

## KEEP IT GREEN 2014

### COMMENTS ON MU1: REVISED PLANS FOR 2021/1089 AND 2021/1090

#### Preamble

##### *General*

The Barnsley West Masterplan Framework MU1 (MF) notes that developers are expected to proactively engage with local communities (and the Design Review Panel) at the pre-application stage<sup>1</sup>. There is no evidence that this has been done. Indeed, while the developers promoted the proposals for the development of the land comprised in the MU1 site enthusiastically to the public during the preparation of both the Barnsley Local Plan (BLP) and the MF, this apparent keenness to engage has been notably absent insofar as the planning applications – both in their initial form and as revised - are concerned.

##### *Additional Documents*

We note that a number of additional items have been added to the schedule of documents accompanying the two planning applications since the revised plans were put out to consultation. The most notable example of this is the voluminous Transport Assessment. Another plan which appeared after the initial consultation period had expired is a Strata drawing, listed as 'Massing Plan – Rev B - December 2023' which, according to the legend on it, was revised on 6 December 2023. While this plan is not explicitly listed as part of planning application 2021/1090, it does contain relevant supporting information and presumably is regarded as part of the overall submission.

We are very concerned about the seemingly ad hoc additions as well as amendments to the apparent status of documents [see section on 'Application Plan Anomalies' below]. Not only may the general public not be aware of such changes, but they may fall foul of the consultation response deadlines should they wish to respond to them. As a matter of both natural justice and good practice this cannot be right. Urgent action is needed to rectify this matter.

##### *'Hybrid' Application*

While the description of the proposals in section 4 of the respective planning application forms clearly indicates which components of the applications are submitted in full and which are in outline, this distinction is far less apparent from the application plans and the associated documentation. This makes comprehending the actual status of the various components of the applications somewhat difficult. This is especially so in two respects. Firstly, neither the location, precise extent, or dimensions of the proposed development platforms, nor their three-dimensional form, are expressly indicated. Secondly, while the general nature and extent of the strategic landscaping areas can be discerned, the only details of what this would involve in terms of planting etc. are associated with the Phase 1 housing. This is although both application forms expressly state that landscaping is NOT a matter reserved for subsequent approval.

Given that the developers place great emphasis on the notion of landscape led development, the lack of clarity in this respect is a very serious matter that needs to be resolved at the outset. Indeed,

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<sup>1</sup> Barnsley West, Masterplan Framework MU1 section 6.7.

the apparent omission of landscaping details for the proposed link road at this stage is a particularly surprising and concerning issue. If landscaping is not to be a reserved matter, as indicated, details of the planting proposals for the whole of the site should form part of the current submission. Alternatively, something akin to a reserved matters condition is going to be needed to ensure that full details of the landscaping for the whole of the two application sites are submitted in due course.

The respective application forms for both applications indicate that access is not a reserved matter. However, other than the link road plans which appear in the list of plans for application ref. 2021/1089 (see section below), no details of the actual means of access to the various employment units other than the arm of the previously approved link road roundabout are included in this application. Application ref. 2021/1090 indicates likewise, but the only details submitted are in respect of the link road and the Phase 1 housing. No details of the access arrangements for the other six housing areas and the community facilities have been put forward. Presumably the developer intends to provide further details in due course, but this is not apparent from the manner in which the two applications have been submitted.

One particular part of the site where we consider that providing a satisfactory means of access is likely to pose problems is the proposed Phase 7 housing. A new vehicular access to serve the 147 dwellings proposed would, as indicated on the MF, be onto Farmhouse Lane. This, in turn, would lead to the junction of the latter and Wharfedale Road at a point where there is a sharp right angled bend where visibility of vehicles turning right into Farmhouse Lane from Wharfedale Road is limited for vehicles coming from the direction of Pogmoor Road and where motorists have a bad habit of ignoring the white line markings when turning right into Wharfedale Road after leaving the Pogmoor Road junction. Something similar also occurs at the latter junction where there is another right angled bend.

A further complication at the Farmhouse Lane/ Wharfedale Road junction is that at this point there are currently no pavements on the south side of Farmhouse Lane west of Edmonton Close. Likewise, there are none on the north side of Farmhouse Lane to the west of its junction with Wharfedale Road. In addition, there is another junction close by where Pogmoor Lane joins Farmhouse Lane. Although Pogmoor Lane serves a number of dwellings, facilities for pedestrians along this lane are intermittent. Indeed, there are none at all in its southern section near West Moor Crescent where Pogmoor Lane is narrower and visibility at the junction is somewhat limited.

A not insignificant number of motorists already use this stretch of Pogmoor Lane as a short cut between Wharfedale Road and West Moor Crescent in order to avoid travelling along Pogmoor Road and this creates hazards for pedestrians in particular. Without any preventative measures, it is likely that the short cut would prove attractive to a proportion of the occupiers of the 147 or so new houses envisaged at Phase 7 and this would only serve to make the lane even more hazardous for pedestrians.

Given the various factors and shortcomings involved here, devising a satisfactory and safe solution that reconciles all the points identified is likely to prove challenging. As this is fundamental to this element of the proposal, we consider that this is a matter that needs to be addressed and resolved now. This should not be left as a reserved matter. The safety implications for highway users, motorists, pedestrians and cyclists alike are too important for the issue to be left to be dealt with separately as a reserved matter at some point in the future.

### *Application Plan Anomalies*

The schedule of plans listed under application ref 2021/1089 has been expanded to include two sections, headed 'Transport Assessment' and 'Tree Survey'. Not only has this had the effect of adding to the complexities of the application, but it is also very confusing.

Although application 2021/1089 *expressly* excludes the proposed link road, the plans listed under the section headed 'Transport Assessment' comprise a set of detailed plans for the proposed road. (These are included in the list of plans for 2021/1090 as well). The plans listed under 'Tree Survey' (plans prepared by Tetra Tech, all dated May 2021, that is prior to the submission of the two applications), not only encompass both application sites, but are not included in the plans schedule for 2021/1090. Moreover, and perhaps more seriously, some of the information shown on the 2021 Tree Survey Plans is completely at odds with what is depicted on the subsequent Landscape Masterplan produced by Gillespies, dated October 2023. For instance, some of the trees marked 'Existing Trees Retained' on the latter are shown to be felled on the former. Both cannot be right – we submit that more weight should be given to the later submission which, at least, indicates a more sensitive approach than the wholesale clearance of vegetation envisaged in the proposals as originally submitted.

It may be that the explanation for all this is human error, which can and should, be easily rectified. That said, the confusion this matter has given rise to is reflected in other inconsistencies apparent in the documentation accompanying the two planning applications which we refer to in the rest of our submissions. These matters are important as, should planning permission be granted eventually, any ambiguities contained in the proposals could well be exploited by a developer, with potentially serious consequences.

A further anomaly is that while the description of the 'full' element of both applications includes '*earthworks to create development platforms*', the list of application plans for 2021/1089 only includes sectional drawings. The cut and fill depth and proposed regrade contour drawings listed under 2021/1090, which also cover land included in application 2021/1089, are absent from the plans list for that application. Again, this may be down to a simple error, but it is another cause for concern nonetheless.

### **Phase 1 Housing**

Reflecting BLP Policy D1, whereby 'development is expected to be of high quality design', a point reiterated in Supplementary Planning Document 'Design of Housing Development (SPD), adopted in July 2023, the MF seeks to secure "*high design standards*" and "*to deliver high-quality homes*" in a landscape led development<sup>2</sup>. Despite these lofty intentions, and the claim that "*Barnsley West aims to set a benchmark for high quality throughout all of Barnsley*"<sup>3</sup>, the design for the Phase 1 housing is a disappointment; it scarcely reflects these aspirations and, if approved, will set an unfortunate precedent for the other proposed housing areas.

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<sup>2</sup> Barnsley West, Masterplan Framework MU1 section 1.3.

<sup>3</sup> Ibid section 8.4.

The SPD indicates that the use of standard layouts, plot sizes and building designs which relate poorly to their surroundings and “*could be anywhere in the country*” should be avoided<sup>4</sup>. It appears that little heed has been paid to this sound piece of guidance. The scheme comprises typical bland unimaginative looking volume house builders’ house types, packed close together, and arranged in a standard layout, dominated by the vehicular access to the houses. Quality-wise it is far removed from the examples illustrated in the MF.

The SPD also notes the visual impact of parked motor vehicles in the urban streetscape should not be underestimated. The SPD goes on to advise that this impact can and should be considered and reduced, and where possible, parking spaces are to be located to the side of properties. Regretfully, little notice appears to have been given to this sound advice which is aimed at limiting the visual impact of parking on the street scene. As the parking layout drawing illustrates very graphically, car parking will be a very prominent and dominant feature here – a very high proportion of the 514 parking bays indicated are proposed to be located in front of the houses. Inevitably, the houses will appear as a backdrop to a sea of parked vehicles – something far removed from the concept of a landscape led development and what the SPD seeks to achieve.

Another further concern is that despite the presence of bungalows on the land immediately to the west, no bungalows at all are proposed in this Phase. Indeed, the Planning Statement expressly indicates that the proposal includes mainly 2 and 3 storey high homes<sup>5</sup>. Not only is this likely to result in an incongruous visual relationship with the existing housing, but the omission of bungalows here is wholly at odds with the MF which notes that proposals should provide a range of house types – indeed, bungalows are expressly referred to in this respect<sup>6</sup>. We find this the omission disturbing; the apparent failure to adhere to the MF suggests that the developer has treated both it and the SPD with contempt. This does not augur well for the other housing areas on the application site and the development of the land comprised in MU1 in general. The failure to include bungalows, especially on those parts of the site that border onto existing bungalows, is unacceptable. Not only does the proposal lack conformity with the MF in this respect, the omission of bungalows would also set an unfortunate precedent for the subsequent phases of the proposed housing development.

As to the relationship between the proposals and the existing housing to the west that borders directly onto the site, we note that under the heading ‘Edge Parameters’, the Design Code contained in the MF further indicates that in order to reduce visual impacts, as a rule, where possible, proposed houses should be set lower than existing dwellings<sup>7</sup>. Moreover, under the heading ‘Edge Type Examples to be Avoided’<sup>8</sup> the MF Design Code goes on to note that it is “*strongly*” [our emphasis] recommended that houses sited above the level of existing dwellings should be avoided unless absolutely necessary.

The absence of sectional drawings for this part of the MU1 site makes it very difficult to ascertain whether this has been done, and the layout plan offers no assistance in this respect. Nor do the recently published ‘level strategy’ drawings, as the levels of the neighbouring properties are not

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<sup>4</sup> SPD paragraph 7.6.

<sup>5</sup> Planning Statement – October 2023 paragraph 4.38.

<sup>6</sup> Barnsley West, Masterplan Framework MU1 section 6.6.

<sup>7</sup> Ibid section 11.21.

<sup>8</sup> Ibid Figure 11.47.

shown on them. However, recent correspondence from the Council to the developers indicates that they are mindful of this matter, it being noted that *“plots 105 to 115 all have finished floor levels that are approximately 1m to 1.5m higher than the boundary and all back onto bungalows on St Johns Avenue and Longley Street.”*<sup>9</sup>. While this is described as *“disappointing”*, we submit that this is much more than that – it is a very serious deficiency which will have a detrimental impact on the living conditions of the neighbours.

It may be that the intervening distances between the proposed and existing properties exceed the requirements in the SPD, but that should not be the end of the matter – the scheme simply does not accord with the MF. Moreover, the SPD notes that *“where housing abuts the edge of existing settlements, the back-to-back dimension towards existing housing should be greater than 21 metres”*<sup>10</sup>. There is nothing to indicate that this guidance has been applied to the scheme. Nor is there anything that demonstrates why it has been deemed necessary to set the houses on plots 105 to 115 higher than the neighbouring bungalows. And, disturbingly, there is nothing that indicates that the relevant part of the MF, namely *“If this treatment type is unavoidable, adequate buffer planting space should be provided to screen direct views”*<sup>11</sup> has been followed either. There is no such indication on the submitted plans. In our submission insufficient consideration has been given to this critically important matter. A lot of work appears to have gone into the production of the MF, but if the MF is going to be disregarded in such a blatant matter, it begs the question what was the point of it?

The SPD advises that in order to deliver high standard housing layouts, the overbearing or overshadowing effect of new buildings on an existing dwelling or its garden, should be avoided. This is exactly what would happen here. While it is claimed that the layout has carefully considered the relationship with existing residential development which adjoins the western boundary<sup>12</sup>, the proposed houses here would have an overbearing presence on the outlook from the adjoining bungalows. This, in turn, would have an unacceptably detrimental effect on the living conditions of the occupiers of the existing properties. We see this as another serious disadvantage which adds to our concerns.

If the MU1 development is to go ahead at all, we believe that the Phase 1 housing should set the scene for the subsequent 6 phases and should do so in an exemplary manner. Regrettably, this is not the case – the proposals simply do not meet the understandably high minded aspirations of the adopted MF.

## **Earthworks**

Our submissions about the proposals as submitted in 2021<sup>13</sup> expressed strong concern about the scale and duration of the proposed earthworks. In the light of this, the revised approach, *“to retain much of the site landform as close as possible to existing levels”*<sup>14</sup>, ought to be welcomed. However, due to the gradients within the site, the remodelling of its topography is still likely to involve

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<sup>9</sup> Email from Group Leader (Inner Team) dated 17 January 2024: 8.44AM.

<sup>10</sup> SPD Section 4 paragraph 2

<sup>11</sup> Barnsley West, Masterplan Framework MU1 section 11.21, fig 11.46.

<sup>12</sup> Planning Statement October 2023 paragraph 4.39.

<sup>13</sup> Email and enclosure from Keep it Green 2014 dated 30 October 2021.

<sup>14</sup> Planning Statement – October 2023 paragraph 3.22.

significant amounts of cut and fill. Even in their amended form, the works will still have a very injurious effect on the local landscape. Furthermore, this impact will be seriously disruptive and long lasting. This will be especially so for the many residents of the approximately 200 homes which border directly onto the site – their quality of life will be considerably diminished as a result of the earthworks.

Our submission in response to the applications as submitted in their initial form bemoaned the quality and lack of clarity in the plans that purport to depict the proposed earthworks. Regrettably this concern does not appear to have been addressed by the applicant - the amended plans are no better. Given that earthworks are a key component of the two planning applications, and are not matters reserved for subsequent approval, we are seriously concerned about the poor graphical quality of the revised submissions.

We note that it is indicated that earthworks will include the construction of embankments and cuttings which will help form the development plateaus across the site<sup>15</sup>. However, the manner in which the two sets of drawings, 'Masterplan Cut and Fill Depths to Existing Ground Level' and 'Masterplan Proposed Regrade Contour Levels', have been drafted and the use of colour washes rather than shading to depict the degree to which the levels are to be altered, and precise location of the areas of cut and fill, make it very difficult to ascertain the exact nature, extent and form of the earthworks. This lack of clarity also extends to the proposed development platforms; the precise location and extent of each of them is not indicated on the plans. Nor do the 'level strategy' drawings for the Phase 1 housing, offer much in the way of assistance either.

The sectional drawings offer some assistance, but their coverage across the site is rather patchy, to the extent that they do not portray the totality of the proposed changes to the topography of the land sufficiently clearly. An especially surprising omission, given that details of the proposed Phase 1 housing are included in application 2021/1090, is the complete absence of any sections covering this part of the site. Section S17 only extends westwards as far as the proposed link road. As a result, the relationship between the proposed housing here and the existing dwellings that border onto this part of the site cannot be discerned properly. None of the detailed plans expressly directed at the proposed Phase 1 housing show this either. A crucial omission that some may deem deliberate?

Reflecting our concern about the Phase 1 housing, there is nothing to indicate that regard has been had to the MF in another critically important matter, namely what the MF refers to as the 'Pogmoor Land Edges'<sup>16</sup>. In particular, the MF notes "*Proposed houses to be set down across most of the edge at a min 2m*" and "*Proposed embankments should provide adequate screening for existing dwellings through appropriate planting*"<sup>17</sup>. Despite this, the Masterplan Cut/Fill Depths to Existing Ground Level Sheet 2 drawing shows the ground level proposed to be raised along the entirety of the 'Edge' identified in the MF. Nor are the embankments indicated in the MF shown on the 4 sectional drawings that cover this area, namely S6, S7, S9 and L6. Neither do the sectional drawings appear to reflect what is indicated on the 'Cut/Fill Depths' drawings. The Landscape Masterplan is also silent insofar as the planted embankments are concerned. A curious omission.

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<sup>15</sup> Environmental Statement Chapter 10 - Ground Conditions, paragraph 10.5.6.

<sup>16</sup> Barnsley West, Masterplan Framework MU1 figure 11.44 page 166.

<sup>17</sup> Ibid Figure 11.46 section 02, page 167.

The contrast between the earthworks plans and the link road drawings, which do give a clear indication of the 3 dimensional form of the proposed road, could not be more striking. This lack of consistency in the manner in which the proposals are being depicted - a serious shortcoming given the implications that they will have upon their surroundings – points to a regretful insufficiency of quality control in the manner in which the applications have been compiled. This is especially concerning given the juxtaposition of the proposals with the existing housing on the fringes of the site. It strongly suggests that insufficient consideration has been given to a key matter which is bound to affect the living conditions of a large number of people in the area.

As we have also noted in our observations on the Phase 1 housing proposals, no regard appears to have been paid to an especially important element of the MF, which clearly recognised the need to lessen the scheme’s impact on the occupiers of the homes that border onto the land. The failure to comply the MF in this respect alone should render this part of the proposal unacceptable. It is a clear ground for refusing the application. We regard the apparent disregard for the MF as another disadvantage which adds to our other concerns. It does not bode well for when details of the other built development elsewhere on the site come forward for consideration.

### **Landscape.**

It is claimed that the amendments to the proposals have enabled the retention of more existing hedgerows and trees. This would be less damaging than the earlier ‘scorched earth’ approach that characterised the scheme as submitted originally. But, mindful of BLP Policy MU1 which requires the retention of species-rich hedgerows, and the MF Framework which indicates that it is proposed to retain as many hedgerows in-situ as possible<sup>18</sup>, is not clear just how many of these features, including the ‘species rich hedgerows’ on the land are to be retained and safeguarded. This needs to be made more explicit.

Over and above that, despite the claimed emphasis on a landscape led development, it is significant that the applicant concedes that the development would have significant adverse effects on the local landscape at year 15<sup>19</sup>. And, perhaps not surprisingly, the applicant recognises that these significant adverse effects would be felt by residents adjacent to the application site at Barugh Green, Higham, Gawber, and Pogmoor.

It may be that neighbours have no right to a view over the application site, but the semi-rural setting of the many houses and bungalows that border onto the site is an important factor that has made them pleasant places in which to live up until now. This is a consideration that ought to carry considerable weight. In this respect, it appears that insufficient thought has been given to physically integrating the development into the neighbouring communities using landscaping as a means of linkage.

A case in point is the stub ‘cul-de-sac’ between Nos 39 and 41 Wharfedale Road which abuts the site and which is identified on the MF’s ‘Urban Design Strategy drawing as a ‘pedestrian entry point’<sup>20</sup>. This point effectively forms part of a ‘desire line’ linking Pogmoor to both Gawber Junior and Infant School via the footpath that runs alongside the school and the local footpath network within this

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<sup>18</sup> Barnsley West, Masterplan Framework MU1 section 4.12.

<sup>19</sup> Applicant’s Assessment of Visual Effects During Construction.

<sup>20</sup> Barnsley West, Masterplan Framework MU1 Figure 8.2.

part of the MU1 site. But, instead of grabbing the opportunity to make this route an attractive link by incorporating it as an integral part of the landscaping here, the Landscape Masterplan shows the main open area in this part of the scheme running on a north to south axis which tends to divorce it physically from the surrounding area. It is of note that an earlier iteration of the site's landscape framework showed a landscaping area on the eastern edge of Phase 7 which separated the proposed housing from the existing properties to the east. This concept ought to be reinstated; indeed, such an area could incorporate the wildlife corridor to which we refer in the next section.

The lack of integration is also evident in the layout for the Phase 1 housing. While there are some links with neighbouring housing to the west, the areas of landscaping proposed tend to appear as separate entities rather than a coordinated linkage of green space that flows through the scheme. We see this as another disadvantage which adds to our concern about the overall design quality of Phase 1.

The scale and nature of the proposed development, coupled with the lengthy period of disruption that residents will have to endure whilst the earthworks and construction is taking place, will greatly diminish their quality of life. In all probability, the deleterious effects of the development will be felt for a whole generation. Somewhat dismissively, the applicant tries to offset this by saying that the significant adverse effects are only likely to be experienced by the occupants of the properties on the edge of the site<sup>21</sup>. This patronising 'throwaway' submission fails to acknowledge that there are a large number of residential properties alongside the site, 200 or thereabouts – the adverse consequences of the development will be widespread and significant.

The applicant also acknowledges that the large buildings in the employment area on the higher ground close to the M1 motorway will have significant adverse impacts for residents in Higham and Gawber<sup>22</sup> [the same would apply to the residents who live on the western edge of Pogmoor too]. This acceptance only serves to underline the sheer folly of locating massive scale employment buildings on the highest part of the land. These structures will appear as major and over-dominant townscape features; their scale and form and massing will be totally at odds with the domestic scale of the housing – existing and proposed.

The presence of the massive buildings towering over the rest of the site will have a very oppressive and overbearing effect on householders. This is another serious factor that will make the nearby dwellings significantly less pleasant places in which to live, to the further detriment of residents' living conditions. The incompatibility of two essentially different types of building form in relatively close proximity to each other is such that no amount of amelioration or mitigation will overcome this satisfactorily. Moreover, the landscaping and proposed planting is likely to take a considerable amount of time before it becomes fully established.

### **Biodiversity**

The plan indicating landscape considerations<sup>23</sup> shows a biodiversity/wildlife 'corridor' running eastwards along the northern edge of housing area 'R7' at the rear of the properties at the western

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<sup>21</sup> Environmental Statement Chapter 6 - Landscape and Visual Effects paragraph 6.9.3.

<sup>22</sup> Environmental Statement Chapter 6 - Landscape and Visual Effects paragraph 6.11.14.

<sup>23</sup> Barnsley West Landscape Design Statement page 10.

end of the south side of Colster Close. However while BLP Policy MU1 indicates that the developer will be expected to create/retain wildlife corridors through/across the site, this particular 'corridor' turns out to be a cul-de-sac. Self-evidently, this will inevitably limit its potential as a facility likely to encourage wildlife to move around the area.

If this corridor is to be of real use, it should be extended to include the already existing wildlife corridor which runs on the uncultivated field margins at the rear of all the properties on the south side of Colster Close and along the site's eastern boundary with the properties on the west side of Wharfedale Road right up to Farmhouse Lane. By doing this, the corridor could then link up with the proposed landscaping area on the north side of Farmhouse Lane which in turn merges into the landscape areas to the west of the proposed Phase 1 housing and on the north side of the proposed employment area. The result would be a significant uninterrupted green area which should attract wildlife and allow it to thrive.

### **Noise and Disturbance**

In addition to the deleterious effects on the landscape, the living conditions of residents whose homes are alongside the site will be further affected by noise and disturbance associated with the extensive works proposed. Besides the construction works, in all probability, large earthmoving equipment would need to be involved in order to carry out the extensive ground works that are part and parcel of the development scheme. Indeed, the applicant does not shy away from this; it is acknowledged that *"noise generated by construction operations has the potential to disturb neighbouring land users, including those at residential dwellings and reducing amenity value"*. This is yet another element of the scheme that will make residents' homes appreciably less pleasant places in which to live. Insult added to injury really.

As regards the Phase 1(a) residential area, it is noted there would probably be *"a temporary major effect at existing dwellings to the west of the site"*<sup>24</sup>. The applicant, in another display of the patronising attitude previously referred to, attempts to brush all this off by asserting that such disturbance would be temporary and localised. Even if this turns out to be correct, 'temporary' is likely to amount to several years. Moreover, there is good reason to assume that this state of affairs would prevail when works close to the many other residential properties that border onto the other parts of the MU1 area take place as further phases of the scheme are developed.

In the case of Phase 1 reference is made to mitigating noise disturbance by providing an acoustic barrier. But although no indication of just what this would entail is given, this is likely to constitute a serious visual intrusion in its own right, something else that would have a negative impact on residents' living conditions, making their homes even less pleasant places in which to live.

Despite the applicant's acceptance that noise disturbance is a likely and perhaps inevitable consequence of the works, the deleterious effect of this is likely to be compounded by the working hours proposed. Furthermore, there is clearly some confusion here as the supporting documents submitted with the applications contain no less than **THREE** different sets of working hours! This is another serious inconsistency in the application, a further example of the lack of care inherent in the manner in which the revised proposals have been collated.

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<sup>24</sup> Planning Statement October 2023 paragraph 6.149.

The Outline Construction Environmental Management Plan for application 2021/1089 notes that the construction phase working hours would be: **07.15 – 18.00 Monday to Friday** (with no noisy working until after 7.30am); and **07.15 – 13.00 Saturday** (again with no noisy working until after 7.30am)<sup>25</sup>. On the other hand, Strata’s Construction and Management Plan for Phase 1 2021/1090 indicates that the hours of work would be: **Monday to Friday: 7.30am – 6pm Saturday: 8am – 1pm**<sup>26</sup>. However, in noting that construction hours could be controlled by a suitably worded planning condition, the Noise Assessment indicates that no noise audible at existing dwellings shall take place on site outside the hours **0800 to 1800 Mondays to Fridays and 0800 to 1300 Saturdays and at no times on Sundays and Bank Holidays**.....<sup>27</sup>

Not only does this point to much confusion in the ranks, but it strongly suggests that the figures have been plucked out of the air in a most arbitrary manner. Worst of all, all this points to insufficient regard having been given to the fact that all the work associated with the proposals – site preparation, earthmoving and construction and so on - would be taking place very close to the existing housing immediately alongside the land and would endure for 6 days a week over what is likely to be a very long period.

In the circumstances that prevail here, a condition limiting the hours of work on the site is an *essential* prerequisite; necessary and reasonable in the circumstances that apply here. As regards the apparent differences in working hours, we submit that the view of the developer’s noise expert ought to carry the most weight and should prevail. Accordingly, working hours should be limited to 0800 to 1800 hours Mondays to Fridays and 0800 to 1300 hours on Saturdays. As it is almost inconceivable that any activity by workers on the land would not be audible beyond the site’s boundaries, there should be no concession in this respect. Construction workers are unlikely to be Trappist monks, it is highly improbable they would tiptoe round the site in relative silence at all other times.

Noise emanating from the site will not be confined to the implementation of the development proposals. The developer has previously argued that the employment area is eminently suitable for storage and distribution. By its very nature this activity will inevitably will involve frequent comings and goings of heavy goods vehicles, together with associated manoeuvring and reversing, including warning klaxons. All this has the potential to cause serious disturbance to householders especially where, as is the case here, where the employment units would be sited very close to the housing in Higham Common Road, Harden Close, Mickleden Way and Drury Farm. And, as the proposals also provide for ‘B2’ general industrial use, activities associated with this could well prove disturbing to residents too.

In order to give the neighbours a degree of respite, a condition limiting the hours of operation of the employment units should be applied, a measure that would be both necessary and reasonable in the circumstances. The various application documents show a variety of layouts for the employment area, but while we acknowledge that this will be a reserved matter, we contend that in order to reduce disturbance, it is imperative that the vehicular servicing areas be located as far away from housing – existing and proposed - as possible.

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<sup>25</sup> Outline Construction Environmental Management Plan 2021/1089 paragraph 4.3.1.

<sup>26</sup> Strata Construction and Management Plan – ‘Legacy’ Barnsley West Phase 1 paragraph 4.1.

<sup>27</sup> Environmental Statement Chapter 13 – Noise paragraph 13.5.4.

Worryingly, another element of confusion and contradiction which has implications for noise associated with the proposals is to be found in the application. In the Ground Conditions section of the Environmental Statement it is stated that “*we would recommend that foundations for all the residential properties are **piled** - up to 15m.*”<sup>28</sup> However, the noise consultant’s report notes, “*It is assumed that **piling will not** be required to construct the development buildings.*”<sup>29</sup> In other words, no account of the noise implications of piling appears to have been taken in the noise assessment.

This is a very serious omission as the effect of piling works goes beyond mere decibel levels – the insidious and repetitive nature of piling can be seriously disturbing, especially when it is carried out close to people’s homes, as would be the case here. The development should not be approved until this matter is clarified and investigated further.

## **Traffic**

As our resources are limited, we are unable to critically test the methodology, assumptions and modelling that underpins the conclusions regarding the traffic implications of the proposals. Nevertheless, as these implications are likely to bear upon a much wider area than the immediate surrounds of the MU1 site, we consider it imperative that these matters be examined most rigorously, in order to provide an objective assessment of the two applications.

That said, one particular matter is that does stand out from the Traffic Assessment is the likely increase in traffic along Barugh Green Road (A635) where a 73% increase is forecast (quite why this should drop to 66% at the A635/A637/Whaley Road roundabout is not clear, all the more so as the HGV component is forecast to increase by 105% here as opposed to 100% at the proposed link road. Even with the recent improvements to the Whaley Road roundabout, peak hour traffic here regularly queues as far as the Barugh Green roundabout and in along Huddersfield Road past Redbrook Road where traffic also backs up. It is difficult to see how the additional traffic will do anything other than seriously exacerbate the problems that already exist here. Given the magnitude of the increased traffic flows, the wisdom of introducing another main road junction onto the A635 to serve the separate housing development proposed by Countryside Properties also has to be questioned.

Another matter of serious concern which is linked to the traffic implications of the proposals is the location of the proposed school and its associated outdoor space very close to the proposed link road and one of its roundabouts. We acknowledge that this is not new, the MF provides for this. Nevertheless, given that vehicles – including a good number of HGVs - would be slowing down and revving up close to hand we question the wisdom of locating a school catering for younger children where air quality will inevitably be an issue even if it is estimated that emissions are unlikely to exceed safety limits. In so saying, mindful that the Parliamentary Audit Committee expressly counselled against schools being built next to air pollution hotspots, we believe this is an instance where the precautionary principle ought to apply. Serious consideration ought to be given to locating the school away from what will be a major through route in the Borough, as opposed to just a facility that gives access to the proposed development.

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<sup>28</sup> Environmental Statement Chapter 10, ‘Ground Conditions’ - Appendix 4.1.

<sup>29</sup> Environmental Statement Chapter 13 – Noise paragraph 13.4.9.

The Traffic Assessment focuses largely on the effect of increased traffic likely to be generated by the proposal on various road junctions and main elements of the highway network in the surrounding area. But, it is largely silent on the traffic implications at a more local level. Again, the proposed Phase 7 housing is a case in point. A good proportion of the vehicular movements associated with the 147 dwellings proposed here are likely to be towards Redbrook Road via Wharfedale Road, Church Street and Beaver Lane. However, these local roads are not referred to in the 'Transport and Highways' table in the Environmental Statement<sup>30</sup>.

The three roads highlighted already act as a 'rat run' between Pogmoor Road and Redbrook Road. This, together with parked cars on the relatively narrow, Church Street and Beaver Lane, already constitutes a traffic hazard – something that is particularly evident at school times. The extra traffic associated with the Phase 7 housing will only serve to exacerbate these problems. This is a serious matter that requires further consideration and, if need be, appropriate remedial action prior to the granting of any planning permission.

### **Public Footpaths**

It would appear that wholesale closure of the public footpaths that cross the site in order to facilitate the implementation of the development has been scaled back from that envisaged initially. While this is to be welcomed, we are still concerned that impeding access to the neighbouring countryside - another matter which to date has contributed to the quality of life enjoyed by local residents and is something that has been recognised to be beneficial for health and general well-being – is a further disadvantage that will impact negatively on people's living conditions. It is a matter that we will monitor closely.

That said, two points spring to mind at the outset. Firstly, the northern part of footpath 148 and footpath 252, which flank the field where the Phase 7 housing is proposed, are especially well used. As the paths are on the edges of a housing area and an area proposed for landscaping and planting this begs the question do they really need to be closed at all? It may be somewhat inconvenient for the developer, but we see no good reason why this right of way could or should be closed, even for a limited period.

The second point concerns footpaths 13 and 40. Although both head generally in the same direction at present they are not connected; to traverse them involves an awkward 'dog leg' along Hermit Lane. Mindful that the MF seeks to "*enhance existing public right of ways and consider opportunities for further footpaths*"<sup>31</sup> this guidance should be followed by incorporating a direct link between the two footpaths into the layout for the development. There does not appear be any good reason why this could not be done.

### **Mining Legacy**

The history of coal extraction on the site – both underground and surface extraction or opencasting – together with measures to address this, including further exploratory investigations is covered in some detail. However, one matter that is not addressed in the application documents is the possible implications of the use and disposal of explosives during the opencasting operations, and the extent

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<sup>30</sup> Environmental Statement Chapter 8 'Transport' page 12.

<sup>31</sup> Barnsley West, Masterplan Framework MU1 page 39.

to which this may affect the implementation of the development proposals. Although apparently no documentary evidence about this has come to light to date, there are credible first hand reports that blasting operations took place on the land. We are concerned that insufficient weight has been given to this potentially serious matter and that the precautionary principle ought to apply here too. In other words, there should be a thorough investigation and, if necessary, appropriate remedial measures, should be agreed before any planning permission is granted.

Regardless of the explosives issue, we note that the applicants indicate that further investigation and subsequent treatment of coal workings, if proven, will be required prior to development. Furthermore, a similar approach is advocated for gas emissions, it being noted that the presence of hazardous ground gases on the site is considered a risk. All this seems rather like putting the cart before the horse. Surely such investigations, which could mean identifying a need to carry out additional work, or even to amend the scheme, or parts of it, should be undertaken prior to the grant of any planning permission? Indeed, we note that the Coal Authority maintain their objection to application 2021/1090 for this very reason<sup>32</sup>. It would be perverse to grant permission where a risk has been identified but no remedial measures, if required, have been put forward.

### **Overall Conclusion**

We acknowledge the development of site MU1 forms part of the approved Barnsley Local Plan, and the Masterplan Framework for the land was approved subsequently. Be that as it may, we consider that the proposals in their revised form are highly unsatisfactory.

The proposed earthworks will have a significant impact on the site and its surrounds together with the large number of dwellings that border directly onto it. Yet, the plans that purport to show this fall well short of doing so with the requisite degree of clarity. The effect of the degradation of the landscape – something that is likely to persist for a considerable length of time despite the nature and extent of the landscaping proposed – will have a seriously deleterious impact on the living conditions of local residents whose well-being has been accorded far too little weight. The suggestion that work should commence as early as 07.15 hours is but one example of this.

Despite the optimistic tenor of the traffic assessment, we fear that the consequences of the additional traffic movements projected have been seriously underestimated.

All these factors, together with the as yet unresolved issues appertaining to the land's mining legacy, are convincing and robust reasons for the **REFUSAL** of both planning applications, even when the development proposals in the adopted BLP and the MF are taken into account.

Over and above this, for the reasons given in the 'Housing' section, the shortcomings of the proposals for the Phase 1 housing are such that they provide compelling grounds for rejecting application 2021/1090 on this ground alone. The housing scheme does not accord with BLP Policies D1 and GD1 in that the proposal does not represent high quality design, and that there *would* be a significant adverse effect on the living conditions and residential amenity of existing and future residents. Additionally, for the reasons we have also set out, the scheme is contrary to the SPD and the MF.

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<sup>32</sup> Letter from The Coal Authority dated 24 November 2023.

In the light of the foregoing, we urge that both applications be **REFUSED**.

KEEP IT GREEN 2014

30 January 2024

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 12 December 2023 10:26  
**To:** [REDACTED] MU1  
**Cc:** [REDACTED]  
**Subject:** KIG Inspection of Plans for MU1  
**Categories:** [REDACTED]

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Subject: KIG Inspection of Plans for MU 1

Dear [REDACTED]

Thank you for your E-Mail dated 29/11/23, the contents of which have been noted. Whilst we fully appreciate the difficulties which you and your staff have been placed in by the recent receipt of the large amount of fresh documentation regarding planning applications 2021/1089 and 2021/1090, we are sure that you in turn will also appreciate from our earlier meeting, the difficult task which the Keep It Green 2014 Core Group and the local community are continuing to be faced with in examining the supporting documentation as currently presented on Planning Explorer in view of what appears to be an ever changing position by the inclusion of this additional documentation.

You did say in your E-Mail that that you are "awaiting a list of the plans and documents for each application from the applicants and have requested that the list reflects the names of the documents on the planning explorer website". You also agreed to forward these to us once received.

Keep It Green 2014 has now received an E-Mail dated 08/12/23 from [REDACTED] in which he says that attached to his E-Mail are two lists of plans for planning applications 2021/1089 and 2021/1090.

His E-Mail indicates that these have been split into the categories that the documents will appear under on the planning explorer.

However, there is no other clear indication of what exactly has changed or the relevance as to whether or not it is supposed to be a list of the current application plans.

Are the lists intended to be the ones which you referred to in your earlier E-Mail?

If so, clearly it will take Keep It Green 2014 some little time to examine the lists in detail.

When can we now expect to receive assurances on when the full and precise definitive documentation and its presentation on Planning Explorer will be complete?

Can you also please confirm how you intend to inform the local community about the updated /replaced/additional documentation having regard to the last stated deadline for comments of 18/12/23.

At our recent meeting you said that you understood that the BWC were commissioning a model which showed the Site MU1 proposals.

Do you have an update of this and how/when it is to be presented?

Will it be presented for public consultation?

Your E-Mail did reiterate that comments may be received after the statutory deadline, but did not specify how long after.

As a consequence of the above points, Keep It Green 2014 are now formally asking for an extension of time beyond the current stated deadline of 18/12/23.

Have you considered the question of "suspending" the current consultation period in view of the workload difficulties in understanding the complexity of the two planning applications obviously being faced by you and your staff, and the community as a whole in understanding and responding under the consultation procedures.

Regards

Keep It Green 2014

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Hi again,

Thanks for the Oporto information. As for the housing drawing, I'm sure it's not beyond the skill of somebody there or in Strata's team to provide the requested information You're consulting, among other things, on the housing behind Wharfedale Rd, which is of direct interest to me. I don't expect to have any influence on a Reserved Matters application if I don't make my views known now. Please reconsider.

Regards,

On Thu, 9 Nov 2023 at 13:32, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good afternoon,

Firstly, as mentioned previously, the document which shows the proposed layout for phase 1 is named *20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ( 0.74 MB )*. Unfortunately, these are the only copies of the plans we have, so we would not be able to provide a copy with better resolution. This is something which can't be avoided due to the size of the files.

In terms of the scale. The document named above, shows the layout of the development with a scale bar at the bottom so can be used to find measurements.

In response to your last query, the floorplan for the Oporto property can be found within the document named *20211090 MS-102 AS 01 Oporto*.

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG



Barnsley – the place  
of possibilities.

## Council of the year



Sent: 09 November 2023 08:59

To: MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>

Subject: Re: FW: Planning Applications 2021/1089 and 2021/1090

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

Hi again,

Please find attached an update to my questionnaire following your 30 October response.

Thanks,



On Thu, 2 Nov 2023 at 09:22, [REDACTED]

hi,

Thank you for your prompt response. Comments below in red.

Regards,



On Thu, 2 Nov 2023 at 08:54, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good morning,

**26<sup>th</sup> October 2023:**

Document *20211090 ES Appendix 10.11 -Geoenvironmental Appraisal - Pogmoor\_Part2of4.pdf* should probably not be used to identify properties as it's an appendix to chapter 10 for ground conditions and in fact the title of the drawing is 'Line and Location of Buried Highwalls' and is only meant to show this. **I appreciate that this application is outline but really would like to see the appropriate drawing. I'm assuming that the invitation to comment includes the proposed layout. See also below.**

If you are looking for plans showing phase 1 of the residential development, these can be shown on the following document: *20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ( 0.74 MB )*. **I've seen this and**

note that changes have been made since the outline submission, which I'll be examining. The problem with this is still one of resolution. I would appreciate a cleaned up screen shot of this area, please:

UNIT NAME	NO. OF UNITS	TOTAL AREA	TOTAL GFA	%	REGULATORY COMPLIANCE	BREX	PEOPLE	ENERGY	COMPLETION	NO. OF UNITS	NO. OF UNITS	LAND
APPROACHABLE (CASE UNITS)												
1-101	30	960	20,940	55	2,000	13.9%	100%	NEEDS	0	4	2	SEMI-DETACHED/TERACE
1-102	0	0	0	0	0	0%	100%	NEEDS	0	0	0	SEMI-DETACHED
1-103	40	1,240	22,020	110	6,800	18.0%	100%	NEEDS	0	0	2.5	SEMI-DETACHED
1-104	40	1,240	22,020	110	6,800	18.0%	100%	NEEDS	0	0	2.5	SEMI-DETACHED/TERACE
1-105	12	3,200	10,200	122	1,300	3.9%	100%	NEEDS	4	0	2	DETACHED
1-106	6	1,470	8,800	127	324	3.9%	100%	NEEDS	4	0	1	SEMI-DETACHED
1-107	22	1,370	46,170	502	3,900	10.6%	100%	NEEDS	0	0	2.5	DETACHED
1-108	10	1,900	10,000	400	1,800	6.0%	100%	NEEDS	0	0	2	DETACHED
1-109	7	2,700	10,700	108	1,200	3.2%	100%	NEEDS	5	0	2.5	DETACHED
APPROACHABLE TOTALS	155	20,810	82,810	82.8%								
APPROACHABLE (CASE UNITS)												
1-110	0	0	0	0	0	0%	100%	NEEDS	0	0	0	SEMI-DETACHED/TERACE
1-111	30	920	18,400	80	1,710	9.3%	100%	NEEDS	0	4	2	SEMI-DETACHED/TERACE
1-112	4	800	3,400	70	310	1.9%	100%	NEEDS	0	0	0	SEMI-DETACHED/TERACE
1-113	2	1,200	2,400	100	250	2.5%	100%	NEEDS	4	0	2.5	SEMI-DETACHED
APPROACHABLE TOTALS	36	20,820	24,810	24.8%								
TOTALS	191	274,230	1,076,620	100%								

The numbers on the plan shown would be plot numbers and the Asterix identifies social housing. **Noted. Thank you. Now I look closely down the RHS I can see the \*.**

**29<sup>th</sup> October 2023:**

The page identifies the scale of 1:1000; therefore, the scale of the drawing on the same page should be the same. Again, this document shouldn't really be used to identify residential properties. **See above. The proper building layout drawing will include the scale bar if it's the same format as the Phase 1 version, which is all I need for my purposes. It's missing from the repurposed drawing, so would be un-scaleable if not full size.**

**30<sup>th</sup> October 2023:**

The Planning Statement should now be uploaded on the Planning Explorer. Apologies for this. **Noted. Thank you. Sorry, but one more query, for now. There doesn't appear to be a layout diagram for the Oporto property, MYP412.**

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG



## Council of the year



Sent: 01 November 2023 16:48

To: MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>

Subject: Re: FW: Planning Applications 2021/1089 and 2021/1090

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

Hi again,

I've updated my list of questions, attached as Rev.1. I've deleted the history from this message for simplicity, as all the details are in the attachment.

Please advise when I could expect the answers, especially the location of the plan for the housing behind Wharfedale Road, including readable details. As far as I can tell, this is missing from your document list for 2021/1090.

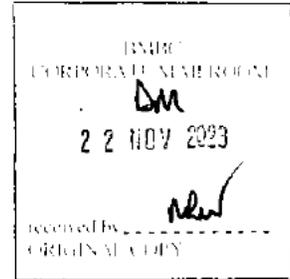
Thanks again,

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To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk



Dear Sirs

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land south east of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

**Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developers time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

**Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view.

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks.

## **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is however, a wealth of written evidence from former employees and the public that explosives were used and that some discarded explosives may remain on the site. In the absence of any other evidence it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended "amber gas measures" in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with the suggestion of mitigation measures.

## **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites' proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children's health.

## **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both.

## **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

## **Flooding**

The area around Redbrook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

## **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Barugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area.

## **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor quality development.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected.**

To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk



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They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

## **Flooding**

The area around Redbrook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

## **Visual Amenity**

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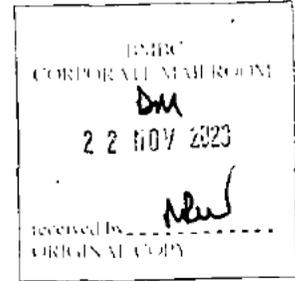
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To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk



Dear Sirs

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I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

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These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developers time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

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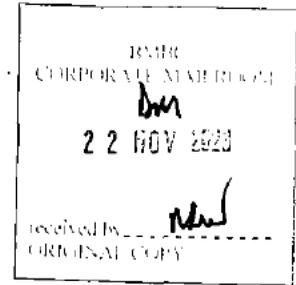
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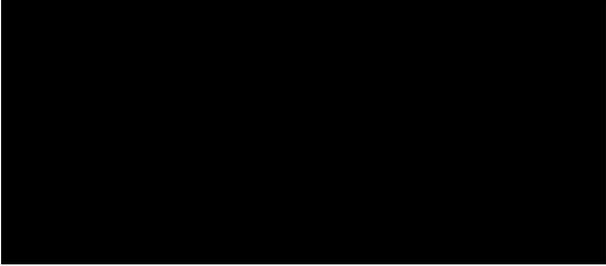
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Hi again,

It appears that you don't intend to try to meet what I consider to be a reasonable request for better information. You suggest looking at the hard copies, but from what I hear I wouldn't be much better off if I took the trouble to attend and, in any case, you don't appear to have the plan in question anyway.

The consultation process papers suggest I should be able to find everything online, not that I should work online but top up with a visit to look at hard copies when online files prove inadequate.

The housing estate proposed for the Wharfedale Road area is of importance to me and you haven't even got an electronic OR hard copy of the plan for the proposal, even though it clearly exists. It's evident that a lot of work has been done on this proposal since the last application, so I must assume it's quite firm. If any further application can be dealt with under Reserved Matters, surely I must assume that it's going to change very little between now and then, so the maximum amount of information should be provided now.

Regards,

On Thu, 16 Nov 2023 at 15:53, [REDACTED]

Hi again,

This is a disappointing response. You've taken far longer to explain why you can't meet your own obligations than to deal with the simple requests made, which wouldn't have been necessary in the first place if the information on which you expect consultees to make meaningful comments had been fully adequate. My requests, summarised below, could be resolved with a 'phone call, ten minutes on a workstation and an email:

1. Plan for housing behind Wharfedale Road – A full copy of the plan, as provided for the Phase 1A plan (and which clearly exists), to the same resolution, including scale bar. **Reason:** This plan should have been available from the beginning instead of being buried in another document.
2. A good resolution copy of the right hand side of the above drawing so that the text and symbols on the drawing can be fully understood. **Reason:** Consultees can't be expected to make meaningful comment on blurry images.

3. A dimensioned or scale bar-equipped copy of the Oporto drawing. **Reason:** You have accepted and published this drawing when it is clearly incomplete and inconsistent with others in the same series.

I'm copying Governance in on this message as this sort of thing has happened before and reflects poorly on BMBC as a supposedly customer-focussed and caring organisation.

Regards,



On Thu, 16 Nov 2023 at 10:05, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good morning 

Thank you for your email, your comments are being taken into consideration. The documents submitted are currently under review and a list will be compiled to request documents with an improved resolution where deemed necessary. Unfortunately, this may take some time due to the scale of the application and an exact timeframe cannot be confirmed or provided at this time.

The Oporto property document and others are available as a physical copy and can be viewed at Westgate via appointment. The Oporto property document has been checked this morning and is suitable to be scaled from in-person.

Unfortunately, you may not be able to scale from the submitted documents yourself if you do not have the appropriate software on your personal device(s). Therefore, any queries regarding distances between properties should be put clearly in writing for the Case Officer to respond to.

Kind regards,

### Development Management

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG



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Council of the year



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**From:** 

**Sent:** 13 November 2023 16:09

**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>

**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

I assume you mean 100:1 for the Oporto drawing. The document presented, like the housing layouts, is not a drawing but an image subject to infinite zoom on a computer screen. Even though I do have a (basic) CAD system, it would have to be an actual drawing to enable proper scaling.

Based on the information provided, the only way I can establish distances on the housing plan is to assume the plan dimensions of a guessed type of house for which I do have a dimensioned plan are accurate and pro-rata distances from that. Since there is no such information on the Oporto drawing I've had to use the same method to get its plan dimensions, hardly ideal. Without a scale bar visible on the plan it's an unnecessary struggle.

**This brings me to what I now realise is the real issue**; you are proposing a controversial housing estate without so much as a plan for inspection by consultees. The only image provided is buried in an unrelated, umpteen page document, one of dozens. How is Joe Public supposed to respond to the consultation in a meaningful way with such an omission?

Please provide the requested information as soon as possible:

- A scalable drawing of the proposed estate, which should have been in the original submission anyway;
- A readable copy of the information down the full length of the right hand side of the drawing for identification of the housing details and also to check elements of the Phase 7 drawing that do not appear in the just-about-readable key on in the Phase 1A drawing.
- A dimensioned version of the Oporto property style.

Thanks,



On Mon, 13 Nov 2023 at 14:23, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good afternoon,

On the attached plan, the plans are drawn to a scale of 1:100 as said underneath each one. You can measure this with a scaled ruler or on some computer programmes, a scale bar is not required.

Kind regards,

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**From:** [REDACTED]  
**Sent:** 09 November 2023 23:11  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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hi again,

Sorry to be a pain, but the Oporto drawing you referred to has neither dimensions nor scale bar. Please provide one or the other detail.

Thanks,



On Thu, 9 Nov 2023 at 14:07, [REDACTED]

Hi again,

Thanks for the Oporto information. As for the housing drawing, I'm sure it's not beyond the skill of somebody there or in Strata's team to provide the requested information You're consulting, among other things, on the housing behind Wharfedale Rd, which is of direct interest to me. I don't expect to have any influence on a Reserved Matters application if I don't make my views known now. Please reconsider.

Regards,



On Thu, 9 Nov 2023 at 13:32, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good afternoon,

Firstly, as mentioned previously, the document which shows the proposed layout for phase 1 is named *20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ( 0.74 MB )*. Unfortunately, these are the only copies of the plans we have, so we would not be able to provide a copy with better resolution. This is something which can't be avoided due to the size of the files.

In terms of the scale. The document named above, shows the layout of the development with a scale bar at the bottom so can be used to find measurements.

In response to your last query, the floorplan for the Oporto property can be found within the document named *20211090 MS-102 AS 01 Oporto*.

Kind regards,

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**From:** [REDACTED]  
**Sent:** 09 November 2023 08:59  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

Please find attached an update to my questionnaire following your 30 October response.

Thanks,

On Thu, 2 Nov 2023 at 09:22, [REDACTED]

hi,

Thank you for your prompt response. Comments below in red.

Regards,

On Thu, 2 Nov 2023 at 08:54, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good morning,

**26<sup>th</sup> October 2023:**

Document *20211090 ES Appendix 10.11 -Geoenviromental Appraisal - Pogmoor\_Part2of4.pdf* should probably not be used to identify properties as it's an appendix to chapter 10 for ground conditions and in fact the title of the drawing is 'Line and Location of Buried Highwalls' and is only meant to show this. I appreciate that this application is outline but really would like to see the appropriate drawing. I'm assuming that the invitation to comment includes the proposed layout. See also below.

If you are looking for plans showing phase 1 of the residential development, these can be shown on the following document: *20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ( 0.74 MB )*. I've seen this and note that changes have been made since the outline submission, which I'll be examining. The problem with this is still one of resolution. I would appreciate a cleaned up screen shot of this area, please:

UNIT TYPE	NO	SQFT	TOTAL SQFT	TOTAL SQM	%	REGULATORY COMPLIANCE	BISS	PEOPLE	STORY	COMPLETION	END USE	LAND USE
<b>OPEN MARKET (100% AFFORDABLE)</b>												
SEMI DETACHED	78	186,000	186,000	186,000	100%	100% METS	0	4	2	SEMI DETACHED (PERMANENT)	26	B
DETACHED	5	1,217	1,217	113	33%	100% METS	0	0	0	DETACHED	5	B
SEMI DETACHED (3 BED PLUS STUDY)	62	1,245	122,320	119	49%	100% METS	0	0	2.5	SEMI DETACHED	42	B
SEMI DETACHED (3 BED PLUS STUDY)	40	1,345	49,879	459	29%	100% METS	0	0	1.5	SEMI DETACHED (DETACHED)	40	B/C
CONVERSIONS	12	1,200	10,200	125	3.0%	TBC	0	0	2	DETACHED	12	B/C
SEMI DETACHED	0	0	0	0	0%	100% METS	0	0	0	DETACHED	0	B/C
SEMI DETACHED	23	1,875	46,176	408	10.0%	100% METS	0	0	2.5	DETACHED	23	C (C2)
DETACHED	10	1,000	10,000	100	4.0%	100% METS	0	0	2	DETACHED	10	C (C2)
DETACHED	7	2,100	14,700	138	3.0%	100% METS	0	0	2.5	DETACHED	7	C (C2)
<b>OPEN MARKET TOTALS</b>	<b>185</b>	<b>396,820</b>	<b>396,820</b>	<b>35,211</b>	<b>82.0%</b>						<b>178</b>	<b>B</b>
<b>AFFORDABLE (100% AFFORDABLE)</b>												
SEMI DETACHED	0	0	0	0	0%	100% METS	0	0	2	SEMI DETACHED (PERMANENT)	0	A
SEMI DETACHED	20	827	20,469	189	9.3%	100% METS	0	0	2	SEMI DETACHED (PERMANENT)	20	A
SEMI DETACHED	4	810	3,405	313	7.0%	100% METS	1	0	2	SEMI DETACHED	4	A
SEMI DETACHED	2	1,200	2,400	222	3.0%	100% METS	0	0	2.5	SEMI DETACHED	2	A
<b>AFFORDABLE TOTALS</b>	<b>26</b>	<b>20,402</b>	<b>20,402</b>	<b>1,834</b>	<b>14.7%</b>						<b>26</b>	<b>A</b>
<b>TOTAL</b>	<b>211</b>	<b>407,222</b>	<b>407,222</b>	<b>37,045</b>	<b>100%</b>						<b>204</b>	<b>A</b>

The numbers on the plan shown would be plot numbers and the Asterix identifies social housing. **Noted.** Thank you. Now I look closely down the RHS I can see the \*.

**29<sup>th</sup> October 2023:**

The page identifies the scale of 1:1000; therefore, the scale of the drawing on the same page should be the same. Again, this document shouldn't really be used to identify residential properties. See above. The proper building layout drawing will include the scale bar if it's the same format as the Phase 1 version, which is all I need for my purposes. It's missing from the repurposed drawing, so would be un-scaleable if not full size.

**30<sup>th</sup> October 2023:**

The Planning Statement should now be uploaded on the Planning Explorer. Apologies for this. **Noted. Thank you. Sorry, but one more query, for now. There doesn't appear to be a layout diagram for the Oporto property, MYP412.**

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG



Barnsley – the place  
of possibilities.

**Council of the year**



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**From:** [REDACTED]  
**Sent:** 01 November 2023 16:48  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

I've updated my list of questions, attached as Rev.1. I've deleted the history from this message for simplicity, as all the details are in the attachment.

Please advise when I could expect the answers, especially the location of the plan for the housing behind Wharfedale Road, including readable details. As far as I can tell, this is missing from your document list for 2021/1090.

Thanks again,



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Dear Sirs

Following receipt of your notification ref 2021/1089 dated 25<sup>th</sup> October 2023, and along with the viewing the planning application 2021/1090 I would ask the following questions regarding the area around Farm House Lane.

1. For both planning applications what additional / extra infrastructure is being planned re access to both planning sites around Farm House Lane?
2. I note from planning application 2021/1090 that the area of Farm House Lane abounding the proposed development appears to still be a single track access road to the proposed site entrance, is this really what is being planned.
3. Regarding 2021/1089 the final entrance to the site appears to be a roundabout in the vicinity of Hermit Lane and Higham Common Road, however on the planning drawing this roundabout is out with the planning boundary indicated in red I would therefor ask at what point is it planned that this road development will take place? Also where is it envisaged site traffic will ingress and egress the development site and what contingencies are being put in place to ensure pedestrian safety.
4. Regarding 2021/1090 in the vicinity of Farm House Lane and Pogmoor Lane there is a distinct absence of pedestrian pathways about 50 % of Farm House Lane is a single track with no pathways. My question is what is being put in place to ensure pedestrian safety. It would appear to me that the housing development off Farm House Lane will have somewhere in the region of 300 plus dwellings, with most modern family's having two cars with both parents working with journeys forwards and backwards to work and then with additional recreational movements I would expect to see an increase in traffic movements of around 1800 plus per day and with the average person sleeping for eight hours this will average to 100 plus movements per hour. If no improvements to the roads and pathways are made it will literally be a matter of days before the first life changing accidents or fatalities occur. Pogmoor Lane is already a rat run between 07:30 and 09:00 and then again between 16:00 and 17:30 for cars trying to bypass traffic build up on Pogmoor Road.

Your replies to my concerns raised would be appreciated

Regards



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I consider that under the current climate of empty industrial units and shop units, companies going into administration and the current state of the economy and in particular the housing market there is absolutely no requirement to consider destroying green belt land on such a major scale. This land is covered by a network of public footpaths enjoyed by many and following the destruction of Penny Pie Park there is no nearby open spaces for residents. The proposed work will obviously cause major disturbance for residents for many years since the land is a former mineworking area. There is a ongoing problem in the area already with School run parking which the Council seem to be unwilling to address and so traffic resulting from this project both during and after completion will exacerbate this.

Even the Council must be feeling the strain presently and there must be a danger of the project failing and the Authority having to find money(borrow) for yet another bailout.

I realise comments are futile but they must be made in the hope that common sense will prevail by the Planning Committee Members.



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Objection #3

Traffic management.

I fail to comprehend the traffic assessment included in the plan. The response to the initial findings of concerns about the traffic has simply been dismissed and " measures will be put in place".

Regardless of the link road the traffic entering the development from claycliffe or Higham will still be using existing unaltered roads. . In excess of 1500 properties , likely with multiple cars will mean 3000+ vehicles in and out of the development each day, add to this the heavy good and trade vehicles from the industrial units the entire West of Barnsley will grind to a halt twice a day. The Gyratory has had no effect due to the sequence of lights outside Horizon. it can still take 10 minutes to get from the top of Wharfedale Road to the motorway.

The separate development behind wharfedale Road is of particular concern. Approximately 300 cars entering and leaving this part of the development onto Pogmoor Road via the top of Wharfedale Road. This is a small residential street and completely unable to cope with the traffic already . It is currently used as a rat run down to redbrook and Claycliffe, will traffic calming measures be implemented on Wharfedale Road?

This part of the development is not linked to the wider development and as such should be treated as its own planning consent. The entrance to the Wharfedale Road development is via Farmhouse Lane.. this is a single track lane. Any expansion will mean the removal of established hedge rows and trees .

I read last week that Barnsley Air quality is one of the worst in the country. I fail to see how encouraging thousands of cars and heavy goods vehicle will improve this.

regards



Sent from Samsung Mobile on O2

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Hello

Objection 1

Why has the developer decided to place what appears to be all the 3 storey/ mews / social housing right next to the existing properties? ( other than to maximise the appeal of the £400k detached properties away from the social/ affordable housing)

Is it not bad enough ruining residents views/outlook/ privacy/ light/ air quality/ noise by placing a single house behind my property, but now it appears the developers have zero regard for its " neighbours" by placing 3 properties adjoining properties behind it

The size and number of occupants and social issues that occur will further spoil my families enjoyment and privacy we currently enjoy. Seems the developers are intentionally disregarding any notion of consideration for the lives they and BMBC are ruining in Pogmoor, Higham and Barugh green.

This arrangement is not acceptable or fair to the current residents and not what was " promised" by Strata representatives at their " engagement " meetings several years ago. The fact that this is being done adjoining existing bungalows shows the contempt the developers have for the ' community" they wish to improve.

This is the first of many Obejections to be rsised, however I have yet to plough through all 523 documents as yet

[REDACTED]

Sent from Samsung Mobile on O2

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Re .93 and 95 Church Street and The Planning Statement October 2023 | HB | P18-1848.012.A

As the owners of both 93 and 95 Church Street properties, can you please confirm the impact of this development, including access to our homes and our adjoining land.

In reference to item 4.2 and 4.22

We also have existing access and require continued access to our land via Hermit Lane, Please can you confirm future access will be maintained to our adjoining field.

2.16 States: The site is not located within or adjacent to a conservation area.

Our land is considered conservation land and **this proposed development is adjacent to this conservation area**, please can you explain, we also have many trees surrounding the boundary of our land which we are anxious to preserve.

section 6.41 states the council supports development that supports conservation and enjoyment of Barnsley's historic environment.

6.51 It is noted that comments from the Council's conservation officer have confirmed no objection to the proposals.- we would be interested to see the full report. particularly concerning item 2.16 The site may contain early medieval boundaries and what has been considered in this respect.

The proposed development does not seem to consider conservation of land, and public rights of way or footpaths that are both enjoyable and historical.

**I therefore object to the development on the grounds of:**

The impact upon nature, the conservation area and green space

Access to our properties and adjacent land, and the quiet enjoyment of this land to which we are entitled.

Road access to our land

Loss of trees impacting the area

Traffic generation

Noise and disturbance resulting from use

We would be grateful if you could demonstrate the impact assessment of this development in full upon our properties and our adjoining parcel of land including the consideration of the adjacency to conservation land, access to our land via Hermit Lane and quiet enjoyment.

We look forward to receiving your response.

Kind Regards





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You try to wear the Public down and hide behind legislation. The 'EVRI' complex at Birdwell is a tribute to the inconsideration you have for the local community and their representations.

MU1?

Objections are as follows:

a)Residential? 'Dormitory Homes' on the M1 corridor will soon become an unnecessary requirement for Commuters to Leeds and Sheffield here with SCR failing to recognise that post covid many employers exercise a work from home policy for their employees.

Add to this the unaffordable 'EV' s that will commute on the M1 have the Borough and SCR added this to the unbalanced NOT NEEDED development at Higham/Pogmoor etc?

Associated infrastructure cannot cope in Barnsley East and West of the M1 as it is without adding to the misery for everyone in the Borough.

b)Employment? At what cost to the environment and existing infrastructure in Barnsley? HGV traffic? what CENTURY will these be EV run? Will these 'planned' new service roads AND existing cope with the extra weight of EV HGV's? AND their actual commercial volume on Barnsley roads?

a)+b) and their environmental concerns when the huge development on HIGHER ground that will no doubt eventually drain into the Dearne system below? Is your EIA adequate on this?

In addition the previously opencast mining at MU1 proposed development as already stated before will include 'old workings' with no mapped drainage PLUS UNEXPLODED charges from blasting in the past. Can the developer and the Borough 100% GUARANTEE the WHOLE development site is TNT Free? AND state so publicly!

More questions than answers and for what? SCR ambition to turn a Mining TOWN and MINING communities into a CITY!

NO ONE IN BARNSLEY WANTS MU1!-Community Heritage Destruction, Green Belt Destruction, Quality of Life Destruction.....Planned on a Grand Scale!



## MU1 Planning Applications - Contents

### 2021/1089 - 'The Employment application'

Earthworks are one of the key components of the 'full' element of this application; as engineering operations they clearly constitute development in their own right. However, while the works as described by the applicant are likely to alter the lie of the land within the application site significantly, the precise location, extent and scale of the proposed development platforms is far from clear from the information accompanying the application.

As far as I can ascertain, two sets of drawings, neither of which appear under the heading 'Plans', purport to give an indication of what the proposed remodelled landscape entails. But *only* one of these sets – comprising 3 site section drawings (pages 4 - 7) - is listed under the heading 'Plans'. While these drawings are helpful to some extent, they only offer selected 'snapshots'; they fall well short of providing a full picture of the extent and nature of the proposed earthworks and development platforms.

The second set of drawings, 7 in total (Parts 1 to 7), appears in ES Chapter 10, Appendix 10.13, all headed, 'Earthworks Strategy'. (They encompass the whole of the land comprised in applications 1089 and 1090). Of these plans, those labelled, parts 4 to 7 seem to be the most relevant. Parts 4 and 5 drawings (plans with the suffixes 302 and 303), are both headed 'Masterplan Cut and Fill Depths to Existing Ground Level'. Parts 6 and 7 (suffixes 300 and 301) are headed 'Proposed Regrade Contour Sheet'. These plans are also listed separately in the long list of items that appear under the heading 'Amended Documentation' in the particulars for application 2021/1090 (inexplicably sandwiched between details of the individual house types proposed).

These drawings appear to have been condensed in order to facilitate their publication online, but this process has made them very difficult to 'read'. In addition, the use of shades of the same colour to indicate the degree of magnitude of the works makes it very hard to differentiate between them.

The plans for the proposed link road, albeit now marked superseded – see below, clearly indicate the location of the works involved, together with the scale and form of the associated embankments – cut and filled. The level of detail on them, which show just what is intended insofar as the road is concerned, is largely absent from the application drawings for the earthworks. It may be that the amended schemes involve a reduced amount of such work, as the applicant contends. However, the lack of clarity in the current drawings makes it very difficult, if nigh on impossible, to properly envisage and assess the full nature, extent, scale and impact of the intended site remodelling works which, judging by what information has been submitted, appear to extend across the whole of the two application sites. Given the critical importance of what the earthworks plans purport to depict, they are completely inadequate and unfit for purpose.

The one exception to this is the drawing entitled 'Ancient Woodland Protection Zone' listed under the heading 'Plans'. This drawing depicts all the necessary and relevant factors. Moreover, unlike the earthworks drawings referred to above, it is presented in a manner that is readily understandable. Unfortunately it only covers a relatively small part of the two application sites. Plans drafted in the same manner are needed for the whole of the land comprised in the two applications – a not unreasonable, and I would argue, a wholly necessary measure.

### *2021/ 1090 - The 'Housing' application*

Much of the comment above in respect of 2021/1089 applies equally to this application, but there are some specific points.

- Unlike 2021/1089, there is no section headed 'plans' in the application particulars. This is a bizarre omission which surely cannot be right.
- The detailed plans for the link road as submitted initially (the series prefixed LRDP) are now all marked 'superceded'. Is this correct? The implication of this is that although the construction of a new link road is one of the key components of the application, there apparently are no extant plans appertaining to it.
- None of the site section drawings show the relationship between the proposed dwellings and the existing dwellings that border onto the site's western edges. Section drawing S17 stops well short of the site boundary. This makes it very difficult to visualise the relationship between what exists and what is proposed. It is a serious omission which needs rectifying.

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Dear Sir/ Madam,

The proposed planning application is still on green belt land and the recent rainfall and flooding that has occurred this weekend has highlighted the fact that due to global warming these events are only going to increase in severity in the future. Surely putting down concrete bases for structures such as houses and industrial estates will only add to the already damp, sodden earth and clay and mean there will be more areas where the water will run off mainly into Barugh Green area namely the Millers Pub, Darton Area of Huddersfield Rd, Cawthorne Park Bridge and Car Park/ Garden Centre and any of the Car Sales forecourts and garages on Huddersfield Rd.

These areas already flood and retain water and any existing housing in these areas will surely be more at risk of flooding.

It goes without saying that there will also be a big loss to the wildlife habitats and the flora and fauna of these areas, such as Red Kites, Stoats, Pheasants, Field mice etc. As well as the trees such as Horse chestnut, Black thorne, Oak, Birch and Elm, whose existing root systems hold the earth together and drain the water away. The tranquil beauty of the open spaces at the moment will no longer exist. The nature rambles, blackberry picking outings for families, Duke of Edinburgh Award walkers, and ramblers, will no longer be able to use the Public Bridleways or short cuts. This together with noise pollution, and increased demand on already overstretched existing facilities and services is not going to bode well with residents, pedestrians and the existing traffic. Therefore I suggest you decline planning permission for these areas, and avoid any further crisis's and strains on the Councils Budget, which we the public contribute to.

Yours sincerely,





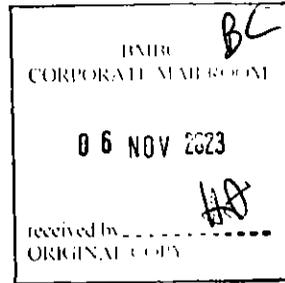
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Sent from my Galaxy

I'm totally against this development 1, its green belt there are plenty of brown sights in barnsley ( wakefield rd) being just one ,2, the infrastructure road congestion at peak times is very problematic even now .unfortunately I'm unable to attend any meetings to Express my concerns because of my mobility health wise but I definitely would if I could. 



Planning & Building Control Services  
PO Box 634  
Barnsley  
S70 9GG

2<sup>nd</sup> Nov 2023

Application Number 2021/1090

Dear Sir/Madam,

In the first instance I wish to make the observation that I completed a Consultation Draft Local Plan Comments Form and submitted it on 17/12/2014, I never received any acknowledgement whatsoever? Why is this consultation going to be any different?

Those comments are still my viewpoint today? Having taken notice of a number of planning applications submitted throughout the Yorkshire Region recently it has been my unfortunate experience to glean that local residents views/objections are largely ignored, with the "picture painted by the developer, one of sweetness & light"? Only one grain of truth emerged from a Property Developer in North Yorkshire who admitted that it wasn't a cost-effective option to build the quoted number of "affordable houses", this project has all the "hallmarks" of being exactly the same, therefore distorting information given to local residents?

- A) The Council's proposals fail to outline how this development is to be considered "exceptional" and does not "undermine" the integrity of the "Green Belt" and the principal object of preventing "Urban Sprawl" ie. Barugh Green, Pogmoor, Higham & Dodworth ? This is taken from a larger quote from the BMBC Policy BA9[GREEN BELT] document[ie. Page 34 of the Barnsley Unitary Plan] Large areas of green belt land exist already therefore does not require "large areas of open green space"as has been quoted by the developer. Woodlands and agricultural land cannot be replaced by "wildlife corridors" sustainably?
- B) The ground investigations ,dismissed as irrelevant by staff at BMBC now highlight "residual risk", yet only now do BWC reluctantly acknowledge this risk? (Mr.Raven of Pogmoor, provided detailed information as Engineer/Manager of the site yet he

has largely been ignored including the blasting operations that many local people have identified with? Still BWC do not acknowledge Mr. Raven's genuine concerns? The more the "constraints" require addressing the more expensive the properties become to say nothing of the Insurance premium [if it is available?] Where then does the "affordable housing" fit into this "equation"?

- C) The Council provided evidence in 1979 which was known as "COAL STUDY" IN THE SECTION [4.3] Headed "Open Cast Coal Working " ; @ 4.3.1. the Council are particularly concerned on the following counts:- i) visual intrusion from Site Workings etc. with the massive over-burden mounds ,ancillary facilities & vehicle circulation areas ;
- ii) the changes in landscape character & loss of landscape features such as trees, hedges and old stone walls
  - iii) the loss of valuable informal recreational land & footpaths {which would be permanent loss if this project is allowed to proceed} \*this was written at that time as though it was a temporary loss, this would of course render such loss as permanent}
  - iv) Noise from workings, restoration & dust
  - v) loss of agricultural land\* this at a time where Britain's lack of self- sufficiency is self - evident
- if these worthy concerns mattered to BMBC at the time, why do they not do so now?
- D) Will the JPG Coal Mining Risk Assessment & Coal Recovery Report be made available for local residents to view? Surely they have a right to be made aware of how much their lives will be impacted upon and why?
- E) Have the risks associated with disturbing pockets of Gas within the Area of construction, been evaluated/ communicated?
- F) An Area within the vicinity of the site has recently been subject to spontaneous combustion via the "outcrop" following disturbance due to construction work, [has this risk also been evaluated] due to the presence of underground coal seams Whinmoor, Top Haigh Moor, Low Haigh Moor and the potential of "outcropping"?
- G) If the Area is "termed exceptional" because for example it intends to provide housing for "homeless people"as well as a good proportion of community housing,[which negates the need to keep "Green Spaces truly Green"] why has it not been subject to a Public Inquiry? The associated residual risks should also justify such an Inquiry? The Environmental Statement should not; as it does, mislead the Public as to the Environmental Impact it will have on the Area under threat?



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Good Morning,

This morning I wake up to my beautiful view of fields behind my house a view that helps with my mental health. I spend so much time in my house this is why I bought this house 3 years ago as the views help with that black cloud that's above my head. When I bought the house I was not told about any plans of houses also been informed of very little off yourselves.

Not only will I lose my views I feel with the houses being built behind will block out my sunlight I will feel In closed into my property and not use my garden because of this. I will no longer see tractors horses and houses just windows looking in at my property because I live in a bungalow and seeing the plans your so far building a house which could always change to something bigger and will block all my light and views.

I bought this property to bring my little boy up in as I wanted him to be brought up with nature instead he will look at brick walls and high fences. I suffer from migraines so the noise will affect my physical health with the constant noise of the building work. The dirt will smother my windows which I already struggle to clean as I have chronic fatigue syndrome/me. The cost of my bills will go up at I will not be able to hang my washing out I'll have to use my dryer. I have nieces and a sister with severe asthma so they will no longer be able to go out and play in my garden due to the dust and dirt. I am 100% against plans to build with the land behind.

I feel like greed from the council of being paid out and new buildings such as schools has already swayed their view. So I know we will not be listened to as they have spent all the money on doing town up so their excuse is they need people in it to pay for it. The roads are already busy and will become unbearable but this will not come into consideration because it's all down to money and greed.

I am against the building of the properties and am so saddened by it all. I use my last pennies for this house and it will all be ruined everything I love about it with the buildings behind us.

Kind Regards

[REDACTED]

[REDACTED]

**To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk**

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land south east of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

#### **Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developers time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

#### **Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view.

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks.

## **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is however, a wealth of written evidence from former employees and the public that explosives were used and that some discarded explosives may remain on the site. In the absence of any other evidence it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended "amber gas measures" in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with the suggestion of mitigation measures.

## **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites' proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children's health.

## **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both.

## **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

## **Flooding**

The area around Redbrook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

## **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Barugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area.

## **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor quality development.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected.**

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

I have taken the opportunity to amend the document; please let me know that my submission has been accepted  
Cheers [REDACTED]

**Planning Applications 2021/1089 and 2021/1090**

We are a retired couple and have lived in Gawber since 1979, our property is [REDACTED] Wharfedale Road and it backs onto Site MU1.

The area referred to as Site MU1 has long been a buffer zone between the motorway and the urban sprawl of western Barnsley. It has acted like a strong pair of lungs and provided fresh air to counteract the ravages of ever increasing exhaust emissions. Furthermore it has ensured that noise and light pollution has never been a problem.

At a time when much of the country is striving to reduce vehicle journeys to minimise exhaust emissions, it beggars belief that approval is being sought to seek an outcome that will facilitate the exact opposite of that aim, not to mention facilitating early deaths by removing that good set of lungs.

It further beggars belief that a developer could propose spending many years in full view and hearing of current residents, in order to develop a site to accommodate both residential properties and vast industrial buildings, that both new and old residents will then have to live with cheek by jowl!

It's also very likely that both during its development and when finished the site would be a massive source of further pollution in terms of air, noise and light.

Furthermore, there is no doubt that muck and grit will become part of life for current residents for many years to come.

We contend that the proximity, size and scale of the proposed development will render our property to become so unattractive a place to live, that planning permission should be refused.

[REDACTED]

Sent from my iPad

On 16 Nov 2023, at 09:20, MU1 <MU1@barnsley.gov.uk> wrote:

Good morning,

Unfortunately, we cannot open this document. Would you please be able to send the comments in a different filetype or copy and paste the contents into an email.

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG

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**From:** [REDACTED]  
**Sent:** 10 November 2023 14:02  
**To:** MU1 <MU1@barnsley.gov.uk>  
**Subject:** Planning Applications 2021/1089 & 2021/1090

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Dear Sirs

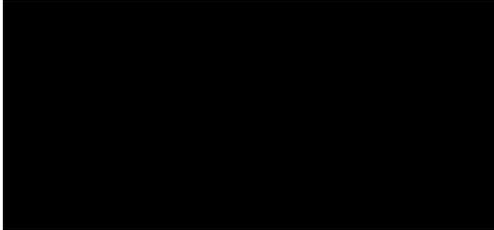
I am writing to express our objections to the above applications. Our objections are detailed in the following attachment:

Thank you

[REDACTED]

Sent from my iPad

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## Objections to Planning Applications 2021/1089 and 2021/1090 as Amended

### Introduction

I am writing to express my objection to the above planning applications. These hybrid applications now show the extent of the disruption and upheaval which will be imposed upon the residents of Pogmoor, Redbrook, Gawber, Barugh Green and Higham over a period of at least twelve years which in today's economic climate is optimistic.

The full extent of what is being proposed is only now coming to light despite years of producing the Barnsley Local Plan (BLP), and subsequent Masterplans. At no time during these deliberations was there any indication of a period of many years of continued earthworks and a construction site for a dozen years. No responsible Council would ever contemplate approving, let alone collude in producing, a development which will cause so much upheaval and yes, misery on its residents. This is another example of the secrecy and subterfuge which was apparent in the drawing up of the BLP.

It has also become apparent over the previous months that Barnsley Metropolitan Borough Council (BMBC) are being ignored by the developers who now believe they have "carte blanche" to ignore the policies included in the BLP with bland statements relating to mitigation measures. Indeed, it would be interesting to see how many times those words appear in the supporting documents included with this application.

One glaring example is that in the public hearings in front of the Planning Inspector BMBC's Head of Planning stated that there would be no E Use Class uses for Site MU1. Those uses **were included** in the original planning applications and were supposedly only removed following the intervention of the Head of Planning when the applications were considered. However, the reference to E Use Classes remains in application 2021/1089 so it appears that BMBC is being ignored again and that the developers are determined to build the fast food outlets and the Hotel they want.

BMBC have a history of granting planning applications with conditions attached which are subsequently ignored by developers. For example, a recent housing development in Wilthorpe was conditional upon the construction of a highway roundabout which the developer never built and apparently there was no sanction. It would appear that this is going the same way.

These applications were originally submitted in 2021 but were withdrawn for further preparatory work to be undertaken. A statement from BMBC at that time suggested the Coal Authority had required a period of further investigation. It is now apparent from the published responses to the 2021 applications that the Coal Authority actually objected to them and BMBC raised a number of concerns. However, the Coal Authority objection was never publicised.

The applications have now been resubmitted but they are still peppered with requirements for further tests, investigations and preparatory works before they progress so it seems that these applications are no further forward than they were in 2021.

There is an enormous amount of supporting documentation to these applications and it is of such a technical nature that it is completely beyond the ability of the layman to consider it and comment in any meaningful way in the time allowed for consultation. The documents have been presented in a confusing way and it is impossible to determine which documents are current, which are superseded and which have been amended. For example the appendices to the Environmental Statement are listed before the document itself.

Yet, in every document there is the magic wand of mitigation measures to address the issues which the developers themselves have highlighted including unstable ground, gas emissions and insufficient foul and surface water drainage. No matter what the problem, it is reduced to minor or negligible significance by a stroke of the pen and the phrase mitigation measures.

Despite BMBC's pearls of wisdom about Masterplans and a structured development of the site MU1, the subject of these applications, this is yet another piecemeal development to add to the application already submitted. It would appear that site MU1 will be a jumble of different planning applications over different timescales and this whole issue should be reconsidered afresh.

Site MU1 in the BLP was envisaged to produce 1760 houses. The two planning applications submitted by 2021 had a combined total of 1900 houses. So in the early stages of the planning applications the commitments set out in the BLP were being renegeed on.

In the revised applications the developers have realised from the objections, including comments by planning officers, that they had exceeded the totals allowed in the BLP. Perhaps another example of the Developer's cavalier attitude to the BLP.

The application itself still refers to reserved matters which presumably are to be tabled a later date which makes it impossible for anyone to make a comprehensive assessment of what is contemplated for this site.

The extent of the earthworks and the amount of development required simply to achieve a base on which buildings can be erected tends to suggest that this whole development is too large totally unsuitable for this area. And that is before the issues of ground stability, contamination, flood risk and drainage are factored in to the development.

There is now a question as to the viability of the scheme. Construction costs have increased over the last few years to a point where developers are withdrawing from agreements on building and in particular commitments to affordable housing. The cost of road building has increased dramatically.

There could therefore be a danger that these applications may result in a cheaper and poorer quality development than was suggested in the BLP. It is to be hoped that BMBC do not backslide on commitments to standards and quality and that they are willing and able to stand up to the developers bearing in mind they have already said they are withdrawing E Class Uses but these remain in the plans.

This development is also an attack on the rights of the existing residents to quiet enjoyment of their properties.

## The Proposals

The original planning application 2021/1089 was

2021/1089 Hybrid application for employment development comprising:-

- a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds and associated drainage infrastructure; and location of strategic landscaping and ecological areas.
- b) Outline planning permission seeking approval over means of access and landscaping for employment use development (use classes E/B2/B8) and associated infrastructure works.

The revised 2021/1089 is

2021/1089 Hybrid application comprising of:

- a) Full planning permission for: earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds, location of strategic landscaping, ecological areas and access.
- b) Outline planning permission seeking approval for employment use development (use classes E/B2/B8) and associated servicing and infrastructure works, including car parking, vehicle, pedestrian and cycle circulations, on-plot landscaping, noise mitigation, drainage features and all associated infrastructure.

And the original 2021/1090 was,

2021/1090 Hybrid application for residential development for 1,760 dwellings comprising:

- a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds and associated drainage infrastructure; construction of a new link road; location of strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane; and erection of Phase 1 residential development comprising 229 dwellings
- b) Outline planning permission for: Residential development comprising 1,531 dwellings; new primary school; small shops and community facilities; and associated infrastructure works.

The revised 2021/1090 is

Hybrid application for residential development for 1,560 dwellings comprising: a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds/dry detention basins and associated drainage infrastructure; construction of a new link road; location of strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane; and erection of Phase 1

(a) residential development comprising 216 dwellings,

b) Outline planning permission for: Residential development comprising up to 1,344 dwellings; new primary school; small shops and community facilities; and associated infrastructure works,

The two applications are confusing in that they are repetitive and the same aspects appear in both applications. Does this mean that there are two different sections of earthworks or do they relate to the same area?

Consideration of the supporting documents shows that there are a number of issues which the developers are unable to reconcile with the proposals in the BLP. These are swept away with bland statements that mitigation measures will be put in place to resolve the issues. However, in some instances there are major issues to overcome. For example at the moment there is insufficient sewer capacity for foul and surface water drainage and yet the developers are requesting full planning permission now with a vague statement that Yorkshire Water will consider this. Surely an issue as important as drainage should be resolved before planning permission is granted.

Similarly, ground stability and contamination are cursorily dealt with by mitigation measures to deal with gas even though the developers have no idea how much an issue gas is likely to be on site MU1. Evidence to the BLP suggested this was not an insignificant issue. The Coal Authority responded quite late to the developer's consultation but did in the end, object.

Full planning permission is sought for 216 dwellings to be built despite the fact that no surface or foul water drainage is in place for these. This should be delayed or refused until such time as there is certainty as to whether these properties can be connected to the drainage system.

There is also no indication as to how the drainage ponds and indeed, the landscaped areas of this development will be paid for.

Chapter 11 of the Environmental Statement states that the drainage system will be maintained by the landowner. This begs the question as to who the landowner is. Does this suggest that the developers are looking to impose a discredited leasehold tenure on these properties and retain ownership themselves or will the freehold of the land pass to the homeowners who will then have to find a way to pay for the services to their houses? This is an issue which has been raised several times with BMBC but is now a crucial and urgent question which they must address and not be fobbed off by the developers.

With regard to the design of the properties it appears that they will all be two or three storeys despite initial suggestions from BMBC and the developers that single storey bungalows would have been built in the areas close to existing residents, particularly where there is an issue of “overlooking”. Unsurprisingly it appears that the developers and BMBC have ignored any earlier commitments on this question.

Chapter 13 makes interesting reading regarding the mitigation measures which the developers say will be needed as noise levels are above the allowable levels for both the houses and the Primary School. The mitigation measures are that the residents and the school teachers will have to close their windows! If this is the level of expertise that has been applied to crucial issues, especially as regards the health of Primary School children then this application should be rejected forthwith.

### **The Planning Statement**

The Changes from the original applications are outlined in the Planning statement. Some of these require further investigation.

In particular the following statement:-

“Omitted the E Use Class uses (public house/restaurant/drive thru/hotel) to the east of the roundabout and replaced with employment buildings, as directly requested by the Head of Planning.”

If this is the case why are E Use Classes still in the planning applications? To anyone who was present throughout the whole of the public hearings relating to the Local Plan this comment has an element of sarcasm to it. The Head of Planning did state at the public hearings in front of the Planning Inspector that there would be no E Use Class uses for Site MU1.

However these were included in the original planning applications. The developers now state that this Use Class has been withdrawn but it still remains within the revised application and is apparently unchanged from the original version. There is a question of why there is a specific reference to the Head of Planning particularly as that individual is no longer employed by BMBC.

Again, it seems as though the BMBC are being ignored.

Another change is:-

“Revised levels strategy within the residential application, resulting in a reduced requirement for cut and fill strategy and less intrusive approach with reduced groundwork’s requirements”

In the documentation included with the original planning applications there was a stark and jaw dropping reference to a period of eight years of preparatory earthworks which would be required for the development.

This requirement has now been changed but there is no reference to how long a period of earthworks will be required under these revised applications. If the developers were able to identify a time period under the original applications why can they not do so with the revised applications?

The original reference to eight years caused considerable public outcry and it is therefore no surprise that the developers are now reluctant to put a figure to the current applications but the public must be told for how long they are to be subjected to this level of disruption.

Unfortunately, it does not bode well when the Environmental Statement (ES) concludes that **“slope stability sections 01 (cut embankment) and 02 (cut and fill embankment) did not achieve the required Factor of Safety (FoS) and therefore pose a risk to the development from instability”**

So why is this application still going ahead? There is a need here for BMBC and the developers to come clean about what exactly is going on with regard to these applications.

A further change is:-

“Revised drainage strategy, introducing smaller dry detention basins within the residential parcels”

Despite this the development will have open drainage ponds included in a housing development with all the attendant dangers of open water. Given recent extremes of climate and consequential flooding the adequacy of these arrangements is questionable.

There is also the ongoing question of who is going to pay for the upkeep and maintenance of the facilities proposed for these developments. There is a glib reference to the costs being borne by the landowner but who is the landowner? Will the owner then licence the new residents to use these facilities and charge them a fee? Is there an intention to use a service charge arrangement or even worse, some form of outlawed leasehold arrangement?

The list of changes continues with:-

“Reduction in overall residential dwellings to up to 1,540 homes, in accordance with local plan allocation”

This could be described as “the penny has dropped” change in that the developers were told that the number of houses in their application combined with the number in an existing application exceeded the total allowed in the BLP. Perhaps we should be reassured that at least someone somewhere in “Planning Land” has actually read the BLP.

The list continues:-

“Employment - significant reduction in heights of the maximum building parameter, ranging from 0.3m to 6.7m “

It is still unacceptable for huge employment warehouses to be proposed in the middle of a proposal for housing development which in itself is surrounded by housing in Pogmoor, Redbrook, Higham, Barugh Green and Gawber.

This next item is listed as a change but it is unclear as to what it is changing:-

“Confirmation of viability assessment”

However as mentioned above the viability of a scheme as large as this must now come under scrutiny given the huge increases in costs of construction and related services in recent years.

Quite apart from the cost of actually building there is also the consideration of the cost of all the further investigatory work and possible remediation measures which may be required as a result of the massive number of further investigations required.

It is very likely that the developers will want to minimise their outlay by cheapening the scheme to build a poorer quality development (depending on your judgement of quality) or, heaven forbid, by extending the timescale of the development or taking more money from BMBC in addition to the 10 millions they have already received. All three options are unacceptable.

The one change that is not included in this section is that relating to the style of houses. The Directors of Strata visited some residents in their homes some years ago to reassure them that single storey bungalows would be included in the applications to avoid the risk of “overlooking” by two and three storey houses. Yet another commitment on which BMBC and the developers are reneging.

It is now difficult to believe anything contained within these documents.

### **Landscape and Visual Effect.**

The Landscape and Visual Effect will be a disaster not only for the existing residents whose properties surround the site but also for other areas of Barnsley from where site MU1 is clearly visible. The view will be of major earthworks as the developers try and get this piece of land into a suitable platform to build on (for whatever period of time has replaced the original figure of eight years) followed by a view of a building site for at least twelve years. How can any reasonable Council agree to this?

Clearly viewpoints as listed in Chapter 6 of the ES will be adversely affected for many years during the construction phase and then lost for ever as the houses are shoehorned into the site. To add insult to injury the height of these houses will not fit in with the existing bungalow properties in the surrounding areas.

This part of the report extends to 86 pages much of which is simplistic twaddle but it can be summed up by one line from paragraph 6.5.27 (as amended) which states:-

“It is judged that the landscape character of much of this area would be adversely affected by development.”

Why does a developer go to the lengths of trying to cover up the statement of environmental destruction they are proposing by trying to lose it in a chapter in the ES which runs to 86 pages and which would deter any layman from reading it. It is obvious that years of earthworks and house building for at least twelve years will destroy the whole visual landscape of the area from any viewpoint across the Borough.

As the report states, even the view from High Hoyland a few miles away will be adversely affected.

BMBC Councillors should hang their heads in shame.

## **Ecology**

It goes without saying that these proposals will destroy whatever ecology there is on site MU1 completely and forever. No amount of green space and cycle ways will rescue the ecology which will be lost as a consequence of this ecological vandalism.

All the trees will be destroyed and most of the hedgerows removed as the developers attempt to level the site in order to try and build on it. Sadly, the more one reads into these proposals the more concerned one becomes that the bland references to mitigation measures are covering a concern that it may not be possible to use some of the site.

It is also clear from chapter 7 of the ES that there is a threat to the water courses which run through the site. The developers admit that the construction work will pollute the water and it may be that construction work and earthworks over such a long period may do permanent damage to the springs.

This is a major concern as much of that water flows into the watercourse at Redbrook Pastures and then into the wider waterway system so there is a danger that MU1 may pollute other watercourses in the surrounding area. This should not be allowed and BMBC should delay this application until such time as solutions to these issues can be found.

It is unlikely that the developer's weak assertion that new habitats will be established will hold up given the amount of building and traffic which will be visited upon site MU1 in the future if these proposals go ahead.

Clearly these proposals and the admissions by the developers regarding destruction of trees, hedgerows and the ecology of the site and the pollution of the watercourses clearly contravene policy BIO 1 in the BLP relating to Biodiversity and Geodiversity. So why is BMBC actively encouraging developers to contravene the policies they recently included in the BLP? The answer has to be that the financial gains from this development are too much of an attraction to a Council that has completely lost its moral compass.

## **Traffic**

Despite the developers admissions that traffic flows will increase dramatically as a result of this development these issues are once again dismissed as being of minor, negligible or even beneficial significance!.

Chapter 8 is a very technical chapter of the ES containing a great deal of jargon and definitions which are beyond the abilities of the lay man. However there are a number of figures quoted for increases in traffic and HGV traffic throughout the chapter relating to the various roads which are part of or which lead to or from the site such as Higham Common Road, Barugh Green Road together with the proposed new road to nowhere.

These figures are all increases and are 73%, 66%, HGV 100% and 105%, 322%, 614%, 84%, 76%, 100%, 306% and 583%.

These figures are substantial, to say the least, and yet they are dismissed by the developers as of “minor adverse significance”. It is somewhat difficult to believe that an increase in traffic flows of 614% is of minor significance.

One has to question the value of reports such as this which simply dismiss every adverse effect as being minimal and it fosters a belief in the reader that much of the supporting documentation is of questionable credibility.

BMBC in its efforts to create the Dodworth by Pass deliberately funnelled traffic away from Dodworth and into Higham causing problems on Higham Common Road. Despite the idea of the link road to nowhere it would appear that Higham’s traffic issues are not going to be resolved by this development.

***Since writing this section it has become apparent that the supporting document relating to Transport has been replaced with a new document which runs to over 2000 pages. This document is dated 10<sup>th</sup> of November 2023 and the consultation period for these applications concludes on the 24<sup>th</sup> of November 2023, a matter of days.***

How can a supposedly professional planning department allow practices like these with planning applications which are probably the biggest ever considered by BMBC? This is yet another example of the developer’s cavalier attitude to the planning system and their total disregard of BMBC unless of course BBC is complicit in these proceedings. This is disgraceful

## **Heritage Assets**

Whilst accepting that the area has little by way of major heritage assets the ES does make the point that during the construction and residual phases the effect on heritage is “a major negative impact”.

This refers mainly to those assets which are at the moment undiscovered but will now be destroyed forever. This clearly shows once again that BMBC could not care less about the heritage assets of Barnsley or the policies in the BLP which relate to this issue.

It is also clear that this attitude will not be lost on developers in the future.

## **Contaminated Land.**

The major aspect of this particular chapter is the requirement that further testing be carried out at every stage of the development in respect of gas, leachates and other contaminants. The overall conclusion to be drawn by anyone reading this chapter is that the developers are simply unaware of what the ground conditions are like despite test boreholes.

Once again, there is extensive reference to mitigation measures but the developers are asking for full planning permission for something that appears to be a stab in the dark. This begs the question of what happens if a major stumbling block is encountered. Also why has more extensive research not been undertaken?

Evidence was given to the inquiry into the BLP that there was gas on site as a consequence of open cast mining operations. The Masterplan drawn up by the agents Spawforths clearly recommended amber gas measures yet we are at the stage of a planning application with a suggestion that further testing should be carried out. Spawforths document was produced in 2013 so why has no further action been taken in relation to gas testing in the intervening years?

The ES states at chapter 10.2.25 (as amended) that further ground gas monitoring and assessment will be required post earthworks for each development phase to confirm the ground gas regime and the requirements for ground gas protection measures, to the satisfaction of the Local Authority.

This is interesting as the requirement is for further monitoring and assessment for each development phase. This then begs the question as to how much more will this add to the costs of the development and how much more time will be added to the timescale of development.

With regard to gas the ES does make recommendations with regard to membranes to “protect human health” Paragraph 10.6.34 (as amended) states:-

“For site end users (commercial and residential), the appropriate use of gas protection measures i.e. membrane within the floor slab, should be incorporated into the building design in order to adequately protect human health. The ground gas regime is to be confirmed by post-earthworks monitoring.” So, further testing after each stage of development and then further testing after the houses are built. Will these new houses require gas alarms as in other parts of the borough?

So at last there is some recognition of the issues surrounding gas. A requirement that all properties should be protected by a membrane. One has to question why the issue of gas has not been taken more seriously by BMBC and the developers especially as there is now a suggestion of risks to human health. Irritatingly, there is still a suggestion that further testing be carried out at a later stage. One has to question what would happen on the site if these ground issues prevent some or all of the development “post earthworks”. A green belt site destroyed for lack of foresight.

There are further references to gas in the Geoenvironmental Investigation (GI) included in the supporting documentation

In reference to Hazardous gases and in particular Methane and Carbon Dioxide this document states at paragraph. 4.4.1:-

The site might be affected by sources of hazardous gas generation as it is:

- Located within 250m of known former & current landfill sites
- Anticipated to be underlain by significant areas of deep opencast backfill
- Potentially underlain by shallow mine workings.

At paragraph. 4.4.2 there is this recommendation “Consequently, monitoring is recommended in order to determine appropriate gas protection measures for the proposed dwellings.”

However, despite all these references to gas and the recommendations for further investigation at every stage of the development the ES goes on to say that the impact of ground conditions will be negligible – provided mitigation measures are implemented.

It really beggars belief that after so much documentation is given over to gas alone that the possible effects and dangers are dismissed as negligible.

Presumably neither BMBC nor the developers wanted any adverse issue to derail this scheme regardless of how serious or dangerous it could prove to be.

Chapter 10 paragraph 10.2.38 (as amended) states:-

“Following the preliminary geoenvironmental ground investigation, gaps were identified in the data, including limited geotechnical testing and a requirement for further soil and water chemical analysis targeting potential areas of contamination i.e. existing farms. Therefore it is possible that further contamination could be encountered.”

This suggests that there could be further contamination other than the presence of gas. In fact the GI also states:-

“Areas of landfill are located close to the eastern & western boundaries, shallow coal & workings are anticipated and deep made ground occupied c. 70% of the site’s area. Consequently, the site is considered at risk from hazardous ground gasses & a Gas Risk Assessment should be undertaken prior to development commencing.”

Yet more testing.

These recommendations relate to gas and ground contamination and the documentation is peppered with requirements for further testing and this does not include the questions relating to former coal workings. This development will require years of testing.

It is difficult to see how any responsible Council could grant planning permission in these circumstances. There is clearly insufficient information available about ground conditions and contamination to make firm judgements on any adverse aspects.

## **Coal Mining**

With regard to the risk from former deep mining and open cast mining the ES appears to be contradictory. Chapter 10 paragraph 10.3.9 as amended states:-

“Based on the findings of the coal mining risk assessment and coal recovery reports, including the additional reporting undertaken by Lithos, past mining activities do pose a risk to the proposed development. However, following the implementation of the mitigation methods outlined in the reports, the development area will be suitable for the construction of commercial units and residential dwellings with associated infrastructure.”

Once again, a clear risk is identified but then dismissed with a suggestion of mitigation measures being deployed.

(Lithos undertook the Geoenvironmental Investigation quoted above in relation to contaminated land and gas)

But the very next paragraph, 10.3.10 (as amended) states:-

“Further investigation and subsequent treatment of coal workings, if proven, will be required prior to development. Further settlement analysis will be carried out prior to development to confirm that future total and differential settlement will be within tolerable limits.”

This tends to suggest that former coal workings do pose a problem but there are mitigation measures (again) but then further investigation is required prior to development. Surely the “prior to development” time period is now given that this is a planning application to enable that development.

Lithos did indeed suggest that past mining activities do pose a risk to the proposed development but they were quoting The Coal Authority Mining Report which has been in existence for many years. Keep It Green, the campaign group have been warning about the dangers of former coal mining activities since 2014.

The Lithos GI goes on to state that “Whilst the site has not been subject to previous development (with the exception of the farm house & yard) about 70% of the total area has been subject to coal extraction from the Craven II and Hunters Cottage Extension opencast sites, with subsequent backfilling of all excavations.”

And that,

“The majority of the site lies in a Development High Risk Area – areas with a specific mining legacy risk to the surface, including mine entries, shallow workings, coal, etc.”

How much clearer do these reports need to be?

Again this tends to suggest that the developers do not know the ground conditions and the consultants are hedging their conclusions with requirements for further testing and mitigation measures. This is clearly not a very satisfactory situation to be in and the planning authority should not grant this permission on such poor quality supporting documentation.

The Lithos GI makes even more recommendations with regard to further testing. Paragraph 6.6.5 states that “Further intrusive ground investigation with a much closer spacing of exploratory holes is required to remove uncertainty in relation to ground conditions, most notably the line and nature of buried highwalls, the presence of any shallow underground workings, the nature and depth of made ground, the extent of below ground obstructions (boulders), the engineering properties of made ground and shallow soils, the nature of contamination and suitability of soils for re-use and the risk posed to future development by hazardous ground gasses.”

The Lithos GI then concludes with a chapter entitled “Further Investigation” which recommends the following further investigations.

- Machine-excavated trial pits to determine near surface ground conditions including depth to bedrock, the presence of obstructions, groundwater and stability.
- Trial trenches to locate buried opencast highwalls.
- Cable percussion and rotary cored boreholes to retrieve geotechnical samples and data from depth.
- Rotary open probeholes to investigate the potential for shallow underground workings and to determine the line and profile of buried highwalls.
- Geotechnical soils analysis with grading and compaction testing to inform the design of appropriate cut & fill earthworks, and to enable foundation recommendations
- Chemical testing on soil and if necessary groundwater, samples to assess the significance of contamination, if any, as a result of former industrial land use

- Gas monitoring and risk assessment 10.11.3 An appropriate ground investigation strategy

In the light of this one has to ask how far forward this development has moved since the BLP was published and the planning applications submitted and the answer is not far at all. As regards coal and gas contamination the latest investigations are recommending even further investigations. When is all this further testing to be undertaken?

These applications are going around in circles. **The clear conclusion from all of this is that this site is not suitable for development** and no amount of further testing and investigation is going to make it any clearer as to how dangerous it will be to build here. After all this time it has surely reached the stage where someone has to say it is impossible to ensure that the site can be made safe for development.

It really beggars belief that a planning application of this magnitude is supported by documentation which is extensive in volume but short on factual detail. This is another reason why this application should not be granted.

### **Open Cast Coal Mining and the use of Explosives**

During the consultation on the BLP evidence was given by the last manager of the open cast coal mines which operated on Site MU1 that he had used explosives almost every week during the mining operations.

Initially, BMBC refused to accept this evidence and stated that they thought this was simply a letter written to the Planning department. I met with the mine manager on behalf of the campaign group Keep it Green 2014 (KIG) and included his views in my evidence to the BLP.

When these planning applications were originally submitted the former mine manager raised the issue of explosives on Site MU1 once again and on this occasion referred to the possibility of the ground containing discarded "Gelignite pills."

Following these revelations BMBC and the developers stated that there was no evidence of the use of explosives on Site MU1. Both the Developers and BMBC stated that the Coal Authority had no evidence of the use of explosives on Site MU1 thus giving the impression that despite the evidence submitted to the BLP any reference to explosives was untrue.

This caused some public outcry especially in the local area from residents who recalled the explosions (at 1pm every Saturday afternoon) and from former employees of the open cast companies who confirmed the danger from discarded "Gelignite pills."

Given that open cast mining ended thirty years before the establishment of the Coal Authority following the privatisation of British Coal in the 1990's it is hardly surprising that the Coal Authority had no evidence of the use of explosives. I had visited the Coal Authority during the BLP consultation and had been shown what little evidence they had about open cast operations on Site MU1.

I wrote to the Coal Authority on this issue to question their position on the use of explosives given that they had been quoted by the developers and BMBC.

They replied on the 18<sup>th</sup> of August 2023 and stated that;-

*“We are therefore unable to confirm whether explosives **were or were not used.***

*Our response regarding this has remained consistent and the Coal Authority have not provided statements that explosives were not used, either to the media or the Local Planning Authority“*

The Coal Authority letter is included in the Appendix to this document.

The upshot of all this is that the only evidence relating to the use of explosives on Site MU1 is the testimony provided by the former mine manager, the former employees of the open cast companies and the local residents and it is abundantly clear that explosives were used and that some explosives may have been discarded on the site.

## **Flood Risk**

Of some concern is the ES statement that there is insufficient capacity for surface water to drain into the local watercourses and so drainage has to be at a restricted level.

Similarly there is also restricted capacity for the drainage of foul water into the main sewer system.

Chapter 11 of the ES states at paragraph 11.2.25 (as amended)

“that there was no capacity for surface water into the existing public sewer network adjacent to the site and that the surface water should discharge into the local watercourse/land drainage system as existing regime.”

It seems rather strange that at this stage of a planning application there is a realisation that the sewer system cannot accommodate the drainage from the development. This presumably means that a significant proportion of the surface water is to drain into the existing watercourses which are already subject to flooding, particularly in the Redbrook area. This issue has been highlighted many times to BMBC but once again it has been ignored.

The next paragraph, 11.2.26 (as amended) states;-

“The consultation with YW (sic) identified that foul water from the development should discharge into the existing 600dia. public sewer in Barugh Green Road at an unrestricted discharge. However, YW stated that there is limited capacity in the existing sewer network to accommodate the final design flows from the proposed development.”

It appears that the planning application has been submitted with little concern for the drainage from the site and with a glib suggestion that Yorkshire Water will sort it out. Once again this would beg the question as to who is going to pay for these infrastructure costs.

Why is there no supporting documentation from Yorkshire water on the feasibility of these proposals and their ability to complete them?

This chapter also reveals some surprising conclusions with regard to surface water and the increased risk of flooding.

Chapter 11 paragraph 11.4.15 states:-

“The possible effects of the proposed development during the operational phase are summarised below, with an assessment of each then considered in turn subsequently thereafter:

- The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.
- The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream
- The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.
- Foul water from the developed site could pollute the receptor water body should there be a failure in the system.

The size of the proposed development clearly poses risks for the local watercourses both on and off site and this is clearly acknowledged in these paragraphs. It may be that this development is simply too large to be accommodated on this site as the local watercourses do not have the volumes to deal with this.

This will therefore require SuDs drainage systems and a number of drainage ponds to allow for surface water drainage.

The question then arises as to what form of mechanism is put in place to pay for the ongoing maintenance of the drainage ponds? Does this fall on the new owners and if so by what mechanism?

Chapter 11 paragraph 11.5 5. (as amended) states:-

“As comprehensive system of land drainage will be installed which will deal with surface run off from the landscaped areas and any shallow ground water encountered during the earthworks. This land drainage system which represents inherent mitigation built into the scheme design will remain in place for the lifetime of the development and will be maintained by the landowner or an appointed representative.”

This raises the question as to who will own the land upon which these drainage systems are situated. Is it the developer, the owners of the houses or BMBC?

If this is to be passed on to the homeowners then there will have to be service charges attached to the properties or some other method of payment. Bearing in mind the Competition and Markets Authority has ruled against leasehold arrangements for freehold properties this is an issue which should be addressed.

There is reference in paragraph 11.5.5. above to the development being maintained by the landowner and not therefore the homeowner. The likely owner of the land upon which the “comprehensive system of land drainage” will be located is the developers or BMBC. This means there is likely to be a charge levied on the homeowners. How will this work?

This is brought even more into consideration with the question of affordable homes. Will all the homeowners be charged the same or will there be a differential based on house value etc?

## **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again).

The ES states that the development will generate 13252 vehicle trips in any 24 hour period but once again, due to the mitigating measures this will be deemed to “not significant”.

This particularly galling since there is a Primary School included in this planning application and it really beggar’s belief that a development such as this will have a negligible effect on air quality in an area already subject to restrictions.

## **Noise**

With regard to the construction phase of the development there appears to be no data available to judge what level of noise will be generated and so this part of the ES is a long list of “do’s and don’ts” for contractors who will be working on site. In other words, mitigation measures.

The hours of work for the construction site suggest that residents will be subject to noise from 7 a.m.!

More revealing are the sections of this chapter dealing with houses in proximity to the link road and the economic development and the school. The suggested mitigation measures to combat noise are the “closing of windows”!

The report does admit that this could be an issue where the ventilation system to the building relies on opening windows but goes on to suggest a mitigating measure might be mechanical ventilation. i.e. air conditioning?

At a time of increased concern about power usage and climate change and global warming this is possibly a somewhat controversial suggestion without even mentioning the cost.

A similar situation will affect the school which is obviously going to be built in close proximity to noise and air pollution.

Chapter 13 paragraph 134.5.16. (as amended) states:-

“Based on the calculated external noise levels, it can be seen that internal noise criteria (as recommended by BS8233/ProPG) cannot be achieved if open windows are relied upon as the primary source of background ventilation for proposed habitable areas at the northern boundary and central area. Windows will therefore be closed, as part of the noise mitigation strategy for these areas, with open windows used temporarily for purge or discretionary ventilation only.”

This conclusion is bordering on being laughable if it wasn't for the fact that the same conclusion applies to the Primary School. One would have thought that BMBC would have thought more of the health of the children to whom it owes a duty of care than to allow a development which is clearly too large for the proposed area as evidenced by the fact that adequate distances to prevent noise pollution cannot be maintained.

Clearly this application should be rejected and the whole Masterplan revised as it is clearly too large for the area and the facilities available. For this application to continue in its present form is irresponsible and a threat to the health of residents and in particular children.

## **Socio Economic & Health Issues**

The supporting documentation in relation to these issues gives a long and well travelled path through the social and economic problems faced by Barnsley. However, there is nothing associated with this planning application to suggest that any of those issues will be addressed or solved by this development.

Indeed, there is a fear that this development will cause more problems than it solves. In terms of what is proposed it is debatable whether there is a need for so many houses. Leeds City Council recently revised its calculation of housing need in the light of more up to date information becoming available. Indeed Leeds lost a High Court challenge on that issue. Since then, more and more authorities have reviewed their housing targets.

BMBC has ignored calls to do a similar revision.

With regard to the proposed warehouses it has been argued for some time that these will be too small for major companies which are commissioning much larger sheds such as the massive and extremely unpopular one constructed by Hermes in Barnsley.

BMBC is in the unenviable position of funding a town centre retail re development which is vastly over budget out of its own money whilst at the same time promoting online shopping warehouses which will further damage retail outlets.

The number of jobs created by the construction phase of this development is suggested at 405, all of which are temporary. Sadly this is not going to improve the unemployment or benefits situation in Barnsley.

The ES also suggests that there will be an amount of Gross Added Value resulting from the housing but as many of these will be taken by people from Sheffield and Leeds who can buy houses more cheaply in Barnsley than in their own cities and commute to work this figure is debatable.

On the debit side Barnsley will lose 13% of its Urban Green Belt which accommodates agricultural land and provides open green space for residents. Those residents will now face at least twelve years of continual building with everything that entails, noise, dust, pollution, and everything else connected within a major building site.

It is completely hypocritical of BMBC to talk in the BLP of creating green space when it is colluding and supporting a development such as this.

When completed there will be issues with noise pollution and air quality despite the endless list of mitigating measures contained within the supporting documentation.

As can be seen from the information above some of the conclusions reached in that documentation cast doubt on its value.

#### Open spaces

Despite the destruction of the area the application tries to suggest that the development will provide green spaces but at no where near the level of the green space being lost. The application is also silent on who pays for the maintenance of the green spaces and indeed the drainage systems.

BMBC already has issues with contract maintenance for new developments.

#### Healthcare.

Chapter 14 paragraph 14.3.34 (as amended) states:-

“It is considered that the Proposed Development in isolation would place additional pressure on the existing services. The Proposed Development is therefore considered to have potentially a negative effect, given that there may not be sufficient healthcare provision to meet the needs of the future population. It is anticipated that this negative impact will be mitigated via a Section 106 contribution towards local healthcare improvements.”

Once again an indication that this development is too big for the local area in that there will be inadequate healthcare facilities. This includes GP provision and dental care. Not only that, but the mitigating measure is an instruction to BMBC on how to spend its Section 106 money! Since when does BMBC provide healthcare facilities?

This is a major negative impact and to solve healthcare provision requires planning decisions outside of the control of BMBC or the developer. This is a major reason to reject this application in its present form.

#### Educational Provision

The Primary school places required for the development can be met by the building of a new school albeit with closed windows.

However, BMBC has a shortage of secondary school places across the borough and is currently looking to provide a temporary school which has been delayed yet again. There is therefore likely to be pressure on educational provision when this development progresses

Therefore in terms of two major issues, health care and educational provision the development falls well short of what is required and the resolving of these issues is outside to control of the developer or BMBC.

## **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor quality even substandard development.

The supporting documentation is littered with uncertainty and requirements for further investigation for issues including those as serious as gas and ground contamination.

Every aspect of these proposals, drainage, noise, air quality, ecology and ground stability is hedged in with requirements for disclaimers and requirements for further investigation and a myriad of mitigation measures. It seems like every document has page after page referring to mitigation measures.

This has added to the fear that the further testing and investigation is beginning to make the scheme look out of reach or unviable. Even now two years after the plans were first submitted the applications are no further forward due to uncertainty.

This is compounded by the massive increase in the costs of development over the last two years and the developers themselves are raising issues of viability. The fear is that BMBC in their blinkered desire for this scheme to go ahead will allow a watered down and second rate scheme of development.

Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures.

Of great concern is the lack of any meaningful suggestions around educational and health care provision where negative impacts have been identified but not addressed.

The detrimental effects of this development outweigh the benefits especially for the local residents.

Quite clearly these applications should be rejected.



The Coal  
Authority

200 Lichfield Lane  
Mansfield  
Nottinghamshire  
NG18 4RG

T: 01623 637374

E: [lisapinney@coal.gov.uk](mailto:lisapinney@coal.gov.uk)

W: [www.gov.uk/coalauthority](http://www.gov.uk/coalauthority)



18 August 2023



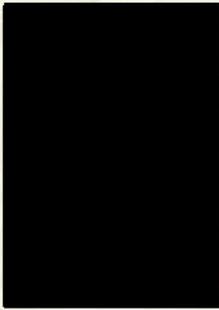
Thank you for your response to the letter we sent you regarding the use of explosives during historic opencast mining at Craven I, Craven II, Farmhouse Lane and Hunters Cottage.

As stated in our previous letter, the opencast works at the above sites pre-date the existence of the Coal Authority and we have no evidence confirming the use of explosives at these sites. We are therefore unable to confirm whether explosives were or were not used.

Our response regarding this has remained consistent and the Coal Authority have not provided statements that explosives were not used, either to the media or the Local Planning Authority (LPA).

I hope that this clarifies our position. If you do have any remaining issues regarding the granting of planning permission these should be sent to Barnsley Council via email to [developmentmanagement@barnsley.gov.uk](mailto:developmentmanagement@barnsley.gov.uk) or in writing to Planning Development Management, PO Box 634, Barnsley, S70 9GG.

Yours sincerely,



Lisa Pinney MBE  
Chief Executive



Making a **better future** for people  
and the environment **in mining areas**

**To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk**



**Dear Sirs**

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land south east of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

**Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developers time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

**Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view.

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks.

## **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is however, a wealth of written evidence from former employees and the public that explosives were used and that some discarded explosives may remain on the site. In the absence of any other evidence it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended "amber gas measures" in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with the suggestion of mitigation measures.

## **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites' proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children's health.

## **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both.

## **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

## **Flooding**

The area around Redbrook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

## **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Barugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

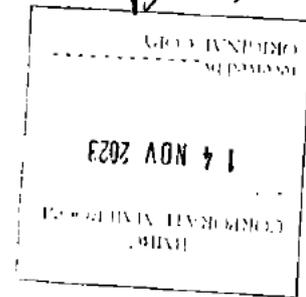
For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area.

## **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor quality development.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected.**

To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk



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

Hi again,

This is a disappointing response. You've taken far longer to explain why you can't meet your own obligations than to deal with the simple requests made, which wouldn't have been necessary in the first place if the information on which you expect consultees to make meaningful comments had been fully adequate. My requests, summarised below, could be resolved with a 'phone call, ten minutes on a workstation and an email:

1. Plan for housing behind Wharfedale Road – A full copy of the plan, as provided for the Phase 1A plan (and which clearly exists), to the same resolution, including scale bar. **Reason:** This plan should have been available from the beginning instead of being buried in another document.
2. A good resolution copy of the right hand side of the above drawing so that the text and symbols on the drawing can be fully understood. **Reason:** Consultees can't be expected to make meaningful comment on blurry images.
3. A dimensioned or scale bar-equipped copy of the Oporto drawing. **Reason:** You have accepted and published this drawing when it is clearly incomplete and inconsistent with others in the same series.

I'm copying Governance in on this message as this sort of thing has happened before and reflects poorly on BMBC as a supposedly customer-focussed and caring organisation.

Regards,



On Thu, 16 Nov 2023 at 10:05, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good morning [REDACTED]

Thank you for your email, your comments are being taken into consideration. The documents submitted are currently under review and a list will be compiled to request documents with an improved resolution where deemed necessary. Unfortunately, this may take some time due to the scale of the application and an exact timeframe cannot be confirmed or provided at this time.

The Oporto property document and others are available as a physical copy and can be viewed at Westgate via appointment. The Oporto property document has been checked this morning and is suitable to be scaled from in-person.

Unfortunately, you may not be able to scale from the submitted documents yourself if you do not have the appropriate software on your personal device(s). Therefore, any queries regarding distances between properties should be put clearly in writing for the Case Officer to respond to.

Kind regards,

## Development Management

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG



Barnsley – the place  
of possibilities.

Council of the year



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**From:** [REDACTED]

**Sent:** 13 November 2023 16:09

**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>

**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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

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Hi again,

I assume you mean 100:1 for the Oporto drawing. The document presented, like the housing layouts, is not a drawing but an image subject to infinite zoom on a computer screen. Even though I do have a (basic) CAD system, it would have to be an actual drawing to enable proper scaling.

Based on the information provided, the only way I can establish distances on the housing plan is to assume the plan dimensions of a guessed type of house for which I do have a dimensioned plan are accurate and pro-rata distances from that. Since there is no such information on the Oporto drawing I've had to use the same method to get its plan dimensions, hardly ideal. Without a scale bar visible on the plan it's an unnecessary struggle.

**This brings me to what I now realise is the real issue;** you are proposing a controversial housing estate without so much as a plan for inspection by consultees. The only image provided is buried in an unrelated, umpteen page document, one of dozens. How is Joe Public supposed to respond to the consultation in a meaningful way with such an omission?

Please provide the requested information as soon as possible:

- A scalable drawing of the proposed estate, which should have been in the original submission anyway;
- A readable copy of the information down the full length of the right hand side of the drawing for identification of the housing details and also to check elements of the Phase 7 drawing that do not appear in the just-about-readable key on in the Phase 1A drawing.
- A dimensioned version of the Oporto property style.

Thanks,



On Mon, 13 Nov 2023 at 14:23, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good afternoon,

On the attached plan, the plans are drawn to a scale of 1:100 as said underneath each one. You can measure this with a scaled ruler or on some computer programmes, a scale bar is not required.

Kind regards,

#### Development Management

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG



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Council of the year



---

**From:** [REDACTED]  
**Sent:** 09 November 2023 23:11  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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hi again,

Sorry to be a pain, but the Oporto drawing you referred to has neither dimensions nor scale bar. Please provide one or the other detail.

Thanks,



On Thu, 9 Nov 2023 at 14:07, [REDACTED]

Hi again,

Thanks for the Oporto information. As for the housing drawing, I'm sure it's not beyond the skill of somebody there or in Strata's team to provide the requested information You're consulting, among other things, on the housing behind Wharfedale Rd, which is of direct interest to me. I don't expect to have any influence on a Reserved Matters application if I don't make my views known now. Please reconsider.

Regards,



On Thu, 9 Nov 2023 at 13:32, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good afternoon,

Firstly, as mentioned previously, the document which shows the proposed layout for phase 1 is named *20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ( 0.74 MB )*. Unfortunately, these are the only copies of the plans we have, so we would not be able to provide a copy with better resolution. This is something which can't be avoided due to the size of the files.

In terms of the scale. The document named above, shows the layout of the development with a scale bar at the bottom so can be used to find measurements.

In response to your last query, the floorplan for the Oporto property can be found within the document named *20211090 MS-102 AS 01 Oporto*.

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG

## Council of the year



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**From:** [REDACTED]  
**Sent:** 09 November 2023 08:59  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

Please find attached an update to my questionnaire following your 30 October response.

Thanks,

[REDACTED]

On Thu, 2 Nov 2023 at 09:22, [REDACTED]

hi,

Thank you for your prompt response. Comments below in red.

Regards,

[REDACTED]

On Thu, 2 Nov 2023 at 08:54, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good morning,

**26<sup>th</sup> October 2023:**

Document *20211090 ES Appendix 10.11 -Geoenvironmental Appraisal - Pogmoor\_Part2of4.pdf* should probably not be used to identify properties as it's an appendix to chapter 10 for ground conditions and in fact the title of the drawing is 'Line and Location of Buried Highwalls' and is only meant to show this. **I appreciate**



## Council of the year



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**From:** [REDACTED]  
**Sent:** 01 November 2023 16:48  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

I've updated my list of questions, attached as Rev.1. I've deleted the history from this message for simplicity, as all the details are in the attachment.

Please advise when I could expect the answers, especially the location of the plan for the housing behind Wharfedale Road, including readable details. As far as I can tell, this is missing from your document list for 2021/1090.

Thanks again,



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To the development team,

This email is the latest of several my husband and I have written to describe and put on record our objections to the MU1 scheme. Our home is in St John's Avenue in Barugh Green and the development will impact directly upon our quality of life in the points listed below.

- We care deeply about our surroundings and are blessed with the presence of rich bird life which is supported by the green fields and several kilometres of hedgerows contained within the system of fields that will be utterly destroyed should the development go ahead. A flock of swallows returns annually to St John's Avenue from southern Africa. We are regularly excited to see sparrowhawks, buzzards and kestrels hovering and soaring over our home, even sheltering in our garden from heavy rain. The surroundings of Birdwell and Hoyland Common have gone through the same destruction intended for us and our journey to visit friends and family in that location consists of huge grey sheds, one after the other after the other along the Dearne Parksway. Why do planners think that the aesthetics of our lives are enhanced by the construction of these grey sheds? But this is what our environs will be like if the MU1 goes ahead. The view from our upstairs window is already considerably less green than it was in 2015 when we moved in.
- We agree that the road system from the M1 motorway into Barnsley needs to be improved, but bulldozing great swathes of our fields is hardly going to improve access to Barnsley when the existing road system in all directions is inadequate to accommodate the hoped for heavy traffic of logistics vehicles. Higham Common Road is in a constant state of disrepair. It would be an interesting research study to ascertain how many of the local children who attend the primary school in Higham Common road suffer with respiratory ailments like asthma and bronchitis. We constantly have to endure traffic hold-ups for repairs to utilities, never mind for road repairs.
- St John's Avenue consists of bungalows that are, for the most part, inhabited by elderly people, who either bought their bungalows when they were first built to be retirement homes or, more recently, people of middle age who have bought their bungalows when they become vacant for exactly the same reason. It is a very quiet road and is ideal for elderly households. More than half of the homes have their back gardens backing onto the fields that will disappear completely, to be overlooked by hundreds of houses and/or sheds. Peace and tranquility gone!
- When we drive home from a visit to the town centre, we can see the fields telling us there is Barugh Green as we drive through Wilthorpe. We know we have reached the edge of Gawber and are close to our home village. Under MU1 our village autonomy will be gone. All the areas affected by the development will lose their individual identities.
- We were very happy to move to Barnsley and to be so close to the countryside. We were overjoyed to see green fields across the street from our house. I did my teacher training at Wentworth Castle college of Education and fell in love with the countryside around here. When we moved into our house in 2015, we were able to purchase materials for improving our home from B&Q at Stairfoot, but that outlet closed soon afterwards because another B&Q opened at Cortonwood. The Barnsley B&Q land has stood empty since then, consisting of a huge shed which was the retail area and the car park. We cannot get our heads around the fact that our green belt land and its hedgerows can be utterly destroyed while an eyesore like the B&Q can sit doing nothing to upgrade the lives of people of Barnsley.

We do understand that the country needs more homes, but does it have to be at the expense of the countryside and the quality and aesthetics of people's lives? We wonder if the planners and developers would care to stare at grey sheds and hundreds of houses on a housing estate from their own windows instead of lush green fields and herds of cattle, horses. We don't expect our concerns to be heard and acted upon. The letters we have received from you in the past bear much similarity to the ones we have received most recently. They all say that you and/or the developers are intent on destroying our fields and hedges.

We hope dearly that someone, many someones, will listen to us and take notice.

████████████████████

**To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk**

**Name  
Address**

**Postcode**

**Dear Sirs**

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land south east of Higham Common Road  
and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

**Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developers time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

**Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view.

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks.

## **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is however, a wealth of written evidence from former employees and the public that explosives were used and that some discarded explosives may remain on the site. In the absence of any other evidence it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended "amber gas measures" in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with the suggestion of mitigation measures.

## **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites' proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children's health.

## **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both.

## **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

## **Flooding**

The area around Redbrook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

## **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Barugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area.

## **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor quality development.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected.**

[REDACTED]

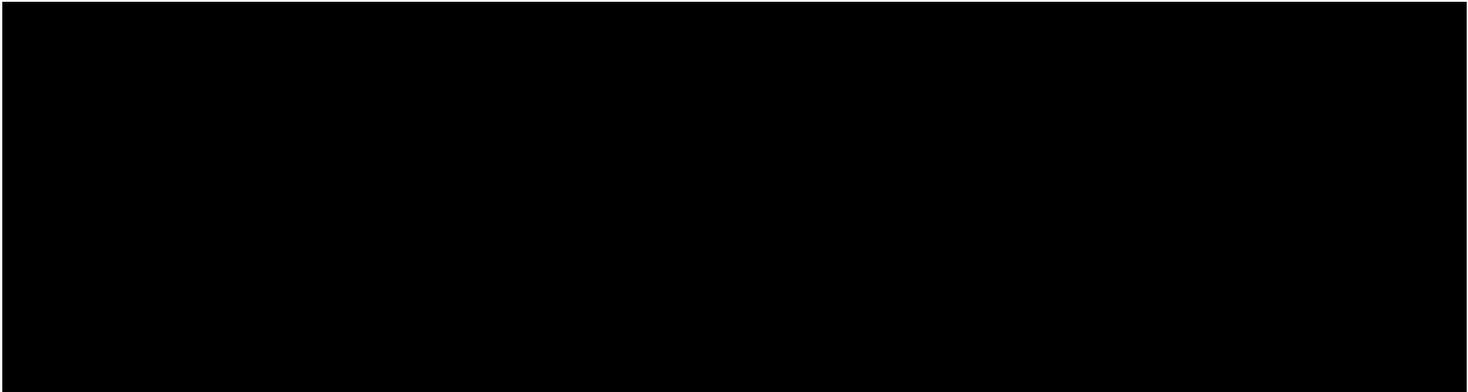
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I'm emailing on behalf of my 97 year old Grandfather with regards to these plans...he is totally against this as am I. He is a local resident who recently received one of your letters about these plans and it has upset him very much. There is no way this can be allowed to go ahead on this small piece of beautiful land. Soon there will be no countryside left. Barnsley council should hang their heads in shame absolutely disgusting it is!!!!!!

Sent from [Outlook for Android](#)



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Objection to MU1

In the 2018 documents (see attached) the plan for housing directly adjacent to Wharfedale Road and Farm house lane showed a green community space and buffers between current and new properties. Despite the developers stating in the current chronicle that they have listened to residents they now appear to have placed properties directly behind existing properties . I fail to see how this is the developers attempting to work with residents. I can pretty much guarantee that given the choice 100% of affected residents would not want multiple 3 storey houses adjoining their properties rather than a " green space" .This is especially laughable when they are now apparently removing more green space on the new plan than they were originally.

Can the developers be questioned on this apparent change of plan to remove yet more green space simply to maximise their profits?



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Hello

Re this application, firstly, I have found it impossible to find anywhere on the online site to make comments.

I know this is probably pointless as it will go ahead anyway but my personal concerns are regarding the increase in heavy traffic on Higham common road, especially during construction.

My property, [REDACTED] Higham common road, is already suffering damage from the HGVs thundering past at all times of the day and night, vastly exceeding the 30mph limit, especially over the section of brick road immediately outside which is forever having to be patched as the lorries loosen the bricks and they get thrown up, frequently hitting the front of my house.

The unevenness where this section meets the tarmac road also causes lorries to bounce and crash.

I have suffered cracks to walls and earlier this year the vibrations caused some roof tiles to fall off.

As well as costing me a fortune in repairs, if the tiles had hit someone passing, they would be dead!

Please can something be done about this before construction starts and makes my life even more miserable.

[REDACTED]

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Do you have any comments regarding the proposals?

I want to know if they are still proposing to do a through road to Mawfield road as I don't think it is fair for people who have bought properties on this road because it is a cul de sac/ not a through road and it will lower the price of our houses. Also the amount of traffic coming through our estate will be a concern as parking is ridiculous as it is and adding more traffic to that will cause accidents.

Please indicate your gender Female

Please indicate your age 36 - 55

Are you responding as a Local resident

Please indicate your postcode [REDACTED]

Form inserted 29/10/2023 09:18:02

Form updated 29/10/2023 09:18:02



Do you have any comments regarding the proposals? Are they not building on the field at the side of mawfield road anymore? This is the area I was more concerned about as the Proposed homes that were. Being built on there would have been overlooking our house and garden so privacy would be a big issue for me. Also extra traffic on the estate I don't want a through road to be added causing more congestion to an already busy and over crowded estate.

Please indicate your gender Male

Please indicate your age 36 - 55

Are you responding as a Local resident

Please indicate your postcode [REDACTED]

Form inserted 29/10/2023 09:31:35

Form updated 29/10/2023 09:31:35

Good afternoon,

The case officer has allowed an extension until the end of this month for comments. If you could therefore please submit any comments by the 31<sup>st</sup> of December.

Kind Regards,

Development Management#  
Regeneration and Culture  
Growth and Sustainability  
Telephone: 01226 772595#  
Mail: Planning and Building Control, PO Box 634, Barnsley, S70 9GG#  
#



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*Please be aware that the Development Management Team are currently experiencing temporary resourcing pressures. Unfortunately, this means we may not respond as to correspondence as quickly as we would like. This situation is expected to last for a temporary period whilst a recruitment exercise is undertaken. I would like to thank you for your continued patience at this time.*

---

**From:** [REDACTED]  
**Sent:** 13 December 2023 11:55  
**To:** MU1 <MU1@barnsley.gov.uk>  
**Subject:** Planning Application 2021/1089 and Planning Application 2021/1090

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We are writing in respect of the above Planning Applications, 2021/1089 - Land to the South East of Higham Common Road, Barnsley (Employment) and 2021/1090 - Land South of Barugh Green Road and East of Higham Common Road, Barnsley (Residential).

We understand that the developer put in new proposals and then has been obliged to change these somewhat and that the closing date/deadline for submitting comments is 18th December 2023. Owing to the sheer volume and complexity of the proposals it is very difficult for the layperson to absorb, understand and comment on them. We are asking therefore please could the deadline for comments be extended to a date in the New Year.

Thank you for considering an extension.



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Further comment:

As a bare minimum, please consider amending the application as below:



Why does the area now highlighted in yellow need to feature anything related to the employment area? Please strongly consider keeping this 'green' in line with the other areas surrounding the roundabout - helping to improve the overall aesthetic of the area upon approach, as well as protecting the views of the local residents from the industrial buildings which are replacing green space.

Thank you, [REDACTED]

On Friday, 27 October 2023 at 08:29:35 BST, [REDACTED]

In feedback to the updated Planning Application:

Comments on process:

- No 'identified neighbours' - yet there are hundreds of neighbouring/bordering properties. Negligible attempt to engage with affected communities - where are the door drops/lamppost posters? Demonstrating scant regard for residents' views and a minimal requirement to pass under the radar without full engagement.

- Difficult to follow/navigate the planning portal - there are 500+ documents here! How do you expect residents to be able to meaningfully find, understand and respond to this consultation? My feeling is that you don't - and you are doing the legal minimum to push this application through.

Initial comments on proposal:

- The same concerns/issues remain as reported previously. The development is not desired by the local residents (Keep it Green 2014 remains highly active and representative in this regard). Urban sprawl is being promoted under this application via the Local Plan - not appropriate to promote sustainable development. Many industrial facilities across the borough remain unsold/derelict - why create more for the sake of it?
- As a resident of Higham Common Road, what mitigation measures would proposed to avoid loss of visual amenity? My current outlook onto former green belt fields will be replaced by industrial units. Will I be compensated for this? Well established trees and hedgerows will need to be removed. Is this the right thing to do? What will replace them? Will the industrial units be positioned lower down the road and out of sight?
- Highways - MU1 development (even with a link road) will only create further bottlenecks at M1 J37 (which is already busy now) and at Lower Barugh.
- Building on former mining ground is questionable in any case. The ground at the top of the hill is also constantly flooded and is not suitable for development. It has taken much longer than expected for updates to be made to this application, suggesting that this has been difficult to overcome.

There may be more comments to follow as I review the extensive and unsigned documentation.

Please confirm receipt of this email.

Yours faithfully,

[Redacted signature]

On Tuesday, 24 October 2023 at 09:36:18 BST, DevelopmentControl & DevelopmentManagement <developmentcontrol@barnsley.gov.uk> wrote:

Dear Sir / Madam.

**APPLICATION NO:** 2021/1089 (Employment)

**DESCRIPTION:** Hybrid application comprising of:

- a. Full planning permission for: earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds, location of strategic landscaping, ecological areas and access.
- b. Outline planning permission seeking approval for employment use development (use classes E/B2/B8) and associated servicing and infrastructure works, including car parking, vehicle, pedestrian and cycle circulations, on-plot landscaping, noise mitigation, drainage features and all associated infrastructure.

(Change to description and amended plans and documents).

**LOCATION:** Land to the Southeast of Higham Common Road, Barnsley.

We have received the revised planning application described above. I write to ask if you have any comments to make before a decision is made.

Details of this application can be found on [www.barnsley.gov.uk/planningexplorer](http://www.barnsley.gov.uk/planningexplorer) then by clicking on the link to 'Planning Explorer' and typing the Application Number.

Paper copies are also available to by appointment only at Westgate Plaza 1, Westgate, Barnsley, S70 2DR. Please telephone 01226 787686 Monday to Thursday 9.00 am to 5.00 pm and Friday 9.00 am to 4.00 pm.

If you do not have access to the internet, you can view the application using one of the public computers at any Barnsley library (please note this is offered on a self-service basis). You are advised to contact your chosen library in advance, to ensure that a computer will be available for your visit. Please try to bring this letter with you so you have the application details to hand.

If you have any comments to make, please send them in writing either:

- Online via: [www.barnsley.gov.uk/planningexplorer](http://www.barnsley.gov.uk/planningexplorer) or
- Email to: [MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)

Your comments must be submitted in writing within 30 days of the date of this email. If you cannot respond within this period, please contact us via email to ask if an extension of time is possible.

Such requests will be treated on their merits.

Please note that this planning application falls within the MU1 site boundary which is the subject of an adopted Masterplan Framework. If you wish to view the adopted Masterplan Framework in advance of submitting your comments, this can be found here: <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/masterplan-frameworks/barnsley-west-masterplan-framework/>

We have written to residents within 100 metres of the MU1 site boundary as one of a number of publicity methods used. This goes above and beyond what is required by the relevant national legislation in recognition of the large size of the planning application site. However, it is important to note that anyone can comment on a proposal, irrespective of whether a neighbour notification letter has been received.

We do not have the resources to make individual replies to questions asked about each application. However, your comments will be passed to the Case Officer dealing with the application, who will then ensure they are considered before a recommendation is made.

We make all comments we receive available for inspection by any member of the public, including the applicant, on request, although we will first ensure that personal details including signatures, postal address, email addresses and phone numbers are redacted.

We can only take into account planning matters. For example, this might include the effect of the proposal upon the enjoyment of your home or garden; on the appearance of the surrounding area; and on highway safety. In contrast, we cannot take into account matters such as the effect of the proposal on individual property values, ownership disputes or issues covered by other legislation.

If you have no objections or comments to make, a response is not required.

The application shall ultimately be decided by the Councillors who sit on the Planning Regulatory Board for which agendas are published one week in advance of a meeting taking place. Should you

wish to monitor progress of the application, as well as looking on the Planning Explorer webpage, you can also check the Planning & Regulatory Board page on our website, where future agendas are published along with minutes of previous meetings:

<https://barnsleymbc.moderngov.co.uk/ieListMeetings.aspx?CommitteeId=136>

We have a 'Right to Speak' policy under which a person may speak at the Planning Regulatory Board meeting about this application. If you wish to do this, it is important that you inform us of your intention in writing within your email or letter of representation. We will then send you information on this policy in order to help you understand the process and prepare for the meeting. Please note however, that normally only one person is allowed to speak on either side in support and against an application. As such, if more than one person were to request to speak on either side you shall be asked to nominate a spokesperson.

To facilitate this, it would be helpful if you could include your e-mail address or daytime telephone contact number. This will help us to give you as much notice of the date of the meeting as possible. However, due to the limited time

between when the meeting agenda is published and the date of the meeting itself, this is unlikely to be more than 5 days' notice.

When a decision has been made, this will be shown on 'Planning Explorer', together with the Decision Notice.

Kind regards,

## Development Management

Development Management Team

Web: <https://www.barnsley.gov.uk/#!/services/planning-and-buildings/>



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In feedback to the updated Planning Application:

Comments on process:

- No 'identified neighbours' - yet there are hundreds of neighbouring/bordering properties. Negligible attempt to engage with affected communities - where are the door drops/lamppost posters? Demonstrating scant regard for residents' views and a minimal requirement to pass under the radar without full engagement.
- Difficult to follow/navigate the planning portal - there are 500+ documents here! How do you expect residents to be able to meaningfully find, understand and respond to this consultation? My feeling is that you don't - and you are doing the legal minimum to push this application through.

Initial comments on proposal:

- The same concerns/issues remain as reported previously. The development is not desired by the local residents (Keep it Green 2014 remains highly active and representative in this regard). Urban sprawl is being promoted under this application via the Local Plan - not appropriate to promote sustainable development. Many industrial facilities across the borough remain unsold/derelict - why create more for the sake of it?
- As a resident of Higham Common Road, what mitigation measures would be proposed to avoid loss of visual amenity? My current outlook onto former green belt fields will be replaced by industrial units. Will I be compensated for this? Well established trees and hedgerows will need to be removed. Is this the right thing to do? What will replace them? Will the industrial units be positioned lower down the road and out of sight?
- Highways - MU1 development (even with a link road) will only create further bottlenecks at M1 J37 (which is already busy now) and at Lower Barugh.
- Building on former mining ground is questionable in any case. The ground at the top of the hill is also constantly flooded and is not suitable for development. It has taken much longer than expected for updates to be made to this application, suggesting that this has been difficult to overcome.

There may be more comments to follow as I review the extensive and unsigned documentation.

Please confirm receipt of this email.

Yours faithfully,

On Tuesday, 24 October 2023 at 09:36:18 BST, DevelopmentControl & DevelopmentManagement <developmentcontrol@barnsley.gov.uk> wrote:

Dear Sir / Madam.

**APPLICATION NO:** 2021/1089 (Employment)

**DESCRIPTION:** Hybrid application comprising of:

- a. Full planning permission for: earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds, location of strategic landscaping, ecological areas and access.
- b. Outline planning permission seeking approval for employment use development (use classes E/B2/B8) and associated servicing and infrastructure works, including car parking, vehicle, pedestrian and cycle circulations, on-plot landscaping, noise mitigation, drainage features and all associated infrastructure.

(Change to description and amended plans and documents).

**LOCATION:** Land to the Southeast of Higham Common Road, Barnsley.

We have received the revised planning application described above. I write to ask if you have any comments to make before a decision is made.

Details of this application can be found on [www.barnsley.gov.uk/planningexplorer](http://www.barnsley.gov.uk/planningexplorer) then by clicking on the link to 'Planning Explorer' and typing the Application Number.

Paper copies are also available to by appointment only at Westgate Plaza 1, Westgate, Barnsley, S70 2DR. Please telephone 01226 787686 Monday to Thursday 9.00 am to 5.00 pm and Friday 9.00 am to 4.00 pm.

If you do not have access to the internet, you can view the application using one of the public computers at any Barnsley library (please note this is offered on a self-service basis). You are advised to contact your chosen library in advance, to ensure that a computer will be available for your visit. Please try to bring this letter with you so you have the application details to hand.

If you have any comments to make, please send them in writing either:

- Online via: [www.barnsley.gov.uk/planningexplorer](http://www.barnsley.gov.uk/planningexplorer) or
- Email to: [MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)

Your comments must be submitted in writing within 30 days of the date of this email. If you cannot respond within this period, please contact us via email to ask if an extension of time is possible.

Such requests will be treated on their merits.

Please note that this planning application falls within the MU1 site boundary which is the subject of an adopted Masterplan Framework. If you wish to view the adopted Masterplan Framework in advance of submitting your comments, this can be found here: <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/masterplan-frameworks/barnsley-west-masterplan-framework/>

We have written to residents within 100 metres of the MU1 site boundary as one of a number of publicity methods used. This goes above and beyond what is required by the relevant national legislation in recognition of the large size of the planning application site. However, it is important to note that anyone can comment on a proposal, irrespective of whether a neighbour notification letter has been received.

We do not have the resources to make individual replies to questions asked about each application. However, your comments will be passed to the Case Officer dealing with the application, who will then ensure they are considered before a recommendation is made.

We make all comments we receive available for inspection by any member of the public, including the applicant, on request, although we will first ensure that personal details including signatures, postal address, email addresses and phone numbers are redacted.

We can only take into account planning matters. For example, this might include the effect of the proposal upon the enjoyment of your home or garden; on the appearance of the surrounding area; and on highway safety. In contrast, we cannot take into account matters such as the effect of the proposal on individual property values, ownership disputes or issues covered by other legislation.

If you have no objections or comments to make, a response is not required.

The application shall ultimately be decided by the Councillors who sit on the Planning Regulatory Board for which agendas are published one week in advance of a meeting taking place. Should you

wish to monitor progress of the application, as well as looking on the Planning Explorer webpage, you can also check the Planning & Regulatory Board page on our website, where future agendas are published along with minutes of previous meetings:

<https://barnsley.mbc.moderngov.co.uk/ieListMeetings.aspx?CommitteeId=136>

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To facilitate this, it would be helpful if you could include your e-mail address or daytime telephone contact number. This will help us to give you as much notice of the date of the meeting as possible. However, due to the limited time between when the meeting agenda is published and the date of the meeting itself, this is unlikely to be more than 5 days' notice.

When a decision has been made, this will be shown on 'Planning Explorer', together with the Decision Notice.

Kind regards,

*Development Management*

Development Management Team

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Please see the email below requesting an extension of time to make comments – email filed on SP & logged on M3.

---

**From:** [REDACTED]  
**Sent:** 14 December 2023 09:45  
**To:** Ward , Elaine (GROUP LEADER- DEV MANAGEMENT(INNER AREA)) <ElaineWard@barnsley.gov.uk>; MU1 <MU1@barnsley.gov.uk>  
**Subject:** Site MU1 - Planning Applications 2021/1089 and 2021/1090

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Good morning Elaine

Following a home emergency this week and the ongoing disturbance caused, together with examining the voluminous supporting documentation involved in these two planning applications, I will not now be able to submit my personal comments by the stated deadline of 18/12/23.

I must therefore respectfully formally ask for an extension of time, as provided for in your E-Mail dated 24/10/23 and the council's notification letter dated 25/10/23.

[REDACTED]

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Hi,

Many thanks for that. I'd already spotted the house type and Phase 1A plan but can't see the Phase 7 plan. Have I missed it?

Thanks again,

On Mon, 11 Dec 2023 at 11:27, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good morning,

Apologies for the delay in getting back to you. We were awaiting higher quality plans and documents from the agent.

We have now received a site plan and house type documents with a higher quality resolution and scale bars. You can find these online on the planning explorer or in person at Westgate.

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

Post: PO Box 634, Barnsley, S70 9GG



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Please be aware that the Development Management Team are currently experiencing temporary resourcing pressures. Unfortunately, this means we may not respond as to correspondence as quickly as we would like. This situation is expected to last for a temporary period whilst a recruitment exercise is undertaken. I would like to thank you for your continued patience at this time.

---

**From:** [REDACTED]  
**Sent:** 01 December 2023 10:51  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Cc:** Governance <[Governance@barnsley.gov.uk](mailto:Governance@barnsley.gov.uk)>; Wray , Chris (COUNCILLOR) <[CllrChrisWray@barnsley.gov.uk](mailto:CllrChrisWray@barnsley.gov.uk)>; Fielding , William (COUNCILLOR) <[CllrWilliamFielding@barnsley.gov.uk](mailto:CllrWilliamFielding@barnsley.gov.uk)>; Christmas , Sam (COUNCILLOR) <[CllrSamChristmas@barnsley.gov.uk](mailto:CllrSamChristmas@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

It appears that you don't intend to try to meet what I consider to be a reasonable request for better information. You suggest looking at the hard copies, but from what I hear I wouldn't be much better off if I took the trouble to attend and, in any case, you don't appear to have the plan in question anyway.

The consultation process papers suggest I should be able to find everything online, not that I should work online but top up with a visit to look at hard copies when online files prove inadequate.

The housing estate proposed for the Wharfedale Road area is of importance to me and you haven't even got an electronic OR hard copy of the plan for the proposal, even though it clearly exists. It's evident that a lot of work has been done on this proposal since the last application, so I must assume it's quite firm. If any further application can be dealt with under Reserved Matters, surely I must assume that it's going to change very little between now and then, so the maximum amount of information should be provided now.

Regards,

[REDACTED]

On Thu, 16 Nov 2023 at 15:53, [REDACTED]

Hi again,

This is a disappointing response. You've taken far longer to explain why you can't meet your own obligations than to deal with the simple requests made, which wouldn't have been necessary in the first place if the information on which you expect consultees to make meaningful comments had been fully adequate. My requests, summarised below, could be resolved with a 'phone call, ten minutes on a workstation and an email:

1. Plan for housing behind Wharfedale Road – A full copy of the plan, as provided for the Phase 1A plan (and which clearly exists), to the same resolution, including scale bar. **Reason:** This plan should have been available from the beginning instead of being buried in another document.

2. A good resolution copy of the right hand side of the above drawing so that the text and symbols on the drawing can be fully understood. **Reason:** Consultees can't be expected to make meaningful comment on blurry images.

3. A dimensioned or scale bar-equipped copy of the Oporto drawing. **Reason:** You have accepted and published this drawing when it is clearly incomplete and inconsistent with others in the same series.

I'm copying Governance in on this message as this sort of thing has happened before and reflects poorly on BMBC as a supposedly customer-focused and caring organisation.

Regards,



On Thu, 16 Nov 2023 at 10:05, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good morning 

Thank you for your email, your comments are being taken into consideration. The documents submitted are currently under review and a list will be compiled to request documents with an improved resolution where deemed necessary. Unfortunately, this may take some time due to the scale of the application and an exact timeframe cannot be confirmed or provided at this time.

The Oporto property document and others are available as a physical copy and can be viewed at Westgate via appointment. The Oporto property document has been checked this morning and is suitable to be scaled from in-person.

Unfortunately, you may not be able to scale from the submitted documents yourself if you do not have the appropriate software on your personal device(s). Therefore, any queries regarding distances between properties should be put clearly in writing for the Case Officer to respond to.

Kind regards,

### **Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

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**From:** [REDACTED]  
**Sent:** 13 November 2023 16:09  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

I assume you mean 100:1 for the Oporto drawing. The document presented, like the housing layouts, is not a drawing but an image subject to infinite zoom on a computer screen. Even though I do have a (basic) CAD system, it would have to be an actual drawing to enable proper scaling.

Based on the information provided, the only way I can establish distances on the housing plan is to assume the plan dimensions of a guessed type of house for which I do have a dimensioned plan are accurate and pro-rata distances from that. Since there is no such information on the Oporto drawing I've had to use the same method to get its plan dimensions, hardly ideal. Without a scale bar visible on the plan it's an unnecessary struggle.

**This brings me to what I now realise is the real issue;** you are proposing a controversial housing estate without so much as a plan for inspection by consultees. The only image provided is buried in an unrelated, umpteen page document, one of dozens. How is Joe Public supposed to respond to the consultation in a meaningful way with such an omission?

Please provide the requested information as soon as possible:

- A scalable drawing of the proposed estate, which should have been in the original submission anyway;
- A readable copy of the information down the full length of the right hand side of the drawing for identification of the housing details and also to check elements of the Phase 7 drawing that do not appear in the just-about-readable key on in the Phase 1A drawing.
- A dimensioned version of the Oporto property style.

Thanks,

[REDACTED]

On Mon, 13 Nov 2023 at 14:23, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good afternoon,

On the attached plan, the plans are drawn to a scale of 1:100 as said underneath each one. You can measure this with a scaled ruler or on some computer programmes, a scale bar is not required.

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

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**From:** [REDACTED]  
**Sent:** 09 November 2023 23:11  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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---

hi again,

Sorry to be a pain, but the Oporto drawing you referred to has neither dimensions nor scale bar. Please provide one or the other detail.

Thanks,



On Thu, 9 Nov 2023 at 14:07, Ian Preddy <[ian.preddy@gmail.com](mailto:ian.preddy@gmail.com)> wrote:

Hi again,

Thanks for the Oporto information. As for the housing drawing, I'm sure it's not beyond the skill of somebody there or in Strata's team to provide the requested information You're consulting, among other things, on the housing behind Wharfedale Rd, which is of direct interest to me. I don't expect to have any influence on a Reserved Matters application if I don't make my views known now. Please reconsider.

Regards,



On Thu, 9 Nov 2023 at 13:32, MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)> wrote:

Good afternoon,

Firstly, as mentioned previously, the document which shows the proposed layout for phase 1 is named *20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ( 0.74 MB )*. Unfortunately, these are the only copies of the plans we have, so we would not be able to provide a copy with better resolution. This is something which can't be avoided due to the size of the files.

In terms of the scale. The document named above, shows the layout of the development with a scale bar at the bottom so can be used to find measurements.

In response to your last query, the floorplan for the Oporto property can be found within the document named *20211090 MS-102 AS 01 Oporto*.

Kind regards,

### Development Management

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

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**From:** [REDACTED]  
**Sent:** 09 November 2023 08:59  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

Please find attached an update to my questionnaire following your 30 October response.

Thanks,

On Thu, 2 Nov 2023 at 09:22, [REDACTED]

hi,

Thank you for your prompt response. Comments below in red.

Regards,

On Thu, 2 Nov 2023 at 08:54, MU1 <MU1@barnsley.gov.uk> wrote:

Good morning,

**26<sup>th</sup> October 2023:**

Document *20211090 ES Appendix 10.11 -Geoenvironmental Appraisal - Pogmoor\_Part2of4.pdf* should probably not be used to identify properties as it's an appendix to chapter 10 for ground conditions and in fact the title of the drawing is 'Line and Location of Buried Highwalls' and is only meant to show this. I appreciate that this application is outline but really would like to see the appropriate drawing. I'm assuming that the invitation to comment includes the proposed layout. See also below.

If you are looking for plans showing phase 1 of the residential development, these can be shown on the following document: *20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ( 0.74 MB )*. I've seen this and note that changes have been made since the outline submission, which I'll be examining. The problem with this is still one of resolution. I would appreciate a cleaned up screen shot of this area, please:

UNIT TYPE	NO	GLEF	TOTAL	GEM	TOTAL	%	REGULATORY COMPLIANCE	BEDS	PEOPLE	STOREY	COMPLETION	NO.	NO.	LAND
<b>APPROXIMATE TOTALS</b>	<b>186</b>		<b>288,896</b>		<b>22,311</b>	<b>82.5%</b>						<b>178</b>	<b>3</b>	
<b>TOTALS</b>	<b>214</b>		<b>374,207</b>		<b>34,880</b>	<b>100%</b>						<b>210</b>	<b>4</b>	

The numbers on the plan shown would be plot numbers and the Asterix identifies social housing. **Noted.** Thank you. Now I look closely down the RHS I can see the \*.

**29<sup>th</sup> October 2023:**

The page identifies the scale of 1:1000; therefore, the scale of the drawing on the same page should be the same. Again, this document shouldn't really be used to identify residential properties. See above. The proper building layout drawing will include the scale bar if it's the same format as the Phase 1

version, which is all I need for my purposes. It's missing from the repurposed drawing, so would be un-scaleable if not full size.

**30<sup>th</sup> October 2023:**

The Planning Statement should now be uploaded on the Planning Explorer. Apologies for this. **Noted.** Thank you. Sorry, but one more query, for now. There doesn't appear to be a layout diagram for the Oporto property, MYP412.

Kind regards,

**Development Management**

Regeneration and Culture Business Unit

Growth and Sustainability Directorate

Telephone: 01226 772595

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**From:** [REDACTED]  
**Sent:** 01 November 2023 16:48  
**To:** MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Subject:** Re: FW: Planning Applications 2021/1089 and 2021/1090

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Hi again,

I've updated my list of questions, attached as Rev.1. I've deleted the history from this message for simplicity, as all the details are in the attachment.

Please advise when I could expect the answers, especially the location of the plan for the housing behind Wharfedale Road, including readable details. As far as I can tell, this is missing from your document list for 2021/1090.

Thanks again,



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Dear Elaine Ward

Xzgojhy PNL Nsxujhyts tkUqfsx ktwR Z6

Thank you for your E-Mail dated 22/12/23 (timed at 12:35 PM).

Thank you also for allowing Keep It Green 2014 an extension of time to 14/01/24 to submit comments.

As a follow up to your point about Planning Explorer not accepting comments after the statutory consultation period is over, you will recall that this point was raised by a Keep It Green 2014 core group member in an E-Mail to you dated 22/10/22, when it was clear that the relevant pages of Council's Planning Explorer for both applications did not appear to have a "Comment Until **Add** comment +" section.

In addition, whilst the Public Notice and notification letters stated a 30 day period from the date of the Public Notice and the notification letters for the submission of comments, there appeared to be no deadline date shown on Planning Explorer at that time.

All of this does seem at odds with what you say about the capabilities of Planning Explorer.

Can you please clarify, since this apparent situation may have dissuaded some members of the local community from submitting comments if, as a consequence, they began to find the task too onerous?

Do you know how many comment submissions the Planning Explorer web page has actually received?

Regards

Keep It Green 2014

On Fri, 22 Dec 2023 at 12:35, 'Ward , Elaine (GROUP LEADER- DEV MANAGEMENT(INNER AREA))' via KiG Group <[Group@keepitgreen2014.co.uk](mailto:Group@keepitgreen2014.co.uk)> wrote:

Good afternoon

Thankyou for your email of 21<sup>st</sup> December 2023. I fully understand the complexities of reviewing the numerous application documents, and am happy to receive comments for a further two weeks until 14<sup>th</sup> January 2024.

With regard to the public website, I have spoken previously of its limitations, and once the initial statutory consultation period is over it won't accept further comments on the online form which is why we ask people like yourselves to contact us if they require more time to make representation. We are happy to receive comments by email to [MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk) or by letter to the address.

Barnsley MBC,

Development Management,

PO Box 634

Barnsley

S70 9GG

This information was included on the press notices, the 44 site notices that have been placed around the site, and on the almost 800 neighbour letters that were issued for each application in October. There is also a link to Development Management on the Planning Explorer Webpage where emails can also be sent.

Kind Regards

*Elaine Ward*

**BSc(Hons) Dip URP MRTPI**

Group Leader (InnerTeam)

Planning and Building Control

Directorate of Growth and Sustainability

Barnsley Council

Email: [REDACTED]

Mail: PO Box 634, Barnsley S70 9GG

Phone: [REDACTED]

\*Sat Nav reference: S70 2DR

*Please be aware that the Development Management Team are currently experiencing temporary resourcing pressures. Unfortunately, this means we may not respond as to correspondence as quickly as we would like. This situation is expected to last for a temporary period whilst a recruitment exercise is undertaken. I would like to thank you for your continued patience at this time*

\*Please note that we are operating a hybrid working model, If I am unavailable please leave a message including a contact telephone number so that I can return your call \*



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---

**From:** [REDACTED]  
**Sent:** 21 December 2023 13:33  
**To:** Ward, Elaine (GROUP LEADER- DEV MANAGEMENT(INNER AREA)) <[REDACTED]> MU1 <[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Cc:** KIG Group [REDACTED]  
**Subject:** Re: KIG Inspection of Plans for MU1

---

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---

To Elaine Ward

Xzgjhy PNL Nsxujhyts tkUqfsx ktwR Z6

Dear Elaine Ward

*Thank you for your E-Mail dated 15/12/23 and your offer to agree to an extension of time for comments until the end of December, with the option to review this deadline if we require more time.*

*We have previously discussed that the task of reading, understanding and commenting on these two applications is very complex and onerous, as we are sure that you and your staff have come to realise.*

*In the current circumstances, and having regard to the workload involved, it is unlikely that we will be able to meet the 31/12/23 deadline.*

*As a consequence, we would therefore respectfully request that we would like you to keep your offer to review the 31/12/23 deadline open.*

*On a related matter, we have been contacted by members of the public questioning why there is no provision for "Add comments" for these two planning applications on the Council's Planning Explorer and the fact that it also shows a consultation expiry date of 07/12/23.*

*Do you know why this is?*

*Regards*

*Keep It Green 2014*

On Fri, 15 Dec 2023 at 09:44, 'Ward , Elaine (GROUP LEADER- DEV MANAGEMENT(INNER AREA))' via KiG Group <[Group@keepitgreen2014.co.uk](mailto:Group@keepitgreen2014.co.uk)> wrote:

Good morning

Thankyou for your email of 12<sup>th</sup> December 2023.

The applicants have confirmed that all documents for the resubmission have been submitted. I can also confirm they are all available to view on Planning Explorer and in hard copy which can be reviewed by appointment at reception in Westgate. The list which has been sent to you on the 8<sup>th</sup> December by my colleague Bradley Sargeson was the list of current plans for each application which you requested at the meeting held on 17<sup>th</sup> November 2023 with myself and Head of Service Garry Hildersley and which has been provided by the applicants. The lists comprise the complete list of documents submitted for each application since October 2023 but do not include the documents contained in the Environmental Statement which are labelled as such on Planning Explorer and in a separate box at Westgate.

A 3D model has been commissioned by the applicants of both applications, and it is intended that it be made available for public inspection.. Further details will be provided when it has been prepared.

To clarify, the consultation expiry of the 18<sup>th</sup> December is the statutory minimum period required by the press notice. As such, I am happy to agree an extension of time for comments until the end of December. However, if you require more time, I am happy to review this deadline.

Kind Regards

*Elaine Ward*

**BSc(Hons) Dip URP MRTPI**

Group Leader (InnerTeam)

Planning and Building Control

Directorate of Growth and Sustainability

Barnsley Council

Email: [REDACTED]

Mail: PO Box 634, Barnsley S70 9GG

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Council of the year



**From:** [REDACTED]

**Sent:** 12 December 2023 10:26

**To:** Ward, Elaine (GROUP LEADER- DEV MANAGEMENT(INNER AREA)) [REDACTED] MU1  
<[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>

**Cc:** KiG Group [REDACTED]

**Subject:** KIG Inspection of Plans for MU1

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

Subject: KIG Inspection of Plans for MU 1

Dear Elaine Ward

Thank you for your E-Mail dated 29/11/23, the contents of which have been noted.

Whilst we fully appreciate the difficulties which you and your staff have been placed in by the recent receipt of the large amount of fresh documentation regarding planning applications 2021/1089 and 2021/1090, we are sure that you in turn will also appreciate from our earlier meeting, the difficult task which the Keep It Green 2014 Core Group and the local community are continuing to be faced with in examining the supporting documentation as currently presented on Planning Explorer in view of what appears to be an ever changing position by the inclusion of this additional documentation.

You did say in your E-Mail that that you are "awaiting a list of the plans and documents for each application from the applicants and have requested that the list reflects the names of the documents on the planning explorer website". You also agreed to forward these to us once received.

Keep It Green 2014 has now received an E-Mail dated 08/12/23 from Bradley Sargeson in which he says that attached to his E-Mail are two lists of plans for planning applications 2021/1089 and 2021/1090.

His E-Mail indicates that these have been split into the categories that the documents will appear under on the planning explorer.

However, there is no other clear indication of what exactly has changed or the relevance as to whether or not it is supposed to be a list of the current application plans.

Are the lists intended to be the ones which you referred to in your earlier E-Mail?

If so, clearly it will take Keep It Green 2014 some little time to examine the lists in detail.

When can we now expect to receive assurances on when the full and precise definitive documentation and its presentation on Planning Explorer will be complete?

Can you also please confirm how you intend to inform the local community about the updated /replaced/additional documentation having regard to the last stated deadline for comments of 18/12/23.

At our recent meeting you said that you understood that the BWC were commissioning a model which showed the Site MU1 proposals.

Do you have an update of this and how/when it is to be presented?

Will it be presented for public consultation?

Your E-Mail did reiterate that comments may be received after the statutory deadline, but did not specify how long after.

As a consequence of the above points, Keep It Green 2014 are now formally asking for an extension of time beyond the current stated deadline of 18/12/23.

Have you considered the question of "suspending" the current consultation period in view of the workload difficulties in understanding the complexity of the two planning applications obviously being faced by you and your staff, and the community as a whole in understanding and responding under the consultation procedures.

Regards

Keep It Green 2014

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To Elaine Ward

Xzgjhy PNL Nsxujhyts tkUqfsx ktwR Z6

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Kind Regards

*Elaine Ward*

**BSc(Hons) Dip URP MRTPI**

Group Leader (InnerTeam)

Planning and Building Control

Directorate of Growth and Sustainability

Barnsley Council

Email: [REDACTED]

Mail: PO Box 634, Barnsley S70 9GG

Phone: [REDACTED]

\*Sat Nav reference: S70 2DR

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---

**From:** [REDACTED]  
**Sent:** 12 December 2023 10:26  
**To:** Ward, Elaine (GROUP LEADER- DEV MANAGEMENT(INNER AREA)) [REDACTED] MU1  
<[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)>  
**Cc:** KiG Group [REDACTED]  
**Subject:** KIG Inspection of Plans for MU1

---

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---

Subject: KIG Inspection of Plans for MU 1

Dear Elaine Ward

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Regards

Keep It Green 2014

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We are writing in respect of the above Planning Applications, 2021/1089 - Land to the South East of Higham Common Road, Barnsley (Employment) and 2021/1090 - Land South of Barugh Green Road and East of Higham Common Road, Barnsley (Residential).

We understand that the developer put in new proposals and then has been obliged to change these somewhat and that the closing date/deadline for submitting comments is 18th December 2023. Owing to the sheer volume and complexity of the proposals it is very difficult for the layperson to absorb, understand and comment on them. We are asking therefore please could the deadline for comments be extended to a date in the New Year.

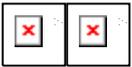
Thank you for considering an extension.



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Hello - just noticed today a very discreet posting of planning notices. Why are they away from all footpaths? Unlikely anyone will spot these...

Thanks, [REDACTED]

Sent from my iPhone

On 2 Nov 2023, at 13:26, [REDACTED]

Further comment:

As a bare minimum, please consider amending the application as below:

<1698931415191blob.jpg>

Why does the area now highlighted in yellow need to feature anything related to the employment area? Please strongly consider keeping this 'green' in line with the other areas surrounding the roundabout - helping to improve the overall aesthetic of the area upon approach, as well as protecting the views of the local residents from the industrial buildings which are replacing green space.

Thank you, [REDACTED]

On Friday, 27 October 2023 at 08:29:35 BST, [REDACTED]

In feedback to the updated Planning Application:

Comments on process:

- No 'identified neighbours' - yet there are hundreds of neighbouring/bordering properties. Negligible attempt to engage with affected communities - where are the door drops/lamppost posters? Demonstrating scant regard for residents' views and a minimal requirement to pass under the radar without full engagement.
- Difficult to follow/navigate the planning portal - there are 500+ documents here! How do you expect residents to be able to meaningfully find, understand and respond to this consultation? My feeling is that you don't - and you are doing the legal minimum to push this application through.

Initial comments on proposal:

- The same concerns/issues remain as reported previously. The development is not desired by the local residents (Keep it Green 2014 remains highly active and representative in this regard). Urban sprawl is being promoted under this application via the Local Plan - not appropriate to promote sustainable development. Many industrial facilities across the borough remain unsold/derelict - why create more for the sake of it?
- As a resident of Higham Common Road, what mitigation measures would proposed to avoid loss of visual amenity? My current outlook onto former green belt fields will be replaced by industrial units. Will I be compensated for this? Well established trees and hedgerows will need to be removed. Is this the right thing to do? What will replace them? Will the industrial units be positioned lower down the road and out of sight?
- Highways - MU1 development (even with a link road) will only create further bottlenecks at M1 J37 (which is already busy now) and at Lower Barugh.
- Building on former mining ground is questionable in any case. The ground at the top of the hill is also constantly flooded and is not suitable for development. It has taken much longer than expected for updates to be made to this application, suggesting that this has been difficult to overcome.

There may be more comments to follow as I review the extensive and unsigned documentation.

Please confirm receipt of this email.

Yours faithfully,

[Redacted signature]

On Tuesday, 24 October 2023 at 09:36:18 BST, DevelopmentControl & DevelopmentManagement <developmentcontrol@barnsley.gov.uk> wrote:

Dear Sir / Madam.

**APPLICATION NO:** 2021/1089 (Employment)

**DESCRIPTION:** Hybrid application comprising of:

- a. Full planning permission for: earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds, location of strategic landscaping, ecological areas and access.
- b. Outline planning permission seeking approval for employment use development (use classes E/B2/B8) and associated servicing and infrastructure works, including car parking, vehicle, pedestrian and cycle circulations, on-plot landscaping, noise mitigation, drainage features and all associated infrastructure.

(Change to description and amended plans and documents).

**LOCATION:** Land to the Southeast of Higham Common Road, Barnsley.

We have received the revised planning application described above. I write to ask if you have any comments to make before a decision is made.

Details of this application can be found on [www.barnsley.gov.uk/planningexplorer](http://www.barnsley.gov.uk/planningexplorer) then by clicking on the link to 'Planning Explorer' and typing the Application Number.

Paper copies are also available to by appointment only at Westgate Plaza 1, Westgate, Barnsley, S70 2DR. Please telephone 01226 787686 Monday to Thursday 9.00 am to 5.00 pm and Friday 9.00 am to 4.00 pm.

If you do not have access to the internet, you can view the application using one of the public computers at any Barnsley library (please note this is offered on a self-service basis). You are advised to contact your chosen library in advance, to ensure that a computer will be available for your visit. Please try to bring this letter with you so you have the application details to hand.

If you have any comments to make, please send them in writing either:

- Online via: [www.barnsley.gov.uk/planningexplorer](http://www.barnsley.gov.uk/planningexplorer) or
- Email to: [MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)

Your comments must be submitted in writing within 30 days of the date of this email. If you cannot respond within this period, please contact us via email to ask if an extension of time is possible.

Such requests will be treated on their merits.

Please note that this planning application falls within the MU1 site boundary which is the subject of an adopted Masterplan Framework. If you wish to view the adopted Masterplan Framework in advance of submitting your comments, this can be found here: <https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/masterplan-frameworks/barnsley-west-masterplan-framework/>

We have written to residents within 100 metres of the MU1 site boundary as one of a number of publicity methods used. This goes above and beyond what is required by the relevant national legislation in recognition of the large size of the planning application site. However, it is important to note that anyone can comment on a proposal, irrespective of whether a neighbour notification letter has been received.

We do not have the resources to make individual replies to questions asked about each application. However, your comments will be passed to the Case Officer dealing with the application, who will then ensure they are considered before a recommendation is made.

We make all comments we receive available for inspection by any member of the public, including the applicant, on request, although we will first ensure that personal details including signatures, postal address, email addresses and phone numbers are redacted.

We can only take into account planning matters. For example, this might include the effect of the proposal upon the enjoyment of your home or garden; on the appearance of the surrounding area; and on highway safety. In contrast, we cannot take into account matters such as the effect of the proposal on individual property values, ownership disputes or issues covered by other legislation.

If you have no objections or comments to make, a response is not required.

The application shall ultimately be decided by the Councillors who sit on the Planning Regulatory Board for which agendas are published one week in advance of a meeting taking place. Should you

wish to monitor progress of the application, as well as looking on the Planning Explorer webpage, you can also check the Planning & Regulatory Board page on our website, where future agendas are published along with minutes of previous meetings:

<https://barnsleymbc.moderngov.co.uk/ieListMeetings.aspx?Committeed=136>

We have a 'Right to Speak' policy under which a person may speak at the Planning Regulatory Board meeting about this application. If you wish to do this, it is important that you inform us of your intention in writing within your email or letter of representation. We will then send you information on this policy in order to help you understand the process and prepare for the meeting. Please note however, that normally only one person is allowed to speak on either side in support and against an

application. As such, if more than one person were to request to speak on either side you shall be asked to nominate a spokesperson.

To facilitate this, it would be helpful if you could include your e-mail address or daytime telephone contact number. This will help us to give you as much notice of the date of the meeting as possible. However, due to the limited time between when the meeting agenda is published and the date of the meeting itself, this is unlikely to be more than 5 days' notice.

When a decision has been made, this will be shown on 'Planning Explorer', together with the Decision Notice.

Kind regards,

## *Development Management*

Development Management Team

Web: <https://www.barnsley.gov.uk/#!/services/planning-and-buildings/>

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Dear Sir/madam,

Whilst I have no doubt any comment I make will be totally ignored once again I am struggling to understand what type of councillors can capitulate to developers so easily to allow my present view across green fields to be changed with a conversion period of many years to a 2 to 3 metre high bund and numerous 23 metre high commercial properties.

The prospect of noisy excavation machines starting work as early as 07.15am until early evening is something to really look forward to over the next few years and I have tried to envisage what the 4<sup>th</sup> generation owner of the family-owned Strata homes company reaction would be if planning was given to the building of 23 metre high industrial units in the green belt fields at the side of his pad.

BMBC still have the ability to ensure the developers have to change their planned decimation of the Pogmoor area where I live and should do so even at this amended proposal stage.

Yours Frustratingly



Planning and Building Control,  
Barnsley MBC,  
PO Box 634  
Barnsley  
S70 9GG

11<sup>th</sup> December 2023

**Re: Land south of Barugh Green Road, Barnsley (MU1)**  
**Planning Application 2021/1090 (Residential) & 2021/1089 (Hybrid)**  
**Planning Submission of Brian Heathcote- 4 St Johns Avenue, Barugh Green**

As a local resident with property on the North Western border of Site MU1, I am responding to your email request for comments on the above planning application dated 24<sup>th</sup> October 2023

**Preamble**

Whilst I have every sympathy with the residents on Higham Common Road who have been blighted ever since BMBC opened the road up to HGV's with the construction of the Dodworth Bypass in 2007, the proposed "link road" and the layout of these latest proposals for Site MU1 will simply shift the traffic problems of Higham Common Road to the proposed congested housing and school development in very close proximity to the proposed link road.

The concept of mixing industrial development in close proximity to residential development is hugely irresponsible and tantamount to a return to Victorian times when housing was provided close to pits and factories for workers without transport.

It is questionable whether the proposed housing will be aimed at Barnsley residents as this will be attractive to commuters from surrounding cities due to the proximity of the M1 Motorway.

From the plans provided, it is clear that no consideration has been given to protecting existing residents from the hugely negative effects on their properties, health and welfare.

**SIGNIFICANTLY** - As my professional background covers 50 years involved in producing and vetting engineering drawings (civil, structural & mechanical) I am suspicious that the site layout drawings provided with the application have been produced by a C.A.D. technician who has been told to fill site MU1 with the link road, 1560 dwellings, a school, shops and industrial units. This appears to have been done as a "desk based exercise" with limited (if any) site visits and certainly absolutely no research or consideration for the dramatic negative impact on existing residents.

**If this is the case, it amounts to a massive dereliction of duty and due care and a severe lack of professionalism.**

*My detailed comments are in the form of itemised paragraphs as indexed: -*

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## 1. CONCLUSIONS

Unlike BMBC and BWC decision makers, my wife and I have to live on the boundary of Site MU1 (we have lived here since 1969 when Barugh Green was a very pleasant and desirable place to reside). We are horrified by this proposed development and we would like to see the whole thing scrapped. **The proposals shown for the Phase 1 Residential Development are an absolute disgrace and have been prepared without any consideration for the health, welfare and wellbeing of existing residents adjacent to the site – despite the various so called “drop-in” and written “consultations” over the last ten years, from which comments/objections have clearly been ignored**

However, **IF** we are to believe that there is the need for housing development and a new school for the Barugh Green area, the proposals for the development of Site MU1 could be vastly improved into (*possibly*) a far more acceptable proposition.

We have already seen the disastrous community impact of the huge warehouse units adjacent to the motorway at Hoyland Common and the vast and speculative industrial development proposed for Site MU1 is undoubtedly going to replicate this disaster, also there is already overdevelopment of Capitol Park and other local industrial estates. If the industrial units proposed for Site MU1 were deleted, this would allow the same number of houses (1540) to be built in a much more sensible, less congested layout with more green spaces **and meaningful / effective buffer zones** to eliminate the disastrous effect on existing properties.

The proposed school, link road and adjacent housing could also be reconfigured to provide a much healthier and safer layout.

In this way, yet another ghetto (of which many are springing up around Barnsley) would be avoided.

### **PLEASE ALSO NOTE –**

It is obvious that many existing elderly residents surrounding the site will be unable to see, or understand, the larger plans & documents for the site and will be unlikely to submit meaningful comments, if they comment at all.

**Visits should be made to all individual existing properties surrounding the site in order to fully assess the damage this proposed development will cause.**

1.2 There are several examples of local councils which have taken the decision to review their Master Plans in the light of changing circumstances in their boroughs.

Although Barnsley's new Glassworks seem to be a success (except for the spiralling costs), it is quite clear that the areas of the town adjacent to the Glassworks are a disgrace and are dying.

Essential services also are stretched to breaking point or are now not fit for purpose

Outlying areas of the borough have already been decimated by huge developments (both housing and commercial)

**BMBC should consider its existing residents, reject Planning Applications 2021/1090 and 2021/1089 and be brave enough to review the Master Plan**

## 2. EFFECT ON EXISTING RESIDENTS

### 2.1 PLEASE NOTE

**Several bungalows on the North West boundary of Site MU1, including our own, are built in reverse layout with the lounges & dining rooms facing directly onto the open fields. (This was approved in the 1960's by BMBC Planning).**

**In the case of our properties on St Johns Avenue, immediately beyond our garden boundary the field slopes markedly upwards with uninterrupted vista as far as Higham and Pogmoor. The drawings provided with the latest application 2021/1090 clearly shows that large, 5 bed roomed, detached, 2 story houses are proposed for construction immediately adjacent to our rear (front) boundary.**

Although I am unable to find a suitable sectional drawing for this part of Site MU1, it is abundantly clear that these new builds will completely block our outlook, overshadow our Rear (Front) garden, overlook our lounge and dining rooms, and will completely block the outlook and natural light from our lounge & dining room windows, completely destroying our privacy. *Proposed Regrade Contour Sheet-1 QD2088-00-300 clearly shows the significantly rising ground levels immediately beyond our rear (front ) boundary*



Existing Outlook from Lounge Window  
No.4 St Johns Avenue, Barugh Green



Potential Outlook from Lounge Window  
With effect of proposed development  
**NOTE: Effect of extensive construction works  
beyond the indicated houses is NOT SHOWN**

2.2 BMBC's own **Supplementary Planning Document: Design of Housing Development** states: -

“Proposals for development will be approved if: -

*There will be no significant adverse effect on the living conditions and residential amenity of EXISTING and future residents.*

*They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land.”*

Clearly, the documents provided with the planning application show that there will be a significant adverse effect on our living conditions and land from this development – from the proximity and type of housing and years of dust, noise and general construction mayhem over the proposed 13 year construction programme – *within a few metres of our lounge window.*

*The value of our properties, on the boundary of Site MU1, have been under threat since the Barnsley Master Plan was adopted in 2019 and have already proved difficult to sell. If the current planning application 201021/1900 and 2021/1890 are approved as they are, our property values will fall dramatically and might even become unsaleable.*

**There is no mention of mitigation measures or financial compensation for existing resident whose properties & lives will be blighted forever by this ill conceived development. Our physical and mental health will be severely compromised (NOTE *we have already suffered years of anguish due to these proposals – since 2014*)**

**As my wife and I are now in our 80's with some mobility issues, we spend most of our time enjoying the quality of life, tranquillity and pleasant outlook from our property – if this planning application is adopted, we shall find ourselves living in a massive construction site for the rest of our lives (*together with our many neighbours*)**

**2.3 PLEASE BE AWARE** that following a drop in consultation at Barugh Green Club in February 2015, a meeting was arranged at a bungalow on the North West boundary of Site MU1 attended by **John England (Strata) Katherine Clegg (Spawforths)** and 5 residents. The reverse layout of existing bungalows and rising land vista was shown to **Mr England who stated: -**

***“We would never build houses overlooking bungalows” and -  
“If the scheme is approved, every individual existing property will be evaluated (including individual site visits) and final planning applications will be designed to mitigate the impact of further residential development – including the construction of bungalows, and buffer space where appropriate”*** ( we have agreed minutes of this meeting in our possession).

**Other neighbours can testify that they were given similar assurances at the February 2015 drop in consultation at Barugh Green Club**

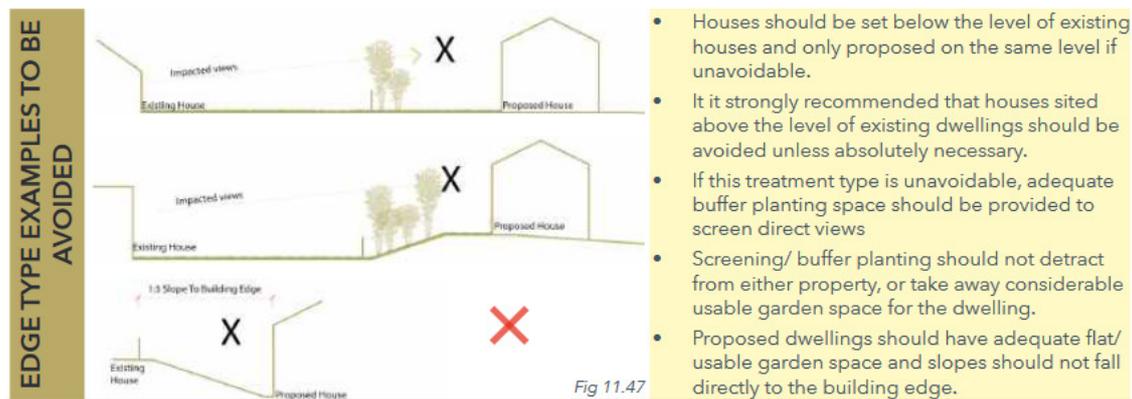
**PLEASE NOTE – to date we have never had anyone from the developers visiting our properties to evaluate our very serious predicament.**

**However, we did have a home visit from former Cllr Linda Burgess (in circa 2015) and home visits from Cllrs Sharon Howard and Alice Cave (in 2021) followed up by a meeting at the town hall with Cllrs Sharon Howard, Alice Cave and Trevor Cave – at all these meetings we received a negative or nil response to our serious predicament and concerns. On 13<sup>th</sup> October 2021, we had a home visit from the former case officer (Stacey White) who was very polite and appeared to be somewhat sympathetic (although rather guarded) Along with our neighbours and other residents in the vicinity of Site MU1 we have made repeated objections and suggestions both in person at various drop-in “consultations” at Barugh Green Club and Gawber church hall, as well as submitting them via various on-line consultations.**

**PLEASE NOTE: a dictionary definition of consultation is a *“discussion with someone about something that you are planning, in order to get their opinion or advice:”***

#### **2.4 Barnsley West Masterplan Framework (Bond Bryan November 2019)**

**Page 167 of this document, on which adoption was approved, clearly shows the required policy of avoiding overlooking of existing residential properties**



**DESPITE ALL OF THE ABOVE - THE CURRENT PLANNING APPLICATION HAS MADE ABSOLUTELY NO ATTEMPT TO MITIGATE THE DISASTER WHICH WILL BE INFLICTED ON US AND OUR NEIGHBOURS IF APPROVAL IS GRANTED**

### 3. CONSULTATION & PLANNING PROCESS

3.1 There have been several “consultations” since the first attack on the area now known as Site MU1 by Barnsley Metropolitan Council (BMBC) on 24<sup>th</sup> June 2003, when options for a proposed “link road” were publicised and consulted on (*no mention of any housing or industrial development at that time*).

The full horror of the proposed development surfaced with the BMBC proposals for including Site MU1 in the Barnsley Master Plan” consultations” in 2014.

Subsequent to this, and later “consultations”, BMBC and other “partners” within the Barnsley West Consortium (BWC) have conspicuously ignored the hundreds of valid detailed submissions and petitions objecting to the proposals.

3.2. The whole concept of the approved Site MU1 Master Plan has been based on a debatable interpretation of the NPPF by BMBC and the Developers. Notably: -

The site enjoyed the status of Green Belt for circa 50 years until BMBC’s flawed and inconsistent Green Belt Review in 2014, where scoring was clearly weighted (falsely) in order to withdraw the Site MU1 Green Belt status.

BMBC and the BWC ignored 3 of the 5 statutory NPPF principles defining Green Belt and the fact that the site is valuable agricultural land and a vital environmental asset to the health and welfare of Barnsley residents.

3.3 The doubtful practice of submitting piecemeal applications for different aspects of the Site MU1 development is very suspicious.

We have already seen, from the recent roundabout applications, that the full impact of the whole development on the surrounding infrastructure, environment and existing residents *is not* presented for proper evaluation by consultees and decision makers.

3.4 **BMBC’s Planning Regulatory Board** consists of 25 elected councillors – *none of which appear to represent Barugh Green and Redbrook*. During the board meeting for the southern roundabout of the proposed link road, at least one councillor was heard to say “*I have no knowledge of the area*” but voted to approve the application.

Given the huge negative effect on Site MU1 (and possibly the rest of Barnsley), this begs the question of fair representation of residents surrounding the site (*See item 4 below*)

### 4. DUTY OF CARE

All organisations dealing with the public and the environment have *a moral or legal obligation to ensure the safety and well-being of others and the environment:*

*In particular (a) As professionals BMBC and Developer planners have these same obligations*

*(b) As elected members, BMBC councillors have the same obligations to protect their ward constituents and the local environment.*

*Regrettably, the proposals for Site MU1 clearly fail to take into account these mandatory obligations, despite the huge number of comments and objections submitted by residents (in writing and verbally) over the past 9 years.*

5. THE GUNNING PRINCIPLES state: -

1. Proposals are still at a formative stage.
2. The final decision has not yet been made, or predetermined, by the decision makers.
3. There is sufficient information to give ‘intelligent consideration’.
4. There is adequate time for consideration and response.
5. The product of consultation is conscientiously taken into account by the decision maker(s): -

Clearly, the latest planning “consultation” for applications 2021/1090 & 2021/1089 contravene these legal requirements for consultations as: -

The plans provided are well advanced and detailed. Since many sound objections from previous “consultations” have been completely ignored – this suggests that decisions may have been pre-determined. Whilst there are copious amount of information provided with the planning applications – the vast majority of this is unfathomable for many of the local residents who should be responding.

The 30 days response time is totally inadequate for meaningful submissions

## **6. COMMENTS ON THE OVERALL DEVELOPMENT PROPOSALS & PLANS**

6.1 The concept of the proposed new school adjacent to a major and potentially very busy link road appears to be ill conceived, a potential health hazard and highly likely to replicate the current traffic and environmental (air pollution) problems at the existing Barugh Green School on Higham Common Road.

6.2. The huge industrial area shown on the plan is blatantly irresponsible. Much of this will be sited at the summit of rising ground and will be an ugly blot on the landscape from near & far viewpoints from the North and grossly overshadow existing properties in Pogmoor , Higham and Barugh Green, as well as any new housing built adjacent.

6.3. The massive earthworks as described in the supporting documents / drawings is tantamount to a rape of the countryside and, together with the massive development proposals, will completely change the character of the area and destroy the surrounding village integrity and history. **I have been unable to find any consultees’ submissions from Town & Country Planning, CPRE, The Town and Country Planning Association or The Environmental Law Foundation in the documents listed with the planning application.**

6.4. I believe that the revised stated closing date of 18<sup>th</sup> December is far too short a time scale, having received this on the 10<sup>th</sup> October. This does not provide sufficient time for “consultees” to research and prepare well considered and meaningful responses and advice.

There does not appear to be any strategy from BMBC or BWC to ensure that all local residents understand the magnitude of these proposals and ensure their inclusion in the “consultation”.

**PLEASE NOTE - The magnitude and complexity of the documentation associated with Planning Applications 2021/1090 & 2021/2089 effectively exclude the vast majority of local residents, who will be seriously & adversely affected by these proposals, from responding effectively.**

**6.5 The proposed development of Site MU1 will completely destroy the characters of Higham, Barugh Green, Redbrook, Gawber and Pogmoor and completely destroying their proud history and the long standing environmental & cultural benefits provided for the west of Barnsley**

## **7. GROUND / SITE CONDITIONS**

7.1 The open casting history during the 1950’s and 60’s is well known and documented. There are still several residents adjacent to Site MU1 who lived close to the workings and were employed on the open casting, many of them can testify to the extensive excavations, backfilling of the site, burying large amounts of heavy excavation plant and frequent use of explosives.

Recent Site Surveys have been inconclusive, *the Coal Authority report neither confirms nor denies that explosives were extensively used and brushed aside the risk of live explosive charges being buried on the site.*

Many existing residents with properties on the West and North boundaries of Site MU1 can testify that the site has settled considerably over the last 60 years or so, and is still settling. *Local knowledge is being ignored / dismissed e.g. Explosives Flood Risks & exacerbation*

### **7.2 Flooding:**

There is a long history of regular flooding in the north east corner of Site MU1 due to heavy rain falls, the latest clear example being during the recent Storm Ciaran. The whole of Site MU1 is still soaked from that storm and clearly acts as a sponge, without which would exacerbate the flooding at Redbrook.

There are many examples of housing developments throughout the U.K. which have caused increases in flooding due to extensive building of housing, roads etc. on Greenfield sites. Although the latest planning application for Site MU1 includes SUDS facilities, it is extremely doubtful if they will have a real influence on this issue and will incur significant ongoing maintenance costs..

### **7.3 Former Mine Workings**

The developers have notionally studied old data showing the large number of mine entrances on Site MU1, particularly at the eastern side of the site. It is also known that there are deep mine workings running across the site from the former Redbrook Pit to the mine workings in Higham. It is also well known that there is a serious underground fire active in old mine workings in the Beaver Lane area (close to Site MU1) -. *A further risk potential to developments proposed for Site MU1 – apparently ignored by the developers and BMBC.*

## **8. HIGHWAYS & TRAFFIC**

The existing A635 (Barugh Green Road) and Higham Common Road / Higham Lane were constructed many years ago when HGV and private car usage was at much lower levels than they are today. Whilst the proposed link road will alleviate traffic movements through Higham village, it may well be circa 2036 before it is completed. It is obvious that (a) site construction traffic (b) the progressive increase in private cars from the proposed new housing (c) heavy and light goods vehicles from the proposed industrial and commercial units is bound to have a significant adverse effect on traffic volumes on the two roads mentioned – *the Planning Application supplementary documents indicate increases up to 300%.*

Furthermore the traffic increases, outlined above, are bound to adversely affect Barugh Green, The A635 and Junction 37 of the M1 motorway. There are no proposals in the planning application to upgrade the southern end of Higham Common Road / Higham Lane, Whinby Road or the Higham Lane Motorway Bridge over the M1 – none of which are designed for the envisaged traffic loadings.

The consultee's submissions from Highways England (Highway Development Control NHPR 22-09) states: - *“It is our view that the addition of the proposed development does have a significant impact on Junction 37 of the M1*

## **9. MEDICAL & WELFARE FACILITIES**

It is well documented that Barnsley & District General Hospital is virtually at maximum capacity and a well known fact that access to GP surgeries is very difficult for many existing residents – all due to the demands of the current Barnsley population and lack of sufficient facilities. The development of Site MU1 is proposed to extend to 13 years and will result in 1560 dwellings, a school, commercial and industrial facilities – all adding intolerable pressure on vital medical services from the resulting increase in site workers, residents and industrial & commercial staff.

## 10. URBAN SPRAWL & ENVIRONMENT

The declared national guidelines for Green Belt status include: -

***Preventing urban sprawl, protecting the environment and wildlife and helping to control the air quality for existing communities.***

Prior to open casting, Site MU1 comprised high quality agricultural fields and a considerable amount of woodland. Following completion of the open casting, the site was restored to agricultural use (without the replacement of woodland – which should have occurred). .

Subsequently the land was granted green belt status – and fully met the declared aims of Green Belt, providing vital protection for the west of Barnsley from noise and air pollution arising from the M1 motorway, constructed in the 1970's. (***It would have surpassed these aims if the former woodland had been restored.***)

It is noted that what is now known as Site MU1 was earmarked to be a significant part of the South Yorkshire Forest in the early 1990's – what happened to this and why wasn't it considered in the Barnsley Master Plan??

The removal of Green Belt status in order to provide a questionable site for development in the Barnsley Masterplan was ill-conceived and possibly flawed – when other more suitable and less destructive sites retained their Green Belt status

## 11. COMERCIAL & FINANCIAL & POLITICAL RISKS TO DEVELOPMENT

There are several examples where huge housing and infrastructure developments have floundered due to inadequate investigations and volatile national / international financial circumstances and conflicts.

Para 4.59 of the Revised Planning Statement (Amended Oct 2023) clearly states that the development **will be subject to market conditions**.

11.1 Given the strong the potential need for further site investigations and the potential requirement for expensive design and site costs involved in complex foundations – there is a distinct possibility of financial risk which could lead to abandonment

11.2 The proposed programme for Site MU1 currently stands at 13 years – given the risks involved, it is highly probable that it will not be completed, leaving the site as a black spot instead of the pleasant and vital green space currently providing significant environmental benefits for Barnsley and its residents.

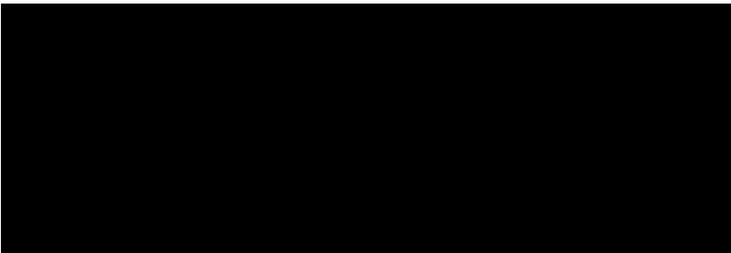
11.3 In a speech on 14.12.2023 by the Rt Hon Michael Gove MP (Secretary of State for Levelling Up, Housing and Communities) stated that the Government's 10 year policy for housing policy – the building of new homes includes: -

***\*Building beautiful – and making architecture great again.***

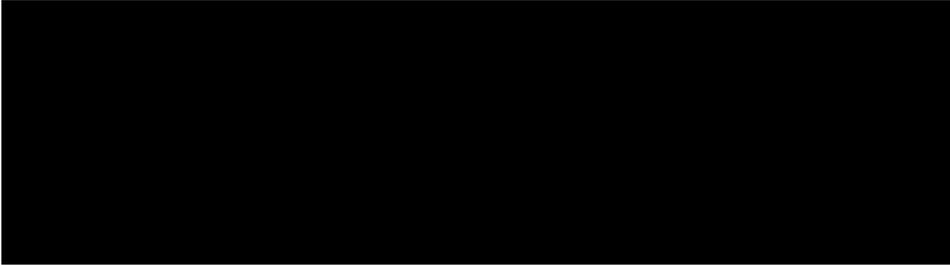
***\*Building great public services into the heart of every community.***

***\*Communities taking back control of their future.***

***\*Greener homes, greener landscapes and green belt protection.***



For the attention of Planning and Building Control, Barnsley.  
[MU1@barnsley.gov.uk](mailto:MU1@barnsley.gov.uk)



Dear Sirs,

**APPLICATIONS NUMBERS:**

**2021/1089 AND 2021/1090 Land south east of Higham Common Road  
And south of Barugh Green Road, Barnsley.**

Having commented and objected previously to the planning applications submitted by the developer regarding the above, we now put forward our comments and objections to the revised proposals from the developer.

**Initial comments**

The proposal documents are extremely lengthy and it is virtually impossible for the ordinary person to read every single document and comment with any authority within the time scale allowed and without professional help. We feel this is extremely unfair and is obviously an advantage for the developer.

**Size and scale of proposed development and impact on existing residents**

We note that the application for housing has been reduced somewhat to 1560 houses and employment units. However, this is extremely sizeable and far too large, by far the largest proposed development in the Barnsley area.

We understood that development could only take place providing that it did not severely change the character of the area. This development, if permission is granted, would most severely do so. It would merge together the existing villages of Pogmoor, Gawber, Barugh Green and Higham; currently villages in their own right, Higham particularly being a quiet village, they would then become part of an urban metropolis. The employment units proposed would only add to the sad demise of what has always been a very pleasant residential part of Barnsley. The

proposals most definitely are not in keeping with the distinctive local character of the area, scale, layout etc of properties so as to be in keeping with existing builds and it does not meet the requirements of “no significant effect on the living conditions and residential amenity of existing residents”.

It is noted that the proposed housing, at least in phase I, are to be no higher than 2.5. It is disappointing that despite past assurances from the developer and as suggested by the Council in the past, there will be no single storey properties, particularly in view of the fact that there are many bungalows existing on the boundary of the proposed development. Even 2 storey properties will vastly overshadow the existing 1 storey properties. It is also very difficult by perusing the documents to know whether new build properties will be set lower, at the same level, or higher than the properties on the edge of the site boundary. It is surely not acceptable for new builds to overshadow existing builds. This would have a vast impact on privacy.

### **Noise, pollution, air quality, environment**

Proposed site earthworks, undertaken for many years and later many more years of a building site, would be unbearable for existing residents, particularly those on the periphery of the site. The noise, pollution and air quality would be damaging to both ***physical and mental health*** of the residents. Those on the periphery would no longer be able to relax in or quietly tend their gardens because of the noise and dust. No amount of “mitigation” by the developer would even in a small way prevent the devastating consequences to the health of residents.

When all the proposed works are completed, many years from now, the noise, pollution, air quality and change in environment will also be felt. The link road, roundabouts (main and smaller ones), new housing, units, school, shops etc all mean extra traffic, creating vastly more noise, pollution and reduction in air quality. This at a time when air quality and looking after the environment is a world-wide concern and this country and local councils are duty-bound to reduce, not increase these.

### **Wildlife**

The proposals state that the effect on wildlife would be minimal. We totally disagree with this. Greenery, bushes, trees would be ripped up under the proposals. Currently we have many birds and other wildlife coming into our

garden. We have many birds each year, summer and winter. There are squirrels, hedgehogs and a neighbour even had a fox. The developer documents state that only one hedgehog had been seen. We had three hedgehogs feeding in our garden during the summer months, and that is just our garden. Wildlife is very important and if every square inch of land is taken for development wildlife will die out. The “green spaces” of the proposals will not be used by wildlife and are a waste of time, benefiting nothing and no one.

### **Visual amenity**

The proposed size of the development will mean that when completed there will be no visual amenity at all from whichever vantage point.

### **Drainage, flood risk**

The area is prone to flooding, particularly on the main Barugh Green road, where water runs down from the fields and floods part of the road. Without the fields being there to soak up the water, once built upon, it is difficult to envisage how drainage would cope and where the water would go. It has already been stated that there is insufficient capacity in the local sewer system to accommodate a development of the proposed size. In the absence of a definite plan regarding drainage surely the development should be at least temporarily suspended. The large number of residents and users of the proposed development would greatly increase the risk of flooding by virtue of blocked watercourses.

### **Unstable ground**

Everyone knows that MU1 site has been extensively mined, both deep mined and later outcropped. No documentation exists which states with any authority, with what materials the site has been backfilled. The developer acknowledges this but the word “mitigation” once again comes into use when stating that as the earthworks begin and continue, the current proposals for residential buildings and employment units may have to be changed to accommodate whatever may be found in the excavations. We may all therefore be commenting on proposals which may have to be completely changed.

### **Employment units**

It is understood that as with all large proposed residential developments, employment has also to be considered as a condition of development.

Employment in this case appears to be in the form of distribution units. It is unclear how the developer arrives at the number of people who would be employed in such a way. Firstly, that depends on the units being taken and therefore whether employment would ensue. Secondly what type of business the units be running, thirdly, how employment is counted, i.e. full time jobs, part time jobs, zero hours jobs etc. With technology escalating to Artificial Intelligence, many distribution centres will in the possibly near future need fewer people as manual labour is taken over by AI.

It should be stated that currently there is at least one large unit to let at Capital Park and another very large one just around the corner en-route to Dodworth. These are in addition to many vacant units in and around Barnsley.

There have also recently been proposals submitted for huge warehouses and offices on a 211 acre site to the south of Dearne Valley Parkway which it is said could create up to 3,282 full time equivalent jobs and pump millions into the economy. This proposal is in an already well established large employment unit area and not near existing residential properties.

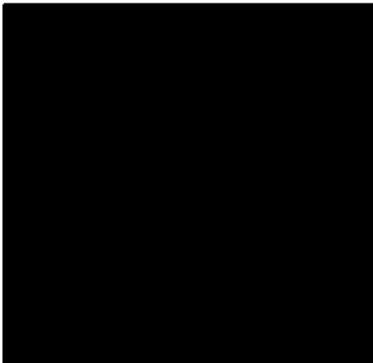
It does not seem that there is any need for further employment units when there are others not currently utilised and possible plans for more. It would be a great miscarriage if precious previous green belt land was taken to build monstrous units when it is not necessary.

### **Conclusion**

Although some aspects of the amended proposals for development are an improvement, the fact still remains that the proposed development is far too large for the area. There are many questions left unanswered, many uncertainties, particularly regarding the state of the land, too many possible problems and impacts on existing residents, smoothed over by excessive use of “mitigating measures”.

We therefore submit our objection to these proposals.





11/12/23

Dear Sir/Madam,

I am writing to voice my objections to the proposal of Site MU1 (Planning Application 2021/1089 and 2021/1090)

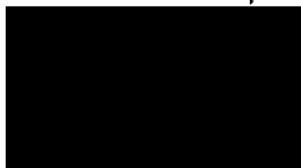
My family have lived at this address (above) since the bungalow was built 53 years ago. During this time, new housing, industrial estates and bypasses have been built in the area. This has led to extremely heavy traffic around this area and at times has caused gridlocks on the roads. I can't imagine how it will be if this project goes ahead, with the extra traffic from building machinery and diversions that will be incurred. The roads on our estate are in disrepair already. God knows how they will be with more heavy traffic.

Most of the residents on my street are elderly and I myself am looking forward to retirement living here. I dread the thought of a massive building site behind my home, for what could possibly be the rest of my life.

I love and am proud to live in Barnsley. We have beautiful countryside and it would be a tragedy to spoil it and destroy the environment, to build a concrete jungle.

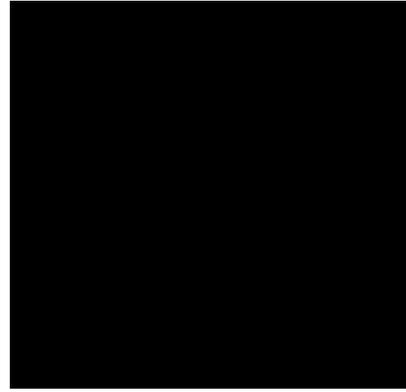
Please leave our green and pleasant land alone. Once it is gone, it will be lost forever.

Yours Faithfully,



*DM*

15110 CORPORATE MAIL ROOM
15 DEC 2023
received by _____ ORIGINAL COPY



11<sup>th</sup> December 2023

Dear Sir/ Madam,

**RE: PLANNING APPLICATION 2021/1090 (Residential) – MU1**

I am writing to you as a resident of the above address to object to the recently updated application, reference highlighted above. I live directly next to the MU1 site and have done so for over 50 years. I had made my peace that the green belt was gone and that houses would be placed at the back of me and was hoping that through the local consultation and master plan that resident's comments would be taken on board and incorporated into the final designs, but it does not appear the case and with the recent drawing change.

I wish to object to the current proposal based on the most recent layout changes behind my property for the following reasons (**Note: my highest priority concerns are highlighted in bold**);

- 1) **My house seemed to have been missed off all the developer drawings and I have not been getting any correspondence relating to MU1 up until this recently planning application change, when my son raised the problem with the council. My house (specifically the bedroom and living room windows) is only 6m from the boundary wall with MU1 site and I am concerned that it has not been taken into consideration when judging the distance for offsetting / specifying any new houses from my property and worried what impact this may have on me.**
- 2) **At the public consultation with Strata Homes we raised concerns about our homes and gardens been overlooked and the privacy and enjoyment of our gardens being impacted by large new build properties. They said they would look to install bungalows along the boundary line with our existing bungalows so we weren't impacted (along the boundary of Milne Street and St. Johns Avenue). This has never materialised and appears forgotten about, and taller buildings are shown behind my house / garden, some with roof living space, which increase building height slightly higher than a normal two-story house. I would request that bungalows are build adjacent the existing bungalows along MU1 boundary, as originally suggested at the consultation and as per the Council adopted masterplan webpage which also mentions bungalow several times.**
- 3) **On the previous planning submission shown for the proposed housing layout, at the back of my property, it showed two story, semi-detached houses, which appeared to be freehold and had private / secure garden facilities for each home. There was also a section of greenspace between the proposed house and my property on the turning head. I was "fairly happy" that this was the best of a bad situation, up until the latest application change (which I am commenting on here), which now shows a block of four social housing dwelling tightly together (1 bed units), directly behind my property. They have no private garden space to enjoy, no secure sheds or garages for storage of equipment and limited parking spaces for themselves / visitors. I believe that this type of housing will have a negative impact on my property, my private life and enjoyment of my garden. Having**

worked for BMBC housing department for many years, before retiring, I have direct experience of dealing with people living in social housing and know the problems all too well that can come with the tenants. The clientele in social housing can come from all walks of life, have many problems and often on an housing estate you can identify which are the rented properties or social housing, as many tenants have a tendency not to look after their properties or gardens, the road / street scene in front of the property is a mess, buildings are not maintained, rubbish from their property spills out into the surrounding street and frontages, and vehicles in various states of repair on the street / drive. Also, as shown in the pandemic that personal private outside space should be a must for all individuals, to be able to enjoy fresh air, good mental health and not impacting on others personal space, especially for people with medical issues such as myself who had to shield from others.

- 4) I do not think it is fair that social housing is now being shown directly adjacent the boundary lines with the existing residents of Barugh Green and Higham, at such a late date, some of whom have lived in these houses since they were built some 50+ years ago (me included). I bought my original bungalow home (No.19) when I first got married and raised my family here, then as I got older, I wanted to downsize and move to a more efficient and manageable property but remain in Barugh Green. As a result, my son built me a two-bed bungalow in my large garden of my existing three bungalow, which allowed me to stay where I know, love and to enjoy the quiet area with low crime. We do not get to choose who will move into the new houses along our boundaries, however with a freehold dwelling and private enclosed gardens it does offer a good chance that the new owner will take care and pride in their property and surroundings, will maintain it to a decent standard when they are paying a mortgage on it. With social housing we do not know if we will get a good or bad neighbour and if they are going to show the same level of respect to their neighbours and look after the property and outside spaces in an acceptable manner, or what social problems they may bring with them. My proposal is that the social housing properties should be moved further into the centre of the site by at least one row from the edge of existing property boundaries surrounding the site. This will allow any new customers buying a house the ability to make their own decision if they want to live next door to social housing or not and they can walk away from that if they are not happy with the situation. This would be a fair solution in my eyes and still allows social housing to be spread across the site and not grouped together. This then lessens the possible negative impact on existing residents.
- 5) Having lived and worked in Barnsley all my life I am aware for the traffic congestion issues around M1 J37, Redbrook and Claycliffe and Barugh Green Cross roads, I fear that the sheer volume of houses to be built on this site and industrial development will add a large amount of extra vehicles to the network and the new arterial road leading directly to / from the motorway will divert / attract vehicles from lesser quality road or from longer routes, such as Higham Common Road, Silkstone Lane and Pogmoor Road, as well as making a more direct route for all the surrounding villages, heading to and from Junction 37 / A628 Manchester Road. I do not believe that the junctions surrounding the MU1 site can cope with this extra traffic and most of the junctions will require a major overhaul and capacity improvements, not to mention looking after pedestrian safety.
- 6) I am aware of previous air quality management zones along the M1 corridor and along the A628 Dodworth Road, I am concerned that the new main road through the proposed housing site and the sheers scale of development will extend the air quality issues into my back garden / property and just move traffic congestion onto the roads behind me as it will be unable to get through the existing congested road network. Similar with the extra noise generated by major roads with long straight sections.

- 7) I would like to see better active travel routes through the sites to assist me moving between Barugh Green, Higham, Dodworth, Gawber, Redbrook and Pogmoor and allowing me safe and easy access to shops, schools and local facilities and so I can take my granddaughter out for fresh air and exercise, away from main road traffic.
- 8) I have concerns over existing wildlife on the site and what will happen to it. There are many animals that seem to depend on the area to live and feed. I cannot give definitive lists and habitat run down, but I personally witness bats feeding at dusk, there has been a family of hawk / bird of prey nesting / feeding on the fields for the last couple of seasons, squirrels, foxes in the garden, occasional owls, wild birds, swifts / swallows feed on the bugs from the fields in summer etc. When we did have a pond in the garden, we did get amphibians in it. Basically, where do these animals go to once the feeding / nesting grounds are removed?
- 9) Concerns over groundwater and how that will be handled in future. During heavy rainfall the lower fields at Redbrook already flood consistently and the small dykes around the fields are unable to cope with the current situation, even with all the existing agricultural land there to soak it up. This in turn results in flooding at Claycliffe Road and Dearne Hall Road (by the Millers Pub), where the River Dearne runs along. This floods every time we have a decent amount of rain, and the Council are aware of these areas and have to deal with them. Once the fields are gone and hard landscaped, lot of roofs, tarmac paving and surface cover over etc. there is simply going to be more surface run off with the loss of farming land and to capture the rain. Even if they install the huge underground tanks to store this water in, I am guessing it is going to be difficult to manage with the existing flooding issues around the area. This need looking at very carefully to ensure it is not made worse with the development and making it harder for residents to get around the area.
- 10) Drainage System – Watching the news recently I am concerned that the existing drains and sewers cannot take all this extra waste and water from the massive development and the system cannot cope and as a result the extra sewage overflow will go straight into the river Dearne at Low Barugh and pollute it with raw sewage. We should not allow this in this day and age.
- 11) None of the properties proposed behind by me have garage parking. Most of the parking is on the side or front of the property and visible from the road, which makes for a poor street scene, in my opinion. It also provides bad visibility for approaching driver / children, who may be masked by the parked cars when playing. A small area of traditional front gardens with cars parked up side drives / rear garages, provide a much better looking house, improved street scene and kerb appeal. Generally, a much better environment for children to play in and resident to live in. At consultation stage and the master planning we were assured that only high-class housing / design would be permitted with health and biodiversity being at the heart of the site. At present this looks like typical strata home site layout with frontages covered in tarmac and no planting / flowers / trees to the gardens.
- 12) Please consider provision at each house for hidden wheelie bin storage, which is easy to access, so they are not stored on full view from the public highway. This is something I struggle with on my own house due to the amount of bins and things to recycle.
- 13) I am surprised that on the proposed layout for the houses directly behind my property the developer had chosen to put semi-detached / social houses on the small cul-de-sac rather than provision of bungalows for retired / older / mobility impaired people, especially after the original consultation even with Strata. I specifically struggled to find something of decent quality / layout when I needed to downsize and live on my own. They are either hard to find, too small, too old and need lots of renovation / alterations and are just not very efficient, as most bungalow properties were built in the 50/60/70's. There is a massive shortage of quality / energy efficient bungalows across Barnsley for old people such as me. I believe installing a small cul-de-sac of bungalows behind be would have fulfilled what

existing residents living on the boundary of MU1 wanted to see and what Strata told us at consultation and would fill a gap in the market Barnsley's older residents.

In conclusion, I do not support the most recent changes to the housing provision and was "happier" with the previous housing layout behind my property. I do not think it was the best layout or the right type of housing previously, but begrudgingly I would have lived with it in its previous layout (prior to this latest alteration). However, this last-minute change to the house type, which has now shown "social housing" directly behind mine and my son's properties (who lives next door to me in No.19), I simply cannot accept. This for me has gone too far and feels like the existing residents have been ignored and forgotten all the way through the process!

I implore you use common sense and at least try to give the existing residents some support and carefully consider what type, quality and size of properties are built directly next to the existing houses on the boundary lines and where we have no choice in what is happening here.

Thank you.



To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
Barnsley.gov.uk

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land south east of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications which relate to the MU1 site as identified in the Barnsley Local Plan. The reasons for my objections are as follows.

This is clearly a dysfunctional project and should be aborted before it can land the council and residents in a significant amount of unnecessary ongoing expense.

The basic premise is to build 1560 houses ranging from large high spec properties to be sold at some £600K each down to more modest affordable ones plus a number of more featureless employment units. Then to sell all of these in order to fund:

- The direct construction cost of the buildings.
- A relief road to run between Junction 37 of the M1 to the Chestnut Tree roundabout at Barugh Green.
- A new primary school.
- Related infrastructure.
- A Section 106 contribution.
- A healthy profit for the developer.

This means that the properties will need to be sold at vastly inflated prices to generate the necessary funding.

Unfortunately the site chosen for the project is not appropriate and is not likely to stand up to this level of development.

In living memory parts of the site were excavated to deep industrial levels for open cast mining. The cavities were then back filled with landfill rubbish and this was topped off in the 1960s with surplus spoil from the M1 being constructed nearby. Finally a layer of top soil was added and the area pensioned off as the attractive farm land we see today. More recently parts of the area have been the subject of a very detailed geological survey to assess its suitability for development.

Who are the people who are likely to want to buy expensive houses in this location between the motorway, the rest of the development and the industrial units?

Also bearing this in mind and In view of the history of the site and doubtful ground conditions, can we seriously imagine a bank or building society being willing to grant a mortgage for the purchase of one of these houses when it is questionable whether they will even see the end of the mortgage term?

Even if a buyer was able to get a mortgage, would he then be able to get buildings insurance?

The fear is that what we as residents will be left with is a cluster of empty oversized, overpriced showpiece houses standing by Higham Common Road with featureless industrial units for neighbours.

Unfortunately by then the unfunded relief road will have been constructed which the council will need to pick the bill up for leading to long term significant expense.

It would be much better for the council to face up to the realities now. The project has always been impractical and over optimistic and should be aborted while there is still the time.

Yours faithfully,

██████████

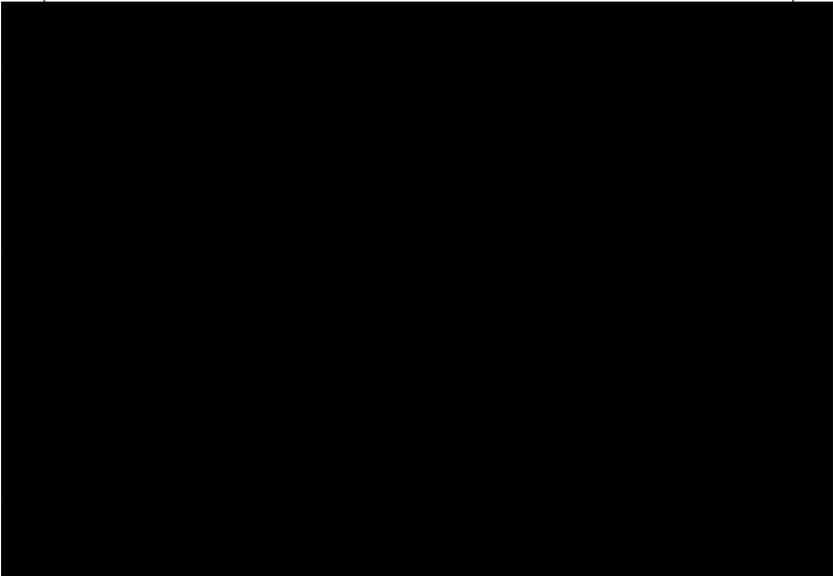
**Public Comment For Planning Application**

**Application Details**

Application Reference No	2021/1089
Application Type	Outline
Site Address	Land to the South East of Higham Common Road, Barnsley (Employment).
Development Types	Industrial Unit
Proposal Description	Hybrid Application comprising of a) Full planning permission for: earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds, location of strategic landscaping, ecological areas and access. b) Outline planning permission seeking approval for employment use development (use classes E/B2/B8) and associated servicing and infrastructure works, including car parking, vehicle, pedestrian and cycle circulations, on-plot landscaping, noise mitigation, drainage features and all associated infrastructure. (Amended Description and Amended Plans).
Comment Till	7 December 2023

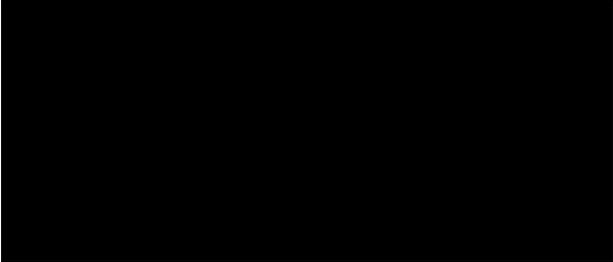
**Comments**

Comments	The size of this development will create a large increase in the volume of traffic in the area. This has already become problematic resulting from numerous recent smaller developments. In addition to the traffic problems this will cause, no doubt such a large scale development will have further impact on the Local Doctors and Hospital who cannot cope adequately with the current number of residents residing in the area.
Title	
First Name	
Initial	
Last Name	
Organization	

Comment Type	Objection
Address Line 1	
Address Line 2	
Address Line 3	
Address Line 4	
Address Line 5	
Post Code	
Email	
Phone	
Comment Posted	

\*\*\* This is an automatically generated email, please do not reply \*\*\*

**To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk**



**Dear Sirs**

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land south east of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

**Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable to live with and sustain without significant impacts to quality of life of residents. The ability to sell any property in the midst of this mess would be challenging to say the least and likely to result in a devaluation of the property price.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developers time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

**Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. Is this an over optimistic and simplistic view?

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks.

My property will be overshadowed by any building placed on the parcel of land created by the development of the new road at the top of Hermit Lane. It is quite noticeable how the level of light is diffused by the hedge when it is cut later in the year by the farmer. It is of significant concern the amount of light that will be lost when the ground is developed, let alone the invasion of privacy that we currently have not been overlooked. This was a choice and factor when purchasing the property.

## **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn, and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is however, a wealth of written evidence from former employees and the public that explosives were used and that some discarded explosives may remain on the site. In the absence of any other evidence it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended "amber gas measures" in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with the suggestion of mitigation measures. It is clear with news reports recently on developments where such toxic output on new housing estates is affecting the health of residents, where information such as this has been disregarded or wasn't documented in the first place - <https://www.derbyshiretimes.co.uk/news/politics/more-residents-in-derbyshire-village-claim-they-are-falling-ill-due-to-work-on-housing-sites-next-to-historic-landfill-4213474>

## **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites' proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children's health by contributing to significantly more air pollution..

## **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both most likely not contained to weekdays.

## **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

## **Flooding**

The area around Redbrook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern. My property sits below level of the proposed road and subsequent triangle of land left from it. If the ground, currently grassland, is concreted I have concerns the run off will be straight into my property and others on Hermit Lane.

## **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Barugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area and on peoples mental health and well being and access to greenspace physically or mentally.

### **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor quality development. There are significant sites available that could better support this development. There are also a number of commercial sites that are struggling to be filled once incentives have expired. To proceed and condemn Higham to this fate is saddening and short sighted.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected. It can be seen across the borough the legacy of measures on other developments that were mitigated but the risk and issues realised – at the ongoing expense of the Council or it's tax payers.**

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**To: The Development Management Team**

Dear Sir/Madam

**Re: Application Number 2021/1089 (Employment)**

**Hybrid Application for Earthworks to Create Development Platforms and Employment Use Development (use classes E/B2/B8)**

I wish to strongly OBJECT to the proposed massive development of greenbelt and green field sites that form part of the MU1 Framework. The development will have a serious negative impact on the local community and affect our standard of living. My specific objections are as follows:

**National Planning Policy Framework**

- The NPPF states that greenbelt is to be protected at all costs and should not be developed unless there are exceptional circumstances. There is nothing exceptional about the Council's plans to allow the development of unspoilt land to meet its current housing target.
- The NPPF states that brown field sites are to be prioritised over the development of green field and most certainly greenbelt sites, but these plans offer up greenbelt in advance of brown field site development.
- The NPPF states that the merging of communities is to be prevented; yet development of the proposed site will lose the individual identity of the local villages of Higham, Barugh Green, Redbrook, Dodworth, Gawber and Pogmoor.
- The NPPF states that infrastructure must come first, yet the outline proposals (with the exception of a primary school and shop) are not in place. There are currently no plans to develop new healthcare with these massive scale increases in population.
- The NPPF states that the target level of housing development within the plans should be capped in line with the capacity of brown field sites in order to protect greenbelt, yet these proposals significantly exceed it.

**Impact on Highway Safety and Traffic**

- The A635 Cawthorne Road, A637 Claycliffe Road and A628 Whinby Road are very busy roads and this area is one of the most congested areas in Barnsley, particularly around Jct 37 of the M1. Adding several large industrial units will cause additional gridlock and increase accidents within this already over burdened area.
- The proposed link road will not alleviate or ease congestion either as there will be additional work traffic to the proposed industrial site.
- The roundabout at the top of Higham Common Road/Whinby Road is extremely busy and dangerous and adding additional traffic to this area will cause further problems.
- An increase in the number of HGVs using this area will increase dramatically and this will only create more traffic problems and wear and tear on the roads.

**Conservation of the Natural Environment**

- The proposed development site is a host to many different species of wildlife; bats, owls, birds of prey, horses, sheep and many other animals that will perish as a result of this massive development.

- The site is home to many ancient trees and hedgerows; sycamore, oak, hawthorn, hazelnut and many will be destroyed under the proposal.
- The site is used as working agricultural land with public rights of way and footpaths intertwined throughout the area. This provides the community a meaningful way to connect with the natural environment, which is of physical and mental well-being benefit.

### **Effect on the Landscape**

- The proposed site is an integral part of the landscape of Higham, Barugh Green and Pogmoor and provides views of the natural landscape, stretching to Emley Moor and Holme Moss towards the Pennines. This connection with the natural environment will be lost forever.

### **Suitability of the Land**

- The site has been used extensively for open cast mining approximately 40 years ago and as such is within a Development High Risk area. Open cast mining is one of the most destructive mining methods and also produces a large amount of waste and by-products that can adversely affect air and water quality. Large amount of explosives are used in the mining process and a former Manager of the site has expressed concerns about the amount of explosives that are still underground.
- Has the developer submitted a Coal Mining Risk Assessment (CMRA) to the Local Planning Authority? The CMRA should demonstrate to the LPA that the site will be made safe and stable for the proposed development.
- Can the developer confirm that technical and intrusive ground investigation work has been carried out on the condition of the land and can they demonstrate that the site is safe? Has the South Yorkshire Mining Advisory Service been involved and advised on the risks for building on open-cast land?
- Due to the past history of the site, the land is not suitable for building. Very recently, an underground fire was discovered that affected a property close the site and extensive investigation works had to be carried out and are still ongoing.

### **Proposed Industrial Development**

- The Barnsley West Masterplan Framework (MU1) consists of 43 hectares and according to the Office of National Statistics, urban areas should have one third green space. The proposed development does not indicate or reflect this.
- The number of industrial units should be reduced to create more green space. A large industrial estate is unsympathetic to the area and further consideration must be taken to protect local residents privacy and access to natural light.
- It is difficult to establish from the proposed plans how high the industrial units will be. Will the position of these tall dwellings be considered so they do not overshadow existing bungalows and look directly into resident's bedrooms and living spaces?

### **Employment**

- How many additional vacancies will be created by developing the proposed industrial estate and how will this benefit the local area. There is no evidence on the plans to indicate this.
- Will there be a caveat to say that vacancies must be prioritised to local residents?

### **Resident's Health & Safety Concerns**

- What plans are in place regarding noise pollution and pollution in general. The site will generate a colossal amount of noise from heavy plant machinery while excavations are carried out, together with dust particles that will affect the existing residents health.
- Furthermore, as the site is a former open-cast mine, this will produce pollutants, gases and chemicals from underground that have been undetected and undisturbed for 40 plus years.

**Barnsley 2030 & Barnsley Council's Sustainable Energy Action Plan (SEAP)**

- The Barnsley 2030 strategy aims to reduce pollution and carbon emissions and make Barnsley more sustainable by 2030. The buildings and construction sector accounted for 36% of final energy use and 39% of energy and process-related carbon dioxide (CO2) emissions in 2018, 11% of which resulted from manufacturing building materials and products such as steel, cement and glass.
- The following excerpt is from Barnsley Council's SEAP policy

*Since the United Nations Intergovernmental Panel on Climate Change (IPCC) reported in October 2018, a Climate Emergency movement has emerged. The report warned of the rapid and far reaching consequences of the earth's warming of over 1.5°C. It concluded that limiting global warming to 1.5°C and so limiting the most extreme impacts of climate change would require rapid, far-reaching and unprecedented changes in all aspects of society. In response, Barnsley Council set out in its climate emergency declaration in September 2019 an ambitious and realistic vision for the borough to become net **Zero Carbon** by 2045 (Zero45) and as an organisation to lead by example to become net zero carbon by 2040 (Zero40).*

- According to the MIT Climate Portal in 2021, the cost to the environment in building one house is 26 tons of embodied CO2. The cost to our planet for the proposed development of 1,500 houses (not including the link road or industrial site) would be a colossal 39,000 tons of CO2 emissions. This completely contradicts the Council's policies on sustainability and protecting the environment!

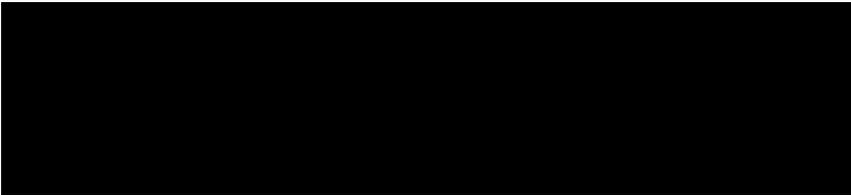
Please look favourably on the comments made above and I sincerely hope the application is rejected and the land remains as open countryside.

Yours faithfully

A large black rectangular redaction box covering the signature area.

\*\*\*Please ensure my email address, name and address are redacted before this information is made public knowledge. Thank you.\*\*\*

**To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk**



**Dear Sirs/ Madams**

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land southeast of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

**Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developer's time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

**Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view. This will mean likely over 3000 extra residential movements per day and a massive increase in HGV traffic, with the associated noise and degradation of air quality. Despite the traffic plan claiming "it will be ok" I can assure you it won't. I suspect the traffic management in relation to the Gyratory also stated improved travel times. Using that every day I can tell you it still takes 10 minutes in a morning to get from the top of Wharfedale road to the M1, how will this be managed when another 150 cars are attempting to leave the top of farmhouse lane / Wharfedale road every morning?

**Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks. The plans now show that houses will be built right up to the boundary of existing properties (some of which are bungalows) and some even have balconies facing onto existing properties, this feels like a deliberate attempt by the developers to upset existing residents. In earlier plans there was a green space between the existing houses on Wharfedale road and the proposed properties, where has that gone? It is clear profit exceed all other motives for this particular developer. Some elderly people would like potentially to move into this development / downsize and stay in this area but the developer seems only interested gaining the most money per m2.

Of particular concern are the 300 so houses proposed directly behind Wharfedale road, these are in no way connected to the larger site with no access. The egress and ingress of all these properties will be via Wharfedale Road and pogmoor/ Farmhouse Lane. This junction / exit is on a tight bend. Also, this means that the additional 400-500 car movements each day will likely exit onto Pogmoor Road or use Wharfedale Rd as a cut through down to redbrook / claycliffe. Traffic on Wharfedale Road and Intake Lane is already busy so adding 300 houses behind Wharfedale will increase this pressure /

### **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful. Gardens are some peoples only respite, and the enjoyment of their gardens a major source of relaxation. The proposal will ruin this and adversely affect the mental health of 100's of Barnsley residents. The ruination of people's lives and homes they have worked hard to buy will be on your head, it won't just be during the extended build period but also once complete. Currently we enjoy the sounds of nature, lap wings nesting, owls, foxes and the farmers animals. This will be replaced by cars, doors banging and general noise that we didn't ask for. A lot of the residents myself included have lived in this area all our lives, you will be allowing a profit only developer to ruin people's way of life and their mental health and stability by allowing this development to go ahead. The developer has shown zero regard for residents and is purely looking for a profit. Planning services will be complicit in this destruction of several neighbourhoods and I wonder sometimes if you even consider this when reviewing plans.

### **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn, and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is, however, a wealth of written

evidence from former employees and the public that explosives were used and that some discarded explosives may remain on the site. In the absence of any other evidence, it has to be accepted that explosives remain on this site.

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### **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites’ proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children’s health. Barnsley has recently been shown to have one of the poorest air qualities in the UK, how will this development improve those conditions both during the extensive build phase but once complete is beyond me.

### **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both.

### **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

The development shows drainage ponds, I invite you to go look at the development that has been created on the old Doncaster airfield site near the Dome leisure centre. They also have large drainage ponds, full of toxic green/blue algae, weeds and smell terrible. Who will be in charge of maintaining those I wonder? BMBC or STRATA?

Those of us that live in the area know that claycliffe / bottom of Redbook floods any time it rains persistently, and that is with 1000’s of hectares of land absorbing the water. When it is all tarmac, I hate to think what it will be like. The gyratory already floods due to inadequate drainage in places. Again, please question the developer as to their “mitigation” plans as there is no detail.

### **Flooding**

The area around Redbook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase because of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

### **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Baugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area.

### **Facilities**

Whilst a school is being proposed, will this be open and ready before residents (and their children) move in, no of course it won't ,so where will these hundreds of children go? They will be forced into the small local surrounding schools, which are already over stretched.

Will there be a pharmacy built alongside the GP surgery? as the ones in Higham and Churchfield medical centre cannot cope as it is.

### **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor-quality development. The facilities and infrastructure WILL not cope with this development and by accepting this planning application your department and BMBC will be ruining the lives, health and wellbeing of hundreds of residents, not only in the areas affected but the entire west of Barnsley.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected. Before accepting these plans, I implore you to question the developer on their "mitigation" for the numerous flaws in the plan. Simply stating "we will sort it" means you and BMBC are liable for allowing**

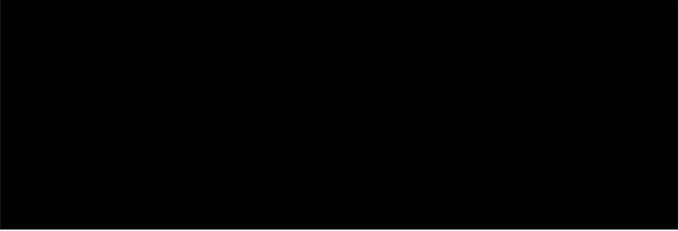
**this if the developer fails to deliver. I also fail to see how BMBC whilst aiming to be carbon neutral can ever hope to achieve its goal when you build on any bit of green land you can find and invite 1000's of car journeys and HGVs into the area.**

**As an elderly person myself , in reality I suspect many are incapable to respond or are even aware of this planning notice. So however many objections you get, will be a fraction of those you should receive, and does not accurately represent the strength of feeling from the local community. Expecting individual respondents to pour over 300 documents online and respond within 30 days is underhand and done deliberately to reduce the number of complaints.**

**This development should be rejected, and the land considered for other uses, leisure to aid people's mental health, farmland to allow the UK to rely less on foreign imports and possibly use some to generate power such as a solar farm thus helping the environment rather than ruining it for all, forever.**

**You may well pat yourself on the back for creating " Strata City " but happy to ignore the fact you are ruining several communities and hundreds of residents enjoyment of their homes and gardens. All so that people who work in Leeds and Sheffield can commute easier.**

**To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk**



**Dear Sirs**

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These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developers time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

**Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view. The proposed new link road will do nothing to alleviate traffic from my or the neighbouring properties many of whom are elderly and in frail health as the roundabout is planned literally to be on front door steps!

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks.

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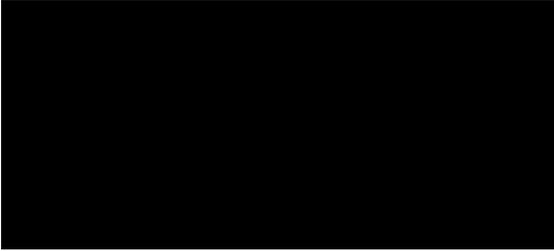
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### **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor-quality development.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected.**

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Hi - further feedback on these sites:

I have just read this very much disingenuous article in the Barnsley Chronicle:

<https://www.barnsleychronicle.com/article/26629/renowned-developer-to-personally-oversee-giant-housing-sites-creation>

Three quotes of major concern:

1. "[the developer] will put right any issues found under the surface" - rather than be entirely satisfied that the development is both safe and beneficial before groundworks begin!!??? Hardly reassuring in any way.
2. "It's important people don't forget the amount of time and money that's already gone into this - it's been six years in the making and millions of pounds have been spent already so we would not have done this if we weren't committed" - quote from Sterling Capitol. Just because monies have been invested to this stage doesn't mean the development should continue irrespective of concerns or feedback. This is the whole purpose of soliciting feedback.
3. "It's a bluechip investment that will have a huge economic benefit for Barnsley - it's a motorway site and although it's not been marketed yet, it will gain significant interest due to its location". There are no identified companies lined up to occupy these industrial units, and other land and units elsewhere in Capitol Park which are closer to motorway links remain unsold and unoccupied. It is hard to reconcile these facts at the cost of the loss of countryside and amenity "in case we get some interested occupants". There is also no supporting evidence that the development will alleviate any bottlenecks at either end of the proposed bypass. It only looks to be adding traffic to existing road infrastructure, not take it away.

The whole development should be shelved and shut down, and our elected Councillors need to listen to the concerns of the local residents - not the invested developers who will do all they can to mask the issues they will face if planning is approved.

The fact that the developers have seen to put out this communication highlights that they are aware of the known issues of MU1, and are doing their best to "be seen" to be doing something they can reference at a later date.

Please do not approve these unnecessary developments. It is not the right thing to do for the town. Please restore some faith in our local authorities doing what's right for Barnsley. It certainly isn't this monster development.

Kind regards, [REDACTED]

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Good afternoon,

I am writing to you in opposition to the planning application form we have received in relation to building development and construction opposite our house. We live on Higham Common Road and are against this proposal for the following reasons;

**Environmental Impact:** This development can lead to habitat destruction, deforestation, and increased pollution, harming the local, beautiful ecosystem.

**Traffic Congestion:** An influx of residents and businesses will lead to increased traffic in an already poorly infrastructured area, making commuting more difficult and reducing the quality of life greatly, Higham is simply not set up to cope with this influx.

**Strain on Infrastructure:** This development will strain existing infrastructure like schools, the hospital, and utilities, leading to overcrowding and service shortages.

**Loss of Open Space:** Development will result in the loss of green space and recreational areas, reducing community well-being.

**Property Values:** The development will negatively impact property values, especially since this doesn't fit the character of this very small area and community.

**Gentrification:** This development will lead to increased housing costs, displacing existing residents and changing the socio-economic makeup of the community.

**Aesthetics:** The visual impact of new buildings and how they will affect the character and charm of the area, it is a very charming area and this development will completely destroy this.

**Zoning and Regulations:** I don't think this development complies with local zoning regulations and land-use plans.

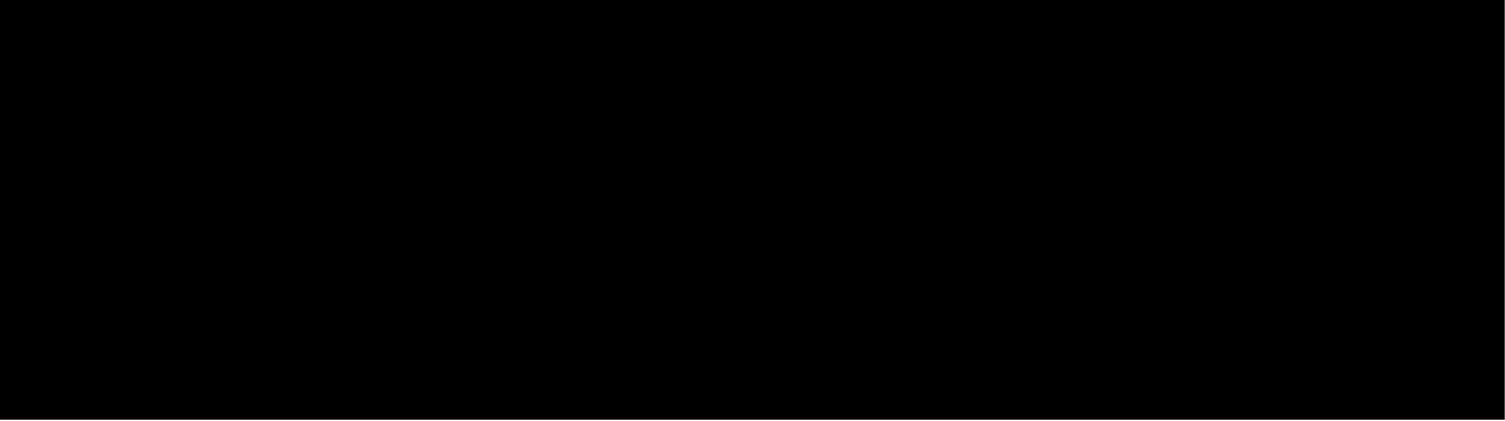
**Noise and Pollution:** Construction and increased human activity will lead to more noise and pollution in the area.

**Historical Preservation:** The area has historical significance, there are significant concerns about preserving the heritage and culture.

I hope you take these concerns seriously and show you genuinely care about residents in your borough, and make the correct decision to not proceed with this development. It is not necessary and not needed in this area.

I implore you to consider these points and I would like to hear your thoughts, especially if you decide to proceed, which would be the wrong decision.

Thank you.



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To whom it may concern,

Upon receiving the letter 2021.1089 on 25<sup>th</sup> October 2023 regarding the MU1 site boundary and the Barnsley west Masterplan framework I am writing to comment on the proposed plans.

Although I do have objections and concerns, I feel that the decision on this proposed masterplan has already been made and this simply is a procedural 'tick box' exercise, that the council always goes through with such plans.

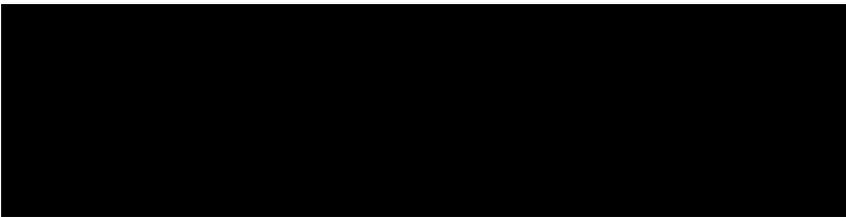
Your letter states that you cannot reply to individual questions and that comments are passed onto the case officer.

Could I please request that all comments you receive are made available for myself to read, obviously I understand personal information will have to be redacted, will I receive these via email and by what date?

Kind Regards



To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk



Dear Sirs/ Madams

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land southeast of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

#### **Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developer's time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

#### **Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view. This will mean likely over 3000 extra residential movements per day and a massive increase in HGV traffic, with the associated noise and degradation of air quality. Despite the traffic plan claiming "it will be ok" I can assure you it won't. I suspect the traffic management in relation to the Gyratory also stated improved travel times. Using that every day I can tell you it still takes 10 minutes in a morning to get from the top of Wharfedale road to the M1, how will this be managed when another 150 cars are attempting to leave the top of farmhouse lane / Wharfedale road every morning?

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks. The plans now show that houses will be built right up to the boundary of existing properties (some of which are bungalows) and some even have balconies facing onto existing properties, this feels like a deliberate attempt by the developers to upset existing residents. In earlier plans there was a green space between the existing houses on Wharfedale road and the proposed properties, where has that gone? It is clear profit exceed all other motives for this particular developer.

Of particular concern are the 300 so houses proposed directly behind Wharfedale road, these are in no way connected to the larger site with no access. The egress and ingress of all these properties will be via Wharfedale Road and Pogmoor/ Farmhouse Lane. This junction / exit is on a tight bend. Also, this means that the additional 400-500 car movements each day will likely exit onto Pogmoor Road or use Wharfedale Rd as a cut through down to Redbrook / Claycliffe. Traffic on Wharfedale Road and Intake Lane is already busy so adding 300 houses behind Wharfedale will increase this pressure /

## **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful. Gardens are some people's only respite, and the enjoyment of their gardens a major source of relaxation. The proposal will ruin this and adversely affect the mental health of 100's of Barnsley residents. The ruination of people's lives and homes they have worked hard to buy will be on your head, it won't just be during the extended build period but also once complete. Currently we enjoy the sounds of nature, lap wings nesting, owls, foxes and the farmer's animals. This will be replaced by cars, doors banging and general noise that we didn't ask for. A lot of the residents myself included have lived in this area all our lives, you will be allowing a profit only developer to ruin people's way of life and their mental health and stability by allowing this development to go ahead. The developer has shown zero regard for residents and is purely looking for a profit. Planning services will be complicit in this destruction of several neighbourhoods and I wonder sometimes if you even consider this when reviewing plans.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn, and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is, however, a wealth of written evidence from former employees and the public that explosives were used and that some discarded

explosives may remain on the site. In the absence of any other evidence, it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended “amber gas measures” in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with the suggestion of mitigation measures.

### **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites’ proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children’s health.

### **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both.

### **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

The development shows drainage ponds, I invite you to go look at the development that has been created on the old Doncaster airfield site near the Dome leisure centre. They also have large drainage ponds, full of toxic green/blue algae, weeds and smell terrible. Who will be in charge of maintaining those I wonder? BMBC or STRATA?

Those of us that live in the area know that clayciffe / bottom of Redbook floods any time it rains persistently, and that is with 1000’s of hectares of land absorbing the water. When it is all tarmac, I hate to think what it will be like. The gyratory already floods due to inadequate drainage in places. Again, please question the developer as to their “mitigation” plans as there is not detail.

### **Flooding**

The area around Redbook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase because of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

### **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Baugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area.

### **Facilities**

Whilst a school is being proposed, will this be open and ready before residents (and their children) move in, not of course it won't so where be these hundreds of children going to go? They will be forced into the small local surrounding schools, which are already over stretched.

Will there be a pharmacy built alongside the GP surgery? as the ones in Higham and Churchfield medical centre cannot cope as it is.

### **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor-quality development. The facilities and infrastructure WILL not cope with this development and by accepting this planning application your department and BMBC will be ruining the lives, health and wellbeing of hundreds of residents, not only in the areas affected but the entire west of Barnsley.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected. Before accepting these plans, I implore you to question the developer on their "mitigation" for the numerous flaws in the plan. Simply stating "we will sort it" means you and BMBC are liable for allowing this if the developer fails to deliver. I also fail to see how B<BC whilst aiming to be carbon neutral can ever**

**hope to achieve its goal when you build on any bit of green land you can find and invite 1000's of car journeys and HGVs into the area.**

**This development should be rejected, and the land considered for other uses, leisure to aid people's mental health, farmland to allow the UK to rely less on foreign imports and possibly use some to generate power such as a solar farm thus helping the environment rather than ruining it for all, for ever.**

## Planning Applications

- (i) **2021/1089 Land South East of Higham Common Road, Barnsley (Employment)**
- (ii) **2021/1090 - South of Barugh Green Road and East of Higham Common Road, Barnsley (Residential)**

I have shown below my objections to the above-mentioned planning applications for the proposed employment and residential uses on the former designated Green Belt land known as Site MU1, as identified in the Barnsley Local Plan.

Knowing the background issues to the selection of this site, I have always considered the allocation of Site MU1 in the Local Plan to be a political decision rather than a sound planning decision.

Sufficient evidence exists to support this view.

The summary reasons for my objections are as follows.

Both planning applications are described as "hybrid" on the Council's Planning Explorer and that it is the intention that some issues in both applications should be dealt with together, with full planning permission being sought for certain elements of the site and outline planning permission for the remainder to be dealt with as "*reserved matters*".

This is confusing, with the supporting documentation complex and difficult to follow as a consequence.

This is also considered to be unacceptable having regard to the size and implications of the proposed development, particularly the employment phase and the later housing phases.

An examination of the current, apparently ever changing, supporting documentation again begs the question "is the documentation fit for purpose"?

Some of the critical matters relating to the development should be identified (including detailed plans) and addressed at the outset before any work begins, such that comments can be made thereon and not left to be dealt with as

*“reserved matters”* at the outline planning application stage. It is then too late for the community to make any influencing comment or objection when the *“reserved matters”* are submitted for approval.

This is particularly important for the employment phase and the later housing phases, such as the Farmhouse Lane/Wharfedale Road housing site which is of direct concern to me and on which I further comment upon below.

It is clear from the two planning applications that the implications for the local community and the loss of the existing "Green" landscape are only now beginning to be fully understood.

The presentation of the documentation on the Council’s Planning Explorer leaves a lot to be desired with some documentation being slow to open, difficult to read and with legends difficult to decipher.

It is noted that the two planning applications are again accompanied by a long, detailed and complex range of technical documents produced by consultants that consider specific issues and the overall impact of the proposal.

The supporting documents run into a combined total of thousands of pages.

The majority of the supporting documentation is far too technical for any layperson to appraise, without access to professional input on each individual aspect.

Not surprisingly (and of concern), is that all the documents, including the 89 page Planning Statement at Section 9 (page 87) produced by the Pegasus Group, and the 289 page Transport Assessment Addendum (Part1) at Section 9 (page 163) produced by Fore Consulting Ltd, purport to conclude that the proposals “accord” with the adopted Local Plan and Masterplan framework.

**Such statements are quite unbelievable**, particularly the conclusions of the Transport Assessment Addendum (Part1) having regard to the huge volume of traffic which the proposed development will generate together with other induced traffic.

It is noted that the Transport Assessment Addendum report produced by Fore Consulting Ltd is dated 10/11/23 and that it was a late addition to the supporting documentation.

It has also been noted with concern, that the supporting documentation content is inconsistent in itself, its presentation order on Planning Explorer is inconsistent, document descriptions are unclear in some cases, there appears to be missing maps and detail, and documentation has either been substituted, or added to, during this consultation period.

There appears to be no mechanism whereby the Council is advising the local community of such changes.

**This is clearly unacceptable.**

These applications are for 1560 houses and large distribution and storage warehouses.

They are possibly the largest and most complex planning applications ever dealt with by the Council.

The proposed development is too large for the area and will pose problems in terms of traffic management, effect on existing housing, existing residents' rights to quiet enjoyment, aspect and outlook, ground stability and contamination, air quality, noise, light pollution, drainage, flooding and visual amenity amongst many other issues, not to mention the long development period preceded by major earth moving works.

These applications will require substantial earthworks and re-contouring for several years, plus a construction phase which according to the Environmental Statement will last from 2024 to 2036, including the possible blighting of the site and its surrounding area during this period.

**This is completely unacceptable.**

All the many problems associated with these applications, including the impossible amount of complex documentation to examine and comment upon, are dismissed by the developers time and time again with the suggestion that mitigation measures will solve all of the problems with the site and its subsequent development.

It is quite remarkable how often (if not always) this is the case, including the well worn phrase of "*with mitigation measures*" appearing throughout the documentation.

Since the original submission of these applications for comment in October 2021, which were clearly not fit for purpose at that time, these two revised submissions purport to have taken on board the earlier strong objections and comments made by the local community, the Council and indeed other consultees.

This is debatable, particularly having regard to the housing proposals and the specific policy requirements of the Council's "**Residential Amenity and the Siting of Buildings**" and the "**Design of Housing Development**" SPDs.

I do not recall any further consultation on the Masterplan framework since these two applications were first submitted in October 2021.

It is clear that there will be a significant adverse effect on the living conditions and residential amenity of existing residents arising from Phase 1 (and the future phases of both residential and employment) from the proximity and type of housing proposed.

The levels and heights of new buildings and their relationship with existing houses is a key part of this.

In addition, it appears that there will be many years of heavy plant involved in site contour levelling, and construction activity bringing dust, noise and disturbance for existing residents.

All of the above same principles also apply for the later Farmhouse Lane/Wharfedale Road housing site.

There is a detailed site plan for the later Farmhouse Lane/Wharfedale Road housing site produced by Lithos Consulting and dated 17/10/22.

What is the standing and relationship of this plan to the two planning applications now submitted?

In trying to de-cipher the site plan produced by Lithos Consulting dated 17/10/22 for the Farmhouse Lane/Wharfedale Road housing site, it is clear that this has all of the semi-detached/blocks of link "affordable" houses on its eastern Wharfedale Road boundary backing onto the existing detached houses and bungalows, whilst all of the proposed detached and more expensive housing is shown on the western boundary of the site.

**This is clearly unacceptable.**

The semi-detached/blocks of link “affordable” houses on its eastern boundary should be mixed within the new housing proposals and not abutted up to the boundary of the existing Wharfedale Road houses and bungalows.

There are also clear levels and heights of new buildings implications and their relationship with the existing houses, as mentioned above, which are of major concern to me.

This is particularly the case if semi-detached/blocks of link “affordable” 2 and/or 3 storey houses are proposed abutting the boundary of the existing Wharfedale Road houses and bungalows.

This will result in a complete block of outlook, aspect and privacy for the existing houses and residents.

There is not even any green space or green buffer zones shown between the proposed new houses and the existing houses to protect the privacy of the existing houses, or the existing well used wildlife corridor along the Wharfedale Road hedge boundary.

Previous plans clearly showed a wide green buffer zone between existing houses and the proposed new houses.

Why is this not shown now?

No consideration has been given to the effect on the existing houses and the likely reduction in the values of the existing houses affected by the proposals in view of the significant adverse effect on the living conditions and residential amenity of the existing houses and residents.

This is contrary to **Policy GD1** and its associated paragraphs.

The Council’s **Design of Housing Development SPD** is also quite clear at Section 4, sub-paragraph 7, on external spacing issues and the relationship with existing houses.

All of this leads to a serious disparity between what is proposed and that which already exists.

Again I ask, what is the purpose, standing and relationship of the Lithos Consulting site plan dated 17/10/22 for the Farmhouse Lane/Wharfedale Road housing site referred to above, to the two planning applications now submitted?

Lithos Consulting has also produced four reports headed Geoenvironmental Appraisal - Pogmoor Parts 1 to 4.

The four part report consists of 451 pages, much of which is technical detail.

Part 1 (118 pages) contains a preface "Summary of Geoenvironmental Issues".

Part 1 also contains at Section 19 "A Summary of Conclusion and Recommendations" on pages 77 to 79.

**It is clear that the site contains many problems and that any development will be fraught with difficulties such that it does beg the question as to whether the site is even safe and suitable for development in view of the inherent risks identified, and indeed is the site viable as a consequence?**

It is also noted in Part 1 of the report at Paragraph 1.2.1 on Page 1, that "*consideration is being given to redevelopment of the site with 147 "traditional" two/three storey domestic dwellings.....*".

This statement only emphasises my concerns stated above about the levels and heights of new buildings and their relationship with the existing houses, particularly the existing bungalows on the Wharfedale Road boundary of the site.

The Lithos Consulting plan indicates that vehicular access would be via Farmhouse Lane.

Farmhouse Lane is narrow throughout its length and links into the southern end of Wharfedale Road at what is considered to be a dangerous corner where motorists have a bad habit of ignoring the white line markings.

At present there are no pavements on either side of the stretch of Farmhouse Lane to the west of its junction with Wharfedale Road and none on its south side going towards the Pogmoor Road junction.

There is going to be a serious safety risk to pedestrians here, together with drive access issues for the existing Farmhouse Lane properties.

The housing proposal here is also likely to increase the propensity for vehicles to travel to West Moor Crescent along Pogmoor Lane in order to short cut to Pogmoor Road.

Pogmoor Lane's almost complete absence of a separate footpath, coupled with its relative narrowness, already gives rise to safety problems for pedestrians.

The proposal as indicated, will also involve the removal of yet another section of mature hedgerow.

**Not only is the proposed housing site development unacceptable, but the Farmhouse Lane access proposal is clearly more so.**

Wharfedale Road already acts as a fast 'rat run' for through traffic in both directions which has to pass along the narrow Church Street or Beever Lane, Gawber, where the amount of on street parking already does constitute a safety hazard.

The extra traffic generated by the housing envisaged will only serve to exacerbate these problems, regardless of what the Transport Assessment Addendum report says using a "Priority Intersection Module" for the Pogmoor Road, Farmhouse Lane, Wharfedale Road junctions which once again (not unsurprisingly) appears to give the desired answer required by the applicant to support the planning application.

Using a RFC value of 0.85 has been questioned in the past, since there may be a tendency for this value to become the only goal at the expense of evaluating situations in a more thorough and useful way.

The actual number of additional vehicle movements per day (including return journeys) is a far more relevant measure of concern to the local community than the "peak time" effect on the junctions quoted in the report.

Other examples include:-

What is the estimated number of vehicle movements (including return) per day, per household, in the "Junctions 10" model quoted in the documents?

Households with only one car will have lower vehicle movements than those with 2 or more.

The current propensity of vehicle ownership however, appears to be two or more cars per household. This in itself also brings its own problems with lack of garages, short drive houses, resultant on street parking etc.

The proposed 147 houses on the Farmhouse Lane/Wharfedale Road site at the two vehicle ownership level and say 2 outward journeys per day (plus return), would generate 588 additional vehicle movements per day.

Has there been any sensitivity analysis done on these figures?

The size and age of individual households is another factor.

What about additional vehicle movements from say:-

Home online shopping deliveries (be it Supermarket groceries, or EVRI etc.)

Tradesman visits

The current twice daily School run along Farmhouse Lane/Wharfedale Road

The current fast "rat run" along Farmhouse Lane/Wharfedale Road in both directions.

The Pogmoor Lane "shortcut".

Has the effect of additional traffic accessing the proposed Farmhouse Lane/Wharfedale Road development via Wharfedale Road into Farmhouse Lane from Church Street Gawber, or vice versa leaving the proposed Farmhouse Lane development via Wharfedale Road to Church Street and Beever Lane Gawber, been taken into account?

There will be a detrimental effect on the local character of the whole of this area together with a significant adverse effect on the living conditions and residential amenity of existing residents.

**The above points are but part of my major objections to these two planning applications.**

I have shown a summary below of other related areas of concern.

## Other Related Issues

### **Traffic Management**

The Environmental Statement (Chapter 8) in the supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV component to increase by over 100%. The HGV component is predicted to increase by 322% on Higham Common Road south of the proposed link road and 614% on Capitol Close.

Yet paragraph 8.11.3 of the Environmental Statement (Chapter 8) states that *"the results of the operational assessments have indicated that the potential environmental effects resulting from the increase in traffic generated by the Development are predicted to be minor or negligible"*.

**This statement needs serious challenge**, since it is clear that building large numbers of housing and distribution and storage warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows and the wider implications. **This is an over optimistic and simplistic conclusion which does need challenging.**

### **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the Phase 1 proposals or indeed the Farmhouse Lane/Wharfedale Road housing site.

Existing housing will be overshadowed, especially in view of the proposed earthworks across the site and the types of houses proposed.

See also my comments above.

### **Right to quiet enjoyment.**

The proposals including several years of earthworks and a building site for twelve years, or more, are unacceptable and the Council should not even be considering this. To treat the existing local community in this way is unforgivable.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications originally submitted in October 2021 were not carried forward at that stage following concerns by the Council and objections by the local community.

Further investigations have been undertaken but again these appear to be inconclusive. The documents relating to ground stability call for even more investigation and again state that mitigation measures will be sufficient to avoid any danger. See also my comments above.

It is understood that the Coal Authority has now confirmed in writing that they are **unable to confirm or deny** that explosives were used on the opencast sites. It has already been reported however, that there is a wealth of written evidence from former employees and the public that explosives were used and that some discarded explosives may remain on the site. In the absence of any other evidence it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended “amber gas measures” in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with once again the suggestion that mitigation measures will resolve this.

## **Air Quality**

Significant parts of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by the use of mitigation measures. This is a concern given the sites’ proximity to the M1 motorway, and the proposal to build a new school.

This latter point is of particular concern with the proposed new school being sited adjacent to the proposed link road and all of the inherent air quality, safety of pedestrians and school traffic risks that this entails.

In destroying the “Green Lungs” of this part of the Borough with this development, the Council and the developers appear to have no regard for residents, and in particular children’s health.

### **Noise**

Noise, including proposed early on site breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years, or longer if the development does not go to schedule, since it is noted from the supporting documentation that the housing programme will be delivered subject to “market conditions”. The same could be said for the employment phases. After that, the area will be subject to noise from both the new houses and the distribution and storage warehouses together with the associated vehicle usage from both.

### **Light Pollution**

It is noted that there appears to be no direct reference to light pollution arising from the development in the report.

Increased light pollution is already noticeable from the J37/Capitol Park area and the Claycliffe Business Park area.

### **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. These applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

### **Flooding**

The area around Redbrook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase as a result of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to the tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The resultant risk of flooding is therefore a major concern.

There appears to be doubts that SuDS will resolve these issues.

There could also be a long term inherent cost of SuDS which could end up being borne by local residents.

### **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Pogmoor, Gawber, Redbrook, Barugh Green and Higham but also to residents and visitors all over the borough from different viewpoints.

For many years to come this area will be a huge building site. If and when it is completed, the views over the site from whatever vantage point will be of housing and distribution and storage and warehouses.

No Council should accept a development of this size which will have such a devastating effect on the environment and the surrounding area.

The Planning Statement at Section 6 "Landscape and Visual Assessments" is quite clear on the "**significant adverse effects**" in this regard, particularly paragraphs 6.116 to 6.124, **yet paragraph 6.125 states that "It is therefore considered that the proposed development is in accordance with Policy LC1 of the Local Plan and the wider principles of the Barnsley West Masterplan Framework."**

This statement could not be further from the truth and it is certainly not acceptable, since Policy LC 1 also says:-

*“Policy LC1 Landscape Character*

*Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments).”*

**Conclusion**

Quite clearly this application is for a development which is far too large for the area.

The over development as a result of the number of house being proposed alongside large distribution and storage warehouses is likely to lead to a poor quality development and all of the problems referred to above.

By that time of course, all of the green fields (and Green Lungs) will have been lost. Developers will have made their profits and moved on leaving a less than desirable legacy for future generations by the coalescence of the villages of Pogmoor, Gawber, Redbrook, Barugh Green and Higham.

There are sufficient doubts and questions implicit, and arising, from an examination of these two revised planning applications.

Major questions are left unanswered by the supporting documentation.

Others are merely answered with a suggestion of a plethora of "mitigation" measures throughout.

The two planning applications should be refused.



18/12/23

Ref : 12404  
Date : 23<sup>rd</sup> November 2023

Barnsley Council  
Planning Department  
PO Box 634  
**BARNSLEY**  
**S70 9GG**

Dear Sir/Madam,

**RE: OBJECTION TO PLANNING APPLICATION 2021/1089 AT LAND TO THE SOUTHEAST OF HIGHAM COMMON ROAD, BARNSLEY**

Cassidy and Ashton have been instructed on behalf of [REDACTED] to make a formal objection in respect to the above named planning application (*ref: 2021/1089*).

Our client is the owner and operator of the four-hectare employment / industrial site, which occupies the land opposite the application site. From the initial purchase in the 1950's to the present day, our client's site has been subject to various planning applications being secured. These applications cover the majority of the land adjacent to the application site in question with industrial development.

Following permission being granted for our client's proposals, they have over time secured a start on the proposed works through a range of activities including: a range of foundation work, access formation and drainage systems being installed through various ground works on the site, all of which was of a significant scale. Upon receiving planning permission for the submitted proposals, none of our client's applications were subject to restrictions on matters regarding lighting or operation times. Given that our client has been granted lawful consent and commenced works for the proposals, the Local Authority face a legal obligation to consider these developments and their impact in their entirety.

As the Local Planning Authority, Barnsley Council are already aware of the existing planning applications that have been granted and commenced by my client. However, should you need a copy of these, we are happy to provide them.

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**Architects**  
**Building Surveyors**  
**Town Planners**  
**Principal Designers**

Regarding the lawful development adjacent to the application site, we have concerns that the traffic modelling of the Local Authority does not consider the full extent of the existing proposals which have commenced on the immediate road network opposite the application site. As a result of this, we believe there is a need for highway assessments, and potentially improvement works prior to any of the proposed development taking place on the application site.

Policy GD1 of the Barnsley Local Plan states that development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. It also states that proposals will be approved where they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land. However, we are concerned that insufficient consideration of residential amenity, particularly in terms of noise, has been given to the consideration of this application. As our client's proposals are of an industrial nature, there will be frequent heavy industrial activity producing noise. As mentioned, the planning applications of our client are not conditioned with any restrictions on noise, lighting, or operation. Therefore, we do not deem it appropriate for residential dwellings to be located nearby as the amenity could be imposed by the lawful works.

As an established local employer for over sixty years, our client is a valued and respected organisation within the community. In respect of this, we believe it is the responsibility of the applicants and the Local Authority to ensure all matters have been considered to make the developers aware of the four-hectare heavy industrial site, so measures can be taken to mitigate impact upon residential amenity regarding the proposed housing. We would also like to point out that we are aware of the mining history and subsidence issues surrounding the application site and are surprised that it has been deemed viable for a development of a residential nature. Due to the nature of the proposal in question and the concerns of how the proposed development could impact the already consented development, we therefore make this formal objection to this application.

We would like to request confirmation in writing that the full extent of the four-hectare site that has been subject to lawful consent has been considered in the Local Authorities traffic model production. Furthermore, we would like to please request what details have been proposed by the developer and deemed acceptable by the Local Authority regarding the mitigation of the impact this residential proposal could have on the industrial estate.

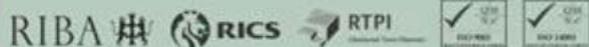
Should you require any further information, please do not hesitate in contacting me.

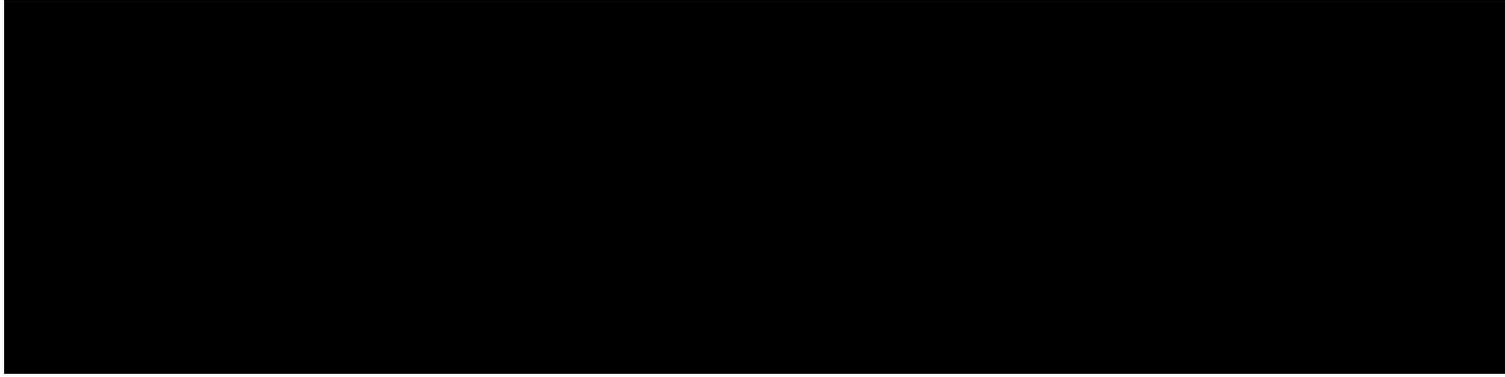
Yours faithfully,

**ALBAN CASSIDY** BA (Hons) Cert. Ecol. MSc MIEMA MRTPI C. Env  
for and on behalf of  
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Dear Sir,

I live in the S75 2JW area, and regularly walk along Pogmoor LANE , onto Farmhouse Road , and then onto Pogmoor Road. I also sometimes walk to the end of Farmhouse Lane into open country( planned to be built over as site MU1).

Although I understand that the supposed road access to MU1 will be to the west, the residents' preferred route towards Barnsley for MU1 would be easterly, along Farmhouse Lane and Pogmoor Road.

Farmhouse Lane already has a complex staggered crossroads junction with Pogmoor LANE and Wharfedale Road, and its termination is on an accident prone( a house there has a reinforced concrete structure behind its garden wall) bend on Pogmoor Road.

This would create a hazard, and also intolerable excess traffic past Barnsley Hospital.

Yours Faithfully,



Sent from my iPad. I voted AGAINST Brexit.

## COMMENTS ON PLANNING APPLICATIONS 2021/1089 and 2021/1090

*Extracts from documents are in blue italics. Highlighted in red.* Comments in black.

### OVERALL

Many of the documents are the same as the previous release, and for both applications, if with different filenames. Comments are common to both if appropriate. The presentation of documents is confusing and inconsistent. Readability is poor in several important documents

It is clear that this level of development and “saving the planet” are not compatible and that development wins. Applying “Mitigation” is a recognition of this and it is little better than black magic, pretending that both can be achieved and hoping that nobody notices.

Many very important issues are left to “reserved matters”. What level of consultation will be applied then?

Some of the housing in Phase 1(a) is still unacceptable. Even if changing from 3- to 2-storey properties, still not what was promised to residents by the very same developer. Some of the housing proposed for Phase 7 proposals is also unacceptable on the same basis.

Quality and accessibility are issues, as on previous applications:

- Very long document list, hard to navigate
- Changes to documents difficult, if not impossible, to identify
- Same developer drawing appearing several times with different filenames
- Link not working, rectified on notification
- Important details unreadable due to poor resolution
- Incomplete drawings, rendering them useless (since rectified)
- Important drawings missing and still not provided
- Filenames changed when drawings are updated
- Important drawings moved to “Superseded” but no information on superseded by what
- Files common to both applications causes duplication of effort
- Updated and added files not notified to all consultees

### PLANNING STATEMENT

*4.32 ... an element of drainage infrastructure has been integrated within the development plots for both the residential and employment applications, mainly in the form of dry detention basins.* Will there be a maintenance element to this detail? How will it be managed?

*4.34 • Arboretum link road with a communal linear park* This smacks of the siting of the playground at Penny Pie Park – A “park” adjacent to the link road with its probably heavy and stop/start traffic (thanks to roundabouts and crossings) is not environmentally friendly for those using it. Will there be a maintenance element to this detail? How will it be managed?

*4.38 2-, 3-, 4- and 5-bedroom properties ... mainly 2 storey high properties with some containing rooms in the roof-space (also referred to as 2.5 storey) and 3 storey homes.*

What happened to the promise to some residents to ensure that bungalows would be the most appropriate style when backing on to existing properties of that type? See below for the unacceptable impact of this.

*4.39 The layout has carefully considered the relationship with existing residential development which adjoins the western boundary.* Ditto. Consideration may have been careful but the result was perverse.

*4.46 The location for employment development requires good links to the strategic highways network to minimise the impact of HGV's travelling along the new the link road*

This ignores the purpose of the link road linking to businesses north of the site.

*4.50 A new 2 form entry primary school with ...car parking* There are serious complaints about street parking by staff near Horizon College (not to mention school run parking issues at most schools). Irrespective of aims to initiate "active travel" the likelihood for the foreseeable future is continued heavy use of cars by staff and parents, not least because the housing is being marketed at commuters. Are the car park and drop off facilities adequate in the light of this experience? The siting of the school, directly next to and downwind of the **elevated** link road, and straddled by roundabouts, must cause air pollution and noise issues for the school. Why not site it further east, adjacent to the green spaces and more accessible from Hermit Lane?

*4.51 Maximum building heights are illustrated for each land use on the Parameters Plan. ... consideration of the existing residential areas surrounding the site. It is assumed that the building heights across the residential element of the site would be up to 3 storeys (up to 13.5m in height).* See above and below. Even 2 storey properties are unacceptable in areas where existing properties are single storey.

*6.5 Priority will be given to development within Urban Barnsley as a first priority ... Really?* The MU1 site was not in Urban Barnsley before the LP process and was integral to separating the communities outside the urban area from each other, an important NPPF consideration.

*6.13 the separation distances have been exceeded from the existing dwellings to protect residential amenity levels for both existing and future residents.* Residential amenity, in many cases, includes consideration of relative heights of existing and proposed properties. See above and below.

*6.32 The link road has been designed to accommodate the proposed development in combination with reassigning traffic from the local roads, such as Higham Common Road. The reduction of traffic and congestion on roads not designed to carry heavy volumes of traffic will be significantly improved.* On the other hand, there will be new traffic on the link road which will also include traffic that would otherwise use the Dodworth Road gateway. The only roads likely to see any benefit will be Dodworth Road and Higham Common Road north of Hermit Lane. Traffic that can now use Hermit Lane will have to use one or other gateway route, causing longer journeys and contributing to an unwanted "carbon footprint" for the site. Has the possibility of a future Park & Ride facility been considered?

*6.33 will provide four crossings along the new link road, as well as crossing points at the proposed roundabouts, to ensure the site is well connected.* This will be a sloping road with much stop/start activity involving HGVs as well as cars, with consequent implications for noise and air quality, exacerbated by the elevated nature of the carriageway.

*6.36 the potential environmental effects resulting from the increase in traffic generated by the development are predicted to be minor or negligible* See above. How can this be claimed, remembering that the starting point is 122ha of green space?

*6.104 A single hedgehog was recorded on site in 2020 and suitable habitat is present for hedgehog.* That must be one very athletic hedgehog! They are a fairly common sight in gardens surrounding the site, along with other fauna. The link road will provide an effective barrier for small animals unless there are crossing tunnels, etc.

*6.122 land, which is currently undeveloped would further disappear from views, to become extensively developed with no visual break between the residential area of Gawber and Higham.* This defeats a key aspect of NPPF, ie avoiding communities coalescing.

*6.124 Whilst the assessment of landscape effects during the construction and operational phases concludes that the proposed development would have significant adverse effects on the landscape, ... this Statement demonstrates that significant weight in the planning balance towards economic growth and investment should be applied to outweigh the identified landscape effects in order to confirm the site's suitability for development.* The difficulties experienced in ground testing have meant major, and perhaps undesirable, changes to the proposed layout. Similar conditions at site RSV2 ruled that site out altogether.

*6.133 The site is well separated from neighbouring properties. Within the proposed development separation distances meet or exceed national guidelines and boundary treatments between plots ensure privacy is maintained. As a result, the proposals **will not have a detrimental impact on the amenity of existing or future occupiers, within or adjacent to the site in respect of overshadowing, loss of daylight and overlooking.*** This is clearly nonsense. The much-stressed greening of areas between elements of the development is mainly internal to the site. The last part of the last sentence is an insult to existing residents. See above and below.

*6.134 The proposed layout is reflective of the form of development surrounding the site, whilst making the most efficient use of the site. As a result, there are no concerns regarding the impact of the proposed development in terms of residential amenity for existing or future residents.* Not true. See above and below.

*6.141 development which impacts on areas sensitive to air pollution due to traffic emissions will be expected to demonstrate suitable and proportionate mitigation. The land subject to this application is located within Air Quality Management Areas (AQMA).* Land bordering existing properties close to the route of the link road currently enjoys freedom from any of the pollution arising from the link road. What mitigation can offset heavy commercial and domestic vehicular movements on a sloping road with several stopping points?

*6.145 The effect of road traffic during the operational phase of the proposed development at modelled locations is also identified as not significant.* See above. Wishful thinking.

*6.149 Regarding potential noise impacts associated with the construction phase of the proposed development, the assessment has determined that there is likely to be a temporary major effect at existing dwellings to the west of the site when the Phase 1(a) residential area is constructed. ... An acoustic barrier along the western boundary of the Phase 1(a) area; ...* What form will this barrier take? Will it be removed when construction is complete? Will more barriers be required to isolate noise from the elevated link road?

*6.161 For the phase 1(a) development it is unlikely that low or zero carbon technologies would be required to achieve compliance with Building Regulations.* This appears to mean conventional gas heating/cooking, for example, yet it is BMBC's objective to force a switch to electric heating. Why install obsolescent equipment? A cost saving would be made if no gas was to be installed. Could it be recognition of unacceptably high equipment and running costs and lack of consumer interest?

*6.163 For the Phase 1(a) residential development EVCP (Electric Vehicle Charging Points) will be included for each dwelling.* The trend is for high charge rates to minimise downtime. What rate is proposed here? Will the power distribution system be rated for future high rate chargers? Will the installations be suitable for 2-way operation? If smart meters are installed, they will be obsolete as soon as separate control of EV charging, heating and other large loads is implemented. Will all charging set ups ensure outdoor charging only?

#### **20211090 011C. Delivery Strategy.pdf**

2.11 Future applications under Reserved Matters – bearing in mind complete housing estates will be included, will there be the same level of consultation as for this variant?

#### **20211090 012 Planning Statement Appx 2.pdf**

Response to comments - Call for bungalows ignored:

#### **20211090 BWMP-BBA-XX-XX-RP-A-0000\_D&A\_A3\_Landscape - Section 1 to 4.**

As with other large graphics, details illegible due to poor resolution.

#### **20211090 BWMP-BBA-XX-XX-RP-A-0000\_D&A\_A3\_Landscape - Section 3 of 4.pdf**

No cross referencing of house type with names.

#### **20211090 BWMP-BBA-XX-XX-RP-A-0000\_D&A\_A3\_Landscape - Section 4 of 4.pdf**

Sections, page 12 – St John's Road not included. Looks like deliberate disguising of the impact there?

House illustrations not very informative (rectified later).

#### **20211090 ES Appendix 10.11 -Geoenvironmental Appraisal – Pogmoor\_Part1, 2 of 4.pdf**

The only illustration of Phase 7 housing is in this document, a copy of a Strata plan. Where is the original, along with all the notes down the right hand side? This is an important plan, yet buried on page 105 of an unrelated 118 page document.

The plan clearly shows the existence of a ransom strip in the north east corner of the proposed development. If left as shown, this land could become a dumping ground for irresponsible occupiers, with consequences for infestation by rodents.

#### **20211090 ES Appendix 11.1 - Flood Risk Assessment.SFS\_Part1of2.pdf**

No mention of 300mm (?) storm drain behind Colster Close, with a manhole directly behind No.5. How will this be addressed, noting also the above comment on the ransom strip.

#### **20211090 ES Figure 3.2 - Phase 1 Residential Development Plan.pdf ##**

This is the Phase 1A layout. Resolution of the original document was poor. This has now been rectified but no improvement for Phase 7 housing.

#### **20211090 ES Figure 3.3 - Phasing Parcel Plan.pdf**

Phase location plan to read in conjunction with \*\* Why are there so many copies of this graphic?

#### **20211090 Masterplan Cut and Fill Depths to Existing Ground Level Sheet 2 QD2088-00-303.pdf**

Hard to get anything useful out of it. More cross sections would be better.

#### **20211090 Masterplan Proposed Regrade Contours Sheet 2 QD2088-00-301.pdf**

Needed for assessment of impact of new on existing properties, in conjunction with profiles.

#### **20211090 Proposed GA Site Sections Sheet 01 P11754-00-001-GIL-0220-00 REV 00.pdf**

Section 9 needs adjustment for properties further east. Conveniently, as drawn, it is for a proposed property well set back, but still very tall. See also **Appendices A and B**.

Still looking for the equivalents for Phase 1A.

#### **20211090 Planning Phase 1A Layout 20-CL4-SEGB-BWP1-02 REV O.pdf**

Appears to be the same as ##. Why show separately with same drawing number but different file numbers and descriptions?

#### **20211090 Designer's Response - November 2023.pdf**

#### **20211090 Link Road Masterplan & General Comments - Responses - November 2023.pdf**

Both these documents highlight the risky nature of the proposed link road. Widening refuges to accommodate cycles to reduce risk to them and pedestrians creates slaloms to be negotiated by drivers, adding the increased risk of accidents to the existing list.

## 20211090 3062-100-P-204 CROSS SECTIONS SH 5 OF 13.pdf

This covers cross sections of the link road adjacent to the proposed school. Not only is the link road to be upwind of the school, with consequences covered elsewhere, but also as much as **FIVE METRES** above it. Will it require facilities such as seen on the northbound-off/southbound-on slip roads at M1 Junction 39?

Will the protection also be required at the western side to protect housing? This appears to apply both north and south of the southern roundabout, as housing appears to be even closer to the link road than the school.



## 2021/1089 COMMENTS

Since most documents of interest are the same, not looked at in detail.

### 20211089 003 Employment Supplementary Statement Appendices Part 2 - October 2023.pdf

Why aren't there equivalent shadow diagrams for the housing layouts?

Why only 3 seasons of shadow diagrams, **excluding winter**?

See also **Appendices A and B**.

### 20211089 Location Plan (Site Sections) - October 2023.jpg

The cross sections selected (or more correctly avoided) could almost be believed to be deliberately misleading, esp. across St John's Road and Colster Close/Wharfedale Road. See also **Appendices A and B**.

## APPEAL DECISION – 3 COLSTER CLOSE EXTENSION - Application Ref 2022/0782

Extracts in *blue italics* with highlights in **red**.

3. *The main issue is the effect of the proposal upon the character and appearance of the surrounding area.*

4. ... *the host property occupies an elevated position. While the wider residential area comprises a mix of property forms, with varying finishes to elevations, the immediate area is characterised by single storey bungalows. These factors combine to result in the host property appearing as a prominent property within its immediate context.*

8. ... *It would appear discordant in the context of the prevailing character of single storey dwellings.*

10. *I therefore conclude that the proposal would harm the character and appearance of the surrounding area. It would conflict with Policy D1 of the Barnsley Local Plan 2019 which seeks to ensure, among other things, that development is of a high quality and respects local character and distinctiveness.*

*The proposal would also conflict with paragraph 130 of the National Planning Policy Framework which seeks to ensure high quality development that is sympathetic to local character.*

The reasons for rejection of the planning appeal support the view that the developer's reneging on the promise to put bungalows facing existing bungalows is unreasonable and should be refused. See **Appendices A and B**

### EXTRACTS FROM DOCUMENTATION RELATING SPECIFICALLY TO HOUSING

#### **BARNSLEY WEST MASTERPLAN 2020**      **DOCUMENT EXTRACTS IN BLUE**

#### [THE BARNSLEY WEST DESIGN CODE](#)

11.21 *Edge Parameters* See Page 167

The attached section, **Appendix A**, through the Colster Close property closest to the boundary, has been prepared as accurately as possible given the poor quality plans and sections available. The proposed layout fails on the first two bullet points and there is also the question of “how long before effective” for mitigating buffer planting. Based on actual measurements, **Appendix A** also shows the shadow projected by the proposed housing at noon in mid-winter. It shows that my property would be in shade for several weeks a year, which I assume the design code and related rules are intended to avoid, and which the developer understood when promising back-to-back bungalows.

**Appendix B** attached shows that selective sections have been used to mislead the casual viewer. Section 9 is innocuous but not representative. Section S7 is based on an out-of-date layout and misrepresents the current proposals.

**Overall, the proposals are not in accordance with any of the specified design criteria and are in conflict with promises made by senior personnel of the developer; specifically, that bungalows would be positioned opposite existing bungalows, not 2- or 3-storey properties.**

**Appendix C** attached shows a detail from the drainage proposals on plan **20211090 013 ES Chapter 11 Appendix 11.3 - DIA - Resi 6of6.pdf, sheet 2**. There is no reference to the existing (redundant? 300mm diameter?) storm drain, complete with manhole south of No5 Colster Close.

The detail also inaccurately portrays the site boundary.

## **SUPPLEMENTARY PLANNING DOCUMENTS**

### DESIGN OF HOUSING DEVELOPMENT

#### Policy GD1

General Development Proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land ...

#### 3. Relationship with existing dwellings and space between proposed dwellings

3.1 The layout and design of new housing development must ensure that high standards of privacy, light and outlook are provided for existing and proposed residents.

3.2 Developers in the first instance should consider design led solutions to ensure layouts deliver high standards by avoiding:-

1. Close overlooking of the windows in any existing dwelling or its garden from the proposed development.
3. The overbearing or overshadowing effect of new buildings on an existing dwelling or its garden.

3.3 In order to ensure adequate levels of privacy are provided/maintained, to ensure residential development does not result in unacceptable levels of overshadowing or loss of outlook and in order to provide adequate amenity space, development will usually be expected to comply with the external spacing standards set out below.

#### 4. External spacing standards

1. Where housing abuts the edge of existing settlements, the back-to-back dimension towards existing housing should be greater than 21 metres. ... Proposals to change the size and type of existing housing stock must maintain an appropriate mix of homes to meet local needs.

9.17. Proposals for new housing will be expected to deliver a mix of house dwelling sizes, type and tenure informed by the most relevant evidence taking into account an up to date Strategic Housing Market Assessment for the entire housing market area and the needs of the market, in order to meet the present and future needs of all members of the community. Various housing types capable of accommodating a range of needs are required across the borough such as family housing and older persons accommodation.

It is clear that the proposals for the Phase 7 housing behind Wharfedale Road and Colster Close do not comply. See **Appendices A and B**.

## 6. Policies and Proposals

### Policy GD1 General Development

Bullet point 1 – There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents

6.8 We want to make sure that the living conditions and residential amenity of people are protected, ...

6.9 Bullet point 2 Overlooking and privacy;

6.9 Bullet point 3 Outlook from dwellings including consideration of whether structures in close proximity to windows are considered visually over-dominant.

6.9 Bullet point 4 Daylight/sunlight and overshadowing

It is clear that the proposals for the Phase 7 housing behind Wharfedale Road and Colster Close do not comply. See **Appendices A and B**.

## 9. Housing

### The Challenge

Bullet point 1 – Providing the right mix, type and density of housing

### Policy Solutions

Bullet point 1 – Ensuring the mix, type and density of housing is appropriate

9.18... Lower densities will be supported if there is robust supporting evidence to outweigh the objective of making the most efficient use of land. The mix of housing on a site should also be appropriate to the scale and context of the development and the character of the area.

It is clear that the proposals for the Phase 7 housing behind Wharfedale Road and Colster Close do not comply. See **Appendices A and B**.

## NATIONAL PLANNING POLICY FRAMEWORK

### Paragraph 130

Planning policies and decisions should ensure that developments:

(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, ...

It is clear that the proposals for the Phase 7 housing behind Wharfedale Road and Colster Close do not comply. See **Appendices A and B**.

## BARNSLEY STRATEGIC HOUSING MARKET ASSESSMENT 2021

6.5 Age-related housing need relates to the needs of specific age groups in the housing market due to life events and the impact this has on the need for dwellings of particular sizes/types and affordability. For older households this includes 'rightsizing' ....

6.6. By way of context, over the period 2019-2033:

- the number of residents aged 65 and over is expected to increase by around 34.2% overall;
- the proportion aged 75 and over is expected to increase by 45.8%;
- the proportion aged 85 and over is expected to increase by 70.7%; and
- the number of households headed by someone aged 60 and over is expected to increase by 29.8%.

6.19 Given the ageing of the population, the need for specialist older person accommodation is expected to increase. Table 6.3 considers the ratio of older people to current provision and then applies this ratio to future household projections. Based on population projections to 2033 (source: ONS 2016-based population projections ), there is an additional need for 893 additional specialist older persons accommodation (C3) and 789 additional units of residential care provision (C2).

6.31 A theme which emerged from the online stakeholder survey was a shortage of suitable older person's housing in anticipation of the population of the borough ageing. Bungalows are in high demand. However, a weakness of the market was identified as the low demand for over 55's flats. Feedback suggests older persons are holding out for a bungalow instead.

6.32 In relation to intermediate housing, registered providers believed that there is demand for products such as SOFTE (leasehold for older people downsizing). There is also evidence that shared ownership bungalows have sold easily.

6.33 Future requirements identified included:

- ensuring properties are suitable for the needs of older people or adaptable;

6.44 The 2020 household survey has indicated that residents in 1,251 households (1.2%)

It is clear that the proposals for the Phase 7 housing behind Wharfedale Road and Colster Close do not comply. See **Appendices A and B**.

**20211090 010 ES Chapter 8 – Transport.pdf**

**20211090 Transport Assessment Addendum v2.1 - PART 1 - November 2023.pdf**

**20211090 Transport Assessment Addendum v2.1 - PART 3 – November 2023\_Redacted.pdf**

**20211090 Transport Assessment Addendum v2.1 - PART 5 - November 2023.pdf**

First, bearing in mind the impact of the changes at Cundy Cross, is the traffic software any better than that used there?

The first reference is all about Barugh Green Road-to-M1 J37 traffic and, as with the planning applications for the roundabouts at each end of the proposed link road, the consequences of traffic in the wider area have not been dealt with in the same detail, specifically, the impact of Phase 7 housing and the impact of the loss of the Hermit Lane rat run.

Has any work been done looking at the possibility of the relative attractiveness of the proposed link road causing commercial traffic travelling south and currently favouring junction 38 to carry on to Junction 37?

See **Appendix D**. Twice a day there is severe congestion at the locations highlighted. Planning for a change in habits to include more “active travel” are fanciful and unlikely to be fulfilled for many years, so the twice daily school run will have to be accounted for.

What is the expected use of Gawber J&I for residents of Phase 7 housing? It is noted that pedestrian access from the estate to the school is catered for. Will that cause some of the existing school run traffic using Colster Close to move to the new housing, with consequences for the Farmhouse Lane/Wharfedale Road junction?

Has any work been done to establish where the traffic on Wharfedale Road/Colster Close/Church Street originates and where they travel on to?

Has the impact of parents delivering children to the new school on MU1 been taken into account, requiring a circuitous route required, due to the closure of Hermit Lane, that involves the junctions covered by the more detailed study?

Is there no case at all for an eastern exit from the MU1 development other than Farmhouse Lane for the Phase 7 housing?

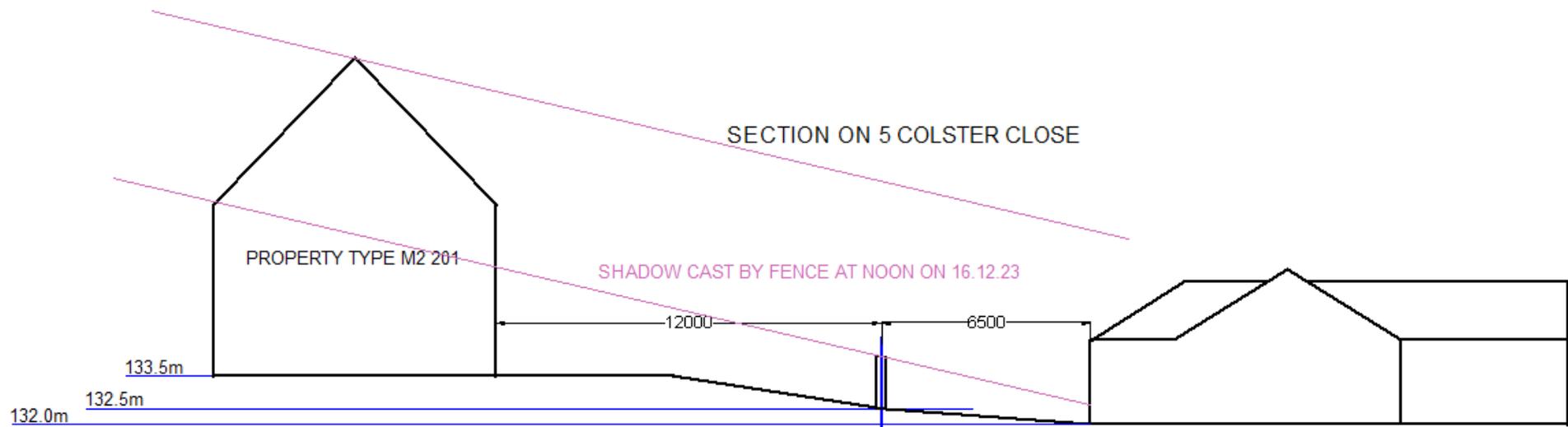
Has any account been taken of the requirements for a possible future Park & Ride facility?

Has the possibility of the totally unsuitable Pogmoor Lane being used as a rat run been accounted for?

With the addition of Phase 7 housing, should priority at the junction of Farmhouse Lane and Wharfedale Road be changed?

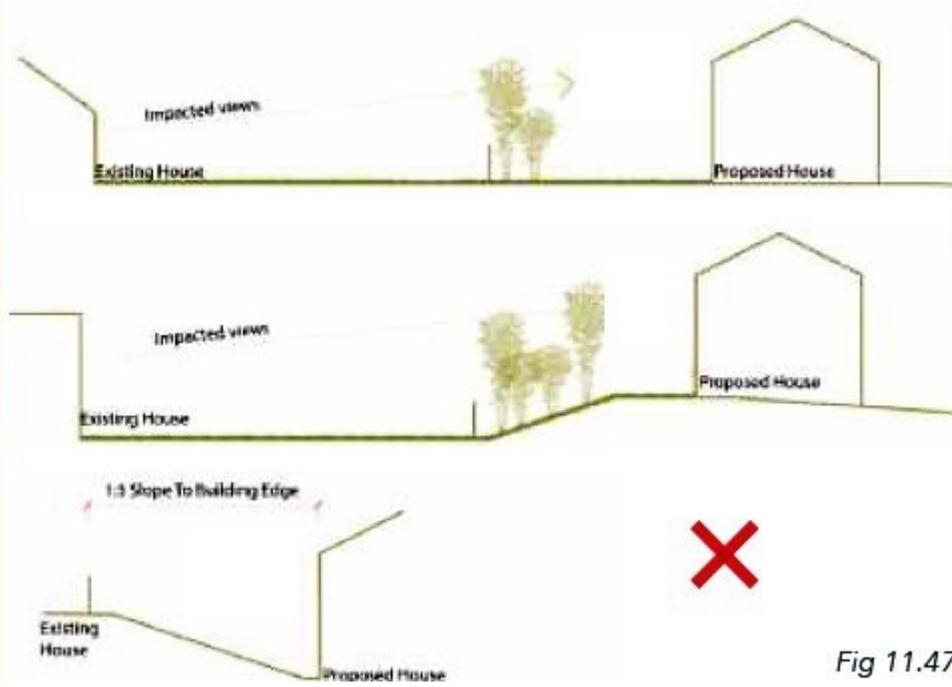
IP/17.12.23

# APPENDIX A



LEVELS BASED ON 20211090 Masterplan Proposed Regrade Contours Sheet 2 QD2088-00-301.pdf  
 DISTANCES BASED ON 20211090 ES Appendix 10.11 -Geoenvironmental Appraisal - Pogmoor\_Part1of4.pdf PAGE 105

**EDGE TYPE EXAMPLES TO BE AVOIDED**



- Houses should be set below the level of existing houses and only proposed on the same level if unavoidable.
- It is strongly recommended that houses sited above the level of existing dwellings should be avoided unless absolutely necessary.
- If this treatment type is unavoidable, adequate buffer planting space should be provided to screen direct views
- Screening/ buffer planting should not detract from either property, or take away considerable usable garden space for the dwelling.
- Proposed dwellings should have adequate flat/ usable garden space and slopes should not fall directly to the building edge.

Fig 11.47

APPENDIX B

S9

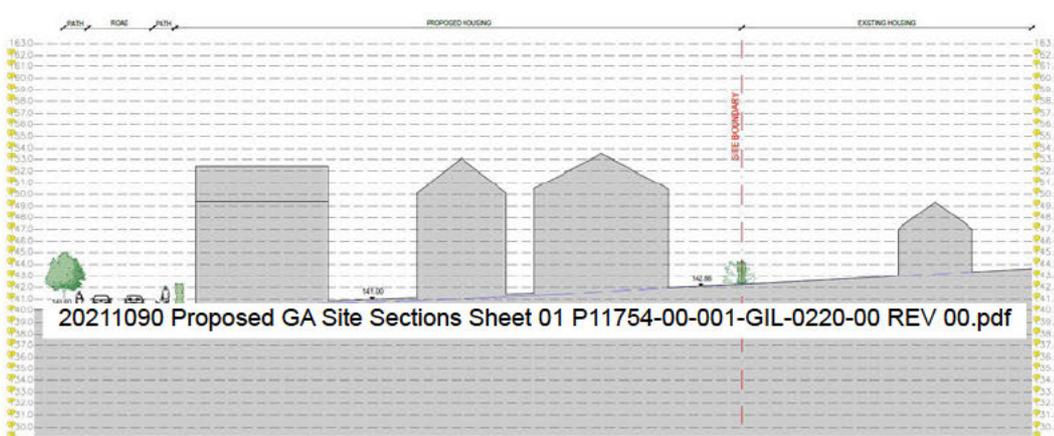
Section on 5 Colster Close. See Appendix A



S6

S7 section is incorrect

20211090 ES Appendix 10.11 -Geoenviromental Appraisal - Pogmoor\_Part1of4.pdf

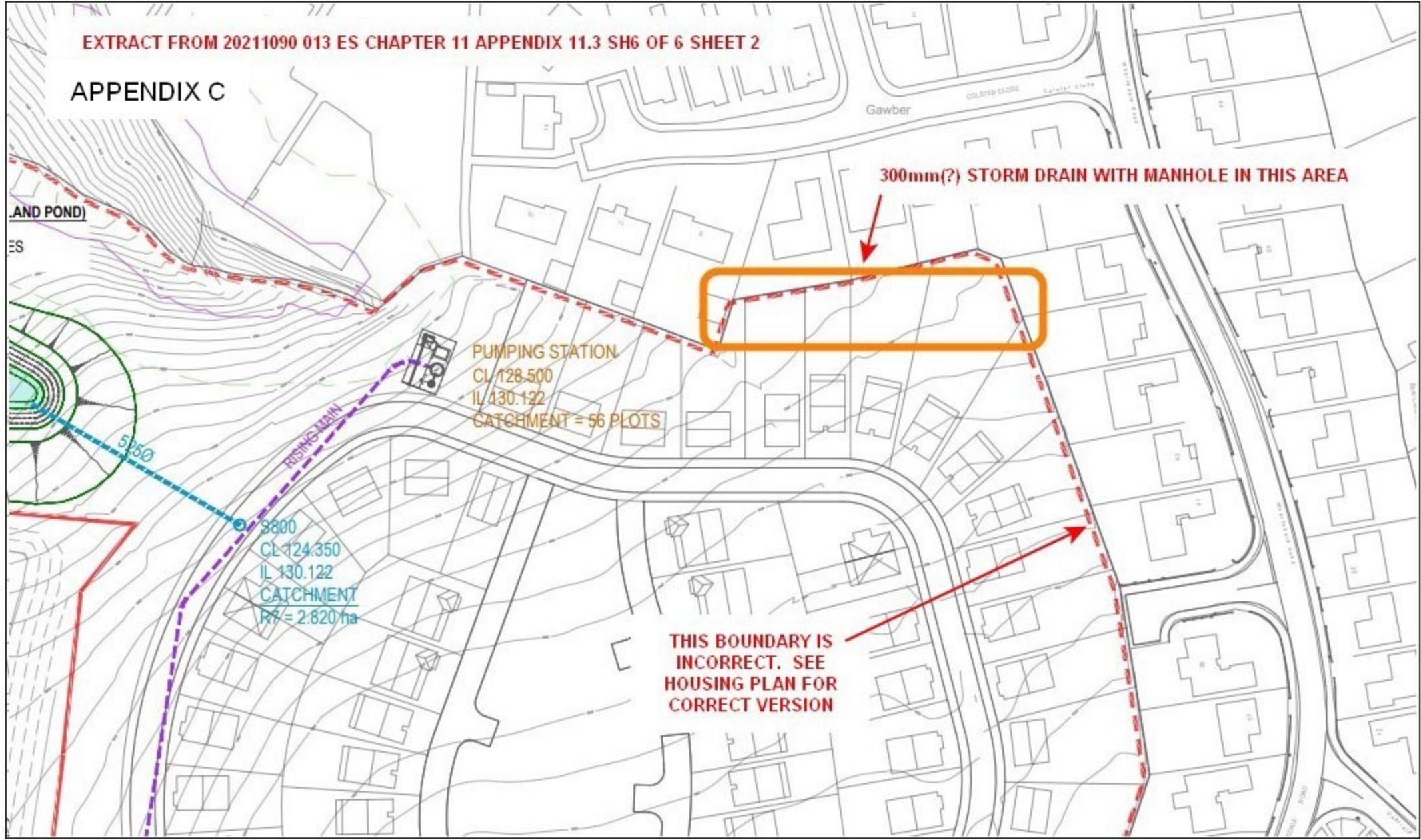


SECTION S7  
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APPENDIX C

LAND POND

ES

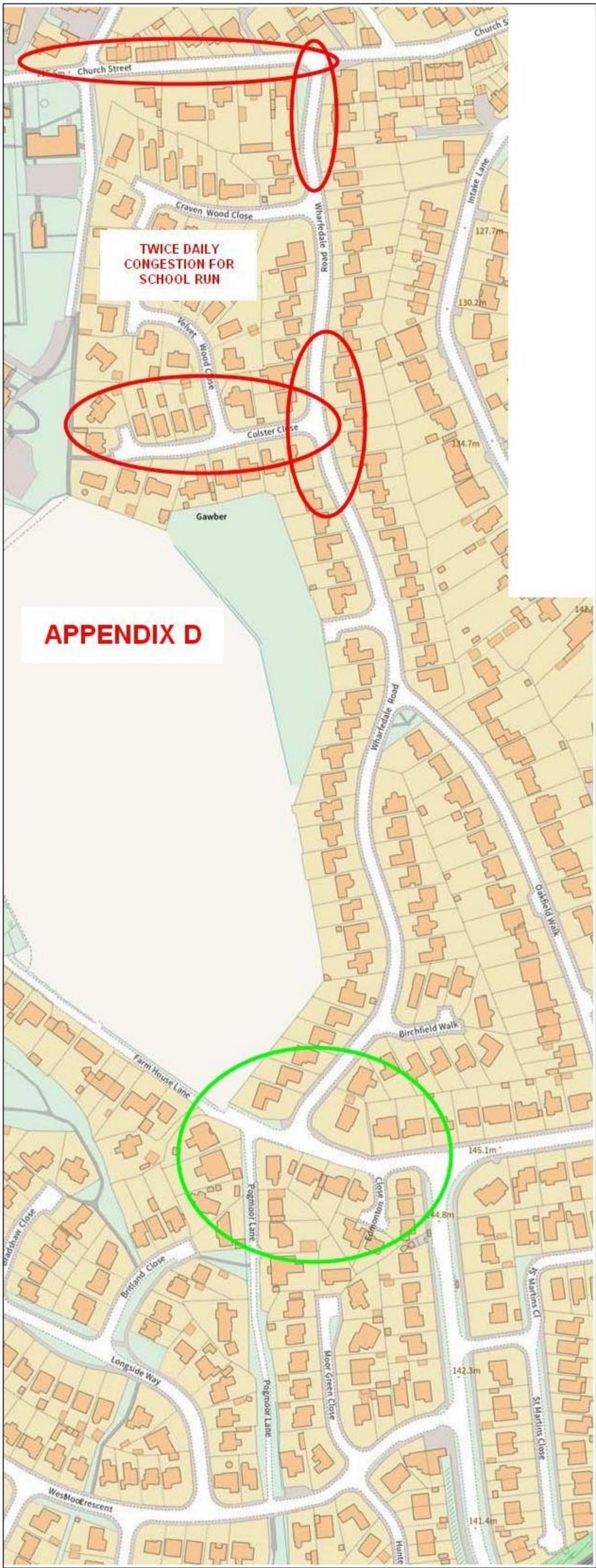


300mm(?) STORM DRAIN WITH MANHOLE IN THIS AREA

PUMPING STATION  
CL 128.500  
IL 130.122  
CATCHMENT = 56 PLOTS

8800  
CL 124.350  
IL 130.122  
CATCHMENT  
R7 = 2.820 ha

THIS BOUNDARY IS  
INCORRECT. SEE  
HOUSING PLAN FOR  
CORRECT VERSION



**TWICE DAILY  
CONGESTION FOR  
SCHOOL RUN**

**APPENDIX D**

To: Planning and Building Control, Westgate, Barnsley, S70 9GG  
MU1@barnsley.gov.uk



Dear Sirs/ Madams

**APPLICATIONS NOs: 2021/1089 & 2021/1090 Land southeast of Higham Common Road and south of Barugh Green Road Barnsley.**

I am writing to express my objections to the above planning applications for residential and employment uses, both of which relate to site MU1 as identified in the Barnsley Local Plan (BLP). The reasons for my objections are as follows.

#### **Overview.**

These applications are for 1560 houses and employment units and are possibly the largest applications ever dealt with by Barnsley Metropolitan Borough Council (BMBC). The developments they propose are too large for the area and will pose problems in terms of traffic management, effect on existing housing, rights to quiet enjoyment, ground stability & contamination, air quality, noise, drainage, flooding and visual amenity amongst other issues.

These applications will require earthworks for several years and a construction phase which according to the Environmental Statement will last from 2024 to 2036. This is completely unacceptable.

All the problems associated with these applications, and there are many, including an impossible amount of documentation, are dismissed by the developer's time and time again with the suggestion of mitigation measures, a phrase which appears throughout the supporting documentation repeatedly.

#### **Traffic Management**

The supporting documentation to the applications describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV element to increase by over 300% and yet these are dismissed as minor. It is clear that building large numbers of housing and employment warehouses will massively increase traffic flows and yet time and again these are dismissed as having a negligible effect on traffic flows. This is an over optimistic and simplistic view. This will mean likely over 3000 extra residential movements per day and a massive increase in HGV traffic, with the associated noise and degradation of air quality. Despite the traffic plan claiming "it will be ok" I can assure you it won't. I suspect the traffic management in relation to the Gyratory also stated improved travel times. Using that every day I can tell you it still takes 10 minutes in a morning to get from the top of Wharfedale road to the M1, how will this be managed when another 150 cars are attempting to leave the top of farmhouse lane / Wharfedale road every morning?

## **Effect on existing housing**

Despite reassurances given by senior staff of Strata Homes at so called public consultations, that bungalows would be included in the applications to prevent existing bungalows being overlooked by three storey houses, there are no single storey buildings included in the proposals. The plans should be withdrawn and amended to address this. Existing housing will be overshadowed especially in view of the proposed earthworks. The plans now show that houses will be built right up to the boundary of existing properties (some of which are bungalows) and some even have balconies facing onto existing properties, this feels like a deliberate attempt by the developers to upset existing residents. In earlier plans there was a green space between the existing houses on Wharfedale road and the proposed properties, where has that gone? It is clear profit exceed all other motives for this particular developer.

Of particular concern are the 300 so houses proposed directly behind Wharfedale road, these are in no way connected to the larger site with no access. The egress and ingress of all these properties will be via Wharfedale Road and Pogmoor/ Farmhouse Lane. This junction / exit is on a tight bend. Also, this means that the additional 400-500 car movements each day will likely exit onto Pogmoor Road or use Wharfedale Rd as a cut through down to Redbrook / Claycliffe. Traffic on Wharfedale Road and Intake Lane is already busy so adding 300 houses behind Wharfedale will increase this pressure /

## **Right to quiet enjoyment.**

Proposals for several years of earthworks and a building site for twelve years, or more, are outrageous and no Council should even contemplate that. To treat the public in this manner is disgraceful. Gardens are some people's only respite, and the enjoyment of their gardens a major source of relaxation. The proposal will ruin this and adversely affect the mental health of 100's of Barnsley residents. The ruination of people's lives and homes they have worked hard to buy will be on your head, it won't just be during the extended build period but also once complete. Currently we enjoy the sounds of nature, lap wings nesting, owls, foxes and the farmer's animals. This will be replaced by cars, doors banging and general noise that we didn't ask for. A lot of the residents myself included have lived in this area all our lives, you will be allowing a profit only developer to ruin people's way of life and their mental health and stability by allowing this development to go ahead. The developer has shown zero regard for residents and is purely looking for a profit. Planning services will be complicit in this destruction of several neighbourhoods and I wonder sometimes if you even consider this when reviewing plans.

## **Ground Stability & Contamination**

In 2021 the Coal Authority objected to the building of houses on this area in view of the myriad of former underground coal workings, including shafts and tunnels which are unrecorded and the dangers they propose to any development.

The applications were withdrawn, and further investigation undertaken but again this has proved inconclusive. The documents relating to ground stability call for even more investigation and state that mitigation measures will be sufficient to avoid any danger.

Further, the Coal Authority has now confirmed to the campaign group "Keep it Green" that they are **unable to confirm or deny** that explosives were used on the opencast sites. There is, however, a wealth of written evidence from former employees and the public that explosives were used and that some discarded

explosives may remain on the site. In the absence of any other evidence, it has to be accepted that explosives remain on this site.

The original master plan for site MU1 recommended “amber gas measures” in view of the threat of gas on these sites. Yet again this danger is dismissed by the developers with the suggestion of mitigation measures.

### **Air Quality**

Significant areas of the local area are subject to air quality monitoring and much has been said about this issue in the past. It is obviously a major issue but one which is always dismissed by mitigating measures (again). This is concerning given the sites’ proximity to the M1 motorway, and the proposal to build a new school. This development and BMBC obviously have no regard for residents, and in particular children’s health.

### **Noise**

Noise, including proposed early breakfast start times, will be a huge issue during the construction phase which in itself will last for up to twelve years if, and it is a big if, the development goes to schedule. After that the area will be subject to noise from both the new houses and the employment units and associated vehicle usage from both.

### **Drainage**

There are huge question marks over the adequacy of the proposed drainage for these developments. When first proposed the developers simply said that the increased amount of water from the developments would simply drain into local watercourses.

They also stated that there was insufficient capacity in the local sewer system to accommodate a development of this size. Surely these applications should be withdrawn until there is absolute certainty that the development can be accommodated by the local services.

The development shows drainage ponds, I invite you to go look at the development that has been created on the old Doncaster airfield site near the Dome leisure centre. They also have large drainage ponds, full of toxic green/blue algae, weeds and smell terrible. Who will be in charge of maintaining those I wonder? BMBC or STRATA?

Those of us that live in the area know that clayciffe / bottom of Redbook floods any time it rains persistently, and that is with 1000’s of hectares of land absorbing the water. When it is all tarmac, I hate to think what it will be like. The gyratory already floods due to inadequate drainage in places. Again, please question the developer as to their “mitigation” plans as there is not detail.

### **Flooding**

The area around Redbook has a history of flooding at times of heavy rainfall let alone the kind of storms which have affected the country recently. Climate Change means that extreme rainfall events will become much more frequent.

The increase in impermeable area and traffic volumes would increase the risk of contamination of surface runoff due to spillage of contaminants and from flushing of pollutants from the impermeable surfaces.

The impermeable area of the site will increase because of the proposed development leading to an increase in peak surface water runoff rates and the total runoff volumes which would increase flows in watercourses and flood risk downstream.

The large number of residents and users of the proposed development will increase the risk of watercourses becoming blocked due to tipping of rubbish etc, leading to change in flood flow dynamics and an increase in downstream flood risk.

The risk of flooding is therefore a major concern.

### **Visual Amenity**

There will be a huge loss of visual amenity not only to the existing residents of Higham, Baugh Green, Redbrook, Pogmoor and Gawber but also to residents all over the borough from different viewpoints.

For many years to come this area will be a huge building site and when it is completed the views over the site from whatever vantage point will be of housing and commercial units. No Council should accept a development of this size which will have such a devastating effect on the surrounding area.

### **Facilities**

Whilst a school is being proposed, will this be open and ready before residents (and their children) move in, not of course it won't so where be these hundreds of children going to go? They will be forced into the small local surrounding schools, which are already over stretched.

Will there be a pharmacy built alongside the GP surgery? as the ones in Higham and Churchfield medical centre cannot cope as it is.

### **Conclusion**

Quite clearly this application is for a development which is far too large for the area. The number of houses being squeezed into this site alongside warehouses is likely to lead to a poor-quality development. The facilities and infrastructure WILL not cope with this development and by accepting this planning application your department and BMBC will be ruining the lives, health and wellbeing of hundreds of residents, not only in the areas affected but the entire west of Barnsley.

**Major questions are left unanswered by the supporting documentation and others are glibly answered with a suggestion of a myriad of mitigating measures and quite clearly this application should be rejected. Before accepting these plans, I implore you to question the developer on their "mitigation" for the numerous flaws in the plan. Simply stating "we will sort it" means you and BMBC are liable for allowing this if the developer fails to deliver. I also fail to see how B<BC whilst aiming to be carbon neutral can ever**

**hope to achieve its goal when you build on any bit of green land you can find and invite 1000's of car journeys and HGVs into the area.**

**This development should be rejected, and the land considered for other uses, leisure to aid people's mental health, farmland to allow the UK to rely less on foreign imports and possibly use some to generate power such as a solar farm thus helping the environment rather than ruining it for all, for ever.**

## **Planning Application 2021/1089**

### **Land to the South East of Higham Common Road, Barnsley (Employment).**

*“Hybrid Application comprising of a) Full planning permission for: earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds, location of strategic landscaping, ecological areas and access. b) Outline planning permission seeking approval for employment use development (use classes E/B2/B8) and associated servicing and infrastructure works, including car parking, vehicle, pedestrian and cycle circulations, on-plot landscaping, noise mitigation, drainage features and all associated infrastructure. (Amended Description and Amended Plans).”*

## **Planning Application 2021/1090**

### **Land south of Barugh Green Road and east of Higham Common Road, Barnsley (Residential).**

*“Hybrid application for residential development for 1,560 dwellings comprising: a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds/dry detention basins and associated drainage infrastructure; construction of a new link road; location of strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane; and erection of Phase 1(a) residential development comprising 216 dwellings, b) Outline planning permission for: Residential development comprising up to 1,344 dwellings; new primary school; small shops and community facilities; and associated infrastructure works, (Amended Description and Amended Plans).”*

## **OVERVIEW**

Throughout the Local Plan consultations in 2014 and 2016, together with the Local Plan Examination in Public, I have expressed long standing concerns about the lack of objectivity, transparency, inclusivity and governance relating to Site MU1 and its inclusion in the Local Plan.

I will start my overview by showing below a Gunning Case court summing up extract:-

*“.....it is important, not least in the context of a public consultation exercise, that the consultation documents should be clear and understandable, and therefore should not be unduly complex or lengthy. Nevertheless, enough must be said about realistic alternatives, and the reasons for the local authority’s preferred choice, to enable the*

*consultees to make an intelligent response in respect of the scheme on which their views are sought. “*

Sad to say that to date none of these principles appear to apply to the two revised planning applications 2021/1089 and 2021/1090.

**Once again, the very length of the two revised planning application’s supporting documentation defend themselves from being read or scrutinised by the local community and the general public at large.**

**In a world of information overload, such documents can only serve to be a defence mechanism against scrutiny or critique, causing important, controversial or quite clearly wrong information to go unnoticed.**

I did submit long (but not exhaustive) comments and objection submissions when these two applications were first published for consultation in October 2021.

The subsequent non determination of the two planning applications by the Council at that time following the strong objections and issues raised by the consultation responses, together with matters which the Council considered to be unsatisfactory, clearly demonstrated what was wrong with the two planning applications and vindicated the local community’s concerns going back many years.

Nothing which I have been able read in the two revised planning applications, and the apparently ever changing supporting documentation accompanying the two revised planning applications, has altered that view.

My long experience has taught me how to see through the veil of words, and the lack of clear definition in the submitted documents, which are used to justify a situation.

The way in which the Local Plan was approved and the submission of revised planning applications 2021/1089 and 2021/1090 are prime examples of this.

My overall objections to the destruction of 122 hectares of former Green Belt land to facilitate Site MU1 remain.

The background to the development, and in the minds of the local community the controversial sequence of events which led to this 122 hectare site being removed from the much cherished Green Belt, is already well documented and has been the subject of bitter resentment by the local community throughout the Local Plan consultation and Examination in Public procedures.

There is little point in repeating that argument here since the damage has already been done by the Council’s decision, and lack of integrity towards the local community’s views and objections, in its adoption of the Local Plan in January 2019.

In these two planning application we are now beginning to see the legacy and outcome of the fallacy of the Council’s decision to remove 122 hectares of land from the Green Belt for Site MU1 and the long term effect that this will have in blighting the area for the next 12 or more years during the development period.

The issues and problems identified in the supporting documents for the two revised planning applications 2021/1089 and 2021/1090 were all identified by objectors as problem areas in comments and objections made to, and during, the Local Plan Consultation Draft 2014, the Local Plan Publication Draft 2016 and throughout the Examination In Public procedures.

Indeed, it goes further back than that to 2012/13 when my comments/objections to the Sheffield City Region Investment Fund (SCRIF) consultation (which included the proposed link road) included the following summarised extract from my comments at that time in relation to what is now known as Site MU1:-

***“With all these many key outstanding and risk issues to consider/resolve such as topography, sustainability, developability, accessibility, environmental impact including services, access, transportation, residential amenity etc, it is difficult to understand why Site MU1 has been proposed.”***

The Planning Regulatory Board need to be reminded that Site MU1 scored the lowest score of 90 in the Employment Site Criteria and Scoring paper (EB 39) within the selected sites matrix for Urban Barnsley, and that the score was less than some sites on the rejected sites list.

The decision to include Site MU1 in the Local Plan was therefore extraordinary to say the least, other than for political ambitions and aspirations of the Council fuelled by engagement with, and encouragement from, the promoters of the site long before the Green Belt review report and the Local Plan consultation.

It has previously been noted that the BWC website said that *“The proposals for the site have been influenced by a number of factors including existing planning policy allocations.....”*.

To the experienced eye, such comments may be considered by the local community to be a little economical with the truth.

In reality, it may also be considered by the local community to be the reverse, whereby the proposals of the promoters of the site (with all of its problems) in a Masterplan Framework document dated August 2013 written by Spawforths, did in fact influence the Green Belt review report and the Local Plan allocation.

It is already known, and again noted from the Pre-Application (Paragraph 3.11) section of the submitted Planning Statement, that the applicant has been in extensive detailed discussions with the Council over many years, and more recently, before the submission of these two revised planning applications.

The applicants appear to have effectively written their own script over the last 10+years leading to the Council adopting the Local Plan and the subsequent Site MU1 Masterplan.

**It is noted that the two revised planning applications are again accompanied by a long, detailed and complex range of technical supporting documents which have been produced by consultants.**

The supporting documents consider specific issues and the overall impact of the proposal.

Unsurprisingly, all the documents appear to show evidence supporting the proposal and compliance with the adopted Local Plan and Masterplan framework.

It is quite remarkable how often (if not always) this is the case, including the well worn phrase of *“with mitigation measures”* appearing throughout the documentation.

This is not surprising, since the consultants’ briefs were no doubt written with this objective in mind.

*“Mitigation”, “Mitigation”, “Mitigation”* appears to be the answer by the Council and the applicants to everything!

Since no costs are shown in the supporting documentation, what is the total cost of these *“mitigation measures”* and payable to, or by whom, in the long term?

The excessive length of thousands of pages and detail in the supporting documentation is complex and time consuming to consider. The majority of the supporting documentation is far too technical for any layman without access to professional input to appraise it.

It has also been noted with concern, that the documentation has either been substituted or added to, during the extended consultation period.

This is of concern since how does the Council intend to advise the local community about such changes.

This only ensures that local residents will be unable to make any meaningful comment on the technical aspect of these two planning applications.

**My concerns, in addition to my overall continued objections to the destruction of 122 hectares of former Green Belt to facilitate Site MU1, include the complexity of these two planning applications, together with the original, but now thankfully extended, 30 day time scale to give comment on the detail in the supporting documentation.**

The presentation of the documentation on the Council’s Planning Explorer has not been helpful in this respect since the detailed plans are difficult to decipher because of their reduced size on Planning Explorer.

The Council’s Planning Explorer also appears to be deficient in some aspects.

Some documents appeared to be missing, some have incomplete detail of scale, levels etc., or added to/substituted on Planning Explorer as mentioned above.

Common documents relating to both applications appear not to be replicated on each individual application in Planning Explorer, but appear only singularly on one or the other. This can be confusing.

Some other documents would not open, or take a long time to do so.

The Council has already acknowledged the challenge which the complexity and scale of the applications submitted present.

The submission of such detailed and complex supporting documentation should not be seen as a tick box check list exercise which provides the applicant with a licence to proceed.

As a consequence, does the Council have the necessary in-house staffing expertise and numbers to deal with these two revised planning applications in an objective even handed and transparent way in having regard to the close relationship which the Council has had with BWC over the last ten years?

It is clear from the two revised planning applications that the implications for the local community and landscape are only now beginning to be fully understood.

As a consequence the two revised planning applications are now the subject of much greater concern.

The allocation of Site MU1 in the Local Plan should not be a reason for “rubber stamping” the two planning applications.

The allocation of land in the Local Plan is distinctly separate and different from the submission of subsequent planning applications, such as those now submitted for Site MU1.

## **COMMENTS**

I have tried to be genuine in my comments, but I have again to state that the presentation of the supporting documents for the two revised planning applications by the applicant, and the way that these are presented on the Council’s Planning Explorer, does leave a lot to be desired.

As a natural consequence, there will be “cross-over” comments below which of necessity will relate to both revised planning applications, or singularly to one or the other, with possible duplications where the same or different supporting documents are commented upon.

Neither the supporting documents, nor the Planning Explorer, are conducive to ease of reading and understanding by the general public.

Many of the reports appear somewhat out-dated.

It is not clear exactly what the applications plans are.

Some documents appeared to be missing, or inconsistent with other documents.

There are inconsistencies in presentations between the two planning applications.

The supporting documentation is so voluminous and in some case long dated.

For example, the Transport Assessment report originally shown on Planning Explorer at the time of the publication notice dated 20/10/23, together with the BMBC consultation letters dated 25/10/23 for the two revised planning applications, was 832 pages in length and dated 22/03/21.

This appears to have been replaced on 13/11/23 by the Transport Assessment Addendum report which totals 2,366 pages, including Appendices.

This latter date is 25 days since the two revised planning applications publication notice dated 20/10/23, and 20 days after the BMBC consultation letters dated 25/10/23.

**To wade through and read all of the replacement Transport Assessment Addendum report documentation is a practical impossibility.**

**Furthermore, to replace documentation after the publication notices and consultation notifications letters demonstrates the further concerns about the inconsistencies in the revised planning applications and in the Council's Planning Explorer.**

**This is not acceptable**

**Serious questions have to be asked of the Council as to why this is has happened.**

**Are there any other new, or replaced documents, since the publication notice and consultation letters were issued?**

**The general public will feel overwhelmed and unable to comment, despite the well documented high level of concern shown by the local community about the full implications of the Site MU1 proposals over the last 10 years.**

My comments below should be read in conjunction with my further comments under the respective supporting documentation headings later in this submission document.

My first comment is related to the fact that the documentation refers to hybrid applications and that it is the intention that some issues in both applications should be

dealt with together, with full planning permission being sought for certain elements of the site and outline planning permission for the remainder to be dealt with as “*reserved matters*”.

This is confusing, with the supporting documentation complex and difficult to follow as a consequence.

This is also considered to be unacceptable having regard to the size and implications of the proposed development, particularly the employment phase and the later housing phases.

In the plethora of documentation, are there any issues which should properly be included in these two revised planning applications, but for whatever reason have been excluded?

Some of the critical matters relating to the development should be identified (including plans) and addressed at the outset before any work begins, such that comments can be made thereon and not left to be dealt with as “*reserved matters*” at the outline planning application stage, since it is then too late for the community when the reserved matters are submitted for approval to make any influencing comment or objection. The recent planning approval 2022/0916, and the earlier approval 2019/0286, is an example of this.

**This is even more so important, since it is noted from the Development Strategy that aside from the Phase 1 Housing, the remaining residential parcels will be brought forward by other developers in future “*reserved matters*” phases.**

As said above, this concern is particularly important for the employment phase and the later housing phases, such as the Farmhouse Lane/Wharfedale Road housing site which is of direct concern to me.

I have made further comments below in relation to the Farmhouse Lane/Wharfedale Road housing site

Lithos Consulting has produced four reports headed Geoenvironmental Appraisal - Pogmoor Parts 1 to 4.

The four part report consists of 451 pages, much of which is technical detail.

Part 1 (118 pages) contains a preface "Summary of Geoenvironmental Issues".

Part 1 also contains at Section 19 "A Summary of Conclusion and Recommendations" on pages 77 to 79.

It is already known, and commented upon many times in previous consultations, that the Farmhouse Lane/Wharfedale Road site contains many problems.

Any development will be fraught with difficulties.

This does raise the question as to whether the site is even suitable for development in view of the inherent risks identified.

Is the site viable as a consequence?

It is also noted in Part 1 of the report at Paragraph 1.2.1 on Page 1, that "*consideration is being given to redevelopment of the site with 147 "traditional" two/three storey domestic dwellings.....*".

This statement only emphasises my concerns about the levels and heights of new buildings and their relationship with the existing houses, particularly the existing bungalows on the Wharfedale Road boundary of the site.

The Lithos Consulting plan (**see Appendix 1 to my submission**) indicates that vehicular access would be via Farmhouse Lane.

Farmhouse Lane is narrow throughout its length and links into the southern end of Wharfedale Road at what is considered to be a dangerous corner where motorists have a bad habit of ignoring the white line markings.

At present there are no pavements on either side of the stretch of Farmhouse Lane to the west of its junction with Wharfedale Road and none on its south side going towards the Pogmoor Road junction.

There is clearly going to be serious safety risk to pedestrians here.

The housing proposal here is also likely to increase the propensity for vehicles to travel to West Moor Crescent along Pogmoor Lane in order to short cut to Pogmoor Road.

Pogmoor Lane's almost complete absence of a separate footpath, coupled with its relative narrowness, already gives rise to safety problems for pedestrians.

The proposal as indicated, will also involve the removal of yet another section of mature hedgerow.

**Not only is the proposed housing site development unacceptable, but the Farmhouse Lane access proposal is clearly more so.**

Wharfedale Road already acts as a fast 'rat run' for through traffic in both directions which also has to pass along the narrow Church Street or Beaver Lane, Gawber where the amount of parking already does constitute a safety hazard.

The extra traffic generated by the housing envisaged will only serve to exacerbate these problems, regardless of what the Transport Assessment Addendum report says using a "Priority Intersection Module" for the Pogmoor Road, Farmhouse Lane, Wharfedale Road junctions which once again (not unsurprisingly) appears to give the desired answer required by the applicant to support the planning application.

Using a RFC value of 0.85 has been questioned in the past, since there may be a tendency for this value to become the only goal at the expense of evaluating situations in a more thorough and useful way.

The actual number of additional vehicle movements per day (including return journeys) is a far more measure of concern to the local community than the "peak time" effect on the junctions quoted in the report.

Further questions include:-

It is likely that there will be additional traffic accessing the proposed Farmhouse Lane development via Wharfedale Road from Church Street Gawber, or vice versa leaving the proposed Farmhouse Lane development via Wharfedale Road to Church Street and Beever Lane Gawber. Has this been taken into account?

Looking at other recent new housing developments, there generally appears to be two or more vehicle ownership per household. This in itself also brings its own problems with lack of garages, short drives and resultant on street parking.

The proposed 147 properties on the Farmhouse Lane/Wharfedale Road site at the two vehicle ownership level and say two journeys per day (plus return), would generate 588 additional vehicle movements per day.

What is the estimated number of vehicle movements (including return) per day per household in the "Junctions 10" model quoted in the documents?

Has there been any sensitivity analysis done on these figures?

What about additional vehicle movements from tradesman visits, online shopping deliveries etc?

Have the implications of the current twice daily School run along Farmhouse Lane/Wharfedale Road been taken into account?

Have the implications of the current daytime and evening fast "rat run" along Farmhouse Lane/Wharfedale Road in both directions been taken into account?

There will be a detrimental effect on the local character of the whole of this area together with a significant adverse effect on the living conditions and residential amenity of existing residents.

The unwelcome and dubious tactics of submitting piece meal planning applications (already acceded to by the Council) is not helpful.

The incremental effect of these applications is leading to a totally unacceptable development, fuelled by a known subsidy from the public purse and the profit motive of developers.

The initial submission and approval of two earlier planning applications for the link road roundabouts and the Development and Funding Agreement date 31/03/21 are part of these concern.

From 122 Hectares of precious former Green Belt land, the proposals for Site MU1 can now be likened to houses and large distribution and storage warehouse "*.....threading their way out to embrace former villages in their treacherous tentacles until when the life was squeezed out of them, they became mere suburbs*".

The Local Plan 2014 and 2016 consultations, together with the Examination in Public, did draw a lot of attention and objections to this development from the local community, including concerns about the resultant coalescence of the historic villages of Pogmoor, Gawber, Redbrook, Barugh Green and Higham.

These, together with the consultation on the Site MU1 Masterplan Framework and subsequent BWC consultation in May 2021, were deemed a waste of time by the self same communities, and objectors, because of what had gone on before.

Will the consultation on these two revised planning applications and be any different?

The original 30 day deadline, thankfully now extended, for comments was far too short a timescale for the local community to understand, digest and comment on the full detailed implications of these two planning applications, including the long scale wider impact effect on the area.

**There should have been more public consultation provided by the Barnsley West Consortium (BWC) on these two revised planning applications.**

**The consultation timescale could have been further extended to provide for this.**

The quality of the BWC Masterplan consultation in May 2021 was not comprehensive or representative, since generally some members of the local community may not have had the skills, IT capacity or knowledge to understand the BWC website and therefore by default saw it as an arduous task resulting in a reluctance to involve themselves, even though they may have had strong feelings about what is proposed.

This applied not only to the BWC Masterplan consultation, but will now apply to this consultation having regard to all of the supporting complex technical papers submitted

with these two revised planning applications, or to be submitted under “*reserved matters*” at some future date.

Incidentally, will the list of consultees be the same at the “*reserved matters*” stage?

Paragraph 3.27 of the revised Planning Statement dated October 2023 states that a “*Revised master plan, including strategic landscaping proposals*” was submitted to the Council on 27/07/23.

I have not seen the contents of the correspondence dated 27/07/23 on the Council’s Planning Explorer Web site.

**I do not remember any further public consultation on the revised Masterplan.**

The conclusion drawn in 2021 from reading the Statement of Community Involvement at that time was that no notice had been taken of the consultation comments submitted by the community, despite the report suggesting that it has.

The Planning Statement document now submitted purports to say in Appendices 1, 2 and 3 that notice of the statutory consultees, public and Council officer comments expressed in October 2021 when these two planning applications were first submitted, have been taken into account.

Whether this is the case is debatable, particularly having regard to the clear problems with the site, the SPDs housing requirement, the treatment and relationship of the proposed housing with the boundaries of existing housing abutting the site, the lack of green buffer zones and the need to protect long standing existing wildlife corridors.

I have already referred to the consultants’ supporting documentation being designed, as usual, to give the required “*with mitigation*” answers. I have previously noted that this is particularly evident in one document where there are 13 instances of “*mitigate*”, and 62 instances of “*mitigation*” in a 56 page document.

This example is but a sample, there are many more.

This can hardly be considered acceptable, since it does demonstrate the problems with the site.

Who will check that all of these mitigation measures have been implemented and working in years to come?

What is the total number of “*with mitigation*” answers for these two revised planning applications?

There is no legitimacy in such reports if they are merely desk top exercises or using algorithms, the principle of which times many have been brought into question because of inbuilt bias and loss of public trust.

This point was clearly demonstrated by the submitted Transport Statements for both of the earlier link road roundabout planning applications which said *"The proposed roundabout will not generate any new trips itself"*, and that a sensitivity test had indicated that *".....traffic associated with the wider MU1 development would be satisfactorily accommodated by the proposed layout"*.

**Such comments beggar belief.**

The sad and infuriating part was that the Council endorsed this, when clearly the very purpose of the roundabouts is seeking to deal with the additional traffic which will be generated by Site MU1.

The Transport Assessment Addendum report submitted with these two revised planning application is another classic example of this.

I do begin to wonder sometimes whether such reports come from a parallel universe away from reality when I personally see, and hear comments from the local community about their factual issues and experiences on the ground, which affects them.

When I say that, I include the lane switching speed way of the Dodworth Road gyratory system, the excessive speed of vehicles on nearby Broadway where the new school is being built, the Stairfoot roundabout which already has traffic queuing problems with even more proposed housing developments in the adjacent area, and many other key access road networks within the borough

Allied to this concern, is the Environmental Statement (Chapter 8 -Transport)

Paragraph 8.5.10 indicates that the traffic survey is based on information dated 29/11/18 and 05/02/19.

This clearly cannot be considered as representative of current traffic flows since it is 5 years old and additional housing and other developments have been completed since then.

The Environmental Statement (Chapter 8 – Transport) for example, also describes huge increases in traffic flows after the Phase 1 development, by 73% with the HGV component to increase by over 100%. The HGV component is predicted to increase by 322% on Higham Common Road south of the proposed link road and 614% on Capitol Close.

Yet the "Summary" at paragraph 8.11.3 of the Environmental Statement (Chapter 8 Transport) states that *"the results of the operational assessments have indicated that the potential environmental effects resulting from the increase in traffic generated by the Development are predicted to be minor or negligible"*.

**This statement needs serious challenge**, since it is clear that building large numbers of housing and distribution and storage warehouses will massively increase traffic flows, and yet time and again these are dismissed as having a negligible effect on traffic flows and the wider implications. This is an over optimistic and simplistic conclusion.

I see no apparent reference to the implications of the Farmhouse Lane/Wharfedale Road proposed housing site in the Environmental Statement (Chapter 8 - Transport).

There needs to be greater transparency, acceptance and openness on such matters.

Despite all of the virtues and examples being highlighted by objectors on the benefit of retaining Site MU1 in the Green Belt and the resultant health and well being for the local community, together with the protection of the existing mature hedgerows, grassland, managed agricultural land and the protection of wildlife habitat etc, these were all dismissed by the Council and the appointed Planning Inspector.

The introduction of the Trees and Hedgerows SPD Biodiversity and **Geodiversity Policy B101** will do nothing to reverse this travesty in the instances of these two revised planning applications, and their content.

The damage has already been done by the proposal to build a new link road carrying many additional thousands of vehicle movements per day, the building of 1,560 houses with new estate roads and large scale distribution and storage warehouses all of which will destroy the existing mature hedgerows, grassland, managed agricultural land, wildlife habitat etc, and without doubt will result in additional air, noise and light pollution.

It should also be noted that whilst the two revised planning now refer to 1560 houses, the actual number for the whole of Site MU1 will be 1,700 houses by including the separate planning application 2020/0977.

The proposed wildlife corridors as a replacement for the existing 122 hectares of habitat are seen as little value since they will be in the middle of what will become by the Council's own definition, an URBAN area.

In the meantime because of the large scale of the development proposals, the required site levelling, earthworks and timescale, all of the existing wildlife corridors, and wildlife therein, will have dispersed or been destroyed.

My own rear garden hedgerow on the Wharfedale Road boundary of the Farmhouse Lane/Wharfedale Road proposed housing site forms part of the existing wildlife corridor attracting many species of mammals and birds, including garden birds, hedgehogs, foxes, pheasants, partridges, rabbits and bats. **(See examples in Appendix 2 to my submission)**

All of this will be lost under the draft site layout plan which I refer to on page 7 above.

Over the four seasons the wild life spotted locally in the Site MU1 area from Pogmoor, Gawber, Higham, Redbrook and Barugh Green includes Sparrow Hawks, Kestrels, Buzzards, Red Kites, Tawny Owls, Lapwings, Nesting Sky Larks, Foxes, Weasels, Field Voles, Hedgehogs, Bats, Pheasants, Partridges, Goldfinches, Greenfinches, Chaffinches, Flocks of Long Tailed Tits, Mistle Thrushes, Butterflies etc. etc.

This does not augur well for any wildlife that in the unlikely event may remain, and the subsequent disturbance which it will suffer in an unprotected environment.

Sadly, neither the BWC nor the Council, appear to be expressing any remorse for this.

Whilst it appears that the original scorched earth policy has been toned down, the revision still results in excessive disruption and disturbance for the landscape and the local community in preparing the site for development over a relatively long period. The Council's Trees and Hedgerows SPD Biodiversity and Geodiversity Policy B101 and the Design of Housing Development SPD at Policy D1, at paragraphs 16.1 and 16.2 are quite clear on the expectations on the retention of mature hedgerows.

The inevitable disruption and disturbance all this will cause for the area and the local community, and the **12+ year** timescale involved, is truly horrendous.

While the Masterplan indicated that Hermit Lane would be closed, none of the other detailed matters referred to above were made clear when the Local Plan proposals were published and adopted. Nor did the May 2021 consultation exercise by the Barnsley West Consortium mention them either.

It is equally doubtful that the elected councillors were aware, or understood this, when effectively "rubber stamping" the adoption of the Local Plan and the Site MU1 Masterplan proposals.

It is now noted that whilst Hermit Lane will no longer be a through road, it is proposed that it will be converted to a Greenway.

I assume that the closure of Hermit Lane to traffic will need to be the subject of a separate consultation under the appropriate Town and Country Planning Act legislation, although it is noted that little influence can be exercised by the local community in this regard if a granted planning permission for development exists.

The existing traffic which currently uses Hermit Lane will have to travel considerably further.

This will place additional traffic on an already congested road network.

Whilst it is noted that the plan does show open green space in this area, it all appears to be in areas which are existing green spaces and in all probability unable to be built on because of ground conditions.

There is no net additional benefit of green spaces therefore as implied in the documentation.

The proposals also include the provision of a new school, located it would appear from the illustrative site plan, next to the proposed link road between two of the link road roundabouts and the surrounding housing estate access roads with all of its additional residential traffic, HGVs and induced traffic flows and all of the problems and pollution that this will bring.

The location and size of the school has effectively created a roundabout in itself.

**The Parliamentary Audit Committee has at an earlier date already warned that new schools, hospitals and care homes must not be built next to air pollution hotspots in order to help reduce the tens of thousands of deaths currently being caused by nitrogen dioxide (NO<sub>2</sub>) and particulate pollution every year in the UK.**

**This concern has been re-iterated in a subsequent coroner's report, which included reference to the effect of traffic on air pollution near schools and the risk to school children.**

Whilst the Planning Statement "boasts" about Sterling Capitol's experience and success rate, the Capitol Park development (which was also formerly Green Belt land) is a classic example where for 10+ years the majority of the site lay barren with the private sector failing to pick up the challenge (and risk) until the public sector stepped in with incentives.

The same could be said about the financial support to BWC arising from the proposed SCRIF public sector funding of infrastructure relating to the proposed Claycliffe Link Road in terms of the overall viability of the Site MU1 scheme, with or without this public sector input.

There is no viability information (financial or otherwise) provided in the supporting documentation about the proposed development on which to comment upon, including the implications of varying levels of affordable housing on the viability of the whole scheme.

**It is noted however, from Paragraph 8.8 the Planning Statement that:-**

***"Viability is commercially sensitive and will be shared with planners separately from the main submission".***

**Past experience suggests that developers will seek to negotiate changes to planning permissions, together with other Council Local Plan policy measures, out of the investment appraisals in order to protect the market return on their investment.**

**It has also been noted from the documentation that the delivery of the housing element will be subject to market conditions.**

**This statement in itself will add uncertainty to the actual length of the development period.**

The site layout plan shows a southern and northern entrance to the main area of Site MU1 using the proposed Claycliffe Link Road.

In addition to the additional traffic emanating from the site, there will be additional induced traffic using the Link Road to/from other areas and new commercial and housing developments in the north and south of Barnsley, including HGVs from/to Capitol Park together with Claycliffe Business Park, Darton Business Park etc, and beyond.

Induced traffic means that the predicted congestion benefits of a new road are often quickly eroded.

Traffic levels on “bypassed” roads can also rise faster than expected due to induced traffic, all of which means the hoped-for benefits of a new road can evaporate very quickly.

As expected, it is noted that the large “sheds” shown on the site plan layout will be marketed as suitable for distribution and storage warehouse uses.

As a consequence of the above, HGV's and other induced vehicle movements will have a tortuous route to access J37 of the M1, via Capitol Park, or indeed Claycliffe Business Park or J38 of the M1, via the proposed link road.

The phrase “roundabout alley” springs to mind.

What are the current market conditions for distribution and storage warehouses having regard to the current vacant level of large distribution warehouses and the article in the Barnsley Chronicle edition dated 01/12/23 which said that in 2022 “Transport and storage businesses particularly struggled.....”

There will also be additional traffic, noise and light pollution experienced by the existing residents in the houses at the top of Higham Common Road adjacent to the Higham roundabout. Despite the strong concerns expressed by objectors, none of this was brought out in the roundabout planning application(s) referred to above.

Indeed, to add insult to injury (as already mentioned above), the submitted Transport Statements for both roundabouts said “*The proposed roundabout will not generate any new trips itself*”, and that a sensitivity test had indicated that “*.....traffic associated with the wider MU1 development would be satisfactorily accommodated by the proposed layout*”.

As has also been said above, such statements beggar belief when these proposals are purported to be a key part of such a large scale development of 1560 houses and 43 hectares of employment land with all of the additional traffic movements which this will

bring, together with the additional traffic generated from the 140 houses which are the subject of planning application 2020/0977.

The proposed layout of the Phase 1 residential layout is noted with concern.

The annotation on the layout plan lacks clarity. The use of codes for the houses, coupled with the small type font, makes it very difficult to identify what house type is proposed for which plot. While there is a heading for this on the accommodation schedule, the entry under it appears to be blank.

More clarity is required. A plan showing the intervening distances between the proposed and existing dwellings is also required, if this has not already been provided.

The Council's **Design of Housing Development SPD** is quite clear at **Section 4, sub-paragraph 7**, on external spacing issues and the relationship with existing dwellings.

The short drives and lack of parking spaces, which is synonymous with all new housing developments leading to excessive overload parking on roads and pavements, is also of concern.

There appear to be no drainage details provided under the heading plans. Are these shown elsewhere in the supporting documentation?

The change in levels on the boundary on the western edge of the site is depicted on the sections, but there appears to be no indication of the screen planting on the boundary slope referred to in the Design and Access statement. This omission should be rectified by its inclusion in the application.

There is a clear need that any design of houses should meet **Policy D1 in the Design of Housing Development SPD** rather than a mediocre mass of volume-built housing having little or no merit as a model of good design, or relevance to the existing long standing residential developments.

**The proposed site layout and house types suggests that that the SPD policy is not being adhered to or respected, particularly if three storey houses or large detached houses are adjacent to, or in front of, the existing residential properties some of which are single storey.**

There is also concern about the sighting of "affordable" housing units in Phase 1 where there now appears to be a change of layout with "affordable" housing of varying designs being clustered around existing properties or backing on to existing houses and gardens along the western boundary. This would appear to be discrimination whereby "affordable" housing should not be inflicted on existing residents but should be away from existing properties and distributed evenly throughout the proposed development

such that people buying a new property on Site MU1 can make their own choice if they want to live next door to “affordable “ housing, or not.

There is a large proportion of existing bungalows that border on to this Phase 1 area, but there are no bungalows however, proposed in Phase 1 which is again viewed with concern.

Some, for instance the existing bungalows in St John’s Avenue in Barugh Green, were designed so that their main aspect faced onto what was formally Green Belt Land.

This is a characteristic also evident in some of the neighbouring properties in Wharfedale Road and Colster Close in Pogmoor which will be affected by later phases.

I have mentioned below, my same concerns about the location of the affordable housing on the proposed Farmhouse Lane/Wharfedale Road housing site, including the siting and massing of buildings (see also below)

How is the physical relationship between the new and existing housing, including bungalows to be addressed in order to meet the requirements of **Policy GD1** and its associated paragraphs?

The **Design of Housing Development SPD** does set down quite clearly the requirements and provisions for the design for new housing developments at **GD 1**, including that there should be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

**It is clear that there will be a significant adverse effect on the living conditions and residential amenity of existing residents arising from Phase 1 (and the future phases of both residential and employment) from the proximity and type of housing proposed. In addition, it appears that there will be many years of heavy plant involved in site contour levelling, and construction activity bringing dust, noise and disturbance for existing residents.**

**All of the above same principles apply for the proposed Farmhouse Lane/Wharfedale Road housing site.**

There is a detailed site plan (**see again Appendix 1 to my submission**) for the Farmhouse Lane/Wharfedale Road housing site produced by Lithos Consulting at Appendix B in the Geoenvironmental Appraisal report dated 17/10/22.

What is the standing and relationship of this plan to the two revised planning applications now submitted?

**In trying to de-cipher the site plan in the Geoenvironmental Appraisal report supporting document by Lithos Consulting for the proposed Farmhouse Lane/Wharfedale Road housing site, it is clear that this has all of the semi-detached/blocks of link “affordable” houses on its eastern boundary backing onto**

**existing detached houses and bungalows, whilst all of the detached and more expensive housing is shown on the western boundary of the site.**

**This is clearly unacceptable.** The semi-detached/blocks of link “affordable” houses on its eastern boundary should be mixed within the new housing proposals and not abutted up to the boundary of the existing Wharfedale Road houses and bungalows.

Again, this would appear to be discrimination whereby “affordable” housing should not be inflicted on existing residents but should be away from existing properties and distributed evenly throughout the proposed development such that people buying a new property on Site MU1 can make their own choice if they want to live next door to “affordable “ housing, or not.

There are also clear levels and heights of new buildings implications together with their relationship with the existing houses, as mentioned above, which are of major concern.

This is particularly the case if 2 and/or 3 storey houses are proposed abutting the boundary of the existing Wharfedale Road houses and bungalows.

**There is not even any green space or green buffer zones shown between the proposed new properties and the existing houses to protect the privacy of the existing houses, or the existing well used wildlife corridor along the Wharfedale Road hedge boundary.**

**Previous plans clearly showed a wide green buffer zone between existing houses and the proposed new houses.**

**Why is this not shown now?**

**No consideration has been given to the effect on the existing houses and the likely reduction in the values of the existing houses affected by the proposals in view of the significant adverse effect on the living conditions and residential amenity of existing house and residents which is contrary to Policy GD1 and its associated paragraphs.**

All of this leads to a serious disparity between what is proposed and that which already exists.

**The Council’s Design of Housing Development SPD is also quite clear at Section 4, sub-paragraph 7, on external spacing issues and the relationship with existing dwellings.**

In view of my comments above, what is the purpose, standing and relationship of the Lithos Consulting site plan dated 17/10/22 for the Farmhouse Lane/Wharfedale Road housing site referred to above, to the two revised planning applications now submitted?

**The above points have to be one of my many major objections to these two planning applications**

There is no mention of any financial compensation for existing residents whose lives and property values will be blighted forever by this work and the permanent loss of Green Belt for this development.

The site plan proposals for Phase 1 and Farmhouse Lane/Wharfedale Road housing site includes green spaces within the residential development for new properties, but it does not respect or provide the provision of green spaces on the full perimeter of the overall site (including future residential developments) which abut existing residential developments.

**Green buffer zones should be provided to safeguard and protect the living conditions and amenities of the occupiers of the existing dwellings on the edges of the site of the Phase 1 development, and all future residential developments in later phases, including the Farmhouse Lane/Wharfedale Road housing site.**

None are shown on the site plan for Phase 1 or future residential developments.

**As already said above, previous plans clearly showed a wide green buffer zone between existing houses and the proposed new houses.**

**Why is this not shown now?**

The existing natural “green” wildlife corridor that already exists on the eastern part of the site running alongside and parallel to the rear gardens of the properties on the south side of Colster Close and the boundaries of the existing properties in the upper part of Wharfedale Road to Farmhouse Lane is not shown on the layout plan. This should be addressed, enhanced and protected as a buffer zone between the existing properties and future proposed properties, in the same way that Harden Close and Drury Farm Court is shown on the Illustrative Masterplan.

The proposals appear to conveniently omit such information, since looking at **the Lithos Consulting site plan dated 17/10/22 for the Farmhouse Lane/Wharfedale Road housing site** no concessions appear to have been made to protect the existing privacy and residential visual amenity and outlook as a result of the sacrifice of Green Belt land.

Whilst existing residents may be deemed (quite incorrectly in my opinion) to have no right to a view (which in itself adds value to a property), the concept of aspect, outlook, the height of new buildings, and the right of light is a different matter.

This point is acknowledged in the Council’s **Design of Housing Development SPD at Policy D1**, paragraphs 3.1. to 3.3 and in the full content of Council’s **Residential Amenity and the Siting of Buildings SPD, paragraphs 3.1 and 3.16. and Appendix 1.**

Since many new developments contain 3 floors of living accommodation, as appears to be the case looking at some of the “mundane” house types shown earlier on the BWC website, it is essential to ensure that the new housing does not have an overbearing effect on the outlook and the right of light of the existing dwellings, both for Phase 1

and future residential developments such as the Farmhouse Lane/Wharfedale Road housing site

As mentioned above it is now understood that the original scorched earth approach has been toned down.

It is noted from the supporting documentation however, that it is still proposed to re-contour the whole site, albeit to a lesser degree.

It is not fully clear from the plans examined however, how this will be achieved.

The overall site cut and fill analysis drawing is very difficult to decipher. The use of different shades of the same colour makes it very difficult to interpret.

In view of the importance of this component of the proposal, the drawings should identify the specific locations of the development platforms and the various areas of excavated and created embankments associated with each of them, together with clear sectional drawings for each of these areas. It is understood that this has been done in the case of the road so it should also apply to the earthworks.

Where new housing borders onto single storey dwellings, as mentioned above, it too should be single storey in Phase 1 and future residential developments including the Farmhouse Lane/Wharfedale Road housing site.

In addition, the Council's **Design of Housing Development SPD at Policy GD1 paragraph 4**, is quite clear on external spacing standards where new housing abuts the edge of "*existing settlements*". For example, the back-to-back dimension towards existing housing should be greater than the 21 metre minimum separation distance with the Council giving advice on a case by case basis, based on the privacy and outlook of the existing dwelling. This distance should increase further where the new dwellings are more than 2 storeys.

**This standard should be applied rigorously and extended wherever the proposed housing borders onto any existing residential development on the fringes of the Phase 1 development and for all future residential developments including the Farmhouse Lane/Wharfedale Road housing site**

### **Supporting Documentation Comments**

#### **Arboricultural Report**

The report is listed under the supporting documentation for the revised planning application 1021/1089 and is dated **June 2021**.

It is clear from Section 2.1 that the report at the time of writing had been written with a brief from the developers with the sole intention of clearing the site with the exception of those trees which exist under a TPO and where the land is unsuitable for development.

This represented the “scorched earth” policy which I referred to above.

Paragraph 1.1.6 of the report says:-

*“The proposed development works will require the removal of all of the trees on the site with the exception of most of these two areas of gulley woodland, and trees located within them. All hedgerows on the site will be removed. All off-site trees and woodland will be retained, although some trees located close to the boundaries will be felled. The trees located beyond the retained woodland and the hedgerows require removal either because they are located on the footprint of proposed buildings and roads, or because they are located in areas of proposed level change. The trees to be felled include 11 trees of high quality (A category) and 34 trees of moderate quality (B category). The groups to be removed include one group of high quality (A category), parts of two groups of high quality and four groups of moderate quality (B category). All other trees and groups, and all hedges, to be felled, are either features of low quality (C category), or are unsuitable for retention (U category).”*

All of the areas included in this statement currently provide, and have provided for many years, valuable habitat and wildlife corridors for the wildlife which I referred to above.

Paragraph 5.2.1 goes on confirm that:-

*“The proposed development works will require the removal of all of the trees on the site with the exception of most the two areas of gulley woodland G17 and G22, and trees located within them. All hedgerows on the site will be removed”.*

Such statements are noted with grave concern.

This action will result in the permanent loss of this habitat and all of the existing wildlife will have dispersed or been destroyed.

In the consultation time available, it is not possible to read and comment on the individual tree survey reports. Again the Council’s Planning Explorer is not helpful in this regard.

Suffice to say however, that the trees and hedgerows have added to, and provided character, to the whole area both within and without for many generations.

The introduction of the **Biodiversity and Geodiversity Policy B101** will do nothing to reverse this travesty.

The Council should carefully and objectively review the “*Comments*” and “*Recommended Work*” column in the schedule at Appendix A in the report.

**In particular, Beech Trees T24 and T25 at the western lower end of Farmhouse Lane have been dominant visual features for many years, throughout the seasons.**

Consideration should be given as to how these can be protected, as with other mature trees south of Hermit Lane.

Finally, has this report been superseded by another report under a different heading having regard to the comments in paragraphs 3.22 and 6.83 of the updated Planning Statement.

### **Biodiversity Enhancement and Management Plan**

The report is dated June 2021 and appears to be written in a standard format designed to give standard answers.

Table 1 in the report appears a little sparse and economical in its *“Survey of Results”* with limited information shown which appears more concerned with habitat rather than the actual local sightings which I referred to above.

It is noted at paragraph 1.6 of the report that a *“Limitations”* section is included indicating that a review of the document should be undertaken *“once further landscape details are available for the scheme”*.

In these circumstances, what value should be afforded to the information contained in the report?

It is difficult to see how Sections 4 and 5 in the report can be implemented having regard to the required earthworks and development levels strategy proposed by the development.

Again, the introduction of the **Biodiversity and Geodiversity Policy B101** will do nothing to reverse this travesty. The damage will have been done and the site not protected by the aims of the policy.

### **Design and Access Statement**

This document initially failed to open on several occasions on the Council’s Planning Explorer when these two revised applications were first submitted in 2021

Access was eventually achieved on 25/10/21.

The document then, was 65 pages long.

The document appeared to replicate much of what is contained elsewhere in the two planning applications in October 2021, upon which detailed comments were made by me at the time of the October 2021 consultation.

Once again the document initially failed to open, but when it did it was noted that it is dated 30/06/21 and again it is 65 pages long.

In view of this, and at this late stage and in the time available, my assumption must be that it is the same document but as before it is not possible to read, digest and submit detailed comments thereon other than those which I have again made elsewhere in my submission.

### **Environmental Statement (Non-Technical Summary)**

I have already made many extensive comments above on related matters

The Environmental Statement (Non-Technical Summary) report is dated October 2023 and purports to summarise the more detailed Statements and Appendices of which there appears in excess of 130 in total.

It is peppered with the phrase “*mitigation measures*”, as no doubt are the other 130+ Statements and Appendices!

There is a summary section in the report. My comments are shown under each sub-heading below.

**It is noted that there appears to be no reference to light pollution arising from the development in the report.**

Increased light pollution is already noticeable from the J37/Capitol Park area and the Claycliffe Business Park area, **as the photograph of the J37/Capitol Park area shown in Appendix 3 to my submission demonstrates.**

#### **(i) Landscape and Visual effects**

As has always been pointed out by objectors throughout the Local Plan process, the conclusion of this section of the report is that there would be significant effects both during and following completion of the development extending to Higham, Gawber and Pogmoor. This has always been argued by objectors to be not acceptable.

For some reason Barugh Green and Redbrook are not mentioned in the conclusion wording.

Having lost 122 hectares of open space Green Belt land, the mention of “*extensive green space*” and 30% of the application site (a figure which in

itself is debateable) is set aside for amenity space, planting and green links is **irrelevant and condescending** to the existing local community who will see 1560 houses and large scale distribution and storage warehouses imposed on their doorstep.

**(ii) Ecology (Biodiversity)**

Again “*extensive green space*” and the figure of 30% of the application site is set aside for amenity space, strategic planting and green links is mentioned in the context of “*mitigation measures*”. The same **irrelevant and condescending** comments apply. My other comments on this are shown above under the **Biodiversity Enhancement and Management Plan** heading. It is again noted that there will be a significant effect on the character of the site itself.

**(iii) Transport**

The Volume 8 Transport supporting document to the Environmental Statement has clearly been written with the desired Council policy objectives in mind.

The document is littered with phrases such as “*minor adverse significance*”, “*negligible significance*”.

Remember that 1560 houses are proposed under these two revised planning applications and 1700 in total for the whole of Site MU1, together with large scale distribution and storage uses on the proposed employment sites.

It is noted from paragraph 8.8.39 that following the completion of the Phase 1 housing and the link road, that some roads will exceed a change in traffic flows above the IEMA guideline thresholds.

It is also note from paragraph 8.8.40, 8.8.53, 8.8.54, 8.8.92, 8.8.93 that there will be excessive increases in other areas.

In addition to the additional traffic emanating from the development, there will be additional induced traffic using the Link Road to other areas in the north and south of Barnsley, including HGVs from Claycliffe Business Park and beyond.

The cumulative effect shown at 8.9.2 all conclude with the phrase “*negligible significance*”.

**Again such phrases beggar belief.**

The summary at 8.11 is, as expected, designed to justify the Council’s policy objectives.

In particular, paragraph 8.11.3 which states that *“the potential environmental effects resulting from the increase in traffic generated by the development are predicted to be minor or negligible”*, **is unacceptable** for the reasons stated above.

As with paragraph 8.11.3 of the Volume 8 Transport supporting document, the wording in paragraph 27 of the Environmental Statement (which effectively replicates paragraph 8.11.3) again beggars belief when these proposals include a new link road which is a key part of such a large scale development of 1560 houses and 43 hectares of employment land as proposed under these two revised planning applications, with all of the additional traffic movements which this will bring.

All of this on what was 122 hectares of former Green Belt land, where the only on-site traffic currently, is either the farmer’s tractor or traffic using Hermit Lane which must only have an existing very low or even “nil” environmental effect.

**How can the high volume of additional traffic etc arising from this development only have the same “minor or negligible” effect?**

I have commented elsewhere in my submission on the Transport Assessment Addendum report.

**(iv) Ground conditions**

Again we see the phrase *“Mitigation measures”* and that the residual effects have been reduced to *“negligible”* and *“not significant”*.

**Are we seriously expected to believe and accept such wording when we all know what the problems are with Site MU1?**

**(v) Flood Risk and Drainage**

Again at paragraph 42 we see the words *“mitigation measures”* and *“no significant effect”*.

Off site flooding is known from rain water emanating from this site.

Will the measures proposed prevent this in the future when the area of natural seepage is reduced when it is concreted over by housing and distribution and storage warehouses.

**(vi) Air Quality**

It has already been argued during the Local Plan consultation and Examination in Public procedures that the scale of the proposed Site MU1 development of distribution and storage warehouses, 1560 houses and the link road will lead to a marked deterioration in air quality throughout the whole of the site.

Despite what the report says at paragraph 46, it is difficult to accept that the effect would be “*not significant*” from the thousands of additional vehicle movement per day through this site.

Common sense dictates that it is irresponsible to use the phrase “*Not Significant*”.

It is also difficult to accept that mitigation measure will alleviate the problem.

**(vii) Noise**

Chapter 13 (Noise) of the Environmental Statement is 57 pages in length.

Much of the narrative is incomprehensible to the layman.

Section 13.6 is again full of “*mitigation measures*”, all designed to convince the Council and the reader that the noise impact will be at “*negligible levels*”.

It is difficult to believe and accept this conclusion.

The M1 Motorway to the west of the site already transmits an increasing level of noise across the site to Pogmoor with a westerly prevailing wind. The additional traffic on Site MU1 will exacerbate this.

The wording in Section 13.6 does need serious challenge by the Council.

**(viii) Socio-economics and Health**

The figures shown in this part of the document represent the “*aspirations*” and “*selling points*” previously seen in various guises in different documents in the past, but now including the 12+ year timescale which does not augur well for the local community and other adjacent areas affected by the proposals that will be faced with such a long period of disturbance as mentioned in the body of my submission above.

However, whilst the draft Masterplan Framework had bold statements of the perceived “*Economic Benefits*” of the proposed development, including “*3,510 FTE jobs supported by the employment floor space*”, the section in this document only refers to 413 temporary jobs over the quoted “*15 year*” build period and 1,893 gross jobs (whatever that means) will be supported by on-site employment space.

**What happened to the other 1617 jobs?**

Interestingly, an even higher “*Output*” figure of “3,851 direct jobs” for Site MU1 has been quoted in an earlier Council’s Quarterly Capital Programme report.

The employment numbers appear to be a moveable feast used to again justify the proposal.

**This does cause concern since the use of such tactics does incorrectly influence the Council’s aspirations and policy decisions, some of which for Site MU1 should now be questioned.**

Since it is now known that the “*employment floor space*” is to be marketed for distribution and storage warehouse uses, it is equally unlikely that the majority of such jobs will be located onsite to support the 1560 new housing proposals.

The perceived financial benefits to the Council of additional Business Rates and Council Tax are also noted.

A cynic would say that the Council’s financial agenda is dictating the planning agenda and this will be the reward to the Council for granting planning permission, in addition to any S106 contributions received.

However, there is no mention of the level and extent of S106 contributions or the future basis thereof, other than a hint to it in paragraph 60.

The GVA figures are also noted but **are irrelevant** as a measure against the value and the loss of Green Belt land to the community.

The provision of open space allocated within the development is again mentioned. I have commented above that having lost 122 hectares of open space Green Belt land, the mention of 30% of the application site (a figure which in itself is debateable) is set aside for amenity space, planting and green links is **irrelevant** to the existing local community who will see 1560 houses and large scale distribution and storage warehouses imposed on their doorstep.

No allowance for the loss of 122 hectares of open space Green Belt land appears to have been taken into account in claiming that the “*Proposed Development is considered to provide significant positive effects in terms of socio-economics and health.*”

This phrase in itself is highly debateable having regard to my other comments elsewhere in my submission.

**(ix) Climate Change**

The Director of Yorkshire and Humber Climate Commission has previously said that the climate must be at the heart of all major planning and investment decisions and that it will be harder to meet net zero targets “ *if major decisions take us in the wrong direction and that we then need to somehow compensate for*”.

In addition, he specifically referred to the fact that success should not solely be based on GDP, but should also include “*health, happiness and well being.*”

Despite its claims, this report does not satisfy these particular points.

Bearing in mind the Councils’ own net zero targets, do the measures briefly outlined in paragraphs 63 to 65 in this section go far enough, particularly the statement in paragraph 65 which does take some believing?

Not unsurprisingly, the “*Conclusions*” statement at paragraph 15.8 seeks to say all of the right noises in support of these two revised planning applications.

These, together with the other 130+ supporting Statements and Appendices to this report, do need careful objective and critical examination by the Council.

**Landscape Design Statement**

The document is date June 2021.

Once again the document was slow to open and the content and scale of this document does not make for easy reading on the Council’s Planning Explorer.

**Whilst the plan at 2.1 shows a landscape framework centred on the new development, landscaping around the perimeter of the site where it abuts existing dwellings at the east and western boundaries is conspicuous by its absence in the plan. This is not acceptable.**

**I have commented elsewhere in my submission on this failure to reflect the need for green buffer zones between the new and existing properties surrounding the perimeter of the site.**

Paragraph 3.1 indicates that part of the landscape framework reflects the proposed change of levels of the development platforms.

If the document is dated June 2021, then this wording appears to conflict with what we have read elsewhere in the documentation that there has been a change in the previous levels strategy.

The outlook and aspect of existing dwellings on the east and western boundaries will be particularly affected by this.

The proposed levels of the proposed new housing developments will not offer sufficient protection as required by Policy GD 1 of the Design of Housing Development SPD.

**These boundaries and the existing dwellings need to be fully protected and respected, including the existing wildlife corridor which runs along the eastern boundary of the site at Colster Close and Wharfedale Road to Farmhouse Lane, by careful and measured appropriate distanced and spacing landscaping between existing dwellings and the proposed new dwellings.**

**Such protection is conspicuous by its absence!**

Whilst there is reference in the document to edge parameters (3.2), this does not go far enough.

Paragraph 4.11 of the Planning Statement report refers to high walls which are *“undevelopable land and as such provide an opportunity to become a network of strategic greenspace surrounding the development platforms”*.

**One of these high walls is at the Pogmoor eastern boundary of the site and should provide sufficient scope to provide a buffer of green space between new housing on the site and the existing dwellings in Wharfedale Road.**

I would be concerned if the proposed lower platform levels (or coal extraction) resulted in damage, land slip or stability of adjacent land boundaries and existing properties. This point has previously been recognised at Section 5 of the superseded *“Coal Mining Risk Assessment And Coal Recovery Report”* (Pogmoor).

The Biodiversity Strategy plan at 3.12 does not go far enough and totally ignores the exiting Wharfedale Road wildlife corridor referred to above.

Indeed it also appears to exclude any greening of the east or west housing site boundaries

**This is not acceptable.**

All that is being proposed in the document appears to be slanted towards the new development within the site based on the levels strategy.

The maximum height of the “commercial units” is shown at 23 metres. These will be visible both within and without the site for some considerable time until the proposed landscaping matures.

The size of some of the proposed distribution and storage warehouses would be totally out of scale with the surrounding area and the existing and new dwelling proposals. The latest development at Capitol Park is witness to this.

**Similarly, the proposed mix and scale of the distribution and storage warehouses so close to existing and proposed housing is incompatible with other policies within the adopted Local Plan.**

### **Neighbour Letter Addresses**

It is noted that a list of addresses is now shown on the Council’s Planning Explorer.

However, the addresses are somewhat mixed together and are not in strict alphabetical order. A much better way would have been listing them by village in alphabetical order, with each address in alphabetical order within each village.

It is understood that letters were sent to residents within 100 metres of the site boundary.

The actual number of letters sent appears to be much lower than that by the Pegasus Masterplan consultation which targeted 2,400 properties "*within the vicinity of the site*".

It is considered therefore, that using the parameter of within 100 metres of the site boundary by the Council is questionable having regard to the scale of the development and the far reaching implications for a much wider community.

The Council’s circulation list should have been larger since it is known that this limited parameter has excluded many properties who are on the same approach roads and are therefore equally affected as this those within 100 metres.

A mere publication Notice in the local press and notices on lamp posts does not compensate for this.

### **Outline Construction Management Plan**

This amended document is dated October 2023 only again appears to provide a draft framework from which the more detailed Construction Environmental Management Plan (CEMP) will be produced.

It is noted that "*the employment development will be implemented in a single phase from 2024 to 2027*".

The proposed hours of working shown at paragraph 4.3.1 are noted with some concern.

Noise, including proposed early on site breakfast start times, will be a huge issue during the total construction phase, which in itself it is quoted in other documentation that it will last for 13+ years, or longer if the development does not go to schedule.

I have commented elsewhere in my submission about the other aspects of noise, disturbance and pollution etc., arising from the development, including the construction phases and inward looking visual appearances from all compass points surrounding the site.

These issues are recognised at paragraphs 5.1.4 to 5.1.15 of the report and are of serious concern remembering the likely overall construction period of 13+years

The current document whilst dated October 2023 still appears to be is presented in outline only and would need further consideration and approval.

There are many harmful and other risks identified in the report.

It has to be said once again that the need for “mitigation” measures runs as a thread throughout the report.

This is a key document which will set down and provide the framework and monitoring of the construction of the development over the previously quoted 13+ year period in view of the type and extent of the proposed on site works and the resultant wide spread serious implications for the existing local community throughout the development period as described in the report.

The Council does need to be quite clear on this aspect to ensure that whatever (perish the thought) is finally agreed is sound, acceptable and enforceable.

### **Planning Statement**

The amended Planning Statement is 87 pages long.

It is dated October 2023 on the front cover but September 2023 on page 87.

As with all of the other supporting documents, appears to be written as an inward looking “sales brochure” designed to convince the Council and the reader, that these two revised planning application tick all of the correct boxes to secure planning permission for this development.

To this effect, the brief “*Conclusion*” at Section 9 could be said to be written in a disingenuous way to convince the reader of the merits of the supporting documentation without having to read them.

The document appears to replicate much of what is said in other documents.

Despite what the report says, the proposals are arguably incompatible with many of the Council’s Local Plan Policies.

**Like all of the other supporting documents, the phrase “*mitigation*” is used to justify the proposals.**

**As a consequence the document is considered to have little merit.**

**The applicant must really be taken to task by the Council on the thinking, content and statements made in the Planning Statement.**

I have many concerns, some of which are shown below or elsewhere in my submission:-

### **Section 3**

#### **Paragraphs 3.25 to 3.29**

It is noted that there had been ongoing discussions with the Council following the formal letter issued by the Council in January 2022 and that following further discussions with the Council an interim informal submission of revised details were submitted by the applicant to the Council on 27/07/23, prior to finalising the revised submission. In reading paragraph 3.28, it is clear that further advice and comments were provided by the Council on 25/09/23 and that the revised submissions are now based on these earlier discussions, advice and comments.

There is reference to a revised Masterplan in paragraph 3.27.

**I have said earlier in my submission that I do not recall any public consultation on the revised Masterplan.**

Appendix 3 to the Planning Statement purports to summarise how the issues raised have been addressed.

I have commented elsewhere in the relevant sections of my submission on the issues raised, including some matters raised by the local community which clearly have not been addressed such as the need for green buffer zones between the proposed new properties and all of the existing houses to protect the privacy of the existing houses, and the existing well used wildlife corridors such as the Wharfedale Road hedge separating the proposed Farmhouse Lane/Wharfedale Road housing site boundary.

## **Section 4**

I have commented elsewhere in my submission on many of the issues shown in this section.

However, I do have some further comments as shown below:-

### **Paragraph 4.1 to 4.8**

Paragraph 4.1 contains a long list of “key” amendments. I have commented on these in the relevant section of my submission, including on what appears to be omissions such as the lack of green buffer zones separating existing housing from proposed housing.

The “key” amendments are deficient in this regard.

### **Paragraph 4.9 to 4.11**

I have commented and expressed concerns elsewhere in my submission on earthwork and levels issues.

The reference to high walls at paragraph 4.11 which are *“undevelopable land and as such provide an opportunity to become a network of strategic greenspace surrounding the development platforms”* should also include the surrounding boundaries of the whole site and not just the development platforms.

**I have previously referred in my submission to one of these high walls at the Pogmoor eastern boundary of the site which should provide sufficient scope to provide a green buffer zone between proposed new housing on the Farmhouse Lane/Wharfedale Road site and the existing dwellings in Wharfedale Road.**

### **Paragraphs 4.32 to 4.36**

I have said elsewhere in my submission that much of the supporting documentation is inward looking.

The “Strategic Greenspace” paragraphs are no exception, with little or nothing said about the perimeter boundaries of the site which will be affected by the development and the loss of outlook and aspect for existing residents.

### **Paragraphs 4.37 to 4.45**

Again, I have expressed my concerns elsewhere on the issues in this section, including the positioning of 3 storey houses, the relationship with the existing dwellings and the distance between new and existing dwellings.

#### **Paragraph 4.41**

My submissions to the Local Plan consultation procedures made the point that regardless of the housing targets set by the Local Plan, the actual number delivered is always determined by developers.

This is borne out in the amendment to a statement in the previous Planning Statement which said “*the number of dwellings to be built per year would be subject to market conditions*” to now reading “*.....flexibility in delivering new homes within the market*”.

This confirms that the granting of planning permission does not equate to new houses delivered.

#### **Paragraph 4.43**

There is reference in this paragraph to a proposed vehicular access to the south eastern part of the site (adjacent to Pogmoor) being taken from Farmhouse Lane which would form part of the reserved matter application for this phase of the development.

The reference to “Strategic Greenspace” is interesting since it relates to existing greenspace and not new, whilst excluding any reference to the need for green buffer zones at the eastern end of the site abutting the existing Wharfedale Road properties.

Concern has previously been expressed about this access proposal and the wider proposed housing development on this part of Site MU1.

I have shown below an extract from my submission to Stage 4 (Main Matter 18.9) of the Local Plan Examination in Public.

*“A further concern expressed at the re-convened Stage 3 Hearings relating to Site MU1 is the absurd proposal to access the site from Farmhouse Lane to develop the agricultural land to the west of Wharfedale Road, Pogmoor. Farmhouse Lane is a narrow lane at this point and the proposal would create additional excessive traffic flows in an area which is already subject to heavy traffic congestion. The access proposal is no different to Site AC42 at Wombwell, which has been rejected by the Council at the Stage 3 Hearings”*

My recollection of one of the reasons given for the rejection of Site AC42 was that the access would pass in front of existing dwellings.

#### **What is the difference between that rejection and the Farmhouse Lane proposal now submitted?**

The existing Wharfedale Road access option appears not to be included in the proposal. It is not clear why?

As mentioned elsewhere in my submission, Farmhouse Lane is narrow throughout its length and links into the southern end of Wharfedale Road at what is considered to be a dangerous corner where motorists have a bad habit of ignoring the white line markings.

At present there are no pavements on either side of the stretch of Farmhouse Lane to the west of its junction with Wharfedale Road and none on about half of its south side going towards the Pogmoor Road junction. There is going to be serious safety risk to pedestrians here.

The housing proposal here is also likely to increase the propensity for vehicles to travel to West Moor Crescent along Pogmoor Lane in order to short cut to Pogmoor Road.

Pogmoor Lane's almost complete absence of a separate footpath, coupled with its relative narrowness, already gives rise to safety problems for pedestrians.

The proposal as indicated, will also involve the removal of yet another section of mature hedgerow.

Wharfedale Road already acts as a fast 'rat run' for through traffic in both directions which has to pass along the narrow Church Street or Beever Lane where the amount of parking already does constitute a safety hazard. The extra traffic generated by the housing envisaged will only serve to exacerbate these problems regardless of what the Transport Assessment Addendum report says.

See also my similar comments on the Lithos Consulting plan for the Farmhouse Lane housing site earlier in my submission above.

There will be a detrimental effect on the local character of the whole of this area together with a significant adverse effect on the living conditions and residential amenity of existing residents.

**The Farmhouse Lane access proposal is unacceptable.**

**Paragraphs 4.46 to 4.49**

I have expressed my concerns elsewhere on the issues in this section.

Nothing in this section changes that view.

**Paragraph 4.50**

I have expressed my concerns elsewhere on the location of the proposed school.

Nothing in this section changes that view.

#### **Paragraph 4.51**

I have expressed my concerns elsewhere on the issues of building heights, particularly the building of 3 storey houses and the location distribution and storage warehouses so close to residential and the heights of the distribution and storage warehouses which will be seen as a blot on the landscape from all compass points.

Nothing in this section changes that view.

#### **Paragraph 4.52**

I have expressed my concerns elsewhere on light pollution issues.

Nothing in this section changes that view.

The loss of dark skies is increasing at an alarming rate as a result of new developments and is causing concern to scientists and astronomers, professional and amateur alike.

#### **Paragraphs 4.53 to 4.62**

The estimated delivery phasing and timescales are noted.

I have expressed my concerns elsewhere in my submission.

The dates are somewhat different to those reported during the Local Plan consultation period and the Examination in Public upon which policy decisions were taken by the Council.

Again we see the statement "*the number of dwellings to be built per year would be subject to market conditions*". See also my comments on paragraph 4.41 above.

#### **Paragraphs 5.4 and 5.5**

These two paragraphs again replicate extracts from the Councils adopted Local Plan and are being used to justify and claim that these two planning applications now presented meet the policies within the Local Plan.

An examination of the detail of these two planning applications suggests this not be the case.

The fact that the land is allocated in the Local Plan for employment and housing is not the same issue as the submission of planning applications as we witnessed in October 2021 when the council chose not to consider and determine the applications at that stage because of their failings, as it should have done, but started negotiations again with BWC which have lasted for the last two years.

### **Paragraphs 5.6 to 5.8**

These paragraphs are preceded by the heading “**National Planning Policy Framework (2023)**” and are again used to justify and claim that these two planning applications now presented meet this framework.

It should be remembered that the adopted Local Plan was prepared, examined and adopted under the National Planning Policy Framework 2012.

Indeed, paragraph 2 of the appointed Planning Inspector’s report dated 14/12/18 said:-

*“The revised NPPF was published in July 2018. It includes a transitional arrangement in paragraph 214 whereby, for the purpose of examining this plan, the policies in the 2012 NPPF will apply. Unless stated otherwise, references in this report are to the 2012 NPPF. In addition, references to the Planning Practice Guidance (PPG) are to the previous versions of the guidance in place before the revised NPPF.”*

Despite the strong and consistent arguments made by objectors throughout the Local Plan Consultation and Examination procedures to the Site MU1 proposals, and its failure and conflict with a number of key elements of the National Planning Policy Framework 2012 upon which the Local Plan was based, the conclusion in the appointed Planning Inspector’s report at paragraph 299 said:-

*“The Plan has a number of deficiencies in respect of soundness and one in respect of legal compliance for the reasons set out above, which means that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act.”*

However, paragraph 300 of the same report then went on to say:-

*“The Council has requested that I recommend MMs to make the Plan sound and legally compliant and capable of adoption”*

In the event the Council had to introduce 127 Main Modifications (MM) to satisfy the appointed Planning Inspector upon which there was no recourse to objectors to appeal against the recommendations of the appointed Planning Inspector, other than through the courts.

It has been quoted before, that one of the many sad consequences of the limited availability of cost protection for objectors is that that potentially arguable claims are being abandoned at pre-action stage because the government seems determined to minimise legal scrutiny.

As a consequence, it is now only too easy for the Council to hide behind the appointed Planning Inspector’s report.

Regardless of this outcome, including the appointed Planning Inspectors report, the fiercely held view of objectors to the Site MU1 proposals remains the same.

Despite all its rhetoric, nothing in the Planning Statement report alters this view.

### **Paragraphs 5.9 and 5.10**

These two paragraphs “hang their hat” (as the Council has also) on the “*Barnsley West Masterplan Framework*” as further justification and support for the Site MU1 proposal.

It should be remembered that the applicants have effectively written their own script over the previous 8+years leading to the Council adopting the Local Plan and the subsequent Site MU1 Masterplan Framework.

This again, despite the local community’s continued objections thereto.

It is interesting that Paragraph 5.10 refers to “*a landscape-led development and will seek to create a more productive landscape for walking, cycling, growing food and biodiversity.*”

As has already been said elsewhere in my submission, whilst there is now a revised policy proposed for earthworks remodelling and development platforms, and at the same time saying that there will be less destruction, there is still an overall long development period.

In the meantime all of the current topography, managed agricultural arable and grazing land together with the amenity green open spaces will have been destroyed, along with some trees, hedgerows and the wildlife with it.

### **Paragraph 5.11**

A list of the Council’s Supplementary Planning Documents (SPDs) is being put forward as being relevant, and by implication complied with.

Again, an examination of the detail of these two planning applications suggests that this is not the as detailed elsewhere in my submission.

### **Paragraphs 6.1 to 6.176**

In the limited time given to submit detailed comments on these two planning applications it is not possible to fully analyse this section of the Planning Statement.

Suffice to say however, that these paragraphs replicate much of what is contained in other supporting documentation, upon which I have commented elsewhere in my submission.

Having said that, I do have some additional comments below on related issues which are also included elsewhere in my submission.

### **Paragraph 6.12**

It is not clear how the affordable housing numbers have been arrived at in the table shown in this paragraph having regard to Policy H7 and the areas shown in the Council's adopted Local Plan. Is it Dodworth or Darton and Barugh?

I have also expressed concerns on the actual location of the affordable housing element within the Phase 1 site and the Lithos Consulting plan for the Farmhouse Lane/Wharfedale Road site.

### **Paragraph 6.13**

Paragraph 9.5 of the Council's adopted Local Plan for housing sites in Urban Barnsley shows an indicative density of 40 dwellings per hectare. The density for residential development for the Phase 1(a) is shown as 27.77 in the Planning Statement.

Other than what is stated in paragraph 6.13, why is this?

Will this density be replicated throughout future residential phases having regard to what is said in paragraph 6.14?

I have commented elsewhere in my submission about separation distances from existing dwellings.

The quoting of Paragraph 124 NPPF by the applicant in support of these two issues is considered to be stretching the intention of this paragraph in this instance, or have they quoted the wrong section of the NPPF?

I note that there is no reference to Section 13 of the NPPF

### **Paragraphs 6.31 and 6.32**

I have commented elsewhere in my submission about the history and background of the link road's inclusion in the SCRIF programme, the timing of which in 2013 contributed to the objectors' "pre-determination" argument of Site MU1, its history and how it was included in the Local Plan.

This does now raise the following issue however.

It is known that Development and Funding Agreements now exists between the South Yorkshire Mayoral Combined Authority, Barnsley Metropolitan Borough Council and the Barnsley West Consortium in relation to the funding of the link road which clearly will affect/influence the Planning Regulatory Board's consideration and determination of these two planning applications.

The existence of these agreements, together with the obligations of the Council under the agreements, will fuel the belief in the community that there is pre-determination situation once again in relation to the proposed development.

### **Paragraphs 6.33**

The statements about bus services in this paragraph are hardly commensurate with what the actual position is in relation to bus services, as any local public transport commuter will tell you.

### **Paragraphs 6.34 to 6.39**

I have commented elsewhere on the environmental effects of the increased traffic numbers arising from this development.

The ludicrous, some would say absurd, statement in this paragraph that the environmental effects of this increased traffic will be "*minor or negligible*" once again beggars belief when the site is currently 122 hectares of open green space.

I have said elsewhere in my submission that common sense dictates that it is irresponsible to use such phrases.

The comments about "sustainable travel" in paragraph 6.37 are sadly wishful thinking on behalf of the applicant, but yet again are put forward because of this political "catch phrase" used by local SY Councils and the SYMCA, whilst the applicant is clearly also saying that there will be an increase in HGVs, local and commuter traffic arising from the development, not to mention other induced traffic.

### **Paragraphs 6.53 to 6.64**

I have commented elsewhere in my submission about ground condition issues, particularly the continued use of the phrase "*mitigation measures*" and the impact being "*negligible or not significant*".

It is noted at paragraph 6.62 that the Coal Authority has requested that additional site investigations be carried out now, and at a later date.

### **Paragraphs 6.65 to 6.78**

I have commented elsewhere in my submission about flood risk and drainage issues.

Again we see the continued use of the phrase "*mitigation measures*" and "*no significant effects*".

### **Paragraphs 6.79 to 6.88**

I have commented elsewhere in my submission on the protect existing hedgerows and trees, including the need to protect Beech Trees T24 and T25 at the western lower end of Farmhouse Lane which have been dominant visual features for many years, throughout the seasons.

Consideration should be given as to how these can be protected, as with other mature trees south of Hermit Lane.

### **Paragraphs 6.89 to 6.111**

I have commented elsewhere in my submission on Ecology matters and on the wildlife spotted locally which certainly included more than a single hedgehog sighting mentioned in this paragraph 6.104.

### **Paragraphs 6.116 and 6.124**

The contents of these paragraphs are noted with concern and are indicative as to why there are strong objections to the development of Site MU1. I have commented elsewhere in detail on my, and the community's, concerns that this project is forecast to take 13+ complete, with earth moving and remodelling of the levels on the site which will have significant adverse effects on the landscape.

The comment in the paragraph 6.121 that "*At year 15 significant adverse effects remain*" is viewed with continuing concern.

### **Paragraph 6.122**

**The paragraph as written does not make sense and is contradictory.**

**Whilst the cumulative adverse visual effects on Gawber and Higham are mentioned in this paragraph, there is no mention of Pogmoor.**

**The properties in Wharfedale Road with boundaries on the eastern edge of the site would equally be adversely affected.**

**In addition, as mentioned elsewhere in my submission, the development would result in the coalescence of the historic villages of Pogmoor, Gawber, Redbrook, Barugh Green and Higham, the avoidance of which is a key part of the NPPF.**

### **Paragraph 6.133**

The wording of this paragraph is biased, totally unacceptable and far from the truth.

I have commented elsewhere in my submission on distancing issues between proposed new dwellings and existing dwellings for the whole of the development site.

I have also commented elsewhere in my submission under the **Landscape Design Statement** heading that the new landscaping which is being proposed in the document appears to be slanted towards the new development within the site based on the levels strategy, and not the existing perimeter of the site to protect existing dwellings.

Indeed the final sentence in paragraph 6.133 **is considered to be offensive to the reader** if this is the current thinking of the author of the Planning Statement. It is an inward looking theme which appears to run through the whole of the Planning Statement.

#### **Paragraph 6.134**

My comments on paragraph 6.133 above apply equally to the wording of this paragraph. To again say that *“there are no concerns regarding the impact of the proposed development in terms of residential amenity for existing.....residents”* together with *“.....and the scheme is considered to accord with National and Local Policy in terms of good design”* is **totally unbelievable biased thinking and logic.**

#### **Paragraph 6.137**

I have commented elsewhere in my submission about the 30% quoted figure in this paragraph and that the new landscaping which is being proposed in the document appears to be slanted towards the new development within the site based on the levels strategy, and not the existing perimeter of the site to protect existing dwellings.

#### **Paragraph 6.138**

The wording of this paragraph beggars belief and is ironic to say the least.

The wording effectively replicates the very argument put forward by objectors throughout the Local Plan consultation and the Examination in Public, as to why the 122 hectares of Site MU1 should have remained in the Green Belt.

**As a consequence, such wording is considered unacceptable, an affront to the reader and the local community.**

There is also a hint in the wording of the paragraph of an influx of commuters which will add to additional traffic movements. A point which was also been previously been argued by objectors.

#### **Paragraph 6.141 to 6.143**

I have commented elsewhere in my submission on the environmental impact which the proposed development to build a new link road carrying many additional thousands of vehicle movements per day, the building of 1560 houses with new estate roads and large distribution and storage warehouses will result in.

### **Paragraphs 6.144 and 6.145**

Both of these paragraphs purport to indicate that the effect on air quality during the construction phase will be *“temporary and not significant”* whilst the operational phase is *“not significant”* and that *“the residual effect will remain not significant”*.

Such statements again beggar belief and are seen as a means to an end, but are without substance.

Again the whole of the **Air Quality** section of the Planning Statement hangs its hat on mitigation measures.

It is difficult to accept that mitigation measure will alleviate the problem.

Such statements do need serious challenge by the Council.

### **Paragraph 6.146**

The wording in this paragraph again needs serious challenge by the Council.

### **Paragraphs 6.147 to 6.155**

I have commented above on noise issues under the **Environmental Statement (Non-Technical Summary)** heading.

It is again noted that the proposals heavily depend on mitigation measures, including the extensive use of acoustic barriers.

The wording in these paragraphs again needs serious challenge by the Council.

### **Paragraphs 6.156 to 6.168**

I have also commented above on climate change issues under the **Environmental Statement (Non-Technical Summary)** heading.

It is noted from paragraph 6.161 that for the Phase 1(a) development that *“it is unlikely that low or zero carbon technologies would be required to achieve compliance with Building Regulations”*.

How does this fit in with the Council’s carbon neutral ambitions?

The adopted Local Plan at **Section 20 Renewable** (Page 263) is quite clear in this regard and the expectations contained therein.

The fact that a developer is now saying that *“it is unlikely that low or zero carbon technologies would be required to achieve compliance with Building Regulations”* appears to indicate that this policy will not be achievable.

Does it also mean that there is a cost issue here which would affect the overall viability of this phase of the development?

This is an issue which I raised as far back as January 2015 in my submitted comments to the Local Plan Consultation Draft 2014 under the following heading:-

***“Local Plan Consultation Draft 2014***

***Response Date - 08/01/15***

***Consultation Point - Policy RE1 Low Carbon and Renewable Energy***

***Site Reference - Site MU1 - Land South of Barugh Green Road”***

The rest of these paragraphs go on to seek to make the right noises in support of these two planning applications, including paragraph 6.167 and the phrase *“mitigation measures”*.

There appears to be no direct reference to the effect on the Council's carbon footprint other than the statement in the Masterplan Framework to *“Reducing carbon footprint and improving air quality through mass tree planting and reducing the need to drive a car”*.

The phrase *“reducing the need to drive a car”* is interesting and not achievable having regard to the size of the development, forecast increases in HGVs and motor vehicles, commuter traffic, poor public transport and the natural car ownership ambitions of the public.

The current 122 hectares of green fields already contribute to the existing natural runoff and sequestration of carbon from the atmosphere. This ability will be lost forever.

As I have said throughout my submission, the wording in these paragraphs again needs serious challenge by the Council.

**Pages 80 to 84**

These pages replicate much of what has been said previously.

I have commented on these points, and concerns, elsewhere in my submission.

**Pages 85 and 86**

It is noted, not unexpectedly, that paragraph 8.4 refers to a S106 contribution.

A cynic might think, to sweeten the decision making process.

It is also noted that paragraph 8.5 refers to a *“maintenance company”* for the future maintenance of the public open space instead of a S106 contribution.

The paragraph does not say however, who will be responsible for the maintenance company's costs.

Will such cost be passed on to the residents?

Will there be a similar arrangement for any future maintenance of any SuDS which may be required?

Also of interest is the statement at paragraph 8.8:-

***“Viability is commercially sensitive and will be shared with planners separately from the main submission.”***

I have commented on viability issues elsewhere in my submission.

### **Page 87**

Not unexpectedly, Page 87 comes up with the conclusion that these two planning applications, as submitted with their supporting documentation, *“accord with the statutory Development Plan and that there are no material considerations to indicate otherwise”*.

There are sufficient questions and comments raised in my submission about the quality of the supporting documentation such that the Council should seriously challenge this statement.

### **Road Safety Audit (Stage 1)**

The previous submitted supporting documentation for these two revised planning applications included a Road Safety Audit (Stage 1).

It is not clear from the current supporting documentation whether this has been replicated, superseded or buried within the Transport Assessment Addendum.

My previous comments in 2021 were as follows:-

*“It is noted from paragraph 1.1 of the report that the Stage 1 audit report for the proposed link road was requested by an officer of BMBC “on behalf of Strata Sterling Barnsley West Limited”.*

*Is this normal practice whereby the Council is apparently acting on behalf of the applicant?*

*It is also noted that the audit has identified a number of problem areas, all of which need additional work, and presumably costs.*

*How does this affect the viability of the scheme?*

*Have these measure now been incorporated into the scheme?*

*How does this also affect the validity conclusions in my reference to page 73 of the Planning Statement?"*

In the absence of knowing whether this document still exists, I am unable to comment further.

### **Statement of Community Involvement**

**The supporting document is dated July 2021 and is clearly out of date.**

Like many of the other supporting documents, the Statement of Community Involvement report is seen as no more than a sales pitch to justify these two revised planning applications as now submitted.

I have already referred earlier in my submission that the quality of the Barnsley West Consortium (BWC) consultation in May 2021 was not comprehensive or representative, since generally some members of the local community may not have the skills, IT capacity or knowledge to understand the BWC website and therefore by default saw it as an arduous task resulting in a reluctance to involve themselves, even though they may have had strong feelings about what is proposed.

This applied not only to the BWC consultation, but will now apply to these two revised planning applications consultation having regard to all of the supporting technical papers submitted with the detailed planning applications, or to be submitted under "reserved matters" at some future date.

The BWC consultation in May 2021 was deemed a waste of time by the local community and objectors because of what had gone on before.

**There has been no further public consultation on the amended Masterplan since then.**

Paragraph 1.5 of the Statement of Community Involvement report is an extract from paragraphs 3.5 to 3.7 of the Council's own SCI (April 2020) the content of which is quite clear on what is expected from developers.

Having said that an earlier version of the SCI was not fully complied with by the Council in its Local Plan consultations.

As a consequence, this was the subject of criticism by objectors at that time.

Paragraphs 3.5 to 3.7 of the SCI are quite clear on what is expected of applicants, including that one of the benefits of applicants consulting with local communities is "*Better quality applications which are easier to understand and process*".

Paragraph 3.6 of the SCI is particularly relevant in this regard including "*developments which are considered likely to have an impact on the community*".

This again is clearly not the case for these two revised planning applications as far as the local community is concerned for all of the reasons mentioned throughout my submission.

Paragraph 1.6 of the Statement of Community Involvement report is clearly an exaggeration of the truth.

There clearly have not been extensive previous discussions by the applicant with the local community before the submission of these two revised planning applications, since the document is dated July 2021.

Little if any, of what is in these two revised planning applications was included in the May 2021 BWC consultation or what went on before it.

Despite what paragraph 1.7 said in July 2021, the conclusion drawn from reading the Statement of Community Involvement report was that no notice had been taken of the consultation comments submitted by the community, despite the report suggesting that it had.

Section 2 outlines the applicant's pre-application consultation with the Council, but it only relates to events pre July 2021 and does not reflect what has happened since then.

What it also fails to mention however, is that detailed discussions on this site go back much further, including the "Keep in Touch" meetings between the Council and Strata, the Masterplan report by Spawforths in August 2013 long before the Green Belt review report and the Council's Local Plan consultation procedures including the Local Plan Examination in Public (EIP).

Paragraphs 3.3 to 3.10 Statement of Community report outline the applicant's community consultation methodology.

Many questions were raised by objectors during the May 2021 BWC consultation.

As a consequence it was considered at that time that the design and content of the consultation document, and related documentation, was not fit for purpose and should have been be withdrawn.

Section 4 summarises the applicant's "*Community Consultation Assessment*".

Paragraphs 4.7 and 4.8 use the phrases "*reflecting local interest people have regarding the development*" and "*widespread interest regarding the development*" in a suggestive way to imply that this "*interest*" was supportive of the proposals.

**The submitted comments to the May 2021 BWC consultation shown in Appendix 5 are quite revealing in this regard, since they clearly show an opposite view.**

The applicant's response to the consultation at that time is shown in the tables headed "*Applicant's Response*" and "*Comment*" on the summary of comments made.

It was not clear if all of the submitted comments are included in the tables.

**The final sentence ending “.....without detriment to the community and environment” on Page 12 under the “Applicant’s Response” heading is viewed with alarm and resentment.**

**The “Transport and Highways” table on page 12 excludes reference to the local roads of Wharfedale Road, Church Street and Beever Lane which I have referred to earlier in this submission.**

**The first paragraph reference to “sufficient capacity” in this response section under the Applicant’s Response” heading on page 13 is quite unbelievable.**

I have already commented on the issues covered in the remaining sections of the applicant’s Statement of Community Involvement report elsewhere in my submission document.

The above “Applicant’s Response” sections together with those on pages 14 to 20 are all viewed on a “they would say that, wouldn’t they” basis without any close regard to the views and concerns expressed to the May 2021 consultation.

They do not specifically address the concerns expressed by the community which are clearly evident in reading the copy responses in Appendix 5.

The “Conclusion” at Section 5 of the Statement of Community Involvement report is noted on the same “they would say that, wouldn’t they” basis.

The Statement of Community Involvement report was considered not fit for purpose in October 2021 and clearly drafted with the single aim mind of ticking the right boxes to secure planning approval.

Since the Statement of Community Involvement report is now more than two years old it is still considered not fit for purpose as a supporting document.

Having said all of the above, the amended Planning Statement at Appendix A claim to have responded to the October 2021 public comments in these two revised planning applications.

For the reasons stated elsewhere in my submission, this is debatable.

In addition, by default, Appendix A does not, and cannot, take into account the comments now being submitted on these two revised applications.

### **Transport Assessment - Barnsley West Link Road RSA Stage 1**

Included in the supporting documentation in October 2021 there was a document under this heading in Planning Explorer which appeared to be the same as that included

under the “Supporting Documentation” heading “Road Safety Audit” and clearly was duplication, an error or was there a document missing at that time?

The Transport Assessment Addendum report dated now submitted with these two revised planning applications is more than 2,300 pages long (including Appendices).

Because of its length, and the difficulty in reading it on Planning Explorer, it is not clear whether the report referred to above has been replaced by something in the Transport Addendum report now submitted.

The Summary and Conclusions at Section 9 of the Transport Assessment Addendum report is somewhat longer than those in the March 2021 report.

An extract from Section 9 is shown below:-

*“It is concluded that:*

- *The likely changes in traffic flows associated with the proposed developments can be satisfactorily accommodated by the approved site access roundabouts onto Barugh Green Road and Higham Common Lane, by the proposed internal link road roundabouts and on wider local and strategic highway networks.*
- *There are no discernible patterns of collisions indicating a specific site-related issue that would need to be addressed to safely accommodate the changes in traffic flows associated with the development.*

***Considering the above, it is concluded that the proposals are acceptable from a transport and highways perspective”***

Not unexpectedly, the amended Planning Statement at paragraphs 6.27 to 6.39 appears to want to agree with this conclusion.

I have commented on related matters elsewhere in my submission.

## **CONCLUSION**

My detailed comments, concerns and objections on the two revised planning applications are shown above in the body of my submission.

The two revised planning applications clearly demonstrate the problems which have consistently been identified by objectors for the last 9+ years.

Throughout the Local Plan consultations in 2014 and 2016, together with the Local Plan Examination in Public, I have expressed long standing concerns about the lack of objectivity, transparency and governance relating to Site MU1 and its inclusion in the Local Plan.

Nothing which I have read in the supporting documentation accompanying these revised planning applications has altered that view.

My overall objections to the destruction of 122 hectares of former Green Belt land to facilitate Site MU1 remain.

The Council has already acknowledged the challenge which the complexity and scale of these two revised planning applications present.

The excessive length of the supporting documentation is complex and time consuming to consider. The majority of the supporting documentation is far too technical for any layman without access to professional input to appraise.

This only ensures that local residents will be unable to make any meaningful comment on the technical aspect of these two planning applications.

The original 30 day deadline for comments was far too short a timescale for the local community to understand, digest and comment on the full implications of these two planning applications and the wider effect on the area.

Whilst the deadline for comments has thankfully been extended, it remains to be seen what effect this has had on the local community's ability to understand and comment on the plethora of supporting technical documents.

In view of their content and longer term implications and disturbance for a much wider area, the Council's notification letters circulation list should have warranted a much wider area in order for the Council to demonstrate full transparency on this controversial issue.

A more user friendly consultation exercise should have been put in place before these two revised planning applications were considered, including a public information "drop in" session organised by the applicant.

The adopted Local Plan is now five years old with the supporting evidence accepted by the appointed Planning Inspector somewhat older than this.

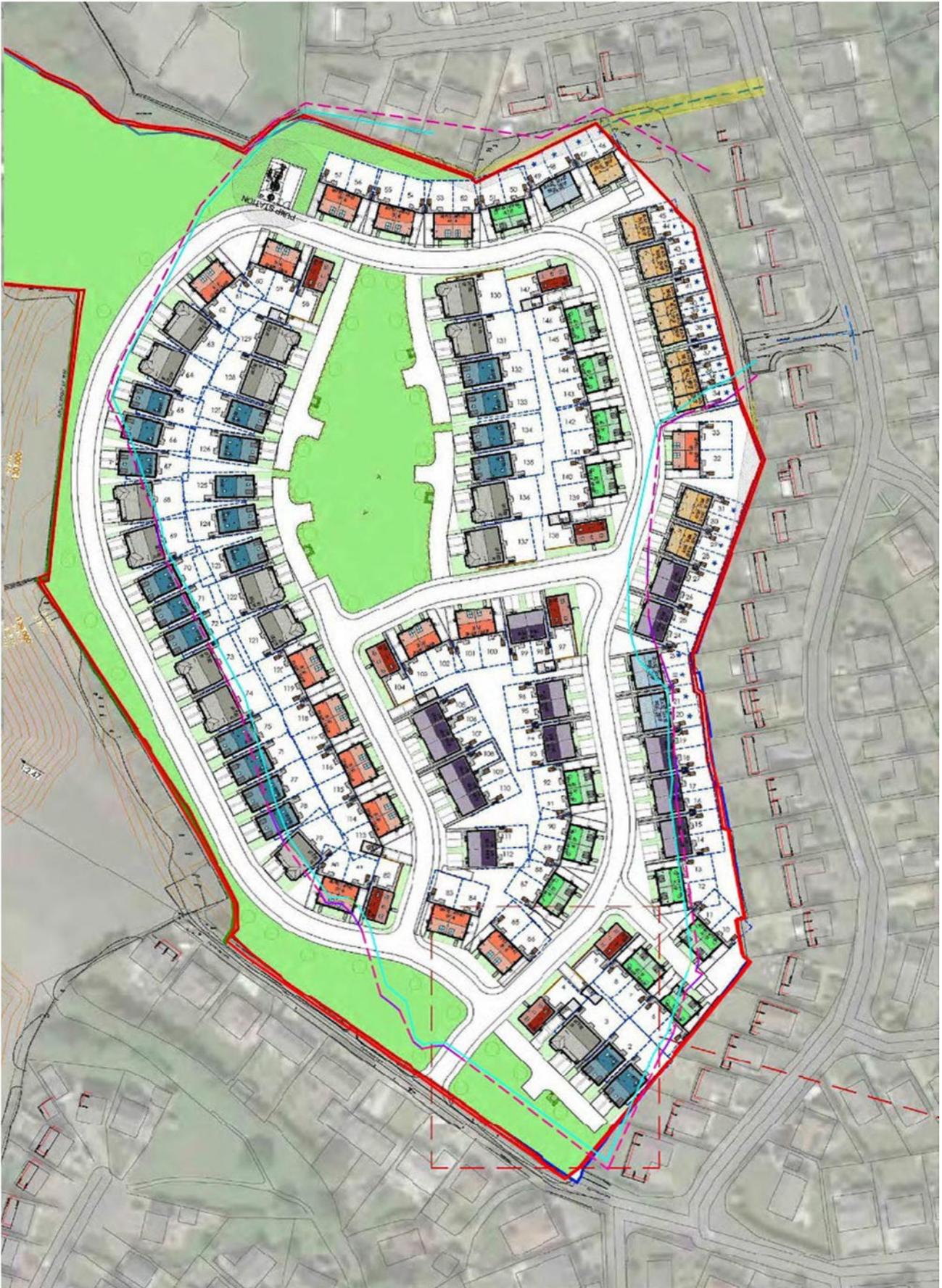
The inherent problems with Site MU1 have consistently been identified by objectors for many years.

**The risk of appeal is no reason to grant planning permission.**

**There are sufficient doubts and questions implicit and arising from an examination of these two revised planning applications such that the applications should be refused.**

[REDACTED]

31/12/23









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My concern is water run-off and where it's going to go if the development goes ahead. I have been to some of the local meetings and no one seems to know. Because of the location of the site the obvious answer is the Dearne, which struggles to cope as it is. The wider down-stream communities must be informed as soon as possible regarding the consequences of this development.

Sent from my iPhone

## **Applications 21/1089 & 21/1090: Revised Plans – Comments by [REDACTED]**

We live on the west side of Wharfedale Road – our back garden borders onto the applications site. We are appalled by the prospect of the irredeemable and irreparable damage that the proposals will cause to a large tract of countryside which has made a major and important contribution to the quality of life we have enjoyed up to now. While the totality of the proposals as contained in the two current planning applications confirm our worst fears, our comments at this stage focus upon how they are likely to impact upon our living conditions

### **Earthworks**

The description of the proposed development includes '*earthworks to create development platforms*'. However, whether such a platform is to be created on the field to the west of Wharfedale Road (development parcel R7 on the phasing plan) is not clear. The two sets of drawings, 'Masterplan Cut and Fill Depths to Existing Ground Level' and 'Masterplan Proposed Regrade Contour Levels', do not identify any of the platforms. The 'Cut and Fill Depths' drawings surely ought to, but the quality of their graphics is so poor that it renders them more or less unintelligible, either when viewed on line, or on the paper copy. That said, the drawings appear to indicate that some degree of topographic remodelling will occur on the field, although this is not entirely clear. Indeed, while the relevant site section drawings, S6 and S9, show increases in height, drawings L6 and S7 give the impression that the existing ground levels will remain. On the other hand, the Cut and Fill Depths drawings appear to indicate that the ground level is to be raised across the whole of the field.

All this is very unsatisfactory – it is a key matter which needs to be clarified. This is all the more so as we note that the Masterplan Framework expressly identifies what is termed the 'Pogmoor Land Edges', part of which runs along the rear boundary of our house. In particular, we note that the Framework indicates that the proposed houses here are to be set down a *minimum* of 2 metres across most of the edge. We find this very difficult to reconcile with what is shown on the Masterplan Cut/Fill Depths to Existing Ground Level Sheet 2 drawing which, as far as we can tell, indicates that the ground level is proposed to be *raised* at the rear of both our house and the other properties along the 'edge' identified in the Masterplan Framework. As you will appreciate, this is both confusing and, perhaps more importantly, very concerning insofar as the effect of the scheme upon us is concerned. We consider that it is imperative that this matter be resolved and we would urge that what we regard as the sensible approach taken by the adopted Masterplan should be made to prevail. Indeed, we are most perturbed by the apparent failure to adhere to the Masterplan Framework – this approach does not augur well for the rest of the scheme. We trust that you will find it UNACCEPTABLE.

While we heartily endorse the 'edge' treatment advocated in the Masterplan Framework, as the topography of the field is more or less the same as that of Wharfedale Road, there does not appear to be any good reason why the whole of the field needs to be reconfigured. The only earthworks when the dwellings in Wharfedale Road were built were fairly modest; in essence, they were confined to the creation of level bases for each of the individual properties.

By their very nature, earthworks and the machinery used in such works can be very disruptive. As R7 is flanked by housing on three sides, noise disturbance and dust emission will inevitably cause problems for ourselves and our neighbours, despite the applicant's optimism and positive 'spin' in these respects. All this could be avoided by ensuring that no remodelling of the site's topography, apart from that needed to ensure that the housing is at a lower level, as per the Masterplan Framework, is undertaken on R7; the Council should make this a requirement.

### **Noise and Disturbance**

As noted above, there are residential properties on 3 sides of the R7 area; those on the west side of Wharfedale Road and the north side of Colster Close border directly onto the land. It is perhaps self-evident that, due to the close proximity of these dwellings to the site, development activity on the land will impinge on the living conditions of all their occupiers, not least ourselves. A degree of disturbance will be inevitable.

In this respect it is alarming to note that the Construction Management Plan indicates that the working hours would involve a start at 07.15. Mindful that it is envisaged that work would take place on 6 days a week, something that is likely to endure for several years, a start so early would make residents' lives intolerable – apart from Sundays - there would be noise and disturbance from dawn to dusk. This is simply unacceptable and should not be permitted. The suggestion that there might be a 15 minute period before 'noisy' operations take place is simply fanciful; a 'noisy' period commencing at 07.30 would be unreasonably early.

Perhaps significantly, we note that the developer's noise consultant refers to an 08.00hrs commencement time. This is more reasonable and we believe that this guidance, coming as it does from an expert in the field of noise, as opposed to someone versed in general construction, should be accorded more weight and should prevail. There should be no work of any sort on the land prior to 08.00hrs. A condition to this effect should be attached to any planning permission granted.

### **Landscape and Ecology**

According to the planning application form, landscaping is NOT a matter reserved for subsequent approval. However, apart from the proposed Phase 1

housing area, there are no indications of the details of the landscaping proposed for the other parts of the application site. It may be that this is down to the hybrid nature of the application and the description of the development which only refers to the 'location' of *strategic* landscaping and ecological areas. Nevertheless, all this imparts an element of uncertainty into the application. This needs to be clarified, along with the status of the 'Landscape Masterplan Rev 9' which, although indicating the general nature of the proposed landscape works for the site, lacks precise details. Clearly, or hopefully, details of all the landscaping works for the whole of the site are going to be needed at some stage; as it stands, the information on the application form is misleading and ambiguous.

That said, we have a particular concern. While several of the plans contained within the documentation indicate trees to be retained, the plans are too generalised to show exactly which ones are concerned. The small coppice to the rear of 1 and 3 Colster Close and 47 and 49 Wharfedale Road is a case in point. This area includes a number of trees that were planted in accordance with the landscaping scheme approved for the Wharfedale Road development in the 1970s, but due to the small scale used on the Landscape Masterplan, whether all or just some of the trees are intended to be retained is not clear. **We would welcome a visit by the Case Officer so we could point things out here.**

As the description of the development in the application refers to '*strategic landscaping*' it may be that further details are to be provided subsequently in association with other phases of the development, but this is not clear. Indeed, while the application includes details of the new link road, unlike the Phase 1 housing, no detailed landscape plan relating to the road has been put forward.

### **Site Boundary**

The application Site Location Plan shows the 'red line' of the site boundary of the site being contiguous with the rear boundaries of the dwellings on the south side of Colster Close and the west side of Wharfedale Road. So do nearly all the other application plans. All encompass an irregular parcel of land believed to be owned by Wortley Construction, (or successors in ownership), the developer of the Wharfedale Road housing and part of that in Colster Close<sup>1</sup>. It may be that the land is now owned by the Barnsley West Consortium, but Wortley Construction (or successor) is not one of the entities identified in section 25 of the revised planning application form dated 13 October 2023.

In this respect it is interesting to note that the site boundary shown in the plans contained in Geoenvironmental Appraisal ES Appendix 10.11, one of which shows a detailed housing layout on 'R7' (Phase 7 housing), expressly excludes the land referred to above. Presumably someone involved in drawing up plans

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<sup>1</sup> A copy of a Land Registry Plan showing this was handed to the then case officer, Stacey White, shortly after the applications were submitted in 2021.

for the proposed development was aware of the land ownership boundaries. This is important because this is one of the areas where it is indicated that trees would be retained – something we strongly support; most of the planting was part of the landscaping for the Wharfedale Road housing approved in the 1970s – but in the apparent absence of any notice having been served on the party understood to own this land it begs the question is the application site boundary correct? Alternatively, has the application been submitted correctly? It appears that the requisite notice may not have been served on one of the current landowners.

## **General**

We note that the Masterplan Framework proposes a 'landscape led development' and the creation of a 'healthscape'. This is all very well and good, but judging by what is shown on the Landscape Masterplan, this will be of little benefit to the householders in Wharfedale Road. In particular, there is no provision in the scheme for anything to compensate for the loss of the countryside and the destruction of the local landscape right on our doorstep. As a result, our neighbours and ourselves are going to have to pay a heavy price for claimed attributes which we will not benefit from; our quality of life will be seriously diminished.

It may be somewhat late in the day, but we submit that in the interests of fairness, the whole scheme for MU1 should be rejigged so that all those who live on the fringes of the site are given a proper opportunity to share the benefits that the scheme is claimed to bring about.

████████████████████

January 2024

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Good Morning,

Please see the below comment received via the Barnsley West website.

Many Thanks

[Redacted]  
Team Administrator

[Redacted]  
Pavilion Court | Green Lane | Garforth | Leeds | LS25 2AF



**Expertly Done.** [LinkedIn](#) | [Twitter](#) | [Instagram](#) | [Our Charity](#) | [Our Website](#)

[Redacted]  
**Sent:** Monday, February 5, 2024 10:34 AM

[Redacted]  
**Subject:** A submission has been made on the Barnsley West website

Name

Address

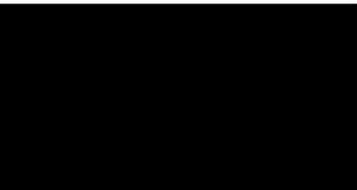
Postcode

Email

Subject

Comments

I have read and understand the privacy policy and confirm I am over 16 True



I support Barnsley West residential application (reference 2021/1090) and employment application (reference 2021/1089)

Comments

I agree for my supportive comments to be sent to Barnsley Metropolitan Borough Council where they could be uploaded on to its Planning Explorer where all comments are publicly available to view. My comments will be passed on to the case officer at the Council dealing with the applications and could be considered as part of the decision-making process. I agree for the Barnsley West supporters' campaign to contact me regarding my comments and understand I can opt out at any point

Yes

Form inserted

05/02/2024 10:32:51

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COPY

24<sup>th</sup> June 2024

Dear Sir/Madam

**Proposed MU1 – Barugh Green/Higham**

I am writing to you regarding the proposed development as mentioned above.

My parents have lived in Barugh Green in their property which their lounge faces onto the beautiful green fields on St Johns Avenue and have lived there for the past 55 years. Most of the residents who are their neighbours have lived there for the same length of time since the estate was built from new.

**It is barbaric what Barnsley Council are proposing to do and let a house builder come in and annihilate the green belt and invade the village with houses and commercial units.**

██████████ is a member of the ██████████ and they are fighting tooth and nail to try and get this development stopped. In my opinion, if this goes ahead quite frankly, it will finish my 84-year-old father off and I do believe it will have a massive impact on their neighbours who are also elderly. My mum is also very concerned and worried of the fact that it is possible the proposed house builder will be building right up to their back fence and what is now a private garden facing on to fields, they will be overlooked by new builds. I know for sure it is having a mental health impact on so many residents who live nearby and whom I have known personally from the age of 3 years old. Perhaps one of your colleagues, or yourself would like to visit these people, sit in their gardens or lounges, and not only see, but listen to their concerns first hand. You would be made very welcome.

Has anyone visited around the borough of Barnsley on any of the industrial estates like Goldthorpe, Carlton or Grimethorpe to investigate how many **commercial units are empty?** What is the point of building commercial units when half of the ones around Barnsley are not currently occupied? This is a total waste of money and recourses. **You need to be looking at filling the empty ones before building anymore.**

Has anyone visited Tudor Rose Garden Centre and asked for the owner's views as the roundabout is right on his businesses door step? **The owner is frantically worried that he is going to loose his business which he has worked hard and strived for over the past few years. He believes nobody will want to visit his garden centre.**

I work in a local doctor's surgery near to the proposed site. We currently have over 4,000 patients and are very stretched. Although we can accommodate new patients currently, we are registering patients on a weekly basis who are moving North from down South and over from the Manchester area. We are taking on extra staff but can tell that it won't be long before we have to start turning people away. If the development goes ahead, this will have a massive impact on the 3 local doctors surgeries in the Barugh Green area.

Anyone can also see that the current heavy traffic from Barugh Green into town is already very heavy. **Has anyone assessed the congestion it will cause?** Look at the new development off Carr Green Lane in Mapplewell and see for yourself the impact of traffic in and around Mapplewell. Especially at rush hour and school run time. It's horrendous. If you walk round the estate, there are at least 2 to 3 cars parked at each house. We were informed at the initial planning meeting at Mapplewell Village Hall when the council came to discuss it with residents that there would not be any impact or problems with traffic as it would be arranged that the traffic would leave the estate in a southerly direction. **How wrong you were! We are still waiting for Swallow Hill Road to be made more accessible 4 years on. Mapplewell is crazy with traffic.**

I would be very grateful if you would kindly consider the notes pointed out in this letter. Please consider my views and consider how would you feel if you saw your parents and your childhood home and surroundings being swamped by unwanted new builds and heavy traffic in a small village in which many people have lived in all or most of their lives.

Yours faithfully

