



DESIGN AND ACCESS STATEMENT

For and on behalf of
Rouse Homes Ltd

OUTLINE PLANNING APPLICATION
LAND WEST OF WOOLLEY COLLIERY ROAD,
DARTON, BARNSELY, S75 5HQ

Prepared by
DLP Planning Limited, Sheffield

June 2022

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Chapter 1: Introduction

Introduction

DLP Planning Ltd have been instructed to prepare an outline planning application for up to 115 dwellings on a brownfield site at the former Woolley Colliery in Darton, Barnsley on behalf of Rouse Homes Ltd. The outline planning application seeks approval of access into the site with all other matters reserved. An indicative layout has been submitted which comprises **110** dwellings in order to illustrate the capacity of the site.

This Design and Access Statement includes a description of the development site, an evaluation of the context of the site, and an explanation of the design rationale behind the proposed scheme.

The requirement for a Design and Access Statement is a response to the national drive towards high quality and sustainable design which is reflected in the National Planning Policy Framework (the 'Framework'). This document has been prepared in accordance with the requirements of the National Planning Practice Guidance Note (Ref. 14-029-20140306).

This statement seeks to explain the overriding design principles that have been applied to the proposed development and discusses how the context of the site has informed the resulting indicative design. It also considers how the access arrangements have been developed through consultation with the Highways Authority and a series of other site specific issues that have influenced the submitted scheme.

This Statement should be read in conjunction with the following technical reports and surveys undertaken in support of this application:

1. Location Plan (PDG)
2. Indicative Site Layout (PDG)
3. Cross Sections (PDG)
4. Planning Statement (DLP Planning Ltd)
5. Sustainability Statement (JSP)
6. Transport Assessment and Travel Plan (Fore Consulting Ltd)
7. Preliminary Ecological Appraisal Report (Brooks Ecology)
8. Arboricultural Assessment (Iain Tavendale)
9. Phase I Preliminary Risk Assessment (Ground Investigation) (Eastwood Consulting Engineers)
10. Coal Mining Risk Assessment (Eastwood & Partners)
11. Flood Risk Assessment & Drainage Strategy (iD Civils)
12. Air Quality Assessment (Tetra Tech)

Chapter 1: Introduction

Structure of the Design and Access Statement

This Statement has been set out in the following format:

Chapter 1: Introduction

Chapter 2: Local Context

Chapter 3: Planning Policy Context

Chapter 4: Opportunities and Constraints

Chapter 5 Proposed Development

Chapter 6: Design and Access

Chapter 7: Conclusion



Figure 1: Aerial view of the Site and surrounding area with indicative boundary (Source: Google Earth)

Chapter 2: Local Context

Site and Surroundings

The site is located immediately to the west of Woolley Colliery Road and to the north of the village of Darton in the Metropolitan Borough of Barnsley, South Yorkshire. Darton lies approximately 5 kilometres to the north-west of Barnsley Town Centre and is in the Darton East Ward. Woolley Colliery Road connects Darton in the south to the recently established residential area of Woolley Grange in the north. This previously developed site was formerly part of Wooley Colliery, part of which has now been redeveloped as Woolley Grange.

The historic centre of the village of Darton is focused around the roads of Church Street and Station Road. These two roads intersect at a bridge underneath the railway line which runs through the centre of the village from north-west to south east. The River Dearne also flows through the village in an orientation similar to the railway, and a single bridge crosses the River on Church Street. Houses and buildings in the historic core are predominantly two-storey terraced or semi-detached and constructed of traditional local building materials such as stone and red brick. There are some examples of more modern single storey dwellings to the periphery of the village.

Darton is a relatively large village with a population of approximately 21,345. Due to its size, it is classified as a 'Sub Regional Town' in the Barnsley Local Plan Settlement Hierarchy. Darton is also identified as a Local Centre, where development is expected to meet the needs of the local area. Services and facilities in Darton include a Railway Station, Post Office, Doctors Surgery, Primary and Secondary School, two Public Houses, and a number of shops and restaurants.

The site itself is split into two parts. The northern part of the site is 2.8 hectares and is bound by woodland and residential properties to the north; Woolley Colliery Road, agricultural land and woodland to the east; Woolley Colliery Miners Welfare Ground to the south; and Woolley Colliery Open Space to the west.

The smaller southern part of the site is 1.1 hectares and lies just to the south of the aforementioned Welfare Ground (recreational playing pitches). The southern site is bound by Woolley Colliery Road and grazing land to the east; Woolley Colliery Open Space / Fountain Square Green Space to the south; and Woolley Colliery Open Space to the north-west. The application site area extends to 3.9 hectares.



Figure 2: Aerial view of the Site and surrounding area (Source: Google Earth)

An additional 1.3 hectare area of land adjacent to the site is intended to be utilised to improve connectivity between the northern and southern sites, provide sustainable drainage and deliver enhanced biodiversity.

Residential properties adjacent to the north of the site within Woolley Grange are modern family homes constructed in the early 2000s. These include a mixture of typologies, predominantly two and three stories with red brick or reconstituted stone and concrete roof tiles, which is analogous to the local area. There are some other properties, including large detached dwellings and apartment buildings, which are less typical.

Chapter 2: Local Context

Public Transport

There are three bus stops in the vicinity of the site, which provide regular services to Barnsley Town Centre and Wakefield City Centre, and some limited services to Kexborough and Redbrook. The nearest bus stops to the northern and southern parts of the site are less than 0.2 kilometres from the current site entrances (Figure 3 & 4). The following services serve at all three bus stops.

Bus Service Frequency		
Service	Destination	Frequency
93	Barnsley Town Centre	1 per hour Monday-Sunday
95a	Barnsley Town Centre	Limited Evening Services Monday-Sunday
97	Wakefield City Centre	4 per day Monday-Friday. No service on Saturday or Sunday
490	Kexborough	1 per day Monday-Friday. No service on Saturday or Sunday
497	Kettlethorpe	1 per day Monday-Friday. No service on Saturday or Sunday

Darton Station is located approximately 0.2 kilometres from the south side of the site and approximately 0.6 kilometres from the north side respectively (Figure 3). Darton Station is on Northern Train's Hallam Line which provides hourly train journeys between Sheffield and Leeds.

Train Services from Darton Station		
Destination	Frequency	Travel Time
Sheffield	1 per hour Monday-Saturday. 1 every 2 hours Sunday	37 minutes
Leeds	1 per hour Monday-Saturday. 1 every 2 hours Sunday	39 minutes

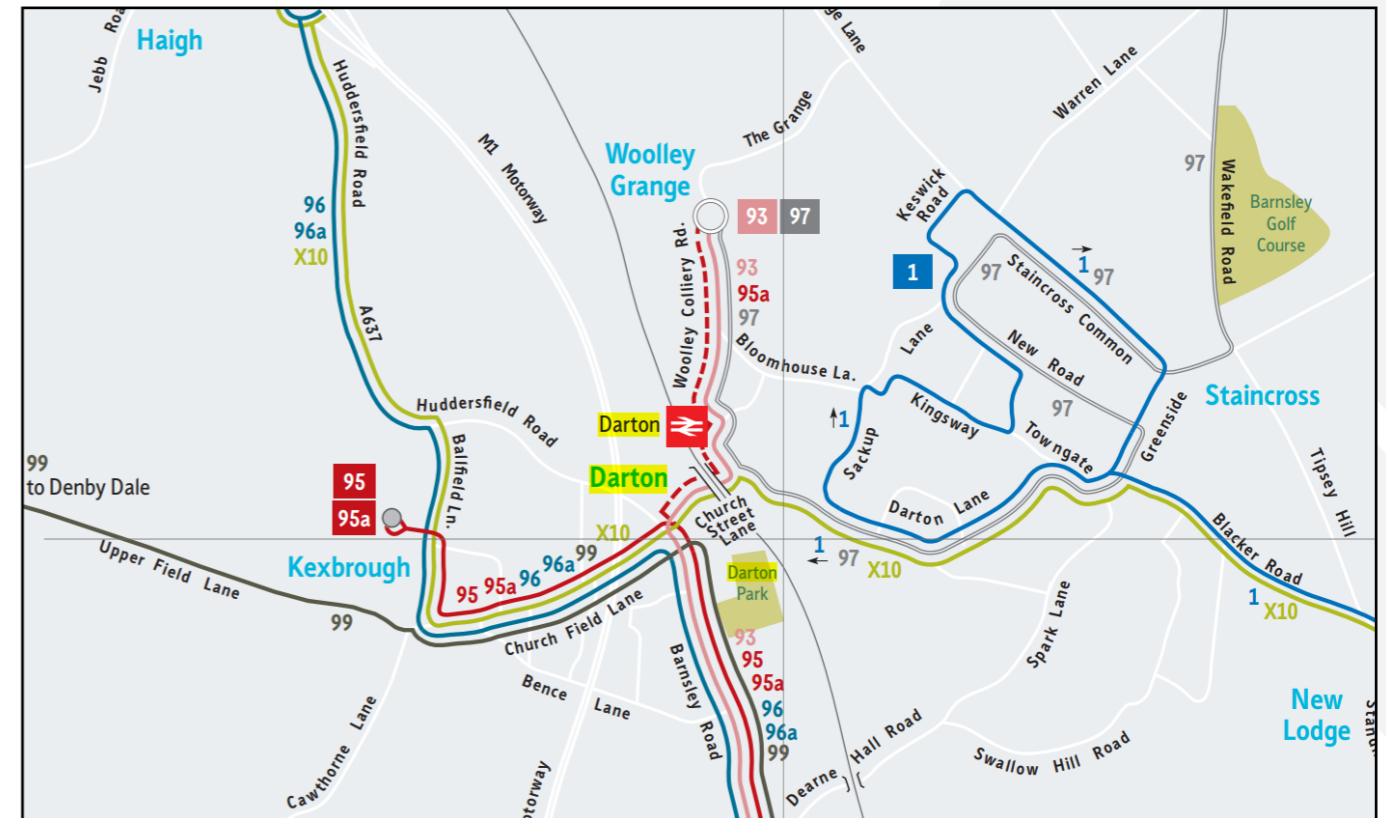


Figure 3: Barnsley Public Transport Map Extract (Source: Travel South Yorkshire)

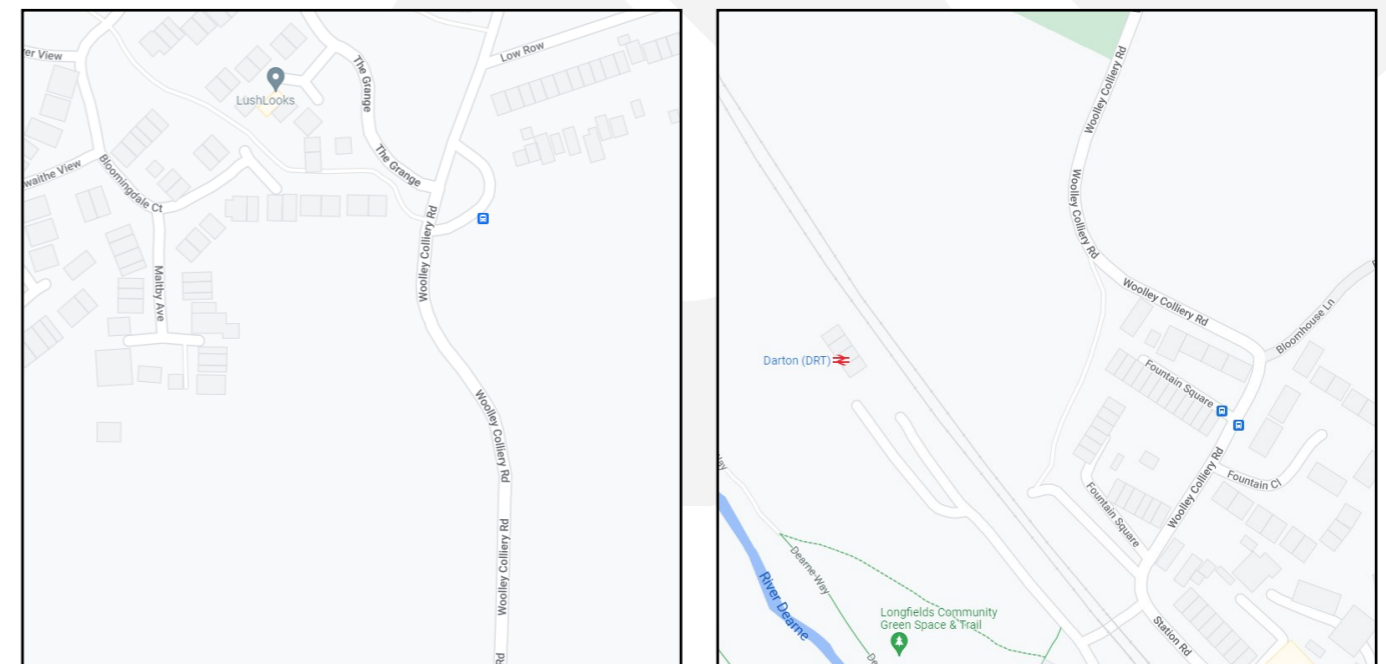


Figure 4: North Site (left) and South Site (right) Public Transport Locations (Source: Google Maps)

Chapter 2: Local Context

Walking and Cycling

Walking and cycling to local services and facilities is very feasible given their close proximity to the site. For example, Darton Station can be reached on foot in less than 5 minutes from the southern site and approximately 10 minutes walk from the northern site. Barnsley Town Centre can be reached in less than 30 minutes by bicycle. Darton Station has 18 covered secure cycle stands which can be utilised as part of a multi-modal journey.

A shared footpath/cycleway runs along the eastern side of Woolley Colliery Road with street lighting, until approximately 1110m before Fountain Square, at which point the footpath leads off-road down to Darton Station. The footpath alongside the carriageway is re-instated at the corner of Woolley Colliery Road and Bloomhouse Lane.

The off-road footpath leading to the station has a tarmac surface and street lighting. This provides unobstructed pedestrian access from Woolley Grange and the application sites to the train station car park and onwards to the centre of Darton.

Local Services and Facilities

The Site is considered to be located in a highly sustainable location and lies within close proximity to a range of local community services and facilities which are easily accessible on foot. These include:

Facilities & Services	Location (to south / north side of site)
Railway Station	Darton Station (0.2km / 0.6 km)
Shops/Services	Co-operative Food Darton (0.4km / 0.8km) , Windhill Post Office (1.7km / 1.7km)
Healthcare	Darton Health Centre (0.5km / 0.9km), Darton Pharmacy (0.5km / 0.9km)
Education	Darton Primary School (0.8km / 1.2km), Darton Academy (2.6km / 3.0km)
Community Facilities	Darby & Joan Community Centre (0.5km / 0.9km), Darton Village Hall (0.6km / 1.0km)
Recreation Facilities	Woolley Colliery Miners Welfare Ground (in between the south and north side of the site), Woolley Colliery Open Space (adjacent to the west side of the site), Fountain Square Green Space (adjacent to the south of the site)

Planning Context

Historically, the site was part of the former Woolley Colliery operation. The pit at Woolley Colliery closed in 1987 and the site was cleared in the early 1990s. The site is therefore previously developed.

The boundary with Wakefield Metropolitan District lies in close proximity to the site, to the north, although the site sits wholly within the Barnsley Metropolitan Borough. The site is on the edge of but within the Settlement Boundary of Barnsley

The site is situated outside of the Green Belt which abuts Woolley Colliery Road to the east. The extent of the Green Belt is indicated with green lines in Figure 5. Green Space to the west and between the north and south of the site is indicated in solid green.

Local Plan Allocation

The Barnsley Local Plan has allocated sites for housing in accordance with Policy H1. Housing Allocation sites are identified in orange in Figure 5 above. Housing site HS1 was allocated to the site which states:

“Site HS1 Former Woolley Colliery Indicative number of dwellings 90. Development of the site will not take place until the road layouts are in place for sites HS25 and HS11. The development will be expected to retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land.”

Listed Buildings

There are a number of listed buildings in Darton including the Grade I Listed Church of All Saints with associated Grade II Listed Grave Slabs, the Grade II Listed Sunday School and the Grade II Listed 17, 19 and 21, Church Street. There are no listed buildings within or in the immediate vicinity of the Site.

Chapter 2: Local Context

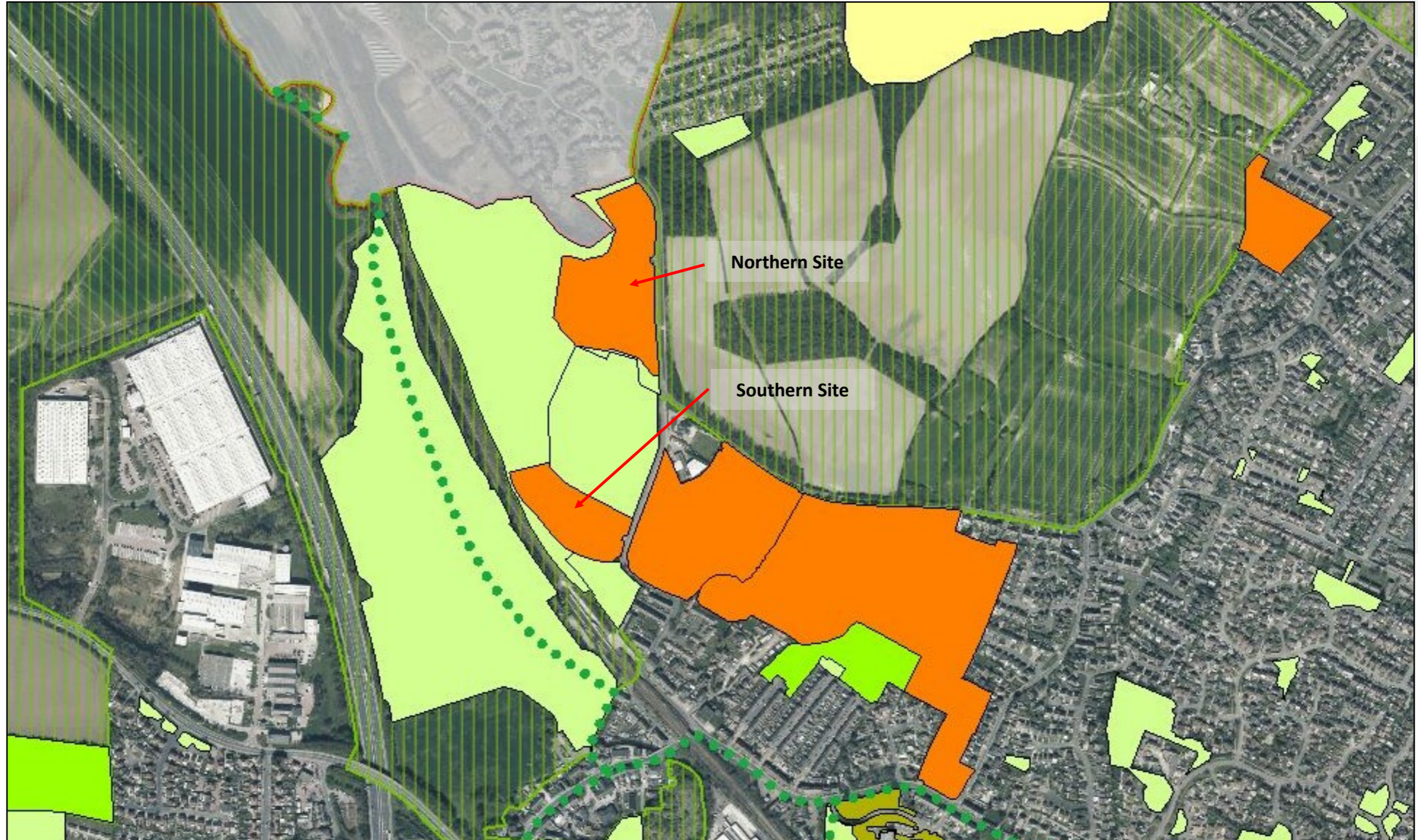


Figure 5: Barnsley Local Plan Map Extract (Source: Barnsley Metropolitan Borough Council)

Chapter 2: Local Context

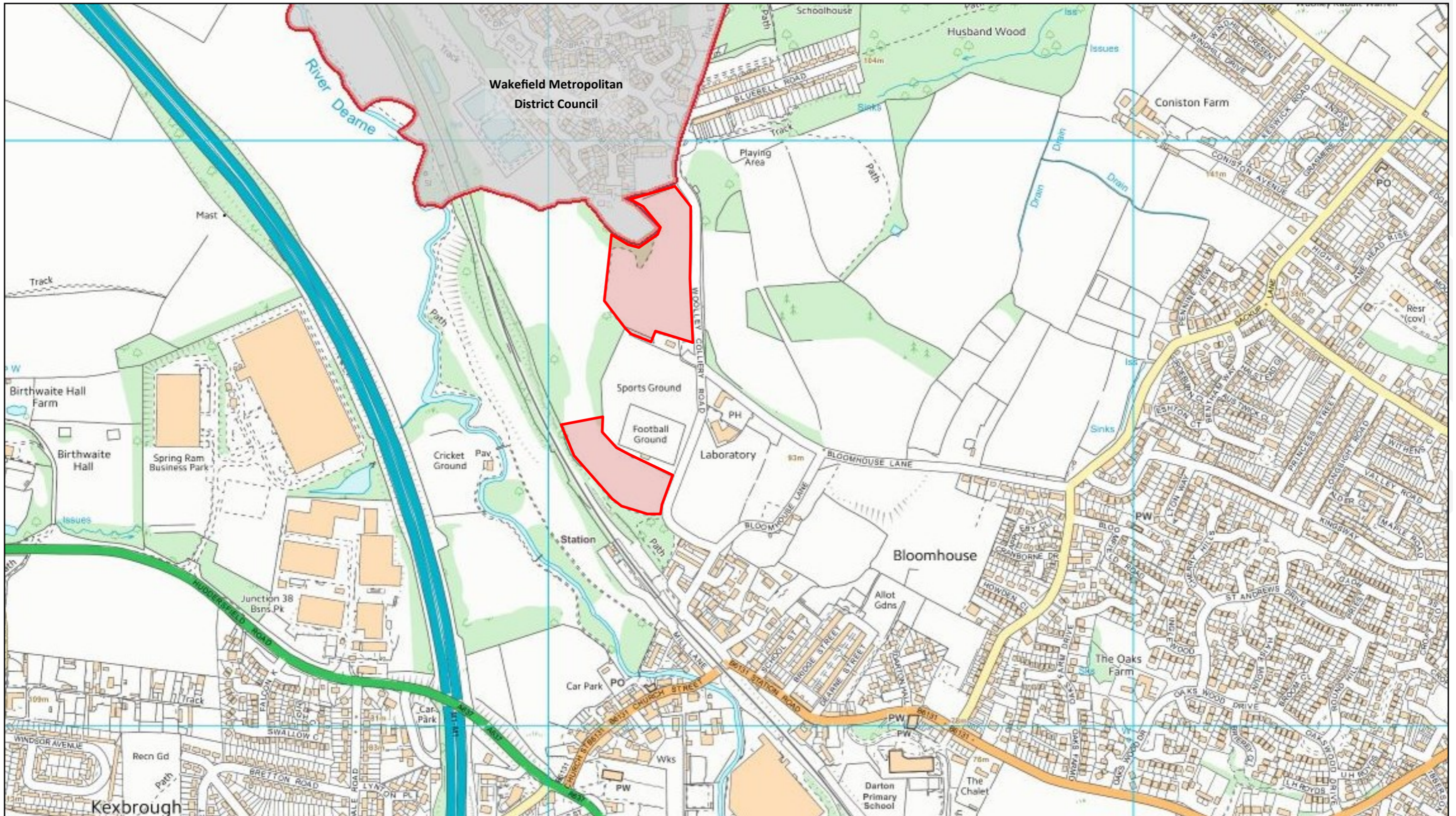


Figure 6: Local Site Context (Source: Barnsley Metropolitan Borough Council)

Chapter 2: Local Context



Photos of the application site

Chapter 3: Planning Policy Context

National Planning Policy Framework (2021)

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

Paragraph 10 of the Framework refers to the presumption in favour of sustainable development which lies at the heart of the Framework. Pursuing sustainable development involves the planning system achieving three overarching objectives; economic, social and environmental (paragraph 8). Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The application proposal can contribute to these objectives in respect of the following:

An economic objective: The development of a derelict previously developed site within the highly sustainable urban area of Darton. It will generate employment during the construction phase of development. Future occupiers will also introduce additional spending power into the local community which in turn will assist the continued regeneration of facilities in the locality.

A social objective: The site has very good access to a number of facilities and services within Darton and the wider urban area of Barnsley. The proposed housing would be located in a highly sustainable location. Walking and cycling to local services and facilities would be very feasible for proposed occupiers as would the use of public transport. In addition, the proposal would contribute towards the Council's requirement of a 5-year housing land supply. The nature of the scheme will also offer an opportunity to provide a 20% affordable housing contribution in accordance with Local Policy which in turn will assist in providing housing for a wide range of social needs.

An environmental objective: To contribute to protecting and enhancing the natural environment; through the relocation and enhancement of species-rich grassland and woodland. This will enhance the overall appearance of the site. The efficient use of previously developed land also safeguards more ecologically valuable greenfield land.

Paragraph 11 requires a presumption in favour of sustainable development to be applied which includes approving developments which are in accordance with an up-to-date plan without delay. This proposal is in accordance with the Development Plan as a whole.

Paragraph 92 of the Framework requires that planning policies and decisions ensure that developments provide healthy, inclusive, safe places. Paragraph 98 emphasises that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. The sustainable location of the site and the ease of access to a wide range of existing recreational facilities and local amenities, as identified in this Statement, means that the development would facilitate a healthy and safe living environment.

Paragraph 104 of the Framework requires development proposals to consider opportunities to promote sustainable transport modes, safe and suitable access to the site for all users and mitigation of any significant impacts from the development on the transport network. Applications should give priority first to pedestrian and cycle movements and second facilitate access to public transport.

Paragraph 110 states that in assessing sites that may be allocated for development in plans, or specific applications, it should be ensured that:

- a. *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. *Safe and suitable access to the site can be achieved for all users; and*
- c. *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d. *Any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree.*

The site is situated within very close proximity to Darton Station and there are three bus stops in the vicinity of the site. There are good opportunities for walking and cycling as a mode of transport.

Paragraph 120 states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 126 highlights that good design is a key aspect of sustainable development, creating better places to live and work. The creation of high-quality, beautiful and sustainable buildings and places is a fundamental objective of the planning and development process. This Statement demonstrates how good design has been at the heart of the evolution of the outline proposal and will further influence the detailed design of any Reserved Matters application.

Chapter 3: Planning Policy Context

Local Planning Policy Context

Barnsley's Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long-term development to achieve the Council's vision. The Barnsley Local Plan was adopted in January 2019 and provides a combination of strategic and non-strategic policies.

The Local Plan has allocated sites for housing in accordance with Policy H1. For the application site, housing site HS1 was allocated which states:

Site HS1 Former Woolley Colliery. Indicative number of dwellings 90. Development of the site will not take place until the road layouts are in place for sites HS25 and HS11. The development will be expected to retain and manage the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land.

Although Policy HS1 requires the road layouts for sites HS25 and HS11 to be in place before the site is developed, there is no explanation as to why the development of these sites should be phased.

Policy T3 states that new development will be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists. The Council says that it is fundamental to the Local Plan to provide for sustainable development, and this includes a spatial strategy that reduces the need to travel by promoting growth in sustainable, accessible locations. The site is located in a highly sustainable location and is in very close proximity to Darton Station. Local facilities and services will therefore be easily accessible by pedestrians and cyclists.

Policy T4 states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Policy D1 seeks to secure high quality design and place making through reinforcing the local character and features of Barnsley and through the layout and design of the development proposal. The policy is supported by more detailed guidance as set out in the Design of Housing Development SPD and the South Yorkshire Residential Design Guide. The Council also takes account other guidance including Building for Life 12, Manual for Streets 2 and Secured by Design/Safer Places.

Paragraph 3.33 states that proposals will be supported where they deliver efficient use of land and infrastructure, particularly by utilising previously developed 'brownfield' land, achieving housing density targets to minimise the use of 'greenfield' sites

Supplementary Planning Guidance

Parking SPD (2019) - This SPD expands upon Local Plan Policy T3 New Development and Sustainable Travel by setting out the parking standards that the Council will apply to all new development. The recommended number of parking spaces are set out below:

- 1 car parking space for dwellings with 1 or 2 bedrooms
- 2 car parking spaces for dwellings with 3 or more bedrooms
- 1 Electric Vehicle charging point per unit (dwelling with dedicated parking)
- 1 secure cycle parking space per dwelling in garage or separate secure covered area

Design of Housing Development SPD (2019) - This SPD supplements policies D1 (High Quality Design and Place Making) and GD1 (General Development) of the Local Plan. It sets out the principles that will apply to the consideration of planning applications for new housing development.

South Yorkshire Residential Design Guide (2011) - The South Yorkshire Residential Design Guide has been designated by Council Members as a Best Practice guide and is therefore a material consideration, albeit carrying less weight than the aforementioned policies and documents.

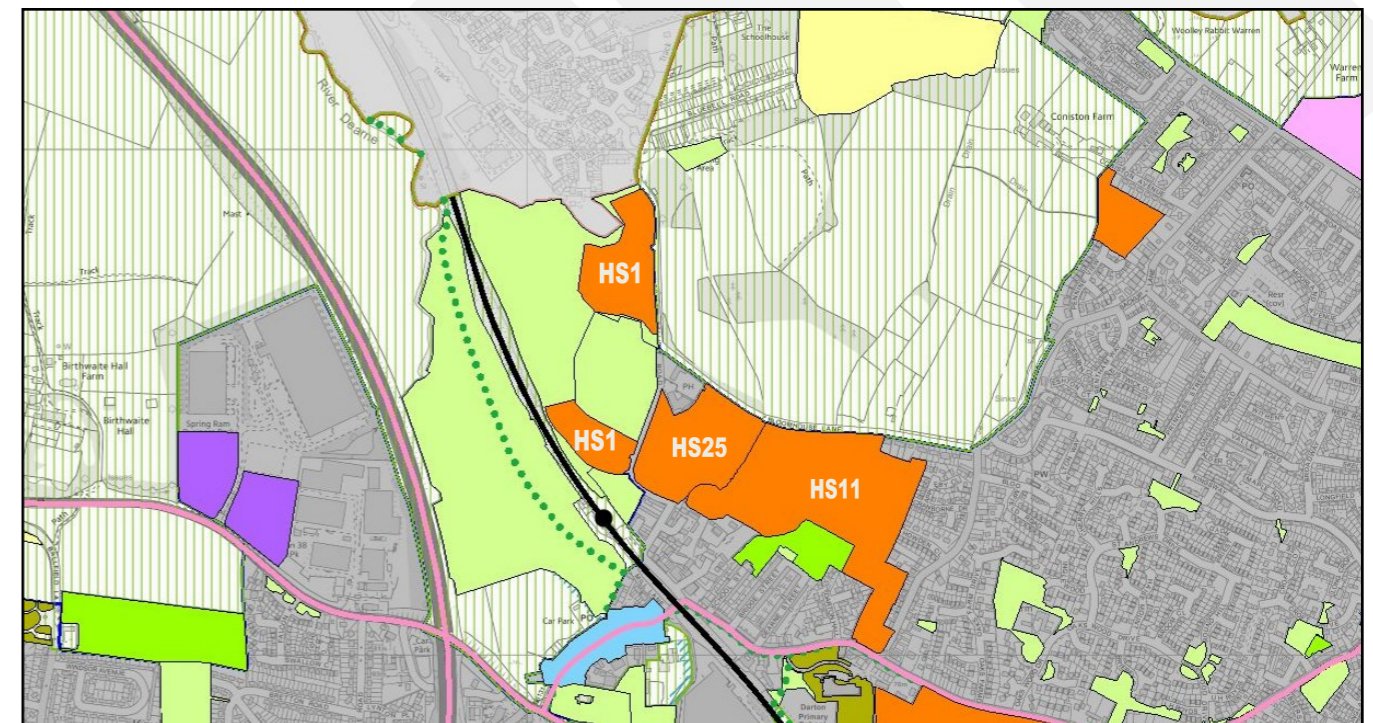


Figure 7: Barnsley Local Plan Map Extract (Source: Barnsley Metropolitan Borough Council)

Chapter 4: Opportunities and Constraints

Opportunities

- Redevelopment of a previously developed 'brownfield' site, making efficient use of land.
- Retention of majority of existing trees on the boundary of the site.
- Replacement of trees and grassland and other biodiversity enhancement on adjacent land.
- Introduction of species rich hedgerows, wildflower meadows and ponds on site and on adjacent land.
- Improving accessibility to existing adjacent open space.
- Creation of new high quality green amenity spaces within the site.
- Sustainable development of an allocated site.
- Providing new homes to meet the needs of current and future populations.
- Opportunity for affordable housing provision.
- Creation of a high quality development which reflects the local vernacular.
- Potential improvements to pedestrian facilities within the vicinity of the site.
- Economic benefits for existing local community.
- Residential development of the site would assist in reducing anti-social behaviour such as fly tipping and joy riding.
- Engineering and drainage improvements would mitigate flooding on Woolley Colliery Road.

Constraints

- Loss of existing habitats.
- Potential concerns for pedestrian safety and disabled access.
- Development of the site in advance of allocated sites HS25 and HS11 not in accordance with the detail of the phasing policy.

Chapter 5: Proposed Development

Design Evolution

An initial indicative site layout was prepared by the architect which took into account the site constraints, the surrounding uses and the topography of the site and the surroundings. The indicative layout demonstrates how an efficient layout could deliver up to 115 units on the allocated site. This initial layout was issued to the Local Planning Authority as part of a pre-application enquiry.

Pre Application Advice

A pre-application enquiry was submitted to the Local Planning Authority which sought to establish the principle of the development and whether a scheme could be brought forward in advance of the road layouts for allocated sites HS25 and HS11 being in place. A written response was issued in March 2021, a summary of which is set out below:

- **Principle of development** — Principle of development for residential dwellings accepted.
- **Phasing** — Acknowledged that whilst there is an extant application for site HS11, this is not deemed sufficient reason for the development of site HS1 at this time. Council's position that development of these sites should be progressed as required by the policy, with HS11 and HS25 phased ahead of HS1.
- **Housing Supply** — Council currently able to demonstrate a 5 year housing supply with other sites in the area progressing towards securing planning permission and delivering on site. Delay of HS1 to a later phase will allow time for sites HS11 and HS25 to progress first and key design and accessibility principles to be addressed.
- **Access** — Acknowledged that whilst Wooley Colliery Road benefits from shared footway/cycleway from the existing access to the southern site, both terminate just south of the site such that there is not a contiguous route along Wooley Colliery Road in a southerly direction. Therefore, pedestrians, including those with disabilities and reduced mobility, would be required to route along a footpath which connects to the rail station car park or continue their journey south by walking in the carriageway.
- **Ecology** — Stated that Policy HS1 requires the retention and management of the species rich grassland and woodland to the north and eastern half of the northern parcel of land. The proposed layout does not appear to comply with this policy. Provided the ecology assessment carried out in support of the allocation for reference. Stated that development should demonstrate no net loss of biodiversity.

- **Open Space** — Stated that development requires a minimum of 15% of the gross site area to be open space of a type appropriate to the character of the site. In this case, a LEAP alongside some informal open space. Officer did not support the proposal to provide greenspace to the west of the site due to concerns about security.
- **Design** — Acknowledged that the proposed layout does provide some frontage onto Woolley Colliery Lane, but identified an overall lack of connectivity within the site with too many cul-de-sacs and private drives creating dead ends and torturous routes for residents to exit the site or access the adjacent greenspace. In addition, the Officer felt the overall design appeared cramped and overly dense.
- **Highways** — Advised that the design of residential streets within the development must follow the guiding principles and technical guidance contained within the South Yorkshire Residential Design Guide. The minimum level of parking should be in line with the parking standards contained within the Councils Parking SPD.
- **Sustainability** — Noted that installation of electric vehicle charge points is required.
- **Drainage** — Identified a culverted watercourse crossing the site. Stated that there should be no increase in surface water runoff from the new development.

In response to the comments received, a revised draft layout has now been prepared to be submitted alongside this outline planning application. The indicative layout shows some 110 dwellings but this is dependant upon further reserved matters and a move towards an increased number of smaller units could increase this to 115 dwellings. This indicative layout responds to the Local Planning Authority's concerns regarding street layout, density, and amenity space in the following ways:

- *A simplified layout with reduced cul-de-sacs and increased connectivity;*
- *A reduction in density;*
- *The inclusion of details for a link between the two parts of the site though the woodland to provide both informal open space as well as connectivity between the two parts of the site. This is a recreational route for pedestrians and cyclists through the development and onto the train station and Darton Village Centre beyond;*
- *The provision of replacement species rich grassland in an area within the applicants control;*
- *A LEAP to be provided at the western end of the southern part of the site allowing ease of access from both parts of the site; and*
- *Highway layout in accordance with the guidelines of the South Yorkshire Design Guide and the parking SPD.*

Chapter 5: Proposed Development



Figure 8: Indicative Masterplan



Figure 9: Site Sections

Chapter 5: Proposed Development



Figure 10: Indicative Site Layout (Northern Site)

Chapter 5: Proposed Development



Figure 11: Indicative Site Layout (Southern Site)

Chapter 6: Design and Access

Quantum

Despite being an application for outline planning permission, the proposed development provides an indicative layout which includes 110 family dwellings, including 22 affordable house, which will make a significant contribution to the future housing supply within Barnsley.

House type	Quantum	House type	Quantum
Northern Site (Total = 73 units)		Southern Site (Total = 37 units)	
3 bed (open market)	35	3 bed (open market)	19
4 bed (open market)	23	4 bed (open market)	11
2 bed (affordable)	7	2 bed (affordable)	3
3 bed (affordable)	8	3 bed (affordable)	4

Use

The principle of housing development within the site is supported by the Barnsley Local Plan (2019) which allocated the site for housing. A residential use is compatible with the surrounding land uses.

Scale

The northern and southern sites have a combined area of approximately 3.9 hectares. The proposals comprise of 110 new dwellings which equates to a density of 28.20 dwellings per hectare. This is in accordance with policy H6 of the Local Plan. The density of the proposed development is an appropriate response to the character of the area, the location of the site in relation to the settlement and to the pre-application advice from the Local Planning Authority. The indicative layout plan demonstrates that the number of dwellings can be accommodated on site without dominating or overlooking the surrounding dwellings.

Layout

The application is made in outline form with all matters reserved except for access. Both the northern and southern parts of the site are to be accessed off Woolley Colliery Road. The indicative layout responds to a range of local policy requirements and guidance, whilst accommodating a range of housing types.

Landscaping

The indicative scheme has been designed to minimise impact on the existing mature trees along the boundaries. The indicative layout also demonstrates that trees and native hedgerows could be planted within the scheme, and that surface water storage ponds could be utilised to provide multiple benefits including visual amenity and bio-diversity. The indicative layout also illustrates how land outside of the local plan allocation but under the control of the applicant will be delivered for purposes of informal recreation and landscaping.

Appearance and Materials

The dwellings will be sympathetic to, but not replicate neighbouring buildings. While there is a predominance of red brick in the properties along Woolley Colliery Road the proposal to construct the scheme of reconstituted stone with grey roof tiles, is to reflect the wider local residential vernacular.

Residential Amenity

The proposal will create natural surveillance both within and beyond the site boundary, whilst the proposed dwellings will be provided with suitable private usable amenity space in the form of secure rear gardens to external boundaries and open plan green spaces with defensible boundaries to the frontage of dwellings. Areas of public amenity space are provided within both parts of the site with the central amenity space of the southern part of the site functioning as a village green. Amenity space on the boundaries of the site link with the land outside of the allocation to provide a much wider area of informal open space.

Design Summary

The indicative plan, form, housing mix and layout respects the character and built form of the local area. The design has been prepared with reference to national and local design policies and guidance.

The design principle for the northern site is to provide a positive frontages to Woolley Colliery Road with focal plots at the end of the runs. The two roads and the pond area provide views into the development and to the woodland to the north west.

The design principle for the southern site is to provide positive frontages to the proposed new estate road with focal plots at the end of the runs and dual aspect dwellings at the site entrances. It also responds to the neighbouring football ground by the orientation of the dwellings and the acoustic fence to the rear of these properties.

Chapter 6: Design and Access

Sustainability

The site is in a highly sustainable location for residential development, with a range of services and facilities accessible on foot, and a range of public transport services which will provide future residents with low carbon travel options.

The scheme itself has been designed to promote high quality buildings with good connectivity to the surrounding area including the existing and proposed formal and informal open space. A Sustainable Urban Drainage System is proposed to provide a natural surface water management system in the form of on-site and off site ponds, which will assist in flood mitigation and provide ecological benefits. Each property is to be provided with an Electric Vehicle charging point in accordance with local policy. The development will also comply with local policy in respect of energy efficiency.

The approach to the species-rich grassland and the woodland which forms the north and eastern half of the northern parcel of land is for the relocation of this on and/or off site within the amenity and attenuation areas. Relocation off site on adjacent land controlled by the applicant is also possible if required.

Access

The applicant proposes that all vehicular access will be taken from Woolley Colliery Road. The northern and southern site will each have independent access points, as shown on the indicative site layouts. The Transport Statement submitted along with this application confirms this to be appropriate as the necessary junction visibility splays identified in the DfT Manual For Streets can be achieved at both locations.

The existing access to the northern site is to be extinguished, with a new access moved south. The new access to the northern site provides 2.4m x 70m visibility in both directions. The existing access to the southern site is to be retained and upgraded to provide 2.4m x 70m visibility in a northerly direction and 2.4m x 50.8m visibility to the south.

New pedestrian access points are proposed in the both the northern and southern sites to provide access the adjacent informal open space. A 2m wide footpath is provided along the whole site frontage. Access is to be provided through the development to the informal amenity land to the west. Pedestrian and cycle links are to be provided through the amenity land linking both sites.

Within the development, a 5.5m wide carriageway is proposed with either 2m footways or grass verges on both sides of the highway, which will create a safe and convenient pedestrian environment. Adequate junction radii and turning facilities are proposed and private drives have been designed to provide adequate turning for cars. Parking is to be provided in line with local policy. Secure storage for bicycles will be facilitated either within garages or lockable sheds in the rear garden of properties without garages.

The Transport Statement also demonstrates that the increase in vehicle movements along Woolley Colliery Road would not be considered 'severe' or materially change the existing traffic environment on an existing lightly trafficked residential road, in line with paragraph 111 of the Framework. The development of the site is considered acceptable in highway terms and Woolley Colliery Road has sufficient capacity to take on the additional traffic.

The Transport Assessment concludes that, having due regard to the Framework, it has clearly demonstrated that residents would continue to have good opportunities to travel by sustainable modes, a safe and suitable access arrangement can be provided, and that the development will not lead to a severe impact on the surrounding highway network.

While the Local Plan Policy H1 and allocation HS1 state that the development of the site will not take place until the roads are in place on sites HS25 and HS11 there is no supporting evidence for why this is required. The finding of the Transport Statement is that this link is not required for highway or pedestrian safety. While the new road through sites HS25 and HS11 may provide an alternative route to the primary school it will not necessary be shorter or more attractive than the present route with the proposed upgrades. All essential services and facilities can already be accessed safely on foot from the site via existing footpaths the proposed road through HS25 and HS11 is not an alternative for these routes. The proposal is to further improve the existing route to Darton.

Chapter 7: Conclusion

This Design and Access Statement has been prepared by DLP Planning Ltd for, and on behalf of Rouse Homes Ltd in support of an outline planning application with all matters reserved except for access at Land at former Woolley Colliery, Woolley Colliery Road, Darton Barnsley.

The indicative layout submitted in support of this application illustrates that the future proposals are able to accommodate 110 family dwellings, including 22 affordable house, which will make a significant contribution to the future housing supply within Barnsley. The proposed layout represents a contextual response to the site with the design taking cues from local characteristics, however the final layout including the exact quantum of dwellings will be determined as a reserved matter.

This Statement demonstrates how a safe and suitable access arrangement can be provided. Internal road layouts shown are indicative and the final layout will be determined as a reserved matter.

The proposed development provides the opportunity to make a significant contribution to the character and quality of the built form in the area. The site is located close to a number of public transport links and a wide range of local services and facilities which would reduce the number of car journeys undertaken. The proposed development seeks to make efficient use of this brownfield site by providing new residential accommodation on the edge of an existing residential area.

The applicants have engaged with the Local Planning Authority as part of the pre-application process and the resulting design has sought to address the feedback received. The applicants have also conducted meetings with local community groups. As an allocated site, an element of consultation was previously conducted through the local plan process.

National and local design policies have been adhered to in the development of the scheme and the applicant has given careful consideration to the design of the development proposal which aims to contribute towards the existing character of the area.





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