

DESIGN AND ACCESS STATEMENT
FOR A PLANNING APPLICATION
AT
LAND SOUTH OF HALIFAX ROAD,
WELL HOUSE LANE
PENISTONE
ISSUE 4 | JAN 2021

STEN
ARCHITECTURE

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Issue No.	Date of Issue	Notes
1	FEB 2020	FIRST ISSUE
2	MAR 2020	SECOND ISSUE
3	MAR 2020	THIRD ISSUE
4	JAN 2021	FOURTH ISSUE—ADDENDUM



Client : BDW Homes



Architect : STEN Architecture



Planning Consultant : PB Planning



1. INTRODUCTION

This Design and Access Statement has been prepared by STEN ARCHITECTURE on behalf of Barratt David Wilson Homes in support of a full planning application for land south of Halifax Road, Well House Lane, Penistone, Barnsley.

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the area and an assessment of site opportunities and constraints, including local consultation.

These principles are based upon good practice as set out in national planning and urban design guidance. The aim of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

The developers have collaborated with consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to mitigate constraints and maximise the opportunities provided.

The document has the following functions and purpose:

- Identify the existing context of the site;
- To provide a description of the key issues, constraints and opportunities afforded by the site, and the evaluation that has informed and led to the proposed form of development;
- Identify the key development principles and framework which has informed the detailed design of the scheme; and
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

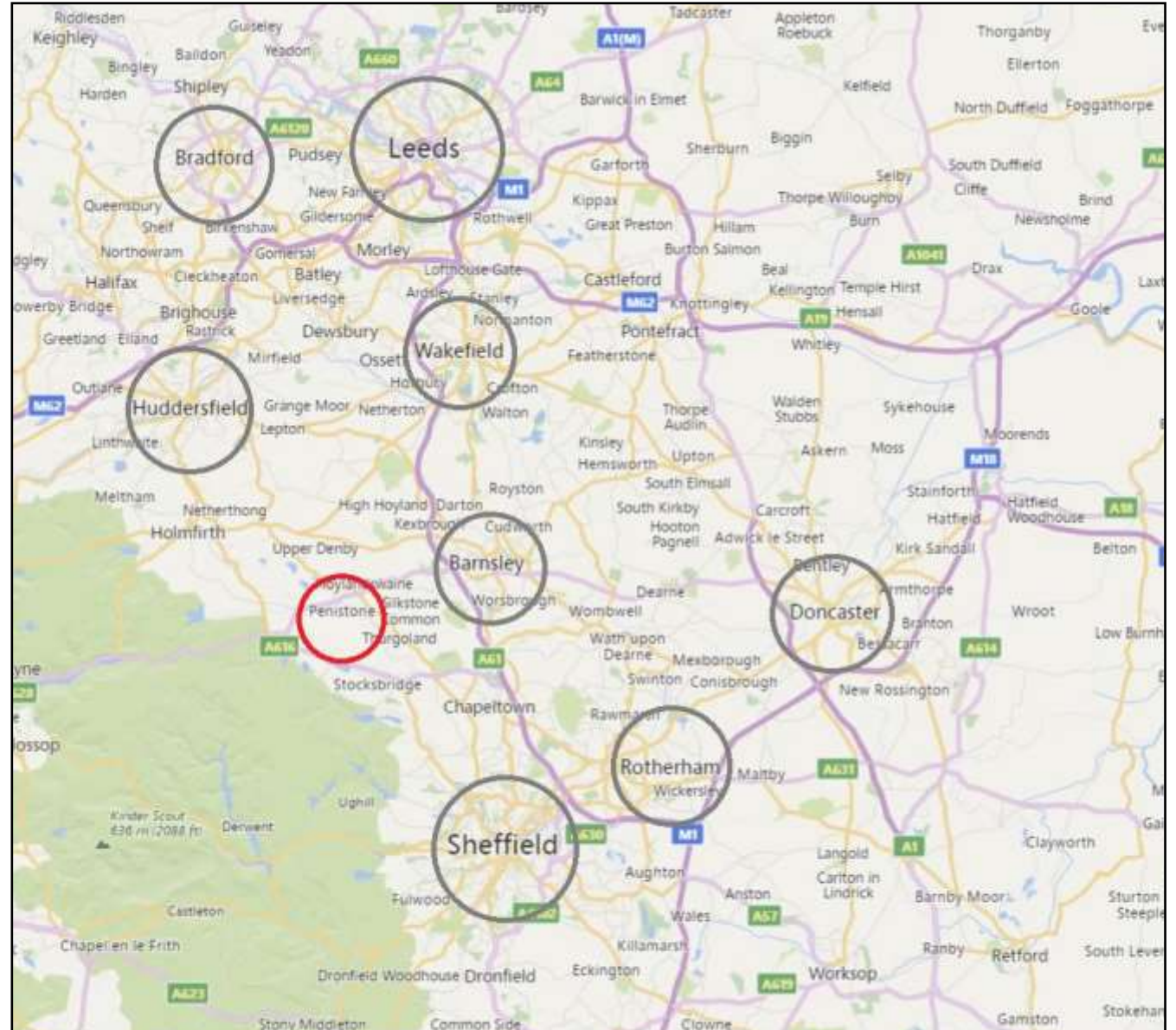
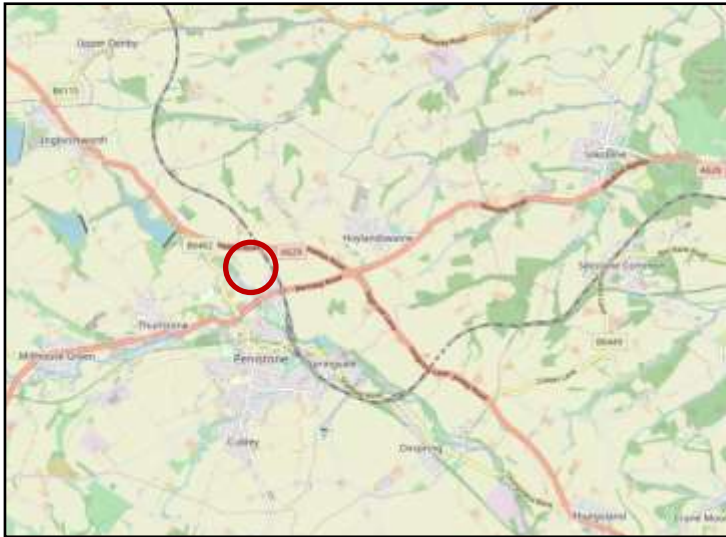
The ethos of the design is to:

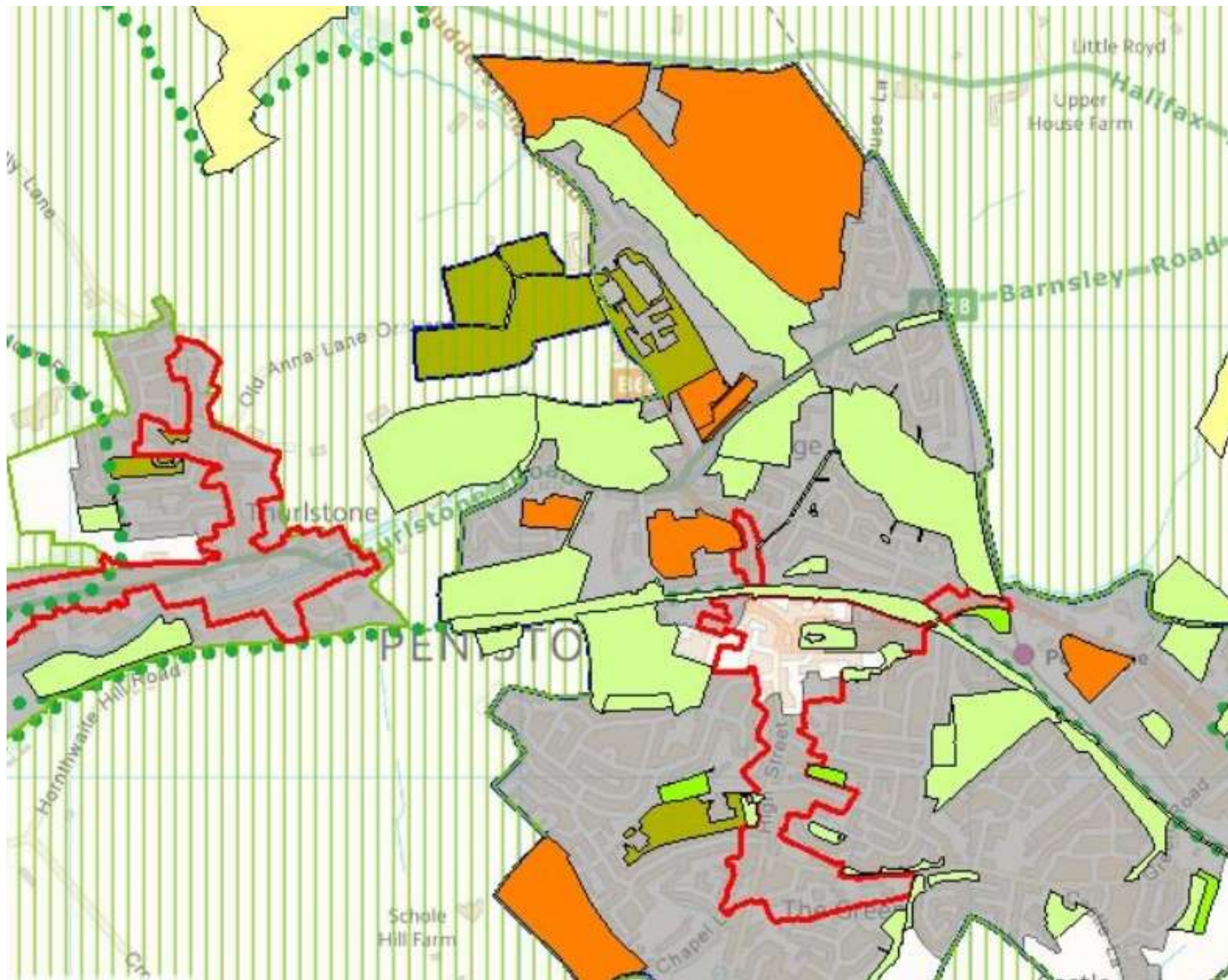
- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment with good amenity;
- Make efficient use of land;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and well planned streets.



2. SITE LOCATION

The site is located on the northern edge of Penistone adjacent to Wellhouse Lane and to the south of Halifax Road. Penistone is a market town and civil parish in the Metropolitan Borough of Barnsley, South Yorkshire. It is 8 miles (13 km) west of Barnsley, 17 miles (27 km) north-east of Glossop, 14.2 miles (23 km) north-west of Sheffield, and 29 miles (47 km) east of Manchester in the foothills of the Pennines. The A629 Halifax Road and A628 Barnsley Road provide the main routes into Penistone and link to Barnsley and the motorway network. Penistone Railway Station is located approximately 1km to the south east of the site. The railway station currently only serves the Penistone Line. The line connects Huddersfield with Sheffield, via Barnsley, with a hourly train in each direction.





3. PLANNING POLICY CONTEXT

The application is supported by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national and local design policy and guidance.

NATIONAL PLANNING POLICY FRAMEWORK, FEB 2019 (NPPF)

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Paragraph 7 states:

“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

Furthermore 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 addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

Paragraph 127 states:

“Planning policies and decisions should ensure that developments:
a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not

preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

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 the design of residential areas. All of which will provide the underlying principles on which the development for 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 pedestrian and vehicular movement ;

An articulated townscape – creating an interesting, locational

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 the 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.

NATIONAL PLANNING POLICY GUIDANCE DESIGN, MARCH 2014 (NPPG)

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- *Ensure that development can deliver a wide range of planning objectives;*
- *Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;*
- *Address the need for different uses sympathetically.*

The NPPF's expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to "evaluate and understand the defining characteristics of the area as part of its evidence base" as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is being made to demystify 'good design' by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or "qualities" typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement. Notwithstanding that By Design: Urban Design in the Planning System (2000) and Better Places to Live By Design (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

WHICH PLANNING PROCESSES AND TOOLS CAN WE USE TO HELP ACHIEVE GOOD DESIGN?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications. For the latter stage a series of 'established ways' are identified in which good design can be achieved:

- *Pre-application Discussions;*
- *Design and Access Statements;*
- *Design Review;*
- *Design Codes;*
- *Decisions on Applications;*
- *The Use and Implementation of Planning Conditions and Agreements.*

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not 'banished to the least attractive part of the site' in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned. The Manual for Streets influence is evident in the

principles identified for successful streets, with an integrated approach 'where buildings and spaces and the needs of people, not just of their vehicles, shape the area'. The rigid application of highway engineering standards are condemned as delivering a 'sense of sprawl and formlessness and development which contradicts some of the key principles of urban design'. Imaginative and context specific design is advocated with a requirement for each street to be considered as 'unique', responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.

RELEVANT LOCAL POLICY AND GUIDANCE

In summary the Development Plan for Barnsley consists of:

- Barnsley Local Plan (adopted on 3rd January 2019); and
- the Barnsley, Doncaster and Rotherham Joint Waste Plan (2012).

The policies contained within the Joint Waste Plan are not of particular relevance. The Barnsley Local Plan advises that the allocation has an indicative capacity of 414. The development will be expected to;

- Be designed to provide an appropriate buffer around Westhorpe Works in accordance with HSE standards;
- Provide appropriate off-site road safety enhancements;
- Ensure the wider characteristic landscape setting and the setting of the Penistone Conservation Area are protected and enhanced by the use of appropriate site layout and sympathetic design that reflects their setting, scaling, massing, details and materials;
- Provide appropriate acoustic treatment to mitigate against road and railway noise; and

- Evaluate the site's importance as overwintering feeding habitat for golden plovers and provide mitigation or compensation habitat as appropriate.

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following: -

- Information identifying the likely location and extent of the remains, and the nature of the remains.
- An assessment of the significance of the remains; and
- Consideration of how the remains would be affected by the proposed development.

SUPPLEMENTARY PLANNING DOCUMENTS (SPD) AND DESIGN GUIDANCE

Following the adoption of the Local Plan, the Council have sought to adopt a series of supplementary documents. 18 SPD's were adopted on the 23rd May 2019, with a further 8 adopted on the 28th November 2019.

Designing New Housing Development (Adopted April 2019) sets out key design principles for new residential development and represents a condensed version of the South Yorkshire Residential Design Guide. The SPD relates to residential developments and seeks to create a good level of residential amenity for new and existing homes. It includes separation distances and minimum garden sizes as well as design principles relating to street layout, parking, boundary treatments and landscaping. It suggests the design of all new development should be based on an appraisal of the townscape of the site and surrounding area and it's relation to topography and be designed as a considered response to these issues.

South Yorkshire Residential Design Guide (2011) sets out more

detailed design guidance and technical guidance in relation to highways and street designs. It incorporates the principles of Building for Life.

Open Space Provision on New Housing Development (adopted May 2019) offers guidance to those submitting a planning application for residential development on what will be expected in terms of open space provision. The SPD refers to the South Yorkshire Guide in terms of open space design and sets out a number of design principles which include making sure open space areas are accessible, well defined, overlooked and incorporate existing landscape features where possible.

Parking SPD (adopted November 2019) sets out vehicle and cycle parking standards for different types of development. It also includes design principles for residential parking with reference to the SY design guide.



4. AREA AND SITE ANALYSIS

Two landscape character areas (LCAs), as set out in Barnsley Landscape Character Assessment 2002, are relevant: B1 Upland Don River Valley LCA is defined by the fast-flowing upper reaches of the River Don. Its key characteristics include the meandering river, which is set in a valley with deciduous woodland belts on the steep slopes and alongside the river. The area is largely undeveloped, although the settlements of Penistone, Thurlstone and Millhouse Green have strong links to the river. Stone bridges and walls are attractive elements within the landscape and weirs, sluices and mills are indicators of the industrial past. The southern valley edge is defined by the dismantled railway line, and transport corridors are features of the lower reaches of the valley.

To the north-east of the B1 Upland Don River Valley LCA is the E1 West Barnsley Settled Wooded Farmland LCA in which the site is situated. Some of the main key characteristics of this character area are small, medium and large sized woodlands, villages and hamlets set in open countryside, and substantial areas of agricultural land in both pastoral and arable use. The landform of the LCA is gently rolling such that urban encroachment outside of the character area is visible at its eastern edge. Stone is a common building material, with stone farmsteads and large stone country houses being particular features of the LCA. The valley bottoms tend to have a greater sense of enclosure than the higher points in the area, but this varies across the area. This is due to the greater density of trees in the valley, especially very close to the River Don. The open landscape of the higher ground offers panoramic views, but within the valley, the landscape feels smaller and more intimate. The enclosure pattern of agricultural land across the parish varies. Fields most commonly have straight boundaries that are roughly rectangular but occasionally have curved edges or greater than four sides. Generally they are bounded by dry stone walls.

The site is located on the elevated slopes of the northern Don Valley side between the lower lying and wooded Don and Scout Dike valley bottoms and to the south of Halifax Road which cuts across the valley side in an east to west direction. Currently consisting of large scale regular shaped agricultural grazing fields bounded by drystone walls, the site has a rural urban fringe character due to its location on the suburban edge of the settlement and by Halifax Road which have an urbanising effect. The site has a steeply hilly character sloping from the north west to the south east but with some steep undulations reflecting the wider topography. Views of the site from the higher land to the north are limited by the topography and the crests of Catt Hill and Hoyland Moor. Likewise views from the west are screened by the mature woodland copse between Scout Bridge and Halifax Road, the woodland blocks to the south of the reservoir, and the trees along Scout Dike although there are some long distance constrained views from elevated lanes such as Folly Lane. Within the settlement of Penistone there are also some limited views of the site from residential streets on the northern edges of the settlement, from the TPT and Conservation Area. The application is accompanied by a full Landscape and Visual Impact Assessment which has been taken into account and which considers views and effects in more detail.

The character of Penistone from wider and elevated viewpoints is of a town nestled within the surrounding agricultural lands which have some prominent features such as wind turbines and telecommunication masts punctuating the skyline. The church tower, viaduct and new secondary school are prominent discernible landmarks within the settlement which is characterised by a denser core toward the church enclosed by suburban development around the edges with rooflines punctuated by tree cover and the urban mass broken up by the wooded blocks along the valleys of the Don and tributaries. The local sandstone materials and muted predominantly grey tiled roofscape present a colour palette which generally and collectively settles the urban form within the wider landscape despite the wide range of building typologies to be found and the materials employed in more recent developments.



Penistone's location at the eastern foothills of the Peak District



Site location on the rising land of the northern side of the Don Valley



Longer distance view of Penistone from the east showing landscape setting



View southward across the site toward Penistone from elevated Halifax Road



Views from the west are screened by the woodland between Scout Bridge and Halifax Rd



Glimpse views of the site from the elevated end of Talbot Road



View of site in background from Bridge Street at Junction of Talbot Road in Conservation Area



View northward over open space from Wentworth Road, with background filtered views of site



Elevated view of site northward from Transpennine Trail where it crosses Bridge Street and is unwooded. From this limited viewpoint the site is visible on the rising ground in the background above the rooftops of the existing Bridge Street properties. Development of the site could have a moderate urbanising effect on the background of this view (photo courtesy of Adam Podmore)



Long distance view of site across Penistone and surrounding countryside, from south east (Long Lane) on opposite side of valley approximately 3km from centre of site



Middle distance view of the site from the east (Halifax Road) across surrounding countryside, approximately 1.2km from centre of site

Penistone is a thriving historic market town with established shops and services, including a bank, a cinema and several cafes and pubs. A key feature in the town centre is the recently developed Tesco supermarket and covered market hall, which has a traditional vernacular, mimicking the structure of a wooden barn. The site has good access to a range of community facilities and services with the town centre offer being a broadly 15-20 minute walk. The railway station is a little further approximately 20-25 minute walk with pleasant traffic free routes through Water Royd Park and along the Don and disused railway available. Attractive and pleasant pedestrian and cycle routes from the site to the town centre exist southward along Well House Lane through the edge of Water Royd park to link with Bridge Street. Water Royd Park, the secondary school and bus stops along Barnsley Road are all within 5-10 minute walk. Away from the commercial focus of the town centre, the land use in the rest of Penistone is primarily residential. The one exception to this is within Spring Vale on the eastern edge of Penistone, where there are pockets of industrial and commercial activity at Box Mill and Marrtree Business Park giving the area a distinctive mixed use traditional character reflective of the areas industrial past.

The centre of Penistone has a busy, bustling character. Routes through the town centre, particularly High Street, Market Street, St Mary's Street and Shrewsbury Road (B6462) are generally busy with traffic passing through. Just to the north of Penistone is the area of Bridge End, where Penistone Grammar School is located and which is a prominent building within the townscape. The origins of the school can be traced back to the late 14th century, although its location has since changed and its current buildings are modern and contemporary in style. There are a number of public open spaces, the largest of these commonly occurring on the settlement edge. Occasionally, smaller spaces are nestled within the settlement, such as the open space situated to the north of the ground of St John the Baptist School in Penistone and within housing estates. Busy roads, such as the A629, A628 and the railway line between Huddersfield and Sheffield exert a wide influence on the tranquillity of the surrounding Landscape, and indeed the site being located close to the railway line and Halifax Road. There are several bridge underpass streets which are another defining characteristic. A network of public footpaths radiate from the settlement and link it to the surrounding countryside providing recreational access and amenity. The Trans Pennine Trail follows the route of the disused railway running through the town providing regional cycle and footpath routes and links to local towns and villages.

Historically Penistone is a loosely linear market town, centred around the High Street, Market Square and St John the Baptist Church and spreading southwards, where it meets the former village of Cubley. The historic core in the centre of the town is strongly linear, with later residential estates diluting this settlement pattern. The later estates have been built either side of the original main road and the settlement now has a roughly triangular shape. In Penistone the historic core tends to be a mix of terraced housing and large detached Victorian villas, with later development tending to be either semi-detached or detached housing, with some newer taller apartment blocks located around the settlement. Houses in Penistone are generally two-storey, rising to three in places in the settlement centres, where flats are situated above shops and the aforementioned apartment blocks. There are also some notable areas of post-war private and municipal bungalow development, these commonly occur on the outskirts of Penistone.

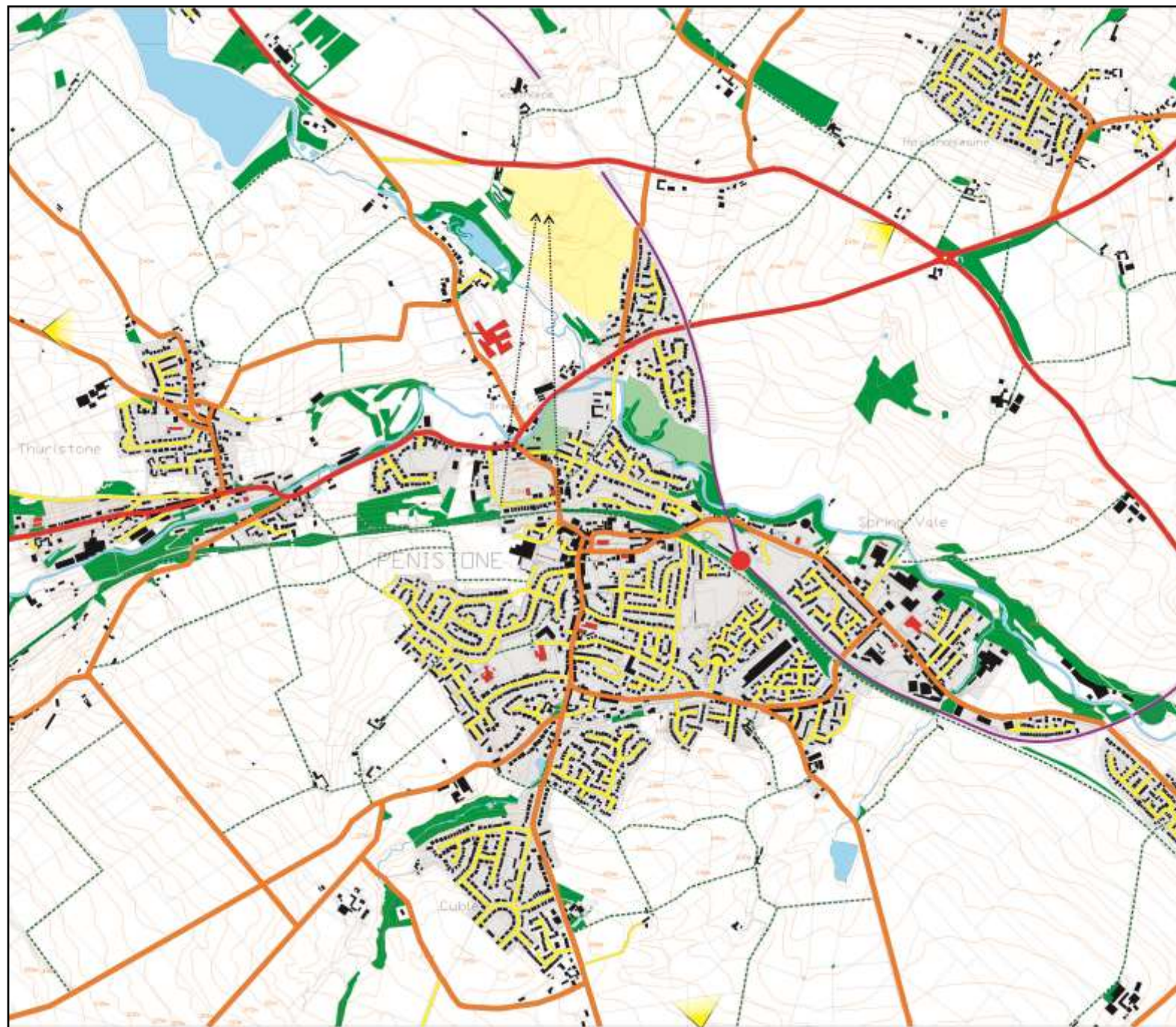
There is a strong local vernacular evident in the older buildings, which is typical of the South Yorkshire area. This style uses local Carboniferous Grenoside sandstone, which is often blackened by historic industrial pollution, with slate roofs. Buildings in this style are constructed using large rectangular blocks of differing lengths, but the same height, often with a large stone lintel above both the front door and each of the windows. Some of these vernacular buildings – particularly in Penistone Town Centre – have decorative features such as dormer windows, carved details and arched windows. There is a trend emerging on these older houses to replace the original wooden windows and doors with UPVC. Later buildings in the area are differentiated by a mix of styles and materials including red and buff brick, light-coloured render and pebble-dashing, often with tiled roofs. Buildings that were constructed from approximately the mid-20th century to the first decade of the 21st century are similar in character and style to buildings across the country, with little or no reference to vernacular. However, by using stone and slate roofs the historic vernacular is evident in some of the recent developments in the parish.



Penistone's town centre provides a good range of local shops, services and facilities

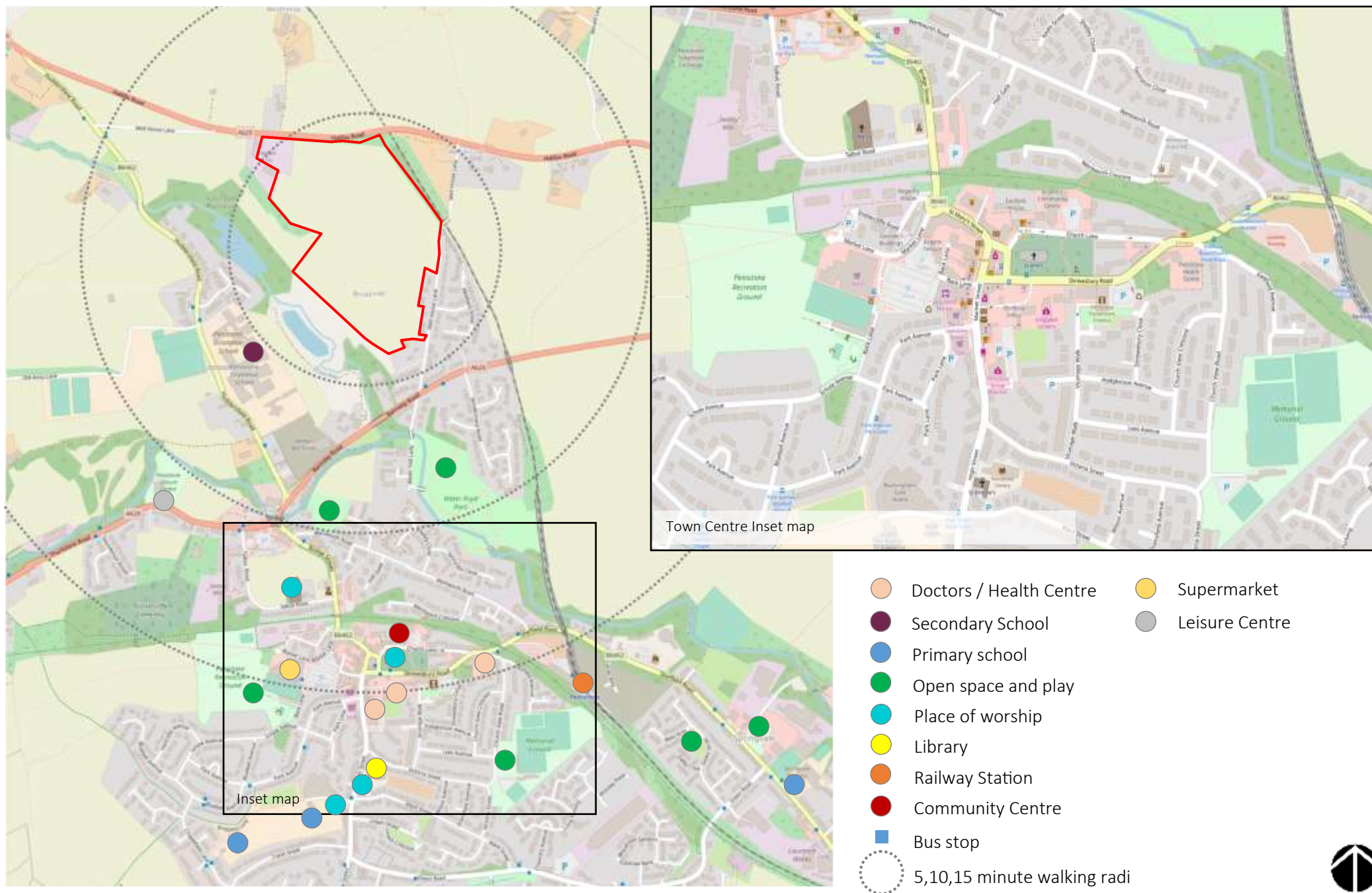


Attractive pedestrian and cycle route to town centre and railway station



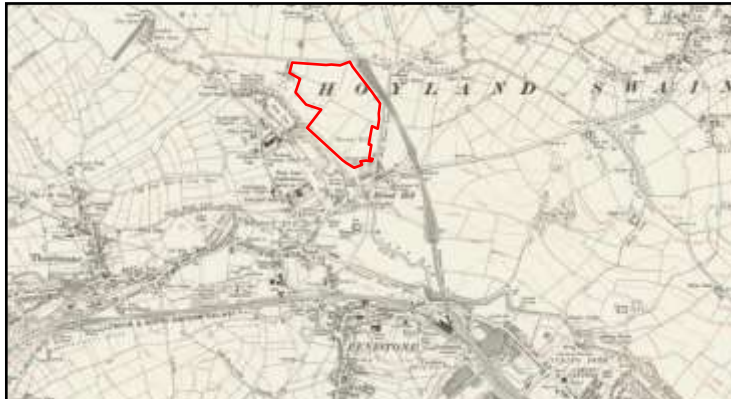
-  Site location indicating extent of application for residential development
-  Predominantly agricultural land surrounding settlement
-  Urban area within settlement extent, predominantly homes & tertiary streets
-  Woodland and tree copse in the local area
-  Key public open space facilities and play close to site
-  Scout Dike to west of site and other watercourses in local area
-  Principal vehicular routes and roads to wider network
-  Secondary roads and routes through Penistone and to surrounding area
-  Key public footpaths and Rights of Way providing local linkages
-  Penistone railway station and railway line which runs to east of site
-  Important community buildings including schools and churches
-  Key view to / from site from Penistone town and conservation area
-  Wide longer distance panoramic views toward site & settlement from higher ground







1894



1932



1950

Earliest evidence of human habitation of the area dates to the pre-historic period with flint tools and stone axes found on the moors and earthworks at Denby Common, Langsett and Roughbitchworth. The earliest mention of Penistone is in the Domesday Book where it is called Pengestone and Alric was Lord of the area. After the Norman Conquest it was razed to the ground in 1069 in the Harrying of the North; the Domesday Book described the settlement in 1086 as "waste". Documentary sources suggest that Penistone was an active settlement during the medieval period. The focus of activity was in the village itself particularly around the church. The faint traces of ridge and furrow plough marks within the area are remnants of the medieval open field system of farming and indicative of an ancient landscape and represent medieval agriculture and farming activity. Penistone was at this time a rural and agricultural community and this state of affairs continued until the 18th century. Sheep sales have been held in the town since before 1699, when the market received a royal charter, and the area produced the now rare Penistone sheep. During the 17th century the Riches, an influential major landowner within the area developed a complex of buildings at Bullhouse.

During the 18th century Penistone and the surrounding areas were still rural. The nucleus of Penistone at this time is around the church of St. John the Baptist and the High Street, with the surrounding area of a rural character. In 1741 the old track along which salt had been brought from Cheshire had been converted into a turnpike road. The pattern of ancient highways and byways of Penistone is still evident in the landscape and have informed the development of the area with some of the oldest routes still being used by modern traffic - many have listed milestones indicating the routes. These routes connected the villages, hamlets and farmsteads to each other and the wider country.

Around the early 19th century, the economy of the area was still focussed on agriculture and relied heavily on sheep farming. A lack of development in this town was apparent. However, weaving and clothiers were also on the rise. Thurlstone for example had 40 weavers, 21 clothiers, 4 cloth dressers, a slubber, a yarn maker and a dyer. This is represented through the large proportion of weavers' cottages still evident within Thurlstone and indicated that agriculture was no longer the focus of the economy. The 19th century was a period of dramatic change for the area. The Enclosures Act of 1819-1826 transformed the countryside by the division of the commons and wastes into the rectangular, stone walled fields that are now a feature of the landscape. At this time the population of the town was a mere 493. At the same time new textile mills along the banks of the River Don and Dearne were changing the local economy and attracting new settlements alongside them.

The mid-19th century saw the development of railways and steelworks. The Manchester, Sheffield and Lincolnshire railway was completed in 1837 and the arrival led to an expansion of Penistone. In 1845 the Woodhead Tunnel (at that time the longest in Britain) opened. Steam trains took a steady supply of coal from the South Yorkshire coalfield to Lancashire and Cheshire. So important was the line that in 1954 it became the first in the country to be electrified. Now it lies abandoned, converted in part into a long-distance walk between the Pennines. The Penistone Viaduct (NHLE 1286798) was also built at this time to carry the line across the River Don and its valley. This viaduct is a grade II listed structure but has not remained intact since its original construction. A further railway was built, the Huddersfield and Sheffield Junction line in 1850. This allowed even more traffic to go through Penistone and businesses were soon aware of the potential of Penistone for industry. Penistone expanded considerably in the second half of the 19th century after the opening of the Yorkshire Steel and Iron Works to the east of the town. At its peak it employed 1,500 men. The company built seventy houses for its workforce along Sheffield Road in a new settlement that they named Spring Vale, while another group of houses around Don Street were named Spring Gardens. Alternative employment was provided by the flax and thread mills erected



2018 figure ground plan

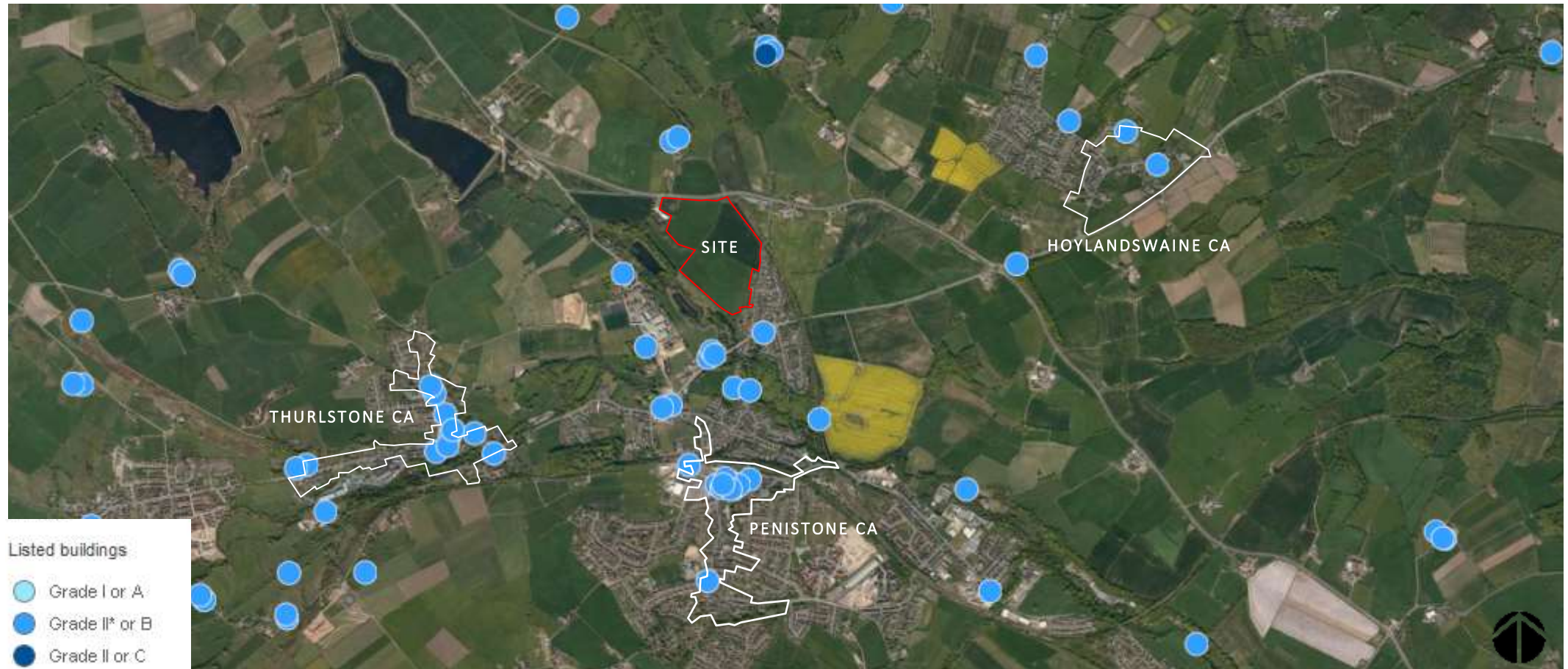
between Sheffield Road and the River Don in about 1860. Further housing for the steelworkers was erected on Castle Green from the 1860s.

By the end of the 19th century the parish of Penistone had three times as many people living within its boundaries that it had at the beginning of the century. Old farming families, such as the Riches at Bullhouse, were being replaced in social status by entrepreneurs of the industrial revolution. Penistone town centre developed rapidly at this time with the High Street extending southwards towards the new Victoria Street. Soon afterwards, more houses were provided in Ward, Unwin and Clarel Streets and at Penistone Green, which had previously been fields and gardens. Other residential and public buildings were built down Church Hill and St Mary's Street. The appearance of the town was essentially strengthened during this period with late Victorian buildings such as the Vicarage, the police station, the Liberal Club and the Midland Bank all becoming prominent and recognisable features of Penistone now. Other buildings were built such as schools, workhouses, and utilities such as Gas Works and Waterworks.

Development continued into the 20th century with construction of the Park Avenue housing estate beginning in 1936 and after the war a large council estate was erected. A further large municipal estate was built at Cubley. A generation later and in the latter part of the 20th century the town expanded to its present size beyond Park Avenue and down the hill towards Water Hall. More recently, the old Lairage site and ambulance station has given way to a large retail store, and timber framed open market, continuing the historic tradition of buying and selling in Penistone.

In addition to smaller infill developments within the settlement, a number of large modern housing projects have been built around the town in more recent years and are continuing to take place to meet the housing needs of the growing community. These have inevitably taken place on the edges of the town where space is available and sites are well related to the existing settlement. Development of the application site represents a natural continuation of this growth process helping enable continued prosperity for the town and support future generations.

Heritage Assets are clustered in and around the principal settlements of Penistone and Thurlstone and around complexes of farm steadings. There is also a rich legacy of milestones in the area.. Many of the listed buildings and structures are dispersed across the area. This denotes the early farming and agricultural nature of the area as many farmhouses and barns are listed. They are often constructed of coursed squared stone and stone slate roofs. These are often isolated in the countryside, their setting still predominately reflecting their original setting. Properties within the Penistone Conservation Area tend to be residential, but a large number of the village's amenities are located within the historic core such as: the market, health centre, library and shopping district. Properties tend to comprise of two storeys. Architecturally the designs tend to be of the local vernacular, with rows of terraces and properties with relatively formal architecture surrounding the Church of St John. Building material is predominately sandstone and the roofing material tends to be stone slate. There are a number of listed buildings within the town, many of them are clustered around the church. The site is located approximately 700m from the northern edge of Penistone Conservation Area and over 1KM from Hoylandswaine CA and Thurlstone CA to the east and west respectively. The distance, intervening topography, vegetation and existing built up areas means that development of the site will have minimal if any impact on the setting of the latter two Conservation Areas. Any longer distance glimpse views of the site from Hoylandswaine or Thurlstone are likely to be viewed in the context of the existing settlement of Penistone and its urban influence. There are limited views of the eastern part of the site from the edge of Penistone CA northward along Bridge St at the junction with Talbot Rd, and from the elevated Trans Pennine Trail where it is unwooded as it crosses Bridge Street. These are discussed in more detail in the previous sections and within the submitted Landscape and Visual Impact Assessment. Consideration of these views has informed the design and layout through the positioning of POS, the siting of properties and the selection of materials. Westhorpe Farmhouse and Barn are listed structures located approximately 230m to the north of the site boundary in a rural setting with views southward across the site. The complex is set back from Halifax Road and will maintain a strong relationship with the open farmland to the north of the road and its rural setting. Nether Hill Mill cottage and barn complex are also grade II listed and located approximately 200m to the south of the site boundary, but well screened and separated by the treed embankments of Scout Dike and the Mill Race, and intervening residential properties.





Key character areas plan

Penistone has a range of character areas reflective of its growth. Whilst the linear historic core has a distinctive and historic character, subsequent phases of growth have taken place (until relatively recently) with development being of more generic layout and architectural character. Areas outside the commercial centre are predominantly residential and given the nature of the application the analysis focuses upon these uses.

The following pages highlight some of the key characteristics of the developments within the main phases of the town's growth, with an emphasis on planned areas of housing. The analysis categorises the development phases into 5 broad character types. Whilst there are some similarities between these areas, there is also variation apparent within each typology as discussed in further detail below.

This understanding of the areas character has helped inform the design response and ensures development of the application site contributes positively to the continuing evolution and growth of the settlement.

-  Historic settlement and Conservation Area
-  Vernacular buildings and workers housing
-  Post war municipal suburban estates
-  Post war mixed private housing
-  Modern suburban housing

The older parts of the town are focused upon High Street, The Green, Bridge Street, Sheffield Road and around the church of St John's, with further historic development close to these streets along tributary roads. This is the focus of Penistone Conservation Area. The area has an traditional rural village and informal character derived from the organic growth of the original settlement from farmsteads and workers cottages, which were complemented over time by community buildings and shops and pubs. Properties are often sited close together close to the back of the pavement or behind small front gardens providing high levels of continuity and enclosure to streets and a compact urban grain. As the town prospered higher status detached residential villas and homes were also built. Apart from the higher status community buildings and homes, properties tend to have a simple traditional character and are relatively plain, being simple in plan and form. Higher status properties tend to include features such as decorative stonework, stone banding, eaves detailing, arched entrances, windows and projecting bay windows, some with dormer windows and decorative chimney embellishment and stone carvings. A number of key higher status buildings at corner locations are curved or splayed at the corner. Roof forms are generally gabled except for some of the landmark buildings in the conservation area. There is a strong local vernacular evident in the older buildings, which is typical of the South Yorkshire area. This style uses local Carboniferous Grenoside sandstone, which is often blackened by historic industrial pollution, with slate roofs. Buildings in this style are constructed using large rectangular blocks of differing lengths, but the same height, often with a large stone lintel above both the front door and each of the windows. The low-medium height stone boundary walls are a defining characteristic adding to the enclosure and definition of edges to the streets. Apart from around the church, the former railway line and in the looser grain area to the south of the conservation area, there are only sporadic trees within the streetscene.



Within the older parts of the settlement including Penistone Conservation Area and Springvale there are numerous examples of workers cottages and higher status workers housing constructed in the traditional local vernacular. As described previously In Penistone the historic core tends to be a mix of 2 storey terraced housing and large detached houses, with later development tending to be either semi-detached or detached housing, including higher status and more embellished Victorian villas. The workers housing tends to be in terraced rows of similar proportioned homes located behind small front gardens bounded by low stone walls. These terraced streets tend to be strongly linear in character with high degrees of continuity and enclosure and properties fronting onto the street. The workers housing in Springvale is perhaps the clearest example of this typology, being set within a mixed area which still includes a high degree of industrial / employment development reflective of the areas industrial heritage. Workers terraces tend to be simple in plan and form with traditional gable roofs. They have regular and simple ordered detailing with the unity and repetition of elements, chimneys and fenestration, alongside the consistency of traditional materials, creating a pleasant composition of built form. Stone window surrounds are often painted black which contrasts with the sandstone but complements the blackened nature of the material with its shades of yellow and grey. Roofing materials are almost always grey slate. These are the common background building typologies which collectively strongly contribute to the character of the historic settlement. Higher status larger bespoke villas with more space about them can be found around the edges of the workers housing and as standalone properties on routes into the settlement. There is widespread variation in the form and detailing of these properties as discussed previously, but the commonality of materials and boundary treatments unifies these



The post-war period saw the development of a number of large areas of municipal housing developed around the settlement. This included the Park Ave estate, the area north of Ward Street and the area of housing around Hackings Ave, Cubley. In later years these areas have become increasingly mixed with higher levels of owner occupation. The areas have been added to along with other infill municipal and social housing developments, including areas of bungalow housing and smaller 'radburn' layout estates in the 1970's. These areas tend to have a uniform planned character consisting of a layout defined by residential block structure in a formal or informal grid served by conventional road types with footpaths either side. They consist generally of 2 storey semi detached and short runs of terraced properties of a similar design and style in each area. Repetition of the same house types and bungalows with complementary design elements contribute to the uniformity. Properties are generally set back from the street along consistent building lines set behind medium sized front gardens bounded by a mixture of low brick walls, fences and hedges which provide most of the greenery within the streetscene. There is some variety between the estates in terms of architectural detailing, roof forms and materials. The older homes on the Park Ave estate have sandstone clad frontages, hipped roofs and stone window and door surrounds but with brick built chimneys and side and rear elevations. Newer properties on this estate and elsewhere e.g. north of Ward Street, are brick faced some with stone lintels, and have more gable roof forms. Dash clad properties can be found further south at Cubley. The properties tend to lack any detailing or ornamentation so have a relatively plain appearance characteristic of this typology. Parking for this type of house s generally located on street or within drives to the front of the property / front gardens. The areas of bungalows and Radburn housing have parking predominantly on street or within



Penistone lacks any large areas of late 20th century / 1960's / 70's housing which is typical of many other settlements. Although smaller areas of this period are apparent including suburban private housing infill for example along Mortimer Drive, Wentworth Rd / Crescent and Clarel Street. The 2 streets around Westgate also have a private suburban character. These areas generally consist of 2 storey detached and semi detached brick built houses and bungalows which feature panels of timber or render cladding. There are also more informal, spacious and varied areas of suburban private housing located key streets feeding into the historic area, including Huddersfield Road, Mortimer Road, and Chapel Lane. These consist of a higher proportion of detached properties and individually designed homes which have developed incrementally in a linear fashion along these streets and have varying building lines, building volumes, articulation of elements, materials and roofscape— often a blend of stone and red brick as predominant materials. The properties along Chapel Lane are perhaps the most spacious within this typology and consist of larger homes set within extensive plots and behind large tree lined front gardens, with a heavily wooded 'villa' character. Interspersed within these areas are older vernacular homes which would have originally been separated by fields along the streets but have now been encroached through suburban development. Mortimer Road in particular has many older properties and modern stone built homes with low stone wall front boundaries being a key consistent feature along with hedge plantings. Likewise the properties along Chapel Lane. The more spacious nature of the properties in this typology and their informal arrangements facilitates parking on plot, within driveways and garages. The areas of mixed private housing provide a transition between the formally planned modern estates and the older informal areas of vernacular housing and help provide a degree of individuality and



In recent years there has been significant growth and development around the settlement through the construction of modern volume builder estates at edges and infill developments in town. Many of these are still being constructed such as the large Persimmon Estate off Chapel Lane and the Jones Homes development in north Springvale. 2 storey family homes predominate, there are 3 storey apartments in some of the developments. Family homes in detached, and semi detached forms are usually spaced close together or with drives between properties. Conventional street types serve more intimate shared spaces and mews often with feature 'squares' at junctions. Parking is generally accommodated to the front or side of properties on parking platforms, within small front gardens, or to the side where homes are more spacious detached types with garaging. Front boundaries are mostly open plan with some shrub and hedge planting and small trees. The modern suburban developments have a collective and unifying character within each development brought about by a limited palette of building elements and materials including porches, bay windows, gabled roof projections and garage canopies. Whilst there are some hipped roofs, gable roofs predominate usually without chimneys away from the CA. The homes are relatively restrained and plain with limited brick corbelling to eaves, contrasting brick string courses and window surrounds common. Artstone are common window surrounds to UPVC glazing. Red and sandy buff brick is used where stone is not employed, but these types also introduce brick with brown and orange tones and some limited render. The modern estate east of the site also includes timber cladding elements and mock tudor detailing. Grey concrete tiles are generally used on roofs, and grey slate within the CA. Homes generally have a traditional aesthetic which complements the area, but many of the volume built estates could be anywhere. It is apparent more recent



The site is located on the rising land to the north of Penistone on a roughly triangular area of land formed by Well House Lane, Halifax Road and the wooded valley of Scout Dike and the former mill races. Current access is principally from Well House Lane and Halifax Road. A pedestrian and cycle route exists at the bottom of Well House Lane to the south of Barnsley Road which provides pleasant routes to Penistone centre, the park and station.

The site is formed on its northern edge by Halifax Road which is a busy rural A road which provides some background traffic noise across the site, and a deep tree lined railway cutting to the north east, formed before the railway enters a tunnel underneath Halifax Road and the rising land to the north. Halifax Road is relatively open along the edge of the site. There is a telecommunications mast and associated structures and fencing between the site's northern boundary and Halifax Road.

The eastern edge consists of the low fenced rear boundaries of mid-late 20th century detached bungalow properties, and dry stone walling along Well House Lane. Late 20th century private semi detached houses line the eastern side of Well House Lane along with a few bungalows at the northern end. Well House Lane is relatively level alongside the site but slopes down hill toward Barnsley Road. The lane bridges the railway adjacent to the site's eastern boundary. Properties are set back from the street with front gardens planted and bounded by hedges, low brick and stone walls contributing to the suburban streetscene but with a rural backdrop provided by the hills to the north. A modern suburban housing estate sits behind this, between Well House Lane and the railway line. Properties around the site are generally red brick with some render along Well House Lane, and red and sandy coloured buff brick in the new housing estate off Well House Way which also includes some mock timber detailing. Roofs generally are grey and brown concrete tiles. The farmhouses and complexes near to the site to the north have a traditional stone and slate roof character.

The southern corner of the site is located adjacent to a detached residential property and the area of mature woodland between the corner and Barnsley Road to the south. The south western edge is defined by a mix of hedges, fencing and dry stone wall and lies adjacent to Scout Dike and the mill race ponds which are located in a valley which steps down markedly from the site boundary and is relatively open to views to / from the south, with the secondary school being a prominent building from this aspect. The western edge is formed by hedges and drystone walls which enclose an adjacent agricultural field which is heavily wooded on its southern edge and has a small brick built ammunition bunker set within protective earth mounding close to the site boundary. The western boundary is also formed by dry stone walling to the north adjacent the Clyton Group engineering works and office buildings (1-2 storey offices and a blue clad industrial shed) which are set within a quiet wooded area which gives the western parts of the site a green backdrop of mature woodland.

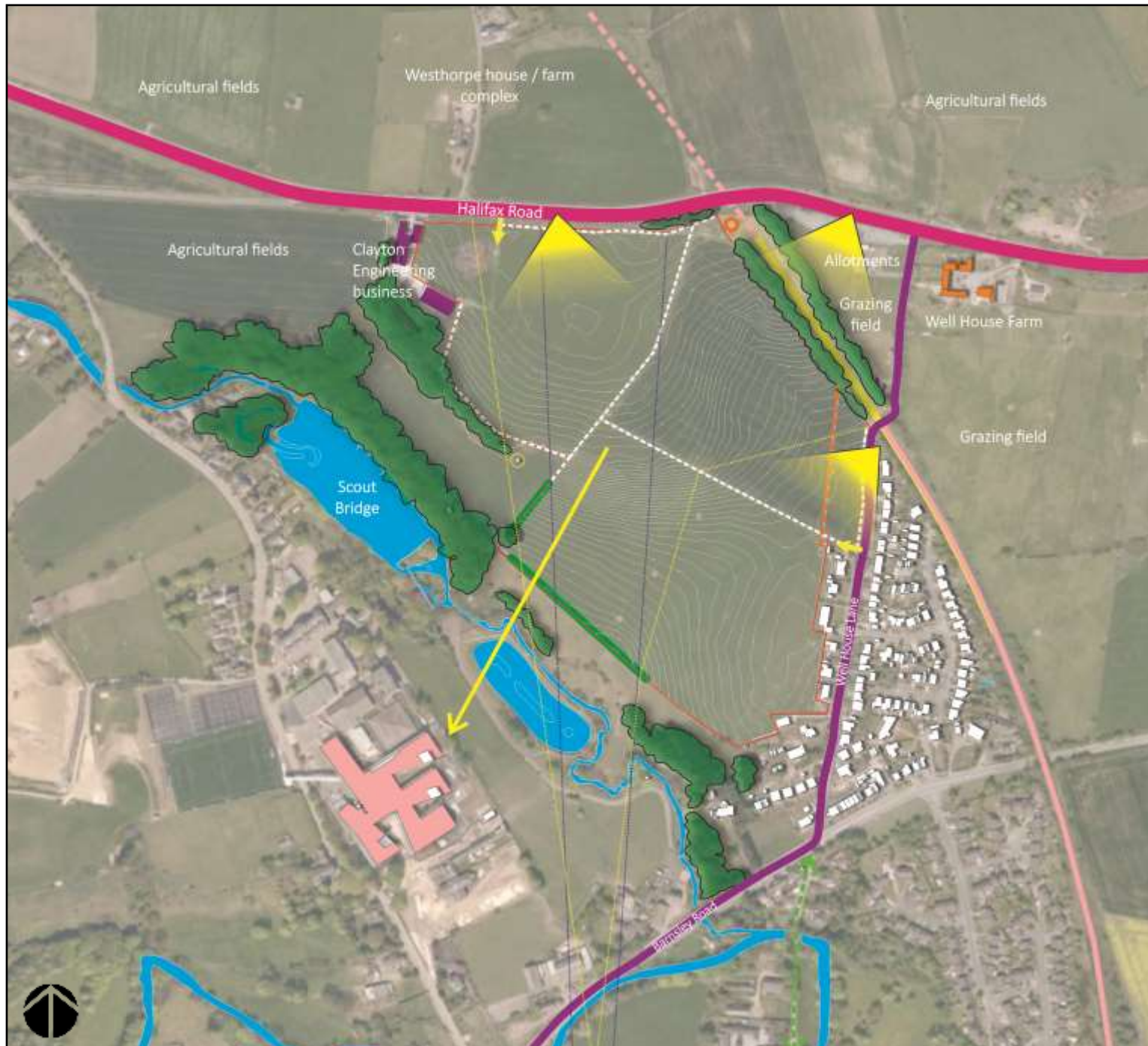
The site is currently grassed and used for agriculture, primarily grazing, it is separated into 3 large, similar sized fields by drystone walls. The site's topography is hilly and heavily undulating. The land generally slopes from north to south following the hillside with the high points along Halifax Road and the lowest points along the edge of Well House Lane and the boundary with Scout Dike watercourses, an overall change in height of around 15m. The north west field slopes gradually southward from a plateau adjacent Halifax Road, but the centre of the site (particularly the southern field) has a steep slope before levelling off toward Well House Lane. Likewise the north eastern field has a steeper slope in its northern parts and is more level toward Well House Lane. There are open local views of the site from Well House Lane and Halifax Road eastward and southward toward Penistone and the surrounding landscape. The higher parts of the site obviously provide the longer distance views. The open un-treed gap along the site's southern edge provides key views of the school and settlement toward Penistone. This gap also facilitates the longer distance views of the lower parts of the site from the Trans Pennine Trail and along Bridge Street. Apart from the influence of Halifax Road the site has a pleasant open and tranquil quality despite being located at the urban fringe of the settlement, with the views toward the surrounding landscape being another attractive quality.



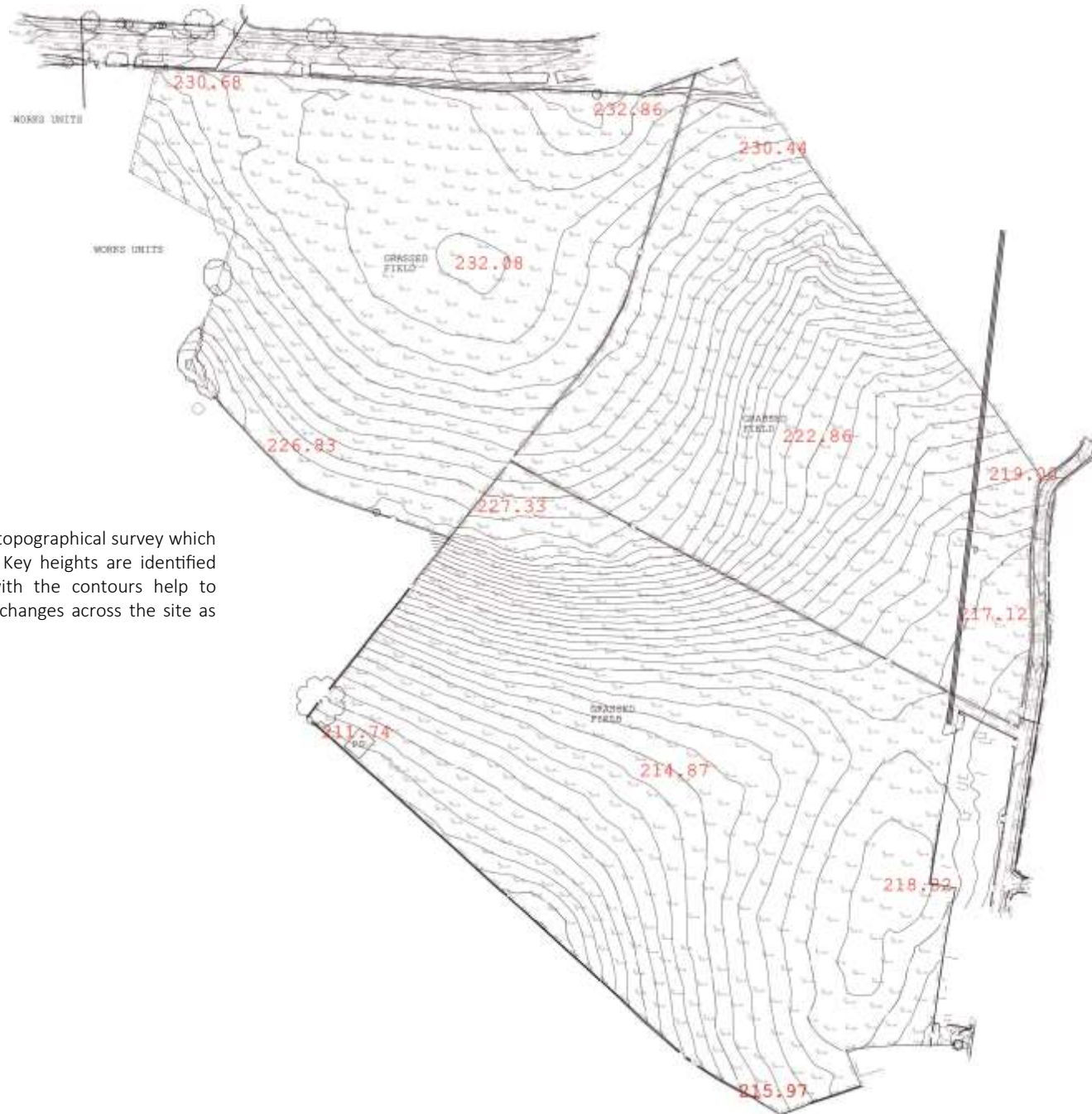
Well House Lane suburban character



Modern suburban development to east of site in Well House Way estate



-  Site consists of open agricultural fields parcelled & enclosed by drystone walls (white dash line)
-  Established suburban 1-2 storey residential areas close to site
-  Woodland, trees and hedgerows along boundary of site and adjacent areas
-  Secondary school is a prominent large modern building within the landscape
-  Key existing agricultural access points into site from surrounding roads
-  Scout Dike to west of site boundary feeding, River Don south of Barnsley Road
-  Halifax Road is a busy A road along valley side with background noise influencing site
-  Well House Ln / Barnsley Rd provide the existing road connections to the site
-  Public Footpath and cycle way providing attractive route to park and local facilities
-  Key views of school and toward Penistone from parts of the site
-  Railway line in deep wooded cutting along site's north eastern edge
-  Overhead power lines crossing through section of eastern part of the site
-  Key view corridors of site from TPT (yellow) and Conservation Area (blue)
-  Panoramic views across site toward Penistone and surrounding landscape
-  Telecommunications mast close to site's northern boundary



The design has been informed by a full topographical survey which accompanies the planning application. Key heights are identified on the plan opposite which along with the contours help to provide an understanding of the level changes across the site as discussed above.





A



D



B



E



C



F

























5. OPPORTUNITIES AND CONSTRAINTS



-  Site boundary defining opportunity for new residential development
-  Established suburban 1-2 storey residential areas close to site
-  Woodland, trees and hedgerows which will require appropriate design response
-  Background noise from vehicles travelling along Halifax Road
-  Opportunity to retain / re-use dry stone walling
-  Opportunity to provide controlled SUD'S system and discharge into Scout Dike
-  Halifax Road and Well House Lane can provide main vehicular access points
-  Existing residential edges require appropriate separation and stand-off
-  Potential for planted POS to provide SUDS, and break up built form from key views
-  Sloping site topography with undulations and steep changes in level
-  Railway line in wooded cutting along site's north eastern edge possible noise impacts
-  Overhead power lines crossing through section of eastern part of the site
-  Key view corridors of site from TPT (yellow) and Conservation Area (blue)
-  Opportunity for attractive views toward Penistone and surrounding landscape
-  Former mineshaft located close to site's northern boundary requires no build over
-  Ammunition storage bunker requires stand off from new development





6. DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. In total the Design Team are proposing a development of housing that totals 459 residential dwellings. The proposed development includes a mix of 2, 3 and 4 bedroom dwellings.

Key features include:

- 1) Primary vehicle entrance ;
- 2) Pedestrian access;
- 3) Areas of public open space;
- 4) Boundary planting retained; and
- 5) Proposed detention basins.





The application pack includes a selection of street scenes which indicate how the proposals may look and how materials are used to define spaces and key routes. The housetypes have been chosen to reflect the locality , aid movement and create interest and variety throughout. Dwellings will be primarily brick construction with concrete roof tiles and contrasting render used at key corners and focal points.



7. SUSTAINABILITY

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. This document has shown how well the site is located in terms of access to existing community facilities and services supporting the walkable neighbourhood concept. The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government's guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the 4 key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access; and
- Protect and enhance the natural environment and resources;

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a sustainable location with good access. The site is also located within walking distance of have services such as shops, pubs, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity and sustainability of the area. Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, wellbeing and quality of life of those who will be using an area will be

influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families. The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths. An increase in activity in the area will also promote a safer, crime free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

The proposals will provide opportunities for a mix of biodiversity within the site. The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.





8. SUMMARY

Drawing on conclusions from FDA's Landscape and Visual Impact Appraisal development on the allocated site would create a sustainable residential area on land to the north of Penistone. Impacts on the views from the Penistone Conservation Area would be minimal and would be mitigated with additional planting around the sites boundary and throughout the development.

The proposals deliver a proportion of the site as Green Infrastructure by creating a new public open space retaining and enhancing boundary vegetation where feasible.

The eastern boundary and views into the site would be filtered by proposed buffer planting and a sympathetic layout which looks onto Well House Lane.

A sensitively considered layout and landscape scheme would reflect local character both in style and use of materials.

Planting additional native species within the open spaces and along the boundaries of the site will increase the vegetation of the area, improve long distance views when it has matured and enhance the local biodiversity. The existing site is of low ecological value and new planting will improve local habitats.

The positioning of the central POS area seeks to break up the mass of development when viewed from distance, however it is important to emphasise that the small number of distant views towards the site are not located within any of the key views towards the countryside identified within the Penistone Neighbourhood Development Plan. In addition the development will not impact on any of the heritage assets identified within Policy BE2 of the Development Plan.

In general, the principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. In total the Design Team are proposing a development of housing that totals 459 residential dwellings. The proposed development includes a mix of 2, 3 and 4 bedroom dwellings.





9. ADDENDUM

INTRODUCTION

The following pages summarise revisions to the application following the submission in 2020. The initial application was submitted and following that the Design Team attended a Design Review Panel in February 2020 to assess the proposal.

DESIGN REVIEW

The Design Review covered a number of points and in summary the following points were raised.

- The panel stressed that the role and influence of the landscape architect needs to be more upfront in the early stages of the design and layout, rather than be more visible at the tail-end. Regarding density and character, the panel noted that the main spine road has the lowest density whilst off this route the centres of development parcels have a higher density. The panel felt that this appeared the wrong way around; the spine road (the most used route and the bus route) should have more of a 'front' - it should feel more 'solid', more like a part of Penistone, and then as one pulls away from this route the development could have more detached homes. From long range views the centre of this development will look sparse rather than a part of the town worth exploring. It was noted that the settlements of Penistone, Thurlstone, Oxspring and Thurgoland are all very linear development; all have grown up along a spine road. There is a need to take this desire line ('this logical connect') as the generator of the site, making this route quite dense and then layering off this backwards.
- The panel felt that the site could be highly cyclable and the development should be encouraging residents to own cycles and use them, with links connecting through to other parts of Penistone and beyond, especially with the Trans Pennine Trail being located on the doorstep. Although the presentation included a diagram of public rights of way, showing several new footpath links, which the panel supported the creation of, it did not show how these were proposed to be threaded through the development. There is a need for a diagram showing how residents would walk and cycle - currently it doesn't seem to encourage anything other than using roads

and pavements and this would not be a rewarding experience. This diagram needs to show connections around and out of the site, 'darned' into Penistone proper and adjoining destinations. This should inform the layout.

- Regarding the treatment of the edge of the development to Halifax Road, the panel stated that it should feel like Penistone is 'fading into the countryside'. There needs to be a master planning approach to what will become the new edge of Penistone, making sure that the adjoining housing site HS74 is developed in a co-ordinated way along this edge.
- To summarise, there is a need to look again at the fundamentals; this will change the diagram and the detail. There is a need to take a couple of steps back and intensify analysis - to revisit the diagrams and text and do a thorough analytical 'place' evaluation asking, for example - what is Penistone?
- There is a need to spend more time, especially with the landscape architect, questioning how you encounter Penistone .

RECOMMENDATIONS

- Ensure that the iterative of the landscape visual assessment, including key views in, out and through the site, comes through much more clearly as a fundamental part of defining the brief;
- Make more of the site's gradients. For example, use the changing topography of the spine road to give a greater sense of diversity and movement along its length;
- Look at the selective use of split-levels on the steepest parts of the site;
- Produce a diagram to show how residents would walk and cycle other than on roads and pavements, a network threaded through the development, which also shows connections beyond the site, to help inform the overall layout;
- Give the spine road higher density development and layer off this density beyond this route. This will help make the

spine road appear more solid and more like a part of Penistone;

- Consider the nature of the edge to Halifax Road and how the sense of arrival is going to work - how the edge is treated and how the buildings address it.; and
- Spend more time, especially with the landscape architect, questioning how you encounter Penistone. Do a thorough analytical place evaluation, covering not just the site and the place .

DESIGN RESPONSE

Following the Design Review of February 2020, the Design Team took away the comments and brought on board SLR Landscape Architects.

SLR carried out an assessment of the initial proposal and made recommendations on how best to respond to the Design Review comments.

The recommendations and improvements suggested by SLR and implemented by the Design Team have resulted in an updated design solution. A second presentation was made and presented by Jeremy Smith of SLR and extracts from this are included over the next pages.

ANALYSIS: VISUAL CONTEXT 2 – HALIFAX ROAD

- Panoramic Views
- Influence Fast Road
- Prominence of Westthorpe



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ANALYSIS: VISUAL CONTEXT 4 – TRANS PENNINE TRAIL

- Part of the Setting
- Will form an important part of visual transition to countryside



global environmental and advisory solutions



ANALYSIS: VISUAL CONTEXT 3 – WELL HOUSE LANE

- More enclosure
- Stronger connection to settlement edge
- Views to St John's



global environmental and advisory solutions



DESIGN ADVICE TO BDW

- Vary the edge at Halifax Road – a “crumbly edge...”;
- Green gateway to site – transition from country to town
- Allow views from the site entrance to the town centre and church – identity and legibility;
- Green way through site which narrows towards Well House Lane.
- Views out to town centre from points along greenway (arrival experience);
- Gradient in density as transition towards town;
- Cycle and pedestrian routes;
- Overall increase in open space;
- Fronting development to Halifax Road and Well House Lane



“It’s all about Penistone”

global environmental and advisory solutions



THE NEW MASTERPLAN



- Reduction from 459 to 403 homes
- HSE stand off
- Green gateway
- More varied edge on Halifax Road
- Views towards the town centre at access and along spine road – then church view on Well House Lane
- Central greenway
- Fronting development to Halifax Road and Well House Lane

SLR



Northern edge



Central core – indicative visuals



Central core



- Strong 'core' building lines
- High density
- Varied experience on approach from north/south

Central core – indicative visuals



Materials - strategy

- Reconstituted stone with grey roof tiles to areas washed in red
- Character areas defined by limited palette of varying red brick shades and some buff brick with red roof tiles
- Reconstituted stone plots at key nodal locations to aid wayfinding



Materials - palette



13

Indicative Sections



Section C-C



Section D-D



14

Well House Lane



- Properties front out onto Well House Lane
- No direct access
- Opportunity to reflect set back from carriageway

15

Following the Design Review, second presentation and feedback from a range of sources the Design Team have produced a revised design solution.

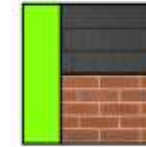
The adjacent images and following pages highlights the features of this design :

- The revised solution makes good use of the LVIA to deliver high quality views in and out of the site:
- Variations in density and from along the central spine road give a greater sense of diversity and movement . The importance of the spine road is reinforced and is a major driver in the integration of the site;
- Street are articulated by variations in materials and detailing and inform area of differing character;
- Walking and cycling routes are clearly defined, connection all areas of the layout to open spaces and existing local services;
- The norther edge, against Halifax Road is defined by active frontage and landscaping; and
- Changes to site constraints result in a reduction of overall dwellings to 402 in a mix of 1,2,3 and 4 bedroom dwellings.





Roof tile - Russell Grampian; Anthracite
Door colour - Black
Main facing material - Marshalls Cromwell pitched faced buff weathered reconstituted



Roof tile - Russell Grampian; Anthracite
Door colour - Black
Main facing material - Wienerberger Durham Red Multi



Roof tile - Russell Grampian; Anthracite
Door colour - Black
Main facing material - Ibstock Hardwicke Sherwood Blaze



Roof tile - Russell Grampian; Anthracite
Door colour - White
Main facing material - Forterra Village Oatmeal
Detail brick - Forterra Blue Smooth
Second brick - Forterra Teviot Red



Roof tile - Russell Penine; Terracotta
Door colour - White
Main facing material - Forterra Village Harvest Multi
Detail brick - Forterra Teviot Red
Second brick - Forterra Village Oatmeal



Streetscene A - Northern edge. Development is a loose grain with hipped roofscapes and gaps between buildings. Development faces onto greenspace and Halifax Road beyond.



Streetscene B - Central Spine Road. Higher density development and larger blocks create a more formal character at the centre of the proposal and reinforce the “strength” of the primary route through.



Streetscene C - Private Drives. Intimate spaces and contrasting material selection creates pockets of differing character.

The streetscene extracts show here demonstrate clear definition of character and reinforcement of the movement hierarchy.

Materials have been carefully chosen and distributed to reflect the characteristics of established housing stock whilst demonstrating contemporary technologies and construction methods.



Planning Context

The site is entirely outside of national landscape designations, and is also outside of the Green Belt. There are no ecological or heritage designations within or immediately adjacent to the site.

The site is allocated for 414 new homes in the adopted Local Plan. Policy HS75 of the Local Plan requires that the landscape setting of the settlement should be maintained and enhanced.

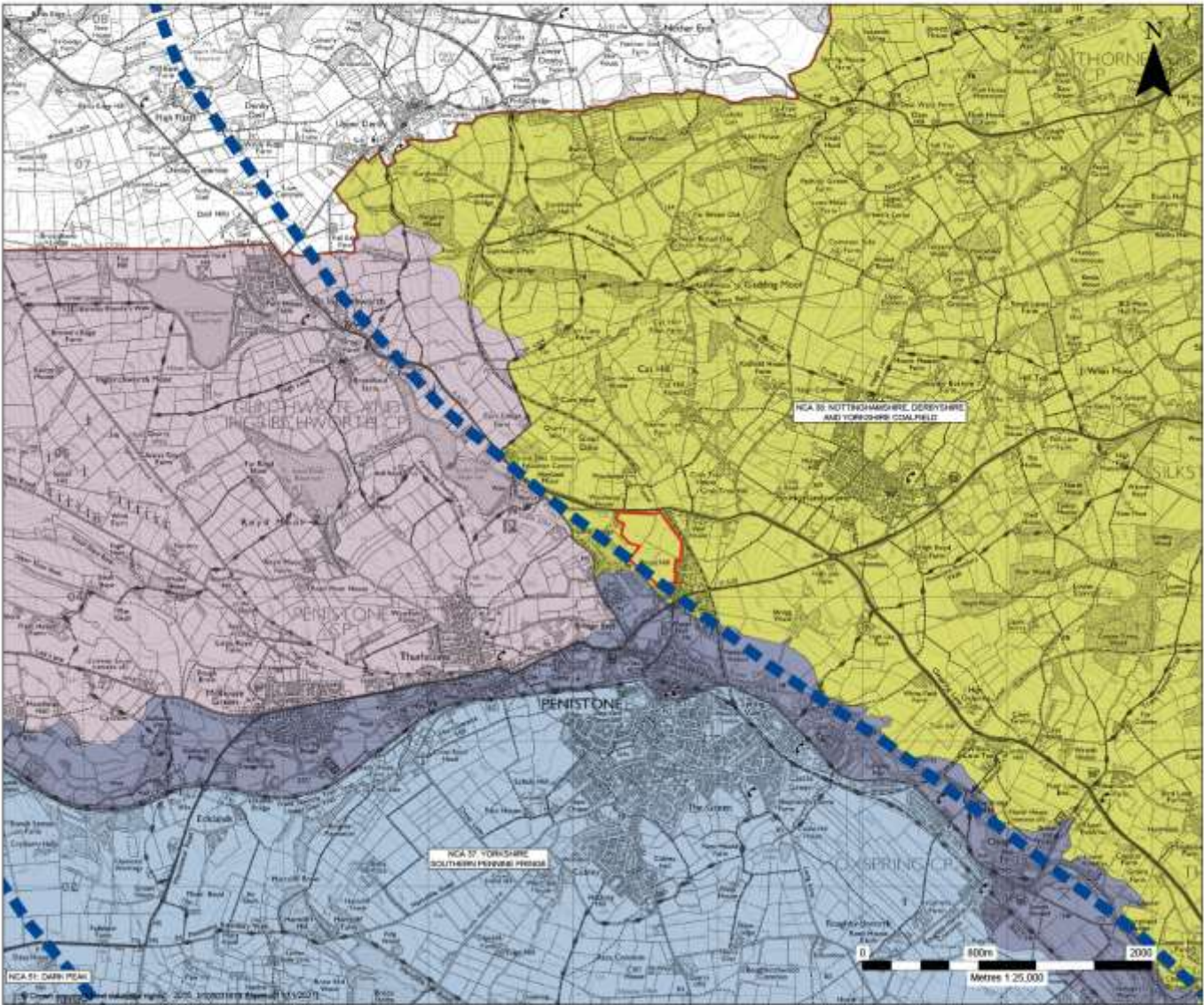
Landscape Appraisal

A landscape appraisal has been carried out by experienced landscape architects, using both a desk top assessment and site survey. The appraisal has considered the effects of the development compared to the site in its existing condition, and has also considered the effects when compared against an alternative baseline, in which 414 homes are established on the site.

At a national and district level the site has been classified as being within a transitional area within character areas. At a District level application site is located on the edges of area E1: West Barnsley Settled Wooded Farmland, F1: Ingbirchworth Upland Rolling Farmland, and B1, Upland Don River Valle.

The appraisal has concluded that the site fulfils several of the characteristics of the different neighbouring character areas. As a consequence, it has been classified as part of a transitional sub-area, Settled Ingbirchworth Upland Rolling Farmland.

It is therefore important that the landscape masterplan also reflects this transition, providing a more rural northern edge and then gradually grading into areas of more suburban character close to Well House Lane.



Planning Context

Legend

- | | | |
|--|---|--|
|  SITE BOUNDARY |  B1: UPLAND DON RIVER VALLEY |  F1: INGIRCHWORTH UPLAND FARMLAND |
|  BOROUGH BOUNDARY |  E1: WEST BARNSELY SETTLED WOODED FARMLAND |  F2: PENISTONE UPLAND FARMLAND |
|  NATIONAL CHARACTER AREA BOUNDARY | | |

Visual Appraisal

A visual appraisal of the potential visual effects of the proposed development has been carried out by an experienced landscape architect following the approach advocated in GLVIA3. The appraisal has considered the effects of the development when compared with existing views, and also when compared against an alternative scenario, as envisaged in the adopted local plan, in which 414 homes are developed on the site.

The proposed development would be visible by a number of receptors around the site, particularly to the north, east and south. Receptor groups which could be affected include walkers and cyclists, residents and vehicle users.

The long views towards Penistone town centre and distant, undulating skylines are a key characteristic of this site, and the steep gradients found across the site mean that it is possible that some of these long views can be retained. Importantly, the gateway to the site on Halifax Road would be able to obtain long views towards the centre of Penistone providing a sense of arrival and identity. Similarly, long views towards the town centre could also be obtained from the central open space.



View looking south to west towards the site from the pavement along Halifax Road (A629).



View looking south-west to north-west towards the site from the pavement where Well House lane crosses the railway

Design Response to Local Character and Views.

The form of the masterplan has been strongly influenced by both the landscape and visual appraisal and by advice from the Barnsley Urban Design Advisory Panel (BURDAP). As a result of these inputs the initial design was changed in a number of significant ways:

- Reduction in housing numbers from 459 homes to 403 homes;
- Creation of a more varied "crumbly" edge along Halifax Road, with houses at differing distances from the road and some views of new homes framed and filtered by shrub and tree planting;
- Houses fronting Halifax Road to create an active frontage with a more positive sense of arrival;
- Also fronting development along Well House Lane to create a positive interface with existing homes on this road;
- Creation of a green, open gateway on Halifax Road, which helps to ease the transition from countryside to settlement, but which also provides a clear sense of arrival and identity through framed views towards St John's church in the town centre;
- Provision of a greenway through the site which links with Well House Lane, and which also connects public open spaces (POS) throughout the site;
- Further opportunities for long views towards the town centre from points along the greenway, to provide both legibility and identity;
- Creation of a cycle route through the site connecting Halifax Road with Well House Lane;
- A clear gradient of density across the site, with a looser, more open structure adjacent to the countryside and a denser, more urban feel closer to Wellhouse Lane;
- Landscape buffers between proposed and existing houses provided to protect visual amenity of existing residents;
- Appropriate materials would be used throughout the site, with particular focus on the edges along Halifax Road, Well House Lane and the central greenway passing through the site. Marshall's Cromwell Buff weathered reconstituted stone would be used for the elevations in these areas, with Russell Grampian anthracite roof tiles (or similar approved);
- An overall increase in the area of POS and landscaping overall.

In keeping with the rural edge location of the site the site would incorporate native planting along its edges, with large areas of species rich grassland along the northern and western sides of the site. Further into the centre of the site this native planting mix would become more ornamental, with amenity grassland, to reflect the denser, more suburban form of the development.

The nature of play areas and seating areas would also reflect this gradual transition. At the west and north of the site there would be opportunities for informal play, including kickabout areas, a mown grass maze, and informal play areas on grass surfaces. At the centre and east of the site play opportunities would be more formal, with surfaced equipped facilities.



LEGEND

	CONNECTING VIEWS TO WIDER LANDSCAPE
	BUFFER AREA
	WATER STORAGE TANK
	EXISTING VEGETATION
	EXISTING DRY STONE WALL
	PROPOSED TREES
	PROPOSED ORCHARD
	PROPOSED NATIVE HEDGE
	PROPOSED ORNAMENTAL HEDGE
	PROPOSED CLIPPED BEECH HEDGE
	PROPOSED NATIVE SHRUB PLANTING
	PROPOSED ORNAMENTAL SHRUB PLANTING
	PROPOSED SPECIES-RICH GRASSLAND
	PROPOSED AMENITY GRASSLAND
	PROPOSED DRY STONE WALL
	PROPOSED HOGGIN FOOTPATH
	PROPOSED PLAYGROUND EQUIPMENT AND MATTING
	PROPOSED LOCAL AREA OF PLAY (LAP)
	PROPOSED LOCALLY EQUIPPED AREA OF PLAY (LEAP)
	PROPOSED SEATING

FOR DETAILED DESIGNS PLEASE SEE THE FOLLOWING PAGES

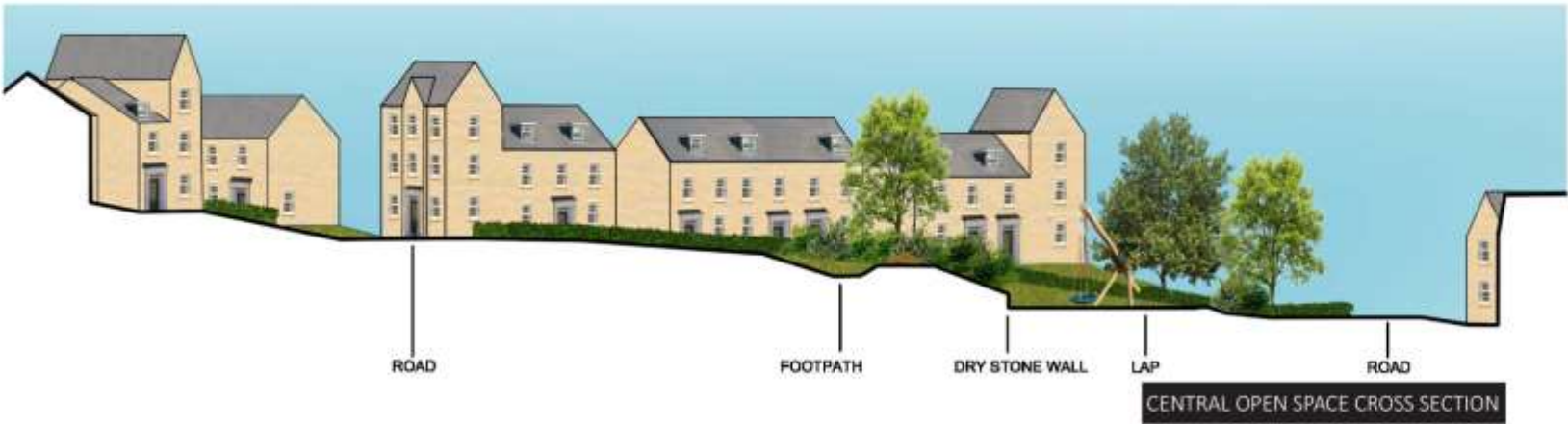
Design Response to Local Character and Views.

Central Open Space

The central open space offers to opportunities for long views towards the town centre from its upper levels, and care has been taken to ensure that the north west of this space has therefore been left largely free from planting, but with some provision for seating to enjoy the views. At its lower levels this open space provides opportunities for more enclosed and sheltered play and seating areas.



- LEGEND
- EXISTING DRY STONE WALL
 - PROPOSED TREES
 - PROPOSED CLIPPED BEECH HEDGE
 - PROPOSED ORNAMENTAL SHRUB PLANTING
 - PROPOSED SPECIES-RICH GRASSLAND
 - PROPOSED AMENITY GRASSLAND
 - PROPOSED DRY STONE WALL
 - PROPOSED HOGGIN FOOTPATH
 - PROPOSED PLAYGROUND EQUIPMENT AND MATTING





Design Response to Local Character and Views.

Entrance / Northern Edge

The transition between the northern edge of the proposed development and the open countryside north of Halifax Road is very important. The objectives of the masterplan are to provide framed and filtered views of the new homes, at different distances from the road, to provide a clear sense of arriving at the settlement whilst not presenting a stark and intrusive edge of uniform development to the open countryside.



Public Open Space

Types of Green Space						
		Area Required	Area Provided	Buffers	Walking Distance	Location
Equipped Children's play areas						
	LAPs	0.01Ha	>0.01Ha	5m	100m	6 On Site
	LEAPs	0.04Ha	0.04Ha	20m	400m	1 On Site
	NEAPS	0.1Ha		30m	1000m	Contribution to provide or enhance facilities off site
	MUGAs	0.1Ha		30m	700m	Substituted for alternative play areas as topography means a MUGA is not practical.
Informal Play Space and Informal Landscaped Areas						
	Natural and Semi-natural Greenspaces	1.64Ha	2.06Ha		720m	On Site
	Amenity Greenspaces	0.55Ha	1.25Ha		480m	On Site
Formal Recreation						
	Playing Pitches	1.09Ha			1,200m	Sites topography means the playing pitches and outdoors sports are not practical on site. Contribution to provide or enhance facilities off site.
	Outdoor Spaces	1.46Ha			1,200m	



LEGEND

LOCAL EQUIPPED AREA OF PLAY (LEAP) - 400M WALKING DISTANCE (ENTIRE SITE WITHIN THIS ZONE)

LOCAL AREA OF PLAY (LAP) - 100M WALKING DISTANCE

NATURAL AND SEMI-NATURAL GREEN SPACES

AMENITY GREENSPACES

