The Heritage Centre has just been hosted by European Routes to Industrial Heritage-a major European Initiative.</li> </ul> <p>The site at Elsecar has a significant retail element there are approximately 35 businesses on site, employing approximately 200 people. This forms a major part of the visitor offer. The</p>	BMBC	HLF and other external funds	£10M + £50k secured from BMBC Jobs and Growth Plan to scope project and appoint consultants for master planning exercise. Further BMBC investment is not being sought to	Medium term 5-10 years	£10m+	BMBC Arts and Heritage

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				success of these businesses, safeguarding and creating jobs together with the ability to attract high quality retailers to complement the visitor experience, is dependent on increasing footfall and visitor spend.			take this forward.			
Worsbrough Mill	Feasibility for site development	Place Shaping	Visitor Economy	Development of learning facilities including bakery and cookery school. Full design and costing has been undertaken following Jobs & Growth Fund investment	BMBC	HLF/BMBC Jobs and Growth Plan	£1M £50k for feasibility from BMBC Jobs and Growth Plan (Subject to cabinet approval)	2017	£1m	BMBC Arts and Heritage
Cannon Hall	Development of assets	Place Shaping	Visitor Economy/Income targets	New function/café space at Cannon Hall designed for income generation to ensure long term sustainability of the site, as well as the restoration of two cottages for holiday let. This is all incorporated in to	BMBC	Heritage Enterprise grant – pre app submitted	£1.5M	17/18	Match funding 10% £150,000	BMBC Arts and Heritage

Location (where)	Scheme	Strategic/Place Shaping or Enabling Infrastructure	Need for scheme (why)	Requirements of scheme	Lead delivery/management organisation	Delivery Mechanism	Cost	Delivery Phasing (when)	Gaps in funding	Baseline source
				the sites new business plan						
Bolton upon Dearne	Potential need for new cemetery	Place Shaping	To ensure sufficient burial capacity	To provide sufficient burial space to alleviate potential critical capacity issues.	BMBC	Future Capital Budget/Prudential Borrowing	Approx. £250 000	31/32	No gap	BMBC Bereavement Services
<b>Total Funding Gap</b>									<b>£32, 766064m</b>	
<b>(nb. this does not include the potential gaps that have not yet been determined. As projects are costed these will be added to the Infrastructure Delivery Programme in future updates of the IDP)</b>										

\*The figure for the cost of primary school provision entry has been estimated based on the information provided by BMBC Education for the school required as part of site MU1. The estimated cost for a new school on this site is £7.5m. The local has made provision for an additional 2 primary schools and one extension to an existing school. The potential cost has therefore been estimated as c£22.5m (3x£7.5m). This is likely to be an over estimate as the extension is likely to cost less.