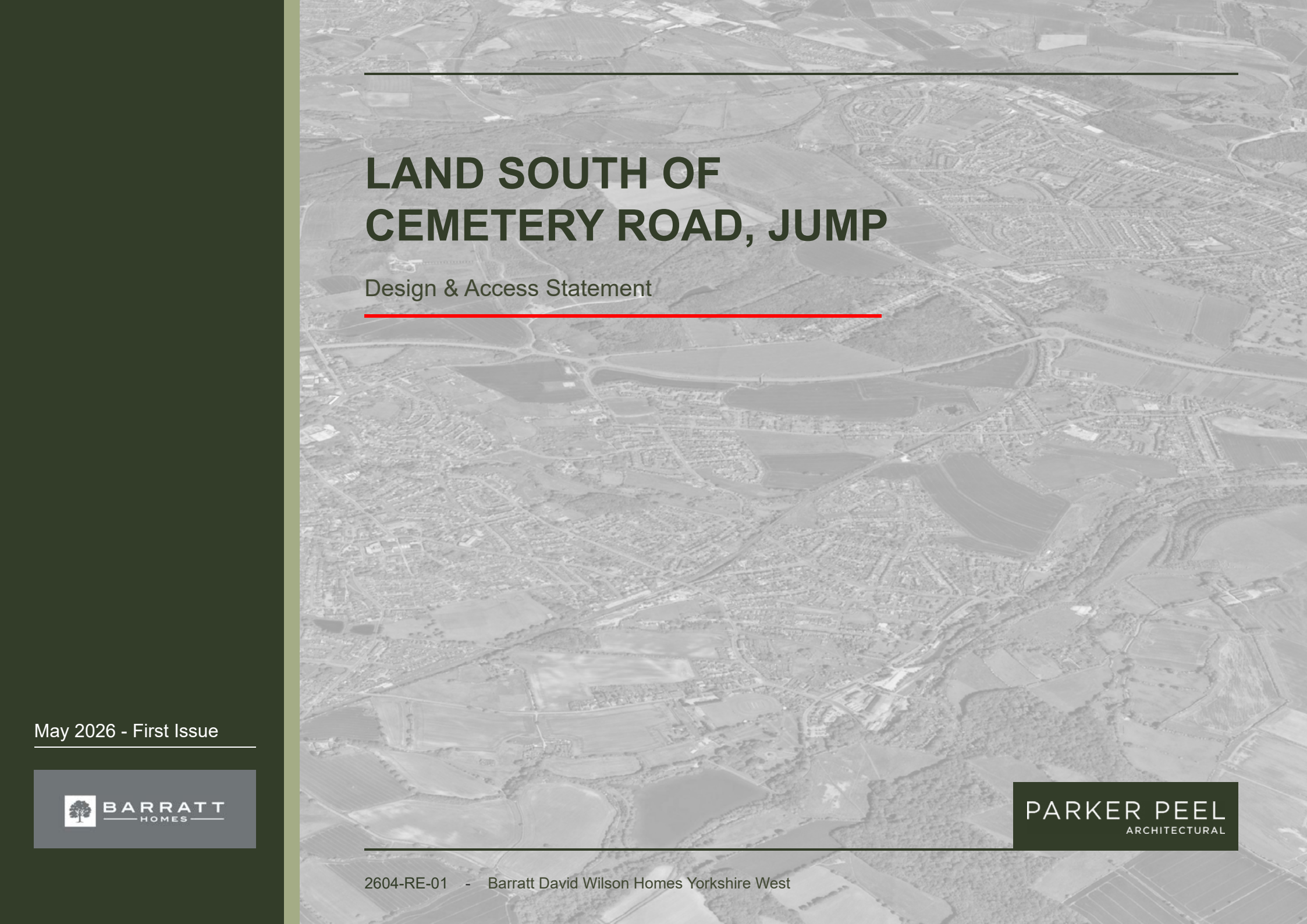




LAND SOUTH OF CEMETERY ROAD, JUMP

Design & Access Statement

May 2026 - First Issue



PARKER PEEL
ARCHITECTURAL

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1.1 Overview

THIS DESIGN AND ACCESS STATEMENT (DAS) HAS BEEN PREPARED BY PARKER PEEL ARCHITECTURAL ON BEHALF OF BARRATT DAVID WILSON HOMES YORKSHIRE WEST TO EXPLAIN THE PROPOSED RESIDENTIAL DEVELOPMENT OF LAND SOUTH OF CEMETERY ROAD, JUMP.

PURPOSE OF THE DOCUMENT
The Design and Access Statement (DAS) is one of a suite of documents that has been submitted in support of a full planning application for residential development of 270 dwellings with associated access, public open space, landscaping, drainage infrastructure and associated works.

The DAS has regard for the need to balance design guidance with planning policy requirements and documents the evolution of the design process that has been undertaken in preparation for the site proposals associated with this planning application.

The DAS should be read in conjunction with the other documents, which together form the planning application package.



1.2 Purpose of the Design & Access Statement

The structure of the document has been informed by general best practice within the industry as well as the guidance from the Commission on Architecture and the Built Environment (CABE) ‘Design and Access Statements: how to write, read and use them’. Despite CABE no longer being an active body, their guidance notes are still seen as industry leading and therefore relevant for this application.

It covers both the design principles and concepts that have been applied to the development, and how issues relating to access to the development have been dealt with.

The following issues are addressed:

- The design principles and concepts that have been applied to the development.
- The steps taken to appraise the context of the development and how the design of the development takes that context into account.
- The policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account.
- 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.

- How any specific issues which might affect access to the development have been addressed.
- That the proposals are based on a considered approach to masterplan design.

The statement sets out the design principles and concepts and provides a detailed narrative in relation to how the scheme addresses them in the following areas;

AMOUNT
Explains and justifies the amount of development proposed. Explains how the proposals respond to the physical, economic and social context of the application site and surrounding areas.

LAYOUT
Explanation of the parameters setting out the way in which buildings, routes and spaces should be placed and orientated in relation to each other, including an explanation of how proposals will create safe and sustainable places and address crime prevention issues.

SCALE
Explanation and justification of the parameters for the height, width and length of buildings in relation to their surroundings.

APPEARANCE
Explanation and justification of the principles behind the intended appearance of the proposals, and explanation of how these principles will inform the final design of the scheme.

LANDSCAPE
Explanation and justification of the principles that will inform the future treatment of spaces in terms of hard and soft landscaping, and a brief explanation of how the landscape will be maintained.

ACCESS
Approaches to access and issues of access, both social and physical.

BUILDING FOR A HEALTHY LIFE
Building for a Healthy Life (BHL) principles are highlighted in feature boxes, aligning relevant sections of the assessment with BHL’s twelve key considerations, including movement, nature, public spaces, homes and buildings, and resources.

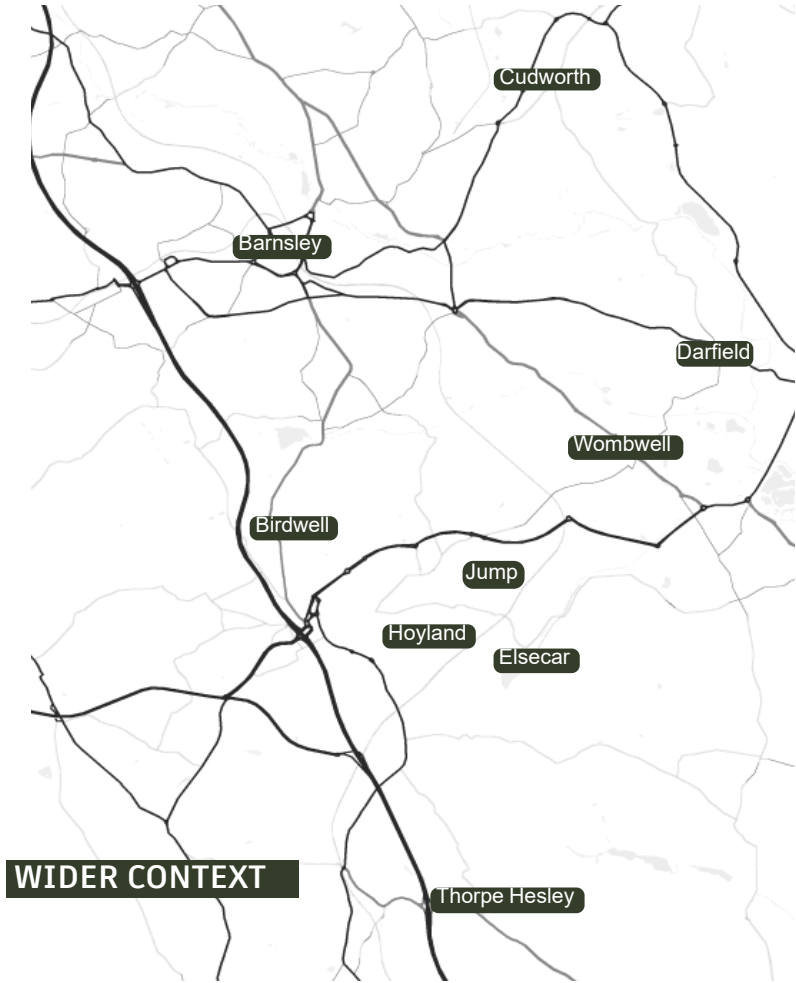
1.3 Site Location

The site is located within Jump, a well-established residential area to the southeast of Barnsley, within the metropolitan borough of Barnsley in South Yorkshire. The area has a mixed suburban and semi-rural character, with nearby settlements including Wombwell, Hoyland, Elsecar and Hemingfield. Jump alongside Birdwell, Blacker Hill, Elsecar and Hemingfield, is identified as part of the Principal Town of Hoyland.

Barnsley town centre lies approximately 4 miles to the northwest, while Sheffield is around 10 miles to the southwest. Other nearby centres, such as Rotherham and Wakefield, are also easily accessible, located approximately 8 and 12 miles away respectively.

Jump sits within the Dearne Valley, an area known for its blend of residential communities, green spaces and elements of its industrial heritage. The surrounding landscape includes open land, pockets of woodland and informal recreational routes, giving the area a pleasant and varied setting.

The area is well connected in terms of transport. Wombwell and Elsecar railway stations are located nearby, providing regular services to Barnsley, Sheffield and Leeds. Road connections are also convenient, with the A635 and Dearne Valley Parkway offering access to the M1 motorway, enabling straightforward travel to surrounding towns and cities.



Wombwell Woods

Jump Park

Jump Primary School

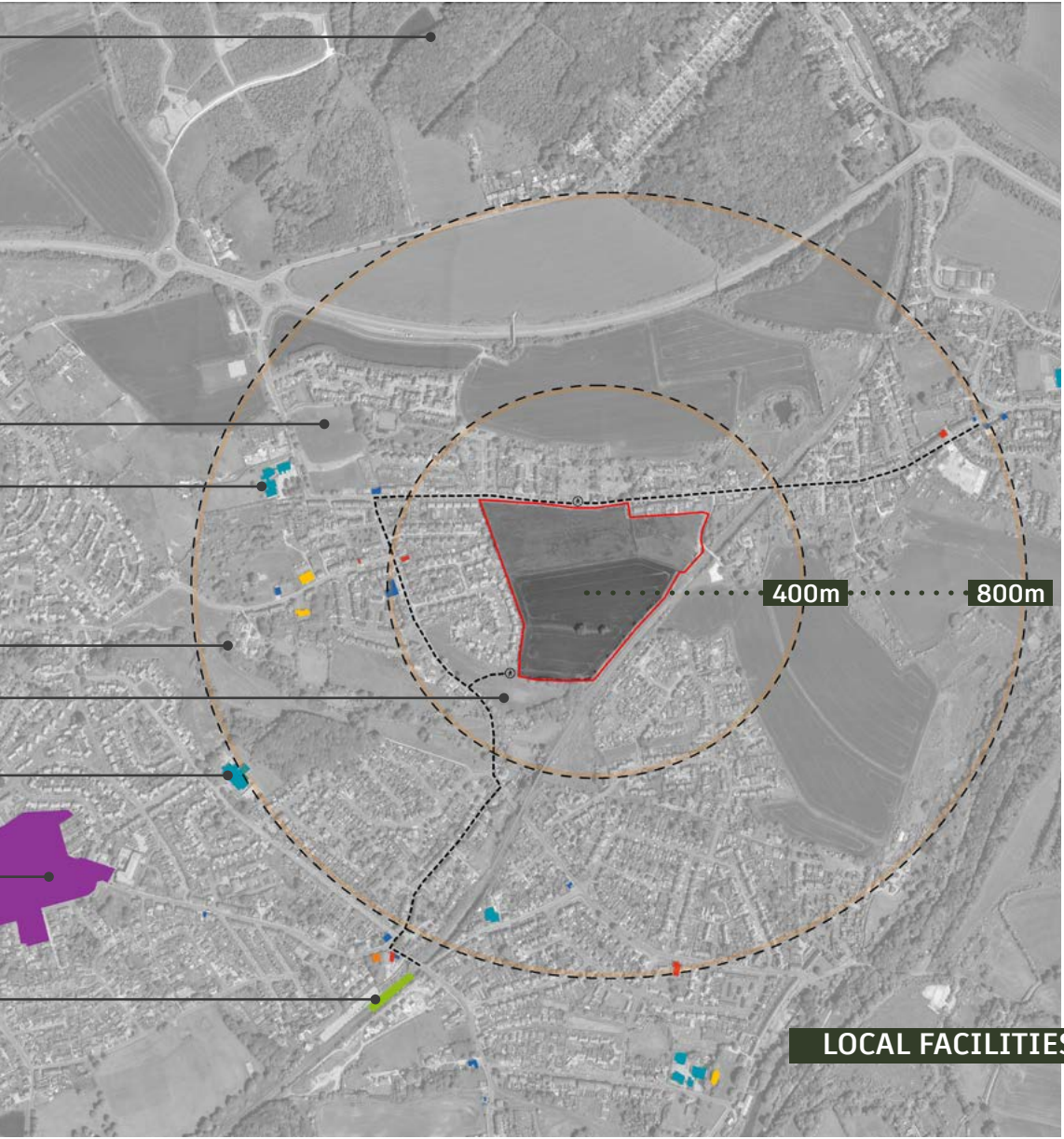
Jump Valley Community Woodland

Wentworth Road Green Space

Greenfield Primary School

Hoyland Town Centre

Elsecar Train Station



BUILDING FOR A HEALTHY LIFE (BHL)

- Facilities and services

KEY

- Train Station
- Educational
- Health Facility
- Place of Worship
- Shops/Retail
- Hospitality
- Town Centre
- Walking routes to local amenities

1.4 Access and Connectivity

Green spaces permeate the area of Jump, with open countryside surrounding it.

WIDER LINKS
The surrounding countryside provides opportunities for recreation, with a network of public footpaths and bridleways connecting Jump to nearby settlements and green spaces.

- FOOTPATHS**
- 1. Local Connections: Footpath links provide local connections to amenities, wider trails, and local parks.
 - 2. Rural Routes: Several paths connect to the local surrounding countryside, allowing residents to explore scenic routes through fields and river banks.
 - 3. Accessibility: Many footpaths are well maintained, making them accessible for families, individuals, and those with mobility challenges.

BRIDLEWAYS & CYCLE ROUTES
The surrounding area benefits from a network of footpaths, bridleways, and cycle routes, providing access to nearby countryside and green spaces. Local routes connect into the wider Dearne Valley network, supporting both recreational use and sustainable travel opportunities.



KEY

Site Boundary

Footpaths

Bridleway

BUILDING FOR A HEALTHY LIFE (BHL)

- Walking, cycling and public transport



KEY

Primary Road

Secondary Road

HIGHWAYS
The site benefits from extensive frontage onto Cemetery Road, which connects directly to Barnsley Road, a key route linking the area with Barnsley town centre and the wider Dearne Valley. This provides convenient access to local amenities as well as surrounding settlements. The site is served by an existing vehicular agricultural access in the south-west corner via Wentworth Road and the adjacent Wentworth Road Green Space.

Junctions 36 and 37 of the M1 lie approximately 3–4 miles to the west and southwest, offering direct connections north towards Leeds and south towards Sheffield and the wider motorway network.



KEY

Train Line

Bus Routes

PUBLIC TRANSPORT
There are a number of bus stops located along Cemetery Road and nearby Barnsley Road, providing regular services to Barnsley town centre and surrounding areas, including Wombwell and Hoyland.

The nearest train station is Elsecar, approximately 0.5 miles to the south-west and accessible by a 7-minute cycle. Wombwell Train Station is approximately 0.8 miles to the north-east and accessible by a 10-minute cycle. Both of these stations, offer connections to key destinations including Barnsley, Sheffield, Wakefield, Huddersfield and Leeds.

1.5 Planning Policy

DESIGN GUIDANCE AND QUALITY

The Design and Access Statement has followed best practice urban design. It has embraced national and local documents that deal with ‘Good Design’ and ‘Placemaking’. The following principal documents have been used in terms of design context:

NATIONAL PLANNING POLICY FRAMEWORK (DECEMBER 2024)

The Government’s National Planning Policy Framework (the Framework) now forms the relevant policy guidance at the national level for the determination of all planning applications. The Framework is a material consideration which must be taken into account in all planning decisions.

The National Planning Policy Framework (NPPF) makes the planning system simple and accessible, protects the environment and promotes sustainable growth.

Paragraph 15 states:
“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

Section 12: achieving well designed places
Paragraph 131 outlines the Government’s commitment to the creation of high-quality, beautiful, and sustainable buildings and places. Good design is an underlining aspect of sustainable development, which inherently creates better places to live and work.

Paragraph 135 sets out planning policies and decisions should:

- 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.”

MANUAL FOR STREETS (2007) & MANUAL FOR STREETS 2 ‘WIDER APPLICATION OF THE PRINCIPLES’ (2010)

Manual for Streets focuses on lightly trafficked and residential streets, setting out clear guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists. The key principles are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served.
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street.
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture.

- Design to keep vehicle speeds at or below 20mph on residential streets unless there are overriding reasons for accepting higher speeds.
- Use the minimum of highway design features necessary to make the streets work properly.

SECURED BY DESIGN

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. Secured by Design is a police initiative, which encourages the building industry to adopt minimum standards in designing safe and secure developments. This gives equal weight to the importance of environmental design and physical security. Research proves that schemes that meet Secured by Design standards are significantly less likely to suffer from vandalism or criminal attacks. A summary of the principles is below and further details appear in the design section of this statement.

In achieving Secured by Design, the following principles should be considered and addressed:

- Natural surveillance: Public and semi-private areas should be visible from nearby buildings or from well used rights of way. Natural surveillance is to be strongly encouraged, but care is needed particularly in residential development to ensure that privacy is not infringed.
- Access and footpaths: Secluded access points and routes should be avoided; roads to groups of buildings should promote a sense of identity and ownership; location of planting should avoid the creation of hiding places; good visibility should be maintained along footpaths and routes.
- Environmental quality and sense of ownership: Provision of high quality landscape settings for new development to help create a sense of place and strengthen community identity. These spaces tend to be well used and offer fewer opportunities for crime.

NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and ‘Better places to Live By Design’, which all outline the importance of good urban design and provide advice for how the development on this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied.

- The core factors contributing to good urban design, which underpin all of the above best practice, include the following principles:
- Character - Somewhere with a sense of place and local distinction.
 - Legibility - a Place which is easy to understand and navigate.
 - Permeability - achieving a form of layout, which makes for efficient pedestrians and vehicular movement.
 - An articulated townscape - creating an interesting, locationally responsive townscape utilising building height, scale, and massing all of which should be human in scale.
 - Human Scale - the arrangement of building forms, which are easy for the

human eye to read and provide a sense of scale and perspective.

- Security, natural surveillance - creating places, which are properly overlooked and make effective passive and active policing.
- Detailing richness and interest - promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment.
- Quality within the public realm - promoting routes and spaces, which are attractive, safe and uncluttered.
- Continuity and enclosure - promoting the continuity of street frontage and the definition of public and private space.
- Adaptability, robustness and sustainability - the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

LOCAL SUPPORTING PLANNING DOCUMENTS

This section sets out key local design policy and guidance which together with a detailed appraisal of the site and its surroundings will inform development proposals.

LOCAL PLAN 2019-2033

The proposal has been prepared with regard to Barnsley’s adopted Local Plan, which forms part of the statutory development plan for the area. The Local Plan supports the delivery of new housing in sustainable locations, subject to development being well designed, efficient in its use of land and appropriately integrated with its surroundings.

The key policies relevant to the proposal are those relating to design quality, general development principles, housing delivery, sustainable movement, residential amenity, landscaping, biodiversity, drainage and environmental quality. Particular regard has been given to Policy D1: High Quality Design and Place Making, which seeks to ensure that new development responds positively to local character, creates safe and accessible environments, and achieves a high standard of design.

Regard has also been given to Policy GD1: General Development, which requires proposals to avoid significant adverse impacts and to be compatible with neighbouring land uses and the wider surrounding area. The scheme has therefore been developed with consideration given to layout, scale,

appearance, access, parking, movement, landscaping, private amenity space and the relationship with neighbouring properties.

The proposal would contribute to the delivery of new residential accommodation within the Borough and has been designed to make efficient use of the site while respecting its local context. Where relevant, consideration has also been given to policies relating to sustainable travel, biodiversity enhancement, trees and landscaping, drainage, climate resilience, open space and wider environmental quality.

Overall, the design approach reflects the Local Plan’s objectives of supporting sustainable development and achieving high-quality, well-integrated places.

DESIGN OF HOUSING DEVELOPMENT

Barnsley’s Design of Housing Development SPD provides detailed guidance to support Local Plan policy D1 and sets out the Council’s expectations for well-designed residential development. It seeks to ensure new housing responds positively to its surroundings, reinforces local character, and creates safe, accessible and attractive places to live.

The SPD covers key design considerations including site layout, density, dwelling orientation, privacy, parking provision, landscaping, boundary treatment, drainage, and the relationship between built form and surrounding streetscape. It also encourages development that takes account of accessibility, movement, and the quality of residential amenity, helping to deliver schemes that are both practical and locally appropriate.

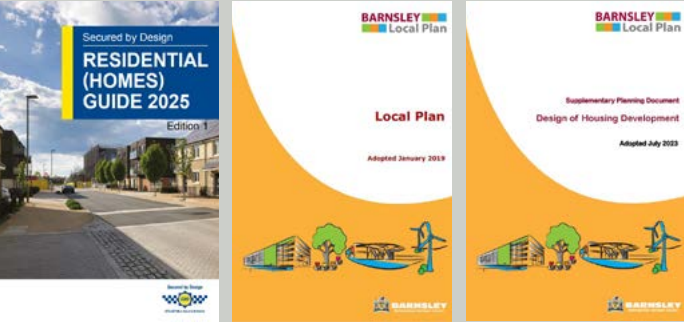
OTHER RELEVANT SPD’S

Barnsley Council’s relevant Supplementary Planning Documents provide detailed guidance to support well-designed, sustainable residential development. They address key matters including affordable housing, biodiversity, open space, parking, sustainable travel, landscaping and boundary treatment.

- Affordable Housing.
- Biodiversity and Geodiversity.
- Open Space Provision on New Housing Developments.
- Parking.
- Sustainable Travel.
- Trees and Hedgerow.
- Walls and Fences.

SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE

The guide provides detailed design guidance for residential development across the sub-region and supports the delivery of well-designed, attractive and sustainable neighbourhoods. It promotes a clear and consistent approach to matters including site layout, character, streets, movement, public realm, landscape, parking, amenity and detailed design. The proposals have been informed by the principles of the guide, seeking to create a legible and well-connected residential environment that responds positively to its context, provides appropriate amenity for future residents, and supports good placemaking.



SECTION CONTENT

- 2.1 Historical Context
- 2.2 Architectural Context
- 2.3 Understanding the Site
- 2.4 Site Photographs
- 2.5 Constraints and Opportunities



2

2.1 Historical Context

SETTLEMENT ORIGINS

Jump originated as a rural community but was progressively reshaped by coal mining and the wider industrial development of the Dearne Valley and South Yorkshire. Its growth was incremental rather than formally planned, with development extending gradually along established routes in response to local economic activity, the needs of the mining workforce, and the associated infrastructure of the area.

This pattern of growth has resulted in a place with a long-established identity, where historic route alignments and early development logic continue to underpin its overall structure. Jump’s evolution reflects a pragmatic, step-by-step form of expansion typical of mining settlements in South Yorkshire.

COAL MINING AND INDUSTRIAL INFLUENCE

The coal-mining heritage of Jump and the surrounding locality forms a significant part of the historic character of the area. Mining activity influenced the pattern of housing, the density of development, and the relationship between the settlement and its surrounding landscape. The settlement grew in close association with the mining economy, with

housing and community facilities provided to support the labour force required for nearby collieries.

Although the industrial context has changed over time, this legacy remains evident in the street hierarchy, built form, and continuing sense of place.

SETTLEMENT PATTERN AND HISTORIC GRAIN

Historic development has produced a built form that is coherent in its overall organisation but varied in its local grain. Different phases of growth remain identifiable through subtle changes in building age, plot width, street width, and the relationship between buildings and open space.

This historic layering contributes to the character of Jump and to the way the settlement sits within its wider landscape setting.

HERITAGE DESIGNATION AND CHARACTER

There is no designated Conservation Area within Jump. As such, its historic character is understood less through formal heritage designation and more through its development pattern, association with coal mining, and incremental organic growth.

This historical context provides the background against which the local architectural character has developed and against which new development should be assessed.



2.2 Architectural Context

SETTLEMENT CHARACTER

Jump is a predominantly residential settlement set within a semi-rural landscape, with development generally arranged along established routes and adapted to the local topography. The street pattern is linear and informal, producing a settlement form that is legible but varied in its frontage rhythm and enclosure. Principal routes, including Church Street and Cemetery Road, form the backbone of the settlement, with development clustering along these corridors and connecting streets.

BUILT FORM

The built form reflects phased growth, combining modest traditional dwellings with later twentieth-century housing. Terrace typologies contribute to a compact scale, repeated frontage rhythm and a strong relationship between buildings and the street. The prevailing architectural language is straightforward and utilitarian, expressed through pitched roofs, simple elevations, chimney forms and a restrained domestic scale. Frontages are generally continuous or near-continuous, with occasional gaps formed by verges, driveways or incidental open space.

MATERIALS AND DETAILING

Materials are generally limited to brick and tiled roofs, with variation arising from changes in scale, roof form and plot arrangement rather than decorative elaboration. Red and buff brick are common, alongside some rendered or pebbledash finishes, with tiled roofs in dark or neutral tones. Architectural detailing is simple, with modest eaves, straightforward window openings and minimal ornamentation, reinforcing a townscape defined by consistency and functionality.

TOWNSCAPE QUALITIES

Mature planting, verges, hedgerows and incidental open spaces soften the built edge and reinforce the settlement's semi-rural character. Trees and vegetation along streets and at the settlement edges help break up building massing and create enclosure without formality. The overall townscape remains cohesive through consistency of scale, residential form and the relationship between buildings and the street. Jump reads as an established, working settlement rather than a formalised town, with its identity rooted in incremental growth, mining heritage and the pragmatic architecture of residential provision for a local labour force.

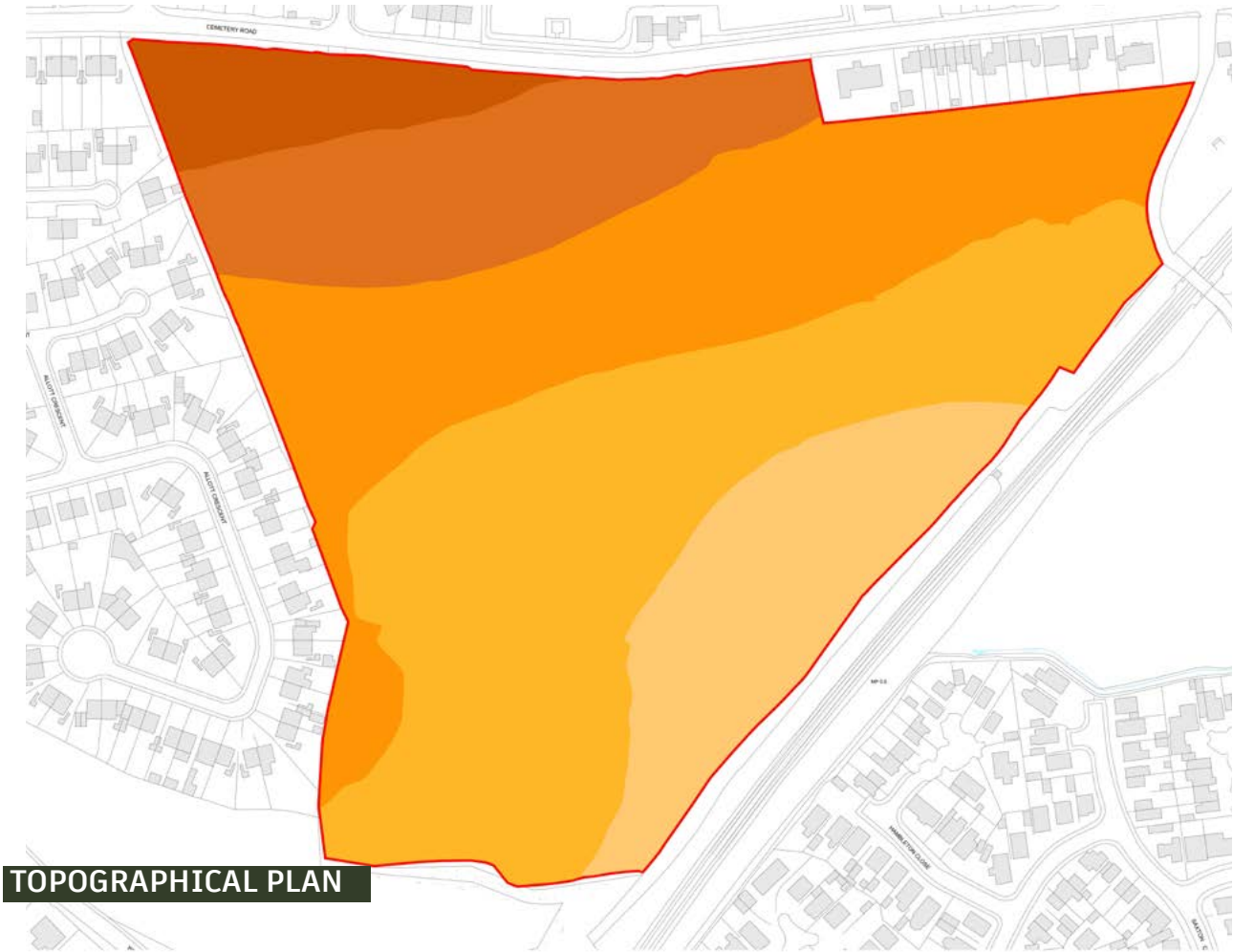


2.3 Understanding the Site

The site is characterised by a significant change in level, with the land generally falling toward the south-eastern boundary and the adjacent railway line. This topographical condition forms an important part of the site's physical context and is a key consideration in understanding its capacity, layout potential and relationship with surrounding development.

The level difference influences how the site is experienced, including views across the land, connections between different parts of the site, and the relationship with neighbouring dwellings and boundary edges. It also has practical implications for access, drainage, retaining features, finished floor levels and the treatment of external spaces.

As such, the site's topography represents both a constraint and an opportunity. Any future development will need to respond carefully to the existing landform, seeking to work with the natural levels where possible, manage transitions sensitively, and avoid unnecessary or excessive alteration to the site's character.



BUILDING FOR A HEALTHY LIFE (BHL)

- Making the most of what's there
- Green and blue infrastructure

The aerial image shows a strong landscape framework, with established planting concentrated along the southern and eastern boundaries and hedgerows defining the northern edge adjoining Cemetery Road. These features contribute to the site's contained, verdant character and help establish a clear relationship between the site and its surrounding context.

A number of hedgerows and planting bands run east to west across the site, subdividing the land into three distinct parcels. This internal landscape structure is a notable characteristic of the site, creating enclosure and separation within the wider plot. Two mature trees provide a key feature within the landscape network.

The existing vegetation and boundary treatments form an important part of the site's visual identity. They also represent key considerations for any future development, particularly in relation to landscape retention, visual containment, open space, biodiversity, and the relationship between built form and the established green setting.



2.4 Site Photographs

The following images provide a visual overview of the site, highlighting its existing conditions, context, and key features. These photographs support the design proposals by illustrating the surrounding environment, access points, and physical characteristics of the site.

A - From the south-west corner, this view illustrates the existing landscape character and the relatively flat topography at this point, while also revealing the fall in levels towards the railway line to the east.

B - Taken from Cemetery Road, these photographs illustrate the pronounced level changes across the site, long views over the valley, and the east-west hedgerows that cross the site.

C - Taken from the public right of way at the north-east corner, photographs show the sloping landform, the relationship with neighbouring dwellings, and level changes within adjacent gardens.



2.5 Constraints and Opportunities

The adjacent plan indicates key site features which must be considered at a strategic, settlement, and neighbourhood level.

This is a derivative of the site analysis, which identifies site opportunities and constraints. Specifically considering topography, views, landscape features, access, and connectivity.

The site layout proposals seek to maximise the benefits afforded by the site opportunities and retain those features that best enhance the site.

Of equal importance, the design approach and principles seek to minimise the impact of identified constraints.

CONSTRAINTS

The site is influenced by a number of physical and environmental constraints that have informed the emerging layout. Changes in level across the site will need to be carefully addressed through the siting, orientation and design of development, with drainage infrastructure accommodated along the southern boundary.

The eastern edge is defined by the railway line, which forms a physical boundary and potential noise source. Appropriate mitigation will therefore be required through layout,

separation and landscaping. Cemetery Road to the north also introduces access and traffic-related considerations, while existing public rights of way along the eastern boundary must be respected and integrated into the scheme.

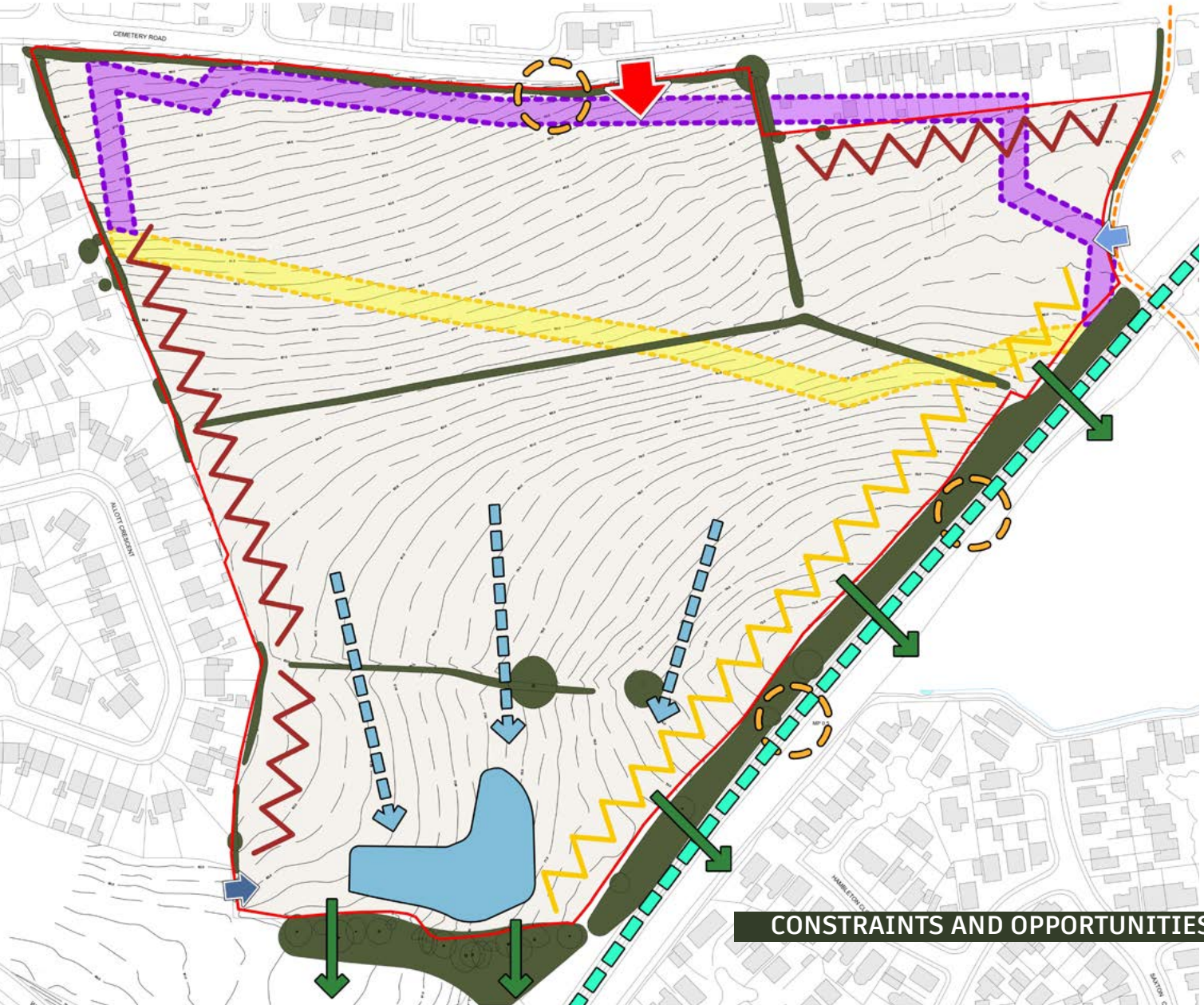
Existing east-west hedgerows and established boundary planting form important landscape features and should be retained where possible. Historic mining features, including highwalls, will also require careful consideration in relation to site planning, safety and ground conditions.

OPPORTUNITIES

The site provides opportunities to deliver a landscape-led residential scheme that responds positively to its setting. Retained hedgerows and boundary planting can help structure the layout, define open spaces, soften development edges and strengthen the overall green framework.

Existing public rights of way and potential new pedestrian links offer opportunities to improve permeability and connectivity across the site and with the surrounding area, encouraging walking and a more integrated pattern of movement.

Long-range views of nearby churches and local landmarks can be framed through the layout and landscape strategy. There is also scope to enhance green infrastructure and ecological connectivity through new planting, strengthened hedgerows and additional landscape links, creating a development that is visually attractive and environmentally responsive.



BUILDING FOR A HEALTHY LIFE (BHL)

- Making the most of what's there
- Green and blue infrastructure



ELSECAR PARK



SECTION CONTENT

- 3.1 Planning History
- 3.2 Design Concept
- 3.3 Concept Masterplan

3

3.1 Planning History

PRE-APPLICATION

The site has been the subject of a pre-application enquiry to Barnsley Council under reference 2025/ENQ/00715, relating to a proposed residential development of approximately 175 dwellings on land off Cemetery Road, Jump. The Council response, dated 14 January 2026, confirms that there is no recorded planning history on the site.

The response identifies the site as lying within the Green Belt, with part of the land falling within a Coal Authority High Risk Development Area. The site is also identified as being within Flood Zone 1. The Council confirmed that the Site could be defined as ‘Grey Belt’. This is because it does not strongly contribute to Green Belt purposes (a), (b), and (d) as set out in National Planning Policy Framework (NPPF) paragraph 143, and the application of policies relating to the areas or assets in footnote 7 (other than Green Belt) would not provide a strong reason for refusing or restricting development.

In particular, the Council notes that any future proposal would be expected to demonstrate compliance with paragraph 155 of the NPPF, including consideration of whether the land could be regarded as Grey Belt and whether there is a demonstrable unmet housing need.

It would also need to show that the site is sustainably located and that the proposal meets the relevant ‘Golden Rules’ for Green Belt development, including the provision of affordable housing, supporting infrastructure and appropriate public green space.

The pre-application response also identifies a range of technical and design matters to be addressed as part of any future planning application. These include highways and access, drainage, ecology and biodiversity net gain, trees and hedgerows, heritage and archaeology, coal mining legacy, ground conditions, affordable housing, agricultural land classification, public health, open space, planning obligations and overall design quality.

Barnsley Council confirms that any future application would need to be supported by appropriate technical information and demonstrate compliance with the adopted Local Plan, relevant Supplementary Planning Documents, the South Yorkshire Residential Design Guide, national planning policy and other material considerations. The pre-application response, therefore provides an important framework for the further development and assessment of the proposals.



PRE-APP MASTERPLAN

3.2 Design Concept

GREEN ARTERIES



Retained and enhanced hedgerows and planted corridors form a strong green structure through the site. These features help preserve existing character, support biodiversity and define the environmental framework for the development.

SENSITIVE PARCELS



The sensitive parcels identify the areas most suited to built development. Their arrangement allows proposals to respond to site edges, retained landscape features and surrounding properties, while protecting the site's key green and structural elements.

3.3 Concept Masterplan

MOVEMENT NETWORK



The movement network identifies the key vehicular and pedestrian routes through the site. It is arranged to provide clear legibility, internal connectivity and safe, convenient access for residents.

FRAMEWORK PLAN



The framework plan sets out the broad arrangement of development and provides the basis for the concept masterplan that follows. It establishes a clear structure of streets, routes and pedestrian connections, informed by the site's form, boundaries, contours and relationship with adjoining residential areas.

The concept masterplan is landscape-led, with existing hedgerows and planting retained where possible to structure development parcels, define routes and maintain ecological connectivity. These features will be strengthened with new native planting to enhance biodiversity, soften edges and create attractive green streets and spaces.

Access, movement and open space are organised around this green framework, supporting legible routes, permeability to adjoining footpaths and neighbourhood links, and opportunities for amenity and informal recreation. Overall, the concept masterplan provides a cohesive and landscape-led foundation for the detailed design proposals.



CONCEPT MASTERPLAN



WOMBWELL WOOD

SECTION CONTENT

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 - 4.1.2 Scale and Massing
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- 4.6 Sustainability

4.1 The Layout

This section presents the design proposal, developed through a rigorous and iterative process of assessment, analysis, and evaluation, as outlined earlier in this Design and Access Statement. The proposal reflects a careful consideration of the site’s opportunities, constraints, and context, ensuring that each aspect of the scheme is well-justified and thoughtfully integrated.

The purpose of this document is to clearly communicate the rationale behind the design proposals, demonstrating how the scheme responds to both the site-specific characteristics and the wider planning and community context. Extensive site analysis, including topographical surveys, environmental assessments, and contextual studies, has informed the development strategy, providing a robust and evidence-based framework for design decisions.

The adjacent plan illustrates the proposed site layout submitted as part of this application. The scheme comprises 270 new dwellings strategically arranged to respond sensitively to the site’s natural topography, existing vegetation, and other defining features. The layout prioritises harmonious integration with the surrounding landscape, providing natural

vistas, effective drainage and arrangement of spaces that serve both functional and aesthetic purposes.

The site layout promotes a coherent and legible streetscape, with well-defined frontages, active public realms, and a clear hierarchy of streets and open spaces. These elements work together to foster a sense of safety and identity, encouraging interaction among residents while respecting the privacy and amenity of individual homes.

Overall, the proposal represents a considered balance between respect for local character, landscape sensitivity, and the delivery of a high-quality, functional, and sustainable residential environment. By integrating traditional architectural cues with contemporary design principles, the development offers a resilient, adaptable, and appealing neighbourhood that responds thoughtfully to the needs of both current and future residents.



BUILDING FOR A HEALTHY LIFE (BHL)

- Natural connections
- Easy to find your way around
- Homes for everyone
- Cycle and car parking
- Green and blue Infrastructure
- A memorable place

4.1.1 Street Typology

MOVEMENT

The proposed development will contribute to the delivery of new homes in a location with access to existing local services, facilities and transport connections. The site is positioned to make use of established vehicular, pedestrian and cycle routes, supporting sustainable movement patterns for future residents. In addition, its relationship with the wider highway network provides onward connectivity toward the A6195, M1 and surrounding settlements within the Barnsley area.

STREET TYPOLOGY

The access strategy provides a clear street hierarchy, with a primary residential street, secondary shared surface streets, supported by short shared drives serving small groups of homes. This creates a legible, low-speed layout that reduces vehicle dominance while supporting safe pedestrian and cycle movement also linking effectively to Cemetery Road and the wider settlement of Jump.

PARKING

In accordance with council guidance on parking standards for new development, there will be suitable provision for each dwelling. The proposed car parking areas will be designed in a way that pedestrian and cyclist safety and convenience have absolute priority.



PRIMARY



The primary street includes a 5.5m carriageway, footways for safe pedestrian movement and a verge to one side for soft landscaping and potential tree planting. Front gardens of around 2–4m and an approximate 21m frontage-to-frontage separation create a comfortable, attractive and well-overlooked residential street that supports walking, cycling and everyday movement.

SECONDARY



Shared surface streets typically include a 5.5m carriageway with margins to either side, creating an informal residential street arrangement. In one instance, a footway is provided on one side. Varied setbacks and parking arrangements support an informal character, while the shared surface approach encourages low vehicle speeds and balanced movement for pedestrians, cyclists and vehicles.

TERTIARY



Shared drives form the lowest tier of the street hierarchy, serving a limited number of homes from the primary or shared surface streets. They provide access to dwellings, including those overlooking open spaces, and creating quiet, low-speed residential environments. Varied building setbacks and a mix of side and frontage parking help create an informal, intimate streetscape.

4.1.2 Scale and Massing

Careful consideration has been given to how the proposed one and two-storey dwellings relate to the surrounding built environment and the broader site context.

Ensuring a harmonious relationship with existing buildings is fundamental to creating a cohesive and well-integrated place. The consistent two-storey height of the new homes has been deliberately chosen to complement the scale of neighbouring properties and help the development sit comfortably within its setting.

KEY

1 Storey

2 Storey



BUILDING FOR A HEALTHY LIFE (BHL)

- Homes for everyone

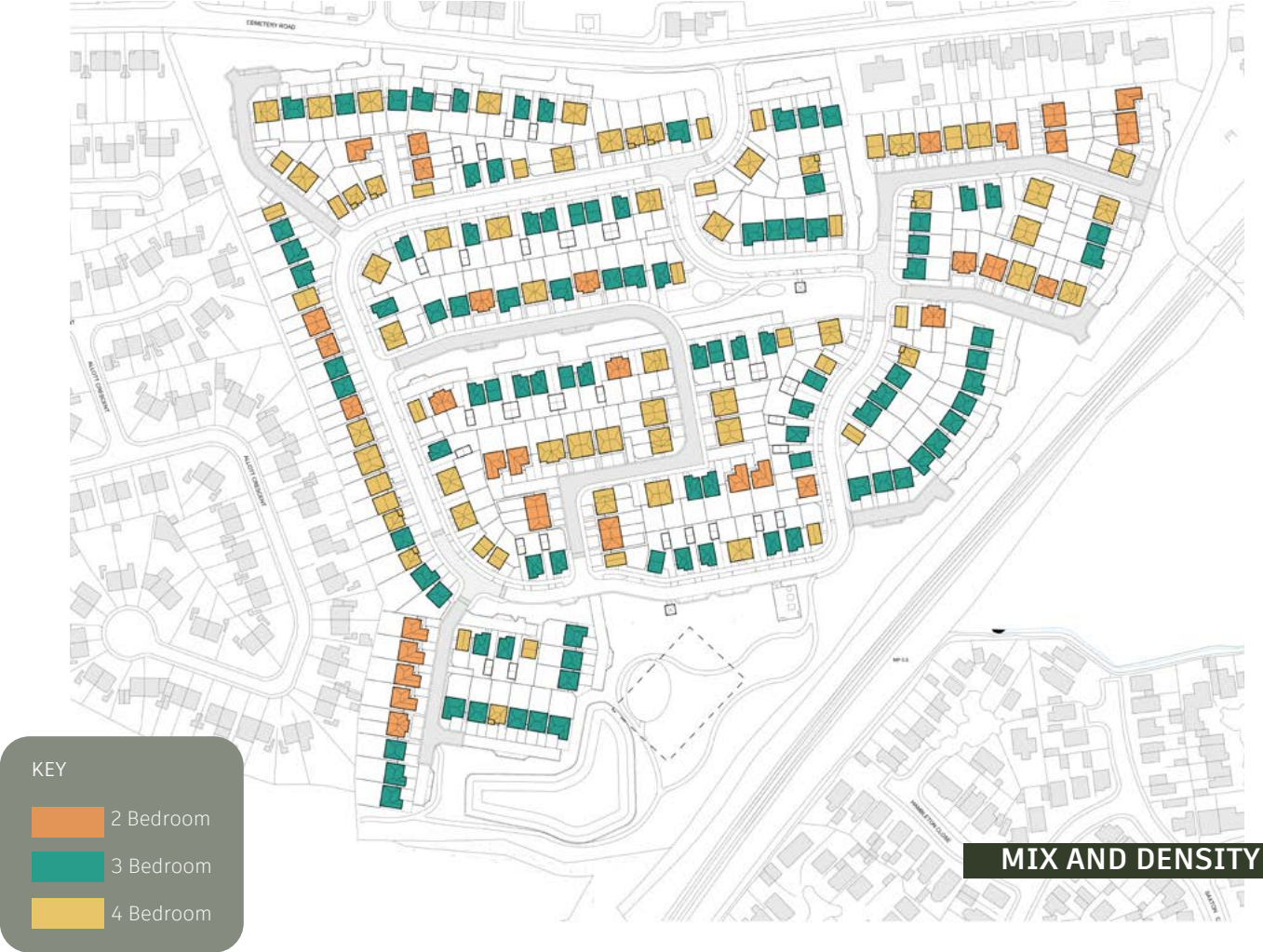
4.1.3 Mix and Density

The proposed development comprises 270 dwellings, providing a varied mix of dwelling types and sizes that meet the needs of a diverse local community. The housing mix includes a combination of smaller and larger units, ensuring accommodation suitable for a range of household sizes and life stages.

The scheme will provide accessible and adaptable homes, including M4(2) dwellings and, where required, a proportion of M4(3) wheelchair user dwellings, with the final number, type and distribution secured in line with local planning policy and any planning conditions. These homes will be integrated throughout the development to support residents with varying mobility needs, promote tenure-blind inclusive design, and ensure accessibility forms a core part of the housing offer.

The density has been thoughtfully considered to optimise the use of the site without compromising the quality of the living environment. This approach enables efficient land use while maintaining appropriate spacing, privacy, and amenity for residents.

By delivering a varied mix and moderate density, the development supports the creation of a sustainable, inclusive neighbourhood while respecting the existing urban grain.



KEY

2 Bedroom

3 Bedroom

4 Bedroom

BUILDING FOR A HEALTHY LIFE (BHL)

- Homes for everyone

4.1.4 Affordable Housing

BUILDING FOR A HEALTHY LIFE (BHL)

- Homes for everyone

The affordable housing provision has been embedded within the overall design approach from the outset, ensuring it forms an integral part of the architectural composition and spatial structure of the development.

Affordable homes are distributed across the site in a tenure-blind arrangement, with no visual distinction between tenures. They adopt the same architectural language, materials palette, and detailing as the wider scheme, contributing to a unified and coherent streetscape. This approach reinforces a consistent character across the development and avoids the perception of segregation.

The siting of affordable units has been placed in relation to street hierarchy, building form, and public realm. Homes are positioned to benefit from active frontages, clear definition of public and private space, and convenient access to shared amenity areas and pedestrian routes.

Overall, the affordable housing contributes positively to the architectural quality and placemaking objectives of the scheme, supporting the creation of a cohesive, legible, and inclusive residential environment.



4.1.5 Levels Strategy

The proposed levels strategy has been developed to respond sensitively to the existing topography of the site, its relationship with neighbouring properties, and the wider landscape context. The approach seeks to establish a coherent, legible, and accessible layout while minimising the extent of earthworks and avoiding unnecessary intervention.

Existing topography has directly informed the siting of building platforms, street alignments, and private amenity areas. Development is arranged to broadly follow the natural contours of the site, thereby reducing the need for significant engineering operations and preserving the inherent character of the land. The layout has been designed to minimise the extent of retaining structures, with remaining elements carefully mitigated.

KEY

- Retaining Walls
- Steps
- Underbuild



4.2 Materials Strategy

The materials strategy supports a cohesive architectural identity across the development while introducing subtle variation through the use of buff brick, red brick, and red multi-brick. These shifts in tone help define building groupings, corners and key frontages, adding depth and articulation while maintaining an overall unified character.

A varied roofscape, incorporating red and grey roof tiles, further contributes to visual interest. Material junctions and transitions will be detailed to ensure a durable, robust and high-quality finish appropriate to the residential setting.

Overall, the palette reinforces the scheme’s architectural framework and responds positively to local character and precedent.

KEY

Red Roof

Grey Roof

Red Brick

Red Multi-Brick

Buff Brick



BUILDING FOR A HEALTHY LIFE (BHL)

- A memorable character
- Well defined streets and spaces

4.2.1 Architectural Appearance

An analysis of local character identifies a varied residential townscape, underpinned by a consistent and traditional material palette. Buildings within the surrounding area are typically modest in scale, with simple pitched roof forms, brick elevations and restrained detailing. This provides a clear architectural reference for the proposed development and supports an approach that responds positively to its setting.

The proposed material palette draws on the local vernacular, with elevations finished in buff brick, red brick and multi-red brick. Roof coverings will vary between grey and red tones, reflecting the character of the surrounding area while introducing subtle variation across the development. This will help create visual interest, define different parts of the scheme and avoid a repetitive appearance.

The architectural approach seeks to deliver a coherent and attractive residential environment, with simple built forms, carefully considered materials and a balanced roofscape. Overall, the development will sit comfortably within the existing townscape while contributing positively to the quality and character of the built environment.



4.3 Streetscenes

The following streetscenes demonstrate how the varied dwelling types combine to create a coherent and attractive streetscape. They show the relationship between built form, scale and character across the site, and how a consistent design approach unifies the overall scheme.



LOCATION OF INDICATIVE STREETSCENES



INDICATIVE 3D VISUALISATION



INDICATIVE STREETSCENE VISUALISATION A-A



INDICATIVE STREETSCENE VISUALISATION B-B

4.4 Landscape Masterplan

The landscape masterplan establishes a green infrastructure framework for the proposed residential development, integrating new homes within their setting while retaining and strengthening existing landscape features where practicable.

Boundary vegetation will be retained where possible and enhanced with native hedgerow, shrub planting, and new trees to provide visual containment, habitat continuity, seasonal interest, and long-term canopy cover. A mix of amenity grassland, flowering lawn, and species-rich grassland will balance usable open space with visual amenity and biodiversity enhancement.

Public open space is focused in the southern part of the site and will include informal play, and a Local Equipped Area of Play, integrated within the wider landscape. Sustainable drainage features, including an attenuation basin with gently graded, seeded banks, will contribute to both amenity and wildlife value.

Overall, the masterplan provides a structured, multifunctional landscape that supports the residential layout, encourages recreation, enhances the development's setting, enabling opportunities for biodiversity and habitat creation.



BUILDING FOR A HEALTHY LIFE (BHL)

- Natural connections
- Green and blue Infrastructure
- A memorable place

LANDSCAPE MASTERPLAN

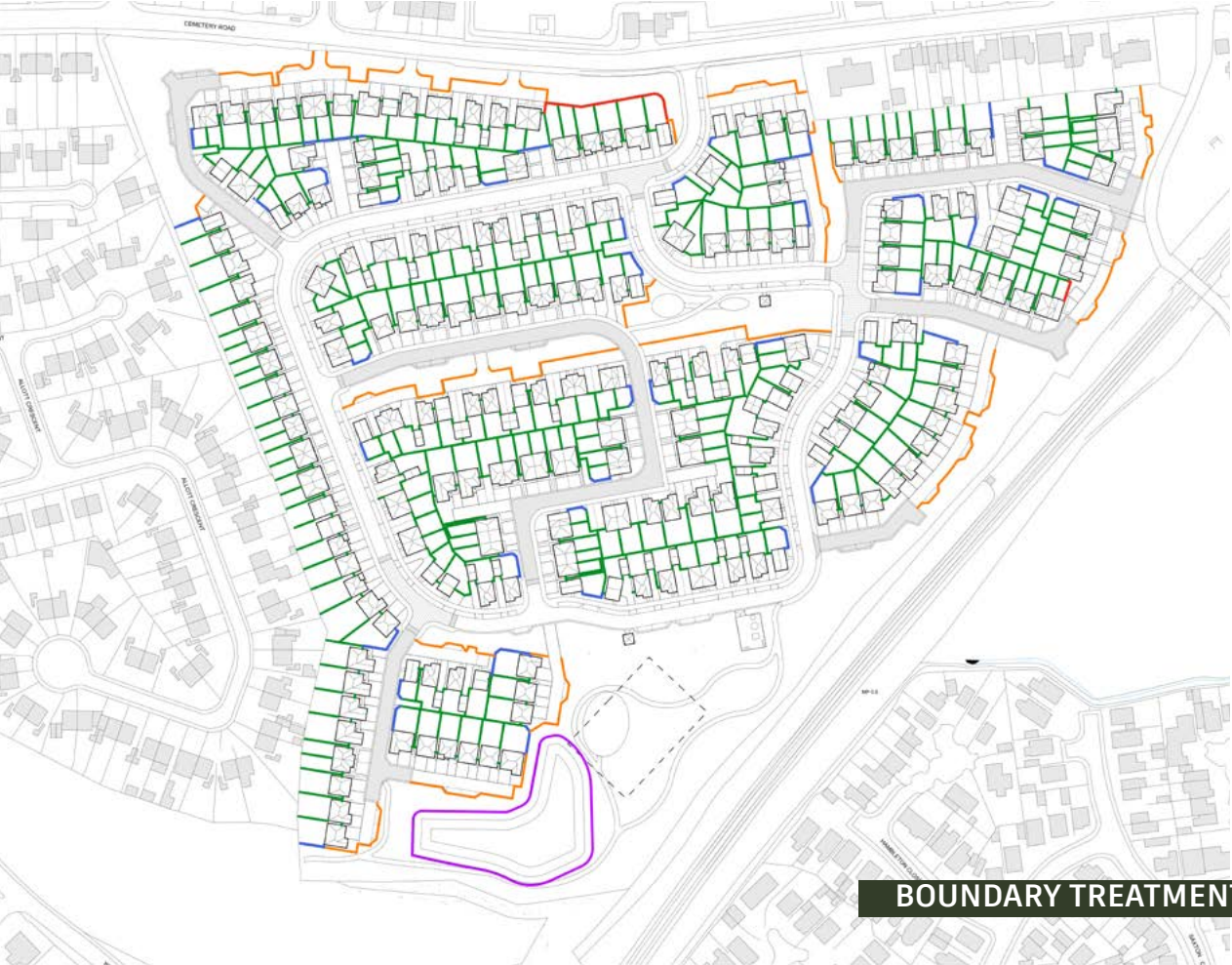
4.4.1 Boundary Treatments

Clear delineation between public and private spaces is essential to creating safe, attractive, and well-functioning environments. As such, boundary treatments play a crucial role in the overall design, helping to define and reinforce the character and use of different areas across the site.

The adjacent plan illustrates the layout and distribution of the various boundary treatments proposed.

KEY

- 2m Brick Pier & Panel Fence
- 1.8m Brick Pier & Panel Fence
- 1.8m Close Boarded Fence
- 0.75m SuDS Perimeter Fence
- 0.45m Knee Rail



BUILDING FOR A HEALTHY LIFE (BHL)

- A memorable character
- Well defined streets and spaces

BOUNDARY TREATMENT

4.4.2 Green Infrastructure

BUILDING FOR A HEALTHY LIFE (BHL)

- Green and blue infrastructure

The Green Infrastructure Strategy establishes a multifunctional network of open spaces and ecological areas that extend throughout the site, seamlessly connecting to the surrounding countryside and existing open spaces. This network supports biodiversity, recreation, and movement, while enhancing the overall landscape character.

- GREEN INFRASTRUCTURE OBJECTIVES**
- Create a connected green network that supports recreation, biodiversity, and links to the wider landscape.
 - Promote walking and cycling through safe, direct, and accessible routes.
 - Use native planting to reflect the rural character and enhance ecological value.
 - Retain existing trees and hedgerows wherever possible to preserve landscape continuity.



4.4.3 Landscape Strategy

BUILDING FOR A HEALTHY LIFE (BHL)

- Green and blue infrastructure

The landscape strategy and site assessment have directly informed the detailed design, ensuring a context-sensitive approach that reflects the character and setting of the site.

The proposals incorporate a range of measures to mitigate landscape effects and provide a high-quality, integrated scheme that strengthens the site's relationship with its surroundings and contributes positively to the local environment.

LANDSCAPE STRATEGY SUMMARISED
Existing trees, boundary planting and hedgerows should be retained and, where appropriate, enhanced as part of the landscape strategy.

Avenue planting is proposed along key routes and open space edges to provide structure, visual interest and a greener streetscene. This planting will work alongside the retained vegetation and built form to create a cohesive transition between the development, the settlement edge and the surrounding landscape character.

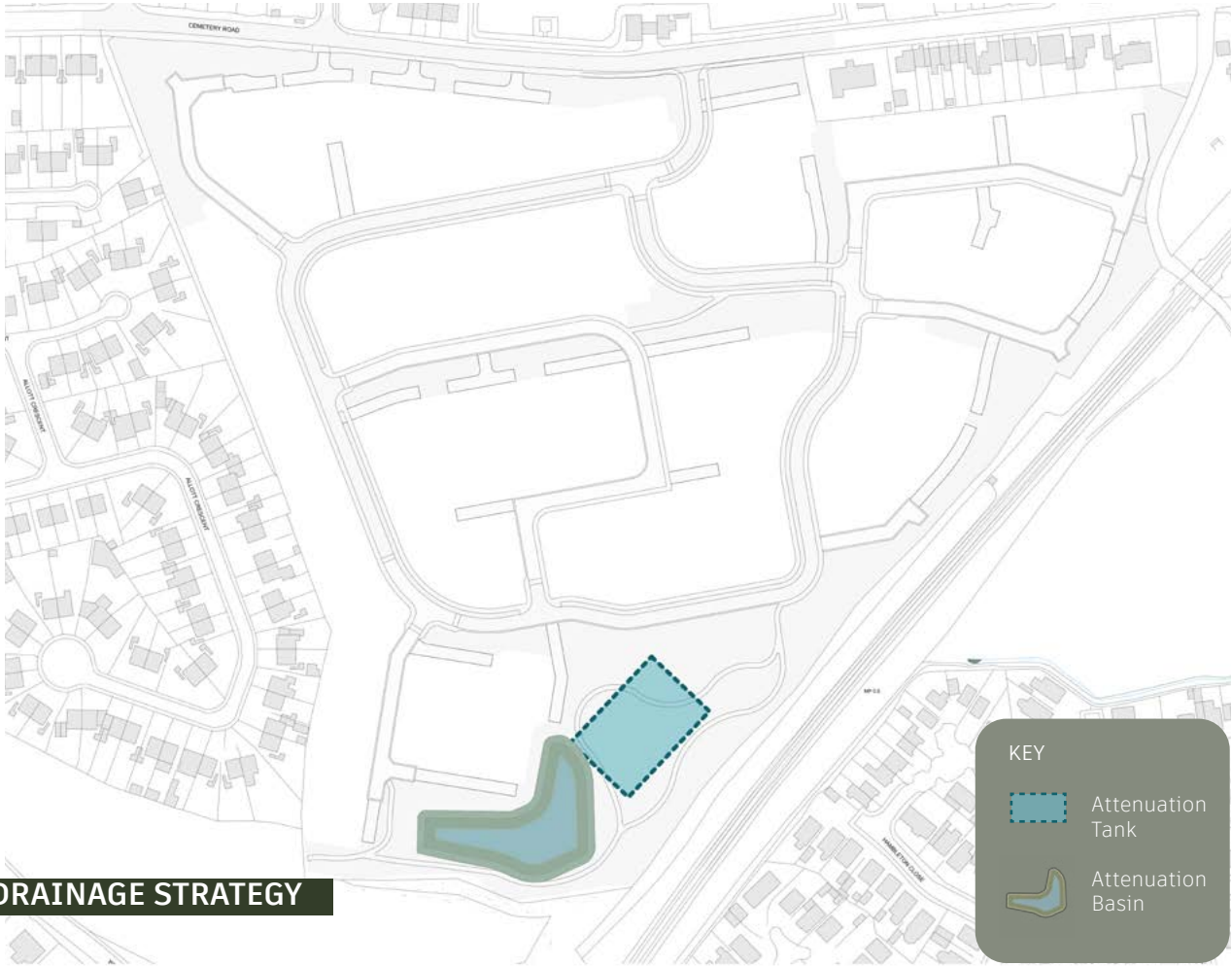


4.5 Drainage Strategy

Building on the landscape strategy, the drainage approach combines an attenuation basin and tank to provide a coordinated response to surface water management. Together, these features form part of the wider drainage strategy, helping to manage runoff within the site and control discharge in accordance with the site-specific drainage assessment.

The attenuation basin has been positioned to respond to the site's topography and integrate with adjacent open spaces. Its form and location allow it to contribute positively to the landscape-led structure of the scheme, while maintaining the usability of surrounding development parcels. The attenuation tank provides additional below-ground storage where required, supporting the overall drainage function without compromising the quality or accessibility of the public realm.

In combination, the basin and tank will accommodate projected runoff and regulate discharge to greenfield rates, avoiding increased flood risk downstream. Beyond its functional role, the basin will also provide a naturalised landscape feature, with gentle side slopes and appropriate planting to support visual interest, seasonal variation and biodiversity, in accordance with SuDS principles.



BUILDING FOR A HEALTHY LIFE (BHL)

- Green and blue infrastructure

4.6 Sustainability

DESIGN, LAYOUT AND ENERGY

The proposed development has been designed to create a high-quality, durable and sustainable residential environment, with a clear structure of streets, open spaces and pedestrian connections that encourage activity, natural surveillance and long-term stewardship.

A fabric-first approach will be adopted in line with current UK Building Regulations, reducing energy demand through high-performance building envelopes. Where feasible, dwellings will be orientated to optimise solar gain, with passive measures such as natural ventilation and shading used to mitigate overheating.

Materials will be selected for durability, responsible sourcing and low embodied carbon, while construction practices will aim to minimise waste and support reuse and recycling.

TRANSPORT AND MOVEMENT

The layout prioritises sustainable movement through legible and direct pedestrian and cycle routes, connecting with existing walking and cycling networks, including nearby public rights of way. This supports active travel, reduces reliance on private vehicles and promotes healthier lifestyles.

ECOLOGY AND BIODIVERSITY

Existing ecological features will be retained and enhanced where possible. New planting will comprise native and locally appropriate species, supporting habitat connectivity and contributing to the wider green infrastructure network. The development will seek to deliver measurable biodiversity net gain in accordance with local and national objectives.

WATER MANAGEMENT AND DRAINAGE

Water efficiency measures will be incorporated through the use of efficient fittings and appliances. Surface water will be managed through a Sustainable Drainage System designed in accordance with national guidance and Barnsley Local Plan requirements.

The SuDS strategy will seek to replicate natural drainage processes, control runoff rates, improve water quality and reduce flood risk. Drainage features will be designed to accommodate climate change allowances and ensure no increase in off-site flood risk.

WASTE AND RESOURCES

Waste storage will be considered through the detailed design to support appropriate refuse and recycling collection, having regard to Barnsley Council's waste management practices. Opportunities to reduce

construction waste, encourage reuse and recycling, and minimise pollution risk will be explored where practicable.

SUMMARY

Overall, the proposals incorporate sustainability measures relating to energy efficiency, active travel, biodiversity, water management and resource efficiency, helping to deliver a resilient and environmentally responsible development.





WENTWORTH WOODHOUSE

SECTION CONTENT

- 5.1 Building for a Healthy Life
- 5.2 Design Compliance
- 5.3 Conclusion

5.1 Building for a Healthy Life

BUILDING FOR A HEALTHY LIFE

Healthy placemaking is an increasingly significant consideration, a trend that has been further underscored in the aftermath of the COVID-19 pandemic. High-quality design can promote routine physical activity, support walking and cycling to local services, facilities, and employment, and foster a stronger connection with the natural environment—each contributing to enhanced wellbeing.

This Design and Access Statement utilises the Building for a Healthy Life (BHL) framework to demonstrate how the proposals for the site at Land South of Cemetery Road, Jump, have been informed by principles that promote benefits for people and nature. In line with BHL’s focus on active travel, the accompanying assessment also identifies how the scheme maximises opportunities to deliver well-designed walking, cycling, and public transport infrastructure.

The BHL assessment uses a clear traffic light scoring system—Green, Amber, and Red—to evaluate each of the twelve considerations. Green indicates that the proposals meet or exceed best practice; Amber signifies partial or moderate compliance; and Red

highlights areas where improvements are needed. This approach provides a visual and structured means of identifying strengths and opportunities, helping to guide the design towards a healthier, more sustainable neighbourhood.



INTEGRATED NEIGHBOURHOODS
Natural connections
Walking, cycling and public transport
Facilities and services
Homes for everyone

DISTINCTIVE PLACES
Making the most of what’s there
A memorable character
Well defined streets and spaces
Easy to find your way around

STREETS FOR ALL
Healthy streets
Cycle and car parking
Green and blue infrastructure
Back of pavement, front of home



NATURAL CONNECTIONS

The site layout establishes a clear primary vehicular access point from Cemetery Road, providing direct entry into the development from the existing highway network. Internal streets are arranged from this access to create a legible movement framework, while pedestrian connections link homes with streets, open spaces and landscaped corridors. This promotes permeability, encourages walking and cycling, and supports integration with the surrounding residential area, with dwellings positioned to address key routes and public spaces to provide natural surveillance and support safe, connected movement through the site.



HOMES FOR EVERYONE

The development delivers 270 dwellings, comprising 202 open market and 68 affordable homes, with a balanced mix of two, three and four-bedroom properties to meet varied household needs. The scheme will also provide M4(2) accessible and adaptable dwellings and, where required, M4(3) wheelchair user dwellings, with the final number and distribution secured through policy and planning conditions. Affordable and accessible homes will be integrated across the layout to support an inclusive, mixed community, while the scale, density and arrangement respond positively to the surrounding residential context.

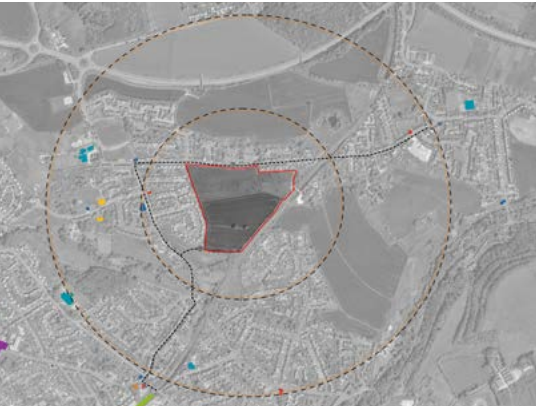
FACILITIES AND SERVICES

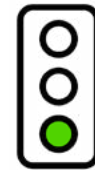
The site is supported by the pedestrian connections and accessible streets incorporated within the layout. These routes provide convenient opportunities for walking and cycling to nearby local services, schools, community facilities and public transport connections within the surrounding area. The proposed development’s clear links to Cemetery Road and adjacent residential streets help integrate the site with the existing settlement, supporting connectivity to local amenities and reducing reliance on private car travel.



WALKING, CYCLING AND PUBLIC TRANSPORT

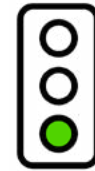
The internal network of footpaths and streets supports safe and convenient walking and cycling through the development. Pedestrian routes are integrated within the layout, linking homes with areas of existing and new open space, landscaped corridors and the wider movement network around Cemetery Road. The site also benefits from nearby public transport connections, with bus stops located along Cemetery Road including stops at Hallsworth Avenue, Preston Avenue and Wentworth Road, served by local routes connecting the area with Barnsley and surrounding settlements. This supports sustainable travel choices and helps reduce reliance on private car use. A footway provided to the south of the site, connecting to Wentworth Road, will also reduce journey times on foot to additional bus stops and Elsecar Railway Station.





MAKING THE MOST OF WHAT'S THERE

The layout retains and integrates the site's existing natural features, including established planting along the site boundaries and the majority of the hedgerows running east to west across the site. These retained landscape features help structure the development, define development parcels and provide ecological and visual continuity through the site. The east–west hedgerows also assist in creating green corridors within the layout, supporting biodiversity and helping to soften the appearance of the new homes. Additional landscape areas, including the proposed attenuation basin within green space, will further contribute to drainage, ecological enhancement and visual amenity as part of the overall landscape-led approach.



A MEMORABLE CHARACTER

The plan establishes a coherent street hierarchy, with development parcels shaped by the retained east–west hedgerows and associated areas of open space. The open space follows the line of the existing hedgerows, helping to preserve the landscape structure and create green corridors through the development. The majority of the open space is located along the southern and eastern boundaries, providing landscaped edges, visual relief and ecological connectivity. Varied building orientations and grouped house types create visual interest, while dwellings address streets and open spaces to reinforce legibility, natural surveillance and a strong sense of place rooted in the local context.



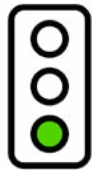
EASY TO FIND YOUR WAY AROUND

The development's legibility is supported by a clear and straightforward street structure, with routes arranged to provide easy movement through the site from the main access off Cemetery Road. The retained east–west hedgerows, associated green corridors and open spaces along the southern and eastern boundaries provide important landscape features that help define character areas and aid orientation. Pedestrian routes are integrated throughout the layout, improving connectivity for residents and visitors and supporting safe, convenient movement across the development.



WELL DEFINED STREETS AND SPACES

The street layout provides a clear distinction between public and private spaces, with dwellings positioned to overlook streets, pedestrian routes and areas of open space. This helps to create active frontages, supports natural surveillance and contributes to a safe and well-defined residential environment. The arrangement of streets, loops and connecting routes creates a legible movement network, while homes addressing key spaces and landscaped corridors help enclose and activate these areas, supporting informal recreation, social interaction and a strong sense of place.



HEALTHY STREETS

The streetscape has been designed to support pedestrian comfort, safety and ease of movement. The internal street network, footways and landscaped areas help create an attractive and accessible environment, with dwellings fronting onto streets and key routes to provide active frontages and natural surveillance. Traffic-calming features, street landscaping and green buffers will assist in moderating vehicle speeds and softening the appearance of the development, while continuous pedestrian routes encourage walking, cycling and outdoor activity, contributing to residents' health, wellbeing and social interaction.

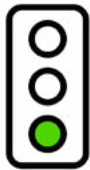
CYCLE AND CAR PARKING

Parking provision balances resident needs with street aesthetics. The plan shows a mix of on-plot parking spaces and sensitively located on-street visitor parking bays, avoiding visual clutter. Secure cycle parking is provided within private gardens or dedicated storage areas, supporting active travel and reducing car reliance.



GREEN AND BLUE INFRASTRUCTURE

The scheme integrates green and blue infrastructure through the retention of existing boundary planting, the majority of east–west hedgerows, mature trees and proposed structural planting and areas of open space. The retained hedgerows help shape the layout and provide ecological corridors through the site, while open space is focused along the southern and eastern boundaries to provide visual relief, biodiversity value and community amenity. The attenuation basin within the southern part of the site will provide sustainable drainage benefits and has the potential to contribute to habitat creation and landscape quality as part of the wider green infrastructure strategy.



BACK OF PAVEMENT, FRONT OF HOME

Homes are arranged to provide active and welcoming frontages onto streets, pedestrian routes and adjacent areas of open space. Clear boundary treatments, including hedges, planting and appropriate defensible space, help define the transition between public and private areas while maintaining a positive relationship with the public realm. Entrances and principal windows are positioned to overlook key routes and spaces, reinforcing natural surveillance and contributing to a safe, legible and sociable residential environment.



EXAMPLE OF A BARRATT HOMES DEVELOPMENT



5.2 Design Compliance

DESIGN OF HOUSING DEVELOPMENT SPD

The proposed layout has been developed with regard to Barnsley Council's Design of Housing Development SPD, which seeks to secure high-quality residential development that responds positively to local character, creates connected and legible streets, protects residential amenity and integrates landscape features from the outset.

The scheme follows a landscape-led approach, with retained hedgerows, boundary planting and green corridors used to structure the development parcels, define movement routes and provide a mature green framework. This responds positively to the SPD's emphasis on incorporating existing trees, hedgerows, ecological features and landscape assets into the design of new housing development wherever possible.

The proposed street layout establishes a clear hierarchy of routes, with dwellings generally orientated to address streets, open spaces and pedestrian routes. This creates active frontages, supports natural surveillance and provides a clear distinction between public and private areas. The layout therefore accords with the SPD's objectives for connected, walkable, legible and safe residential environments.

Open spaces and landscaped corridors are distributed throughout the site to provide amenity value, visual relief and ecological connectivity. Pedestrian links through these spaces also support permeability and active travel, in accordance with the SPD's wider objectives for healthy, sustainable and well-connected places.

The layout has also considered the relationship with neighbouring properties, site levels, the railway edge and Cemetery Road. Development parcels, landscape buffers and separation distances have been used to help protect residential amenity, soften development edges and reduce potential impacts in relation to noise, outlook and overlooking.

Detailed matters, including parking, refuse storage, drainage, materials and boundary treatments, have been considered through the detailed design process. These elements are integrated into the overall layout to ensure they contribute positively to the streetscape and do not undermine the landscape-led character of the proposal.

Overall, the scheme is considered to accord with the key design principles of the SPD by providing a connected, landscape-led residential layout that responds to site character, retains important green infrastructure, supports safe and legible movement and provides a robust framework for the detailed design of homes, streets and open spaces.

5.3 Conclusion

The proposed development at Cemetery Road represents a well-considered and locally responsive residential scheme, informed by a detailed appraisal of the site and its wider context. The design approach has taken account of locally established settlement pattern, semi-rural character, established landscape structure and prevailing architectural materials, ensuring that the proposal responds positively to its surroundings.

The architectural approach is grounded in the character of the local area, with a restrained palette of buff brick, red brick and multi-red brick, complemented by red and grey roof coverings. This variation helps to create visual interest and identity across the development while maintaining a coherent overall appearance. Built form, roofscape and materials have been considered together to ensure the scheme sits comfortably within the existing townscape and reinforces the character of Jump.

The layout responds sensitively to the site topography, with the development arranged to work with the natural fall of the land where possible. This supports a more considered and landscape-led design approach, reducing the need for excessive intervention while allowing streets, plots and open spaces to be arranged in a clear and legible manner.

Landscape, boundary treatments, drainage features and open space have been integrated as key components of the overall design. Existing planting and hedgerows help inform the structure of the scheme, while new green infrastructure, including the attenuation basin, contributes to visual amenity, biodiversity and long-term placemaking.

The proposal also establishes a coherent movement framework, with a clear street hierarchy, safe pedestrian and cycle connections, and strong relationships between public and private spaces. This supports a high-quality residential environment that is functional, accessible and well integrated with Cemetery Road and the wider settlement.

In summary, the proposals provide a sustainable and contextually appropriate development that makes efficient use of the site, contributes to local housing needs, and delivers a positive addition to the character and quality of Jump. The Design and Access Statement demonstrates how the scheme has been shaped by local character, site conditions and relevant planning policy objectives for well-designed residential development.



PHOTOREALISTIC ILLUSTRATION OF THE PROPOSED LAYOUT

