



Cudworth Parkway

Design and Access Statement

A23104-SASA-XX-XX-RP-A-00201 REV B
May 2026



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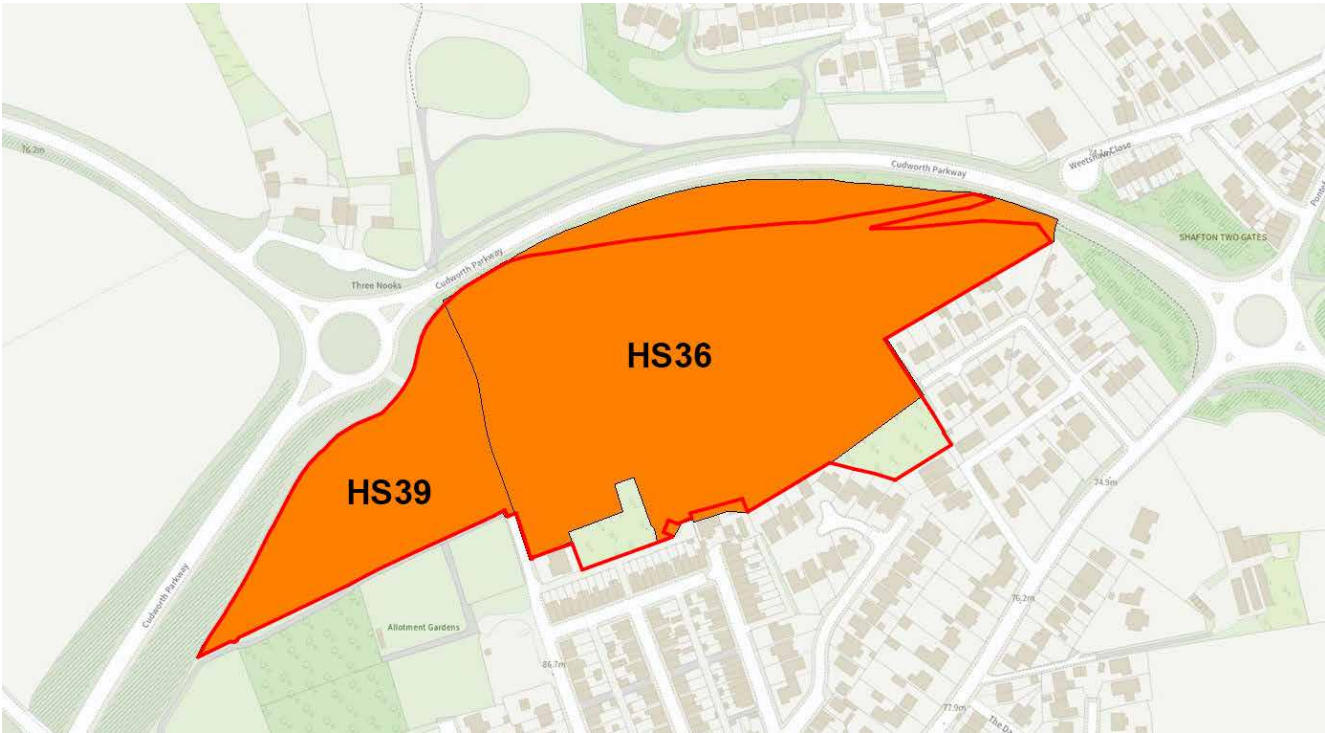
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1. INTRODUCTION

Fenwood Estates have appointed Southgate & Sarabia Architects (SASA) to develop design proposals that reflect their vision for the masterplan at Cudworth Parkway, Barnsley.

The proposed 5.49-hectare site incorporates the majority of allocated residential sites HS36 and HS39, as outlined in Section 9 of Barnsley Metropolitan Borough Council’s Adopted Local Plan. The original allocation estimated 185 dwellings across the combined site, suggesting a density of approximately 40 units per hectare based on an estimated net developable area of 4.6 hectares. The site allocations acknowledge several constraints, including flood risk, road noise, and archaeological remains.



Extract from The Barnsley Local Plan Map, overlaid with the proposed site boundary.

The purpose of this document is to explain the design process undertaken to arrive at the current proposal of up to 144 dwellings, enabling thorough assessment of its compliance and quality through the planning process.

The design has been developed in accordance with both local and national planning policy, including the Barnsley Local Plan and the National Planning Policy Framework (NPPF). It responds to the principles set out in the South Yorkshire Residential Design Guide and other relevant supplementary planning documents. The proposals have also been shaped by a detailed understanding of the site’s context, character, and surrounding built form, ensuring that the development integrates sensitively with its environment while delivering high-quality, sustainable homes.

This document is to be read in conjunction with the following drawings:

Drawing Number	Drawing Title	Scale	Rev
A23104-SASA-Z0-Z0-DR-A-91100	Site Location Plan	1:2500@A3	B
A23104-SASA-Z0-Z0-DR-A-91101	Existing Site Plan	1:1000@A1	B
A23104-SASA-Z0-Z0-DR-A-91102	Site Constraints Plan	1:1000@A1	C
A23104-SASA-Z0-Z0-DR-A-91103	Existing Boundary Summary	N/A	B
A23104-SASA-Z0-Z0-DR-A-91301	Existing Site Sections – Sheet 1	1:500@A1	B
A23104-SASA-Z0-Z0-DR-A-91302	Existing Site Sections – Sheet 2	1:500/1:1000@A1	B
A23104-SASA-Z0-Z0-DR-A-91150	Proposed Site Plan	1:500@A0	J
A23104-SASA-Z0-Z0-DR-A-91162	Compliance Check – Private Amenity.	1:500@A0	C
A23104-SASA-Z0-Z0-DR-A-91163	Proposed Boundary Treatments	1:500@A0/1:25@A0	E
A23104-SASA-Z0-Z0-DR-A-91165	Green Infrastructure	1:500@A0	C
A23104-SASA-Z0-ZZ-DR-A-91201	Proposed Street Elevations	1:200@A1	A
A23104-SASA-Z0-ZZ-DR-A-91303	Proposed Site Sections	1:250@A0	B
NOTE: The following house drawings have also been compiled in document A23104-SASA-XX-XX-RP-A 00101 Cudworth House Typologies.			
A23104-SASA-1E-ZZ-DR-A-04105	Brook	1:50@A1/1:100@A1	D
A23104-SASA-1E-ZZ-DR-A-09105	Brook – Compliance	1:50@A1	C
A23104-SASA-1J-ZZ-DR-A-04109	Willow	1:50@A1/1:100@A1	B
A23104-SASA-1J-ZZ-DR-A-09109	Willow – Compliance	1:50@A1	B
A23104-SASA-2A-ZZ-DR-A-04201	Ember	1:50@A1/1:100@A1	D
A23104-SASA-2A-ZZ-DR-A-09201	Ember - Compliance	1:50@A1	C
A23104-SASA-3A-ZZ-DR-A-04301	Carlton	1:50@A1/1:100@A1	E
A23104-SASA-3A-ZZ-DR-A-09301	Carlton - Compliance	1:50@A1	C
A23104-SASA-3B-ZZ-DR-A-04302	Midland	1:50@A1/1:100@A1	D
A23104-SASA-3B-ZZ-DR-A-09302	Midland - Compliance	1:50@A1	C
A23104-SASA-3C-ZZ-DR-A-04303	Monckton	1:50@A1/1:100@A1	D
A23104-SASA-3C-ZZ-DR-A-09303	Monckton - Compliance	1:50@A1	C
A23104-SASA-3D-ZZ-DR-A-04304	Ferrymoor	1:50@A1/1:100@A1	B
A23104-SASA-3D-ZZ-DR-A-09304	Ferrymoor – Compliance	1:50@A1	B
A23104-SASA-4A-ZZ-DR-A-04401	Stoneleigh	1:50@A1/1:100@A1	D
A23104-SASA-4A-ZZ-DR-A-09401	Stoneleigh - Compliance	1:50@A1	D
A23104-SASA-4B-ZZ-DR-A-04402	Grange	1:50@A1/1:100@A1	D
A23104-SASA-4B-ZZ-DR-A-09402	Grange - Compliance	1:50@A1	C
A23104-SASA-4C-ZZ-DR-A-04403	Hawthorn	1:50@A1/1:100@A1	B
A23104-SASA-4C-ZZ-DR-A-09403	Hawthorn – Compliance.	1:50@A1	B
A23104-SASA-G1-ZZ-DR-A-04500	Garages	1:50 / 1:100 @A1	A

Cudworth Parkway

2. SITE ANALYSIS

2.1 SITE LOCATION

Cudworth is a village located to the northeast of Barnsley. The proposed site lies at the northern edge of the village, where the A628 Cudworth Parkway ring road separates it from Shafton to the north.

The site sits on the fringe of a well-established residential area and benefits from proximity to local amenities. The Cudworth Local Service Centre is approximately a 10 minute walk to the south, while several services are located closer along Pontefract Road.

The site is well-served by modern educational facilities, including Cherry Dale Primary School and Outwood Academy. Direct access to the A628 provides efficient connections to nearby urban centres and the wider region.

Public transport is within a walkable distance via bus stops along Pontefract Road, with regular services linking Cudworth to Barnsley and surrounding areas.



Site Location Plan.

2.2 SITE DESCRIPTION

The proposed site is irregularly shaped, narrowing towards both the western and eastern ends. The terrain is sloped, with levels peaking at approximately 85m along the southern boundary adjacent to Clifford Street, and descending to around 74m at the northeastern edge near Weetshaw Close. Overall, the site slopes down from south to north and northeast.

For detailed topographical information, please refer to the following existing site drawings:

- **A23104-SASA-Z0-Z0-DR-A-91101** – Existing Site Plan, Rev B
- **A23104-SASA-Z0-Z0-DR-A-91301** – Existing Site Sections – Sheet 1, Rev B
- **A23104-SASA-Z0-Z0-DR-A-91302** – Existing Site Sections – Sheet 2, Rev B

The northern boundary of the site is generally defined by a combination of the existing Three Nooks Lane and the A628 Cudworth Parkway ring road, which curves from the western to eastern ends. On the western side, the site is separated from the ring road by steep banking. Towards the northern and eastern ends, the terrain is more level and buffered by mature trees and vegetation. The Weetshaw Lane roundabout includes an offramp that provides vehicular access into the site.

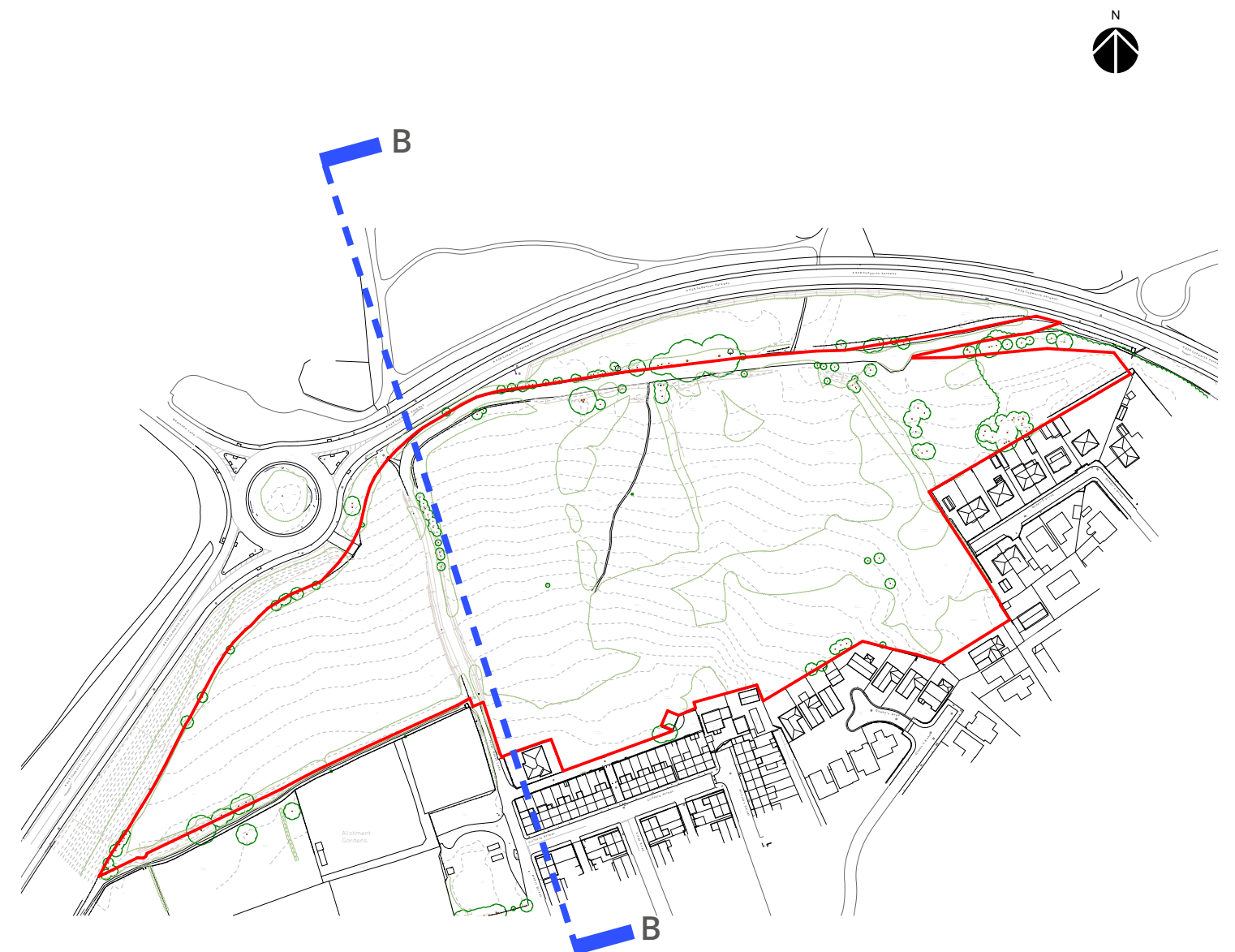
To the south and southeast, the site is bordered by existing residential areas. The southern boundary is primarily formed by early 20th-century terraced housing along Clifford Street. Southeast of the site are post-war semi-detached homes on Queens Drive, with more modern detached bungalows located along Queen's Road. The architectural style in the locality is therefore mixed.

The southwestern boundary adjoins Albert Street Allotments and Royston Road Park, separated from the site by a brideway PROW.

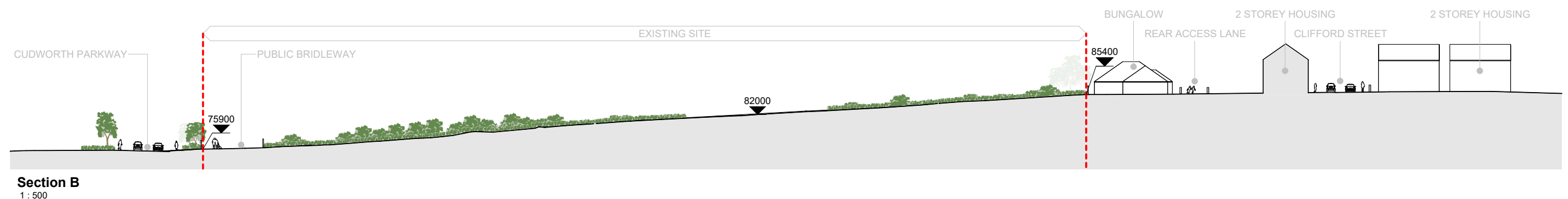
The main portion of the site consists of varying vegetation and immature woodland concentrated towards the eastern end, none of which is currently publicly accessible. While a few small trees are scattered throughout, mature tree growth is largely confined to the site's perimeter. Remnants of the original Three Nooks Lane are visible, running north-south through the central area and curving eastward along the northern boundary.

For further details on site boundaries and existing features, please refer to:

- **A23104-SASA-Z0-Z0-DR-A-91103** – Existing Boundary Summary, Rev B
- **A23104-SASA-Z0-Z0-DR-A-91102** – Site Constraints Plan, Rev C



Existing Site Plan
1 : 1000



2.3 SITE CONSTRAINTS

The diagram to the right is an extract from drawing **A23104-SASA-Z0-Z0-DR-A-91102** - Site Constraints Plan, Rev C, which summarises the various site constraints.

Ground Conditions

Historic mapping indicates that part of the site was formerly used as a quarry. A site investigation report conducted by LITHOS Consulting identifies areas recorded as landfill and provides remediation recommendations based on the proposed development. Additionally, an area of contaminated land was identified, with removal and off-site disposal recommended.

Flooding and Drainage

Most of the site lies within Flood Zone 1, indicating a low risk of flooding. However, the eastern portion falls within Flood Zone 2, which is classified as moderate risk. Drainage across the site may be complicated by the presence of landfill areas, as soakaways in made ground are typically problematic.

Acoustics

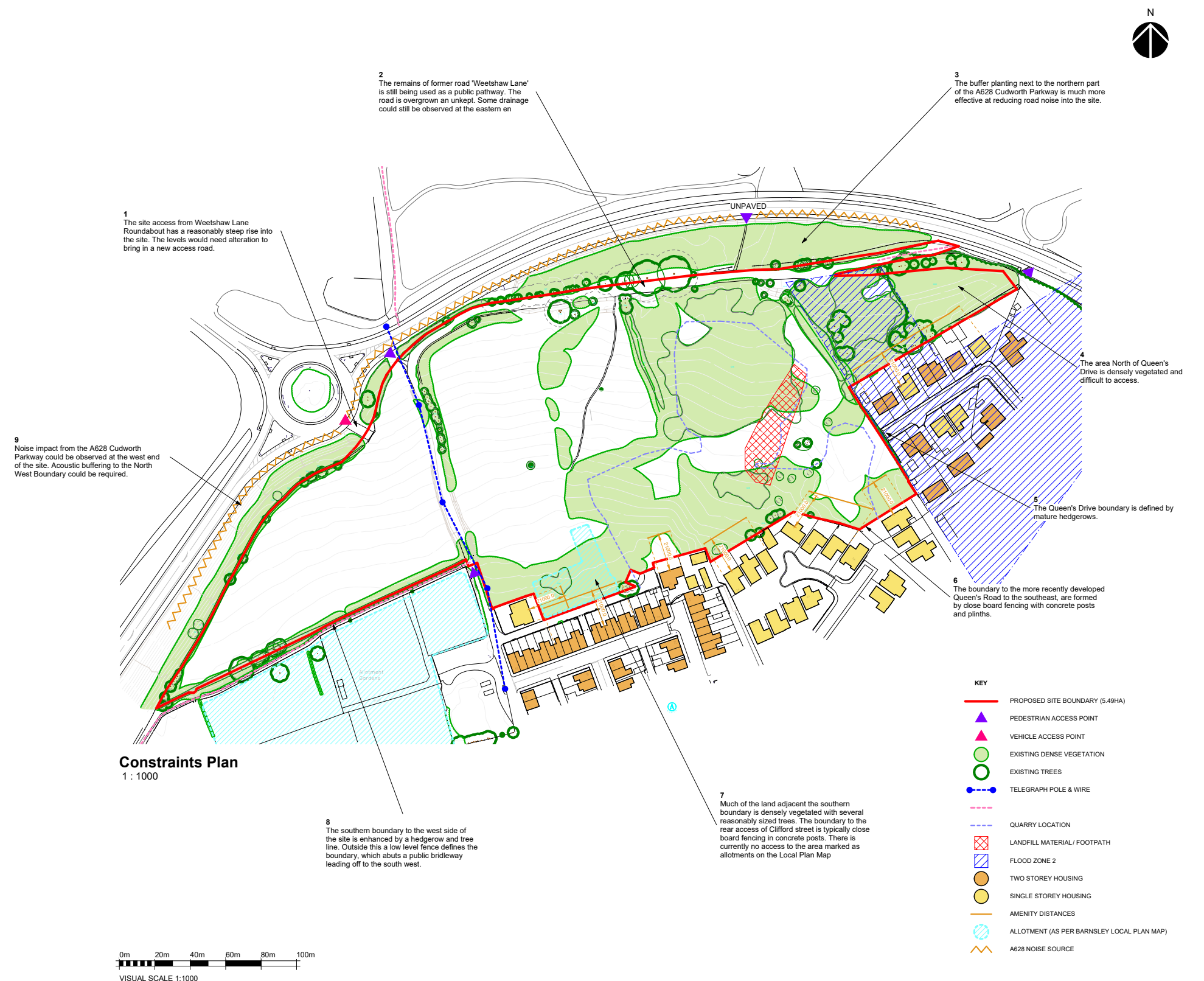
The main acoustic risk to the site is traffic noise from the A628 Cudworth Parkway. Please refer to the noise impact assessment by Dynamic Response for more information on existing noise levels and possible mitigation measures.

Existing Trees and Vegetation

The site is generally open, with trees primarily located along the boundaries. Dense vegetation is present at the eastern end, and its removal would negatively impact Biodiversity Net Gain (BNG).

Existing Services

Overhead power cables run north-south along the alignment of the former Three Nooks Lane road.



2.4 SITE OPPORTUNITIES

Topography and Views to the North

Although the site's topography may present challenges for construction and drainage, it also offers opportunities for dwellings on elevated plots to benefit from attractive views. The northern outlook is largely unobstructed, providing views across open countryside.

Connecting Green Spaces

Royston Road Park, located to the southwest, is connected to the site via a bridleway along the southern boundary. This path continues around to the eastern side of the site, following remnants of the old roadway. Retaining this connectivity between green spaces would likely be welcomed by local residents and neighbouring communities.

Access

A primary access point has already been established off the Weetshaw Lane Roundabout as part of the ring road development. This provides a direct connection into the wider road network, supporting efficient vehicular access.

Secondary pedestrian access points may also be feasible where the original Three Nooks Lane connected to Albert Street, and onto the Green Way at the eastern tip of the site. These neighbouring streets allow prioritisation of sustainable transport methods and offer potential for service connections and could help reduce walking distances to public transport links.



View looking north along Three Nooks Lane



Site Aerial showing site access points.



Site Aerial pre dating the Cudworth Parkway development.

2.5 LOCAL CONTEXT AND MATERIALS

The area surrounding the site reflects a predominantly mixed residential architectural style typical of South Yorkshire's post-industrial towns.

The built environment is primarily composed of early to mid-20th century terraced housing and semi-detached homes. These dwellings often feature red or brown brick facades, pitched slate roofs, and modest front gardens or yards—characteristics that reflect the area's working-class heritage rooted in coal mining and manufacturing industries.

Many of the houses are two-storey terraces, built in uniform rows, a common feature in mining communities designed to accommodate workers. The architectural style is functional and utilitarian, with limited ornamentation, focusing on durability and affordability.

Semi-detached housing becomes more prevalent in post-war developments, while later infill schemes—such as the former Pontefract Road Primary School site—introduce some two-and-a-half-storey dwellings.

Red and brown brick remain the dominant building materials, complemented by rendered finishes in some areas. Older buff stone terraces are still present along historic street frontages.

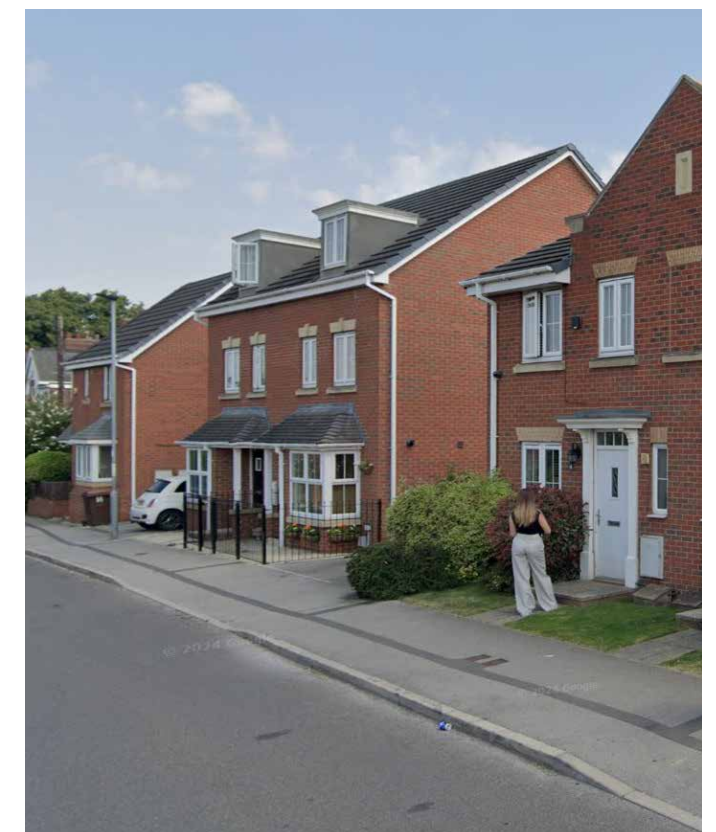
Front gardens or yards are typically enclosed by a mixture of boundary treatments. In modern developments, low metal railings and hedges have become more common. A few examples of open frontages exist.

Existing streets are often characterised by roadside parking and frontages dominated by vehicles, which can detract from the overall visual quality. Design proposals would benefit from incorporating side-access driveways, allowing vehicles to be parked beyond the street line and helping to create a more attractive and uncluttered public realm.

The proposed housing design should draw inspiration from the local character, particularly the traditional use of red/brown brick, pitched roofs, and modest detailing found throughout the surrounding residential areas.

While these references will help ensure visual continuity and contextual sensitivity, the scheme should also integrate modern components and architectural details—such as contemporary fenestration, subtle material contrasts, and improved spatial layouts—to enhance the overall architectural quality of the area.

This blend of traditional and modern design should create a development that is both respectful of its setting and forward-looking in its contribution to the built environment.



Cudworth Parkway

3. DESIGN

3.1 STRATEGIC RESPONSE TO SITE CONSTRAINTS AND OPPORTUNITIES

The site presents several construction challenges, necessitating a comprehensive strategy to address drainage, topography, and ground contamination.

Site Investigation work revealed a variance in infiltration rates across the site; this influenced the drainage strategy and consequently the masterplan. The historic quarrying and landfill at the site were also influential factors.

In response, a strategy was developed to keep the low-lying areas free from buildings and hardstanding. This approach not only facilitates surface water attenuation but also preserves green spaces that buffer the site from the adjacent Cudworth Parkway Ring Road.

- 

Main Spine Road.
- 

Walking routes connecting green spaces.
- 

Existing Green Way.
- 

Connections to services.
- 

Prioritise single storey dwellings.
- 

Low areas for preserving green spaces and creating attenuation buffer.
- 

Orientate dwellings to align with contours and take advantage of views.



Design Strategy Concept Diagram

3.2 PROPOSED SITE PLAN

BEDS	HOUSE TYPES	BARNSELEY % TARGET	UNITS PROVIDED
2 BEDS	BROOK 4no  2B3P Bungalow 73m² (Single Floor) SYRDG, NDSS, M4(3)(2)(b) Wheelchair accessible	(35%)	52 NO. (36.1%)
	WILLOW 4no  2B3P Bungalow 71m² (Single Floor) SYRDG, NDSS, M4(3)(2)(b) Wheelchair accessible		
	EMBER 4no  2B4P 70m² SYRDG, M4(2)		
3 BEDS	CARLTON 4no  3B4P 86m² SYRDG, M4(1) Ensuite	(49%)	67 NO. (46.5%)
	MIDLAND 8no  3B4P 84m² SYRDG, NDSS, M4(2)		
	MONCKTON 17no  3B5P 96m² SYRDG, NDSS, M4(2) Ensuite, + Detached Garage		
	FERRYMOOR 2no  3B5P 90m² SYRDG, M4(1)		
4 BEDS	STONELEIGH 17no  4B5P 101m² SYRDG, M4(2) + Garage (Detached)	(16%)	25 NO. (17.4%)
	GRANGE 4no  4B5P 113m² SYRDG, NDSS, M4(2) + M4(2) adaptable + Garage (integrated)		
	HAWTHORN 4no  4B5P 118m² SYRDG, NDSS, M4(1)		
TOTAL HOUSES = 144			



3.3 HOUSING MIX & AFFORDABLE HOMES

Housing Mix

Policy **H6** of Barnsley Council’s Local Plan sets out clear expectations for housing developments to provide a broad mix of dwelling sizes, types, and tenures, with the aim of fostering mixed and balanced communities.

The proposed housing mix should be guided by the most recent Strategic Housing Market Assessment (SHMA) for the area. The latest SHMA, published in 2021, includes a summary table (ES4) that outlines the recommended distribution of housing sizes across new developments. The table below shows how the proposed housing mix compares with those targets.

Number of bedrooms	Target % of housing	Proposed % of housing
1-2	37	36.1
3	47.5	46.5
4+	15.5	17.4

Summary table of housing mix - derived from table ES4

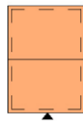
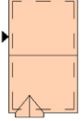
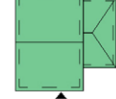
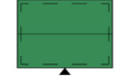
The development broadly accords with the planning policy requirement in providing a predominance of 2- and 3-bedroom homes, supported by a smaller proportion of 4-bedroom properties, ensuring choice for first-time buyers, families, and downsizers. The house designs have been developed to comply with the space standards defined by the ‘South Yorkshire residential design guide’, ‘Nationally described space standards’ and approved document M.

Overall, the house size distribution supports the creation of a sustainable, inclusive community that responds to local demand and planning objectives.

Affordability

Policy **H7** of Barnsley Council’s Local Plan states that developments comprising 15 or more dwellings are expected to provide affordable housing. The required percentage of affordable housing varies by location. Based on current policy interpretation, Cudworth is considered part of the Rural East, where a **10%** affordable housing provision applies. The council’s preapplication advice confirmed a minimum of 14 affordable units should be provided on site.

The proposed affordable housing units within the development comprise a mix of two- and three-bedroom homes, selected to reflect local housing needs and contribute to a balanced community.

	 BROOK 2B3P 73m²	 WILLOW 2B3P 71m²	 EMBER 2B4P 70m²	 CARLTON 3B4P 85m²	 MIDLAND 3B4P 84m²	 MONCKTON 3B5P 95m²	 FERRYMOOR 3B5P 90m²	 STONELEIGH 4B5P 101m²	 GRANGE 4B6P 113m²	 HAWTHORN 4B5P 110m²
SYRDG Compliance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
M4(2) Compliance	✓	✓	✓	✗	✓	✓	✗	✓	✓	✗
M4(3) Accessible	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗
NDSS Compliance	✓	✓	✗	✗	✓	✓	✗	✗	✓	✓

House Type Summary Table



Typical plot section

3.4 ACCESSIBILITY

All new dwellings must comply with the mandatory **Category 1: Visitable Dwellings (M4(1))** standard, as set out in Approved Document M, Access to and Use of Buildings – Volume 1: Dwellings. The optional standards **M4(2) – Accessible and Adaptable Dwellings** and **M4(3) – Wheelchair User Dwellings** are typically applied at the discretion of the local authority or housing provider.

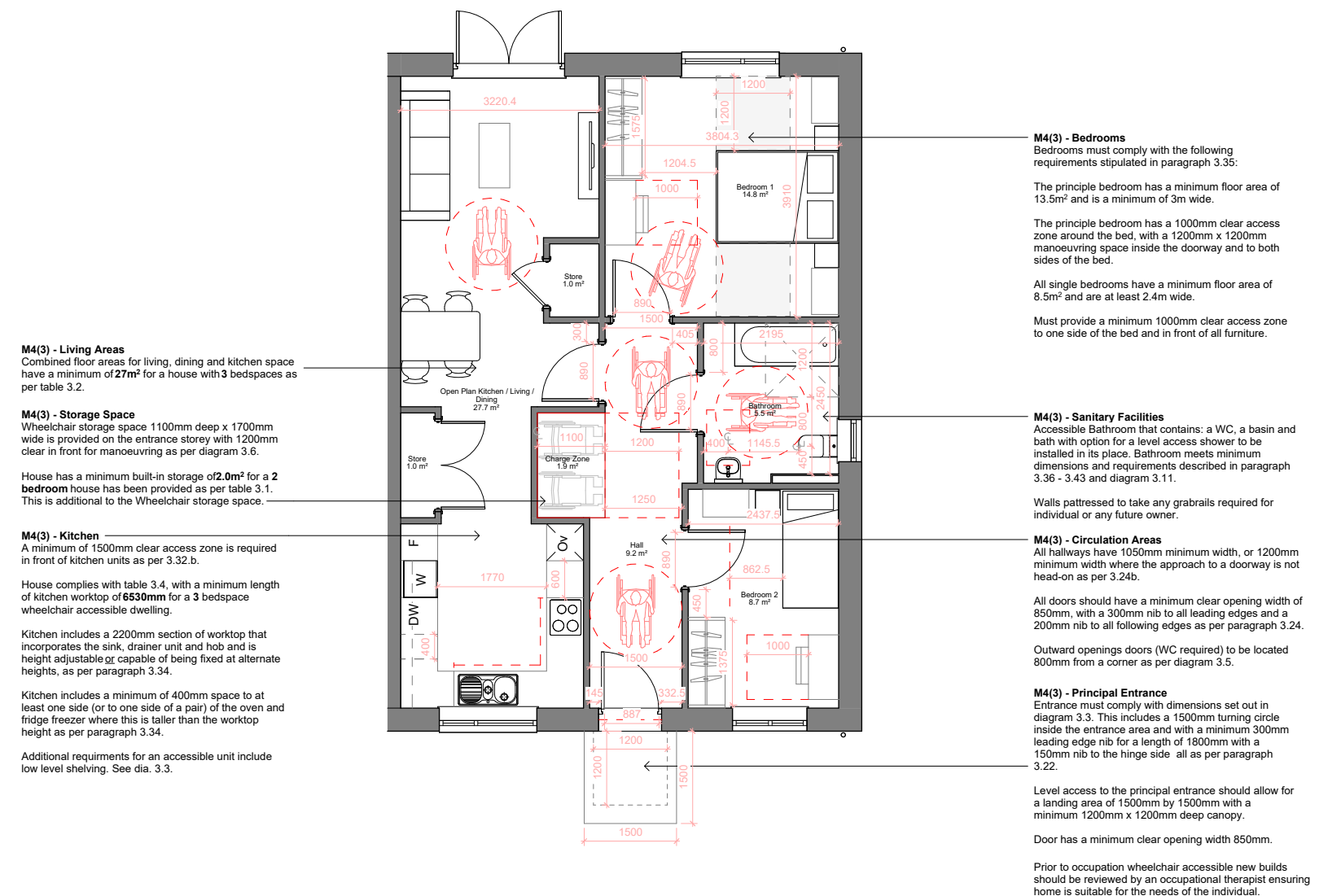
Barnsley Council's Supplementary Planning Document 'Design of Housing Development' provides clarity on these requirements:

- **26%** of all new dwellings should be built to the **M4(2)** accessible and adaptable standard.
- **6%** should be built to the **M4(3)(2)(b)** wheelchair accessible standard.

The proposed design exceeds the M4(2) requirement with potential for **67% M4(2)-compliant dwellings**, including all affordable housing units.

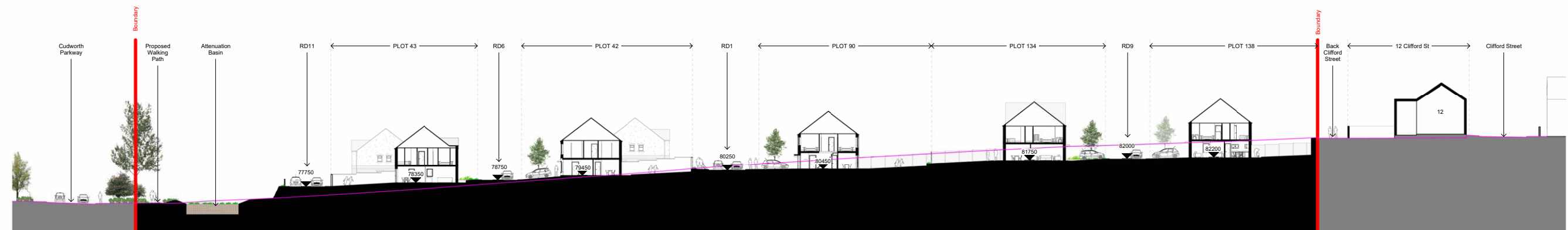
The M4(3)(2)(b) requirement refers specifically to wheelchair accessible homes, rather than the adaptable variant. This is understood to mean that such homes must be fully accessible upon completion, including the installation of lifts where necessary. To meet this requirement, **all M4(3) dwellings are proposed as single-storey units**, ensuring full accessibility. A total of eight homes are proposed to satisfy the 6% M4(3) requirement, one of which will be affordable.

The proposed site topography has been designed to manage surface water drainage primarily via the internal road network. This approach also enables level access to be provided to the majority of dwellings from their principal entrance. Several properties located at key level changes will require stepped access; however, in these cases the access arrangements will remain compliant with M4(1) requirements.



Ground Floor Plan - M4(3)
1 : 50

Extract from a house compliance check drawing.



1 Proposed Site Section 1
1 : 250

3.5 GREEN INFRASTRUCTURE

Policy GS1 of Barnsley Council's Local Plan seeks to improve the quantity, quality, and value of green space provision. To support this objective, residential developments are required to either provide or contribute towards appropriate green space.

The Supplementary Planning Document (Open Space Provision on New Housing Developments) offers guidance to developers, advising that all residential schemes of 20 or more dwellings should allocate a minimum of **15% of the gross site area** as open space, tailored to the character of the site.

Paragraph 7.1 of the SPD recognises that where sites contain substantial landscape strips that are not available for development and do not make a meaningful contribution to usable recreational open space, the 15% requirement may be calculated on the basis of the developable area rather than the gross site area.

In this instance, significant landscape buffers are retained along site boundaries, and large areas of the site are set aside for habitat protection. These areas are not suitable for development.

The developable area of the site is therefore approximately 50,523 m², and this figure forms the appropriate basis for calculating on-site open space provision in accordance with the SPD.

Drawing **A23104-SASA-Z0-Z0-DR-A-91165 – Green Infrastructure** has been prepared to clarify the extent of the qualifying area proposed as public open space within the development. The drawing confirms that the current on site Public Open Space provision amounts to 5,806 m², which falls short of the indicative 15% requirement of 7,578 m² when calculated against the developable area. However it is also noted that proposal entails 12,675sqm of Green Infrastructure, which would make an attractive setting for the development.

The drawing also highlights the site's close proximity to existing areas of publicly accessible open space, including Royston Road Park and a network of Public Rights of Way to the north of the site. These nearby facilities provide additional opportunities for recreation and informal open space use and are considered an important material consideration in assessing the overall adequacy of green space provision associated with the development.

For more information, landscape drawings **A5956-7** and **A5956-8** by Encon associates provides a more detailed break down of the various green spaces.



Extract from drawing A23104-SASA-Z0-Z0-DR-A-91165 – Green Infrastructure

3.6 PRIVATE AMENITY

The Supplementary Planning Document Design of Housing Development sets out external spacing standards for new residential schemes.

Section 4, Item 6 specifies that rear gardens should measure at least **50m²** for two-bedroom houses or bungalows, and **60m²** for those with three or more bedrooms.

Drawing **A23104-SASA-Z0-Z0-DR-A-91162** – **Compliance Check: Private Amenity** illustrates the rear garden areas for each proposed plot.



Extract from drawing A23104-SASA-Z0-Z0-DR-A-91162 – Compliance Check: Private Amenity

3.7 PROPOSED MATERIALS

The proposed development has been designed with a strong emphasis on local distinctiveness and material quality, drawing upon the established architectural character of Cudworth and the wider Barnsley area. The selected materials have been carefully considered to ensure the development integrates positively with its context while delivering a high standard of appearance, durability and longevity.

External walls will be constructed predominantly in a red multi-brick incorporating subtle buff and brown tonal variation. This palette reflects the traditional masonry character evident within the locality and contributes to a warm and visually varied façade treatment. A brick soldier course detail is introduced at ground floor level to articulate changes in massing and reinforce traditional architectural detailing.

For larger house types and key corner plots, areas of render are incorporated selectively to provide visual interest, break up built form, and articulate individual dwellings. This approach introduces variety while maintaining a cohesive overall appearance across the development.

Cast stone lintels and cills are proposed throughout the scheme, finished in a buff tone that references the historic use of stone within the local area. The inclusion of rectangular heads and stooled cills adds crisp detailing, visual relief to elevations, and reinforces a sense of permanence appropriate to a residential setting.

To further enhance local character, cast stone gable vent features are proposed on street-facing brick gables. These elements introduce subtle architectural interest and echo traditional vent detailing found on established Yorkshire housing, helping to reinforce local identity on prominent elevations.

Roofs will be finished with flat profile concrete tiles in a muted grey tone, providing a clean roofline that remains sympathetic to local roof forms and complements roof mounted photovoltaic panels.

Windows and doors will be finished in anthracite grey (RAL 7016) with double glazing. This contemporary tone provides a restrained contrast to the brickwork and contributes to a consistent and cohesive appearance across the development.

Garages will be finished using the same brickwork and cast stone detailing as the main dwellings. This ensures ancillary structures are fully integrated into the overall design and avoid appearing subordinate or visually disconnected.



Typical house elevation detail (Monckton)



Typical Street Scene showing how the use of render on key plots adds variety and assists wayfinding.

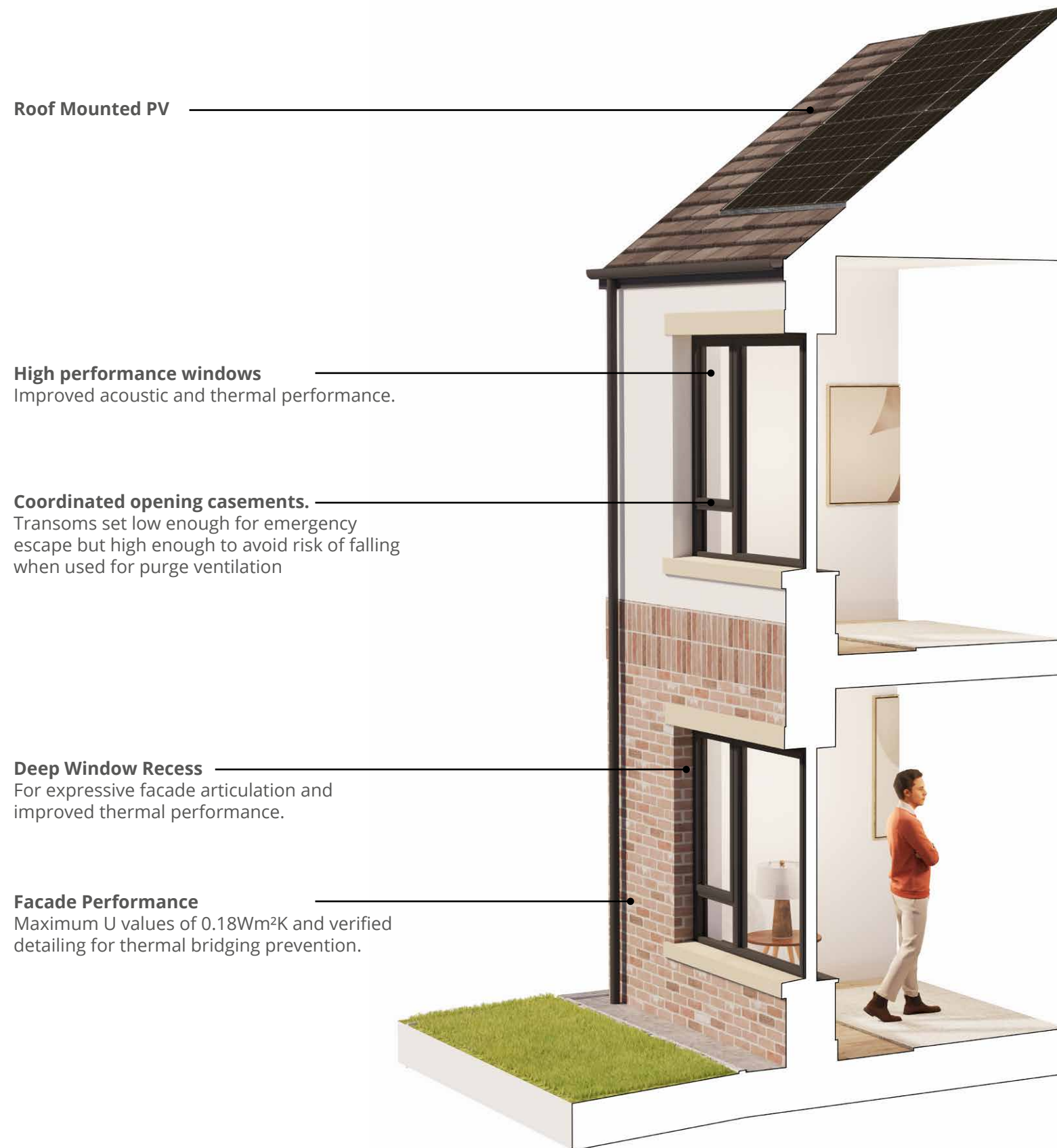
3.8 FORM, SCALE AND SUSTAINABILITY

The housing design has been informed by a strong response to local character, with particular attention given to form, scale and massing. All properties are no more than two storeys in height, ensuring the development reflects the established low rise residential context of the area and avoids over dominance within the streetscape. The use of varied roof forms and plot rhythms helps to create a legible and attractive layout that integrates sensitively with its surroundings while providing a contemporary interpretation of local housing typologies.

Window design has been carefully considered to balance visual quality, internal amenity and regulatory compliance. Windows are proportioned and sized to maximise the benefits of natural daylight while meeting the requirements of Part O for overheating mitigation, Part F for ventilation, Part B for means of escape, and Part K for protection from falling. The proportions of opening panes are generally standardised across a range of window types to ensure cohesion across elevations, contributing to a consistent architectural language. All windows are recessed into the façade by a minimum of 50mm, adding depth and articulation to elevations and enhancing overall visual quality.

Sustainability is embedded within the housing design through a fabric first approach, including improved thermal performance with enhanced U values to walls, roofs and openings. Roof mounted photovoltaic panels are incorporated where appropriate to contribute to on site renewable energy generation and support compliance with current energy efficiency and carbon reduction targets. These measures work together to reduce energy demand, improve occupant comfort and support long term environmental performance.

Acoustic performance has been a key consideration, particularly for plots located in close proximity to the A628 Cudworth Parkway. High performance glazing is proposed to reduce the ingress of traffic noise, alongside the use of attenuated air bricks where natural ventilation is required. In locations subject to higher noise levels, alternative mechanical ventilation solutions will be considered to ensure an appropriate balance between acoustic comfort, internal air quality and compliance with ventilation standards.



Typical Facade Section

3.9 LANDSCAPE STRATEGY

The landscape strategy has been developed to create a high-quality, multifunctional environment that responds to the site's existing characteristics while delivering significant ecological, social, and visual benefits. The approach prioritises the retention and enhancement of existing natural features, the introduction of diverse native planting, and the integration of sustainable drainage and informal recreation.

Retention and Enhancement of Existing Features

A key principle of the landscape design is the retention of existing trees, vegetation, and woodland where practicable across the site. These features form the structural framework of the landscape, contributing to local character, visual amenity, and ecological value. Protective measures will be implemented during construction to safeguard root protection areas and ensure long-term health.

Where appropriate, existing vegetation will be enhanced through selective management, including the removal of invasive species and supplementary native understorey planting to strengthen habitat value and connectivity.

New Tree and Shrub Planting

The scheme introduces a robust planting strategy focused on native species to reinforce local distinctiveness and support biodiversity:

- Specimen native trees will be planted within key public areas to create focal points, provide shade, and contribute to legibility within the development.
- Blocks of native trees and shrubs will be established throughout public open spaces to create habitat corridors, shelter, and seasonal interest.

Species selection will reflect local ecological conditions and be resilient to climate change, ensuring longevity and minimal maintenance requirements.

Grassland and Meadow Areas

The landscape incorporates a variety of grassland typologies to enhance ecological diversity and visual richness:

- Species-rich grass verges will be introduced along streets and pedestrian routes, providing a transition between built form and green space.
- A substantial area of wildflower meadow will be established within the principal public open space. This will deliver significant biodiversity benefits, supporting pollinators and other wildlife, while also creating a distinctive and attractive landscape setting.

Management regimes will be tailored to maintain species diversity and seasonal variation.

Sustainable Drainage Integration

Sustainable Urban Drainage Systems (SuDS) are fully integrated into the landscape design to manage surface water in an environmentally responsive manner. Features include:

- Swales designed as shallow, vegetated channels to convey and filter surface water.

- Attenuation ponds that provide storage capacity while also functioning as ecological habitats and visual amenities.

These features are designed to appear naturalistic, contributing to the overall landscape character while improving water quality and reducing flood risk.

Natural Play Provision

An area of informal natural play is incorporated within the public open space, designed to encourage imaginative and active play in a landscape setting. The design utilises landform and natural materials to create an engaging environment, including:

- Rolling grass mounds
- Timber logs and balancing features
- Natural stone elements for seating and play
- Tunnels and sculpted earth forms for exploration

This approach avoids the need for formal play equipment, instead fostering creativity, physical activity, and interaction with nature.

Biodiversity

In addition to retained and enhanced habitats, the scheme includes a buffer of new native scrub planting along site boundaries and key edges and will be fenced off to prevent public access to ensure the habitat can achieve its highest quality. This buffer will:

- Strengthen ecological connectivity
- Provide shelter and nesting opportunities for wildlife
- Enhance visual screening and transition to adjacent land uses

Collectively, these measures will contribute to a measurable Biodiversity Net Gain, ensuring the development delivers long-term ecological improvements.

Summary

The landscape strategy delivers a cohesive and sustainable framework that:

- Protects and enhances existing natural assets
- Introduces diverse, native planting
- Integrates drainage and ecology
- Provides high-quality, multifunctional public open space
- Supports biodiversity and community wellbeing

The result strikes a balance between landscape provision and a quantum of development that is both environmentally responsible and socially valuable.

For more information on the proposed landscape design, planting schedules and tree retention please refer Landscape Architects drawings A5956-07 & A5956-08 by Encon Associates.

Cudworth Parkway

4. PREAPPLICATION ADVICE

4.1 PREAPPLICATION RESPONSE - FRONT OF DWELLING PARKING

In October 2025, a draft version of the proposals was submitted to the Barnsley Metropolitan Borough Council Pre-Application Enquiry Service. A written advice response was received on 16 December 2025.

While the advice covered a wide range of planning policies and considerations, this statement focuses on responding to the principal design issues raised and explains how the comments have been addressed within the revised proposals.

Front-of-Dwelling Parking

The main concern raised within the urban design response was the dominance of front-of-dwelling parking. Twelve stretches of housing were identified where more than four parking spaces were provided consecutively without adequate separation by landscaping of sufficient width (defined as at least the width of a parking space, in accordance with Building for a Healthy Life and local SPD guidance).

A significant contributor to this issue was the provision of perpendicular visitor parking spaces. In response, 23 of these spaces have been removed and reallocated as parallel on-street parking spaces, distributed across the site in groups of no more than four. This change substantially improves the appearance and impact of front-of-dwelling parking across all twelve identified locations.

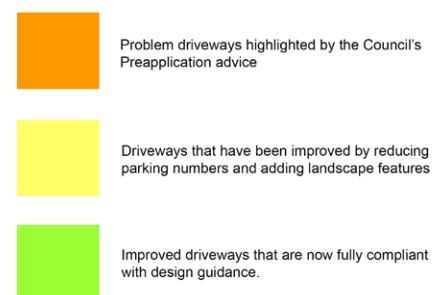
Additionally, street alignments have been revised to allow for the introduction of additional side driveways. This approach has been implemented at plots 2, 3, 54, 55, 75, 76, and 77.

As a result of these changes, eight of the twelve stretches are now fully guidance compliant.

Within the remaining four locations, parking numbers have been reduced and additional landscape features introduced to break up continuous parking runs. While combining these features into fewer, larger landscape blocks could be considered more guidance compliant, this would result in parking becoming visually and functionally detached from the associated dwellings. This would introduce complications with ownership boundaries, level changes, and access to rear gardens. Smaller, more frequent landscape features were therefore considered to represent the most effective and pragmatic design solution for these plots.



Driveway mark up of the preapplication site plan



Driveway mark up of the revised site plan.

4.2 PREAPPLICATION RESPONSE - CORNER PLOTS

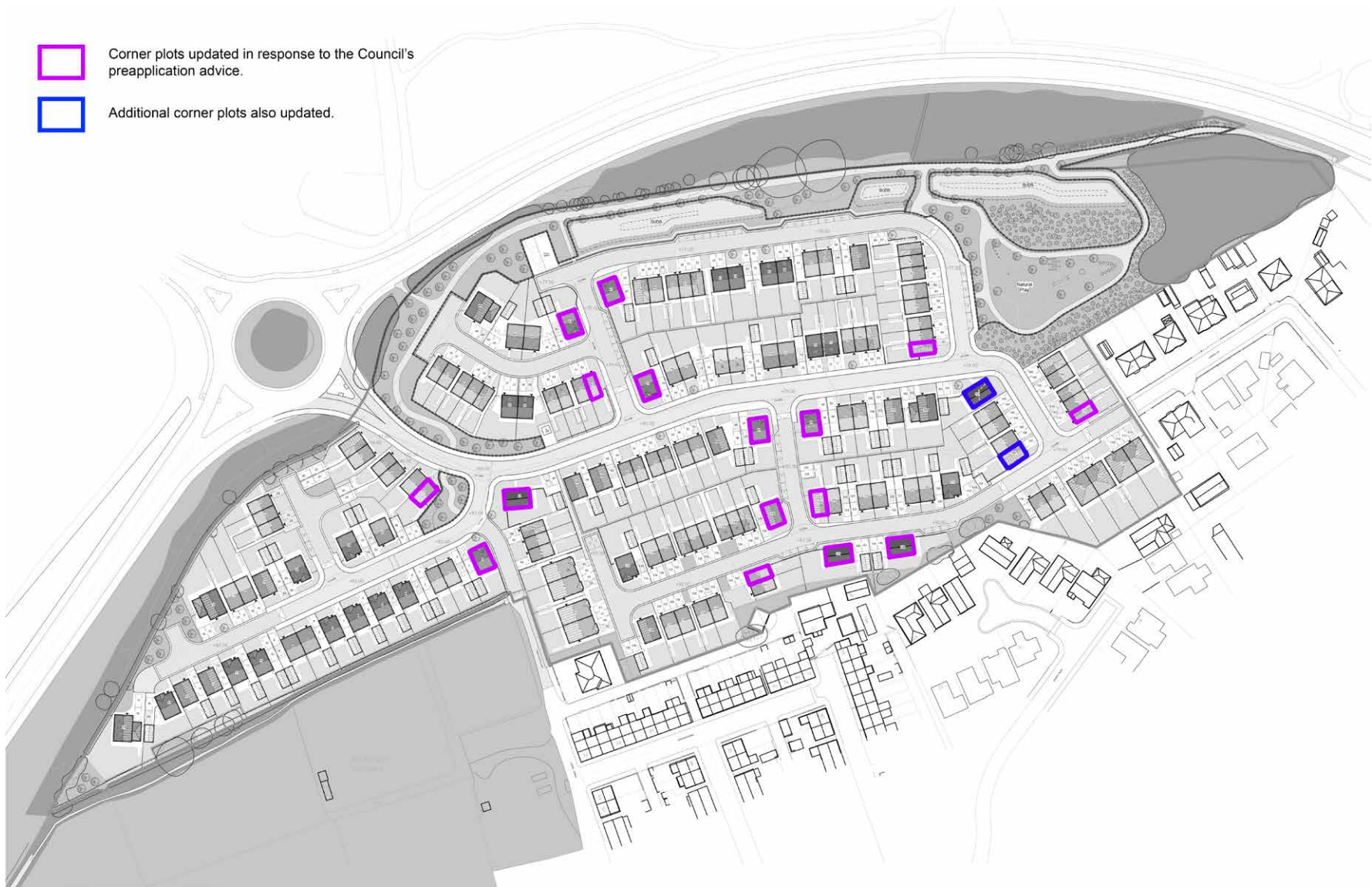
Corner Plots and Blank Gables

The pre-application feedback identified sixteen locations where blank gable elevations should be avoided. In response, a new corner house type (Hawthorn) has been introduced and allocated to plots 87, 103, 143, and 144.

The remaining plots (1, 31, 42, 43, 47, 67, 79, 97, 98, 112, 125, 126 and 142) have been updated to include additional windows, providing active frontage and passive surveillance of adjacent public spaces and highways. The same approach has also been applied to plot 107. These window variations are clearly identified within the updated house type drawings.



Corner house type 'Hawthorn'



Corner plot locations



Corner properties on a typical street scene.

Cudworth Parkway

5. BHL ASSESSMENT

5.1 BHL - INTEGRATED NEIGHBOURHOODS

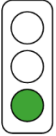
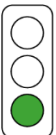
As the proposal is for more than 10 dwelling units, Barnsley's local planning validation checklist requires a Building for a Healthy Life (BHL) assessment.

BHL is the latest edition of - and new name for - Building for Life 12. BHL updates England's most widely known and most widely used design tool for creating places that are better for

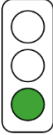
people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which we've made to the 12 considerations in response to good practice and user feedback.

Ref	BHL consideration	Objective Summary	Evidence from the design	Provisional RAG
Integrated Neighbourhoods				
1	Natural connections	Create places that are well integrated into the site and their wider natural and built surroundings.	- Primary access taken from Weetshaw Lane roundabout as per the site allocation guidance. - Edge to edge connectivity promoted with pedestrian links to the North, South, East and West. - Walking routes enhanced to connect new and existing green spaces. - Three Nook Lane bridlepath retained and enhanced to connect pedestrians and cyclists to the existing Green Way Network - Internal street network with a main spine and short side streets to keep routes as direct and short. - Woodland and habitat routes along the Northern boundary retained within the public realm. - Use of private drives generally avoided. - Buildings orientated to provide passive supervision over walking routes and green spaces.	
2	Walking, cycling & 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.	- Walking routes and streets connect to the existing Green Way Network. - Cudworth centre is within 10-15min walk. - Bus stops on Pontefract Road are within 5mins walk, with pedestrian connections making routes more direct. - Each house is provided with secure bike storage. - POS areas will be provided with accessible footpaths. - Scale of development does not necessitate a dedicated internal cycle route, but low traffic streets and speed control measures should encourage cycle usage.	
3	Facilities & services	Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.	- Convenience stores and Cafes in Cudworth centre are within 10-15min walk. - Cherry Dale Primary & Outwood Academy nearby – East to west walking path provides a traffic free connection to existing routes. - Walking route connects existing POS and playground on Royston Road to the proposed POS to at the east of the site. - Public Right of Way continues to the north towards Rabbit Ings Country Park.	
4	Homes for everyone	A range of homes that meet local community needs.	- Mix of 2/3/4-bed homes well aligned to SHMA. 10% affordable target identified and minimum requirement of 14 dwellings confirmed by Barnsley Metropolitan Borough Council's preapplication response. 8no M4(3)(2)b single level truly Wheelchair accessible houses provided, of which one will be affordable in response to preapplication advice from the council. - House types and affordable housing are well distributed through the site. 68% of proposed homes are at least accessibility standard M4(2) allowing flexibility for future changing needs.	

5.2 BHL - DISTINCTIVE PLACES

Ref	BHL consideration	Objective Summary	Evidence from the design	Provisional RAG
Distinctive Places				
5	Making the most of what's there	Understand the site and respond to the local opportunities and constraints.	• Thorough site analysis and research into the local area is at the heart of all design decisions. • The layout and arrangement have been influenced by the local urban grain and desire lines, as well as the topography and geotechnical challenges. • Low lying areas have been kept clear of development for surface water attenuation and preservation of existing habitats and POS. • Natural landscape buffer with the A628 has been retained and enhanced. • Walking routes have been retained and more formally enhanced with clear connections to established PROW's and the Green Way.	
6	A memorable character	Create places that are memorable with a locally inspired, or otherwise distinctive character.	• Design embraces the site topography. Level changes and retaining features will add distinctive character. • House names inspired by local heritage and context. • Main brick material is to be locally sourced with a mix of red and buff tones aligned with the local context. • Buff stone steps, cills, exposed lintels, and gable vents are inspired by the older stone buildings on the original streets of Pontefract Road and Barnsley Road.	
7	Well-defined streets & spaces	Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.	• Build lines for streets are well defined. • Street hierarchy is kept simple with a central spine access road and secondary distribution. • Active frontages face onto public spaces and pedestrian routes for passive supervision. • Larger houses with partially rendered facades address key corners to assist with wayfinding. • Gabled roof additions to other secondary corners and street junctions. • Cohesive building compositions with continuity of window types and doors.	
8	Easy to find your way around	Use legible features to help people find their way around a place.	• Street pattern is simple and easy to navigate. • Clear sight lines toward the eastern POS helps with orientation. • The site levels and outlook to the north should also help with wayfinding. • Hierarchy of streets defined by changes in paving and pedestrian priority. • Larger corner houses located on key junctions and nodes.	

5.3 BHL - STREETS FOR ALL

Ref	BHL consideration	Objective Summary	Evidence from the design	Provisional RAG
Streets for All				
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. Activity in the street is an essential part of a successful public realm.	- All streets designed to be 20mph or below. - Raised table paving to secondary residential streets, with priority to pedestrians. - Street trees proposed where space allows. - Front gardens and verges defined by planting and hedges, adding sensory richness. - Tight corner Radii for reducing vehicle speed. - Tree planting along the northern boundary to form an acoustic buffer to the A628	
10	Cycle & 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. Well-designed streets will also provide sufficient and well-integrated car parking.	- Shared unallocated on street visitor parking spaces. - Each house is provided with secure bike storage. - Where frontage parking is utilised, the space equivalent to a parking space is given over to green relief every four bays or so. - Parking quantum is aligned to local policy, design guides and supplementary planning documents. - A range of parking solutions are provided, with side driveways and offset parking spaces used to reduce dominance of cars on streets.	
11	Green & blue infrastructure	Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.	- Walking routes, wildlife corridors and POS are focused on the low lying land along the northern edge of the site where attenuation ponds and acoustic buffer planting can be used to add visual interest and habitat enrichment. - Tree planting is prioritised where space is available. - Traffic free routes connect green spaces and habitats, within the site and beyond. - Surface water to be attenuated in open water bodies to provide visually attractive features with the dual purpose of providing habitats. - At least 10% biodiversity net gain achieved post-development.	
12	Back of pavement, front of home	Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. 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 whilst also offering opportunities to integrate level changes, utility boxes and waste storage.	- Street facing boundary treatments add ecological value and reinforce distinctive local characteristics. - Front garden spaces create opportunities for social interaction while ownership is clearly defined. - Left over spaces with no clear public or private function have been avoided. - Waste storage is private at the rear of properties with clear and direct access routes. - Hierarchy of boundary types for privacy and security. - Public facing secure boundaries are more formal and mindful of security, with landscape buffers improving visual amenity.	

Cudworth Parkway

6. CONCLUSION

6.1 CONCLUSION

SUMMARY

The proposed development at Cudworth Parkway comprises up to 144 high-quality new homes within a carefully considered masterplan that responds positively to the site's physical constraints, landscape setting, and surrounding residential context. The layout is structured around a clear hierarchy of streets and walking routes, with a central spine road providing legibility, connectivity, and safe access throughout the site. Development has been concentrated on higher, more suitable ground, allowing lower-lying areas to be retained as green infrastructure, incorporating surface water attenuation, acoustic buffers, and biodiversity enhancements.

The scheme delivers a balanced housing mix, including two-, three-, and four-bedroom dwellings and single-storey homes, ensuring inclusivity, accessibility, and choice. Affordable housing and enhanced accessibility standards are fully integrated across the site, supporting the creation of a mixed and sustainable community. All dwellings meet or exceed relevant national and local space, privacy, and amenity standards.

Architecturally, the proposals are informed by the local character of Cudworth, responding to the prevailing use of red and brown brick, pitched roofs, and modest detailing found in nearby historic and post-war housing areas. Traditional materials are complemented by contemporary elements to create a development that is visually coherent, modern, and locally distinctive. Landscape design plays a central role in shaping the public realm, reinforcing connections to Royston Road Park, existing bridleways, and surrounding neighbourhoods, while enhancing ecological value and long-term placemaking quality.

CONCLUSION

This Design and Access Statement demonstrates that the proposed development at Cudworth Parkway represents a robust, policy-compliant, and sustainable response to a relatively complex and constrained site, that is allocated for housing in the local plan. The proposals have been shaped by a comprehensive understanding of local planning policy, site conditions, and community context, and respond positively to pre-application feedback and technical considerations, including flood risk, acoustics, ground conditions, and landscape retention.

The development will deliver much-needed new homes in an accessible and sustainable location, while respecting existing patterns of development and enhancing local character. Through careful masterplanning, high-quality architecture, and a strong emphasis on green infrastructure and connectivity, the scheme creates a legible, inclusive, and attractive residential environment that will integrate successfully with Cudworth and the wider Barnsley area.

Overall, the proposals provide a balanced and deliverable scheme that meets the objectives of the Barnsley Local Plan and national planning guidance, and will make a positive, long-term contribution to the built environment and local community.

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