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For and on behalf of
Rouse Homes Ltd



STATEMENT OF COMMUNITY INVOLVEMENT

Land to the west of Woolley Colliery Road, Darton, Barnsley

**Prepared by
DLP Planning Ltd
Sheffield**

June 2022



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1.0 INTRODUCTION

- 1.1 This Statement of Community Involvement (SCI) has been prepared by DLP Planning Ltd on behalf of our client, Rouse Homes Ltd, in support of an outline planning application with all matters reserved except for access into the site for residential development of up to 115 dwellings at land to the west of Woolley Colliery Road, Darton, Barnsley.
- 1.2 All other details including the exact quantum of dwellings and internal road layouts are to be determined as reserved matters.
- 1.3 The site is allocated for housing in accordance with Policy H1 of the Barnsley Local Plan. Following public consultation and examination by an Independent Planning Inspector, the Local Plan was adopted by Full Council on 3rd January 2019. The key stages of consultation that were carried out before the plan was adopted is set out in this Statement.
- 1.4 The applicants submitted a pre-application enquiry to the Local Planning Authority in 2021. The details of the Council's pre-application advice and how the scheme has responded to this advice is set out in this Statement.
- 1.5 This Statement will set out the consultation process that has informed the preparation of this outline planning application. It is considered that the pre-application consultation techniques used by the applicant have accorded with the Council's Statement of Community Involvement Policies.

2.0 CONSULTATION RESPONSE

2.1 This section will outline the public consultation framework for planning applications at Barnsley Metropolitan Borough Council. Reference will be made to adopted local policy and guidance and pre-application feedback including on-going dialogue with Planning Officers.

Statement of Community Involvement (2020)

2.2 Barnsley Metropolitan Borough Council's Statement of Community Involvement (SCI) was published in April 2020. This sets out how and when the Council will involve the community and key stakeholders in the formulation of the Local Development Plan and the decision-making process for planning applications.

2.3 The Council welcomes pre-application discussions with applicants and encourages those intending to submit a planning application to consult with local communities and Ward Members before making an application (*Para 3.5; p. 13*).

2.4 The SCI states that applicants should consider the benefits of involving the community in developments which are considered likely to have an impact on the community, even in cases where these may be below thresholds for significant applications. This is encouraged at an early stage before an application is submitted (*Para 3.6; p. 14*).

2.5 The SCI also states that the overall aim is to encourage an inclusive and transparent process that enables communities to get involved at an early stage as well as improving the quality of applications (*Para 3.7; p. 14*).

2.6 The Council's Local Validation Requirements (2019) states that, where required, applicants should submit a summary of any Community Consultation that was carried out prior to submission of the application. The greater use of such consultation is strongly encouraged, especially on larger schemes as it might be beneficial to help the community shape a major regeneration scheme or a scheme with a wide community impact and to generate informed debate about very complex planning issues of wide significance (*Table 3; Row 14*). This information will be provided within this Statement.

2.7 This Statement also states how the proposals have been amended in response to the planning representations or reasons why this has not been considered possible or appropriate.

Pre-Application Advice

- 2.8 Applicants are actively encouraged to seek pre-application advice from Planning Officers prior to the submission of planning applications.
- 2.9 A request for pre-application advice was submitted by the applicant and a written response was issued by the Planning Officer in March 2021. A copy of the pre-application response is included at Appendix 1. The key points arising from this response are summarised below:
- a. The proposed site is allocated as a housing site in the adopted Local Plan under site specific policy HS1. In this respect housing is acceptable in principle. However, Policy HS1 is clear in that it requires the road layouts for sites HS25 and HS11 to be in place before this site is developed. Whilst the Council acknowledged that there is an application on file with the for HS11 and that this is in abeyance, it is not accepted that this is sufficient reason for the proposed development of HS1 to progress at this time. It is the Council's position that the development of these sites should be progressed as required by the policy, with HS11 and HS25 phased ahead of HS1. This will ensure the appropriate connections are in place to deliver sustainable development in accordance with Local Plan Policies SD1 and Highway Policies T3 and T4.
 - b. Progressing the development proposal in advance of the requirements of policy HS1 being met, raises questions regarding priority to pedestrian and cycle movements, addressing the needs of people with disability and reduced mobility in relation to all modes of transport and minimising the scope for conflicts between pedestrians, cyclists and vehicles. Whilst Wooley Colliery Road benefits from shared footway/cycleway along its eastern side and footway along its western side from the existing access to the southern parcel, both terminate just south of the site such that there is not a contiguous route along Woolley Colliery Road in a southerly direction. Therefore, pedestrians, including those with disabilities and reduced mobility, would be required to route along a footpath which connects to the rail station car park or continue their journey south by walking in the carriageway. It should be noted that the path connecting to the rail station car park is not public highway and has a barrier system in place preventing access for those in wheelchairs, motor scooters or those pushing prams from gaining access to the car park and therefore would have no option than to use the carriageway when travelling South into Darton.
 - c. As the Council is currently able to demonstrate a 5 year housing supply with other sites within this area progressing towards securing planning permission and delivering on site, the delay of HS1 to a later phase in the Local Plan process to allow time for sites HS11 and HS25 to progress first and key design and accessibility principles to addressed, can be justified.

- d. In addition, Policy HS1 requires the retention and management of the species rich grassland and woodland to the north and eastern half of the northern parcel of land. The layout as proposed does not appear to indicate that this aspect of the policy is being complied with.
- e. Policy requires a minimum of 15% of the gross site area of new housing development to be open space of a type appropriate to the character of the site. In this case, the site's location, remote from any play space provision would support a LEAP alongside some informal open space.
- f. The proposal to provide greenspace provision to the west of the site on land owned by the applicant would raise issues with security as the area is isolated and the layout as proposed does not improve on this through orientating houses to overlook the area. This area is also already greenspace and therefore there is no additional benefit delivered as part of this application proposal.
- g. The proposed layout does provide some frontage onto Woolley Colliery Lane which is welcomed but there is an overall lack of connectivity within the site with too many cul-de-sacs and private drives creating dead ends and torturous routes for residents to exit the site or access the adjacent greenspace. In addition, the overall design appears cramped and overly dense.
- h. The design of residential streets within the development must follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide.
- i. The minimum level of parking (including cycle and EVCP) should be in line with the parking standards contained within the Councils Parking SPD.
- j. The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks.
- k. There is a requirement to retain the species rich grassland and woodland to the north and eastern half of the northern parcel of land. The application will need to be supported by a preliminary ecology appraisal and any species-specific surveys identified in this initial assessment process.
- l. The Biodiversity and Geodiversity SPD requires applicants to demonstrate no net loss of biodiversity on development sites.
- m. The Council have records of a culverted watercourse crossing the site indicated on the indicative plan.
- n. There should be no increase in surface water runoff from the new development. The authority expects the developer of the site to submit detailed investigations

such that the use of SUD's has been fully explored.

- o. As the Site area is greater than 1 Ha, a flood risk assessment is required to be submitted with any planning application.
- p. There has been concern raised by residents of the air quality impact of queuing traffic at the Church Street / Huddersfield Road junction in Darton, with residents reporting queuing traffic at morning peak along Station Road and Darton Lane.
- q. 1 Electric Vehicle charging point per unit (dwelling with dedicated parking) is required, or 1 charging point per 10 spaces (unallocated parking).
- r. All new development is required to be connected to gigabit-capable full fibre broadband.

2.10 The ways in which the design of the proposals has evolved in response to these pre-application comments is set out in the Design and Access Statement submitted in support of this application and should be referred to for full details, but in summary the applicant's response was as follows:

- Demonstrate that site HS1 can be developed in advance of sites HS11 and HS25 by providing safe access for all users.
- Reduce density on the indicative masterplan to deliver 110 dwellings which equates to 28dph.
- Reconfiguration of the internal road layout on the indicative masterplan.
- Retention and/or relocation of the species-rich grassland and woodland in the northern site.
- Biodiversity improvements.
- Preparation and submission of a Biodiversity Net Gain Assessment.
- Incorporation of surface water drainage ponds into northern and southern sites.
- Preparation and submission of a Flood Risk and Drainage Assessment.
- Preparation and submission of a detailed Transport Assessment.
- Preparation and submission of an Air Quality Assessment.
- Acknowledgement of the EV charging point requirements.

- Acknowledgement of the broadband requirements.

Local Community Involvement

- 2.11 Applicants are actively encouraged to consult with local communities prior to the submission of planning applications.
- 2.12 The landowner has been conducting regular meetings with local community group the Woolley Grange Residents Association who have been providing comments and feedback during the evolution of the design of the proposal.
- 2.13 Furthermore, local residents and businesses were notified on 17th May 2022 of the intention to submit an outline planning application and were given the opportunity to provide comments and feedback directly to the applicant prior to submission of the application.

Ward Member Involvement

- 2.14 Applicants are actively encouraged to consult with Ward Members prior to the submission of planning applications.
- 2.15 The applicant has notified Ward Members on 17th May 2022 of the intention to submit an outline planning application and have provided information on the public consultation methodology.
- 2.16 Ward Members have been given the opportunity to provide comments and feedback directly to the applicant prior to submission of the application.

3.0 CONSULTATION ON THE APPLICATION SITE IN LOCAL PLAN ALLOCATION

3.1 The proposed site is allocated as a housing site in the adopted Local Plan under the site-specific policy HS1.

3.2 Following public consultation and examination by an Independent Planning Inspector, Barnsley's Local Plan was adopted by Full Council on 3 January 2019. The following section sets out the key stages of this consultation, highlighting the stages at which the site was consulted on.

Development Sites and Places Consultation (2012)

3.3 This considered the future use of all land within Barnsley. The Council also consulted on a Town Centre Area Action Plan. These comments were used to help prepare the 2014 Draft Local Plan documents.

3.4 The site was not included in the Development Sites and Places Consultation and therefore was not consulted on at this stage.

Sustainability Appraisal Scoping Report Consultation (April to May 2014)

3.5 As part of the preparation of the first draft of the Local Plan the Council reviewed the Sustainability Appraisal Scoping Report. This document set out the scope and level of detail of the information to be included in the Sustainability Appraisal which must be carried out during the preparation of a Local Plan. The report is about sustainable development and the extent to which the emerging Local Plan helps to achieve relevant environmental, economic and social objectives, as well as how the Council will deal with any issues that may arise from development. It was available for comment between 14 April and 19 May 2014.

3.6 The site was not included in the Sustainability Appraisal Scoping Report and therefore was not consulted on at this stage.

First Draft Local Plan Consultation (November 2014 to January 2015)

3.7 This included consultation documents, background papers and an online policies map with the allocations shown.

3.8 The site was not included in the draft local plan and therefore was not consulted on at this stage.

Local Plan Additional Consultation (October to December 2015)

- 3.9 Following the first consultation the Council wanted to get the public's views on some proposed new sites and new policies and issues that were put forward.
- 3.10 The site subject to this application was included in the Local Plan Additional Consultation (2015) as an additional proposed site for housing under reference AC1 (Former Woolley Colliery). The additional housing sites proposed were considered alongside those proposed in the consultation draft in 2014. Some were taken forward in addition to sites proposed previously and some were taken forward instead of others. The adjacent land to the west and between the northern and southern site was also included in the Local Plan Additional Consultation as a proposed Green Space linked with site AC1 under reference AC21.
- 3.11 Assessment of both the application site and the adjacent site were provided as follows:

Site AC1: This former colliery site off Bloomhouse Lane in Darton is currently in Green Belt and is proposed as an additional housing site option. The northern portion of this split site has significant biodiversity value forming the eastern part of the site, which is ecologically diverse grassland that will need to be retained within any development. This site also links with Additional Consultation proposed Green Space, reference AC21 (Para 2.13; p. 9).

Site AC21: This former colliery site off Bloomhouse Lane in Darton is currently in Green Belt and is proposed as Green Space. This site also links with Additional Consultation proposed additional housing site option, reference AC1 (Para 2.13; p. 29).

Local Plan Publication Consultation (June to August 2016)

- 3.12 In summer 2016 the Council consulted with residents and others on the full Local Plan that they proposed to submit to the Government. The consultation included the proposed submission documents and the evidence base.
- 3.13 The site was included in the Local Plan Publication Draft as a proposed housing allocation under reference AC1 (Former Woolley Colliery) with an indicative number of 86 dwellings. The Draft Plan stated (*Para 9.8; p. 71*):

Site AC1 Former Woolley Colliery Indicative number of dwellings 86

The development will 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.*
- *Development of the site will not take place until the road layouts are in place for sites H83 and H20.*

3.14 The site was also assessed in the Local Plan Sustainability Appraisal Publication (2016) at this stage of the Local Plan consultation and the following justification for the proposed allocation was provided (*Appendix E; p. 88*):

Site proposed as it is a sustainably located site in a Principal Town in close proximity to the Core Public Transport Network and has good access to services. The remainder of resultant parcel MPW3b is proposed greenspace.

Local Plan Examination Consultation (January to March 2018)

- 3.15 Comments were invited on the inspector's matters, issues and questions. These related to further work done by the Council to address the issues in the inspector's interim findings letter dated 15 August 2017.
- 3.16 The Inspector considered all objections to the Local Plan and commented on site AC1 in their Report on the Examination of the Barnsley Local Plan (2018). The Inspectors comments are set out below:

The site is part of a resultant parcel (MPW3b) comprising two areas of land separated by an area of greenspace within General Area MPW3 which was found to be moderately fulfilling Green Belt purposes in the Green Belt Review. I concur with its findings that Bloomhouse Lane and Woolley Colliery Road would create strong and permanent boundaries to the Green Belt and removing areas of previously developed land within MPW3b would facilitate the recycling of derelict land (Para 173; p. 33).

The development would reduce the separation between Darton/Mapplewell and Woolley Colliery Grange which is in Wakefield Borough but would be on previously developed land and would be viewed in conjunction with new housing at the Woolley Colliery site. The site policy sets out appropriate mitigation measures and having regard to my conclusions in Issue 4, exceptional circumstances exist to remove this site from the Green Belt (Para 174; p. 33).

- 3.17 Any public objections to the allocation of this site during this phase of the consultation would have been duly considered by the Inspector in their conclusion on the site. The Inspector makes no reference to any substantial outstanding objections to the allocation of this site.

Local Plan Proposed Modifications Consultation (July to August 2018)

- 3.18 Comments were invited on the proposed modifications to the Local Plan. These modifications were changes recommended by the inspector to address issues of soundness identified during the examination of the Local Plan. The consultation also sought views on the omission sites identified for housing and safeguarded land during the examination.
- 3.19 The site was again included in the Proposed Main Modifications Version of the Local Plan Document as a proposed housing allocation under reference AC1 (Former Woolley Colliery) with a revised indicative number of 90 dwellings. The Main Modifications Plan stated:

Site AC1 Former Woolley Colliery Indicative number of dwellings ~~86~~ 90

Development of the site will not take place until the road layouts are in place for sites H83 and H20.

The development will 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.

- 3.20 The only modifications that were proposed for allocation AC1 was the removal of bullet points and the reordering of policy requirement for clarity reasons, as stated in the Schedule of Proposed Additional Changes. No amendments or deletion of content were proposed.
- 3.21 Whilst the indicative number of dwellings was revised from 86 to 90, the Schedule of Proposed Additional Changes provides no reason for this revision.
- 3.22 These changes were therefore subject to this stage of the consultation.

Local Plan Adoption (January 2019)

- 3.23 Following the above public consultation and examination, the Local Plan was adopted on 3rd January 2019. The site was included in the adopted Local Plan as a housing allocation under reference HS1 (Former Woolley Colliery) with an indicative number of 90 dwellings. The Adopted Local Plan states:

Site HS1 Former Woolley Colliery Indicative number of dwellings 90

Development of the site will not take place until the road layouts are in place for sites HS25 and HS11.

The development will 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.

- 3.24 Whilst the public comments are not now publicly available, the site was included as a proposed allocation in the adopted Local Plan.

Conclusion on the Local Plan process

- 3.25 The site has been included in the Local Plan since October 2015 and has been subject to three rounds of consultation during October to December 2015 (Local Plan Additional Consultation), June to August 2016 (Local Plan Publication Consultation), and July to August 2018 (Local Plan Proposed Modifications Consultation). The site has also been subject to a Public Examination as an allocation in the Local Plan.
- 3.26 This application is in outline to establish the principle of development on this site, and as set out above the principle of development of the site has been subject to extensive public consultation through the course of the preparation of the Local Plan.

4.0 INITIAL PUBLIC CONSULTATION

4.1 As set out in the previous section, the principle of the development of this site has already been established by the Councils own extensive consultation through the development plan process. This has informed the following approach.

Consultation Methodology

4.2 The applicant sought to engage the local community through a letter drop that took place in May 2022. Local Councillors were also notified of the consultation.

4.3 This letter drop notified local residents of the outline application proposals and offered the opportunity for residents to resolve any questions and provide their comments directly to the applicant at the earliest possible stage. Recipients were also advised to make representations to Barnsley Metropolitan Borough Council via the Councils 'Planning Explorer' post submission.

4.4 The letter drop included approximately recipients 110 including residents at Low and Top Row, Fountain Square, owners of the sports ground, and business and property owners on the East of Woolley Colliery Road. An e-mail was also sent to Woolley Grange Residents Association. A copy of the public consultation letter is included at Appendix 1. The letter also included an indicative masterplan, a copy of which is included at Appendix 2.

4.5 As well as local residents and businesses, letters were also sent to the following key stakeholders via email in May 2022. Copies of these emails are included at Appendix 3 and 4.

- Councillor Hunt
- Councillor Crisp
- Councillor Denton
- Woolley Grange Residents Association

Consultation Feedback

4.6 Three responses were received following the letter drop regarding the outline development proposals. The key points from this consultation stage are summarised in the table below.

Key Themes	Number of Occurrences
Traffic	3
Road safety	2
School capacity	2
GP capacity	2
Parking	1
Positive visual impact	1
Prevention of fly-tipping	1
Prevention of anti-social behaviour	1
Improved footpaths	1
Improved biodiversity	1
Roads not suitable for construction traffic / HGVs	1
Cricket club match day parking	1
Road drainage / flooding	1
Issues with road gritting	1
Too many new build houses in local area	1
Detrimental impact on house prices	1
Detrimental visual impact	1

4.7 It is of note that one resident and the Woolley Grange Residents Association supported the principle of residential development on this site. It was noted that there was an “extremely positive” response from residents in response to the Woolley Grange Residents Association.

Response to Feedback

4.8 The response to feedback is set out in full below.

Highways impact

4.9 It is clear from the feedback that the primary issue of concern relates to the capacity of the local highway network and road safety issues that will result from the proposed development due to the creation of additional traffic during the construction phase and upon occupation, particularly on Station Road and Church Street and the junction at the railway bridge, which is said to already be extremely congested during peak times.

4.10 A Transport Statement is submitted with this application which assesses the impact of the

proposed development on the surrounding highways network. It concluded that the proposed development is appropriate, complies with national and local planning policy, and will have no detriment to the operation of the local highway network. Therefore, it is not considered that there are to be any transport or highway reasons that would prevent this application being approved.

- 4.11 A Travel Plan is also submitted with this application which assesses the availability of sustainable transport options and recommends a range of measures and initiatives to encourage future residents to travel by more sustainable modes such as walking, cycling and public transport. Reducing residents' reliance on private motor vehicles will improve the sustainability of the overall development, whilst also reducing pressure on the local highway network.
- 4.12 Other issues raised related to highways included road gritting, parking along Woolley Colliery Road and in the local area, and parking associated with match days at the Cricket Club. These issues will be addressed directly with the Cricket Club and the Council.

Impact on local services

- 4.13 Concerns have been raised regarding the impact of development on the capacity of local services such as schools and doctors' surgeries. These types of concerns are common to most residential developments.
- 4.14 As an allocated site, the Council will have considered this as part of the allocation process and will address these accordingly.

Drainage and flooding

- 4.15 It was noted in one of the public responses that Woolley Colliery Road regularly floods due to the topography of the land because of the inadequate drainage system.
- 4.16 It is our understanding that this is due to a damaged/blocked drain crossing the northern site. As part of the ground works, the drain will be identified and replaced or repaired as necessary. The site entrance to the northern site has also been relocated as a precaution so that any future overland water that is not accommodated by the improved drainage will flow through the development and into the surface water drainage network. The development will therefore improve current issue of flooding on Woolley Colliery Road.

Impact on house prices

- 4.17 One respondent raised concerns about the impact of new development on the value of their own property and the ability to sell their house in the future.
- 4.18 Whilst it is not appropriate to comment on the sale of existing housing stock, it is generally considered that new development has a positive impact on the future sales of properties in the locality.

Visual impact

- 4.19 One respondent queried how well the proposed new houses will be screened and was concerned about the impact on views from their property.
- 4.20 Whilst it is not possible to answer this query sufficiently at this stage, it was noted that the proposal will be for two storey properties, and that trees on the boundaries of the site which will be retained are on a higher level than the majority of the site. However, the exact design and layout of the site are to be determined as a reserved matter.
- 4.21 It is of note that respondents to the Woolley Grange Residents Association felt that the proposals would have a positive visual impact on the local area by preventing unsightly fly tipping in the vicinity of the site which takes place currently.

Improvements to adjacent open space

- 4.22 Positive feedback was received regarding the proposals to improve the open space to the west of the site, including new footpaths/cycle ways and enhanced biodiversity.

5.0 CONCLUSION

- 5.1 This Statement of Community Involvement (SCI) has been prepared by DLP Planning Ltd on behalf of our client, Rouse Homes Ltd, in support of an outline planning application with all matters reserved except for access for residential development of up to 115 dwellings at Woolley Colliery Road, Darton, Barnsley.
- 5.2 The principle of the residential development of this site has been subject to three rounds of public consultation prior to the adoption of the Barnsley Local Plan in January 2019. The inspector took account of all representations before finding the plan sound, and this site is now allocated in the adopted Local Plan under reference HS1. The principle of residential development is therefore now well established.
- 5.3 The resultant application submission has taken into account the views and local knowledge provided.
- 5.4 The applicant has sought to engage with the Local Planning Authority, local residents and key stakeholders in the local community during the evolution of the design proposals.
- 5.5 The engagement has taken the form of the submission of a request for pre-application advice, and a written response was issued by the Planning Officer in March 2021 which included feedback from a number of consultees.
- 5.6 In addition, a letter drop encompassing approximately 110 homes and business premises was undertaken in May 2022. Local residents have, therefore, been provided with an opportunity to view the development proposals and provide their feedback to the applicant.
- 5.7 The above measures are considered to demonstrate that the applicant has adequately engaged with the local community prior to the submission of the outline planning application and have ensured that any feedback from Council Officers or members of the public have been considered in the evolution of the development proposals. It is considered that the pre-application consultation techniques used by the applicant have accorded with the Council's Statement of Community Involvement policies.

Appendix 1 Pre-application enquiry response



**Planning & Building Control Service
Development Management
Westgate Plaza
PO Box 634, Barnsley, S70 9GG
Head of Service: Joe Jenkinson**

Mr Andrew Spiers
K Rouse Civil Engineers Ltd
8 Carr Crofts Drive
Armley
Leeds LS12 3AL

My Ref: 2021ENQ00138
Your Ref:
Date: 5th May 2021
Enquiries to: Hannah Andrew
Direct Dial: 01226 775752
E-Mail: hannahandrew@barnsley.gov.uk

Dear Mr Spiers,

**Residential Development of approximately 115 dwellings
Former Woolley Colliery site, Woolley Colliery Road, Darton, Barnsley, S75 5RQ**

I am writing to you regarding the above enquiry. Please accept this letter as providing advice and an assessment of the material planning considerations that would influence the outcome of any subsequent application.

Planning Policy Considerations

Planning decision should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The new Local Plan was adopted at the full Council meeting held 3rd January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Principle of Development

The proposed site is allocated as a housing site in the adopted Local Plan under site specific policy HS1. In this respect housing is acceptable in principle. However, Policy HS1 is clear in that it requires the road layouts for sites HS25 and HS11 to be in place before this site is developed.

Whilst it is acknowledged that there is an application on file with the Council for HS11 and that this is in abeyance, it is not accepted that this is sufficient reason



for the proposed development of HS1 to progress at this time. As stated in your letter, the three allocations will deliver circa 400 houses in this area and a link road between Woolley Colliery Road and Station Road / Darton Lane / Sackup Lane. It is the Council's position that the development of these sites should be progressed as required by the policy, with HS11 and HS25 phased ahead of HS1. This will ensure the appropriate connections are in place to deliver sustainable development in accordance with Local Plan Policies SD1 and Highway Policies T3 and T4.

In this regard, and taking account of the NPPF which states that applications for development should (amongst other things):

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use.
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicle, avoid unnecessary street clutter and respond to local character and design standards.

Progressing the development proposal in advance of the requirements of policy HS1 being met, raises questions regarding priority to pedestrian and cycle movements, addressing the needs of people with disability and reduced mobility in relation to all modes of transport and minimising the scope for conflicts between pedestrians, cyclists and vehicles. Whilst Woolley Colliery Road benefits from shared footway/cycleway along its eastern side and footway along its western side from the existing access to the southern parcel, both terminate just south of the site such that there is not a contiguous route along Woolley Colliery Road in a southerly direction. Therefore, pedestrians, including those with disabilities and reduced mobility, would be required to route along a footpath which connects to the rail station car park or continue their journey south by walking in the carriageway. It should be noted that the path connecting to the rail station car park is not public highway and has a barrier system in place preventing access for those in wheelchairs, motor scooters or those pushing prams from gaining access to the car park and therefore would have no option than to use the carriageway when travelling South into Darton.

As the Council is currently able to demonstrate a 5 year housing supply with other sites within this area progressing towards securing planning permission and delivering on site, the delay of HS1 to a later phase in the Local Plan process to allow time for sites HS11 and HS25 to progress first and key design and accessibility principles to addressed, can be justified.

In addition, Policy HS1 requires the retention and management of the species rich grassland and woodland to the north and eastern half of the northern parcel of land. Looking at the layout as proposed, it does not appear that this aspect of the policy is being complied with. I have attached the ecology assessment carried out in support of the allocation for your reference. The assumed yield of 90 for the site as a whole takes into account this requirement.

Other Policy Considerations

Notwithstanding the site-specific policy, a number of other policies are relevant and will impact on the proposal.

Policy GS1 and the accompanying SPD Open Space on New Housing Developments requires a minimum of 15% of the gross site area of new housing development must be open space of a type appropriate to the character of the site. In this case, the sites location, remote from any play space provision would support a LEAP alongside some informal open space.

I note the proposal to provide greenspace provision to the west of the site on land owned by the applicant, however, this would raise issues with security as the area is isolated and the layout as proposed does not improve on this through orientating houses to overlook the area. This area is also already greenspace and therefore there is no additional benefit delivered as part of this application proposal.

In addition, a contribution towards the creation or enhancement of formal open space would be required. This would be calculated in accordance with the Open Space SPD: <https://www.bamsley.gov.uk/media/15716/open-space-provision-on-new-housing-developments-spd.pdf> and based on the final number and mix of dwellings proposed.

Finally, with regards the Woolley Grange Residents Association vision statement, any agreement for them to take on and manage land associated with this application would need to be secured through S106. The Council does not adopt greenspace anymore and there is no Parish Council under BMBC operating in this area so maintenance would either need to be through a management company or taken on by the resident's association. The latter would raise concerns about the long-term sustainability of the group so is unlikely to be supported.

Policy D1 seeks to secure high quality design and place making. It sets various criteria against which proposed developments are judged and, in the case of residential development, is supported by more detailed guidance as set out in the Design of Housing SPD: <https://www.bamsley.gov.uk/media/15709/design-of-housing-development-spd.pdf> and the South Yorkshire Residential Design Guide (link below). These include detailed internal and external space standards amongst other design guidance. The proposed layout does provide some frontage onto Woolley Colliery Lane which is welcomed but there is an overall lack of connectivity within the site with too many cul de sacs and private drives creating dead ends and torturous routes for residents to exist the site or access the adjacent greenspace. In addition, the overall design appears cramped and overly dense.

The highway officer has also advised that the design of residential streets within the development must follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG). This can be accessed at:

<https://www.bamsley.gov.uk/media/4657/eb131-south-yorkshire-residential-guide.pdf>

Please note:

Section 4 – Technical Requirements – 4B Site and Parking Geometry particularly (but not exclusively)

B1.1 Street Types

B1.2.1 Design Speed – Residential Streets

B.1.3 Forward Visibility

B1.6.5/B1.6.6 Emergency Vehicle Access

B.2.1.5 Minimum carriageway / vehicle track space width

B.3.7 Turning Areas – Note Cul-de-sacs longer than 20m require a turning area suitable for the turning requirements of a refuse vehicle

B.4 Speed Restraint – Individual speed controlling features for following design speeds are required at these spacing's:

20mph – 70 metres

Less than 20mph – 40 metres

Autotracking Requirements:

- Refuse Vehicle – Dennis 10.3m rear steer (For information the refuse vehicles currently in use in Bamsley has a wheelie Bin Lifting facility and measures 10.3m x 2.5m.)
- Car – Large Car (2006)
- Track tests are to be carried out in accordance with the requirements contained within the South Yorkshire Residential Design Guide sections 4b.2.1.28-29 and 4B.3.3.9-4B.3.3.12.

Parking Requirements: The minimum level of parking (including cycle and EVCP) should be in line with the parking standards contained within the Councils Parking SPD. This can be accessed via:

<https://www.bamsley.gov.uk/media/13505/parking-spd-adopted-2019.pdf>

The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks.

In considering Policy T4 and specifically the Transport Assessment the Highways Officer has advised:

A Transport Assessment (TA) has been produced by Paragon Highways to support the full proposal together with sketch layout plans for each of the individual sites, however no detailed operational analysis of the highway network has been undertaken although the report concludes that the anticipated increase in the level of traffic generated would not be discernible from the diurnal fluctuations and as such can be accommodated on the highway network.

2.3.1 - Baseline traffic surveys have not been undertaken due the Covid 19 pandemic as the TA states that they would not be representative and not comparable to pre-Covid levels. Given that lockdown restrictions are now easing and traffic is generally rising, it is considered that fresh traffic surveys will be required within the study area (to be agreed) in order to fully assess the impact on the highway network.

3.2 Vehicular Access – No details provided in respect of swept path analysis or forward visibility for both main site accesses and / or shared private drives. Speed surveys are required to determine 85th percentile wet weather speeds in accordance with DMRB CA 185 Vehicle Speed Measurement.

3.3 Parking Provision – Parking to be provided in accordance with the Councils Parking Supplementary Planning Document, not generally in accordance as stated in the TA. This is to include visitor, cycle and EVCP provision.

Section 4 – Traffic Impact – Having reviewed the TRICS dataset, it is noted that zero records were manually removed from the surveys. Please review and amend accordingly. One survey was undertaken during Covid restrictions and the location and sub – categories require refinement to ensure compatibility with this site.

4.15 – Distribution of development traffic has been based on a previously agreed 60/40 split. I will require new survey data for existing traffic movements to and from the Woolley Grange site to validate the distribution percentages.

Study area to be agreed with relevant junction operational analysis undertaken.

Policy BIO1 relates to biodiversity and as stated there is a requirement to retain the species rich grassland and woodland to the north and eastern half of the northern parcel of land. The application will need to be supported by a preliminary ecology appraisal and any species-specific surveys identified in this initial assessment process. It is noted that you are aware of the likelihood there are rare butterflies on and adjacent the site and this will need to be addressed. I understand there have been meetings on this issue in the past where some mitigation was discussed but there has been no follow up on this.

It should also be noted that the Biodiversity and Geodiversity SPD requires applicants to demonstrate no net loss of biodiversity on development sites and it is strongly recommended that you review the emerging DEFRA guidance associated with the Environment Bill as this sets out the most up to date approach to assessing and mitigating habitat impacts. As the Environment Bill is currently not yet enacted the Council are not currently seeking to secure 10% net gain in biodiversity but this will change should the Bill be enacted before an application is submitted or decided.

Policies CC3 and CC4, the Drainage Officer has made the following comments:-

The Council have records of a culverted watercourse crossing the site indicated on the attached plan.

We are not aware of any flooding issues associated with the site, and would confirm that to our knowledge it is not affected by any flood plains from major watercourses in the area.

There should be no increase in surface water runoff from the new development. NPPF recognizes that the management of flood risk is not simply restricted to flood plains and that a catchment-wide approach should be employed.

Any balancing facility should be designed to accommodate a 1 in 30 year flow from the site below ground and a 1 in 100 year flow retained within the site (including an allowance of 30% for climate change), without causing any flooding to buildings.

There are alternatives to conventional storage for the control of surface water run-off that are favoured by the authority where ground conditions are suitable. Sustainable Urban Drainage techniques (SUD's) tackle surface water run-off problems at source using features such as soakaways, permeable pavements, grassed swales, infiltration trenches, ponds and wetlands to attenuate flood peak flows, produce water quality improvements and environmental enhancements.

The authority seeks to promote the use of SUD's techniques to this site and the authority expects the developer of the site to submit detailed investigations such that the use of SUD's has been fully explored.

As the Site area is greater than 1 Ha then a flood risk assessment in accordance with NPPF is required to be submitted with any planning application.

Policy Pol1- the Pollution Control team have confirmed no issues regarding noise other than a requirement for some considerable construction controls likely required through condition. However, there is a requirement for construction phase and operational phase air quality assessments for this proposed development. There has been recent concern raised by residents of the air quality impact of queuing traffic at the Church Street / Huddersfield Road junction in Darton, with residents reporting queuing traffic at morning peak along Station Road and Darton Lane. The methodology of the construction and operational phase assessments and location of receptors shall be agreed with this Service.

Furthermore, the assessment shall take account of Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance

<https://www.barnsley.gov.uk/media/16257/pdc-2020-mar-bmbc-aqe-technical-planning-guidance-v12.pdf>

where mitigation of air quality impact is recommended. An assessment shall therefore be undertaken in accordance with the attached guidance and subsequent mitigation proposed.

In addition, following the adoption of the Sustainable Travel Supplementary Planning Document, the installation of electric vehicle charge points is required, the details of which are in the table below.

Residential	1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking)
-------------	--

The electric vehicle charge points should be demonstrated to be "mode 3", minimum 7 kW (32 AMP). Further information on this requirement can be found within appendix 4 of the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance.

Policy CL1- the site is partly located in a coal mining high risk referral area due to the possible presence of shallow coal and mine entries on/adjacent to the land. It is therefore possible that the site could be affected by mining legacy issues such as ground instability if mine entries or shallow mineworking's are present. The site is also covered by made ground/colliery spoil associated with former nearby coal mining activity.

The applicant is therefore required to submit a Geo-environmental desktop study and subsequent site investigation reports which encompass a coal mining risk assessment. The reports should be undertaken by a suitable third-party consultant to evaluate the land and determine what remediation/mitigation is required to ensure the site is or can be made suitable for the proposed development.

Finally, I can confirm that Superfast South Yorkshire have requested all new development is connected to gigabit-capable full fibre broadband.

S106 Requirements - Policy I1

I have already confirmed that on site greenspace would be required along with a contribution towards the provision of enhancement of formal greenspace off site.

With regards to education, this development falls within the North planning area and due to the high level of ongoing development within this area there is a need for a contribution towards school places as detailed below:

Primary – pupil yield of 24 pupils at £16,000 per pupil = £384,000

Secondary – Darton falls within the central planning area for school places which has been under significant pressure due to a number of ongoing developments. However, at this stage no contribution will be required.

Finally, in accordance with the Sustainable Travel SPD, there would be a requirement for a contribution of £86,250.

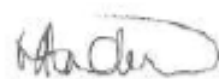
The above figures are based on the current proposals and may change if there is a change to the mix and number of houses proposed or circumstances in the area.

In terms of reports required to support an application I would recommend the following:

- Plans including elevation and floor plans
- Design and Access Statement
- Flood Risk Assessment
- Drainage Strategy
- Ecology Survey(s)
- Tree Survey and Arboricultural Impact Assessment
- Geo Environmental Survey (Phase 1) and Coal Mining Risk Assessment
- Transport Assessment
- Travel Plan
- Air Quality Assessment (covering construction and operational phases)

These comments will be treated as a material consideration in relation to any planning application submitted in the next 2 years for a scheme that reflects the advice provided in this letter. However, please note that the views and opinions in this letter do not constitute a formal response or decision of the Council in relation to any future planning application.

Yours sincerely



Hannah Andrew

For and on behalf of:
Joe Jenkinson BA (Hons) MSc
Head of Planning and Building Control
www.barnsley.gov.uk/developmentmanagement

Appendix 2 Public Consultation Letter



8 Carr Crofts Drive, Leeds, LS12 3AL
Tel: 0113 2046900 Fax: 0113 2046901
VAT No. 310 0688 44

17th May 2022

Dear Sir/Madame

Re: Outline Planning Application for Approximately 115 dwellings. Land to the west of Woolley Colliery Road, Darton, Barnsley S75 5HQ.

With reference to the above Rouse Homes Ltd intend to submit an outline planning application for residential development in early June 2022 to Barnsley Metropolitan Borough Council. The application to be considered is residential development on housing allocated brownfield land with access into the site. All other matters will be reserved at this time and covered under future applications.

Please find attached the proposed sketch concept site plan which indicates the areas to be developed south of the football club and north of the cricket club. On site amenity areas will be provided and pedestrian / cycle links from Woolley Colliery Road through the development to the open land to the west. The area outlined blue to the rear of the football and cricket club will be utilised for pedestrian /cycle links between the two sites. This area can also be utilised to improve the natural amenity and ecology of the area. On site Open Space, play areas, attenuation basins will enhance the biodiversity of the area.

We would welcome your feedback on the proposals prior to our anticipated submission. An e mail has today been forwarded to local councillors and the Woolley Grange Residents Association notifying them of our intentions.

Should you have any comments or require further information on this matter please contact me. Alternatively, you can make representation to Barnsley Metropolitan Council through the planning portal post submission. Any formal support to the scheme would be greatly appreciated to assist with the earliest possible commencement and completion of the development.

Yours faithfully



Andrew Spiers
Technical Director

Company Reg. No. 5355540
Directors: K.P. Rouse, P.J Rouse

Appendix 3 Indicative Masterplan



Appendix 4 Email to Woolley Grange Residents Association

From: Andrew Spiers [REDACTED]
Sent: 17 May 2022 09:20
To: [REDACTED]
Subject: FW: Outline Application of Approximately 115 dwellings, land to the west of Woolley Colliery Road, Darton, Barnsley S75 5HQ

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Mr Gilbody (Woolley Grange Residents Association)

With reference to the above and our pending Outline Planning Application to be submitted early June 2022 to Barnsley Metropolitan Borough Council I confirm the following.

I will be carrying out this afternoon a public consultation letter drop consisting of the attached masterplan and accompanying letter. The extent of consultation will be approximately 110 including residents at Low and Top Row, Fountain Square, the sports ground, business and property on the East of Woolley Colliery Road. An e mail has been sent this morning to Councillors Hunt, Crisp and Denton notifying them of the consultation.

Please do not hesitate to contact me should you have any comments or require any further information on this matter,

Thank you

With kind regards

Andrew Spiers

Technical Director

ROUSE HOMES LTD

8 CARR CROFTS DRIVE
ARMLEY
LEEDS
LS12 3AL

Appendix 5 Email to Ward Members

From: Andrew Spiers [REDACTED]

Sent: 17 May 2022 09:13

To: [REDACTED] [REDACTED]

Subject: Outline Application of Approximately 115 dwellings, land to the west of Woolley Colliery Road, Darton, Barnsley S75 5HQ

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Councillors Hunt, Crisp and Denton

With reference to the above and our pending Outline Planning Application to be submitted early June 2022 to Barnsley Metropolitan Borough Council I confirm the following.

I will be carrying out this afternoon a public consultation letter drop consisting of the attached masterplan and accompanying letter. The extent of consultation will be approximately 110 including residents at Low and Top Row, Fountain Square, the sports ground, business and property on the East of Woolley Colliery Road. An e mail will also be sent this morning to John Gilbody at Woolley Grange Residents Association.

I trust the above meets with your approval and request that you forward to your colleague Councillor Denton as I am unable to obtain contact information from the council website.

Please do not hesitate to contact me should you have any comments or require any further information on this matter,

Thank you

With kind regards

Andrew Spiers
Technical Director

ROUSE HOMES LTD

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