

Architecture  
Planning  
Urban Design  
Landscape

Proposed Residential Development on land at  
**Pitt Street, Wombwell**  
Design and Access Statement

V: 01  
on behalf of Alphin Property

November 2025

Contents Amendment Record

Project: Pitt Street, Wombwell

Date of Issue	Rev	Notes	Status	CompletedBy	Checked and Approved By		
					Designer	Landscape	Planner
25.09.25	V01	Sub	Sub	VS	TS	LB	VS
17.11.25	V02	Updated to consultation responses	Sub	VS	TS	LB	VS



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01

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 at Pitt Street, Wombwell.

The applicant is Alphin Property.

The applicant seeks outline planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. All matters are reserved except for means of access to, but not within the site.

## 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

## 2.0 Development Framework

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

## 2.0 Development Framework

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. As such it has been adopted by many local authorities for planning approval.

### 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 as core of its solution. Also, interaction with relevant stakeholders, including local communities, is key to successful implementation of Building with 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 and 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 to pre existing communities and facilities so that people can walk to them – short car journeys are the only car journeys increasing in number. Walking 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.



03

Site Area and Analysis

The site is located to the southwest boundary of the village of Darfield. The proposed development site is approximately 1km to the west of the village centre and lies around 6.4km to the southwest of the town centre of Barnsley. To the south of the site lie the settlements of Wombwell and Brampton.

The application site is a large open area of greenfield land, bounded by residential dwellings served by Lombard Crescent to the north, Phase 1 of the residential development to the east, Pitt Street to the south, and further safeguarded land to the west.

The site currently comprises relatively flat overgrown fields, accessed from Pitt Street via a tarmac road (c. 200m long). These fields are defined with wooden and wire fencing. In the north, land is currently being used as grazing for horses.

Hobson Low Valley Farm occupies about 1.1 ha of land in the north-west. Access time to the farm was restricted, but the area includes: -

- A two-storey, stone-built farmhouse (still occupied) in the south
- A closely mown area with two large static caravans on concrete pads to the south-east
- A miscellany of dilapidated barns, the largest of which is situated adjacent to, and east of, the farmhouse and comprises a lower section of breeze block walling and an upper section (and roof) of corrugated sheeting (likely asbestos-cement)
- Smaller barns, north of the farmhouse, are stone-built with corrugated sheet rooves
- A long (c. 50m), low, stable block in the north, with a trotting arena behind
- External areas are predominantly concrete hardstand

Along the southern boundary there is a small drainage ditch running parallel to Pitt Street.

A new residential development (Netherwood, being built by Barratt Homes) is present immediately beyond the eastern boundary. Construction is ongoing and the compound area occupies c. 1,000m<sup>2</sup> of land within the north-east of the site itself.

Immediately beyond the south-east corner of the site there is an attenuation basin or balancing pond associated with the adjacent Barratt development.

A public footpath runs between the site and the new Netherwood estate. The public footpath is lined with wooden and wire fencing, with heras fencing in places, together with hedgerows. The footpath has been temporarily diverted around the construction compound.

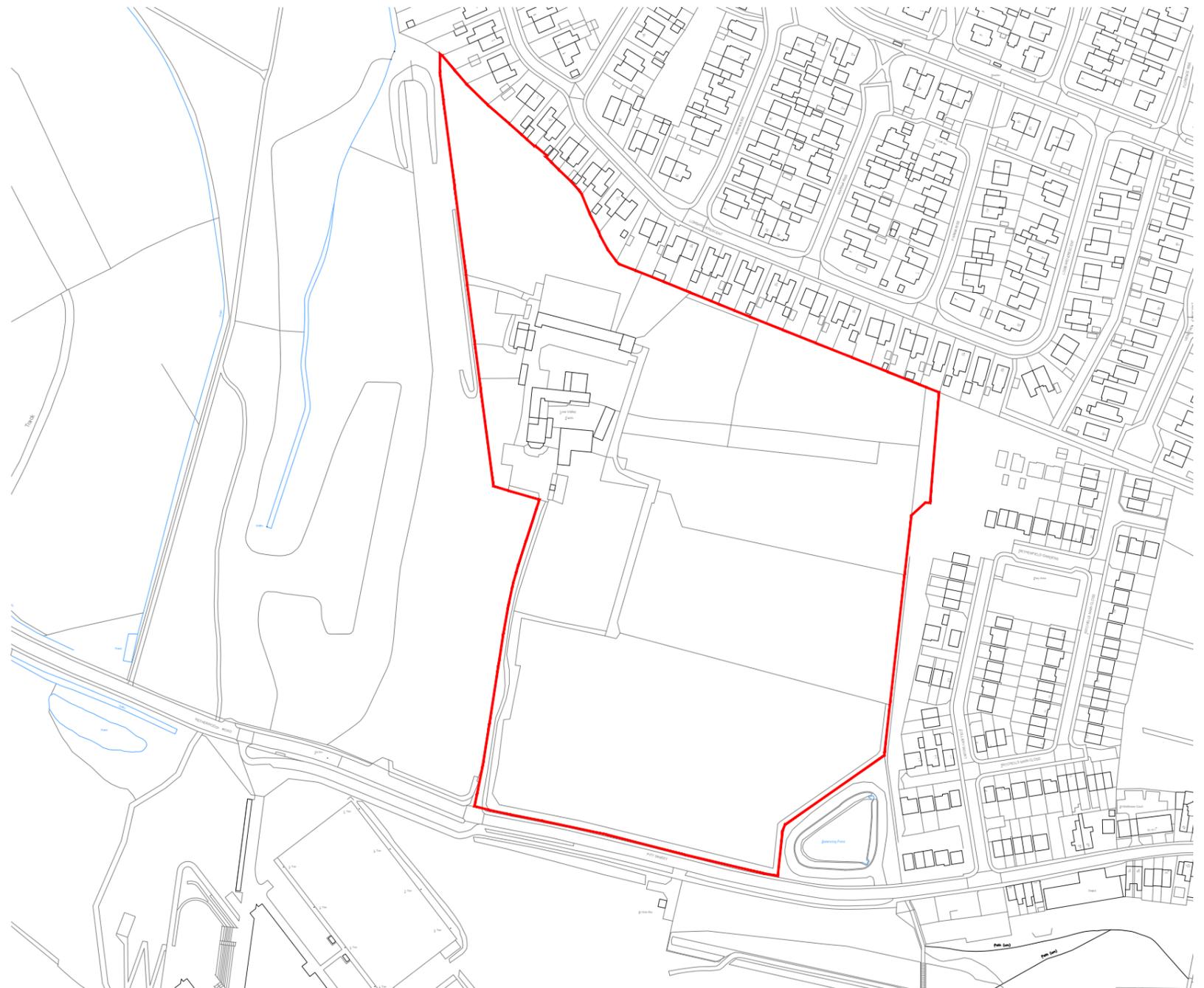
Netherwood Academy is located just to the south of Pitt Street opposite the proposals, whilst an industrial park approximately 650 metres to the south of the proposals offers job opportunities, as well as the shops and services within nearby Wombwell and Darfield centres for commercial and recreational purposes.

### Planning History

A review of the planning history of the application site and surrounding area has been undertaken. There is limited planning history on site. There is one undetermined application (2023/0667), for the erection of new dwelling and temporary siting of 2 static caravans which is currently under consideration.

Previously approved planning applications involved the erection of a cattery (2008/1039) in 2008.

To the East of the site, there has been an approved outline application (2019/1117) concerning the 'residential development of up to 107 dwellings. The Reserved Matters application (2021/0602) was approved for 100 dwellings in October 2021. The most recently decided application (2022/0042) concerned the Discharge of Conditions.



AERIAL IMAGE



# 3.0 Site Area and Analysis

## Barnsley Local Plan (Adopted January 2019)

The application site forms part of an identified safeguarded land site (site ref: SL19).

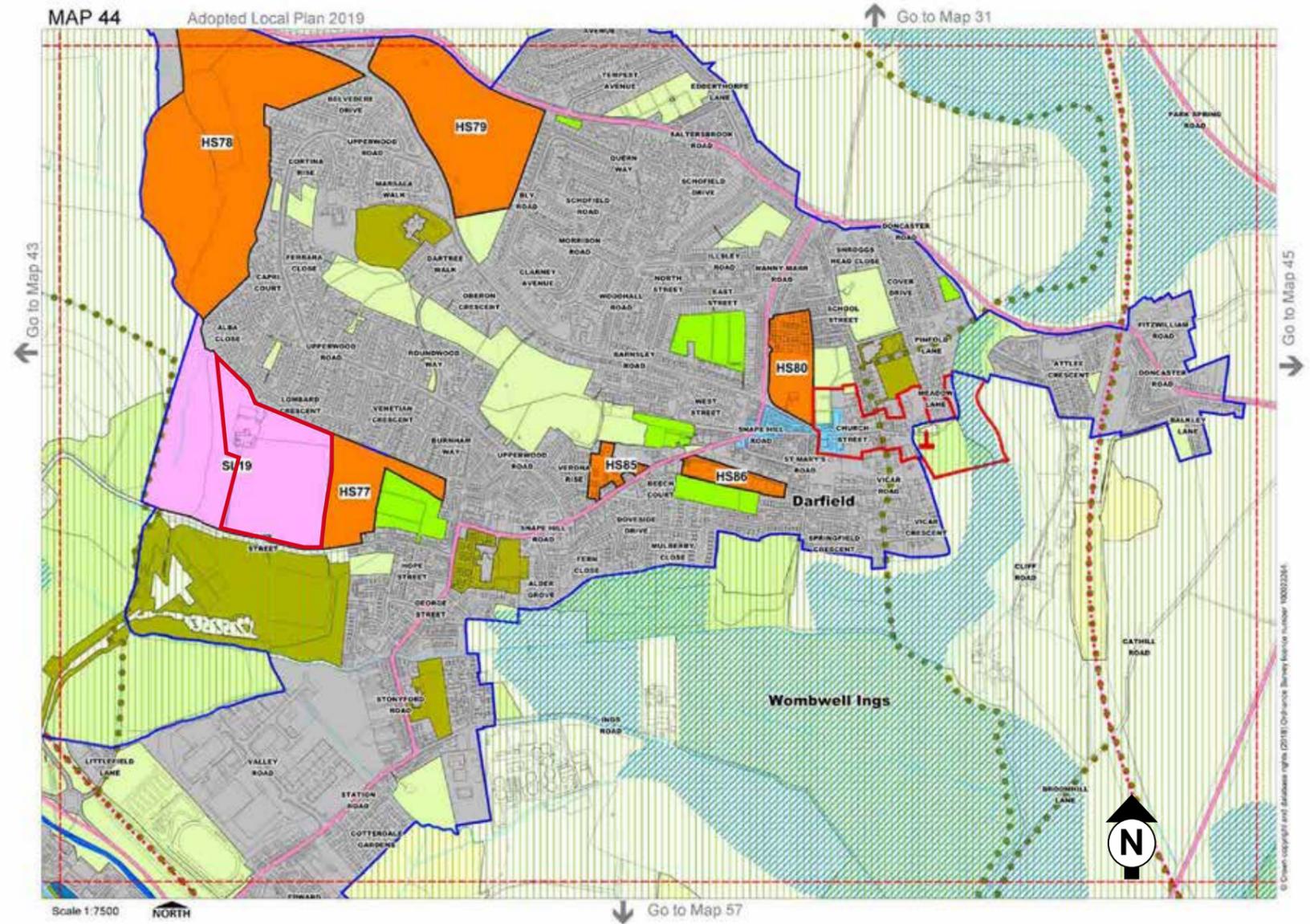
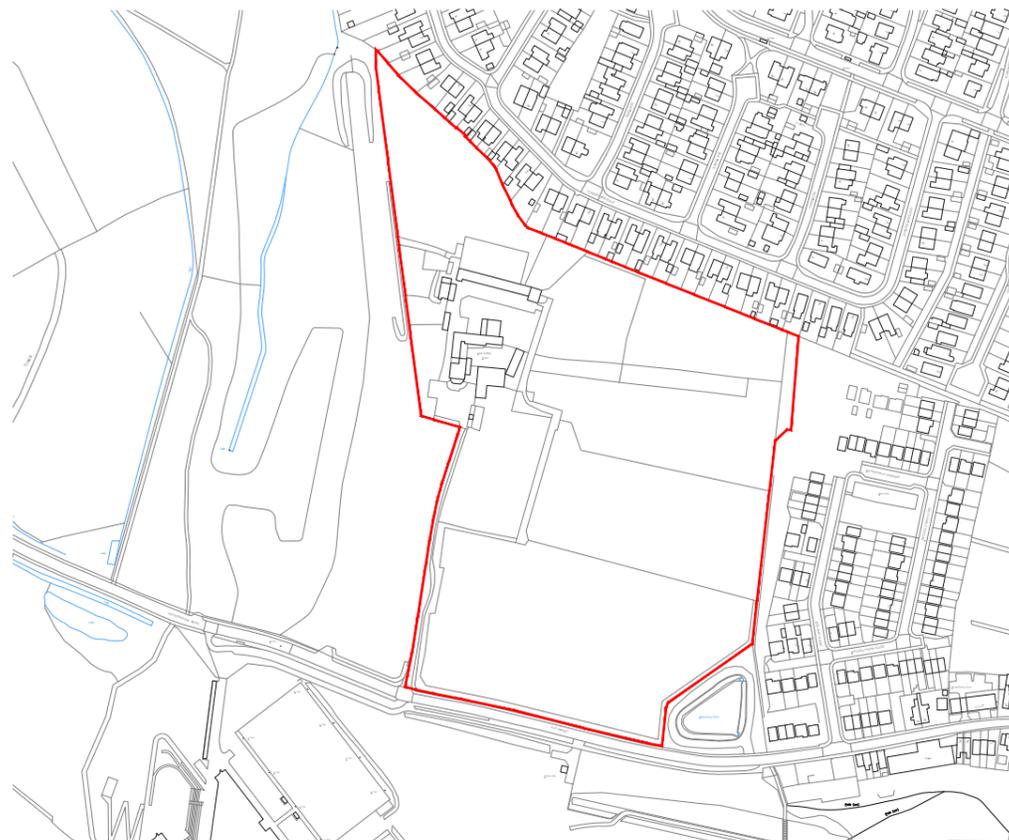
The application only proposes development to part of this safeguarded land. The remaining area is subject to woodland and landscape features and will therefore remain unaltered as part of the development proposals.

Part of this safeguarded site was utilised for the sustainable drainage solution as part of the development for residential properties on HS77.

This site is well progressed and is due for completion later this year.

As established above, there is a sizeable shortfall of housing delivery since the start of the plan period. A lack of delivering of the sites allocated for housing in the BLP to meet the need and deliver the locational strategy is resulting in the Council's being unable to meet its housing requirement. The FYHLS assessment supporting this application identifies that there is a significant shortfall of identified housing land supply.

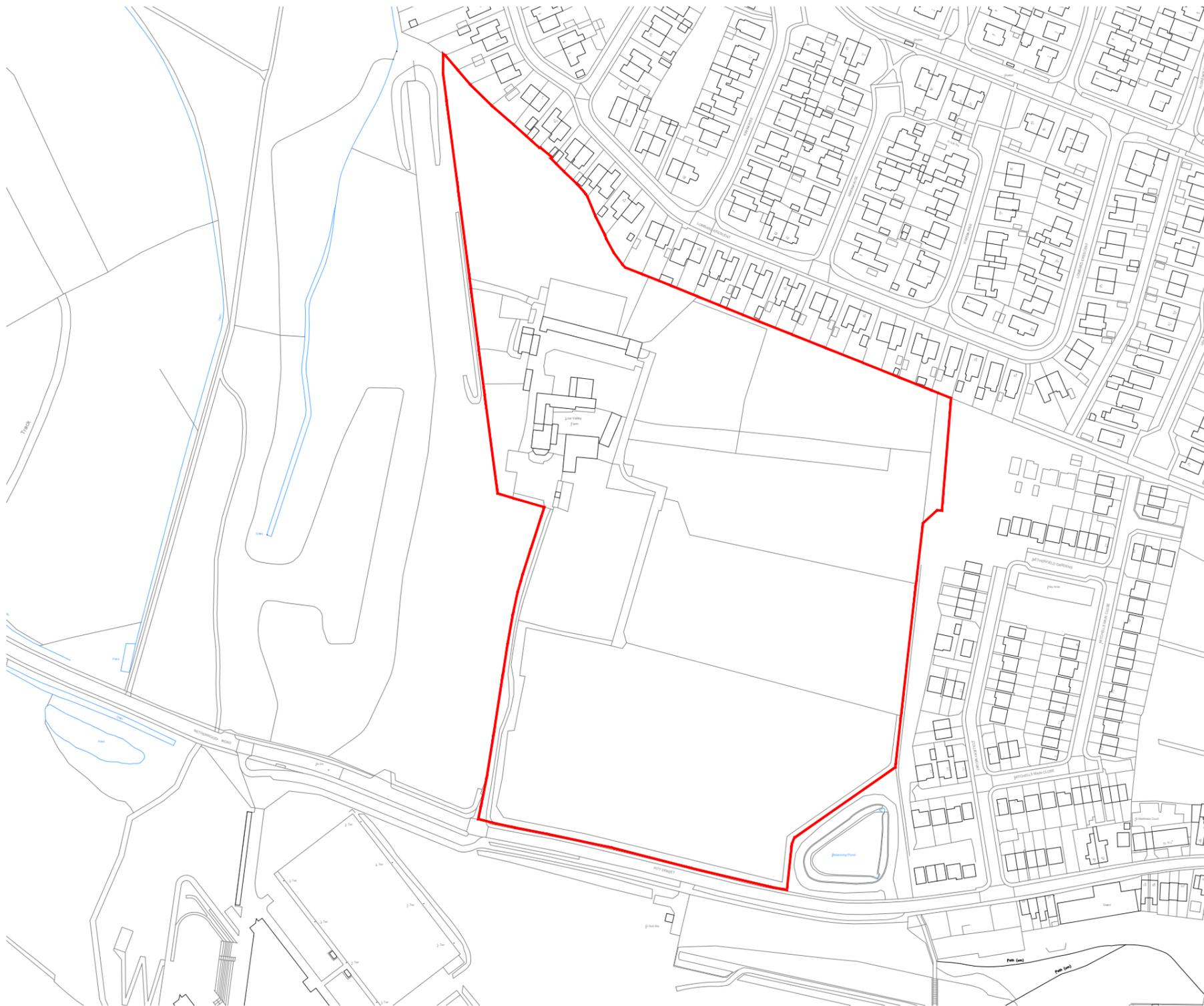
To ensure that the Framework's objective to significantly boost the supply of housing is met, this site should be released to deliver much needed new market and affordable homes. While the site was identified as safeguarded land to meet long term development needs, it is clear that current housing needs are not being met. The removal of this land from the designation as Safeguarded Land indicates that the principle of residential development on the site is broadly acceptable.



LOCAL PLAN EXTRACT

## 3.0 Site Area and Analysis

The red line demonstrates land within the Applicant's ownership, which forms this planning submission.



## Map Regression

Map regression enables an understanding of how a settlement developed and functioned historically. The Heritage Assessment has searched the Ordnance Survey maps which has shown that the area of the proposed development has retained a greenfield character from the mid-19th century to the present day.

Darfield was an agricultural village until the sinking of two mine shafts which as a result saw rapid population growth and development.



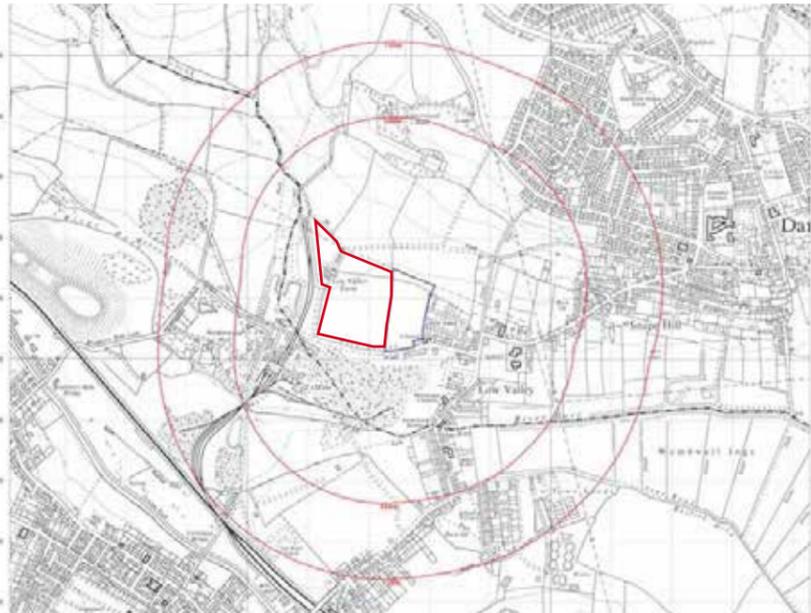
1850 - 1854



1929 - 1931



1948



1966 - 1967



1974 - 1977

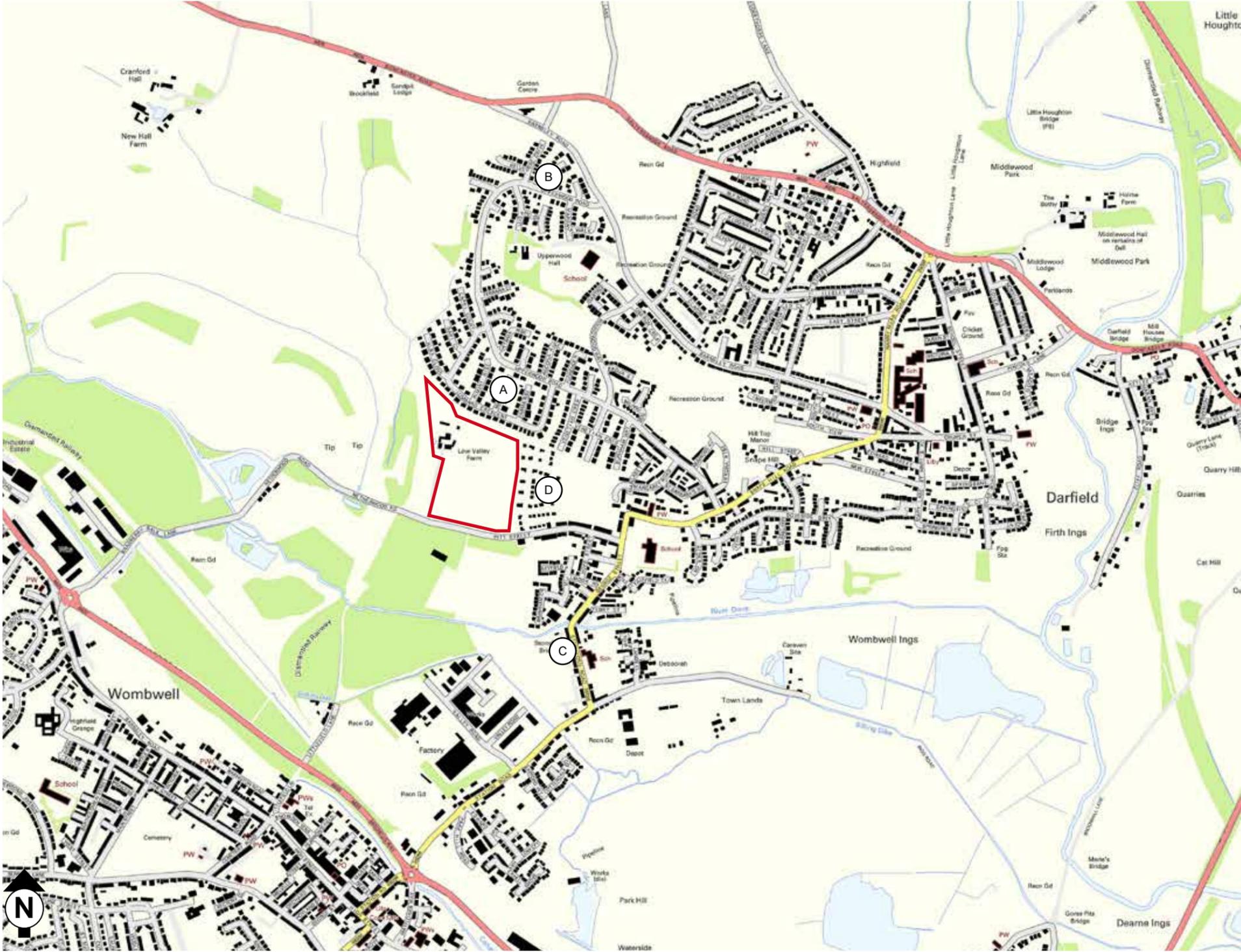


1987 - 1992

# 3.0 Site Area and Analysis

## Area Wide Analysis

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.



EXISTING URBAN GRAIN

The properties around Pitt Street and Snape Hill Road are some of the oldest dwellings in the village. This historical part has no over-riding character with a mixture of materials including stone, brick, boarding and render. The dwellings are generally two storey with varying eaves and ridge levels with various pantiles and grey slate roofs.

Development has occurred from this area outwards with substantial building in the 1960's and 1970's.

There is no definitive vernacular or character to the area.

Area A - Developed Circa 1960's-1970's

Type	Plotting	Parking	Materials
Bungalow	Semi-detached & Detached	Driveways	Brick, render, art stone, boarding

Area B - Developed Circa 1960's-1970's

Type	Plotting	Parking	Materials
Bungalow, 2 storey	Semi-detached & Detached	Driveways	Brick, render, art stone, boarding

Area C - Developed 1900-2000

Type	Plotting	Parking	Materials
Bungalow, 2 storey, 2.5 storey	Apartments, Terraced, Semi-detached & Detached	Driveways, Parking Bays & On street	Brick, render, art stone, boarding

Area D - Developed within the last 5 years

Type	Plotting	Parking	Materials
2 storey	Detached, semi detached, short terrace	Driveways, Parking Bays	Brick, brick detailing, grey roof tile.

AREA A



AREA B



AREA C



AREA D



## Sustainability and Integration

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.

The information provided opposite identifies the position of the site in relation to local services.

The site is a sustainable location. A bus stop is within a short walk of the site, giving direct access into Barnsley Interchange. A Primary School is close by within 800m with a post office and community rooms within walking distance.

The site is within close proximity to major employment at Wentworth Park, Hoyland and Barnsley.

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.

### Key

- ① Post Office
- ② Primary School
- ③ Secondary School
- ④ GP Surgery
- ⑤ Pharmacy
- ⑥ Supermarkets
- ⑦ Sports/Recreation Ground
- ⑧ Public House
- Bus Stop
- Railway Station



BMBC'S DEFINITIVE MAP

SUSTAINABILITY PLAN

04

Design Evolution

## Opportunities and Constraints

The aim of the design process is to:

Appreciate the Context of the Area - Interpretation of character of the area, natural resources and aspirations of local community to arrive at a realistic vision of what the place may become.

Creating the Urban Structure - Creating the inter-relationship between development blocks, streets, buildings, open space, landscape and all other features that contribute to creating an urban environment.

Making Connections - The roads, streets, footpaths, public transport routes and green corridors need to achieve a sustainable interlinked movement system.

Detailing the Place - Considering the detail of the buildings and public realm and the interface between them, the corner treatments, roof lines, pavement and street furniture etc.

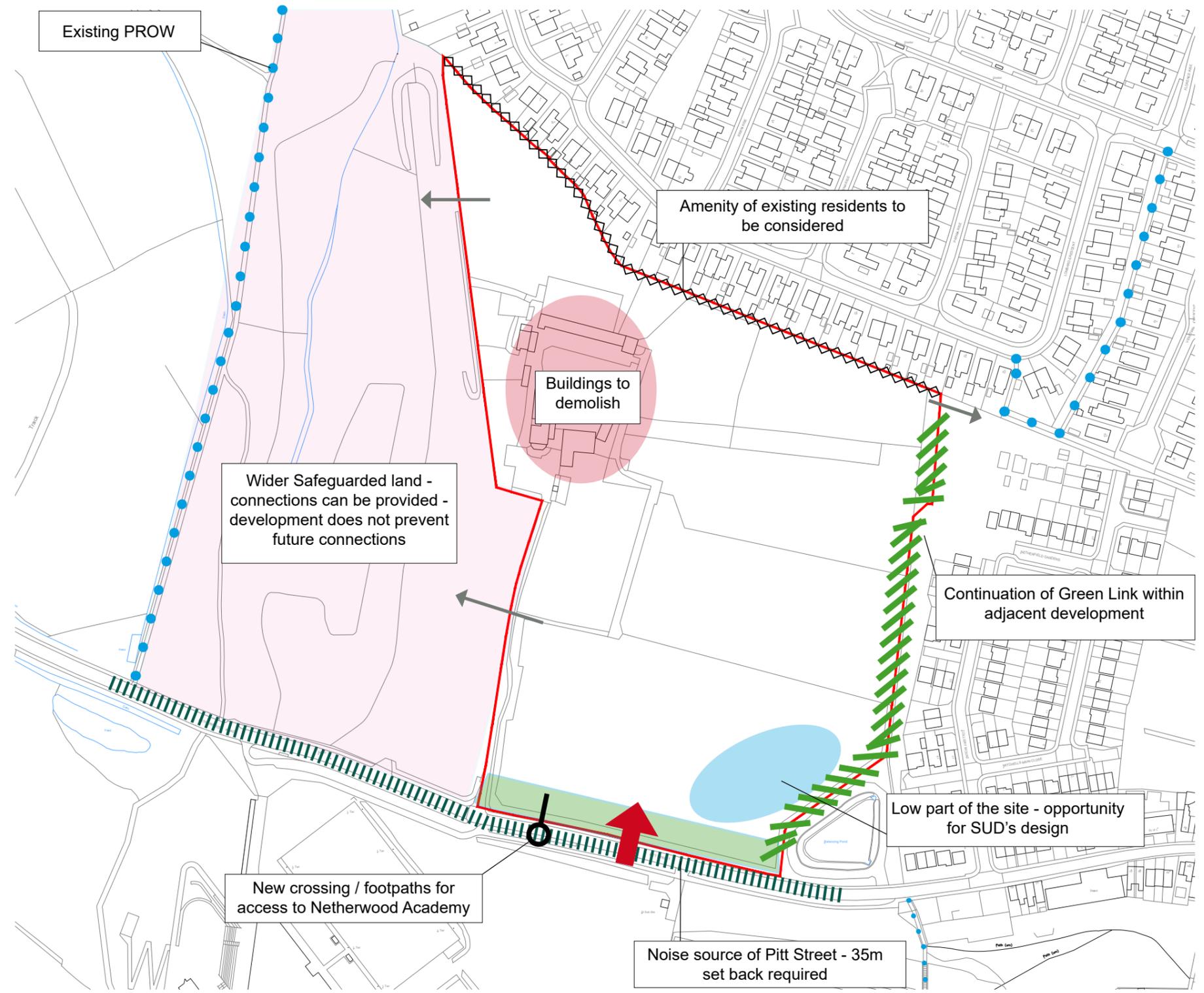
The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

### OPPORTUNITIES

- Sustainable location of site to provide additional housing in this area of the District. As a safeguarded land site is acknowledged that the site is acceptable for housing to meet long term need, the principle of development is not doubted. The release of the site now would not result in remote or isolated development. It is well related to the existing urban area and would secure a sustainable form of development.
- Surrounding land use is predominantly residential so proposals will be in keeping.
- Opportunity create pedestrian linkages to the wider settlement and out to the wider safeguarded land.
- Opportunity to provide areas of public open space for use by new and existing residents.
- Opportunity to create ecological corridors within the site
- Opportunity to incorporate surface water storage to reflect the existing solution created as part of the residential development to the east of the site.
- Opportunity for outward facing development to the east to increase the green corridor.
- To provide an appropriately located access point to Pitt Street. This would also include the consideration of crossing to enable safe access to the local School.

### CONSTRAINTS

- To respond to the existing topography.
- Consider noise impact from Pitt Street and ensure any mitigation is incorporated into the design. This requires a set back of 35m.
- Consider the amenity of existing residents through the siting of new development. This would be to the northern extent of the site.
- Demolition of the existing farm buildings - ecological implications to be fully considered.



OPPORTUNITIES AND CONSTRAINTS

## Illustrative Maaterplan

The indicative masterplan (opposite) demonstrates how a scheme on the site could be delivered.

The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

- The scheme ensures that existing key features are integral to the design solution. This includes the existing landscape and a consideration of the wider pedestrian linkages beyond the site.
- Access to the site will be taken from Pitt Street. The site access off Pitt Street will also include a new right turn lane arrangement situated approximately 220 metres west of the Pitt Street / Colliery Mount junction and 70 metres east of the Netherwood Academy junction and existing farm access junction, offering suitable junction spacing. The Pitt Street access proposals include widening Pitt Street along the site frontage to accommodate the new right turn lane. The proposed junction geometry will consist of 6 metre access radii to both sides. Visibility splays with an X-distance of 2.4 metres and a Y-distance of 43 metres, commensurate to a 30-mph speed limit road can also be provided in both directions along Pitt Street from the proposed access location.
- The layout demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. Pedestrian connections are integral and provide linkages to the wider off site footpath network on Pitt Street, through the adjacent Barratt development and on to Venetian Crescent.
- Within the site buildings have been positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops. These would be further developed at the detailed planning stage.
- Clear distinctions are made between public and private spaces avoiding confusion. Similar to existing developments within the locality this would be predominantly achieved through careful landscape treatments or low boundary treatments developed at the detailed planning stage. Embedding these principles from an early stage will ensure the creation of a high quality environment.
- Entrances to the properties are located along the main elevations making it easy for residents and visitors to find their way around.
- Development includes attenuation for surface water. This is located to the site frontage. This will allow for a continuation of the existing SUD's feature, will allow development to be set back and create a landscape led entrance to the scheme.
- Provision of an area for play (LEAP) is centrally positioned to allow easy access for all residents.
- Future provision for connection into the remainder of the safeguarded land is shown. The masterplan does not prevent the remainder of the land coming forward in the future. The masterplan does however recognise the landscape and ecological value of the remaining land positioned to the west of this application.

The masterplan was issued out as a consultation exercise to obtain the views of the local community and local stakeholders.



## Community Consultation

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

Residents were encouraged to give feedback on the proposals by way of completing a feedback form.

Response were forthcoming in respect of the development. The accompanying Statement of Community Involvement identifies the range of comments obtained and how we would look to respond to those concerns.

This section looks at the comments raised in respect of the layout and design. The main concern raised was in connection with the footpaths and the adjacent Barratt development.

*The footpath running at the side of the Barratt development from Lombard Crescent to Pitt Street was meant to be a temporary footpath, and on Barratt plans was replaced by access through their development via 2 entrances from Lombard Crescent and Venetian Crescent.*

*We have already suffered 3 years of antisocial behaviour directly linked to the footpath we are keen to have the footpath removed as it was supposed to have been. In fact Barratt informed us that the footpath was to shut by the end of July but is still open.*

*The plan shows a footpath between the new development and the existing Barratt development. This footpath does not actually exist as an original footpath. The one shown is the route of a temporary diversion to an original footpath which ran through the Barratt development. The footpath was diverted temporarily to prevent access across the building site during the construction process. The temporary footpath is due to be closed and the original reinstated in the next couple of months.*



**PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT PITT STREET, WOMBWELL**

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

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

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

**THE DEVELOPMENT SITE**

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

The site also need to Phase 1 being developed by Barratt Homes. It is anticipated to be complete by the end of 2020 and has had strong sales showing strong demand in the local housing market area. Part of the safeguarded land has already been released to provide infrastructure for Phase 1.

**WHY BUILD HERE?**

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

The Principal Town of Wombwell (including Darfield) is attributed a housing supply distribution of 10% of the total requirement within the plan period, equating to a total delivery of 2,000 dwellings. This is the third largest percentage allocation of the Principal Towns and reflects the importance of the role that Wombwell (including Darfield) has in contributing towards the borough's growth aspirations. Development of the site would assist in the delivery of Policy Housing Regeneration Area (Policy HR) in that it would serve and enhance the Wombwell and Darfield neighbourhood and community.

This site has been identified as Safeguarded Land S119 to meet long term development needs, it is therefore intended to help contribute to the long-term housing needs of the Principal Town.

**PROPOSED RESIDENTIAL DEVELOPMENT ON LAND AT PITT STREET, WOMBWELL**

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

The homes will be of varying mix and type of tenure including much needed affordable homes to meet the required housing needs at Wombwell and Darfield.

The provision of a landscape buffer will ensure the development is set sensitively into the existing landscape.

Access to the site is limited to one main access along the Street. Verges are created to allow street trees as you enter the development.

A strong landscape framework is created with significant landscape screened to the boundaries to ensure the site sits within the wider landscape setting.

Open spaces are provided with opportunities to deliver connectivity to the large ecological enhancement area to the west of the site. A new basin for sustainable drainage is also proposed to the front of the site.

A Local Equipped Area of Play will be created within the site. This will be easily accessible for all existing and future residents of the site.

**Key**

- Indicates houses
- Indicates gardens
- Existing trees to be retained
- New tree planting / landscape buffers
- New play space
- Indicates roads within the development
- Footpaths

**HAVE YOUR SAY**

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

Emailing us via [info@agrius.co.uk](mailto:info@agrius.co.uk)  
 Commenting through the website - [www.pjw.co.uk/wombwell](http://www.pjw.co.uk/wombwell)  
 Writing to us at JRP, 14 Mariner Court, Calder Park, Wakefield, WF4 3FL

**WHAT HAPPENS NEXT?...**

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

In response to the comments and concerns, the proposals have been updated to remove the pedestrian linkage to the top north eastern corner. The footpath is still provided on the masterplan for permeability however this has been pulled away from the boundary.

Connections will still be formed between this and the adjacent Barratt scheme where footpaths are permanent to the north.

05

Design Solution

## Layout

“The creation of high quality 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.”

Detailed analysis has been undertaken as part of the design evolution for this outline application and a suite of technical information accompanies this submission.

The indicative masterplan (opposite) demonstrates how a scheme on the site could be delivered.

The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

- The scheme ensures that existing key features are integral to the design solution. This includes the existing landscape and a consideration of the wider pedestrian linkages beyond the site.
- Access to the site will be taken from Pitt Street. The site access off Pitt Street will also include a new right turn lane arrangement situated approximately 220 metres west of the Pitt Street / Colliery Mount junction and 70 metres east of the Netherwood Academy junction and existing farm access junction, offering suitable junction spacing. The Pitt Street access proposals include widening Pitt Street along the site frontage to accommodate the new right turn lane. The proposed junction geometry will consist of 6 metre access radii to both sides. Visibility splays with an X-distance of 2.4 metres and a Y-distance of 43 metres, commensurate to a 30-mph speed limit road can also be provided in both directions along Pitt Street from the proposed access location.
- The layout demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. Pedestrian connections are integral and provide linkages to the wider off site footpath network on Pitt Street, through the adjacent Barratt development and on to Venetian Crescent.
- Within the site buildings have been positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops. These would be further developed at the detailed planning stage.
- Clear distinctions are made between public and private spaces avoiding confusion. Similar to existing developments within the locality this would be predominantly achieved through careful landscape treatments or low boundary treatments developed at the detailed planning stage. Embedding these principles from an early stage will ensure the creation of a high quality environment.
- Entrances to the properties are located along the main elevations making it easy for residents and visitors to find their way around.
- Development includes attenuation for surface water. This is located to the site frontage. This will allow for a continuation of the existing SUD's feature, will allow development to be set back and create a landscape led entrance to the scheme.
- Provision of an area for play (LEAP) is centrally positioned to allow easy access for all residents.
- Future provision for connection into the remainder of the safeguarded land is shown. The masterplan does not prevent the remainder of the land coming forward in the future. The masterplan does however recognise the landscape and ecological value of the remaining land positioned to the west of this application.



## Layout



The masterplan identifies how continuous frontages can be created by arranging dwellings, in general terms, into perimeter blocks.

These will enclose rear space to provide private and secure gardens facing onto each other and an attractive public realm.

The related issues of privacy and massing will each be key drivers of the scheme, both in terms of protecting levels of existing amenity, as well as internal privacy and aspect within the proposed development.

The development will need to adhere to standard separation distances between dwellings to protect privacy and prevent over-looking whilst ensuring an efficient use of land. The masterplan demonstrates how this can be achieved. Further consideration on parking solutions will be required to ensure cars do not dominate the street.



All open space areas are well-overlooked by a number of dwellings providing frontage onto key spaces.

This seeks to form a good foundation for the ultimate creation and delivery of a highly successful network of public space and green links which will each complement proposed housing to provide a clear and enduring sense of place.



The proposals include for a number of key pedestrian links.

The plan above demonstrates how outward facing development is essential in embedding surveillance and activity along those key routes. By creating safe environments, residents will be more inclined to use those routes.

A key consideration for this site is how this development relates to the wider safeguarded land.

The image opposite identifies the extent of the safeguarded land.

As demonstrated, a significant amount of land is covered by dense woodland which would not be removed as part of any further development. Only a small piece of development could come forward which does not impact on those existing features.

Access to this land could be via Pitt Street or alternatively through this development as demonstrated opposite.

It is therefore considered that the development of this site would not prejudice any future development of land contained within the wider designated safeguarded land.



## Amount of Development

The masterplan identified opposite provides an illustrative version of how the site could be developed in the future. The details of layout, scale, appearance and landscape will be reserved matters.

Although only illustrative, the masterplan considers the technical considerations and constraints in order to determine an appropriate quantum for the site.

The site adjacent to this land was developed at varying densities in different parts of the site with an overall density in the range of 43 units per hectares (net). It is however considered that a lower density should be considered at this stage given the net area for development is unknown.

Based on a density of 35 - 40 dwellings per hectare, the site could accommodate between 189 and 204 dwellings

It is therefore proposed that this outline application apply for a development of up to 200 dwellings.

## Mix of Housing

The scale and appearance of the development will be reserved however it considered appropriate that the development provides a wide range of accommodation. This would include a range of 2, 3 and 4 bedroom dwellings.

## Affordable Housing

As set out in paragraph 5.1 of the Affordable Housing SPD, full planning applications (this is an outline planning application) which meet or exceed the 15-unit threshold, are expected to be supported by an Affordable Housing Statement (AHS) setting out how the need to provide affordable housing will be addressed before an application is validated. Notwithstanding the fact this is an outline planning application, the applicant (subject to viability) expects 10% of the dwellings to be affordable, in compliance with Policy H7. The type and tenure of the affordable homes will be informed by the most up to date evidence base (currently the 2021 SHMA) and presented in plans and documents submitted as part of any subsequent reserved matters submission.



PROPOSED LAYOUT

## Scale and Appearance

It is important that the existing site and its surroundings be considered as a means of informing an appropriate scale for the development.

The wide diversity of styles found within Wombwell/Darfield as outlined earlier indicates that design cannot simply replicate what exists at present since there is no dominant style. Simple traditional design would therefore help to unify and build character within the neighbourhood.

Buildings found in the surrounding area do offer a variety of starting points for developing an architectural approach to the new neighbourhood that will balance the joint objectives of integration and facilitation of individual expression using traditional built forms. These should be fully investigated as part of any detailed Reserved Matters application to ensure an appropriate form and style of development is justified.

The following principles should however be established at this outline stage, as outlined below:

- Existing built development within the area is of generally two storeys in height with limited 2.5 storeys and bungalows. The plan opposite therefore demonstrates that any development should be predominantly be up to 2 storeys in height. There is limited opportunity for 2.5 storey development at key positions. These would be to vista stops / gateways.
- A variety of roof scapes would be encouraged within the site which would not be detrimental to the wider locality.

Please note that the plan opposite provides an example of where higher storeys could be developed in principle at vista stops / gateways / key positions. These should be fully considered and appropriate solutions developed / justified as part of any future reserved matters designs.

## Materiality

This historical part has no over-riding character with a mixture of materials including stone, brick, boarding and render.

The most recent development positioned to the east of the site has been developed with a mix of buff and red brick. It is therefore considered that those materials should be explored at the detailed design stage. This will ensure that the development sits harmoniously within its context and setting.

It is expected that detailed plans shall accompany any future reserved matters submission indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to ground levels.



### Access

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 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.

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

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

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

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

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

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

The internal layout includes a 5.5 metre wide internal feeder road with 2 metre wide footways to either

side, one of which is offset from the carriageway by a 3 metre wide verge. The design speed for the traditional estate roads is 20mph, which is accomplished through the use of raised junctions with the spacing between calming features to be in accordance with the South Yorkshire Residential Design Guide. The shared surface streets have a design speed of 15mph in accordance with the design guide, which can be achieved by alignment.

The proposals include footways within the site connecting to other internal streets along with pedestrian connections to neighbouring off-site streets including Lombard Crescent. The internal road network and pedestrian routes will include suitable levels of lighting so that these routes are attractive to all users at all times of the day and year.

The site has been designed to meet the diverse range of needs of the broad spectrum of society meeting guidance within ‘PAS 6463: Design for the Mind’ with the inclusion of green space, wide pavements, and a mixture of footways both direct logical straight lines, and more flowing curved lines that feel more natural and unobtrusive. The green space which surrounds the LEAP can also be utilised as a wayfinding node to help people orient themselves within the site.

It is proposed to provide a 2-metre footway across the site frontage along Pitt Street connecting to the existing footway network.

Cycle parking will be provided for each dwelling in accordance with Barnsley Council’s SPD.

### 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 housetypes 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. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

The site layout provides internal turning for a fire appliance and large refuse vehicle as appropriate in accordance with the South Yorkshire Residential Design Guide. The site servicing needs can be adequately catered for.

### 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

## MOVEMENT HIERARCHY

The layout has sought to create a hierarchy of movement which transitions from Main Street 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, enhancing existing connections and providing easy and direct access to existing services and facilities within the locality.

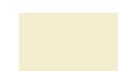
 The primary route provides a connection from Pitt Street into the development.

 This is the initial entrance and as such segregated footpaths are provided assisting in the safe movement of pedestrians. A generous verge to one side would allow street trees to be planted and define this street as the main entrance thoroughfare into the site.

This then gives way to the Secondary Streets. These maintain 2m footpaths to both sides of the carriageway however street trees would be designed through build outs / management strips to the front of dwellings.

 Shared Surfaces

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.

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

 Pedestrian Routes



## Parking Solutions

A strategy for the provision of car parking within the site should be 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.

A variety of parking solutions can be found within the locality of the site including on street, driveways and garages. It is the preferred option that any parking solution be located in a position which is directly related to the property it serves ideally within the curtilage either by driveway or by garage. However, alternative parking solutions may be appropriate dependant upon the character of the street, types of building and landscape solutions.

As part of any Reserved Matters application, the following will be required and should therefore be considered as part of any design:

- Provision of Electric Vehicle Charging Points (Mode 3);
- Cycle parking / storage facilities for dwellings without a garage;
- A site layout to encourage walking, linked to existing footpath / bridleways;

Parking provision will need to be in accordance with the standards set out within Barnsley's Parking SPD.

Driveways and vehicle parking areas accessed from the approved streets must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.



### Landscape

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which have been considered when undertaking the detailed designs for the scheme are as follows: -

**Biodiversity** - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

**Existing vegetation** - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

**Secured By Design** - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

**Species selection and spatial requirements** - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

### Responding to Climate Change

The detailed landscape proposals for the site have been developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)

## Landscape

The adjacent plan illustrates the key elements of Green Infrastructure. Further detail of these elements will be provided at reserved matters stage.

### 1. Northern Tip

This triangular area at the northern extremity of the site is to be planted with a copse of native woodland trees to extend the screening effect of the existing tree belt on the western boundary. Consideration is to be given to not overshadowing the gardens of existing properties with the use of smaller species close to the boundary.

### 2. Northern Boundary

The amenity of existing properties on this boundary is to be protected. Existing trees and scrub areas should be retained where practical to do so. Additional trees are to be planted within rear gardens to filter views between new and existing properties. Species should be selected so as not to create undue overshadowing through height and dense foliage. Rear gardens should be a minimum of 15m in length to provide adequate space for existing and proposed trees while protecting the visual amenity of existing residents.

### 3. Central Open Space

A LEAP playspace is to be provided in a central location, set within an attractive well designed open space. Diagonal footpaths provide direct pedestrian links between the adjacent streets and playspace. The space is to be overlooked on all sides by dwellings.

### 4. Eastern Buffer

A buffer of open space is to be provided between the site boundary and streets or dwellings of minimum 5m. Dwellings are to face on to the buffer to overlook the area of public realm. Hedges should be used to define the boundary between public and private realm, including shared private drives and plot frontages. The existing footpath is to be formalised to create a safe route between Upperwood Road and Pitt Street, safeguarding an important route to school which will benefit the wider community.

### 5. Southern Open Space

This open space is at the lowest point of the site and will be the location for a surface water attenuation basin and dual pumping station. Subject to adoption requirements the basin should be designed to maximise biodiversity including an area of permanent standing water and wetland planting. The pumping station should be softened by hedges and/or scrub planting and trees. The existing hedge to Pitt Street is to be retained and supplemented with hedgerow trees. The space is to have a naturalistic landscape treatment with native tree copses and species-rich meadow areas. Hedges should be used to define the boundary between public and private realm, including shared private drives and plot frontages.

### 6. Primary Streets

Primary streets are to have a verge and avenue tree planting to one side, of minimum width 3m. The avenue of street trees will provide legibility and establish a street hierarchy as well as softening views of built form and improving air quality.

### 7. Southern Buffer

As the most prominent site frontage to Pitt Street this area should provide a buffer of at least 10m between the site boundary and private curtilage, with dwellings facing towards Pitt Street to overlook the space. The existing hedge to Pitt Street is to be retained and supplemented with further tree planting. Additional hedges should be used to define the boundary between public and private realm, including shared private drives and plot frontages.

### 8. Western Buffer

A buffer of open space is to be provided between the site boundary and streets or dwellings of minimum 5m. Dwellings are to face on to the buffer to overlook the area of public realm. Hedges should be used to define the boundary between public and private realm, including shared private drives and plot frontages. The existing hedge and tree belt to the boundary are to be retained and supplemented with further tree planting. A pedestrian link should lead from the primary street in the centre of the site to Pitt Street. This will provide a traffic free route to school which is along the alignment of the existing farm access track with a mature hedge to the west.



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 outline planning approval for residential development only. Designing out crime has been an important element in the development of this scheme.

This section therefore sets out the measures and approaches which should be taken forward as part of any detailed design on the site in order to design out crime.

- Proposed footpath links within the site should be 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 should vary. No matter what the solution, all areas should be adequately overlooked by the siting of surrounding dwellings.
- Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This could be 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 should be 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 to the rear boundaries of dwellings ensures the creation of defensible space and achieves privacy for future residents.
- Rear gardens should generally be plotted against other rear gardens in order to minimise the possibility of unwanted access. Any rear access paths provided should be kept to a minimum and be 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 should respond well to the street with outward facing development. Front doors should be 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 should also be appropriately treated with additional windows to ensure surveillance with dual aspect dwelling employed at key corners. The plan opposite demonstrates how this can be achieved at this site by identifying the key frontages to the plots.
- Gates - These should be positioned as close as possible to the front of the building lines
- Secure storage of cycles should be provided to each of the properties.



## Sustainability

The proposed development will make a contribution to the present and recognised need for sustainable housing within the Barnsley Borough, in a location with low flood risk that will encourage the use of public transport, walking and cycling.

Award Energy Consultants have produced a report which considers the issues surrounding sustainable construction with regards to the proposed residential development. In particular, it considers and evaluates the measures incorporated into the design of the development to reduce the predicted carbon emissions, energy demand and water usage of the site as per Barnsley Metropolitan Borough Council's development policies.

This report demonstrates that the proposed enhanced fabric specification reduces Fabric Energy Demand by an average of 6.83% over Part L1 2021 (approximately 21.83% over Part L1a 2013). When combined with Air Source Heat Pumps, carbon emissions on the site are significantly reduced over the requirements of Part L1 2021 and serve to reduce the impacts of climate change. Furthermore, a specification providing water consumption of less than 125 litres per person per day is anticipated which, when combined with material selection and waste management policies, strengthens the sustainability of the development.

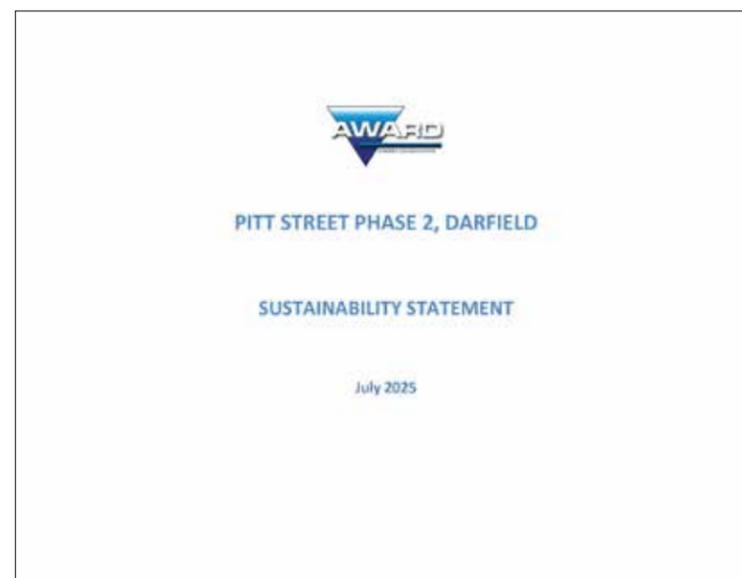
A proportion of the proposed housing will have a southerly orientation and generous spacing to ensure useful solar gains and good day lighting. These measures will help to minimise housing energy use and carbon dioxide emissions regardless of specific house type design.ion of roof-mounted renewable energy technologies.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, waste sent to landfill and surface water run-off.

The proposed masterplan preserves the majority of ecologically valuable features and the landscape proposal incorporates a number of new ecological features with the aspiration to increase the ecological value of the site through comprehensive new planting of trees, and hedges.

EV charging will be provided for all dwellings. Direct pedestrian connections are provided through the layout to key desire line. Cycle storage will be provided to the rear gardens of any dwellings without a garage at the detailed stages.

A Travel Plan has been prepared by Paragon Highways and accompanies this submission.



06

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 a Healthy Life tests. Where ambers are provided, these are simply because the detailed designs will need to be evolved to demonstrate compliance. The principles set out as part of this outline application will however ensure the green status can be achieved successfully.

## 14 INTEGRATED NEIGHBOURHOODS

Natural connections

Walking, cycling and public transport

Facilities and services

Homes for everyone

## 38 DISTINCTIVE PLACES

Making the most of what's there

A memorable character

Well defined streets and spaces

Easy to find your way around

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Healthy streets

Cycle and car parking

Green and blue infrastructure

Back of pavement, front of home

1

**NATURAL CONNECTIONS** 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.

The proposed development can demonstrate a suitable safe access to the site taken from the wider development at Pitt Street meeting required visibility standards and will join the existing road network in a safe and suitable manner so as not to be detrimental to the flow or character of the surrounding highway. The indicative masterplan demonstrates that the site can provide for satisfactory manoeuvring and circulation and will not result in adverse impact on the environment or amenity of the local community.

The site is well integrated into the surrounding area through the proposed pedestrian connection and green linkages. The provision of the desire line for pedestrian movement from PROW's (Public Right of Way) on Lombard Crescent and Venetian Crescent through the site to the PROW to the south of Pitt Street is a positive contribution which will benefit both existing and proposed residents. The layout demonstrates how the site development responds positively to the site boundaries and edge response drawings have been prepared to demonstrate this. 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.

2

**WALKING, CYCLING AND PUBLIC TRANSPORT** 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

The proposals include footways within the site connecting to other internal streets along with pedestrian connections to neighbouring off-site streets including Lombard Crescent. The internal road network and pedestrian routes will include suitable levels of lighting so that these routes are attractive to all users at all times of the day and year.

The site has been designed to meet the diverse range of needs of the broad spectrum of society meeting guidance within 'PAS 6463: Design for the Mind' with the inclusion of green space, wide pavements, and a mixture of footways both direct logical straight lines, and more flowing curved lines that feel more natural and unobtrusive. The green space which surrounds the LEAP can also be utilised as a wayfinding node to help people orient themselves within the site.

It is proposed to provide a 2-metre footway across the site frontage along Pitt Street connecting to the existing footway network.

Cycle parking will be provided for each dwelling in accordance with Barnsley Council's SPD.

A bus stop is within a short walk of the site, giving direct access into Barnsley Interchange. George Road has several bus stops with the closest situated either side of the Pitt Street / George Road junction that are approximately 280 metres from the site with other bus stops located on Snape Hill Road (424m from site) and George Road (421m from site). The bus stops provide a frequent service to all the major employment and recreational areas within Barnsley and beyond, seven days a week.

Wombwell Train Station is the closest rail station to the site, and it located approximately 3.0 kilometres south of the site and can be reached by foot, cycle, or car. It has a car park and cycle storage. From the station there are regular trains to Barnsley, Meadowhall Shopping Centre, Sheffield, Leeds, Nottingham, Huddersfield, and Wakefield.

The site is considered to be in a highly sustainable area due to its excellent public transport links and opportunities for employment, social and leisure pursuits.

### 3

#### FACILITIES AND SERVICES

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

The site is ideally located between the edge of Low Valley/Darfield village and Netherwood Academy, to the west. The footway links provide good connectivity, and the forward visibility and illumination is good. Dropped crossing points are provided at strategic locations along Netherwood Road and Pitt Street to maintain pedestrian and cycle connectivity between a range of destinations.

The Netherwood Academy, a large Secondary School with sizeable Sports Facilities is located approximately 350 metres west of the site on Netherwood Road. Most of the local facilities are located to the east of the site in Low Valley/Darfield. Darfield village centre is located approximately 500 metres east of the site and accessible by footway via Pitt Street and George Street. Darfield village has a range of local facilities including bus stops, a primary school, a large fishing shop, convenience stores, takeaways, bakery, bookmakers, caterers, and others.

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.

As part of the proposals, two key areas of open spaces are created. These landscape areas are well overlooked by the siting and orientation of the dwellings and have a clear function. The green areas provides relief within the development and will create space for both formal play and sitting / informal play. The careful positioning of the open spaces ensures easy access for all existing and future residents.

Although only at outline, the masterplan demonstrates how the dwellings can be designed to create active frontage to all public spaces and the position allows areas to meet and socialise.

### 4

#### HOMES FOR EVERYONE

A range of homes that meet local community needs.

The site will provide significant housing delivery.

Careful consideration will be undertaken in respect of the housing mix proposed on this site at detailed design stage to ensure this accords with Local needs and prevailing policy.

In line with Local Policy, the site will be compliant in respect of minimum space standards and provide the necessary provision of M4(2) and M4(3) dwellings.

As this scheme is at outline this level of detail would form future Reserved Matters applications should outline consent be granted, with the opportunity to turn this green.

### 5

#### MAKING THE MOST OF WHAT'S THERE

Understand and respond

The illustrative masterplan 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.

The development includes attenuation for surface water and for future provision for connection into the remainder of the allocation.

- 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, particularly to Pitt Street.
- Footpaths and highway improvements ensures connectivity and sustainable travel solutions.
- Access positions are logically considered to ensure appropriate visibility for highway safety.
- The topography of the site has been fully considered as part of the design. This relates specifically to the drainage solutions for the development.



### 6

#### A MEMORABLE CHARACTER

Create places that are memorable.

- The built-form and character responds to both the existing settlement and the landscape edge.
- A hierarchy of streets and spaces are created that provides a legible, connected and comfortable public realm for all users.
- New pedestrian and cycle routes are created which connect to existing routes and form a continuous and direct network throughout the site
- A multi-functional network of open space and planting has been created throughout the site that provides community uses and opportunities for recreation and play.
- Houses along Pitt Street are designed to front onto this key route. This ensures an attractive elevation to these streets and surveillance.
- Development positively addresses public open spaces and informal landscape areas throughout the development. Details on architectural detailing will come at the reserved matters stage. Given further details should be evolved this is afforded amber with the opportunity to achieve green at the detailed design stage.

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

Although only at the outline stage, this document sets out a number of principles which will ensure the development of a high quality environment which take on board all good urban design principles.

- A series of outward perimeter blocks
- A series of green swathes connect the development parcels with permeable pedestrian and cycle connections.
- Dual aspect dwellings provided to key corners
- Key spaces to be overlooked and surveilled through the orientation of the properties.
- Clear road hierarchy should be established with verges and tree planting along the primary road. visitor parking should also be provided. This gives way to lower priority routes.
- Distinct areas of open space should be created throughout this development in line with the landscape strategy
- Housing should be designed to generally face on to open spaces, or occasionally be side on (dual aspect). This provides natural surveillance activity encouraging their use.
- Seating areas should be designed within those spaces to allow areas for social interaction and direct pedestrian routes are created throughout to ensure easy access for all future residents.

Given further details should be evolved this is afforded amber with the opportunity to achieve green at the detailed design stage.

8

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

The illustrative masterplan demonstrates how a legible environment could be created for users of the development. As this scheme is at outline this level of detail would form future Reserved Matters applications should outline consent be granted, with the opportunity to turn this green. Some elements which should be evolved at the Reserved Matters stage as identified below: -

- Buildings should be positioned to create focal points, which guide the visitor through the site and create visual stops. These are emphasised with high storey dwellings at key locations.
- Developing a clear distinction between public and private spaces avoiding confusion. This can be achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to the properties should be located along the main elevations making it easier for residents and visitors to find their way around.

Careful material choice can also assist in creating a high quality legible environment.

Given further details should be evolved this is afforded amber with the opportunity to achieve green at the detailed design stage.

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.

The illustrative masterplan demonstrates, a permeable and legible network of streets and pedestrian links which can be achieved, enhancing existing connections and providing easy and direct access to services and facilities within the wider locality.

The scheme proposes a clear hierarchy of streets, providing different environments, which are legible and clear for the user to navigate around. This includes the conventional route, shared surfaces and private drives. Care has been taken to ensure that there is no issue with rat running through the site.

The layout has sought to create a hierarchy of movement which transitions from Pitt Street through to secondary streets and private drives. 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 existing services and facilities within the locality.

A hierarchy of streets assists in creating a more legible environment and provides interest to the development.

10

## 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

As this scheme is at outline this level of detail would form future Reserved Matters applications should outline consent be granted, with the opportunity to turn this green. However principles which should be taken forward include:

All homes will be designed to accommodate cycle storage, or space within the curtilage / garden to accommodate a dedicated cycle storage shed.

The housing layout should be 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. Rear parking if required, should be demonstrated and appropriately landscaped.

The treatment of parking for the site will vary according to the buildings it serves, and always with a view to creating an attractive and safe environment. All parking should be designed to be situated close to the use it serves for convenience and surveillance. A range of parking solutions create variety and landscaping can then be used to break up parking to help settle parked cars into the street.

The direct and convenient nature of the proposed pedestrian / cycle links, their separate nature from the main vehicular streets will encourage their use to access the many local services available and encourage more sustainable forms of travel.

Given further details should be evolved this is afforded amber with the opportunity to achieve green at the detailed design stage.

11

### 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.

Care has been taken to ensure all existing features of the site are fully considered. This includes positive features such as existing trees both within and to the boundaries of the site.

The topography of the site has been followed and has directed the drainage solution for the development.

The outline proposal incorporates the following key elements:

- Public open space and landscape works to enhance landscape character and visual amenity, and promote biodiversity.
- Biodiversity Net Gain is a key component of the proposed mitigation strategy, incorporating native planting, species-rich buffers, and SuDS features that enhance habitat and ecological connectivity. The landscape proposals respond to the findings of the Preliminary Ecological Appraisal (PEA).
- New dwellings fronting onto the open space, providing a positive and active edge and overlooking the pedestrian route.
- Noise impact of Pitt Street accommodated with a stand-off from residential dwellings.
- Pedestrian and cycle connections are proposed throughout the Site to encourage sustainable travel, with routes integrated into the green infrastructure network and supported by appropriate landscape mitigation.
- Drainage infrastructure, including SuDS features such as attenuation basins, integrated where appropriate to manage surface water sustainably.

In order to protect habitats of ecological value present and ensure that the proposed development provides enhancement to wildlife, the following is also to be taken forward as part of the development proposals.

- The retention of the trees and boundary hedgerows at the site where feasible, or replacement planting using native species;
- Consideration of wildflower grassland seeding where feasible;
- Inclusion of native woody species planting and ornamental species of known benefit to wildlife within the landscape proposals where possible;
- Consideration given to the incorporation of SUDs drainage features / attenuation pond planted with native wetland species to the margins;

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### 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

As this scheme is at outline this level of detail would form part of detailed applications, with the ability to advance this to green. However principles which should be taken forward include:

Appropriate boundary treatments should be 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.

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is

essential in any development. In order to establish a successful development, the following principles should be established in order to accommodate the required bin provision:

- The distance between storage areas and collection points should be minimised within the development.
- The dwellings on the site that are detached or semi-detached should have access to their garden to allow bins/ recycling to be stored safely in rear gardens. Where terraced forms are provided, rear access paths should be 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 would provide varied set backs within the street which would provide the opportunity for garden spaces and opportunities for social interaction. The doors to all dwellings should face the street and provide activity and surveillance.

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

Given further details should be evolved this is afforded amber with the opportunity to achieve green at the detailed design stage.

07

Summary

This Design and Access Statement has demonstrated how the detailed iterative design process undertaken has been informed by technical consultants' advice whilst the primary design approach throughout has been landscape led.

The overall proposed development has been designed in response to the relevant policies the Local Plan; the Framework and other relevant Design Guidance and accordingly complies with current policy and guidance.

Overall, the illustrative masterplan and supporting illustrations develop a clear set of design parameters.

These principles will guarantee a well designed detailed proposal at the later reserved matters stage with careful consideration given to a range of dwellings in a pleasant, safe and secure environment.

New residents will benefit from links to public transport, footpath/cycle permeability with well defined public green spaces.

These combined elements will ensure a pleasant, attractive and thriving environment to live.

