



PEACOCK+
SMITH

**Gleeson Regeneration
Woolley Colliery Road, Darton**

Full Planning Application for 114 Dwellings

Planning Statement

October 2024

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Appendix 1: Public Consultation Leaflet

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1. Introduction

- 1.1. This Planning Statement has been prepared by Peacock + Smith on behalf of Gleeson Regeneration in support of a full planning application for the erection of 114 dwellings on land off Woolley Colliery Road, Darton.
- 1.2. The site is allocated for residential development in the Barnsley Local Plan (2019), encompassing allocation reference HS1 (Former Woolley Colliery). The allocation includes two separate parcels of land, both of which are included in this application.
- 1.3. In the context of the Local Plan allocation and surrounding development, the proposals for 114 dwellings in this sustainable location are considered to represent an appropriate and sympathetic form of development, and it is our view that they are in accordance with adopted planning policy. The development would deliver substantial positive impacts, as set out in Section 5 of this Statement, that are to be considered in the overall planning balance.
- 1.4. Given the above, the planning application represents sustainable development and should benefit from the 'presumption in favour of sustainable development' as set out in the NPPF. Planning permission should therefore be granted without delay.
- 1.5. In addition to this Planning Statement, the planning application is also accompanied by:
 - Site and location plans and Design and Access Statement, prepared by PRA Architecture;
 - Flood Risk Assessment and Drainage Statement prepared by HBL;
 - Tree Survey prepared by Tree Survey Solutions;
 - Noise Impact Assessment by SLR;
 - Transport Assessment and Travel Plan by Bryan G Hall;
 - Energy Statement by Stroma;
 - Whole Life Carbon Assessment by Stroma
- 1.6. The remainder of this Report is structured as follows:
 - (a) Section 2: describes the site and discusses relevant planning history
 - (b) Section 3: describes the proposed development
 - (c) Section 4: positions the proposals in the context of planning policy
 - (d) Section 5: assesses the key planning issues relevant to the proposal
 - (e) Section 6: provides a summary and assessment of the planning balance.
- 1.7. It should also be noted that a public consultation exercise has recently been undertaken by Gleeson Regeneration. A leaflet (**Appendix 1**) showing the proposed site layout was distributed to residents inviting comments and feedback on the scheme.

2. Site Description and Relevant Planning History

Site Description and Surroundings

- 2.1. As shown on the accompanying plans and at **Figure 1**, below, the application boundary relates to two parcels of land lying to the west of Woolley Colliery Road, Darton.

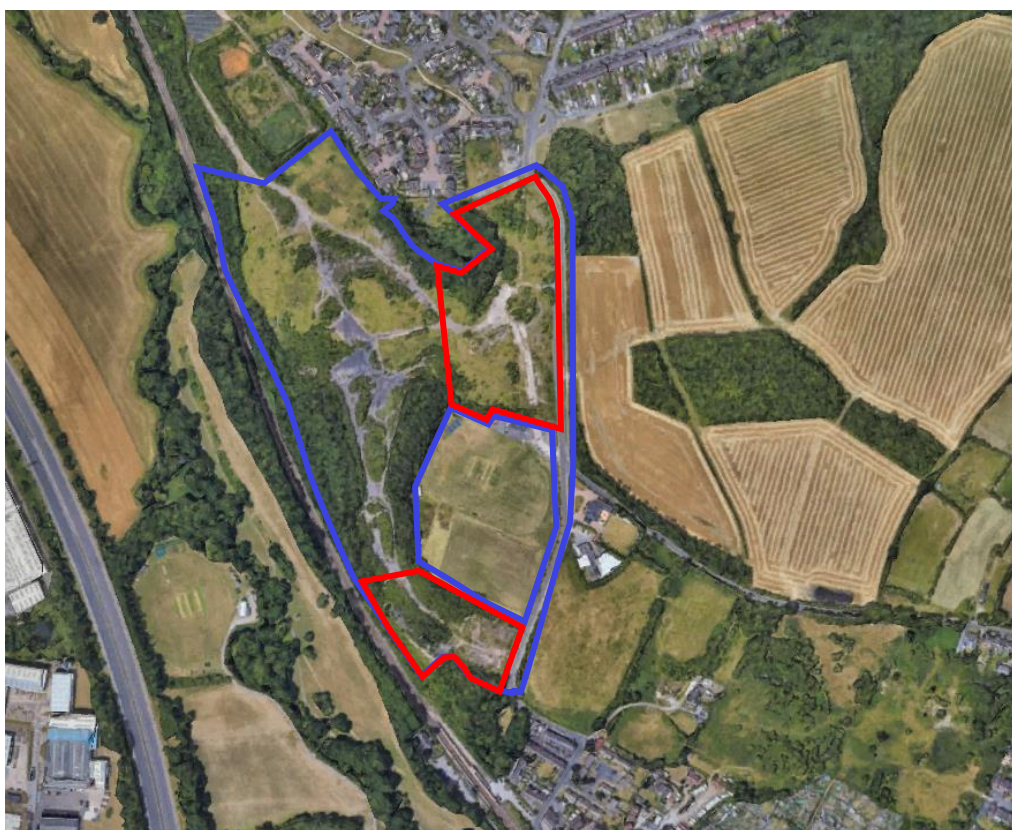


Figure 1: Aerial image showing the application site (outlined red) and surroundings

- 2.2. The application site comprises land of the former Woolley Colliery, which closed in 1987. The land was cleared during the 1990s and has remained undeveloped to this day. The areas of the site subject to proposed development are generally level, with some undulations. The site features self-seeded trees and hedgerow, particularly to the west of the sports ground.
- 2.3. There are two existing made vehicular accesses into the site off Woolley Colliery Road, one to the north of the sports ground, and one to the south. Woolley Colliery Road is a key route connecting the site to Woolley Grange to the north and Darton to the south and onwards to surrounding areas.
- 2.4. The site surroundings are mixed in character, comprising:

- To the north lies the residential area of Woolley Grange;
 - To the east lies Woolley Colliery Road, beyond which lies agricultural land;
 - To the south lies a small area of trees beyond which lies Darton Railway Station and the built-up area of Darton;
 - To the west lies the Sheffield to Wakefield/Leeds railway line, beyond which lies agricultural fields and the M1 motorway.
- 2.5. Bus services operate on Woolley Colliery Road. The nearest bus stops are at the Woolley Colliery Road/Bluebell Road junction approximately 75m to the north of the site, and at the Woolley Colliery Road/Bloomhouse Lane junction approximately 150m to the south-east of the site. Services run to Barnsley Town Centre, running hourly throughout the day.
- 2.6. Darton Railway Station is located approximately 200m south of the site and has one train per hour towards Leeds and one train per hour towards Sheffield.
- 2.7. The site is within walking and cycling distance of a wide variety of employment opportunities, services and facilities located within the nearby urban areas of Darton, Mapplewell and Kexborough, including the Co-op convenience store at Darton which lies approx. 350m to the south, and Co-op supermarket at Mapplewell approx. 2km to the east. Accordingly, it is considered to be a sustainable location for new residential development.
- 2.8. The site lies in Flood Zone 1, the lowest zone of flood risk. The site is not located close to any designated heritage assets.

Relevant Planning History

- 2.9. The site has an application pending on it, by housing developer Rouse Homes, detailed as follows:
- 2022/0619 – Outline planning application for the erection of up to 115 houses with all matters reserved except for access – application remains pending.
- 2.10. The Rouse Homes application was presented to Planning Committee on 14 February 2023, with a resolution to grant planning permission. Since this Planning Committee, Gleeson Regeneration have taken control of the land. It is therefore considered that there is no reasonable prospect of the Rouse Homes application progressing to a conclusion.

- 2.11. The application site is allocated for residential development in the Barnsley Local Plan (2019), encompassing allocation reference HS1 (Former Woolley Colliery). The allocation includes two separate parcels of land (refs: HS25 and HS11), both of which are included in this application.
- 2.12. The allocation policy confirms that development of the site will not take place until road layouts are in place for sites HS25 and HS11. Development will also be expected to retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land.

3. Proposed Development

Background

- 3.1. This planning application is submitted on behalf of Gleeson Regeneration, the housing-delivery arm of the MJ Gleeson Group. Gleeson has entered into an agreement with the landowner to deliver residential development on the site.
- 3.2. Gleeson builds a range of low-cost homes for sale to people who would otherwise be unable to afford a new home, thereby helping them onto the property ladder. Gleeson funds all its own projects, allowing development to take place without reliance on Government investment.
- 3.3. Gleeson's homes are priced so that they can be afforded by 90% of local couples in full time employment. To establish sales prices, the Government's ASHE (Annual Survey of Hours and Earnings) figures are used to determine the lowest wages within the Local Authority. A modest multiple is then applied to the bottom twenty percentile to calculate the level of mortgage which can be afforded by 90% of people living in the local area. 4 out of 5 of customers who purchase a home are typically first-time buyers.

Details of Proposed Development

- 3.4. The application is submitted by Gleeson Regeneration. It seeks detailed (full) planning permission for the development of 114 homes with accesses from Woolley Colliery Road.
- 3.5. The key characteristics of the development will be as follows:
 - Utilising the existing accesses into the site from Woolley Colliery Road; one access to the north of the sports ground, and one to the south. Both junctions will achieve 2.4m x 43m visibility splays within the existing highway boundary. Pavements will be provided on both sides of the access road.
 - Provision of 114 no. detached and semi-detached single and 2 storey houses. The southern parcel will be served by a single cul-de-sac estate road, with the northern parcel served by an estate road with shared driveways and turning heads;
 - A mix of house types and sizes comprising 22 no. 2 bed homes, 59 no. 3 bed homes and 33 no. 4 bed homes. Each house will have two off-road parking spaces (in some cases one space will comprise a garage) and front and rear gardens/amenity space.
 - Surface water will be attenuated within SuDS basins on the site, one serving the north parcel, and a separate basin serving the southern parcel.

- Provision of areas of public amenity space surrounding proposed SuDS basins along with footway connections leading into the surrounding area.
 - Extensive landscaping is to be retained and incorporated. It is proposed to retain trees and hedgerow on the site boundaries where possible to act as continuous landscape buffers between the site and surrounding area.
- 3.6. Further details regarding the proposals are shown on the Planning Layout drawing, Design and Access Statement and the submitted elevations and floor plans.

4. Planning Policy Framework

- 4.1. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act requires that planning decisions should be taken in accordance with the development plan unless material considerations indicate otherwise.
- 4.2. The adopted development plan for the application site comprises the Barnsley Local Development Framework, which is made up of the Barnsley Local Plan (2019) and a number of Neighbourhood Plans (none of which are applicable to the application site).
- 4.3. National policy is set out in the NPPF (2023), supported by Planning Practice Guidance. The Government are currently (as at October 2024) consulting on a swathe of proposed changes to the NPPF and wider planning system, but these have not yet been adopted.
- 4.4. The local and national planning policies considered relevant to this planning application are set out below.

Barnsley Local Plan (2019)

- 4.5. The Local Plan confirms that the Council, when considering development proposals, will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. They will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area (**Policy SD1**).
- 4.6. **Policy GD1** relates to general development principles, confirming development will be approved provided there is *inter alia*: no significant adverse effect on living conditions and residential amenity of existing and future residents; landscaping to create a high-quality setting, incorporating existing landscape features and ensuring that plant species, surfaces and boundary treatments reflect, protect and improve the character of the local landscape; minimisation and mitigation for any adverse impact on the environment, natural resources, waste and pollution; adequate access and internal road layouts with appropriate vehicular and pedestrian links throughout the site and into adjacent areas; and, appropriate landscaped boundaries where sites are adjacent to open countryside.
- 4.7. **Policy LG2** sets out 'the Location of Growth Priority'. Priority will be given to development in the following locations: Urban Barnsley; Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe, Penistone and Royston; and Villages.

- 4.8. Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than villages, to accord with their place in the settlement hierarchy.
- 4.9. The Local Plan sets out a housing requirement to 2033 of 21,546 new dwellings (**Policy H1**). The proposed new homes are distributed between settlements using the settlement hierarchy (**Policy H2**), which identifies 'Urban Barnsley' as accommodating 43% of new dwellings, with lesser amounts spread across smaller settlements. The application site lies in 'Urban Barnsley'.
- 4.10. Allocations in Urban Barnsley are then set out in the Local Plan. **Site HS1 Former Woolley Colliery** relates to the application site. It is stated that the indicative number of dwellings is 90 and development of the site will not take place until the road layouts are in place for both land parcels (references HS25 and HS11). The policy also states that development is expected to retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land.
- 4.11. **Policy H6** relates to housing mix and the efficient use of land. Housing proposals are expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. A density of 40 dwellings per hectare net will be expected in Urban Barnsley. Lower densities will be supported where it can be demonstrated that they are necessary for character and appearance, need, viability or sustainable design reasons.
- 4.12. **Policy H7** confirms affordable housing is required on housing developments of 15 or more dwellings. In Darton and Barugh, 20% of housing should be affordable.
- 4.13. **Policy T3** confirms new development will be expected to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists; provide at least the minimum levels of parking set out in the relevant Supplementary Planning Document; provide a transport statement/assessment and travel plan in line with guidance set out in the National Planning Policy Framework. Travel plans will be secured through a planning obligation or a planning condition. **Policy T4** confirms new development will be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.
- 4.14. **Policy D1** relates to high quality design and place making. Development is expected to be of high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. The Policy goes on to set out criteria which proposed layouts and design should meet, including: being of a high-quality, that contributes to a healthy, safe and sustainable environment; helping transform the character of physical

environments that have become run down and are lacking in distinctiveness; and, promoting safe, secure environments and access routes with priority for pedestrians and cyclists.

- 4.15. **Policy BIO1** seeks to maximise biodiversity and geodiversity opportunities in and around new developments.
- 4.16. **Policy CC1** relates to climate change. The Policy confirms the impacts of climate change will be reduced by giving preference to previously developed land in sustainable locations; promotion of the reduction of greenhouse gas emissions through sustainable design and construction techniques; locating and designing development to reduce the risk of flooding; promotion of Sustainable Drainage Systems (SuDS); and promoting investment in Green Infrastructure to promote and encourage biodiversity gain.
- 4.17. **Policy POLL1** expects development to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

National Planning Policy

- 4.18. The following paragraphs of the revised NPPF (2023) are considered to be of particular relevance to this planning application. The contents of the July 2024 government consultation on the NPPF are not yet formally adopted so are not relied upon in this Planning Statement.
- 4.19. **Paragraph 7** of the NPPF indicates that the purpose of the planning system is to contribute to the achievement of sustainable development. **Paragraph 8** notes that the three inter-related dimensions to sustainable development are economic, social and environmental.
- 4.20. **Paragraph 10** stresses that at the heart of the NPPF is a presumption in favour of sustainable development. **Paragraph 11** states that plans and decisions should apply a presumption in favour of sustainable development; for decision-taking, this means approving development proposals that accord with an up-to-date development plan without delay.
- 4.21. **Paragraph 20** states that strategic policies should make sufficient provision for housing (including affordable housing), employment, retail, leisure and other commercial development.
- 4.22. **Paragraph 38** states that local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

- 4.23. **Paragraph 60** supports the Government's objective of significantly boosting the supply of homes, and states that it is important that a sufficient amount and variety of land can come forward where it is needed.
- 4.24. **Paragraph 119** states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.25. **Paragraph 126** places importance on good design. **Paragraph 130** goes on to state that planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 4.26. **Paragraph 174** states that planning policies and decisions should contribute to and enhance the natural and local environment.
- 4.27. **Paragraph 180** states that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, then planning permission should be refused.

5. Assessment of Key Issues

5.1. In this section we assess the proposed development in the light of the key policy issues identified in Section 4.

Principle of Development

5.2. Paragraph 47 of the NPPF states that *'Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.'*

5.3. The application site is allocated for residential development within the Barnsley Local Plan (2019) under policy reference: HS1 (Former Woolley Colliery). The allocation includes two separate parcels of land for development (refs: HS25 and HS11), both of which are included in this application.

5.4. The allocation policy confirms that the site has an indicative capacity of 90 dwellings, and development of the site will not take place until road layouts are in place for both parcels. Development is also be expected to retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land.

5.5. In accordance with Policy H6, a mix of housing sizes and types are proposed across the site, comprising 22 no. 2 bed homes, 59 no. 3 bed homes and 33 no. 4 bed homes. Although 114 homes are proposed in total, slightly above the 90 indicated in the HS1 allocation wording, it is considered this number of homes sit comfortably within the site boundary, whilst still allowing for appropriate parking, gardens and amenity space. It is considered that the variety of sizes and house types proposed will appeal to a range of individuals and families, assisting in meeting the area's housing need. This number of homes (115) was found to be acceptable by Officers when presenting the Rouse Homes application (planning ref: 2022/0619) to Planning Committee in 2023 (see para 5.9-5.12 below).

5.6. Highway accesses are proposed to be taken from Woolley Colliery Road; one to serve the northern development parcel, and another to serve the southern development parcel. The Transport Assessment submitted with the application considers access arrangements, site accessibility and highways impact, none of which are considered to pose any issues that should restrict the granting of planning permission.

- 5.7. The submitted scheme has been designed to retain trees and landscaping wherever possible, particularly where there are ecological sensitives and on site boundaries which adjoin open countryside, this is to ensure that the scheme complies with Policy HS1 which requires the retention of species-rich grassland and woodland, and Policy GD1 relating to design.
- 5.8. Policy D1 expects development to be of high-quality design, and specifically mentions how development can help transform the character of physical environments that have become run down and are lacking in distinctiveness. The application site once formed part of Woolley Colliery which closed in 1987 with buildings demolished in the early 1990s. The site has remained cleared and undeveloped since this time, and therefore this application proposal would transform the site into being utilised once more, as part of an attractive, well-designed residential scheme that is in-keeping with the local vernacular.
- 5.9. The site has a planning application pending upon it (planning ref: 2022/0619), by housing developer Rouse Homes, seeking outline planning permission for up to 115 homes. This application was presented to Planning Committee on 14 February 2023 with a resolution to grant planning permission subject to a s106 agreement. Since this Planning Committee, Gleeson Regeneration have taken control of the land. It is considered that there is no reasonable prospect of the Rouse Homes application progressing to a conclusion.
- 5.10. The Officer's Committee Report concluded that as the site is an allocated housing site, this largely establishes the principle of development being acceptable.
- 5.11. Whilst the Rouse Homes proposal included development on some parts of the site that the policy expected to be undeveloped, Officers concluded that the robust on-site and off-site mitigation strategy, reflecting the site's county-wide importance to butterflies, would prevent the site losing its habitat and biodiversity value and would result in a significant Biodiversity Net Gain. The Council's Planning Ecologist was satisfied with the proposals.
- 5.12. In all other respects, the proposal complied with the Local Plan and the outline proposal was deemed acceptable having regard to other material planning considerations, subject to the recommended conditions and the completion of a Section 106 agreement.
- 5.13. Given the above, and principally given compliance with the adopted allocation, the principle of residential development in this location is therefore acceptable.

Access and Transport

- 5.14. Bryan G Hall were commissioned to prepare a Transport Assessment and Travel Plan to support this application.

- 5.15. The Transport Assessment confirms vehicular and pedestrian access to both parcels will be provided from the existing road to the east, Woolley Colliery Road, through a new priority T-junction for the northern parcel and through an existing priority T-junction for the southern parcel.
- 5.16. The record of personal injury accidents occurring from road traffic collisions in the vicinity of the site has been assessed and it is concluded that there are no readily identifiable trends in the data. It is therefore concluded that the development proposals will not have any detrimental impact on the operation of the network with regard to highway safety.
- 5.17. There are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy. It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will encourage cycling journeys. Regular bus services are provided from bus stops within a short walking distance of the centre of the site providing services to key leisure, employment and transport hubs, including Barnsley Town Centre. Darton Railway Station is located within a short walking distance from the site, which offers a regular local service between Leeds and Sheffield, and an opportunity to connect to national services.
- 5.18. Parking will be provided in line with the standards set out within the BMBCs Parking SPD, including the provision of an electric vehicle charging point per dwelling. Swept path analysis of the proposed layout has been undertaken, which demonstrates that the site can be serviced appropriately by a refuse vehicle.
- 5.19. The proposed development is anticipated to generate 58 two-way trips during the morning peak hour and 59 two-way trips during the evening peak hour. This is only approximately one additional vehicle per minute added to the road network.
- 5.20. Operational assessments of both proposed site access junctions with Woolley Colliery Road, the Bloomhouse Lane / Woolley Colliery Road T Junction, the Station Road / B6131 T Junction and the B6131 / A637 / Churchfield Lane staggered crossroads has been undertaken for a 2029 future year. It is concluded that the proposed development generated trips will not have a material impact on the operation of the local highway network in the vicinity of the site.
- 5.21. It is therefore concluded that there are no justifiable highways or transport related reasons why the proposed development should not be granted planning permission.
- 5.22. In terms of the Travel Plan, it represents a long-term commitment to reducing reliance on the private car. All prospective residents will be made aware of the Travel Plan and the associated commitments from the outset.

5.23. The Travel Plan will promote measures to encourage sustainable modes of travel, including in the following ways:

- A site-specific travel guide will be prepared and shared with prospective residents via the marketing suite.
- All first occupiers will be contacted within one month of occupation to be offered the opportunity for personalised travel planning with the Travel Plan Coordinator.
- As a means of updating residents of national and local events and periodic campaigns, travel newsletters will be prepared and distributed. The travel newsletter will be produced and distributed at least twice per year.
- A free public transport ticket will be offered to residents. This will likely be for one month's travel and allows residents to trial using the bus as a form of transport.
- The Travel Plan Coordinator will promote sustainable travel to school options, such as walking, cycling and public transport.
- The Travel Plan Coordinator will promote and arrange a residents cycle user group to encourage cycling.
- The Travel Plan Coordinator will promote car sharing through the newsletters and travel guide. Residents will also be informed of the web-based Liftshare scheme for the local area of Darton.

5.24. The Travel Plan will be updated by the Travel Plan Coordinator to incorporate additional measures and best practice where appropriate.

Design and Layout

5.25. PRA Architecture have prepared supporting plans and a Design and Access Statement (DAS) to support the submitted application and provide detail and context to the prepared plans.

5.26. The DAS confirms there are two access points taken directly from Woolley Colliery Road into the application site and the scheme responds to this boundary by creating distance between the proposed dwellings and the road itself. Less formal private drives, set behind a small area of greenspace, are utilised to reduce the visual impact of cars on the approach along the main road. This combination creates a sense of space and more openness to the entrance, allowing for a softer frontage to Woolley Colliery Road.

5.27. The scheme offers a large Public Open Space (POS) area in the western section of the site, as well as multiple smaller POS areas throughout the residential parcels. These spaces are easily accessible to all residents and designed in such way to allow for various activities for all age

groups to take advantage of. The green spaces offer visual amenity and provide a focus for the surrounding houses which actively contribute to ensuring that these they are well overlooked.

- 5.28. The site seeks to retain and augment existing site and boundary treatment trees, as well as introduce new trees within the proposed development.
- 5.29. The local vernacular is generally stone or red brick, with a variety of colours of render and cladding. The proposed external appearance will utilise the Gleeson Urban elevational range which will complement the local vernacular, and the detailing techniques used within the neighbouring properties.
- 5.30. Roof finishes are also proposed to reflect the local vernacular. The use of high-quality coloured concrete tiles through the development will help to form a visual link between the differing house types and visually tie the scheme to the neighbouring developments. Rainwater goods, fascias, soffits, and barge boards shall be in keeping with the surroundings.
- 5.31. Consideration has also been given to the NPPF's requirement for developments to be safe and accessible environments where opportunities for crime are designed out. A number of measures have been incorporated into the design process to assist with this, including:
- Proposed footpath links within the site clearly and logically positioned to promote their use and ensure surveillance.
 - Parking solutions vary in terms of driveways and garages within the scheme. The majority are located within the curtilage of the dwelling or in highly surveyed positions close to the properties they serve to ensure spaces are secure with natural surveillance and have limited casual access.
 - Public and private spaces are clearly defined to minimise the possibility of crime/antisocial behaviour. This is achieved through a well-designed and sensitive landscaping scheme and through the careful choice of boundary treatment which delineates the public from the private realm. The scheme has been carefully designed to avoid the creation of ambiguous spaces.
 - Proposed dwelling fenestration has been designed to respond to the street with outward facing development. Front doors are clearly visible and located close to the accessible routes they serve to ensure the creation of an active streetscene. Gables are also treated with the use of windows to ensure surveillance and true dual aspect dwellings achieved to key corners.

- 5.32. The proposal results in a net housing density of approximately 36 dwellings per hectare. Although policy states a preference for 30 dwellings per hectare in villages, 36 dwellings per hectare is only slightly above this threshold. 36 dwellings per hectare across the two plots sit comfortably in their surroundings and does not result in an overcrowded development; there are generous plot sizes with adequate amenity spaces with retained areas of Public Open Space.
- 5.33. In the light of the above, it is considered that the proposed development promotes high quality design, consistent with policies contained in the Local Plan and design policy in the NPPF.

Flood Risk and Drainage

- 5.34. HBL have been commissioned to prepare a Flood Risk Assessment and Drainage Strategy for the site.
- 5.35. The Environment Agency (EA) flood map shows the majority of the site is located within Flood Zone 1, indicated a 'low' risk of flooding from rivers and the sea. On this basis, application of the NPPG Sequential Test and Exception Test is not required.
- 5.36. The risk of flooding from the majority of sources has been assessed as being low with the exception of groundwater which poses a moderate risk. In the northern parcel, perched groundwater was encountered in six of the sample locations within made ground fill.
- 5.37. The site will be re-graded as part of the proposed development and this is likely to alter/disturb any perched groundwater. The creation of a development platform will regularise groundwater depths. In addition, the installation of a drainage system across the site will manage the surface water falling on the site and would direct it to the surface water storage facility, mitigating any risk.
- 5.38. In terms of drainage, it is proposed, that surface water from the northern part of the development will be discharged to the watercourse just to the north of the northern boundary, restricted to the greenfield rate. It is anticipated that this connection can be achieved by gravity, subject to confirmation of existing sewer depths. Surface water storage will be provided within a pond, to manage surface water up to the 1 in 100-year rainfall event, including an additional 40% allowance for the projected impacts of climate change.
- 5.39. Yorkshire Water has advised that foul water from the northern development can discharge to the 375mm diameter public foul sewer recorded to the north of the site.
- 5.40. It is proposed that surface water from the southern part of the development will be discharged to the 225mm diameter combined water public sewer within Woolley Colliery Road to the east of the site, at a maximum rate of 3.5l/s. It is anticipated that this connection can be achieved by

gravity, subject to confirmation of existing sewer depths. Surface water storage will be provided within a pond, to manage surface water up to the 1 in 100-year rainfall event, including an additional 40% allowance for the projected impacts of climate change.

5.41. For the southern site, Yorkshire Water state that a connection can be made to the 225mm diameter combined sewer in Woolley Colliery Road.

5.42. Taking into account the above, it is considered the proposed development satisfies the requirements of the National Planning Policy Framework and Planning Practice Guidance.

Ecology

5.43. The previously submitted Rouse Homes application on this site (planning reference: 2022/0619) was supported by various documents including a Preliminary Ecological Appraisal Report, a Badger Assessment report, Reptile Survey, Invertebrate Assessment, Bat Activity Survey, Biodiversity Net Gain Assessment and Ecological Design Strategy (EDS).

5.44. The submitted invertebrate report concluded that there is a population of dingy skipper and small blue butterflies within the northern and southern compartments and small heath within the northern compartment. As these species are listed on Section 41 of the Natural Environment and Rural Communities Act, 2006 they are species of principal importance; they are also UK and Barnsley BAP species. The Ecological Design Strategy (EDS) details that the site is of county level importance, based on the presence of dingy skipper, small heath, small blue and leaf beetle. The Council's Planning Ecologist agreed with this assessment.

5.45. Without a management plan for butterfly conservation, the site will continue to scrub over and in turn remove the value that it currently has as a habitat for butterflies. Notable butterfly species would naturally be lost from the site, regardless of whether the site is developed or not.

5.46. Development of the site would therefore provide a mechanism by which to manage and maintain under-developed parts of the site, providing mitigation to secure the habitat for Small Blue and other notable invertebrate species. Translocation is also included in the EDS and this will be undertaken in partnership with local butterfly experts. The report also illustrates how the biodiversity value of onsite land, within Public Open Space, can be maximized, generating habitat units that contribute towards the site's Biodiversity Net Gain score.

5.47. In terms of other biodiversity matters, the EDS identifies species of importance and notes that additional surveys were commissioned for Common Lizard. The site and wider colliery attracts bat activity and currently supports a mix of 'medium distinctiveness' habitats, including grassland,

species-poor scrub and deciduous woodland. The site will achieve a minimum of a 10% Biodiversity Net Gain.

- 5.48. Taking all of the above into consideration, the Council's Planning Ecologist raised no objections to the application, subject to conditions requiring that the development be completed in line with the recommendations in the Ecological Design Strategy and accompanying reports and surveys.
- 5.49. The Officer's Report concluded that whilst the application would not strictly adhere to the wording of Local Plan Policy HS1 in respect of features expected to be fully retained on site, it is considered the strategy to protect and enhance biodiversity is a material consideration that justifies a departure from the precise wording of policy HS1. Accordingly, subject to the necessary conditions and Section 106 agreement, the proposal was deemed acceptable having regard to policy BIO1 (Biodiversity & Geodiversity), Green Infrastructure policy GI1, and the SPDs Biodiversity & Geodiversity and Trees & Hedgerows.

Noise

- 5.50. SLR were commissioned to prepare a Noise Impact Assessment relating to the proposed development. Stage 1 of the assessment has demonstrated that the site is influenced by dominant transportation noise, with the initial assessment categorising this as 'medium risk' on the future occupants because of road traffic from Woolley Colliery Road, M1 Motorway and rail traffic along The Hallam Line. Commercial activity noises have not been observed about the site and considered "not dominant".
- 5.51. The findings of a vibration study have determined that vibration dose values correlate to minor rail traffic activity where "adverse comment is not expected" during day and night periods. Consequently, there are no specific mitigation measures required to control incident vibration on the proposed development buildings.
- 5.52. Stage 2 of the assessment has reviewed a good acoustic design process, internal ambient noise levels, external amenity areas and other matters. Commensurate design specifications have been established considering current industry guidance against the proposed scheme layout. It has been realised that suitable internal and external amenity standards can be readily achieved by the development.
- 5.53. A scheme of transportation noise control has been provided for various plots at the boundary of the site and nearest to transportation sources, as including:
- An updated scheme of façade insulation for habitable living rooms and bedrooms encompassing commensurate acoustic specifications for glazing and trickle ventilators across

three schemes of sound insulation. In the worst-case Scheme 3 for Plots 76 – 79 and 112 – 115, a CME building ventilation strategy has been recommended along with acoustic specifications for glazing and a single trickle acoustic ventilator per habitable room.

- Additional provisions for overheating ventilation in bedrooms to overcome potential adverse effects if fully opening bedroom windows at night.

5.54. On the basis that design guidance within the report is adopted, it follows that any significant adverse noise impacts will be avoided in the finished development as to accord with overarching national and local planning requirements for new residential development.

Energy Assessment

5.55. Stroma have prepared an Energy Assessment to support the application's submission which outlines how the proposed development will meet the requirements of Policies CC2 and RE1 of the Barnsley Local Plan, which outlines the sustainable design standards for the borough.

5.56. This report confirms Gleeson's commitment to reduce energy demand and carbon dioxide emissions, also monitoring and achieving the committed standards through post-construction testing to help bridge the performance gap.

5.57. The energy strategy will undertake a fabric first approach and incorporate renewable technology on-site via air source heat pumps providing space heating and domestic hot water generation.

5.58. The results show that the development can achieve a 67.98% reduction on the dwelling (carbon dioxide) emission rate (DER) against Target Emission Rate (TER) as defined in the 2021 Building Regulations. With the integration of air source heat pumps the development can provide 90.02% of the predicted regulated energy contribution from a low carbon source.

Carbon Assessment

5.59. Stroma have prepared a Whole Life Carbon Assessment to support the application's submission. It is a requirement of Barnsley's Supplementary Planning Document '*Sustainable Construction and Climate Change Adaption*' to produce a Whole Life Carbon Assessment for applications for major development, as is the case in this instance.

5.60. The assessment of Whole Life Carbon (WLC) emissions consists of the following: total operational carbon emissions; embodied carbon emissions; and any future potential carbon emissions 'benefits', post end-of-life, including benefits from reuse and recycling of building

structure and materials. An assessment was carried out in relation to each stage in accordance with the RICS Professional Statement, with the overall results as follows:

- Upfront Carbon Emissions A1-A5 modules (excluding sequestration): 4,922,059 kgCO₂e
- Life Cycle Carbon Modules B-C (excluding B6 & B7): 2,267,221 kgCO₂e
- Life Cycle Emissions A-C (excluding B6 & B7, including sequestration): 6,668,180kgCO₂e
- Life Cycle Emissions for all Modules: 10,438,910 kgCO₂e

Positive Impacts of Development

5.61. It is considered that significant benefits would arise as part of the development of the site for residential use. These benefits¹ include:

- Delivery of a sustainably located housing allocation;
- Assisting the choice and supply of homes in the District, in the Darton/Woolley Colliery area in particular;
- Development of a wide range of housing types/sizes suitable for all ages and household types;
- An increase in available homes to the market will assist in allowing people to get on the housing ladder, and in freeing up rental properties;
- Increased spending power for local shops and services, supporting their viability;
- Support for the employment of 356 people, including the provision of 3 apprenticeships;
- £1.3m in annual tax revenue, including £129,000 in Council Tax to spend on local services.

5.62. It is our view that these benefits constitute substantial positive impacts to be taken into account in the overall planning balance.

Planning Obligations

5.63. The applicant envisages being able to meet the requirements for S106 contributions and will engage with the LPA throughout the determination of the application on this matter.

¹ Employment and tax benefits sourced from HBF Calculator.

6. Summary and Planning Balance

- 6.1. This Planning Statement is prepared on behalf of Gleeson Homes in support of a full planning application for the erection of 114 dwellings on land off Woolley Colliery Road.
- 6.2. The application site is allocated for residential development within the Barnsley Local Plan (2019) under policy reference: HS1 (Former Woolley Colliery). The allocation includes two separate parcels of land for development (refs: HS25 and HS11), both of which are included in this application.
- 6.3. The application complies with the key requirements of the allocation, with particular consideration given to highways and ecological matters. In the context of the Local Plan allocation and surrounding development, the proposals for 114 dwellings in this sustainable location are considered to represent an appropriate and sympathetic form of development, and it is our view that the application is in accordance with adopted planning policy.
- 6.4. The development would deliver substantial positive impacts, as set out in Section 5 of this Statement, that are to be taken into account in the overall planning balance.
- 6.5. A number of technical reports and surveys have been prepared in support of the proposed development, none of which suggest any reason why the development proposals should not be permitted. Any limited impacts of the development will be addressed by mitigation measures.
- 6.6. Accordingly, there are no potential adverse impacts which would outweigh the considerable benefits of the proposed development, let alone significantly or demonstrably so.
- 6.7. The planning application represents sustainable development and should benefit from the 'presumption in favour of sustainable development' as set out in the NPPF, and therefore planning permission should be granted without delay.

Appendix 1:
Public Consultation Leaflet

About Gleeson Homes

Gleeson Homes is a leading housebuilder committed to delivering high-quality, affordable homes. Headquartered in Sheffield, we also proudly operate across the North of England and the Midlands, with six regional offices. We aim to deliver thriving and sustainable schemes that not only complement the surroundings but help deliver the housing needs of the area.

We focus on developing in areas where housing is most needed, ensuring our projects not only provide quality homes but also enhance the local community. We value the importance of being part of the communities in which we build and take pride in delivering developments that appeal to people from all walks of life.

To find out more about the areas in which we are building, please visit [gleesonhomes.co.uk](https://www.gleesonhomes.co.uk)

Proposed Residential Development

Woolley Colliery, Darton S75 5RY

Gleeson Homes is proposing a new development set to deliver around 114 high-quality, energy efficient homes off Woolley Colliery Road, Darton.

