



Miriam Cates MP
Member of Parliament for Penistone & Stocksbridge

Mr Joe Jenkinson
Head of Planning and Building Control
Barnsley MBC
Westgate Plaza
PO Box 604
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28th March 2021

Dear Joe,

Re: Planning Application 2020/0274 for housing off Wellhouse Lane / Halifax Road in Penistone

I have been contacted by a number of my constituents with concerns around the proposed development which I outline below. As with the previous submission, I would be grateful if you would consider written submissions received by post over the coming days given that we remain under coronavirus restrictions at this time.

I note that this site is earmarked for housing both by the Local Plan and the democratically adopted Penistone NDP, and I am pleased that 30% of the houses are to be affordable homes, and that these will be pepper-potted through the site in accordance with the NDP.

From drawing 2001.01, it is clear that a number of amendments have been made in response to comments received, which I very much welcome. Importantly, I note that the application has now been amended to include 402 houses, within the indicative capacity in the Local Plan of 414 houses, and that these will include terraced, semi-detached and detached properties.

My principal concerns, and those of my constituents, are as follows:

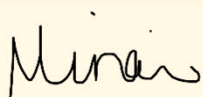
1. I continue to have serious concerns about the proposed access on to the A629 (Halifax Road). As you will know, the A629 is a very busy and fast road with vehicles travelling at or above the national speed limit. For traffic exiting the new development onto Halifax Road, the visibility would be very poor and, as a result, this junction could be both dangerous and a source of congestion. A reduction in the speed limit from the Hoylandswaine roundabout would enable a much safer access to the development.
2. The application provides for a further access to Wellhouse Lane. I have concerns over the safety of the rail bridge given the greater level of traffic on Wellhouse Lane – including HGVs - during and after construction. At the bridge, Wellhouse Lane is narrow with a difficult bend and the introduction of traffic lights should be considered.

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3. The Penistone NDP states that new housing developments of more than 10 properties should include an appropriate mix of bungalows, starter homes and smaller homes (one and two bedroom) as determined by the most contemporary housing needs and market assessments available. The development as currently planned does not offer this mix; what research has been undertaken to show that the proposal meets local housing needs?
4. I am concerned about the future of the neighbouring Westhorpe Works (Clayton Penistone Group) where Railway Fog Signal Detonators are manufactured. Claytons are the only UK manufacturer of this product, which is a safety device that every single train in the UK and Ireland and all track maintenance teams must carry. I understand that for health and safety reasons, there is a 125m exclusion zone required around the Clayton site. It is very important that safety is maintained but also that Claytons, a sizeable local employer, can continue trading, and so I would welcome a commitment that no houses will be built within this zone.
5. There is a need for better public transport throughout Penistone and the surrounding area, and the Wellhouse Lane development is clearly beyond walking distance to the town centre. Given the number of houses proposed, there is likely to be an increase in traffic to and from the town and additional bus services will be needed to prevent congestion. I would welcome plans to deliver improved public transport in conjunction with SCR and SYPTE.
6. There have been concerns from local residents that the character of the proposed homes is not in keeping with properties in the immediate vicinity. Reflecting local character in new developments is considered a priority by the Government, and new draft national design code has been published as part of this. Whilst the new rules are not yet fully in force, it is in everyone's interest that this principle is followed.
7. I understand that traffic surveys have been carried out at the junctions at both ends of Wellhouse Lane and modelled for the year 2033. However, existing residents feel that these junctions are already at capacity and are therefore inconsistent with the findings of the 2018 traffic survey. These junctions are often busiest at the start and end time of local schools, yet the peak hour used for assessment is outside of these times.
8. I am concerned about the impact the development will have on the drainage. There is already an excess of surface water which runs off the land, often resulting in water running down the road causing flooding at lower lying land. Recently, houses on Wellhouse Lane suffered flooding from the water running off the land, and the impact of concreting over natural drainage is bound to make this situation more likely. What drainage works will be undertaken to reduce the risk of flooding to properties?

I would very much welcome a response to these concerns as soon as is practicable.

With kind regards,



Miriam Cates MP