

STATEMENT OF COMMUNITY INVOLVEMENT

Pitt Street, Wombwell

November 2025



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Section 1: Introduction

This Statement has been prepared by JRP on behalf of our client Alphin Property.

Proposed Development

The proposed development scheme that is the subject of this application and its rationale is more fully explained in the accompanying Design and Access Statement (DAS) but can be summarised as follows: -

Application for outline planning permission for the demolition of existing structures and the erection of up to 200 dwellings with associated infrastructure and open space. All matters except for means of access to, but not within, the site.

Background

Since 2004, the Government has undertaken major reforms of the planning system, a key aim of which is to strengthen community involvement in the planning process. The Localism Act received Royal Assent in November 2011 and gives new rights and powers to communities and individuals through the planning process. The Act introduces a requirement to conduct pre-application consultation in certain circumstances and places a duty on the Applicant to take account of responses.

Section 2: Policy Framework

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (2023) sets out the national policy approach to Pre-application engagement and front loading.

Paragraph 16 states that plans should, amongst a list of other things, *'be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.'*

Paragraphs 40 to 47 refers to early engagement at pre-application stage.

Paragraph 131 advises how effective engagement with communities, local authorities and other interested parties can help is fundamental to the creation of high quality places which are acceptable to communities.

Paragraph 137 confirms that the approach recognised by the Local Planning Authorities and states that

‘Applicants should work closely with those affected by their proposals to evolve design that take account the views of the community. Applications that can demonstrate early, proactive, and effective engagement with the community should be looked on more favourably than those that cannot.’

Section 3: Purpose of Consultation

The Applicant was keen to obtain the views of the community and stakeholders to help shape proposals and to keep them informed of progress. This has been central to the preparation of the proposals for the site and has ensured that the Government’s objectives for community consultation have been fully embraced.

This Statement documents the consultation process, feedback and demonstrates how it has informed the proposals. The pre-application consultation is in addition to the statutory consultation that will be undertaken by the Council following the submission of a planning application.

Section 4: The Consultation Process

The Applicant has entered into pre-application discussions with the following:

- Barnsley Council officers

The pre-application process was invaluable in establishing the key concerns and considerations and allowed us to progress and evolve our scheme accordingly.

Pre-application Request

As part of the process of developing proposals for the site, it was the Clients intention to enter into pre-application discussions with the Council.

This included discussions on the design proposals, validation requirements for the application in addition to screening with regards to potential EIA implications.

Responses were received from the Local Authority which provided comfort that consultation could proceed. A summary of the comments obtained through the formal pre-application process can be seen in Appendix A of this document.

Local Councillors

Email correspondence was issued to the Darfield and Wombwell representatives in order to advise of the intention to undertake community consultation and provide details of the proposed development.

Consultation response was obtained from Councillor Markham and this is outlined below.

This development should not go ahead it is not part of the local plan and as such should not be a part of any development This is too much for the Darfield Ward which has had a large amount of development over a number of years and local services cannot cope i.e. Doctors Dentist Schools Roads

This will cause a huge impact on the wildlife in the area The amount of traffic will impact on the school and the Road is not suitable for the amount of traffic it will occur if this development goes ahead

Community Consultation

A leaflet was prepared and issued to 475 properties, outlining the intention to progress with an outline planning application. The leaflet contained the proposed plans and explained the intentions and reasons behind the development.

Residents were encouraged to give feedback on the proposals by way of completing a feedback form. The form could either be completed at the Event or email comments sent afterwards. The details can be seen in Appendix B.

In addition to the event, the information was uploaded onto the website (www.jrpassoc.co.uk.co.uk) which remains live today and allows residents to view the proposals and provide feedback.

Throughout the consultation process there has been an intention to respond to consultation feedback in a meaningful way and, where practicable, provide information and address concerns.

Section 5: Feedback

The comments received are summarised below.

No development is needed in Darfield – Darfield does not need more housing

- The infrastructure is not setup for a influx in population. It will not benefit as will more than likely be social housing. And probably migrants who are moved into these homes.
- We feel that yet more homes would be overkill for this area. we understand that people need homes to live in but if we keep taking all the green areas away there will be nowhere for our children to play and the vast amount of people that live here already with dogs to walk

Lack of local services i.e. Doctors and Dentists

- *This is too much for the Darfield Ward which has had a large amount of development over a number of years and local services cannot cope i.e. Doctors Dentist Schools Roads*
- I can't get a doctor's appointment in Darfield. I cannot get registered at the dentist and have lived here over 20 years
- You need to consider the amount of pressure that yet more homes would put on the infrastructure in this village, Doctors surgeries , dentists , and local roads , none of which heave had extra built.
It will cause great deal of traffic on Pitt street Wombwell there is already a traffic problem with the school being built there and it an accident waiting to happen the local services are already at breaking point with the doctor's dentist's appointments Local infrastructure is already stretched - schools, doctors and dentist - how do you propose to increase places?
Will this site include doctors' dentists and schools and a new road because Pitt street can't carry any more traffic.
It goes without saying that all these newcomers from these houses will further clog up schools, doctors and dentist appointments, hospital services etc in our area, making it even harder for local people to be able to use these services .
- There's no room in the schools

Layout

- Losing the privacy of my back garden on Lombard Crescent.

Highways

- The amount of traffic will impact on the school and the Road is not suitable for the amount of traffic it will occur if this development goes ahead
- That area of Darfield already suffers massively from traffic.
- The proposed development, if approved for 200 homes, would disgorge an excessive amount of additional traffic onto an already busy road and cause increased danger to all road users.
- The proposed exit from the development would enter the road, Pitt Street, opposite the Netherwood academy . This area is extremely congested already with traffic for the school. Speed bumps have already been installed to try and prevent the excessive speeds that are seen on this stretch of road. The area where the proposed exit is sited is after a bend in both directions. This inhibits the sight lines for traffic approaching from both directions towards the exit road.
- The proposed exit additionally enters the road adjacent to the drop off area to Netherwood academy, this area is extremely congested for significant periods of the day by parents, children and vehicles parked either side of the road. Again, this would inhibit the sight lines of any vehicles entering of exiting the estate.
- The proposed exit additionally enters the road adjacent to the drop off area to Netherwood academy, this area is extremely congested for significant periods of the day by parents, children and vehicles parked either side of the road. Again, this would inhibit the sight lines of any vehicles entering of exiting the estate.
- On the Wombwell side of the development, near to Netherwood park is a weak bridge, access across which is governed by traffic signals. The weight limit is 7.5 tons and as such the majority of the construction traffic would be prohibited from accessing in that direction. This would mean that all large delivery and construction vehicles would be forced to enter from the Darfield direction. This section of road is already congested at all times by parked vehicles, some on either side of the road. The existing exit from the Barrett estate is already difficult and has impeded sight lines caused by the parked vehicles and the curvature of the road. The additional construction traffic would cause a significant danger to all road users on this section of road. Not only are there high vehicular traffic flows, but large numbers of children accessing and walking along the footpaths to Netherwood academy and nearby junior schools.
- The proximity to the local school - this is a very dangerous road despite speed humps. The traffic that has increased from stage 1 of the development has seen a

huge increase of traffic along Pitt Street and the junction with George Street. For another 200 homes to be built is just crazy along this road.

- Though I support the need for more housing in the area I cannot understand why the access is again only at the Wombwell side onto Pitt street and not as a through road from Pitt street to the Darfield side of the development around Lombard crescent, where there are multiple options for an access road. This would ease traffic to pitt street allowing the traffic to be split and also be more direct for someone in this estate to go to Darfield reducing vehicles time on the road. Currently to access Darfield / Doncaster / Grimethorpe bypass etc they will have to drive on Pitt street exit to George street and Snape Hill road, none of which are wide roads they do not have off street parking which makes this even more hazardous for the school kids stepping out between parked cars to a narrow roads that are supporting far more traffic they can handle. The Darfield streets are not main through roads and have off street parking they could support and ease the pressure on a street that is an accident waiting to happen.
- The proposed plan shows a single access point to Pitt Street, in the same manner as the first phase of the development. This has already resulted in a significant increase in traffic along Pitt Street, leading to deterioration of the road surface which has required resurfacing—likely exacerbated by the additional traffic from the first phase. This increase in traffic is not only causing ongoing damage to Pitt Street and the surrounding roads, including George Street, Snape Hill, and Stoneyford Road, but is also creating a heightened risk of accidents. The area is already a busy route, particularly during school hours, with Netherwood School situated on this road. There are also large numbers of children walking to and from school, making the current and proposed access arrangements particularly unsafe.
- It is difficult to understand why there is no proposed access route through to Darfield, which would help ease congestion on Pitt Street and at the junction with George Street. Such an access would make far more practical sense, especially as many Netherwood pupils from Darfield—particularly from the estate off Lombard Crescent—already travel through this area. An alternative access would distribute traffic more evenly and improve safety for residents and schoolchildren alike.
- Pitt Street is already busy from the existing houses in DARFIELD, plus the extra 200 cars we have now that use this road from their ONE entry into the Phase ONE homes.
- This road is also used by many cars using it as a cut through to avoid Wombwell High Street and Mitchell's Way Bypass. Many of these drive too fast, resulting in speed bumps having had to be installed.
- The entry into Pitt Street from Snape Hill Road is always congested. Cars are parked on the road by people who live on Pitt Street and have no other parking places, and cars are parked outside the pub during opening hours.

Ecology considerations

- This will cause a huge impact on the wildlife in the area
- The environmental impact will be massive. This field supplies food and homes for an abundance of wildlife.
- The loss of our boundary which is a substantial hedge - also affecting wildlife.

Noise

- The houses will increase noise pollution to a very quiet residential area which is populated by mainly elderly people.

Other Comments

- The footpath running at the side of the Barratt development from Lombard Crescent to Pitt Street was meant to be a temporary footpath, and on Barratt plans was replaced by access through their development via 2 entrances from Lombard Crescent and Venetian Crescent.
- we have already suffered 3 years of antisocial behaviour directly linked to the footpath we are keen to have the footpath removed as it was supposed to have been. In fact Barratt informed us that the footpath was to shut by the end of July but is still open.
The plan shows a footpath between the new development and the existing Barratt development. This footpath does not actually exist as an original footpath. The one shown is the route of a temporary diversion to an original footpath which ran through the Barratt development. The footpath was diverted temporarily to prevent access across the building site during the construction process. The temporary footpath is due to be closed and the original reinstated in the next couple of months.
- There will be many objections to this proposal, especially from residents along Pitt Street and Lombard Crescent. There are also plans for 500 homes to be built in Darfield. For another 200 to be built is stupid. There are many more sites in the borough that could be built on - why does Darfield have to take the brunt?
- I have received a leaflet reading the proposed residential development for the above and was wondering how soon would the site be developed and also what developer this would be?

Section 6.0 Responding to Feedback

This section provides further details in respect of the comments received and provides responses / actions for the development as we progress towards the application.

Principle of developing the site – why in Darfield

As a safeguarded land site is acknowledged that the site is acceptable for housing to meet long term need, the principle of development is not doubted. The release of the site now would not result in remote or isolated development. It is well related to the existing urban area and would secure a sustainable form of development.

The Secretary of State (SoS) has consistently found that where A Local Authority is unable to demonstrate a 5-year supply of deliverable housing sites, either substantial, very significant or very substantial weight should be given to the delivery of housing by the decision-maker. Given the acute and chronic under-supply of new homes within Barnsley, the supply of new housing should be provided very substantial weight.

Wombwell (including Darfield) is identified as a Principal Town and is therefore considered an appropriate location for growth.

The principle of developing the site with residential development is therefore established subject to the proposals meeting the wider local plan policy requirements. This would be considered through the course of the application process.

Lack of local services i.e. Doctors and Dentists

There is now a deepening crisis in dental care, leaving people struggling to get treatment or regular check-ups on the NHS. calling on the Department of Health and Social Care and NHS England for greater ambition and urgency from NHS dental reform plans to create a fair and inclusive dental service.

The NHS has long carried a stubbornly high number of unfilled vacancies, a problem that far predates the pandemic.

As of March 2023, there were 112,498 vacancies in secondary care in England. Of these, 8,549 vacancies were medical, amounting to 8% of all medical posts. This vacancy rate is similar to the one seen a year ago (7.9%). The greatest proportion of vacancies remains in nursing, with 40,096 unfilled posts (nearly 10% of all nursing

posts). Care is delivered by multi-disciplinary teams, so nursing shortages directly impact the medical workforce who must take on a greater burden of work as a result.

High vacancy rates create a vicious cycle: shortages produce environments of chronic stress, which increases pressure on existing staff, and in turn encourages higher turnover and absence. This unfortunately is something that has become apparent through the consultation process with residents advising that they are unable to obtain appointments with their GP surgery or even become registered at the local Dentist.

This unfortunately is a national issue and not one solely being experienced within Darfield.

The development team understands the frustration on this matter and will be working with the Local Authority through the course of the application to further understand this issue and determine what actions are in place moving forward. Should it be determined that a financial contribution is required as part of the development then this will be discussed.

This is a similar situation in respect of school capacity within this area.

As part of any application, a more detailed assessment will be made upon which the Local Authority will assess the population to be generated. Additional data is considered in respect of current school places available and population figures. A financial contribution will then be required by the developer which will be secured by a legal agreement. The LPA would then be the ones to determine where and how those monies are spent. This is beyond the developer's power.

The site is in a very sustainable location due to its proximity to local fare stages and rail station which provides connections to Doncaster, Rotherham, Sheffield, Leeds, and Wakefield that have a multitude of amenities, facilities and other transport opportunities. The site is also within walking distance of the many local facilities and amenities within Darfield and cycling distance of those essential services within Wombwell. Therefore, the site conforms to current Government directives for ensuring developments are located in a sustainable location.

The proposed population would therefore support the existing facilities.

Layout

Only one comment was made in respect of the layout proposals. This related to a concern over the loss of privacy within a back garden along Lombard Crescent.

The application being proposed is in outline form only. This means that details in respect of layout, scale and appearance of any properties are not included and will be subject to a later detailed reserved matters application should this be approved.

Although this is the case, the illustrative masterplan does identify how the site could be sensitively designed to protect the amenity of existing residents. The illustrative masterplan identifies properties backing onto this boundary. This, however, will be a matter to review at the detailed Reserved Matters stage.

Ecology

Concern was raised as part of the consultation in respect of the loss of land and the impact on biodiversity.

In addition to the retention and consideration of existing features, the development will aim to provide net gains in biodiversity.

Whitcher Wildlife Ltd has been commissioned to carry out a Preliminary Ecological Appraisal of the site to establish whether there are any issues that may affect the proposed development and determine the baseline biodiversity value of the site. This report also includes the baseline biodiversity calculations that will inform a full biodiversity net gain (BNG) assessment.

The survey area falls within the Dearne Valley Green Heart (DVGH) Nature Improvement Area. Nature Improvement Areas are large areas targeted for improvement, in this case centred around the River Dearne. The area is targeted to improve ecological functionality of the land surrounding the River Dearne. The existing fields comprise modified grassland, which is already a low value habitat. The development of the site, whilst removing this grassland, will provide enhanced opportunities for species such as birds and bats through the introduction of gardens and boxes on houses.

Furthermore, Nature Improvement Areas are broad in scope, at a landscape scale. This development individually is highly unlikely to be of major detriment to the ecological functionality of the landscape and as discussed above, has potential to improve the functionality for many species with appropriate enhancements in place. Additionally, the proposed development is subject to Biodiversity Net Gain and has a statutory requirement to achieve a 10% increase in units. Should the mitigation hierarchy be followed, this will ideally be within the catchment of the Dearne Valley Green Heart, benefiting the area.

Highways

Significant concern was raised through the consultation event in respect of the impact on the local Highway Network.

As part of the application, a detailed Transport Assessment has been completed.

This Transport Assessment examines site access, sustainability measures, parking provision, and servicing arrangements against current policy and data. It describes the existing highway network and proposed site development, then compares development-generated traffic, safety implications, and access arrangements against baseline conditions. The assessment evaluates both vehicular access and sustainable transport elements, presenting traffic impacts from the proposed development.

The site access to be located off Pitt Street will serve the main feeder road into the development and the majority of dwellings.

The site access off Pitt Street will also include a new right turn lane arrangement situated approximately 220 metres west of the Pitt Street / Colliery Mount junction and 70 metres east of the Netherwood Academy junction and existing farm access junction, offering suitable junction spacing.

The Pitt Street access proposals include widening Pitt Street along the site frontage to accommodate the new right turn lane. The proposed junction geometry will consist of 6 metre access radii to both sides.

The right turn lane arrangement will comply with the design for ghost islands within Traffic Signs Manual Chapter 5 and will include 3 metre wide through lanes and a 3.5 metre wide turning lane alongside suitable turning length, deceleration length, and direct taper.

Visibility splays with an X-distance of 2.4 metres and a Y-distance of 43 metres, commensurate to a 30-mph speed limit road can also be provided in both directions along Pitt Street from the proposed access location.

It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel from modes other than the single occupancy private car trips. The proposals include appropriate mitigation including new right turn lane, traffic islands, shared cycleway and new footway provision.

Junction capacity assessments have been scoped with the Local Authority and will be carried out as part of an addendum Transport Assessment to be provided once complete.

A Travel Plan has also been completed. The Travel Plan outlines how journeys by private car will be minimised and support sustainable modes of transportation such as public transport, cycling and walking, whilst also encouraging the provision of infrastructure for low-emission vehicles.

A further question was raised on whether or not the development could be accessed further north from Darfield. Unfortunately this is not achievable due to the existing woodland that site between the proposed site and the north. Any access through would result in the significant loss of woodland.

Given local concern, the applicant is happy to continue discussions with Barnsley Council Highways Officers.

Flood Risk and Drainage

The development fully considers the impact of the scheme in respect of flood risk and drainage.

The scheme proposes a sustainable drainage solution in the form of a detention basin.

The basin is proposed to be located to the South of the development, using the closest highway as a reference point this is based to the West of Alba Close.

The basin is located to the South of the development as this is both the low point of the development allowing the rainwater to drain in a piped system by means of gravity and also based to the West of the watercourse that will be the ultimate connection point for the development.

The basin has been sized to accommodate 1 in 100yr + 40% climate change – for an understanding the 1 in 100yr is referred to as a 1% flood event as there is a 1% annual chance that this will happen within a year period. We then have a 40% allowance above this storm to account for climate change over the lifetime of the development.

The basin then has a further 0.5m of space (referred to as freeboard) above this water level to the basin top, to ensure that no surrounding areas would be at risk of flooding.

The proposed discharge rate (agreed with the local flood authority) is based on what is referred to as a green field rate – this ensures that the discharge rate from the development is no more than the run-off already created from the field, that through natural flood routes already discharges into the watercourse. This ensures that local and residents downstream of the watercourse and at **NO** increased flood risk.

The existing sewers are the responsibility of Yorkshire Water who have been consulted as part of the development proposals. They will continue to be consulted through the course of the formal application process and will be made aware of the concerns raised through this consultation process. The assessments undertaken will ensure that the development does not cause harm to the drainage network.

Noise Impact through construction phase

As part of any consent, a Construction Environmental Management Plan will be undertaken and considered by the Local Authority. This will set out how the development would be constructed, identify working times, delivery and construction routes and will ensure minimum disruption to existing residents within the Local Area. The requirement of such a plan would be secured by planning conditions.

Pedestrian Routes

Following a review of the plans, concern was raised in respect of the status of the footpaths running through and adjacent to the Barratt development. Residents have been informed that the footpaths running around the site were temporary and would be closed once the development complete.

The development proposals issued for this site looked to make a more permanent footpath along the eastern boundary of the site and into the POS of the Barratt development to allow access to the existing PROW.

Given the concerns raised in respect of the use of this footway close properties, the masterplan has been updated.

Although it is considered that a footpath would be necessary within the site for permeability, the Barratt development does provide pedestrian connections through to the PROW. Residents of this development would therefore be able to connect to those permanent routes.

This is of course only outline and details of layout would be a reserved matter for a later detailed application. The footpath within the site has been pulled further away from the eastern boundary in response to the comments and concerns raised.

Section 5: Summary and Conclusions

The pre-application consultation undertaken by the Applicant has met the requirements set at the national and local level.

This exercise has enabled the applicant to understand the key issues of the local community and to ensure that those concerns are addressed wherever possible.

Hopefully this document, however, explains how local matters and concerns are being heard, can be reviewed and further discussed to ensure they are addressed as we move forward towards a planning application.

The Applicant is committed to collaborating with the local community as far as is possible to develop proposals and to ensure that any concerns are addressed.

APPENDIX A

Subject: Pre-application Enquiry 2024\ENQ\00109 - Land at Low Valley Farm, Pitt Street, Darfield, Barnsley, S73 9PY

Dear Rob Gandy

DESCRIPTION: Major residential development
LOCATION: Land at Low Valley Farm
Pitt Street
Darfield
Barnsley
S73 9PY
ENQUIRY NO. 2024/ENQ/00109

I refer to the above enquiry, I have now received the relevant consultation responses and I can respond as follows:-

The site edged red on the location plan forms part of Local Plan safeguarded land allocation SL19 Land North of Pitt Street, though it is recognised that the illustrative masterplan includes the remainder of the safeguarded land allocation as existing woodland to be retained. The main issue to be considered is whether the proposal would be acceptable in principle on this safeguarded land having regard to relevant development plan policies and the National Planning Policy Framework (NPPF).

Safeguarded land is land between the urban area and the Green Belt safeguarded to meet longer term development needs stretching well beyond the plan period.

Policy GB6 (Safeguarded Land) of the Barnsley Local Plan (2019)(BLP) and the NPPF (para 143) together indicate that planning permission for the permanent development of safeguarded land will only be permitted following review of the Local Plan which proposes such development.

Policy GB6 states that "... The permanent development of safeguarded land will only be permitted following review of the Local Plan which proposes such development."

The principle for the proposed development of this site is contrary to national and local policy. Its suitability as an allocation for development will be considered in a future review of the Local Plan. Any review of the Local Plan which includes assessment of the suitability of safeguarded land for development will include the normal planning considerations of the sustainability and suitability of sites for development.

The Local Plan was adopted in January 2019 and subsequently reviewed in 2022. The review concluded that the Local plan remains fit for purpose and is adequately delivering its objectives.

This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. A further review will take place in 2027 or earlier if circumstances, including fundamental changes to the Local Plan system, require it.

The proposed residential development of this safeguarded land is therefore contrary to national and local planning policy and unfortunately the Council is currently unable to support any forthcoming planning application.

Consultation responses

I have received the following consultation responses as part of the pre-application enquiry:-

Biodiversity

- Biodiversity & Geodiversity policy BIO1 and the SPDs Biodiversity & Geodiversity and Trees & Hedgerows should be complied with.
- Part of the site has been subject to an ecology survey undertaken on behalf of the LPA. This has been attached for the applicants ecologists reference.
- External data should be gained including from Barnsley Biological Records Centre, South Yorkshire Badger Group and South Yorkshire Bat Group.
- The proposals site is located within a Site of Special Scientific Interest (SSSI) Impact Risk Zone of the Dearn Valley Wetlands SSSI. Consultation with Natural England will be required for a residential development of 100 units or more. The applicants ecologist should consider the potential impact of the proposals upon the nearby SSSI parcels, i.e. increased visitor pressure, impact from pollution, etc.
- A Preliminary Ecological Appraisal (PEA) undertaken to the Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines (2017) should be carried out on site. This would involve the mapping of habitats and consideration of their value, the use of the site by protected and priority species and the potential impact of the proposals upon ecological features.
- A survey of the buildings and trees on site should be carried out to methodologies as set out within the Bat Conservation Trust guidelines (2023) by an appropriately qualified ecologist. These surveys would assess the buildings and any trees to be affected by works for the presence or potential to support roosting bats. If an initial inspection considers the buildings/trees to have bats present or potential for bats, further surveys, such as emergence surveys undertaken within the appropriate survey season (May – August/September)/climb and inspect survey may be required.

If considered necessary, this survey information would need to support a planning application.

- It is noted that there are a number of ponds within 250m of the proposals site. These should be subject to assessment in terms of their suitability for great crested newts using the Habitat Suitability Index (HSI) method. Further assessment by eDNA survey may be appropriate to assess the presence/absence of this species and potential mitigation required for the proposals, such as a District Level Licence (DLL) application.
- The woodland to the west of the proposals site is mapped as priority deciduous woodland on the governments MAGIC website. The illustrative plans show this habitat as retained, which is welcomed. Planning policy in BIO1 states that development will be expected to conserve and enhance the biodiversity and geological features of the borough by protecting and improving habitats, species, sites of ecological value and sites of geological value with particular regard to...habitats of principle importance identified via Section 41 of the Natural Environment & Rural Communities Act 2006.... Ecology reports supporting the application should indicate how this habitat will be protected through proposed construction and once the site becomes occupied.
- If the baseline surveys, as set out above indicate that proposals could result in an impact upon ecological features of value, an Ecological Impact Assessment (EclA) should support the planning application. The EclA, if required, should follow the CIEEM guidelines (2018).
- The site will be subject to the mandatory Biodiversity Gain condition and therefore the planning application should include the minimum information as set out within the Biodiversity Net Gain (BNG) Planning Practice Guidance. Due to the large scale of the proposals, the application should be supported by a BNG assessment that not only considers the baseline value of the habitats on site, but give an indication as to how a net gain in biodiversity of at least 10% will be achieved. As well as the statutory biodiversity metric, supporting condition assessment sheets should be submitted, which indicate condition assessment criteria passed/failed for various habitats on site, where condition assessments are required. It should be noted that the site is located within the Dearne Valley Green Heart Nature Improvement Area, when assigning strategic significance within the metric.

Drainage

The Council have records of a watercourse near the western boundary of the site indicated on the attached plan.

I would confirm that to my knowledge part of the site appears in Flood Zone 2 on the Environment Agency Flooding maps.

The developer's attention is drawn to the following:

There should be no increase in surface water runoff from the new development. PPS25 recognises 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

Highways

Please see the attached email.

SYMAS

According to SYMAS records, the site is not located within a Coal Authority referral area. Therefore, coal mining legacy risks at the site are considered LOW.

Given the scale/nature of the proposals it is recommended that a phase one geo-environmental desk top study report is submitted with the future planning application. The report should, amongst other things, evaluate previous land use and the geology of the site and make recommendations regarding the need for any site investigation/mitigation.

I trust this satisfies your enquiry at this time, however, please consult SYMAS again should you require any further information or advice.

Education

I have reviewed the information provided against current pupil projections across the primary and secondary planning areas, in line with the 'Financial Contributions To Schools' SPD and note the following S106 contributions would be required.

Number of Dwellings	Pupils per 100 houses	Pupil Yield	Cost per Place	Total Amount
<hr/>				
Primary				
200	21	42	16,000	672,000
Secondary				
200	15	30	16,000	480,000

This has been calculated an indicative housing yield of 200 plots as set out in the Pre-Application Planning Advice document.

Sustainability & Climate Change

The Sustainability & Climate Change team has considered the 2024/ENQ/00109 Pre-App Planning Consultation and would be happy to support the approval of this proposal in line with the considerations set out below.

A housing development of this sort has the potential to set an example for sustainable housing ventures within the Barnsley borough. According to the 2020-2025 Sustainable Energy Action Plan, 39% of the borough's emissions arise from domestic buildings (figures taken in 2017) meaning that new developments of this nature represent a significant opportunity to reduce the impact of domestic buildings on the borough's overall carbon footprint and support us in our target of being net zero by 2045.

As such, the team would ask that any residential developments meet the government's Future Homes Standard, *which from 2025 will require CO2 emissions produced by new homes to be 75-80% lower than homes that are built to current standards. Homes will need to be zero carbon ready with no retrofit work required to benefit from the decarbonisation of the electricity grid and the electrification of heating.*

In September 2019, Barnsley Council declared a climate emergency, setting out ambitious targets for the organisation to become net zero by 2040 and the borough by 2045. The Council plans to use a series of five-year Sustainable Energy Actions Plans (SEAPs) to reach these goals and in order to stay within the Council's carbon budget, the organisation hopes to make the majority of carbon savings in the period to 2030, reducing emissions by 80% (from a 2017 baseline).

The 2020-2025 SEAP sets out five delivery themes for working towards the Council's Zero40 and the borough's Zero45 targets. The new development has the potential to positively contribute to the realisation of these goals in the following ways:

1. Energy efficiency – Energy use in existing residential and commercial buildings in Barnsley is a major contributor to carbon emissions and therefore represents the biggest opportunity for reduction. The developer has a responsibility to ensure that the homes are as efficient as possible, with appropriate insulation, boiler efficiencies, controls, and energy management systems.
2. Renewable energy – The Council aims to increase the proportion of renewable energy that is both generated and owned within the borough. Options for connecting to a heat network should be considered, alongside the potential for installing solar panels on the rooves of the properties. This will also support residents in relation to fuel poverty, as their homes will have the ability to generate a significant proportion of the energy they need.
3. Sustainable transport – Transport accounted for 26% of emissions in 2017 and it is therefore a key indicator to mitigate. In line with the Council's Active Travel Plan and Sustainable Travel Strategy, active travel routes should be built around the site to ensure that residents can be easily connected to local amenities, facilities and major public transport networks. The developers should also consider the creation of EV charging infrastructure to accommodate electric vehicles.
4. Resource efficiency – Waste should be minimised during the development of the site and the carbon footprints of the materials used should be carefully considered. Recycled materials should be used where possible and appropriate infrastructure should be considered to maximise the appropriate disposal of waste materials from the properties upon completion.
5. Decentralised heating – Homes should be connected to heat networks where possible. In cases where this option is not yet available, provision should be made to enable these homes to be connected to one should it become available in future.

The developer should look to consult the Council's Sustainable Construction & Climate Adaptation Supplementary Planning Document (SPD) to ensure that sustainability is incorporated into the final designs for this development. This SPD will support the developer to consider the risk of flooding, sustainable drainage options, water resource management and water consumption, renewable energy provision, whole-life carbon, sustainable materials, construction methods and manufacturing, living walls and roofs, installation of air or ground

source heat pumps, passive design standards, future proofing, and recycling and waste provision. Barnsley Council encourages high standards across developments and would ask that the developer demonstrates how these considerations have been addressed in their final design when they submit their full application.

The Council's Affordable Warmth Charter should be a key reference point for the developer, as it outlines the organisation's commitment to ensuring that residential properties are energy efficient, reducing fuel poverty and the associated health and social implications.

As the pre-application documentation outlines, the development is a logical continuation of the Netherwood development, which is anticipated to be completed by the end of 2025. The land has been safeguarded for use as a future housing development and the site does not include heritage assets or archaeological potential and is not within a conservation area. The site is within 615 metres of a Site of Special Scientific Interest and is located within a Nature Improvement Area. However, it is anticipated that the development will result in a +10% Biodiversity Net Gain.

No details of an air quality survey have been provided, and so it is expected that the developer will look to complete one as part of their full application, in line with the council's guidelines.

Details of noise and sight pollution surveys have not been provided and again, it would be expected that these are completed as part of the full application.

The site does not contain a PROW network but lies within close proximity to one. The team would ask that the developer considers the incorporation of connections to this network within the detailed designs for the site, to enable active travel options for future residents.

As set out above, this development has huge potential to set a precedent for sustainable housing across the Barnsley borough and to build on an existing development at a neighbouring site. As domestic property is one of the biggest contributors to the area's carbon footprint, it is important that appropriate measures are taken to ensure that the development is as sustainable as possible. This can be achieved through ensuring that the properties are as efficient as possible; that energy is generated renewably; that properties have sufficient access to active travel infrastructure linking to the town centre and major transport links; that waste is minimised and recycled materials are used (where possible); that provision is made for linking the development to an existing, or future, heat network; and that the biodiversity and ecology at and around the site is preserved, conserved and enhanced. The Council's Sustainable Construction & Climate Adaptation SPD should be used as a basis for incorporating sustainability into the developer's final design.

Validation requirements

Please note that should a planning application be submitted the following documents must be complied with in terms of the design and layout and financial contributions required:-

<https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

In particular –

SPD Financial Contributions for Schools

SPD Design of Housing Development

SPD Affordable Housing

SPD Open Space provision on New Housing Developments

SPD Trees and Hedgerows

SPD Sustainable Travel

SPD Biodiversity and Geodiversity

SPD Planning Obligations

SPD Parking

SPDs S278 and s38 Agreements

SPD Sustainable Construction and Climate Change Adaption

A list of local and national validation requirements which should be submitted as part of any application can be found via the following link:-

<https://www.barnsley.gov.uk/services/planning-and-buildings/the-planning-process/>

Please let me know if you require any further information and I will be happy to assist.

Kind regards

Laura Bennett

Spatial Planning Project Manager (Outer Area)

Development Management

Growth and Sustainability

Barnsley Metropolitan Borough Council

APPENDIX B

PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT PITT STREET, WOMBWELL

The UK government is under a pressing need to address the housing crisis, which has been a persistent issue for decades. All types of areas across England need new homes, to help local people stay in the areas where they want to live, as well as provide for people moving to an area. The government estimates that 300,000 new homes are needed per year to meet the demand.

It is within this context that Alphin Property are seeking feedback from the public on the proposed development on land to the north of Pitt Street, Wombwell. It is the intention of Alphin Property to pursue an outline planning application for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. The proposal will be for the development of up to 200 dwellings.

This is an opportunity for residents to view the emerging development details and provide comments / feedback to the project team prior to the submission of the formal planning application to Barnsley Council.

THE DEVELOPMENT SITE

The Site is situated on the northern side of the Pitt Street, Wombwell. The application site is a large open area of greenfield land, bounded by residential dwellings served by Lombard Crescent to the north, Phase 1 of the residential development to the east, Pitt Street to the south, and an area of woodland to the west.

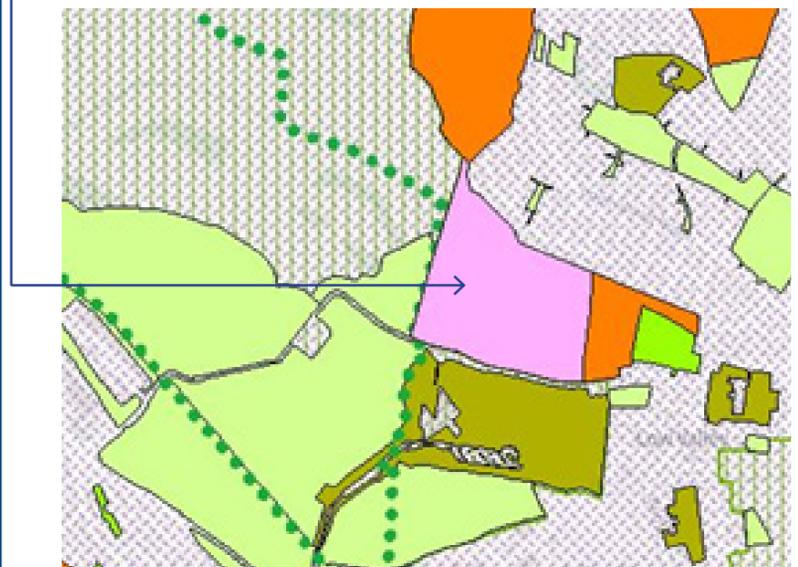


WHY BUILD HERE?

Wombwell (including Darfield) is identified as a Principal Town and is therefore considered an appropriate location for growth.

The Principal Town of Wombwell (including Darfield) is attributed a housing supply distribution of 10% of the total requirement within the plan period, equating to a total delivery of 2,069 dwellings. This is the third largest percentage allocation of the Principal Towns and reflects the importance of the role that Wombwell (including Darfield) has in contributing towards the borough's growth aspirations. Development of the site would assist in the delivery of Policy Housing Regeneration Area (Policy H8) in that it would renew and vitalise the Wombwell and Darfield neighbourhood and community.

This site has been identified as Safeguarded Land SL19 to meet long term development needs. It is therefore intended to help contribute to the long-term housing needs of the Principal Town.



PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT PITT STREET, WOMBWELL

The applicant seeks outline planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. All matters reserved except for means of access to, but not within, the site. The masterplan below identifies that the site could accommodate up to 200 homes. The site is immediately available for development.



HAVE YOUR SAY

We value the comments and suggestions of local people and businesses, particularly where this helps to refine and improve the development proposal so that the social, environmental and economic benefits are maximised. You can do this by:

- Emailing us via info@jrpassoc.co.uk
- Commenting through the website - www.jrpassoc.co.uk/consultation
- Writing to us at JRP, 14 Mariner Court, Calder Park, Wakefield, WF4 3FL

WHAT HAPPENS NEXT?....

- We welcome the views of local residents and businesses. Alphin Property will review all comments received as it finalises the proposed development.
- Following consideration of all comments and the associated review of all technical information, we plan to submit an outline planning application to Barnsley Council.