



## Supplementary Statement – grey belt

**APPLICATION 2026/0034 - OUTLINE APPLICATION FOR THE  
ERECTION OF ONE DWELLING WITH DETAILS OF ACCESS AND  
LAYOUT (OTHER MATTERS RESERVED)**

**LAND TO THE WEST OF CHAPEL ROAD, PILLEY, BARNSELY, S75  
3AR**

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## 1.0 SUPPLEMENTARY STATEMENT – GREY BELT

This statement has been prepared in response to the Planning Policy response dated 18 February 2026, specifically on the issue of grey belt.

The planning statement submitted with the application already sets out that paragraph 155 of the NPPF is engaged as the LPA does not have a five-year housing supply. The application case officer has confirmed in an email dated 25 February 2026 that the LPA is in agreement with the case we have already set out that the application site does not contribute strongly to Green Belt purposes a), b) and d).

The Planning Policy response does, however, request an additional assessment of the following:

- Footnote 7 of the NPPF.
- Sustainability of the site, with particularly reference to NPPF paragraphs 110 and 115.
- Demonstration that the development would not fundamentally undermine the purposes of the remaining Green Belt across the area of the plan, with reference to Green Belt purposes d) and e).

These matters are addressed below.

### Footnote 7

The definition of grey belt provided in the NPPF states:

*“Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.”*

It is perhaps worth noting that the December 2025 NPPF revision which due to come into effect later in the year removes the reference to footnote 7 from the grey belt definition. Nevertheless, there is no conflict in this instance in any case.

The areas and assets set out in footnote 7 are as follows:

- Habitats sites
- Sites of Special Scientific Interest
- Local Green Space
- National Landscape
- National Park (or within the Broads Authority)
- Heritage Coast
- Irreplaceable habitats
- Designated heritage assets / heritage assets of archaeological interest
- Areas at risk of flooding or coastal change

None of these are applicable to the application site and it can categorically be said that there is no conflict whatsoever with footnote 7.

#### Sustainability of the site

Paragraph 110 of the NPPF states that:

*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

The site is within easy walking distance of all the village amenities within Pilley, including the welfare hall, places of worship and post office. Furthermore, the site is within safe and convenient walking distance of the Pilley Green / Chapel Road bus stop. This is served by the 67a bus route which provides a regular service to Barnsley town centre. Taking into account the specific acknowledgement in the NPPF that sustainable transport solutions will vary between rural and urban areas, the site is actually very well served in this regard for a rural location. The proposal is fully in accordance with paragraph 110.

Paragraph 115 states that:

*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.*
- b) safe and suitable access to the site can be achieved for all users.*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

The application is supported by a highways statement which demonstrates full compliance with these requirements and the development raises no conflict with paragraph 115.

The site is in a sustainable location for the scale and type of development proposed.

#### Function of the remaining Green Belt

In addition to Green Belt purposes a), b) and d), which have already been addressed, purposes c) and e) set out the following:

c) To assist in safeguarding the countryside from encroachment.

e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Clearly there would be some, albeit very minor, element of encroachment into the countryside. However, if this were intended to be a barrier to grey belt development, purpose c) would be included in the definition of grey belt sites. Given the location of the site in a corner between the public highway and existing dwellings, the encroachment would be minimal and would have no discernible impact on the purpose of the wider Green Belt area.

Similarly, if it were intended that only derelict and other urban land could form the basis of grey belt sites, then purpose e) would have been made a requisite test. Taken in the context of the LPA's lack of housing land supply, and the development proposal being for one additional dwelling immediately adjacent to existing dwelling, there would be no material impact on the role that the wider Green Belt area serves in respect of purpose e).

The development of the site would not fundamentally undermine the purpose of the remaining Green Belt area.

#### Conclusion

The development is fully acceptable as grey belt development under paragraph 155 of the NPPF.