

Architecture  
Planning  
Urban Design  
Landscape

Proposed Residential Development on land at

# Land to the south of Bloomhouse Lane, Darton

Design and Access Statement

V: 01

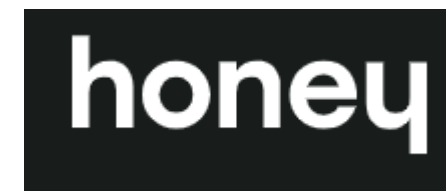
on behalf of Honey Homes, Keith Wike & Brenda Wike,  
Christopher Wike & Sharon Wike

March 2026

Contents Amendment Record

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**01**

**Introduction**



# 1.0 Introduction

## 1.1 Document Introduction

This Statement has been prepared by John R Paley Associates in support of a planning application for residential development on Land to south of Bloomhouse Lane and east of Woolley Colliery Road, Darton.

The applicant is Honey Homes, Keith Wike & Brenda Wike, Christopher Wike & Sharon Wike.

The application proposes the following: -

*Erection of 119 dwellings, open space and associated infrastructure.*

## 1.2 Purpose

This Statement responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development as far as possible.

## 1.3 Content

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes two aspects of access to the development:

### Vehicular and transport links

Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

### Inclusive access

How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

## 1.4 Brief

The following points summarise the brief at an early stage of the design process:

- Deliver a high quality design which is sympathetic to the wider locality
- Employ innovations which are a model for environmentally sensitive development.
- Create a scheme which is viable, sustainable and maintainable

## 1.5 Aspirations

To achieve the brief through careful design and communication with the local authority without preconception of the possibilities for this site.



# 02 **Development Framework**

## 2.1 Planning Policy Context

**This section the statement simply seeks to identify the policies which must be considered as part of any detailed application. Both in terms of National and Local Level. This section does not seek to provide a justification against those policies. This will be addressed later within this statement.**

**Section 70 (2) of the Town and Country Planning Act 1990 and Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.**

### Barnsley Local Plan

The following BLP policies are material to the determination of this outline planning application.

Policy GD1: General Development;

- Policy LG2: The Location of Growth;
- Policy H1: The Number of New Homes to be Built;
- Policy H2: The Distribution of New Homes;
- Policy H6: Housing Mix and Efficient Use of Land;
- Policy H7: Affordable Housing;
- Policy T3: New Development and Sustainable Travel;
- Policy T4: New Development and Transport Safety;
- Policy D1: High Quality Design and Place Making;
- Policy LC1: Landscape Character;
- Policy HE1: The Historic Environment;
- Policy HE2: Heritage Statements and General Application Procedures
- Policy HES: Archaeology;
- Policy GI1: Green Infrastructure;
- Policy GS1: Green Space;
- Policy GS2: Green Ways and Public Rights of Way;
- Policy BI01: Biodiversity and Geodiversity;
- Policy GB6: Safeguarded Land;
- Policy CC1: Climate Change;
- Policy CC2: Sustainable Design and Construction;
- Policy CC3: Flood Risk;
- Policy CC4: Sustainable Drainage Systems (SuDS);
- Policy CC5: Water Resource Management;
- Policy RE1: Low Carbon and Renewable Energy;
- Policy POLL 1: Pollution Control and Protection; and,
- Policy 11: Infrastructure and Planning Obligations.

Of particular relevance to this application is Policy GB6: Safeguarded Land which states

“We will only grant planning permission on sites allocated as Safeguarded Land for development that is needed for the operation of existing uses, or alternative uses, where the development will protect the open nature of land, and will not affect the potential for future development of the site. The permanent development of safeguarded land will only be permitted

following the review of the Local Plan which proposes such development”.

### Supplementary Planning Documents (SPD)

The following SPDs have been adopted by the Council and are relevant to this proposal.

### Design of Housing Development (July 2023);

The SPD supplements BLP Policy D1 ‘High Quality Design and Place Making’ and BLP Policy GD1 ‘General Development’ and sets out the design principles that will apply to new housing developments.

### Sustainable Construction and Climate Change Adaptation (July 2023);

The SPD sets out an approach to planning decisions in respect of sustainable construction and adapting to climate change. It sets out what the requirements for development are based on existing BLP policies (notably BLP policies SD1, CC1, CC2, CC3, CC4, CC5 and RE1 ), existing planning practice guidance and national requirements.

### Sustainable Travel (July 2022);

This SPD primarily supplements BLP Policy T1 ‘Accessibility Priorities’, BLP Policy T3 ‘New Development and Sustainable Travel’ and BLP Policy 11 ‘Infrastructure and Planning Obligations and recognises the need for new infrastructure that secures behavioural change to increase public transport usage and active travel.

### Affordable Housing (July 2022);

This SPD supplements BLP Local Plan policy H7 Affordable Housing which provides advice on when contributions will be sought for affordable housing and how they will be calculated. It also provides guidance a range of other material issues such as the type and tenure of affordable housing, and when off-site provision is appropriate.

### Parking (November 2019);

Supplements BLP Policy T3 ‘New Development and Sustainable Travel’ by setting out the parking standards that the Council will apply to all new development.

### Trees and Hedgerows (May 2019);

This SPD supplements BLP Policy BIO1 ‘Biodiversity and Geodiversity’ and sets out how development proposals are expected to conserve and enhance the biodiversity and geological features of the borough.

### Heritage Impact Assessment (May 2019);

This SPD supplements BLP Policy HE2 ‘Heritage Statements and General Application Procedures’ providing details on how to prepare a heritage impact assessment (HIA).

### Open Space Provision on Housing Developments (May 2019).

This SPD supplements BLP Policy GS1 of the Local Plan, which states

that in order to improve the quantity, quality and value of green space provision there is a requirement for new residential developments to provide or contribute towards green space in line with the standards set out in the green space strategy and in accordance with the requirements of BLP Policy 11 ‘Infrastructure and Planning Obligations’.

### National Planning Policy Framework, 2024

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied.

The purpose of the planning system is to contribute to the achievement of sustainable development.

The effective use of land in meeting the need for homes and other uses is outlined in paragraph 124.

In achieving well-designed places the NPPF states:

Paragraph 131: The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.

So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 135: Planning policies and decisions should ensure that developments:

- A) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136: Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to

## 2.2 Planning Policy Context

climate change.

Paragraph 137: Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.

Paragraph 139: Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

### The National Design Guide, 2019

The National Design Guide seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The 10 characteristics of well-designed places are:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide.

### Living with Beauty, 2020

This report proposes a new development and planning framework, which will:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

The report advocates an integrated approach, in which all matters relevant to place making are considered from the outset and subjected to a democratic or co-design process. The report advocates raising the profile and role of planning both in political discussions and in the wider debate concerning how we wish to live and what kind of a country we want to pass on.

The report aims for long-term investment in which the values that matter to

people – beauty, community, history, landscape – are safeguarded. “Hence places, not units; high streets, not glass bottles; local design codes, not faceless architecture that could be anywhere. We argue for a stronger and more predictable planning system, for greater democratic involvement in planning decisions, and for a new model of long-term stewardship as the precondition for large developments.” The report advocates a radical programme for the greening of our towns and cities, for achieving environmental targets, and for regenerating abandoned places. The emerging environmental goals – durability, adaptability, biodiversity – are continuous with the pursuit of beauty, and the advocacy of beauty is the clearest and most efficient way forward for the planning system as a whole.

### Building for a Healthy Life (2020)

The Building for a Healthy Life (BfHL) document updates England’s most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of this updated BfHL.

Building for a Healthy Life is an initiative by the housing industry which attempts to address concerns over new development, by setting standards which developers have to meet in order to achieve planning approval. A such it has been adopted by many local authorities for planning approv:

### Building with Nature (2021)

The guiding principle of Building with Nature is to work with nature, not against it. It uses system understanding and the inclusion of natural processes core of its solution. Also, interaction with relevant stakeholders, including local communities, is key to successful implementation of Building w Nature.

### Streets for a Healthy Life (2022)

The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility a lack of seating and shelter are not barriers that prevent people, particularly our most vulnerable people, from getting out and about.

Home builders have to show that their sites have good pedestrian links pre existing communities and facilities so that people can walk to them short car journeys are the only car journeys increasing in number. Walkie is also vital for health outcomes.

### Active Design

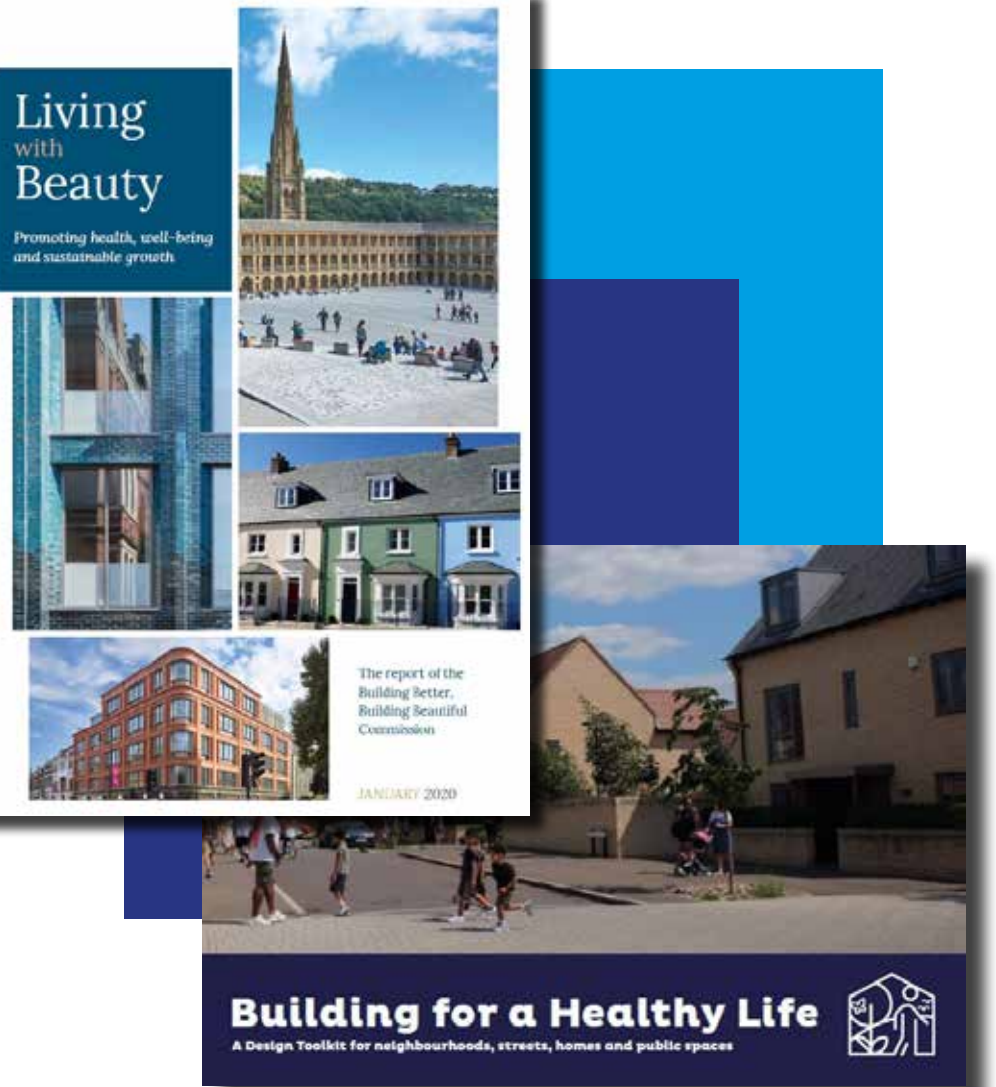
This guidance from Sport England provides a set of principles aimed at helping to create ‘active environments’. It sets out how the design of our environments can help people to lead more physically active and healthy lives in the form of 10 principles, in 4 categories, as follows:

1. Activity for all
2. Walkable communities
3. Providing connected active travel routes
4. Mixing uses and co-locating facilities
5. Network of multi-functional open spaces
6. High quality streets and spaces
7. Providing activity infrastructure
8. Active buildings, inside and out
9. Maintaining high-quality flexible spaces
10. Activating spaces

### Safer Parks: Improving Access for Women and Girls

This document has been prepared by Keep Britain Tidy, Make Space for Girls, the University of Leeds and West Yorkshire Combined Authority.

This guidance explains how changes can be made to park design and management to help women and girls feel safer and more welcome in these spaces, at all times of day and throughout the year, opening-up access to the huge physical and mental health benefits that these spaces can bring.



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# 03 **Site Area and Analysis**

### 3.1 Site Area and Analysis

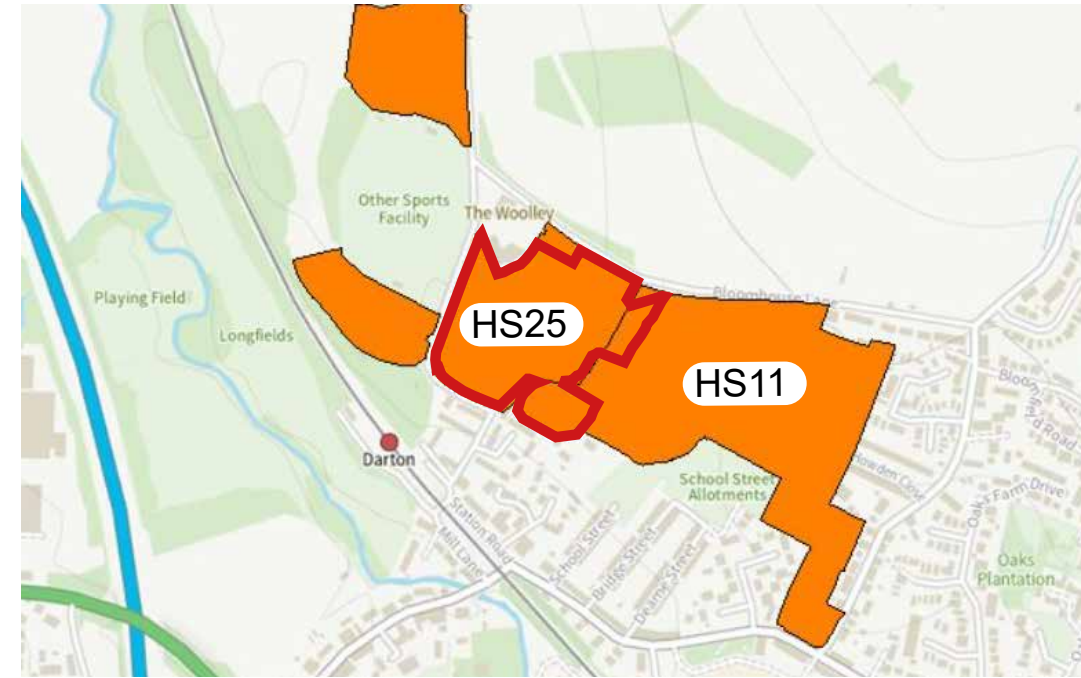
The Site is located north of the centre of the village of Darton, in the Metropolitan Borough of Barnsley, South Yorkshire, and is centred at NGR SE 31335 10418. Darton lies on the River Dearne, directly to the east of Kexbrough village and approximately five miles north of the town of Barnsley.

The site itself is located to the east and north of Woolley Colliery Road and to the south of Bloomhouse Lane.

The Site comprises an irregular shaped parcel of land encompassing two fields. It is bordered by Woolley Colliery Road to the west and south, by Bloomhouse Lane to the north and east. A business site and a private residence border the Site to the northwest, and there is a farmhouse complex to the east of the Site named Manor Farm. A public footpath crosses the Site from the west to the northeast.

The EA Flood Map for Planning shows the majority of the site is located within Flood Zone 1, which is designated as land having less than a 1 in 1,000 annual probability of river or sea flooding.

The proposal sits within two separate allocations for residential development as identified within the Barnsley Local Plan under reference HS25 and HS11.

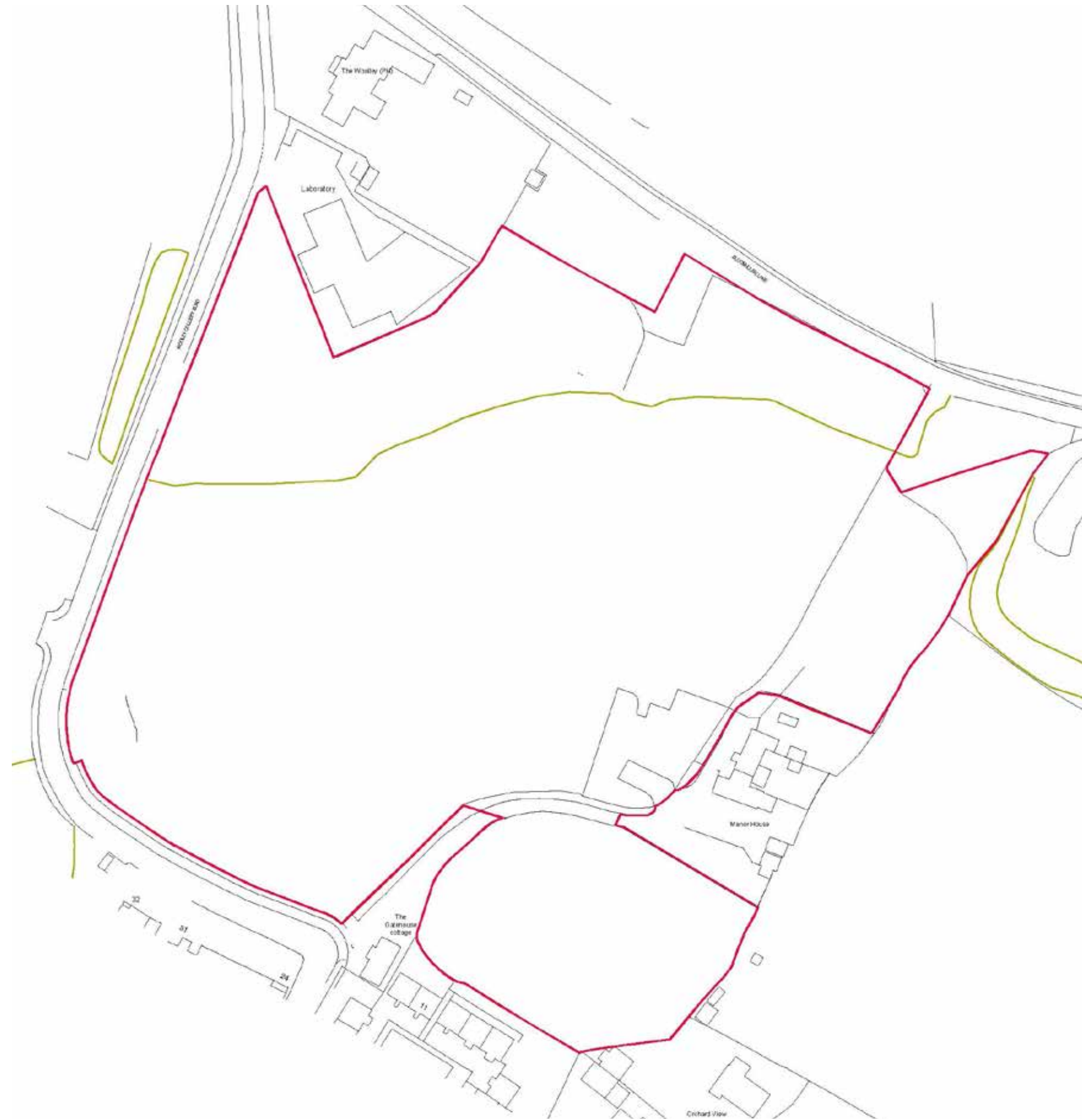


#### Planning History

A review of the planning history of the application site and surrounding area has been undertaken. There is limited planning history on the wider site. There is one undetermined application (2017/0990), for

Residential development of up to 214 dwellings and associated access, landscaping, public open space, drainage and infrastructure including link road to Woolley Colliery Road.

The application was registered on the 11 August 2017. This application remains undetermined.



### 3.1.1 Site Area and Analysis

The images below provide views of the existing site proposed for development.



This section of the Design and Access Statement reviews the existing form and architectural styles found within the wider locality of the site as a means of informing the design solution. A review has been undertaken of the homes within the wider locality in six different locations. Those locations are identified opposite.

### 3.1.2 Site Area and Analysis

#### (A) Woolley Colliery Road / The Grange

This is a development comprising of detached, semi detached and short terrace dwellings. Some larger apartment blocks are also contained within the development. The dwellings are predominantly 2 storeys in height however there are some higher 2.5, 3 and 3.5 storey buildings. Materiality varies with buff brick, stone and red brick. Stone heads and cills are generally utilised throughout. Exposed rafter feet, gable dormers and varied canopy designs.

Parking is provided in a mix of integral garages, front spaces and side drives / garages.



#### (B) Low Row / Top Row / Bluebell Road

A development of terrace properties along Top and Low Road and then semi detached to Bluebell Road. The homes are 2 storeys and create strong build lines set within large plots as rear gardens. The homes work with the levels with steps in the terrace runs.

The elevations are vertically emphasised and brick is used for heads and cills. Simple eaves detailing. Chimneys are a common feature in this development.

Parking is provided on street



#### (C) Fountain Square / Fountain Close

A development of mainly 2 storey terrace homes. Mix of stone and red brick in terms of materiality. Stone heads and cills utilised for the stone and brick heads provide a detail to the brick properties. Some bungalows are present as you approach the site. Build lines are strong with properties set in courtyard forms. Parking courts are provided for residents to park.

Buildings are generally set to the back of the footpath but where boundary treatments are provided, these are generally low walls.



### 3.1.3 Site Area and Analysis

#### (D) Station Road / Deame Street / Bridge Street

A development of 2 storey terrace homes. Vertically emphasised homes constructed of red brick with either stone heads and cills or brick heads. Some newer detached homes are seen opposite Station Road which are artificial stone and render.

Parking is provided either on street or within rear yards. Dwellings are either sat on the pavement edge or have short set backs behind low brick walls.

Levels are considered through steps in the building.



#### (E) Bloomfield Road / Appleby Close / Howden Close

This is a development with varied styles. The majority are 2 storeys detached or semi detached in form. Materials also vary with red brick, artificial stone, render.

Development is a mix of 2 storey and bungalows.

Parking is off street, within driveways or garages. Plots are typically set back from the street with gardens behind low walls / hedges.

Parking is typically on plot within front or side driveways / garages.



#### (F) Church Street / Church Close / Mill Lane

This area provides shops and services for local residents. This includes a co-op, restaurant and takeaways, scouts, barbers and bars.

Buildings are typically red brick though some full stone or stone frontage buildings are present. Stone heads and cills or stone quoins are also present.

Buildings are stepped and vary in heights.



**Character Summary**

Following a review of the surrounding developments, there are some common characteristics.

These dwellings have the following characteristics

- Local brickwork which is typically red brick
- Concrete roof tiles
- A mixture of curved and straight street designs. On straight roads, build lines are consistent. On curvy roads, development is set at angles with varied front garden sizes.
- Simple detailing to elevations
- Gables
- Development is predominantly 2 storey however there are examples of bungalows and 2.5 / 3 storeys.
- Small front gardens with either side or front parking
- White windows

## 3.2 Technical Considerations

A number of reports have been undertaken in order to support the application. This section therefore outlines those findings as a means of informing the detailed designs of the site: -

### Flood Risk and Drainage Strategy

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

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

The following standard development mitigation measures are recommended:

Finished floor levels to be set a minimum 150mm above external levels to mitigate any risk from blockage and exceedance events.

Drainage is to be designed with separate foul and surface water systems. The development surface water drainage scheme is to be designed such that there is no external flooding for up to and including the 1 in 100 year plus climate change event. Detailed blockage and exceedance assessment at detailed design stage.

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

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

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

### Air Quality

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

The report was undertaken to do the following:

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

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

Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network

both with and without the development in place. Results were subsequently verified using local monitoring data.

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

A number of mitigation measures were identified in line with the requirements of the Barnsley Air Quality and Emissions Good Practice Planning Guidance in order to reduce vehicle exhaust emissions associated with the proposals. It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase. There are therefore no air quality matters that will need to be considered in the detailed design of the site.

### Noise Assessment

Environmental Noise Solutions Ltd (ENS) has been commissioned by Homes By Honey to undertake a noise impact assessment for the proposed residential development.

The ambient noise climate at the site is controlled by the distant M1 motorway (circa 400 metres to the west) and intermittent vehicles along Bloomhouse Lane and Woolley Colliery Road, with no other significant noise sources noted by the survey engineer. Weighwell Engineering is located towards the northern corner of the proposed development site, with operating hours confirmed as 0800-1630 hours Monday to Friday, with no operation during the weekend. The company produces scientific instruments for weighing locomotives. It should be noted that the survey engineer confirmed Weighwell Engineering to be conducting normal operations throughout the course of the survey and did not note any noise from the commercial unit, consequently, the premises are not considered a significant contributor to the prevailing noise climate during typical operational conditions.

Noise levels at the site are due to intermittent vehicles along Bloomhouse Lane and Woolley Colliery Road, and constant underlying noise from the distant M1 motorway.

The majority of dwellings adjacent to Bloomhouse Lane or Woolley Colliery Road should 'front onto' the roads, such that gardens of these plots will be screened by the dwellings themselves.

In order to reduce garden levels as low as practicable, where gardens are not situated to the rear, it is recommended that they are provided with circa 2-metre-high solid timber fences or brick walls.

As a precaution, it is also recommended that acoustic screening is provided to gardens fronting towards Weighwell Engineering.

These recommendations should be taken forward as part of the development proposals as demonstrated on the accompanying Site Layout.

### Trees

A total of fourteen individual trees, ten groups of trees and three hedgerows were surveyed as part of the Arboricultural Assessment. Trees were surveyed as individual trees, groups, hedgerows, and woodland as per the survey methodology.

The site has been unmanaged for some time. Much of the site was covered in self-set scrub, with common hawthorn *Crataegus monogyna* and blackthorn *Prunus spinosa* the dominant species. Boundary features were often overgrown, with dense bramble at the base. Isolated trees were sited along boundary features, with common ash *Fraxinus excelsior*, field maple *Acer campestre*, goat willow *Salix caprea* and common holly *Ilex aquifolium*

## 3.2.1 Technical Considerations

commonly occurring.

- There were no Category A or U specimens.
- Dense undergrowth prevented access to some parts of the site.
- Tree health and condition was fair to good.

While development of the site will require the removal of much of the low-quality tree cover, the proposals will need to be designed around the retention of moderate quality trees and tree groups. The retention of this tree cover coupled with targeted future management and enhancement of the site through new tree planting will meet many of the individual aspirations set out in the various policies.

### Archaeology and Heritage

In 2017 an assessment was undertaken by Prospect Archaeology in 2017 which covered part of the eastern extent of the Site. It also covered an access route which ran through the Site in an east west direction to Wooley Colliery Road.

The assessment concluded that the proposed development will potentially affect views to and from the Grade I listed Church of All Saints in Darton. It also suggested there would be an impact medieval ridge and furrow, post-medieval industrial, agricultural and domestic remains ranging from negligible to regional importance.

The report determined that the probable 17th century house, known as the Manor House/ Farm on the eastern edge of the Site potentially had medieval origins. LiDAR data and a site visit confirmed the presence of the ridge and furrow earthworks in the northeastern part of the Site and a holloway/ quarry in the southeastern part, as well as historic coal mining activity to the west

Considering all the information available from the HER and the previous archaeological investigations, the Site has low potential for prehistoric, Roman, and early medieval remains.

There is a moderate potential for medieval remains and a high potential for post medieval remains in the eastern area of the Site in the vicinity of Manor Farm, which may have medieval origins.

Map regression has shown the Site to comprise agricultural land adjacent to Manor House/ Farm since at least the late 18th century. Ridge and furrow earthworks can be seen on LiDAR images within the northeast extent of the Site, and previous assessment found a potential holloway/ quarry in the southeast corner which remains visible. There is also the suggestion of ridge and furrow in the western part area of the Site. A geophysical survey undertaken within the Site confirmed the ridge and furrow in its northeastern extent but did not identify any archaeological anomalies, although the southeastern extent of the Site was not surveyed due to overgrown vegetation.

Other than the Site of the former Manor and a possible holloway/ quarry there are no heritage assets recorded within the Site that would suggest pre-medieval activity.

It is recommended that trial trenching is undertaken as a condition of the application to further determine the potential for medieval archaeology.

### Geoenvironmental Appraisal

Lithos Consulting have prepared a report to assess the geoenvironmental matters on this site. This report provides an assessment of geoenvironmental issues and implications associated with the proposed residential redevelopment of the site, together with any implications for current use of the site.

Made Ground Topsoil and Colliery Spoil were identified across the larger western field to a maximum depth of 0.8m, with an isolated area of Cohesive Made Ground (to 1.0m) in the far south of this field. Concrete and Tarmac hardstand are present in the southeast of the site (former barns/stable and access road). A thin veneer of Ash & Clinker, along with Cohesive and Granular Made Ground to a maximum depth of 1.2m were encountered beneath the concrete hardstand.

The majority of the site is located within a Coal Mining Development Low Risk Area, with the west of the site within a High Risk Area. Possible workings within the Top Haigh Moor and Low Haigh Moor coal seam were identified across the site but are only considered to influence surface stability in the southwest where cover ratios are <10. This area will require drilling and grouting.

At this stage, it is anticipated that traditional strip/trenchfill footings (deepened due to tree influence) will be the most suitable foundation solution for 2 & 3 storey residential dwellings constructed at this site. Founding stratum will be Cohesive (medium to high strength clays)/Granular (medium dense sands and gravels) Residual Soil.









The entire site lies within Flood Zone 1. Soakaway testing was undertaken in 2 trial pits, with only 1 test undertaken in both. Only 1 location yielded an infiltration rate. However, given ground conditions and site topography (potential for springs) soakaways are not considered a suitable solution for the discharge of surface water run-off.

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# 04 Design Evolution

## 4.1 Opportunities and Constraints

Taking into account the technical findings and the recommendations, the plan opposite identifies the potential opportunities and barriers to development which must be considered as part of the design development.

-  The site will be served via one vehicular access point from Woolley Colliery Road. This will be a major access point and needs to connect to the adjacent housing allocation.
-  Existing trees and hedgerows to be considered as part of any development proposal. To be retained wherever feasible. This is particularly relevant to the boundaries of the site.
-  Noise sources as identified within the accompanying noise assessment - mitigation required.
-  Existing services / utilities to be retained and appropriate easements accommodated for as part of any detailed development proposals.
-  The topography of the site should be fully considered both within the site and in context of the surrounding highway network
-  Existing public Right of Way / Bridleway to be retained and included as part of any development proposal. Access to be retained to the existing property through the site.
-  Amenity of existing resident to be fully considered as part of any design solution.
-  Low part of the development site - opportunity for drainage solutions.



## 4.2 Initial Design Concept

Taking into account the technical findings and the recommendations, the plan opposite identifies the potential opportunities and barriers to development which must be considered as part of this Reserved Matters application.

The plan opposite was the subject of a consultation exercise with local residents and stakeholders.

A letter was issued to local residents to inform them of the intention to develop the site and encouraging feedback towards the proposals.

Overall 126 letters were issued. A separate statement of Community Involvement has been prepared which identifies the various comments raised. This section of the statement examines the design related points as a means of informing the design.

Two roads going through a bridleway? Really? I wonder what the British Horse Society think of that (if they have been notified)

There is no footpath alongside the existing trees/hedges to be retained. The top row of Fountain Square are pavement-to-window properties this will invade the resident's privacy and be noisier. From number 31 Fountain Square to Pye Wood there is no pavement on either side of the road that in itself is dangerous,

Why are there never any bungalows or homes with decent sized gardens. There are a lot of middle aged and elderly who are living in family homes who would like a DECENT SIZED bungalow with a garden but don't want to leave the village they know.

Areas should include provisions for exercise facilities, walk ways and separate cycle routes that take residents from housing hubs to schools and village centres without navigating ever increasing busy roads.



## 4.3 Initial Design Concept

The initial Site Layout for the site is identified opposite and proposes the erection of 119 dwellings.

- Primary access to the development is taken from Woolley Colliery Road. This is in line with the allocation HS25 requirement. The spine road then continues to the boundary of allocation HS11 providing the main access road to the future housing.
- The new homes proposed are of mixed size to form secure blocks and attractive street scenes that provide enclosure to the public realm. This is reflective of the wider built form found within the locality of the site.
- A hierarchy of streets and spaces are created that provides a legible, connected and comfortable public realm for all users.
- A multi-functional network of open spaces and planting has been created throughout the site that provides community uses and opportunities for recreation and play.
- Development positively addresses public open spaces where possible and informal landscape areas throughout the development. The levels of the site have been a challenging element and require retaining features / orientation and positioning of roads to achieve a workable design.
- House types vary across the development in response to the hierarchy of street types and specific locations such as corner plots and to terminate views.
- A variety of property types are established within the scheme in terms of form and size with a mix of 1, 2, 3 and 4 bedroom properties. Detached, semi detached and terraced forms are proposed which will provide accommodation for a wide range of population.
- A variety of parking solutions have been established dependant upon the type of property and character of street being developed. Where possible, parking is within the curtilage or to the front of the property being served.



## 4.3.1 Initial Design Concept

The gradients and levels of the site have been the greatest factor in determining the overall form of development on this site.

The form is the result of trying to balance a strong entrance to the development, minimising retaining structures whilst developing a scheme which works and can be developed.

Access to the site is to be proposed from Woolley Colliery Road.

Outward facing development is created to Woolley Colliery Road. This creates active frontages and surveillance.



Areas of allocation HS11 remains undeveloped with planting retained.

The spine road has been created with green verges and tree planting defining this key route.

Access to the existing Farm to be maintained as part of any development proposal.

The levels of the site have been fully considered and drainage solution created in the form of a basin at the lowest part of the site.

Homes are designed to frame the open space areas wherever possible. To this section of the scheme, a strong form of development is achieved framing this space.

## 4.3 Pre-Application Discussions

The initial Site Layout was issued to the Local Planning Authority in order to review the proposals prior to the submission of a formal application. This was considered under reference 25/11089/STREP.

Unfortunately given the time lapse between the submission of the application in early December 2025, there remains a significant amount of responses outstanding. Responses obtained include the following:

### **Education:**

Calculations have been outlined which represent the current position of school place planning across early years, Primary school, Secondary School and SEND as of January 2026. They indicate the contributions that would be required should a formal planning application be submitted.

No objection raised as part of the proposals, just a necessity for an updated calculation to be undertaken as part of any formal application.

### **SYMAS**

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

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

In response to this comment, a Phase 1 Site Investigation which includes a coal mining risk assessment is included as part of the submission.

### **Affordable Housing**

Policy H7 of Barnsley's Local Plan sets out that housing developments of 15 or more dwellings will be expected to provide affordable housing, and that: 30% affordable housing will be expected in Penistone and Dodworth and Rural West, 20% in Darton and Barugh; 10% in Bolton, Goldthorpe and Thurnscoe, Hoyland, Wombwell and Darfield, North Barnsley and Royston, South Barnsley and Worsbrough and Rural East.

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

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

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

In response to the pre-application response, the application is accompanied by and Affordable Homes Statement. This sets out the applicants intention to comply with policy in respect of the quantum, design and tenure of affordable homes.

### **Highways**

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

The design of residential streets within the development shall follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide (SYRDG).

The minimum level of parking should be in line with the parking standards contained within the Councils Parking SPD. These being:

1-2 bed units; 1 allocated space per dwelling,  
3+ bed units; 2 allocated spaces per dwelling.  
1 visitor space per 4 dwellings subject to layout.  
Covered cycle storage for those properties without a garage.  
For garages to be classed as a parking space they must have internal measurements of 3m x 6m (single) or 6m x 6m (double).

The site layout should be designed to maximise and encourage safe, sustainable movement through walking and cycling, providing links to existing networks. Private drives will be required to include a refuse collection area close to any proposed adoptable carriageway or the existing adopted highway to ensure efficient roadside waste collection. The refuse collection area should be sufficient to house the maximum number of bins on a recycling day for all properties.

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

The applicant will be required to provide a Transport Assessment to address the additional vehicle movements which should include assessment of all junctions that generate more than 30 vehicle movements per hour that will be impacted by both the proposal and the entire Local Plan housing allocations of HS25 and HS11.

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

A Transport Assessment has been completed and accompanies the application. The layout also demonstrates how the recommendations have been taken forward.

Pre-Application comments in relation to urban design remain outstanding at the time of the submission of the application.

# 05 Design Proposal

## 5.1 Proposed Site Layout

The proposed Site Layout for the site is identified opposite and proposes the erection of 119 dwellings.

- The new homes proposed are of mixed size to form secure blocks and attractive street scenes that provide enclosure to the public realm. This is reflective of the wider built form found within the locality of the site.
- A hierarchy of streets and spaces are created that provides a legible, connected and comfortable public realm for all users.
- A multi-functional network of open spaces and planting has been created throughout the site that provides community uses and opportunities for recreation and play.
- Development positively addresses public open spaces where possible and informal landscape areas throughout the development.
- House types vary across the development in response to the hierarchy of street types and specific locations such as corner plots and to terminate views.
- A variety of property types are established within the scheme in terms of form and size with a mix of 2, 3 and 4 bedroom properties. Detached, semi detached and terraced forms are proposed which will provide accommodation for a wide range of population.
- A variety of parking solutions have been established dependant upon the type of property and character of street being developed. Where possible, parking is within the curtilage or to the front of the property being served.



## 5.2 Urban Design Principles

The key design elements which have been considered as part of this Reserved Matters scheme are highlighted below.

### Dual Aspect dwellings

These are provided to key corners to ensure activity and surveillance and visual interest.

### Vista Plots

These plots are carefully positioned to provide focal points or stops at the end of key views as you navigate the site.

### Key Views

A number of key views would be experienced within the scheme and these should be considered in terms of vista stops.

### Key Surveillance

The use of dual aspect dwellings and framing of where the key pedestrian routes are within the site creates activity and helps to encourage their use.



## 5.3 Landscape and Green Infrastructure

The landscape strategy for the site aims to achieve the following:

- Provide an attractive and distinctive environment for residents through the use of ornamental tree, hedge and shrub planting on internal streets and in front gardens
- Retain and enhance existing trees, hedges, except for where removed to provide access
- Provide mitigation for the loss of vegetation through the planting of new meadows, hedgerows, specimen trees and scrub areas

### LANDSCAPE TREATMENTS

#### TREE PLANTING

Extensive planting of semi mature and extra heavy standard and standard trees are proposed throughout the development to create a structure to the new housing which is in keeping with the scale and context of the development and helps to filter views into the site, breaking up the rooflines of the housing when viewed from a distance. Planting at the site entrance, the public open space areas and focal points will aid navigation within the scheme and complement the existing mature trees and hedgerows on site.

Where practical there will be an emphasis of native species which are locally provenant and trees will be procured and planted in accordance with BS8545:2014.

Over the area of each planting pit, the true topsoil shall be removed and set to one side for re-use. Pits for Extra Heavy Standard shall be excavated to 1000 x 1000 x 750mm. Trees shall have a sturdy, reasonably straight stem and a well-balanced head with a clearly defined straight and upright leader and no main branch crossing the crown. They shall be in a healthy condition with a strong fibrous root system and of a normal habit for the particular species. All semi mature and extra heavy standard trees shall be guyed underground using a Platipus rootball disc system (available from Platipus Anchors Ltd) or other form of approved deadman anchor system with frame suitable for the purpose. All other trees, Heavy Standard and smaller, shall be double staked using two short stakes (1.5-1.8 metres long) driven into the ground to leave approximately 1 metre above ground and a cross rail secured across the top. Trees shall be firmly secured to the cross member with ties and spacers with a minimum life expectancy of 4 years. The stakes are to be placed to prevent damage to the trees. The stake must not cause rubbing of the tree trunk. All planting ties, cushions etc should be from sustainable sources and plastic free e.g. Green -tech : Natural tree tie is made entirely of natural fibres and is fully bio-degradable.

The tree pits must include an irrigation tube with a cap. All trees to receive a minimum of 60 litres watering at time of planting.

Adequate soil volume is one of the most critical aspects of the design. Soil volume requirements are proportional to the mature size of tree species. The source method of calculating soil volumes is the research by Lindsey and Bassuk, (1991) and Urban (1992). This calculation is based on the potential crown projection combined with nutritional and water requirements to produce a specific volume of soil. Crown projection is equivalent to the area under the tree's drip line.

Where the verge or planting area does not meet the area requirement a load bearing crate system is to be used beneath the footway to extend the rooting volume into garden areas. A product such as GreenBlue Urban Stratacell should be used, cells are to be filled with sandy loam topsoil to BS3882 or suitable site won soil. Module dimensions 500mm x 500mm x 250mm to be used 2 modules deep, providing 500mm depth of uncompacted rooting. Refer to tree pit detail P16 5043 113. Landscape proposals plans show the load bearing soil areas required as a blue cross hatch.

#### SHRUB PLANTING

A mix of evergreen and deciduous shrubs/ climbing plants and herbaceous perennials will be planted throughout the site to give enclosure and structure to the development and all year round interest. This follows the same

principles as previously approved.

Medium/ large species will be planted against screen fences and walls where space permits and medium / low mixes will be planted into front gardens, mews courts and around parking areas.

#### ORNAMENTAL HEDGE PLANTING

Beech and Hornbeam hedges are proposed in various locations throughout the site to define plot frontages. Lower growing evergreen hedging is proposed in situations where demarcation between public and private space is required without the need for tall enclosure. Deciduous hedging will be planted as a double alternate row of 60-80cm transplants, or larger.

The evergreen hedges will be planted in various sizes according to species availability.

#### NATIVE HEDGE PLANTING

All existing hedgerows have been retained except for where access to the site is required. Native species hedging will be planted into frontages on the outward facing parts of the development to extend and continue the existing hedgerows. Native hedgerow will also be planted in selected areas of the site to gap up existing sections of hedgerow and introduce additional habitat value within the site.

#### GRASS TREATMENTS

A variety of grass treatments are proposed throughout the site to define different areas of space and use:

#### AMENITY TURF

Front gardens will be turfed with a quality amenity turf.

Areas indicated on the plan will be seeded with native wildflower-rich seed mixtures. These will create an attractive backdrop to the development, as well as provide a source of shelter, nectar and pollen for a wide range of insect life, and in turn, will attract the animals that prey upon them, such as birds and bats.

#### SPECIES RICH MEADOW MIXES

EL1 - Flowering Lawn Mixture

EM1 - General Purpose Meadow Mixture

Seed mixtures supplied by Emorsgate Seeds - <https://wildseed.co.uk/mixtures> or similar

#### PREPARATION

No more than 5cm of topsoil will be spread over the subsoil profile. This will be loose tipped and spread with a back actor to avoid compaction, and harrowed to a fine tilth ready for seeding.

#### SEEDING

Seed according to supplier's instructions. If soils have been spread before September, any weed growth that has established in the meantime will be sprayed with glyphosate and a seedbed be re-prepared.

Seed will either be broadcast by hand or by approved lightweight machinery at c. 40Kg /Ha. Following seeding, the area will be lightly rolled to incorporate the seed with the growing substrate.

## 5.3.1 Landscape and Green Infrastructure

### MANAGEMENT

Year 1

Five cuts, collect arisings and remove from site.

Use a weed wipe three times in year 1 to kill off weeds - Spear thistle, creeping thistle, broad-leaved dock, clustered dock, wood dock, curled dock, nettle, ragwort and others according to ECoW recommendations. Operative must be proven competent in identifying these in their early stages to prevent killing off sown wildflowers.

Year two onwards

EL1: Cut as normal amenity grass, as specified in the overall landscape maintenance contract. Cutting should not be more frequent than every three weeks. Longer periods (four weeks plus) in mid-summer are advantageous.

EM1: Single cut in late summer (August/September), with arising raked and removed.



## 5.3.4 Landscape and Green Infrastructure

### Garden Sizes

In line with Barnsley Council SPD Design of Housing Development, sufficient garden depths are created within the site.

The guidance advises the following: -

Rear gardens of proposed dwellings should be at least:

- 50 square metres in the case of two bedroom houses/ bungalows and
- 60 square metres for houses/bungalows with three or more bedrooms.

Smaller gardens may be acceptable in corner plots if privacy and daylighting can be maintained. The plan opposite demonstrates the high quality garden areas which are in compliance with the guidance above.



## 5.3.5 Landscape and Green Infrastructure

### Boundary Treatments

The scheme for the boundary treatments proposed include the following: -

#### PLANNING LAYOUT LAYERS KEY:

- 2000mm BRICK SCREEN WALL
- 1800mm BRICK WALL & FENCE
- - - 1800mm TIMBER FENCE
- - - 2000mm ACOUSTIC FENCE
- 450mm KNEE HIGH RAIL

To the front of dwellings landscape design is proposed. This allows a soft frontage which can be maintained at an appropriate height which does not impede visibility.



Where boundary treatments to rear gardens abut public spaces, a more robust treatment is proposed (1.8m high wall). This material will match that of the host dwelling and will be of an appropriate height to maintain privacy for future residents.

Where open space is provided, 0.45m high knee rails provide definition between public and private spaces.

There are a number of retaining walls required in order to develop this site appropriately. The scheme has been designed to minimise these in respect of number and height.



## 5.4 Amount of Development

The layout demonstrates that the site can accommodate 119 dwellings. The site is 3.2 Hectares in size which equates to a density of 37 dwelling per hectares. This is considered an acceptable quantum of development based on the allocation quantum which takes into account all technical matters whilst delivering an efficient scheme.

The development proposes a wide range of accommodation types with detached, semi detached and short terraces.

The development provides the following breakdown in respect of bed numbers:

### Affordable Homes

Bed No.	Amount
2	12
3	12

### Open Market

Bed No.	Amount
2	8
3	38
4	49

This provides the following percentage breakdown overall:

- 16.8% 2 bed
- 42% 3 bed
- 41.2% 4 bed

In line with the pre-application comments, the proposed scheme provides the following breakdown:

70% Affordable Rent  
30% Discount for Sale.

Home Ownership:

Plot 50 and 51, Plots 53 – 58 and Plot 60

This provides the following breakdown:

3 x 3b and 4 x 3b/4p

Social Rent:

Plots 85 – 87, Plots 88 – 91, Plot 59, Plot 8, Plots 9 – 11  
Plots 12 – 13 and Plot 111-112

This provides the following breakdown:

1 x 1b/4p, 2 3b/4p, 5 x 2b/3p, 2 x3/5p, 2 x 2b/4p, 3 x 3b/4p and 2 x 3b



The homes are NDSS standard compliant and in line with local policy requirements  
6% of the homes are M4(3) compliant.

## 5.5 Noise Mitigation

Environmental Noise Solutions Ltd (ENS) has been commissioned by Homes By Honey to undertake a noise impact assessment for the proposed residential development.

The ambient noise climate at the site is controlled by the distant M1 motorway (circa 400 metres to the west) and intermittent vehicles along Bloomhouse Lane and Woolley Colliery Road, with no other significant noise sources noted by the survey engineer. Weighwell Engineering is located towards the northern corner of the proposed development site, with operating hours confirmed as 0800-1630 hours Monday to Friday, with no operation during the weekend. The company produces scientific instruments for weighing locomotives. It should be noted that the survey engineer confirmed Weighwell Engineering to be conducting normal operations throughout the course of the survey and did not note any noise from the commercial unit, consequently, the premises are not considered a significant contributor to the prevailing noise climate during typical operational conditions.

Noise levels at the site are due to intermittent vehicles along Bloomhouse Lane and Woolley Colliery Road, and constant underlying noise from the distant M1 motorway.

The site layout indicates that the majority of dwellings adjacent to Bloomhouse Lane or Woolley Colliery Road will 'front onto' the roads, such that gardens of these plots will be screened by the dwellings themselves.

In order to reduce garden levels as low as practicable, where gardens are not situated to the rear, it is recommended that they are provided with circa 2-metre-high solid timber fences or brick walls. As a precaution, it is also recommended that acoustic screening is provided to gardens fronting towards Weighwell Engineering.

These recommendations have been taken forward as part of the development proposals as demonstrated on the accompanying Site Layout.



## 5.6 Scale and Appearance

Following an assessment, the prevailing character of surrounding development is two-storeys and that would be considered the most appropriate scale for new housing as part of this development. Some higher storey buildings within the site provides visual interest in the roofscape.

- 3 storey development
- 2 storey development
- Single storey garages

The mix proposed has been consulted on through the pre-application process and no concerns have been raised. The mix is therefore in line with current demand.

All of the homes are designed to be of sufficient size.

The proposed development includes for accessible and adaptable homes in its offering. This includes M4(3) bungalows.

It is therefore considered that the scale of development at this site would reflect the character of the locality being typically 2 storeys in height in line.

This ensures the proposal does not have an unacceptable impact on existing uses in the surrounding area.



In relation to energy efficiency and carbon compliance targets, the development will adhere to the relevant adopted guidance and Building Regulations requirements at the time of construction.

## 5.6.1 Scale and Appearance

The images below provide some key streetscenes from within the development. This identifies the style of dwellings proposed and how they knit together to create a high quality environment.



Care has been taken to ensure sufficient spacing between dwellings. This ensures that privacy is maintained.

The streets show variations in plot widths. This is clearly demonstrated on the above streetscenes.

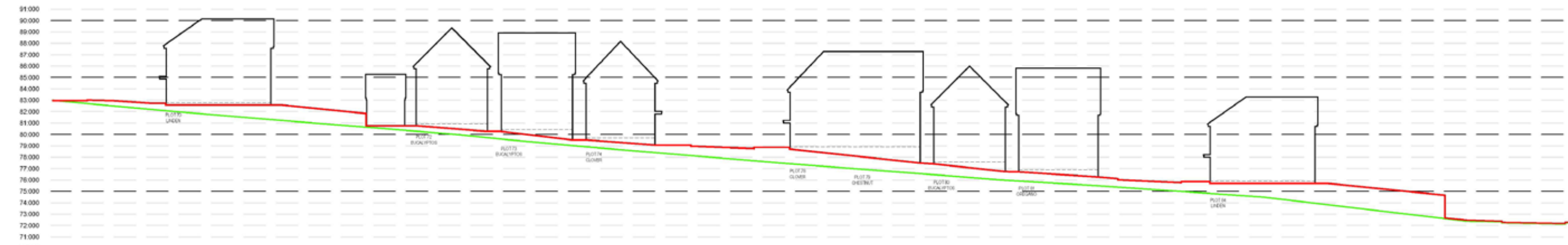
Space has been created down the side of dwellings and appropriate access created for the short terraces provided.

The primary elevation has been designed to front the street. This includes the front door and windows on all levels.

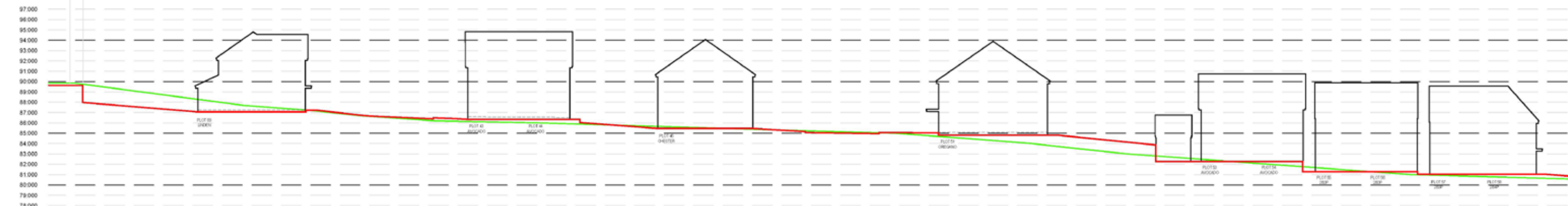
Windows align vertically through a centre point. No window exceeds the width or height of the window on the floor below.

## 5.6.2 Scale and Appearance

The images below demonstrate the challenges faced in respect of the levels across the site. This explains the design solutions now put forward. The orientation and selective positioning of the plots help to minimise the impact of retaining features.



SECTION A-A



SECTION B-B

## 5.6.3 Scale and Appearance

The images below provides details on the type of materials to be used as part of this development.



MATERIALS PLAN LAYERS KEY:

- BRICK TYPE A
- BRICK TYPE B
- RENDERED ELEMENT

NOTE:  
BRICK TYPE SUBJECT TO CLIENT SPECIFICATION  
& AVAILABILITY.



It is important that materials follow the prevailing colour, size, and texture of materials to create a cohesive palette. Materials must fit those used in the surrounding area.

As the images demonstrate, the homes within the wider locality are a mix of red and buff shade brick. Roof tiles are generally brown or red. Some newer developments have utilised grey.

The palette of materials proposed on this development is therefore reflective of the local character and will provide a development which sits harmoniously within the local area.

## 5.7 Access and Movement

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

### Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

### Site Circumstances

Vehicular access to the proposed development will be provided by way of a new priority controlled simple T junction with Woolley Colliery Road, at the western site boundary. The proposed access will be located some 75 metres to the north of an existing access which served the former colliery to the west of Woolley Colliery Road but will, in the future, serve the southern parcel of Site HS1 that was granted planning approval at committee in December 2025 (ref 2024/0867).

In line with the requirements of Policy HS25 in the Barnsley Local Plan, the spine road through the site will take the form of an initial section of Link Road which will connect Woolley Colliery Road to the west and Station Road to the south-east. This application will therefore deliver this initial section of link road, with the remainder of the Link Road provided through the adjacent HS11 land allocation.

The spine road through the application site has therefore been designed with this requirement in mind, and will have a carriageway width of 6.75 metres, with a 2 metre wide footway to its northern side and a 2 metre wide verge and 3 metre wide shared footway/cycleway to its southern side. This width will futureproof the spine road should there be a requirement in the future for the Link Road to serve as an operational bus route.

The proposed site access junction with Woolley Colliery Road will form the western end of the new link road. The proposed site access will be 6.75 metres wide, with 6.0 metre radius kerbs to both sides at its junction with Woolley Colliery Road. The 2.0 metre wide footway to the north of the access and the 3.0 metre wide shared footway / cycleway to the south of the access will tie into existing provision to the eastern side of Woolley

Colliery Road. Dropped kerbs and tactile paving will be provided across Woolley Colliery Road, which will tie into an extension to the existing shared use footway/cycleway to the east of Woolley Colliery Road, thus linking the site to the existing pedestrian infrastructure.

### External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

### Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the house types will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to.

Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents.

### Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself.

Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

### Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

### Bin Storage and Collection

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required.

In order to establish a successful development

- The distance between storage areas and collection points should be minimised within the development.
- Where terraced housing is proposed, secure rear paths should be provided to the rear of properties allowing access to rear gardens for storage.
- Individual dwellings should have access to their garden to allow bins/recycling to be stored safely in rear gardens.

References:

- Approved Document M, Access and Facilities for Disabled People.
- BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled.
- NHBC Foundation - Avoiding rubbish design: providing for bin storage on new housing developments - NF60

## 5.7.1 Access and Movement

The layout has sought to create a hierarchy of movement which transitions from Woolley Colliery Road through a series of primary routes, secondary streets and private drives.

As the plan demonstrates opposite, a permeable and legible network of streets and pedestrian links can be achieved at this site, providing easy and direct access to existing services and facilities within the locality.

The primary route provides footpath immediately to both sides and provides a connection from Woolley Colliery Road into the development. This is the initial entrance and as such segregated footpaths are provided assisting in the safe movement of pedestrians. This is the key spine road which provides direct vehicular access to the wider housing allocation.

This then gives way to the Secondary Streets.

These are designed to be more angular and are reduced to having margins as opposed to footpaths. The reduction in speed is achieved through reduced visibility and allows pedestrians and vehicles to share this space safely. The change in environment is also further distinguished through a change in surface material.

Shared Surfaces  
These are designed with a footpath to one side of the carriageway and a margin to the other.

The private drives are limited to serving 5 properties and again are designed for low traffic speed.



Traffic calming measures have been designed into the streets. This is achieved through the use of shared surfaces within the carriageway



Each of the dwellings proposed will have one EV Car charging point as per Building Regulations Approved Document S



## 5.8 Car Parking

A strategy for the provision of car parking within the layout has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site. Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

Car parking within the locality varies however the majority are generally set within the curtilage of the dwelling either as integral or side detached garages and driveways either to the front or the side. There are however opportunities to introduce different car parking solutions depending upon the type and character of street being proposed. This would include detached / integral garages, front parking courts, rear car parking courts and side spaces.

### On Plot Parking

On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance.

All parking in blocks have been attractively and robustly landscaped and properly overlooked by the appropriate siting of dwellings and habitable rooms.

Parking for the dwellings is to be provided in line with Barnsley's SPD Parking which sets out:

- 1 space for dwellings with 1 or 2 bedrooms
- 2 spaces for dwellings with 3 or more bedrooms

For C3 dwellinghouses 1 visitor space per 4 dwellings subject to layout. Flexibility for visitor parking will be considered on a site by site basis.

Landscaping has been incorporated in order to reduce the visual impact of parking within the street.



# 06

## Designing out Crime Assessment

## 6.1 Secured By Design

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

**NPPF states at paragraphs 92 that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:**

- (a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other**
- (b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion**
- (c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.**

The application seeks full planning approval for residential development and a detailed layout accompanies the submission.

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined opposite.

- Proposed and existing footpath links within the site has been clearly and logically positioned to ensure surveillance and promote the use of these links. This provides a sense of security for residents and visitors.
- Parking solutions vary as previously demonstrated. No matter what the solution, all areas are adequately overlooked by the siting of surrounding dwellings.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments have been employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments typically 1800mm high fencing to the rear boundaries of dwellings with fencing sub-dividing plots ensures the creation of defensible space and achieves privacy for future residents.
- Rear gardens have generally been plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided have been kept to a minimum and have been provided with gates preventing casual intrusion.
- The use of defensive planting maintains clear visibilities and allows natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings respond to the street with outward facing development. Front doors are clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables have also been appropriately treated with additional windows to ensure surveillance and dual aspect dwellings have been employed at key corners. The plan below demonstrates how this has been achieved at this site by identifying the key frontages to the plots.
- Gates - These have been positioned as close as possible to the front of the building lines
- Cycle sheds are provided to properties to ensure secure storage of cycles.
- The communal waste bins to the apartments are stored securely within 45 metres of a suitable collection point on the highway.

## 6.1.1 Secured By Design



### Open Space

900mm high estate railings are proposed around the equipped open space and hedges created elsewhere ensuring key definition between public and private realm.

All areas of open space have been designed to ensure they are framed and overlooked by the proposed dwellings. At key corners, dual aspect dwellings have been positioned to ensure active streetscenes and surveillance.

Appropriate boundary treatments have been designed within the scheme which assists in the creation of a safe and defensible scheme. These include the following:

### Plot Division Boundaries

1800mm high timber division fencing have been provided between plots to ensure privacy.



# 07 **Design Quality**

## 7.1 Design Quality

The basis upon which this assessment is made is on the Building for a Healthy Life (BHL). The Building for a Healthy Life (BHL) document updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of this updated BHL.

Taking each of the key considerations in turn, this document assesses the design proposals and assigns either a green, amber or red award. The key sections for consideration are identified opposite and below: -

Red = Stop and rethink

Amber = Try and turn to green

Green = Go ahead



As the initial assessment advises opposite, in our opinion the scheme is currently achieving green lights to 5 criteria. The relevant sections within this Design and Access Statement backs up our conclusions on these various elements.

Under the new assessment system the LPA is encouraged to work with us in order to achieve as many green lights as possible, and to avoid any reds and we welcome those discussions through the course of the application.

These proposals will avoid any red lights and are fully capable of being further refined to deliver positively against all the new Building for Life test.

<b>14 INTEGRATED NEIGHBOURHOODS</b>
Natural connections
Walking, cycling and public transport
Facilities and services
Homes for everyone

<b>38 DISTINCTIVE PLACES</b>
Making the most of what's there
A memorable character
Well defined streets and spaces
Easy to find your way around

<b>62 STREETS FOR ALL</b>
Healthy streets
Cycle and car parking
Green and blue infrastructure
Back of pavement, front of home

<b>1</b>	<b>NATURAL CONNECTIONS</b> Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.
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Vehicular access to the proposed development will be provided by way of a new priority controlled simple T junction with Woolley Colliery Road, at the western site boundary

Parking and turning spaces within the site are proposed to allow all vehicles to enter and leave the site in a forward gear. Pedestrian routes through the site will follow natural desire lines and will allow pedestrians to connect with the existing footway network, providing access to local schools, services and amenities, as well as retail and leisure opportunities.

The pedestrian and vehicular connections ensures this development is not isolated and allows the safe movement both within, through and around the site. The links identified are direct and overlooked. The design of the streets allows a pleasant low traffic environment around people's homes whilst still allowing pedestrian movement.

<b>2</b>	<b>WALKING, CYCLING AND PUBLIC TRANSPORT</b> Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions
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Pedestrian access to the site will be provided from Woolley Colliery Road via footways to both sides of the vehicular site access which will tie into the existing shared footway / cycleway to the eastern side of Woolley Colliery Road. This provision continues to the north into the village of Woolley Grange, to the south, the shared footway / cycleway continues for approximately 60 metres to the south where this provision terminates. Dropped kerbs and tactile paving are provided here to access the footway to the south-western side of Woolley Colliery Road.

There is an existing Bridleway which passes through the site which is known as Darton UD 45. This bridleway runs on a broad north to south alignment between Bloomhouse Lane to the north and Woolley Colliery Road to the south, passing directly through the eastern extents of the proposed development site. The alignment of the existing Bridleway will be maintained through the proposed development with an appropriate crossing point provided where it crosses the link road.

All of Darton is accessible within the preferred maximum 2.0 kilometre walking distance, along with a large area of Mapplewell to the east of the site, Woolley Colliery and Woolley Grange to the north of the site and Kexborough to the south-west of the site.

Darton, Mapplewell, Royston, Athersley, Silkstone and Barnsley town centre are accessible within an 8 kilometre cycle distance, where a large number of key employment, leisure and retail facilities are available. Key employment areas, such as Zenith Business Park to the south of the site and Carlton Business Park to the east of the site, are also within an 8 kilometre cycle. The proposed spine road through the site will feature a 3.0 metre wide shared footway/cycleway, which will tie into the existing shared footway / cycleway to the eastern side of Woolley Colliery Road. The shared footway/cycleway along the spine road will also link through to Station Road via site HS11 to the south-east in the future, subject to a future planning application being granted planning permission and constructed.

The closest bus stops to the site are located on Woolley Colliery Road to the north of its junction with Fountain Close, approximately 300 metres walking distance to the south from the centre of the site via the vehicular access with Woolley Colliery Road, or an approximate 200 metre walk utilising Bridleway Darton UD 45 which passes through the site.

The closest railway station to the proposed development site is Darton Railway Station, which is located around 330 metres walking distance to the south of the site. The station offers hourly services in each direction between Leeds and Sheffield which also stop at other key local stations within South and West Yorkshire such as Barnsley, Wakefield and Castleford.

## 7.1.1 Design Quality

<b>3</b>	<b>FACILITIES AND SERVICES</b> Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.
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This site is well positioned in terms of benefiting from good public transport links and services including local shops, schools, employment opportunities and health/leisure facilities.

there are a number of local amenities which are within the preferred maximum walking distance of 2,000 metres. It also shows that Darton Primary School is within the desirable walking distance for school journeys of 800 metres.

The nearest secondary school to the site is Darton Academy, which is located circa 2.6 kilometres walking distance to the west of the site. It can also be accessed by a combined walking and bus journey, via the 95 bus service.



<b>4</b>	<b>HOMES FOR EVERYONE</b> A range of homes that meet local community needs.
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The development proposals demonstrates the site can accommodate 119 dwellings.

The development proposes a wide range of accommodation types with detached, semi detached and short terraces.

The development provides the following breakdown in respect of bed numbers:

- 16.8% 2 bed
- 42% 3 bed
- 41.2% 4 bed

The mix is in line with local need and ensures a wide range of accommodation types both in terms of form and scale. The scheme proposes a mix of 1, 2, 3 and 4 bedroom dwellings which are detached, semi detached and small terraces and quarter houses.

This variety would provide a wide choice and variety for a wide demographic. Generous gardens and spaces have also been created which would allow potential in the future for adaptation alongside residents growing needs.

<b>5</b>	<b>MAKING THE MOST OF WHAT'S THERE</b> Understand and respond
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The proposed layout has been designed following sound urban design principles and guidance whilst maximising the sites opportunities and giving due regard to site constraints. It is considered that the scheme proposed creates a place that has its own identity whilst respecting its surroundings and being part of the wider community.

- Existing utilities - These have been retained and relevant easements have been considered as part the design
- Existing landscape features have been retained where possible and RPZ's / buffer zones have been established through survey work.
- Surrounding noise sources have been considered and the design solution mitigates those sources to ensure a high quality residential environment
- Strategic highway designed through the site which will provide sufficient access to the adjacent allocation for future housing.
- Consideration of the existing public Right of Way, Bridleway and also the access to the existing house.

- The topography of the site has been fully considered as part of the design

<b>6</b>	<b>A MEMORABLE CHARACTER</b> Create places that are memorable.
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The objective was to create a high quality residential environment that respects the wider context of the site.

There is no one particular style or type of development from which to draw inspiration for this scheme. This will therefore seek to create its own identity. The development proposals are inspired by the careful use of materials and proportionality rather than any architectural period. The use of brick with elements of render for this development are reflective of the locality and are taken forward. Simple elevation styles are a reflection of existing styles.

The use of dual aspect dwellings, careful choice of materiality, symmetry and the framing of streets help to create spaces that are legible and memorable.



## 7.1.2 Design Quality

7

### WELL DEFINED STREETS AND SPACES

Create a network of streets and spaces that are well enclosed, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to services and facilities within the wider locality.

Traffic speeds would be greater along the main primary routes and therefore a segregation of pedestrians to the vehicle assists in the safe movement.

The primary routes give way to a series of secondary shared surface streets where vehicles and pedestrians share those spaces. Here speed would be naturally slowed by the design and material of the highway. Private drives are the lowest in the hierarchy of street types within the development and would be used to serve no more than 5 properties.

Irrespective of its type, all streets are designed with active frontages and cohesive building lines as demonstrated within the layout. Dual aspect dwellings are provided to all key corners to ensure interest, activity and surveillance.



8

**EASY TO FIND YOUR WAY AROUND** Use legible features to help people find their way around a place

The layout demonstrates how a legible environment can be created for users of the development. This has been achieved in a number of ways as identified below: -

Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops.

Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around.

Clear paths along desire lines lead pedestrians across and around the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.



9

**HEALTHY STREETS** Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease.

One of the key feature of this site is the ability to create safe pedestrian routes through and around the site. Those routes are provided through high quality areas of public space and landscape features which exist or are enhanced as part of the development proposals. The design of the highway prioritises the pedestrian and provides key visual links from within the main body of the site to the areas of POS.

Pedestrian footpaths would also be integrated within the street with high quality lighting and surveillance. The streets have short distances between junctions and turns to ensure 20mph design speeds can be achieved.

Parking has been varied within the streets and this variation allows landscape features to be provided in front gardens minimising the impact of the car within the street. This will add to the sensory richness of the development.

The open space is directly linked by the pedestrian routes and these provide spaces for residents to sit, space to chat or play.



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**CYCLE AND CAR PARKING** Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene

The orientation and position of dwellings will provide natural surveillance to all routes.

All dwellings have space within the garden to accommodate a dedicated cycle storage shed.

The housing layout is designed with consideration of not only the amount of parking but how and where it is accommodated, ensuring that ad-hoc on-street parking is minimised.

The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. Individual parking has been designed to be situated close to the dwelling it serves for convenience and surveillance. A range of parking solutions create variety and landscaping is then used to break up parking to help settle parked cars into the street.

The direct and convenient nature of the proposed pedestrian links, their separate nature from the main vehicular streets



particular to the open spaces will encourage their use to access the many local services available and encourage more sustainable forms of travel.

## 7.1.3 Design Quality

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### GREEN AND BLUE INFRASTRUCTURE

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature.

Proposals will need to consider the NPPF hierarchy of Avoid - Mitigate – Compensate in minimising any loss of biodiversity.

The green infrastructure proposed is multi-functional, delivering biodiversity, amenity, aesthetic and drainage benefits, and also forms continuous corridors for wildlife movement. The accompanying WEMP also provides a number of measures which have been incorporated as part of the proposals.

Installing roosting, nesting or hibernation features for fauna will be beneficial and garden fences will be permeable so that hedgehogs can have access through the Site.

New trees are identified to be planted within the scheme as part of the landscape proposals.

The link between usable open green space and mental well being is well established and the desire to create direct links for recreation and social interaction within the development is a core principle we are trying to create. This scheme achieves this by integrating development with the open space.

12

### BACK OF PAVEMENT, FRONT OF HOME

The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes

Appropriate boundary treatments are designed within the scheme which would assist in the creation of a safe and defensible scheme. This establishes a clear definition between the public and private realm which can be tailored to match its setting in terms of type and design. Within the locality, most are open with no treatment though some residents have added low walls, hedges or railings. Here hedges are proposed to key properties and corners to avoid ambiguity between public and private realm.

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development. In order to establish a successful development, the following principles are established in order to accommodate the required bin provision:

The distance between storage areas and collection points are minimised within the development.

The dwellings on the site that are detached or semi-detached have access to their garden to allow bins/recycling to be stored safely in rear gardens. Where terraced forms are provided, rear access paths are designed to middle houses with gates preventing casual intrusion to allow bins to be stored away from the streetscene.

These design principles will ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.

Varied property types and parking solutions provide varied set backs within the street which provide the opportunity for garden spaces and opportunities for social interaction. The doors to all dwellings face the street and provide activity and surveillance.

Care is also taken to ensure all areas of the scheme are well defined avoiding confusion or ambiguity in terms of use or ownership.

This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice.

This detailed scheme blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form which is reflective and complimentary to the existing built form.

These elements will ensure the creation of a pleasant environment to live.

### Development Summary

Number of dwellings:  
119 dwellings

Bedroom Range:  
2, 3, 4 bedroom properties

Storey Heights:  
2, 2.5 and 3 storeys

Property Types:  
Detached, Semi Detached, Small terrace blocks

