

STATEMENT OF COMMUNITY INVOLVEMENT

Bloomhouse Lane, Darton

On Behalf of

Homes by Honey,

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Document Record

Date	Revision	Completed By	Checked	Notes
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Section 1: Introduction

This Statement has been prepared by JRP on behalf of our client Homes by Honey.

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: -

Erection of 119 dwellings, open space and associated infrastructure.

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 favorably 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 Darton East representatives to advise of the intention to undertake community consultation and provide details of the proposed development.

No responses were received from the issuing of those emails.

Community Consultation

A leaflet was prepared and issued to 126 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.

The leaflets were hand delivered by a third-party company on the 18th February 2026.

Residents were encouraged to give feedback on the proposals by way of email or postal address. Copies of the consultation material can be found in Appendix B of this document.

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

Following the distribution of the leaflets to residents, 8 written responses were received. The contents of those responses have been separated into relevant themes as a means of understanding the key concerns raised towards the development of the site.

<p>Principle of development</p>	<p>There should be an annual review of any housing plans to ensure that as changes occur the impact and requirements for the local plan are updated. It's not a static document collecting dust. Decisions made should be multidisciplinary including local representatives from health, education, transport and public voice as well as council members.</p> <p>I STRONGLY OBJECT to the residential development at Bloomhouse Lane, Darton, Barnsley.</p> <p>You say "The government is under a pressing need to address the housing crisis" that is not an excuse to just give you the go ahead.</p> <p>The last concern is that there is a further plan for more housing to the east of this proposed development, up to the current houses. All of these aforementioned issues will be exacerbated.</p> <p>No development is needed in Darfield – Darfield does not need more housing</p> <p>The infrastructure is not set up for an influx in population. It will not benefit as will more than likely be social housing. And probably migrants who are moved into these homes.</p> <p>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</p>
<p>Highway Concerns</p>	<p>The village is already gridlocked due to the volume of traffic, if there are 120 dwellings that means on average there will be an extra 240 vehicles at the very least. There is also a development hoping to go ahead across the road, hopefully this does not happen.</p> <p>The residents on Fountain Square already find it difficult leaving the street in their cars due to the very narrow pavement, having to edge out very carefully. The extra vehicles will just add to this problem. Yorkshire water doesn't even know what drains there are in the gardens of Fountain Square, the houses were built in 1890 and from what we have been told in the past there are no plans from when they were built.</p> <p>Two roads going through a bridleway? Really? I wonder what the British Horse Society think of that (if they have been notified)</p> <p>The council closed the small bridge to vehicles leading to Mill</p>

	<p>Lane as they thought it was dangerous to pedestrians, yet they will consider developments in this area which may lead to potentially over 1000 extra vehicles coming through the village. You just couldn't make it up.</p> <p>This is only part of a development showing a road going nowhere in a village that floods and has in the past ruined people's homes. Do you not realise how devastating this is? I think you do but money is obviously more important to you.</p> <p>From number 31 Fountain Square to Pye Wood there is no pavement on either side of the road that in itself is dangerous, there are two garages just after 33 Fountain Square the extra traffic will make driving out of their garage riskier. The road from the main bridge in Darton has three 90° bends to the proposed residential development entrance and exit this already proves dangerous when double decker buses and HGVs are trying to pass on the bends and will be even more worrying with extra vehicles and pedestrians.</p> <p>I suspect that Barratt's withdrew, as it was obvious following meetings with residents, that the lack of access into and out of the site, and the amount of extra traffic generated, would gridlock Darton. At peak times now, traffic queues back through Darton up to Sackup Lane. This is without the current housing on Darton Lane being completed, so this will only get worse. Traffic flow around the school at the bottom of Sackup Lane is already chaotic, with haphazard parking in the area. Serious plans need to be put forward to address the traffic flow from this house building site into Darton. How will traffic chaos be mitigated?</p> <p>Darton offers an appealing location, with access to the M1 for commuting, but surely it is counter productive if you can't get to the M1 in a timely manner.</p> <p>We want our neighbourhood to be a pleasant place to live, rather than a car park of frustrated drivers.</p>
<p>Capacity of Services</p>	<p>The village school does not have enough places for the children already in the village. Darton Primary School has children with an age range of 3 to 11, as of January 2026 it has approximately 288 pupils. Darton children should not have to travel out of the village for school if they don't want to. 288 places and you want to add more children. If you were thinking a donation to the school will help, it won't.</p> <p>The GP surgery at Mapplewell and nearby surgeries or dentists never have available appointments. The Care Quality Commission says in 2019 Hill Brow had approximately 17,258 with 10 GPs. I will be looking into the latest figures. It is very difficult for a practice to refuse to register a patient therefore they will have to allow these residents if they wish to join the practice which if staff are overwhelmed this will lead to a reduced quality of care and delayed treatment which can lead to serious consequences. This practice merged with Rotherham Road in 2017 so the patient total actually includes both practices. Rotherham Road is not in Darton/Mapplewell so these figures are for patients in two different areas so the figure 17258 is not for</p>

	<p>Darton alone. Darton Health Centre is even smaller. Hill Brow Surgery and Darton Clinic serve Darton, Mapplewell, Staincross, Kexborough, Barugh Green and probably many others.</p> <p>I also think every home in Darton, Mapplewell, Kexborough, Staincross and Barugh Green should have received a copy of this development as this WILL impact their GPs, dentists, schools and overall quality of lives.</p> <p>It appears that there are no plans to increase the infrastructure to support these extra housing proposals. Extra GP and school provision will be needed, as increasing the pressure on these service providers is ridiculous.</p>
Air Quality	<p>These children or any of the residents of Darton should not be subjected to increased idling engines causing poor air quality or aggressive driving behaviour due to the village being gridlocked.</p> <p>Lots of standing traffic also affects air quality, so is a health risk. This is especially concerning, likely to affect children attending the primary school at busy times.</p>
Flood Risk	<p>The village is at risk of flooding, there have been flood alerts in recent weeks, adding new properties just adds to this problem.</p> <p>Environmental concerns include flood mitigation, as areas offering space for rainwater to be absorbed will be built on. How will this issue be addressed?</p>
Ecology	<p>There is no excuse for destroying wildlife, trees, plants etc. There are deer, rabbits, owls, hawks, bats, newts, lizards, weasels, stoats and numerous other animals and insects. Mother nature needs no interference she can manage all on her own. We do not need green verges or street trees, it's pretty obvious that's just the developer ticking the environmental obligation box.</p> <p>We have been asked to provide feedback to you with reference to the above proposal. Although we appreciate the need for more housing, there seems to be little thought for the impact of this on current residents in the area and on wildlife.</p> <p>Wildlife is also being pushed out. Hedgehogs are declining at a high rate. Bats and wild birds are also seen in the area. We need to preserve what little we have in our nature depleted country.</p>
Amenity of residents	<p>There is no footpath alongside the existing trees/hedges to be retained. The top row of Fountain Square are pavement-to-window properties this will invade the resident's privacy and be noisier.</p>
Layout Comments	<p>Also why are there never any bungalows or homes with decent sized gardens, instead they cram in as many properties as possible. Why do most three and four bedroom new builds have to put wardrobes in a different room to their beds because they're actually two and three bedroom new builds. GREED AGAIN! There are a lot of middle aged and elderly who are living in family homes who would like a DECENT SIZED bungalow with a garden but</p>

	<p>don't want to leave the village they know.</p> <p>Why not add an allotment? Because as usual it is all about the amount of money to be made while using the smallest amount of land. Perhaps floorspace and garden plans from the 1950s council homes ought to be looked at.</p> <p>Shame that there is no overarching view of building in an area. Infrastructure changes should be built before any new houses. Immediate and downstream changes. The council should direct the type of houses being built. With an aging population more bungalows should be part of any new development.</p> <p>Areas should include provisions for exercise facilities, walkways and separate cycle routes that take residents from housing hubs to schools and village centres without navigating ever increasing busy roads.</p>
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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 Darton

The Barnsley Five-Year Deliverable Housing Land Supply Report, 2024, represents the Council's most recent assessment of FYHLS within its administrative area.

The Council's last formal position published on the authority's website, *Barnsley Five Year Deliverable Housing Land Supply Report April 2024 – March 2029*.

Five-year net housing requirement = 9215 dwellings

Five Year deliverable net supply = 5305 dwellings

In conclusion, 5305 net dwellings can be delivered against the requirement of 9215 net dwellings. This equates to 2.9 years supply.

Therefore, the Council cannot currently demonstrate a supply of specific, deliverable sites sufficient to meet the borough's five-year housing requirement.

Policy LG2 states that priority will be given to development in the following locations: Urban Barnsley; Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

Darton is identified as a Sub Regional Town and is therefore considered an appropriate location where most development should take place to enhance Barnsley's role within the Sheffield and Leeds City Regions.

It is important to encourage growth in what are the most accessible and sustainable locations in the Borough. It is under this remit that the site has been allocated for residential use within the Barnsley's Local Plan. The site is allocated under Reference HS25 with a small section identified under HS11. Both sites are allocated for the development of new homes. The Local Authority expect the HS25 site to deliver circa 118 homes. The application seeks approval for 119 dwellings.

Having regard to policy H2 of the BLP, Urban Barnsley (including Darton) is attributed a housing

supply distribution of 43% of the total requirement within the plan period, equating to a total delivery of 9070 dwellings. This reflects the importance of the role that Darton has in contributing towards the borough's growth aspirations.

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 Darton.

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.

This accompanying Travel Plan has shown that there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy particularly reducing vehicle trips during the peak hour periods.

It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will also help to encourage cycling journeys, along with the provision of a shared footway / cycleway internally within the site.

Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key leisure, employment and transport hubs in the area, including Barnsley Interchange. Darton Railway Station is located within a short walking distance from the site, which offers a frequent local service between Leeds and Sheffield, and an opportunity to connect to national services.

The proposed population would therefore support the existing facilities.

Layout

The key concerns raised regarding the layout relates to the housing mix and provision of bungalows as part of the development.

The scheme provides a wide choice with the provision of 2-, 3-and 4-bedroom homes in a range of detached, semi detached and small terraced homes. The homes adhere to National Size standards and are policy compliant in respect of their accessibility criteria with the provision of M4(2) and M4(3) homes.

The development of the site will see the delivery of much needed market and affordable homes which will help to support strong, vibrant and healthy communities particularly in the context of the Council's chronic and acute lack of housing land supply. This would result in a boost to supply and an enhanced choice of new housing (of a varying mix and tenure) in a local market that has been starved of meaningful supply in recent years.

Amenity of residents

Some concerns were raised towards the impact the development would have on existing residents

within the area. One particular concern related to the existing dwellings located along Fountain Square. Concern is raised on potential privacy and noise due to the homes being pavement to window. Properties of Fountain Square are located to the opposite side of Woolley Colliery Road. The main access to the development site is further up along Woolley Colliery Road with all traffic being directed away from Fountain Square.

The existing hedgerows and trees are to be retained along the southern boundary and the public right of way which exists will be retained. It is therefore considered that there will be no impact on amenity / privacy levels.

Ecology

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

FPCR 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 Site comprises three unmanaged fields of other neutral grassland bounded by unmanaged native hedgerows, located in the west, north-central and south-east of the Site. An area of hardstanding colonized by ruderal vegetation is in the south-east of the Site adjacent to west of an access road and Manor House (previously shown on historical maps as part of a farm complex at Manor House). Some areas of the Site, particularly within the eastern area, have become colonised by bramble and other scrub.

Due to the assessment being carried out outside the optimum season, all grassland fields were assessed as being in Moderate condition (as a precaution). It is recommended that an updated survey be carried out in the optimum season of April – September 2026 to ensure the accuracy of these condition assessments.

Although no Invasive Non-Native Species (INNS) (dead stems or live plants) were noted during the survey, a further check for any growth of INNS is recommended during the optimal growing season (April- July) due to the desk study returning records of Japanese knotweed and Himalayan Balsam in the local area.

There were no statutory or non-statutory designated sites within, or adjacent to, the survey area.

No evidence of badgers or their setts were noted during the initial survey. However, the two badger records returned indicate that this species are present in the wider area. There is substantial scrub on-site which would provide suitable habitat for sett creation. It is therefore recommended that a

full badger walkover survey be carried out once the vegetation has died back in winter (winter 2025/26).

Records of five individual bats were returned, dated from between 2011 and 2022. One of these, a common pipistrelle *Pipistrellus pipistrellus*, was recorded along the woodland edge to the east of the Site. The hedgerows provide suitable habitat for potential commuting routes for bats and link to surrounding habitats. The scrub and hedgerows on-site also provide potential foraging resources.

The Site provides a moderate suitability for foraging and commuting bats and so it is recommended that static detectors are deployed monthly, and nighttime bat walkovers are carried out seasonally.

It is also recommended that hedgerows and scrub are retained where possible, as this habitat is suitable bat foraging and commuting habitat. It is also recommended that a sensitive lighting scheme is provided within the proposals.

There are several hedgerows, trees and scrub on-site which provide suitable breeding habitat for a variety of generalist bird species. The grassland could also provide breeding opportunities for ground-nesting birds, though the fields are relatively small. During the scoping Winter Bird survey undertaken in November 2025 a range of common and widespread generalist species were recorded, primarily within the scrub, hedgerows and trees.

It is recommended that three further Winter Bird surveys are undertaken during the period November – February. A full suite of winter bird surveys is required to assess the potential impacts on notable species of the proposed significant loss of scrub and hedgerows. These surveys will be undertaken in the optimal months and will supplement the submission as soon as they are available.

The grassland, hedgerows, scrub and trees are valuable to a variety of generalist bird species, and it is recommended that this habitat is retained where possible.

There are no ponds within 250m of the site and no GCN records within 1km. As such, GCN are likely absent from the Site and do not represent a constraint to development.

General Biodiversity Gain Condition (GBGC) is submitted with the application, as per the statutory guidance. This includes the pre-development value of the onsite habitat on the date of application using the statutory biodiversity metric. Further discussions will be welcomed through the course of the application in respect of how the developer can comply with the 10% net gain requirement.

The proposals therefore comply with BLP Policy GI 1 which aims to 1) use Green Infrastructure to promote sustainable growth, improve health and well-being and adapt to and mitigate climate change and maximise biodiversity 2) conserve biodiversity / geological features and mitigate any impacts on them and 3) maximising biodiversity opportunities in and around new developments through the adoption of good design.

The proposals also comply with provisions set out in Chapter 15 of the Framework. It is therefore concluded that there are no justifiable ecology related reasons why the proposed development should not be granted planning permission.

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.

The record of personal injury collisions occurring from road traffic collisions in the vicinity of the site has been assessed and it is concluded that there are no readily identifiable trends in the data. It has therefore been concluded that the development proposals will not have any detrimental impact on the operation of the network with regard to highway safety.

The development proposals seek to provide a new residential development which will comprise of 119 dwellings in total. The dwellings will be made up of 2, 3 and 4- bedroom properties, and will be either semi-detached or detached dwellings. Vehicular access to the proposed development will be provided by way of a new priority controlled simple T junction with Woolley Colliery Road, at the western site boundary.

Parking will be provided in line with the standards set out within the BMBCs Parking SPD, including the provision of an electric vehicle charging point per dwelling. Swept path analysis of the proposed layout has been undertaken, which demonstrates that the site can be serviced appropriately by a refuse vehicle.

The proposed development is anticipated, when the targets contained in the accompanying Travel Plan are applied, to generate 54 two-way trips during the morning peak hour and 55 two-way trips during the evening peak hour. This development generated trips have been distributed onto the local highway network based on 2011 Census data.

Operational assessments of both proposed site access junctions with Woolley Colliery Road, the Bloomhouse Lane / Woolley Colliery Road T Junction, the Station Road / B6131 T Junction and the B6131 / A637 / Churchfield Lane staggered crossroads has been undertaken for a 2031 future year. It is concluded that the proposed development generated trips will not have a material impact on the operation of the local highway network in the vicinity of the site. The development is in full accordance with national and local planning policy and guidance.

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 an underground tank.

The site is located in Flood Zone 1 with the flood risk from all sources Low except surface water (Medium-Low).

The Medium-Low surface water flood risk is to be mitigated by reprofiling the identified areas of the site and the introduction of a positive development surface water drainage system.

The following standard development mitigation measures are recommended:

- Finished floor levels to be set a minimum 150mm above external levels to mitigate any risk from blockage and exceedance events.
- Drainage is to be designed with separate foul and surface water systems. The development surface water drainage scheme is to be designed such that there is no external flooding for up to and including the 1 in 100 year plus climate change event.
- Detailed blockage and exceedance assessment at detailed design stage.

Surface water from the development is proposed to discharge to the existing 150mm diameter combined sewer in Bloomhouse Lane, with flows restricted to 8.3 l/s.

The existing foul and surface water drainage serving Manor House is to be re-laid/diverted into the development foul and surface water sewer systems.

The development surface water drainage scheme is to be designed so that there is no flooding for the 1 in 30-year event and all flows retained on site for up to the 1 in 100 year plus 45% climate change event, with allowance for 10% urban creep.

Due to the site topography and the depth of the existing sewers, it is necessary to pump the surface water flows.

It is proposed to discharge the foul water flows from the development to the existing 150mm diameter combined sewer in Bloomhouse Lane.

The FRDA demonstrates that the proposals comply with BLP Policies CC1, CC3, CC4 and CC5 in addressing flood risk and ensuring the development 1) meets the challenge of climate change and 2) adopts a proactive strategy to mitigate and adapt to climate change. The proposals also comply with provisions set out in Chapter 14 of the Framework. It is therefore concluded that there are no justifiable

flood risk or drainage related reasons why the proposed development should not be granted planning permission.

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.

Air Quality

Redmore Environmental Ltd was commissioned by Homes by honey Ltd to undertake an Air Quality Assessment in support of the residential development.

The report was undertaken to do the following:

- Assess potential impacts associated with fugitive dust emissions during the construction phase of the proposed development.
- Assess potential impacts associated with road transport emissions during the operational phase of the proposed development; and,
- Identify any requirement for relevant mitigation measures.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and track out activities. It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Dispersion modelling was therefore undertaken to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network both with and without the development in place. Results were subsequently verified using local monitoring data.

Review of the dispersion modelling results indicated that air quality impacts as a result of traffic generated by the development were not predicted to be significant at any sensitive location in the vicinity of the site.

A number of mitigation measures were identified in line with the requirements of the Barnsley Air Quality and Emissions Good Practice Planning Guidance in order to reduce vehicle exhaust emissions associated with the proposals. It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.

Based on the assessment results, air quality factors are not considered to be a barrier to development.

Consequently, the proposals comply with BLP Policy Poll1 which seeks to minimise risk of damage to the environment and manage nuisance and Chapter 15 of the Framework. It is therefore concluded that there are no justifiable air quality related reasons why the proposed development should not be granted planning permission.

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

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 Honey Homes are seeking feedback from the public on the proposed development on land to the east of Woolley Colliery Road, Darton. It is the intention of Honey Homes to pursue a full planning application for the the erection of residential dwellings with associated infrastructure and open space. The proposal will be for a development of circa 120 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 eastern side of the Woolley Colliery Road and is identified on the Location Plan below. The application site is a large open area of greenfield land, bounded by residential dwellings to the south and employment use to the north west corner.

Aerial Image - Location of the development



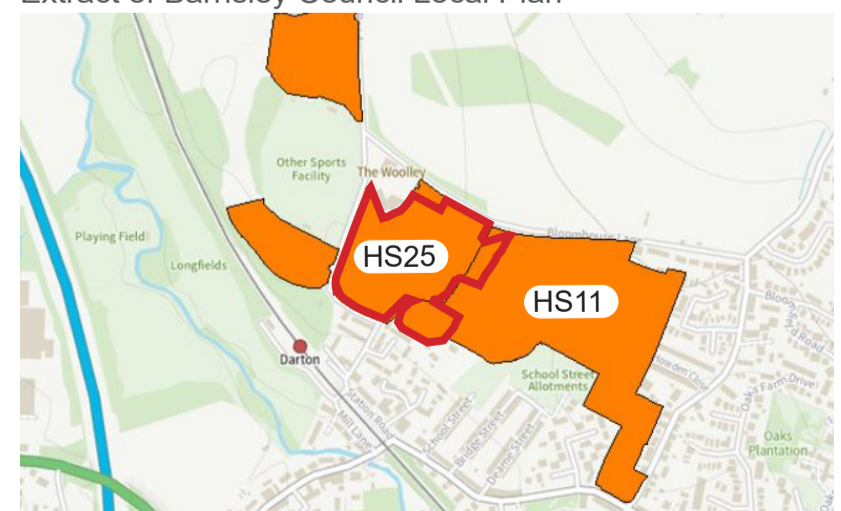
WHY BUILD HERE?

Darton is identified as a Sub Regional Town and is therefore considered an appropriate location where most development should take place in order to enhance Barnsley's role within the Sheffield and Leeds City Regions.

It is important to encourage growth in what are the most accessible and sustainable locations in the Borough. It is under this remit that the site has been allocated for residential use within the Barnsley's Local Plan.

The site is allocated under Reference HS25 with a small section identified under HS11. Both sites are allocated for the development of new homes. The Local Authority expect the HS25 site to deliver circa 118 homes.

Extract of Barnsley Council Local Plan



PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT
BLOOMHOUSE LANE, DARTON



Honey Homes are pursuing a full planning permission for the erection of residential dwellings with associated infrastructure including high quality areas of open space. The plan below shows an illustrative layout which has been developed for the site. This plan identifies that the site could accommodate up to 120 homes.

The homes will be of varying mix including 2, 3 and 4 bedrooms in addition to much needed affordable homes

The homes will predominantly be 2 storeys in height however a small level of 2.5 storey dwellings are likely to be provided.

- Access to the site will be created from Woolley Colliery Road. In the future, this road will extend and serve the residential development of HS11.
- Green verges are created along the main spine road to allow the planting of street trees. This will include a 3m wide pedestrian and cycle route.
- Landscape features are retained to the edges of the development site.

Illustrative Layout



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
 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. Honey Homes 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 a full planning application to Barnsley Council.

APPENDIX B



PLANNING CONSULTATION RESPONSE

Application No	2025/ENQ/00817
Proposal	Residential development of erection of 119 dwellings, open space and associated infrastructure
Address	Land at Bloomhouse Lane, Darton, Barnsley
Date of Consultation Reply	14 th January 2026
Consultee	Children's Services

Consultation Assessment and Justification

Barnsley Metropolitan Borough Council is responsible for ensuring there is sufficient educational provision and a robust infrastructure to support sustainable communities. The Council has a statutory duty to secure adequate school places within the area and to promote parental choice by increasing the diversity of educational provision.

To forecast demand, established Pupil Yield Ratios (PYRs) are applied to estimate the number of children likely to arise from new housing developments in Barnsley. At the time of this application, the PYRs per 100 family dwellings (with two or more bedrooms) are as follows:

Early Years	Primary	Secondary	Post-16*	SEND
8	32	15	5	1

* Penistone Secondary Planning Area Only

Pupil Yield and Development Impact Assessment

The supporting documentation for this enquiry indicates a total of 119 dwellings, all of which are family-type homes. Applying the established PYRs, above, the proposed development is expected to generate approximately:

- 10 Early Years children
- 38 Primary school pupils
- 19 Secondary school pupils
- 1 pupil with Special Educational Needs and Disabilities (SEND)

These figures represent the anticipated incremental yield across the full build-out period.

The planning enquiry has been reviewed against current pupil projection data for the relevant planning areas. The following observations are noted:

This proposed development is located within Primary School Planning Area 1 and the Central Secondary School planning area.

Early Years

Analysis of the latest NHS Primary Care data, together with Department for Education supply-and-demand figures and the Barnsley MBC Childcare Sufficiency Audit, confirms that existing early years provision for 3 and 4 year olds is sufficient to meet the projected demand arising from this development.

However, additional capacity will be required to meet the increased demand for 0–2-year-old places within the Darton area. As a result, a financial contribution towards Early Years provision will be required. This will be calculated at 50% of the total Early Years pupil yield ($9.52 \text{ children} \times 50\% = 4.76 \text{ children}$).

Primary Education

The following primary schools are located within an appropriate distance of the application site: Darton Primary School, Kexborough Primary School, Mapplewell Primary School, and Wellgate Primary School.

An assessment of NHS primary care data, local school population figures, pupil forecasting information, and the cumulative impact of existing, consented, and emerging housing developments confirms that the identified schools will not have sufficient surplus capacity to accommodate the additional primary-aged pupils arising from this proposal and a financial contribution towards primary education provision will therefore be required to mitigate the impact of the development.

Secondary Education

The nearest secondary school to the proposed development is Darton Academy.

An assessment of current school enrolment data, relevant primary school cohort data, established patterns of pupil transition, and the cumulative effect of existing, consented, and emerging housing developments, demonstrate that there will be insufficient secondary school capacity to accommodate the additional pupil yield generated by this proposal.

Accordingly, a financial contribution towards secondary education provision will be required to mitigate the development's impact on local infrastructure.

Special Educational Needs and Disabilities (SEND)

Planning for Special Educational Needs and Disabilities (SEND) places is conducted as a borough-wide exercise, in accordance with statutory requirements to meet the needs of all pupils. Like most other local authorities, Barnsley faces significant pressure on school place planning for this group of pupils.

Due to the individual complex needs of children with SEND, a range of settings will be required to meet demand, including mainstream schools, education settings, and specialist placements. These settings could be local to the development or located elsewhere across the borough.

Analysis of recently completed new housing developments indicates a high probability that children with additional needs will reside in all new housing developments. Therefore, it is expected that additional capacity will be needed to accommodate the pupil yields from this development.

NO OBJECTION	Defer for amends/further information	OBJECT
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Consultation Suggested Conditions:

None

Consultation Informative(s):

The demographic landscape is continuously evolving, and as most housing developments take several years to complete or commence, changes in population data may modify the assessment of need by the time this proposed development is constructed. Therefore, while school place planning needs to be anticipated ahead of demand, it is crucial that actual construction start dates and build rates are known to more accurately evaluate the impact of housing-generated demand on the availability of school places at that time.

Planning Obligations required:

The calculations outlined below represent the current position of school place planning across all four sectors as of January 2026. They indicate the contributions that would be required should a formal planning application be submitted in due course. While short-term forecasts are based on the actual number of children currently residing in the locality, projections for later years rely on assumptions about future demand, informed by ONS population data and wider demographic trends.

It is important to recognise that patterns of family migration into and out of the area are subject to continual change, which can significantly affect pupil forecasts within a short timeframe. When a formal planning application is submitted, a comprehensive appraisal of school place planning will be undertaken which may result in adjustments to the contributions currently set out below.

These figures should therefore be regarded as indicative only and subject to review at the point of application.

A developer contribution will be required to mitigate the impact of the proposed development. These are set out below and have been calculated in line with the *Supplementary Planning Document - Financial Contributions for Educational Provision (May 2025)*:

Sector	Calculation	Amount
Early Years	4.76 Children x £17,500 per place	£83,300
Primary	38.08 Pupils x £17,500 per place	£666,400
Secondary	17.85 Pupils x £24,500 per place	£437,325
Special Educational Needs & Disability (SEND)	1.19 Pupils x £84,000 per place	£99,960
Total		£1,286,985



PLANNING CONSULTATION RESPONSE

Application No	2025/ENQ/00817
Proposal	Residential development of erection of 119 dwellings, open space and associated infrastructure.
Address	Land at Bloomhouse Lane, Darton, Barnsley
Date of Consultation Reply	16 th December 2025
Consultee	SYMAS

Consultation Assessment and Justification

Further to your consultation request of the 10th December 2025, I have the following comments.

According to the Mining Remediation Authority, the site of the proposed development lies partly within a coal mining high risk planning referral area due to the presence of shallow workable coal and coal mine workings. Consequently, the proposed development will potentially be at risk from coal mining legacy hazards such as instability from mining voids, unrecorded mine entries, mine/ground gas issues etc.

Where planning applications of this scale/nature are located in a coal mining referral area the applicant should submit a Coal Mining Risk Assessment as part of the planning application. The risk assessment should be undertaken by a suitably qualified person in line with the Mining Remediation Authority guidance which can be viewed at the following link:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/588157/Resources_for_Developers_Risk-Based_Approach_to_Development_Management_Version_4.pdf

Given the scale of the development the risk assessment should be included within an overarching Phase one Geo-environment study and make recommendations for any further investigative, remedial or mitigation works.

Providing the above is adequately addressed then SYMAS would will look forward to reviewing the planning submission in due course.

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

NO OBJECTION*

Defer for amends/further information*

*Delete as applicable

Consultation Suggested Conditions:



BARNSLEY

Metropolitan Borough Council

Consultation Informative(s):

A Coal Mining Risk Assessment/Geotechnical assessment should be secured in direct relation to the proposals with suitable investigation/mitigation/remediation proposals to demonstrate long term safety and sustainability.

Planning Obligations required:



PRE-APPLICATION ENQUIRY RESPONSE

Application No	2025/ENQ/00817
Proposal	Residential development of erection of 119 dwellings, open space and associated infrastructure
Address	Land at Bloomhouse Lane, Darton, Barnsley
Date of Consultation Reply	19 th December 2025
Consultee	Strategic Housing

Consultation Assessment and Justification

Affordable Housing Policy

Policy H7 of Barnsley's Local Plan sets out that housing developments of 15 or more dwellings will be expected to provide affordable housing, and that:

30% affordable housing will be expected in Penistone and Dodworth and Rural West, 20% in Darton and Barugh; 10% in Bolton, Goldthorpe and Thurnscoe, Hoyland, Wombwell and Darfield, North Barnsley and Royston, South Barnsley and Worsbrough and Rural East.

The site is located within the Darton and Barugh sub-area; therefore, we would expect the proposed scheme to deliver 20% affordable homes.

Although the application is at an early stage, the pre-application enquiry description indicates that the development has the potential to deliver up to 119 homes. Based on this, the policy requirement would be for a **minimum of 24 affordable homes**.

Tenure

Section 8 of Barnsley's Affordable Housing Supplementary Planning Document (SPD) and the First Homes Technical Note set out the required tenure split.

Based on the delivery of a minimum of 24 affordable homes, a policy compliant tenure split is shown in the table below:

Affordable Housing - Tenure Split		
	Affordable homes for rent	Affordable home ownership
% requirement for each tenure in Darton and Barugh sub-area	70%	30%
Number of homes	17	7

As per the table above, affordable home ownership should account for 30% of the total affordable housing provision. We are open to further discussion with the applicant to agree the total proportion of each affordable ownership model to be delivered.

Continues on next page



Property Type

The size and type of affordable properties will be informed by Barnsley's Strategic Housing Market Assessment 2021 (SHMA), Affordable Housing SPD and Choice Based Lettings data.

The highest need for affordable housing in this market area is for 2-3 bedroom houses and 1 bedroom flats.

The below table shows an acceptable property mix based on the data sources outlined above, but alternative mixes providing a suitable variety of property types will also be considered:

Affordable Housing - Property Types		
	Property type	Number of units
Affordable rent	2b4p house	5
	3b5p house	2
	1b2p flat	8
	2b3p bungalow	1
	3b4p bungalow	1
Affordable home ownership (First Homes or other affordable home ownership)	2b4p house	1
	3b5p house	1
	4b6p house	2
	1b2p flat	2
	2b3p bungalow	1

Location of Affordable Housing

Section 7 of Barnsley's Affordable Housing SPD sets out the design requirements for affordable housing. Smaller clusters of affordable housing should ideally be dispersed throughout the housing development, rather than concentrated in specific areas. The developer should submit an Affordable Housing Statement for consideration, which should show the proposed location of the affordable housing plots.

Further detail on the information that the Affordable Housing Statement will be expected to contain can be found in the Affordable Housing SPD.

Accessibility Standards

Section 6 of Barnsley's Design of Housing Development SPD sets out the required accessibility standards for new housing developments. Extrapolated to apply to the delivery of a minimum of 24 affordable homes, a policy compliant accessible dwellings mix is shown in the table below:

Affordable Housing - Accessible Dwellings		
Accessibility standard	M4(2) Accessible and adaptable dwellings	M4(3)(2)(b) Wheelchair user dwellings
% requirement of accessible dwelling types	26%	6%
Number of homes	6	1

Conclusion

This is a pre-application enquiry application, and the above comments are based on the limited information provided in the application. Further details of the developer's affordable housing provision will be required before a final response can be agreed.

Continues on next page



BARNSELEY

Metropolitan Borough Council

NO-OBJECTION*	Defer for amends/further information*	OBJECT*
*Delete as applicable		
<u>Consultation Suggested Conditions:</u> The developer should submit an Affordable Housing Statement in line with the local validation requirements. This should include a schedule of proposed tenures, types and accessibility standards, and a site plan showing the proposed locations of affordable homes. Plans of the affordable house types should also be provided.		
<u>Consultation Informative(s):</u> Affordable Housing Supplementary Planning Document Barnsley Strategic Housing Market Assessment First Homes Technical Note		
<u>Planning Obligations required:</u> None at this time.		



PLANNING CONSULTATION RESPONSE

Application No	2025/ENQ/00817
Proposal	Residential development of erection of 119 dwellings, open space and associated infrastructure
Address	Land at Bloomhouse Lane, Darton, Barnsley
Date of Consultation Reply	19/12/25
Consultee	Highways DC

Consultation Assessment and Justification

General:

Visibility should be demonstrated to the dimensions relating to the measured 85th-percentile driven speeds at the proposed location of the new junction on Woolley Colliery Road; independent speed surveys should be carried out in accordance with the advice set out in document CA185 of the Design Manual for Roads and Bridges. Additionally, visibility splays of 2.4m x 43m should also be shown from newly created junctions off the spine road of the development.

The design of residential streets within the development shall follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG). This can be accessed at: <https://www.barnsley.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 spacings: 20mph – 70 metres or if less than 20mph – 40 metres

Autotracking Requirements:

- Refuse Vehicle – Length 11 metres, width 2.75 metres, height 4.5 metres, weight 26 tonnes, turning circle needed 15.25 metres.
- 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 should be in line with the parking standards contained within the Councils Parking SPD. These being:

1-2 bed units; 1 allocated space per dwelling,

3+ bed units; 2 allocated spaces per dwelling.

1 visitor space per 4 dwellings subject to layout.

Covered cycle storage for those properties without a garage.

For garages to be classed as a parking space they must have internal measurements of 3m x 6m (single) or 6m x 6m (double).

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



BARNSLEY

Metropolitan Borough Council

Private drives will be required to include a refuse collection area close to any proposed adoptable carriageway or the existing adopted highway to ensure efficient roadside waste collection. The refuse collection area should be sufficient to house the maximum number of bins on a recycling day for all properties.

Any boundary, fence, hedge or building shall be set back a minimum of 2m at the end of cul-de-sacs to avoid damage resulting from the overhang of manoeuvring vehicles.

Roads other than agreed shared private drives shall be constructed to an adoptable standard and offered for adoption on completion under (the provisions) Section 38 of The Highways Act (1980). Engineering and surface water drainage details shall be submitted for inspection and approval in writing by the (Local Planning Authority) Highways Authority before works commence on site.

It should be noted that no pipes, culverts, water attenuation tanks or similar greater than 900mm can be placed beneath the area to be defined as public highway. All drainage installed under the Highway is to be adopted by the sewerage undertaker or, in the case of highway drainage, the Local Highway Authority.

With regards to the existing highway network, notwithstanding the above:

The applicant will be required to provide a Transport Assessment to address the additional vehicle movements which should include assessment of all junctions that generate more than 30 vehicle movements per hour that will be impacted by both the proposal and the entire Local Plan housing allocations of HS25 and HS11. Highways DC officers accept the TRICS database assessment and the trip generation rate methodology. The assessment should be updated/re-submitted as part of any future full application. The developers transport consultant should be cognisant of the following, taken from the guidance on Travel Plans, Transport Assessment and Statements found on the Gov.uk website:

It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval. A travel plan is required to be submitted with any forthcoming application. Further guidance on the content and requirements for Transport Assessments and Travel Plans can be found via following address: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Although the proposed 119 dwellings falls below the figure to trigger a statutory consultation with Active Travel England (ATE) future requirements will need to be agreed and approved in consultation with them for the full development and spine road through from Woolley Colliery Road to Station Road/Darton Lane. The ATE have produced an assessment toolkit to aid developers to assist with designing schemes to best accommodate sustainable transport provision and this should be completed as part of an application.

Site Specific:

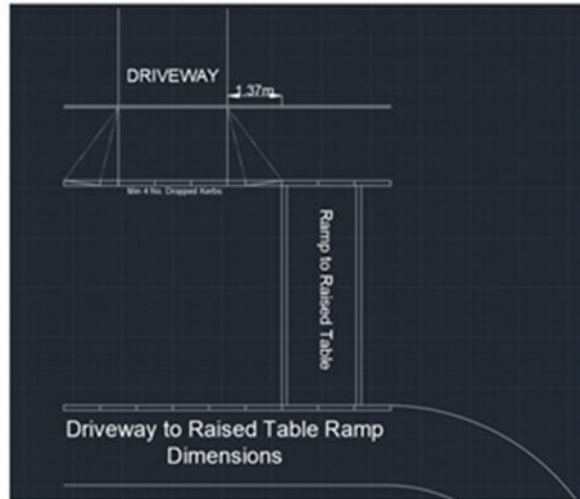
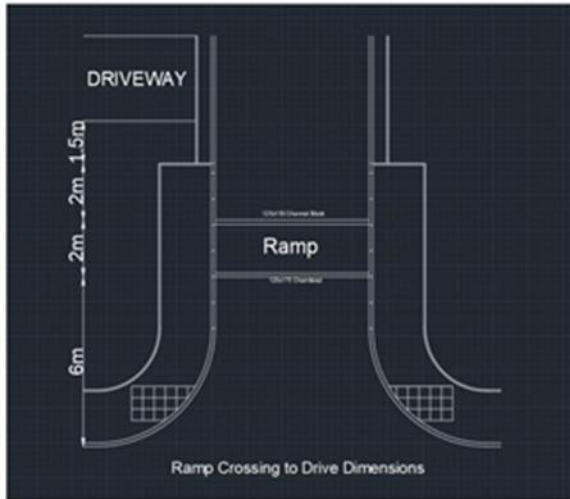
- As per the advice given by the Council's Waste Management department, communal refuse collection areas for dwellings served by a shared private drive should be demonstrated on a plan. These should be able to accommodate two bins per dwelling.
- Given the general advice on visitor parking, this site should be furnished with 30 such spaces. Any on-street visitor parking should be demonstrated on a plan; these spaces are only acceptable on sections of carriageway that are a minimum of 6.0m wide.
- The site is adjacent to the proposed active travel route 252 linking Woolley Colliery Road to Darton Railway Station. It is also close to other public rights of way. As such, the applicant should liaise with the active travel team to ascertain whether a contribution will be required to improve these pedestrian routes. Consideration should also be given as to how this site will link into the nearby network of public rights of way.



BARNSLEY

Metropolitan Borough Council

- Streets serving residential sites are to be designed to achieve speeds of no more than 20mph with shared space streets designed to achieve speeds of circa 10mph. Given this, consideration should be given to speed controlling measures using the Council's general guidance and the advice within Appendix 4B part 4.1 of the South Yorkshire Residential Design Guide.
- Justification should be given for only providing a 3m shared-use footway/cycleway on one side of the spine road or the layout amended to provide this facility on both sides.
- Public Right of Way Bridleway no. 45 runs through the site. This should not be obstructed, and consultation with the Council's PROW team is recommended to address suitable retention of pedestrian connectivity.
- Although the indicative plan is not yet detailed enough to show any proposed speed reducing methods, individual speed controlling features for following the design speeds are required at these spacings: 20mph – 70 metres or if less than 20mph – 40 metres. This is cited in the South Yorkshire Residential Design Guide Appendix B Section 4.
- As per point 13.4 of The Building Regulations 2010 Approved Document B, dead-end access routes longer than 20m will require turning facilities for a fire appliance.
- Any proposed ramps (as per the one indicated adjacent to plots 42 and 79) should be designed to the below dimensions:



- Visibility plays should be demonstrated to be satisfactory in both the horizontal and vertical plane given the road has a significant decline to the west of the proposed site entrance.

Consultation Suggested Conditions:

N/A

Consultation Informative(s):

N/A

Planning Obligations required:

N/A

Local Ecological Impact

Field Survey Sheet

Date

Location of Site

Site Area

Surveyor

16/09/2010	
431550, 410323	
7.37 ha	
CM	

Site Title

Site south of
Bloomhouse Lane,
Darton

Survey Ref
No.

BAR 38

1 ASSESSMENT

Biodiversity interest (record presence by a tick as appropriate)

Habitat (Include photo reference)	Present	Notes (include photo references as appropriate)	Species	Present (seen)	Quality of habitat		
					Low	Mod	High
Woodland			Plants	✓		✓	
Scrub	✓		Invertebrates			✓	
Trees	✓		Amphibians		✓		
Hedgerows	✓		Reptiles		✓		
Grassland	✓		Birds			✓	
Marshy Grassland			Mammals			✓	
Tall Herb	✓		Fish		✓		
Dwarf Shrub Heath			Other		✓		
Lichen/Bryophyte Heath							
Reedbed							
Swamp							
Standing Water (Ponds)							
Flowing Watercourses							
Cultivated Farmland							
Other							

Influences on external features (include photo references as appropriate)

On watercourse	NO
On wildlife corridor	NO
Would lead to habitat isolation	NO
Would increase public pressure	NO
Proximity/linkage to NHS/SSSI	
Other	-

2 RECOMMENDATION

	Mitigation measures / design considerations	Score (circle score awarded)
a) development of the site for housing would have no detrimental local ecological impact		

b) development of the site for housing would result in some adverse local ecological impact but there is scope for mitigation	This site has a considerable amount of scrub and bird activity and there is evidence of badgers using the site. The hedgerows and a large amount of the scrub should be retained within the development. A badger survey will be needed as there is evidence of activity on the site	3
c) development of the site for housing would result in very detrimental ecological impact		

3 PHOTOGRAPHIC DETAILS

Digital photographs to show ecological features are helpful. Viewpoints to be recorded on site plan and caption shown in table below.

Photo reference Caption

1 **BAR38-2** Looking east at the large blackthorn scrub area in the north east of the site

2 **BAR38-3** Horse-grazed pasture in the north west of the site (note trees on the northern boundary, right of photo)

3 **BAR38-6** Scrub and grassland, which dominates the site

4 **BAR38-9** Open grassland in the south west of the site

Any other comments

The main eastern section of the site contains a large amount of Blackthorn (*Prunus spinosa*) Scrub and bramble providing cover and forage for birds and small mammals. The hedgerow in the centre of the site also provides cover and forage. The site is also used by the adjoining neighbourhoods. Should development not take place this site, with management, this site could become a valuable natural green space for the local community

Additional information (Background data search)

Local contacts



BAR38-2 Looking east at the large blackthorn scrub area in the north east of the site



BAR38-3 Horse-grazed pasture in the north west of the site (note trees on the northern boundary, right of photo)



BAR38-6 Scrub and grassland, which dominates the site



BAR38-9 Open grassland in the south west of the site



Site Reference

BAR38

Site Location

Land South of Bloomhouse Lane
Darton

Area (ha) 7.37

Key

- ==== Desire Line
- Hedge
- ▭ Housing Sites
- ▭ Bramble Dominated
- ▭ Bracken Dominated
- ▭ Building
- ▭ Garden
- ▭ Hard Standing
- ▭ Pasture
- ▭ Rough Grassland
- ▭ Scrub
- ▭ Tall Herb
- ▭ Woodland
- Shrub/Bush
- Tree



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