

DESIGN & ACCESS STATEMENT

In support of a Full Planning Application for proposed residential development at:

WATERMILL GARDENS, PENISTONE
AUGUST 2023



CONTENT

- 1.0 Introduction
 - 1.1 Statment Context
 - 1.2 Statement Location
 - 1.3 The Process
 - 1.4 Barnsley Local Plan
 - 1.5 Context Analysis
 - 1.6 Site Photographs
 - 1.7 Flooding
 - 1.8 Linkage & Facilities
- 2.0 Design Context
- 3.0 Proposed Site Layout
 - 3.1 Site Entrance
 - 3.2 Public Open Space
 - 3.3 School Boundary
 - 3.4 Scale
- 4.0 Design
 - 4.1 Access
 - 4.2 Parking Strategy
 - 4.3 Movement Framework
 - 4.4 Elevational Design
- 5.0 Building For Healthy Life Assessment
 - 5.1 Integrated Neighbourhoods
 - 5.2 Distinctive Places
 - 5.3 Streets For All
- 6.0 Designing Out Crime



1. INTRODUCTION

1.1 Statement Context

PRA Architecture have been instructed by Mulgrave Developments Ltd to compile this Design and Access Statement in support of a full planning application for the erection of 17 dwellings, with associated landscaping, open space and infrastructure, to land north of Barnsley Road, Penistone.

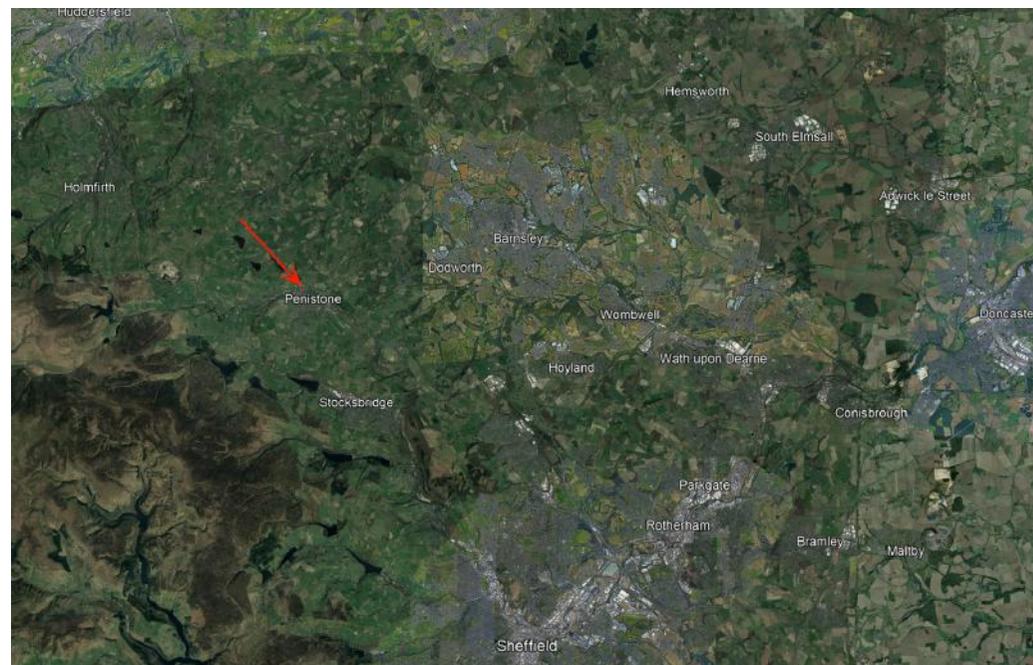
1.2 Statement Location

Penistone is a market town in South Yorkshire with a population of circa. 12,700 residents. The town is located in the foothills of the Pennines, in between of Barnsley (circa. 13km east), Huddersfield (circa. 21km north), Sheffield (circa. 21km south) and Manchester (circa. 45km west). Situated on the south bank of the River Don, making it the highest market town in the country, surrounded predominantly by rural countryside used for farming due to this area's rich soil composition and gentle slope.

Penistone dates back to the 1066, with some of the original town's pre-19th century buildings still standing as Grade 1 & 2 Listed Buildings. Throughout the years there has been a very gradual expansion of the town right until the introduction of the railway station in the 1845, which brought many more people to the area and with that a sudden rapid residential expansion. Now, Penistone is known for its market based town centre, as well as amazing countryside views.



LOCATION PLAN



LOCATION PLAN IN CONTEXT

1.3 The Process

This statement has been written in accordance with the advice contained in CABE Guidance, 'Design and Access Statements. It aims to ensure that considered design is integral to the process required in creating new developments, whilst also following guidance as provided within the National Planning Policy Framework (NPPF), which promotes good design as a key aspect of sustainable development. Good design indivisible from good planning should also contribute positively to making places better for people.

This Design and Access Statement will seek to demonstrate how the proposals have been informed by the following steps:

- **Assessment:** The full context including the physical, social, and economic characteristics of the site and its surroundings (with reference to national and local planning policies) is considered.
- **Involvement:** Communication and feedback to be gathered and direction taken following these interactions.
- **Evaluation:** The information within the document has assisted towards identifying all constraints and opportunities that have informed the development of the design proposals
- **Design**

Use: What buildings and spaces will be used for.

Amount: How much will be built on the site.

Layout: How the buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.

Scale: How big the buildings and spaces would be (their height, width and length).

Landscaping: How open spaces will be treated to enhance and protect the character of a place.

Appearance: What the buildings and spaces will look like e.g. Building materials and architectural details.

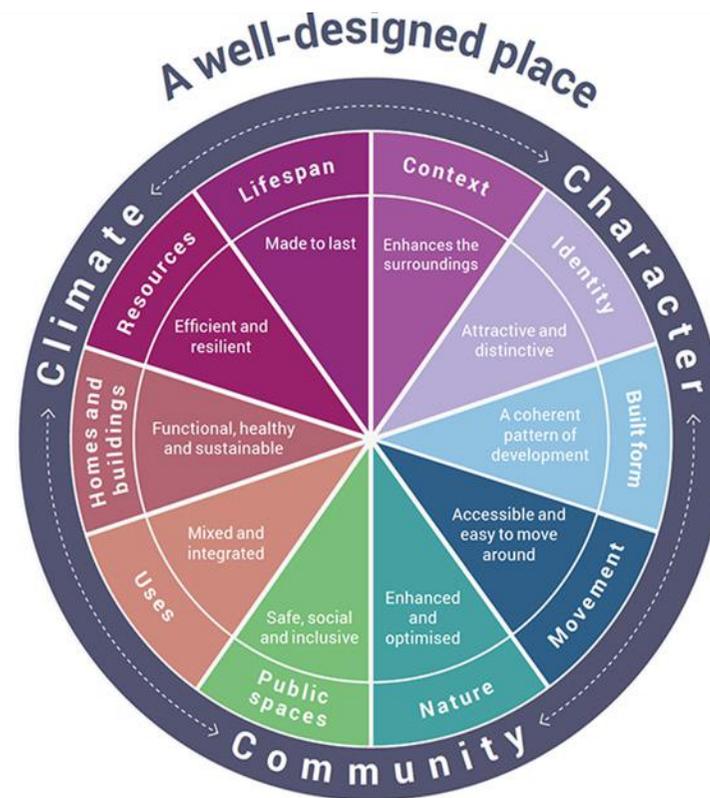
- **Access:**
 Vehicular and Transport Links: Why the point of access and internal highway design has been chosen, and how the site responds to local road layout and public transport provision.

 Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

National Design Guide (2019)

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide, and the National Model Design Code and Guidance Notes for Design Codes illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.

The National Design Code introduces 10 characteristics for well designed places set out in the in the diagram and explained in depth within the design guide.



Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The National Model Design Code sets a baseline standard of quality and practice across England which local planning authority is expected to take into account when determining planning applications.

National Planning Policy Framework (2019)

This document sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

Section 8 – Promoting healthy and safe communities

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

A) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

B) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

C) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Section 9 – Promoting Sustainable Transport

Transport issues should be considered from the earliest stages of proposal so that the development can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Within this context, applications for development should:

A) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

B) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

C) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

D) allow for the efficient delivery of goods, and access by service and emergency vehicles;

Section 12 – Achieving Well-Designed Places

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Developments should:

A) 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.

Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

1.4 Barnsley Local Plan (2019)

The proposed site forms part of a larger parcel of land allocated for residential development under -

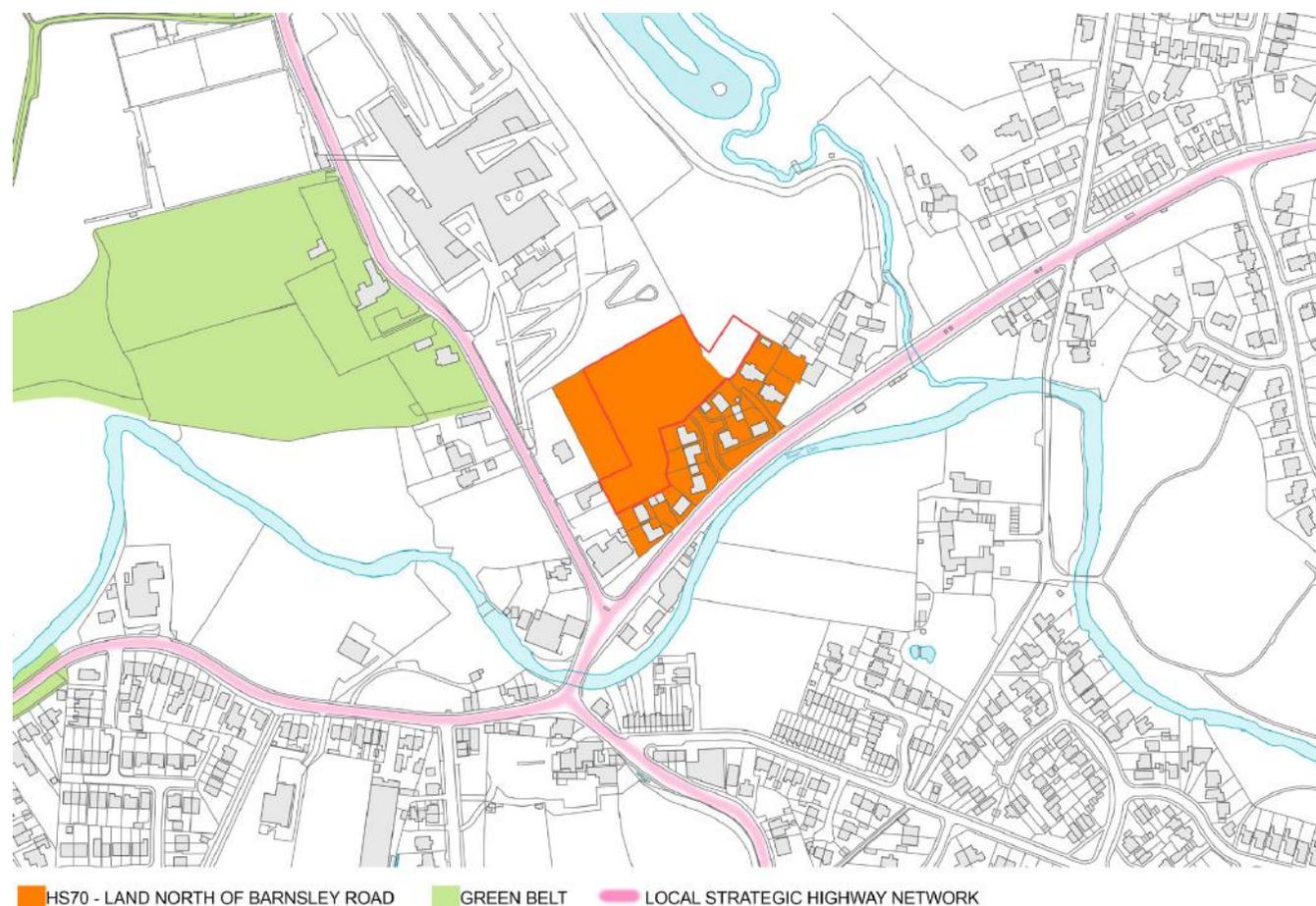
HS70 - Land to north of Barnsley Road, Penistone

The development will be expected to:

- Respect the setting of the listed complex of buildings at Nether Mill 60m to the West by the use of appropriate site layout, sympathetic design that reflects the setting, scaling, massing, details and materials;
- Avoid locating built development in parts of the site within flood zone 2 and 3.

Archaeological remains are known/expected to 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;
- Consideration of how the remains would be affected by the proposed development.



Under the Barnsley Local Plan Penistone is classified as one of the six **PRINCIPAL TOWNS**.

Principal towns should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities, and their roles as accessible and vibrant places to live should be enhanced.

Penistone -

We want Penistone to be the main local focus for development in the borough’s rural west, facilitating its renaissance as a market town and maximising its tourism role. Penistone is the main centre for the surrounding villages and we want to consolidate this role through the plan period. The town centre has undergone regeneration with a supermarket and market hall that have been operational since 2010.

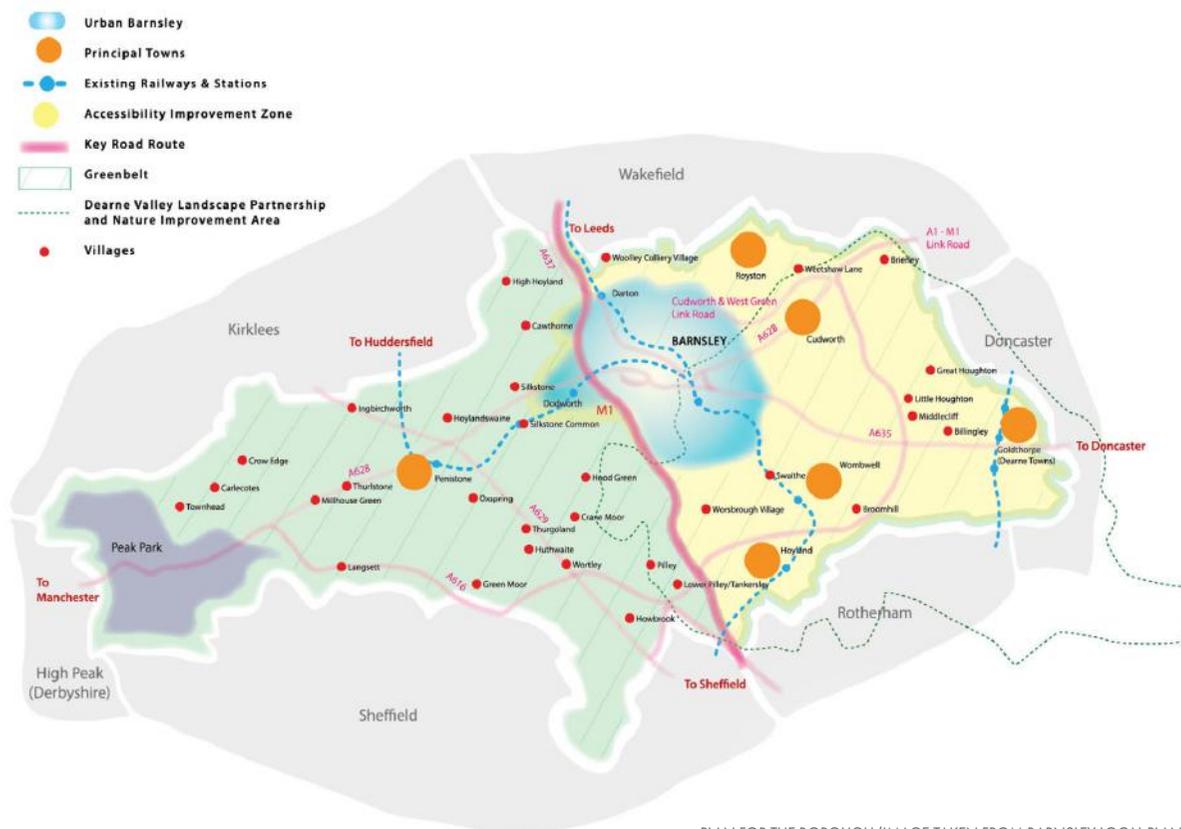
Local character

Policy D1 High Quality Design and Place Making Design Principles

Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including: Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features; Views and vistas to key buildings, landmarks, skylines and gateways; and Heritage and townscape character including the scale, layout, building styles and materials of the built form in the locality.

Policy LC1 Landscape Character

Development will be expected to retain and enhance the character and distinctiveness of the individual Landscape Character area in which it is located (as set out in the Landscape Character Assessment of Barnsley Borough 2002 and any subsequent amendments). Development which would be harmful to the special qualities of the Peak District National Park will not be allowed.



PLAN FOR THE BOROUGH (IMAGE TAKEN FROM BARNSELY LOCAL PLAN) |

Landscaping and Boundary Treatments

Landscaping should be encouraged in all schemes as it has other benefits including biodiversity provision, climate change resilience and carbon absorption. Any new planting should use a variety of native species which are of local provenance where possible as plants from local sources are better adapted to local conditions and using local sources reduces the risk of introducing diseases and pests. Nectar-rich plants and berry producing shrubs incorporated into planting schemes will be encouraged as they will provide valuable food sources for wildlife, and development of other habitats such as wildflower grassland and wetlands should also be considered.

Planting should, where possible, be designed to link habitats to form corridors for wildlife with existing hedgerows included within developments. Where they have become patchy or overgrown, existing hedgerows should be restored as part of new developments wherever possible. Green walls within developments will be encouraged.

Housing

Policy H1 The Number of New Homes to be Built

We will seek to achieve the completion of at least 21,546 net additional homes during the period 2014 to 2033. A minimum five year supply of deliverable sites will be maintained.

This figure gives an indicative annualised figure of 1,134 per annum (21,546 over the plan period). It is considered that the 1,134 figure represents an ambitious and aspirational figure which addresses housing needs and supports economic growth ambitions, and would still require a step up in delivery

Transport

Policy T3 New Development and Sustainable Travel

New development will be expected to:

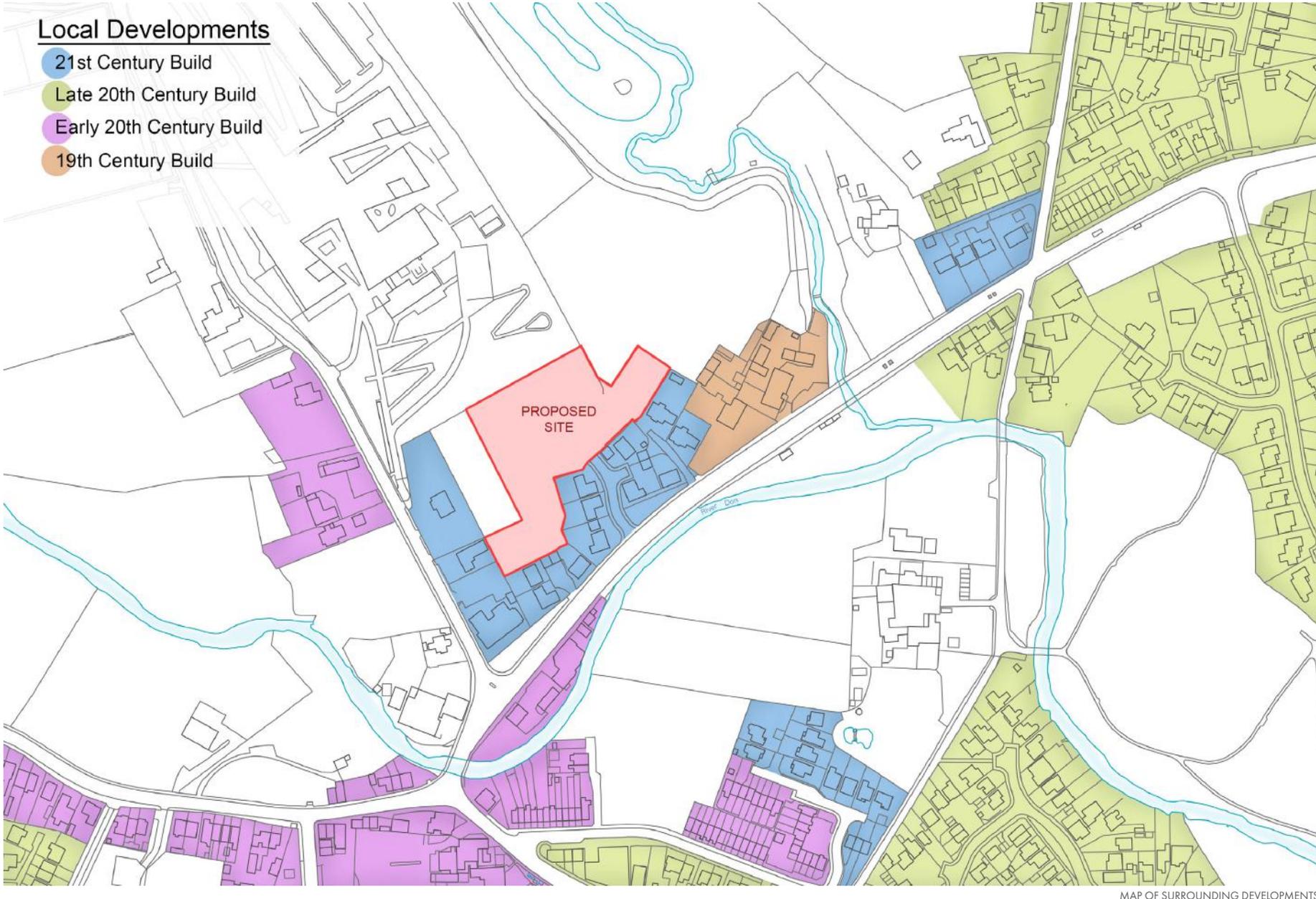
- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;
- Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts;
- Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts.

Travel plans will be secured through a planning obligation or a planning condition. Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1. If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

Policy T4 New development and Transport Safety

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

1.5 CONTEXT ANALYSIS



21st Century Builds

DEVELOPMENT FORM & GENERAL CHARACTER

- New build small residential estate developments
- Irregular road patterns creating a village sense of space
- Dwellings backing onto site boundaries

BUILDING FORM & SCALE

- 2-storey heights
- Predominantly detached dwellings, with some terrace flats
- Parking provided within plot curtilage, predominantly as side drives with detached set back garages. Shared frontage parking courts used for terrace properties.
- Gabled roofs

STREETScape & BOUNDARY TREATMENTS

- Houses set back from the main road with the use of front gardens
- Front gardens provide space for vegetation within the street scene
- Low stone wall creating separation between public to private realm
- House detailing includes bay windows, door canopies, eave detail & chimneys

MATERIALS

- Mixture of buff brick and stone
- Grey roof tiles
- Dark rainwater goods and window/door surrounds



Late 20th Century Builds ●

DEVELOPMENT FORM & GENERAL CHARACTER

- 20th century estate developments
- Linear development with a regular back-to-back structure and high use of cul-de-sacs
- Dwellings backing onto open green space

BUILDING FORM & SCALE

- Mixture of 1, 1.5 & 2-storey heights
- Mixture of semi-detached and detached dwellings, with some terrace properties
- Predominantly parking provided as side drives with detached set back garages or integral garages. Limited frontage parking solutions and on street parking utilised.
- Predominantly gabled roofs, with some hipped roofs

STREETScape & BOUNDARY TREATMENTS

- Houses set back from the main road with the use of front gardens allows for highly planted front gardens
- Low stone walls and tall hedges are the most common types of demarcation. Overlooking of many houses is fully blocked with tall hedges.
- Mixture of house detailing, including door canopies, bay windows, and wooden cladding elements.

MATERIALS

- Grey tiles and red slate roofs
- Predominantly red brick and stone building façades with occasional render and cladding. High variation between all dwellings due to resident alterations throughout the years



Early 20th Century Builds ●

DEVELOPMENT FORM & GENERAL CHARACTER

- Linear development located around the main highways through Penistone
- Dwellings fronting on to highways

BUILDING FORM & SCALE

- 2-storey heights
- Predominantly semi-detached and terrace dwellings, with some detached properties
- Mixture of parking provided within plot curtilage, including frontage parking and side drives
- Gabled roofs

STREETScape & BOUNDARY TREATMENTS

- Houses set back from the main road with the use of small front gardens
- Front gardens provide space for vegetation within the street scene
- Low stone walls & metal fences are the most common types of demarcation
- Mixture of house detailing, including door canopies, bay windows and chimneys

MATERIALS

- Buff stone to all house elevations or just to building facade with red brick and render sides and back of house.
- Grey roof tiles



19th Century Build ●

DEVELOPMENT FORM & GENERAL CHARACTER

- Grade 2 listed Nether Mill House, Cottage, Farmhouse and Barn
- Cluster of 19th Century built farm houses

BUILDING FORM & SCALE

- 1.5 & 2-storey heights
- Detached prior farm buildings
- Parking provided on courtyards in center of development.
- Gabled roofs

STREETScape & BOUNDARY TREATMENTS

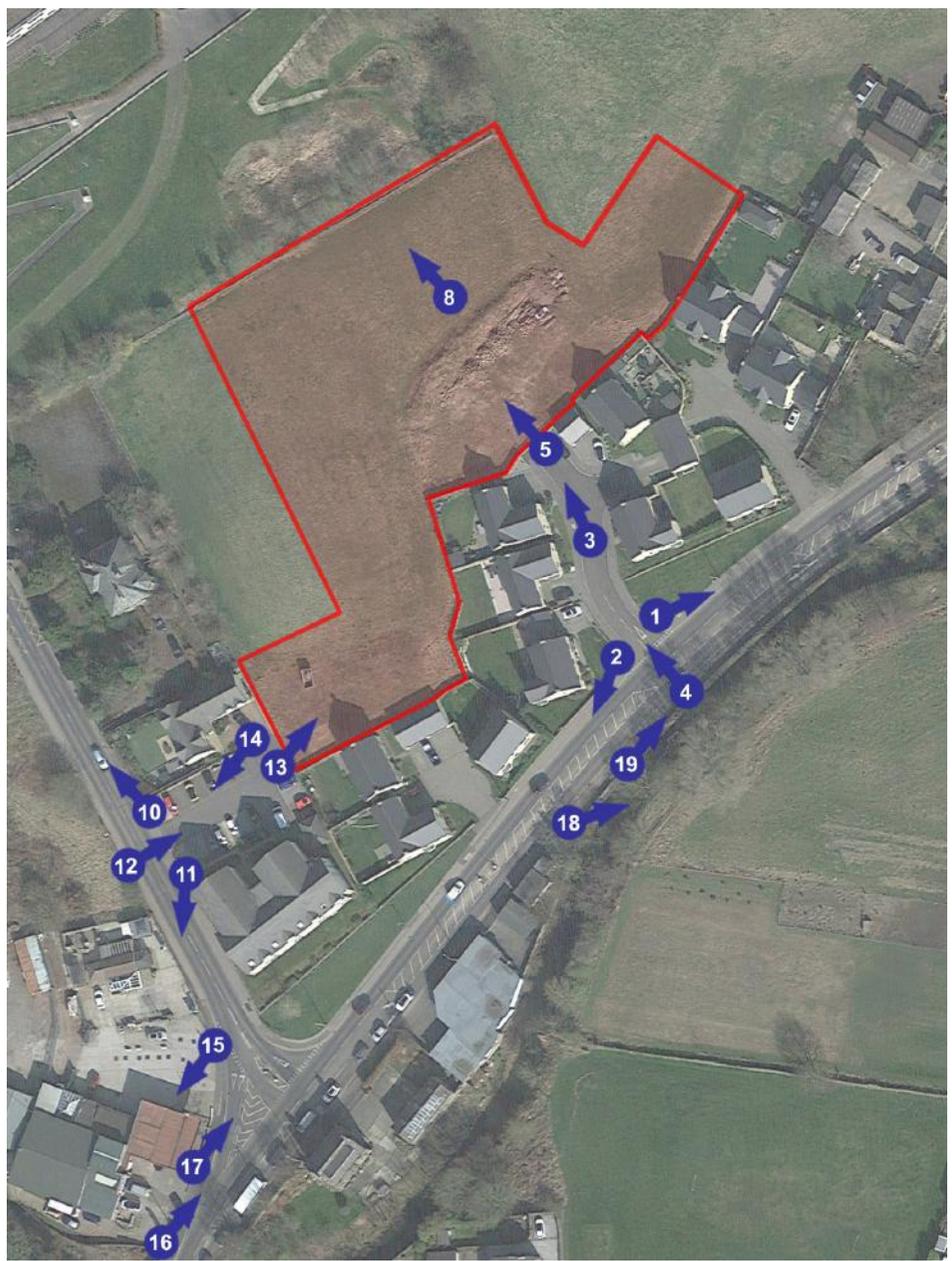
- Houses set back from the main road within the overall estate
- Low brick wall running around the estate
- Limited house detailing, including chimneys

MATERIALS

- Grey roof tiles
- Predominantly stone elevations with some highly textured render



1.6 SITE PHOTOGRAPHS



PHOTOGRAPH LOCATIONS & DIRECTIONS



IMAGE 1 - View east out of Watermill gardens on to Barnsley Road.



IMAGE 2 - View west out of Watermill gardens on to Barnsley Road.



IMAGE 3 -
Low wooden fence with gate makes up the current access into the proposed site field.



IMAGE 4 - View at the entrance to Watermill Gardens.



IMAGE 5 - Proposed site. Currently unused and overgrown, with a couple of piles of rubble.



IMAGE 6 & 7 -

Site boundary treatment – private dwelling boundaries use a taller close boarded fence allowing for privacy to the residents, and where privacy not necessary a lower more open fence used.



IMAGE 8 - School boundary comprises of a dense mature tree line shielding any overlooking on to the school grounds.



IMAGE 9 - Short stone wall existing boundary treatment used on the northern and western boundary.



IMAGE 10 - View north out of Kings Court on to Huddersfield Road.



IMAGE 11 - View south out of Kings Court on to Huddersfield Road, showing the close proximity to the petrol station.



IMAGE 12 - View at the entrance to Kings Court.



IMAGE 13 - Proposed site. Currently unused and overgrown with a storage container. Maintained grass land is outside of the site red boundary.



IMAGE 14 - Kings court looking from the site entrance.



IMAGE 15 - Texaco local petrol station.



IMAGE 16 & 17 - Junction leading to both site entrances.

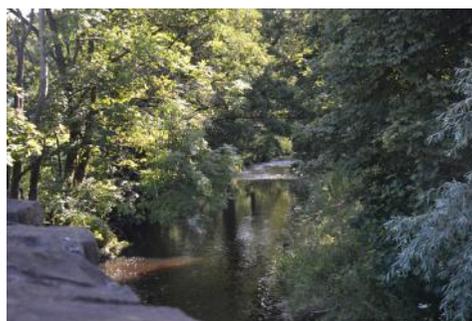
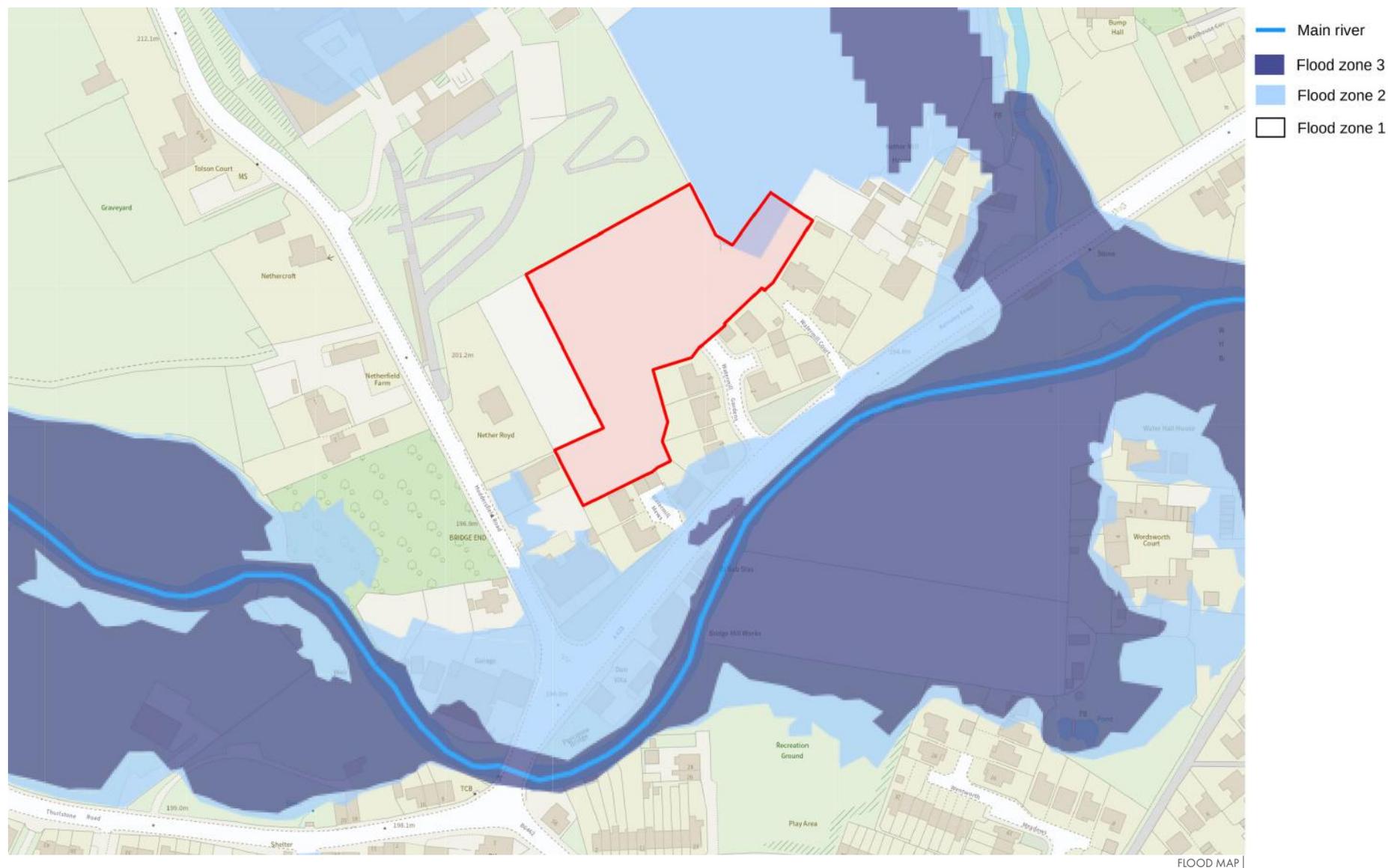


IMAGE 18 & 19 - River Don runs adjacent to the proposed development, across Barnsley Road.

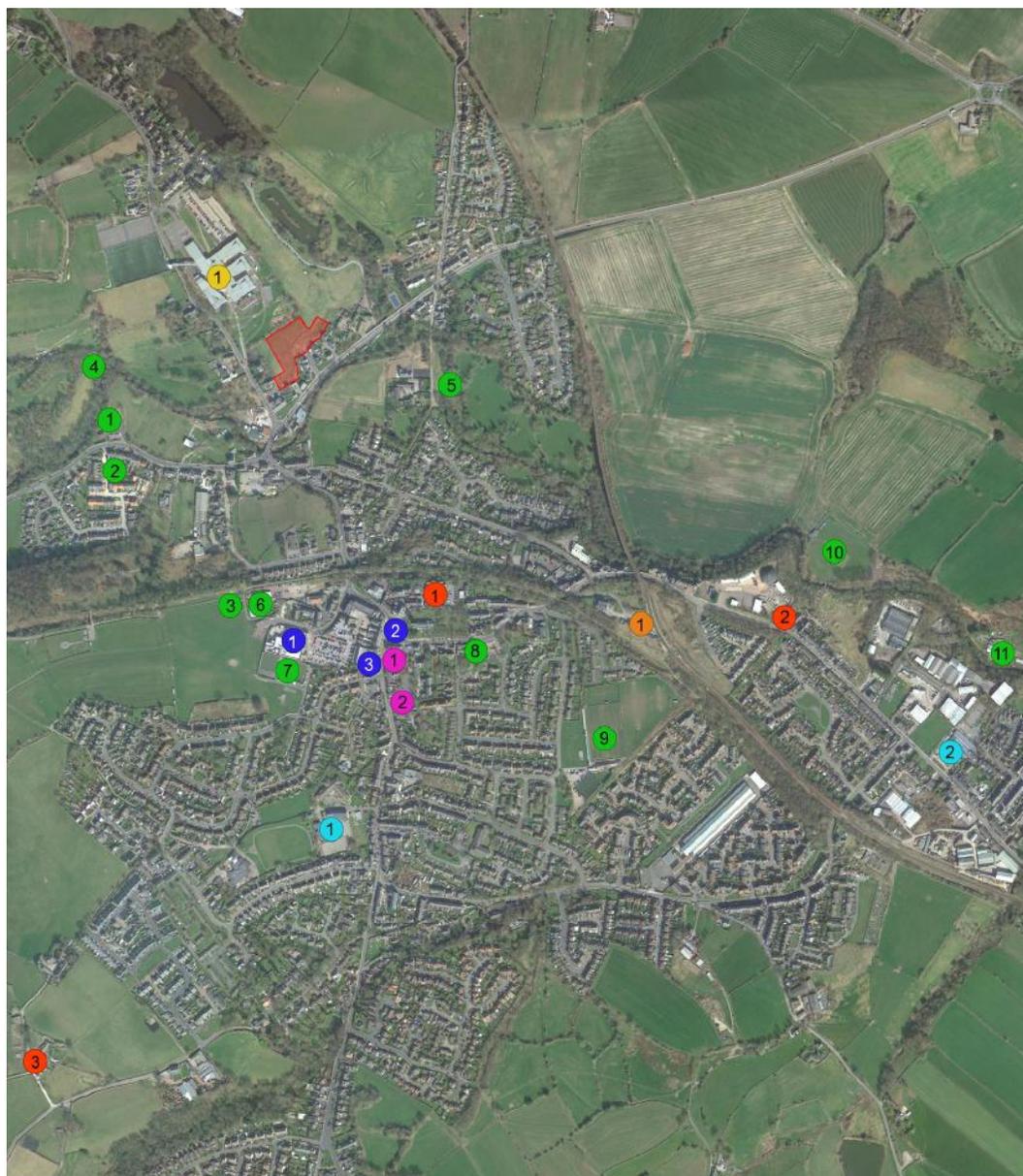
1.7 FLOODING

FLOOD ZONE 2 - Locations in flood zone 2 have a medium probability of flooding. This means in any year land has between a 1% and 0.1% chance of flooding from rivers and between a 0.5% and 0.1% chance of flooding from the sea.

FLOOD ZONE 1 - Locations in flood zone 1 have a low probability of flooding. This means in any year land has a less than 0.1% chance of flooding from rivers or the sea.



1.8 LINKAGE & FACILITIES



LOCAL FACILITIES MAP

● Nursery/Pre-school

- 1) Busy Bee Penistone (0.6 km away/ 10 minute walk/ 3 minutes by car)
- 2) Little Freddies Nursery (1.3 km away/ 17 minute walk/ 4 minutes by car)
- 4) Childs Play Day Nursery (1.9 km away/ 26 minute walk/ 5 minutes by car)

● Primary School

- 1) St. John the Baptist (1.1 km away/ 16 minute walk/ 4 minute by car)
- 2) Springvale Primary School (1.6 km away/ 21 minute walk/ 5 minute by car)

● Secondary School/College

- 1) Penistone Grammar School (0.3 km away/ 4 minute walk/ 2 minute by car)

● Medical

- 1) Penistone Pharmacy (0.6 km away/ 10 minute walk/ 3 minutes by car)
- 2) Penistone Group Practice (0.8 km away/ 12 minute walk/ 3 minutes by car)
- Barnsley Hospital (11 km away/ 17 minutes by car)

● Groceries

- 1) Tesco Superstore (0.6 km away/ 10 minute walk/ 3 minutes by car)
- 2) Harringtons Butchers (0.6 km away/ 10 minute walk/ 3 minutes by car)
- 3) Co-op (0.6 km away/ 11 minute walk/ 3 minutes by car)

● Activities

- 1) Penistone Leisure Centre (0.5 km away/ 6 minute walk/ 1 minute by car)
- 2) Penistone Swimming Pool (0.5 km away/ 6 minute walk/ 1 minute by car)
- 3) Penistone Skate Park (0.5 km away/ 8 minute walk/ 3 minutes by car)
- 4) River Don Wild Swimming (0.6 km away/ 8 minute walk/ 1 minutes by car)
- 5) Watermeadows park (0.6 km away/ 8 minute walk/ 2 minutes by car)
- 6) Compound Coaching Gym (0.6 km away/ 10 minute walk/ 3 minutes by car)
- 7) Peniston Bowling Club (0.6 km away/ 10 minute walk/ 2 minutes by car)
- 8) Penistone paramount Cinema (0.8 km away/ 12 minute walk/ 2 minutes by car)
- 9) Penistone Church Football Club (1.3 km away/ 17 minute walk/ 4 minutes by car)
- 10) Penistone Cricket Club (1.3 km away/ 17 minute walk/ 4 minutes by car)
- 11) Springvale Community Garden (1.7 km away/ 23 minute walk/ 5 minutes by car)

● Train Station

- 1) Penistone Train Station (1.1 km away/ 14 minute walk/ 3 minutes by car)

PUBLIC TRANSPORT

The site is located conveniently in relation to existing public transport links with bus stops close to the site on Barnsley Road & Huddersfield Road.

Route 350: Holmfirth – Penistone

Mon-Sat: approx. 10.25, 11.25, 12.25, 13.25
No Sunday service.

Route 29: Sheffield – Holmfirth

Mon-Sat: approx. 10.53, 13.53, 16.47
Sun: approx. 10.07 – 23.07 (bus every 2 hours)

Route 21 /21 a: Barnsley Interchange – Penistone

Mon-Fri: approx. 06.30 - 22.14 (bus every hour)
Sat: approx. 07.32 - 22.14 (bus every hour)
No Sunday service.

Route 23 /25: Millhouse Green – Stocksbridge

Mon-Sat: approx. 08.52 – 15.36 (bus every 1/2 hours)
No Sunday service.

Route 20: Barnsley Interchange – Penistone

Mon-Fri: approx. 07.58 - 16.07 (bus every hour)
Sat: approx. 09.13 - 15.08 (bus every hour)
No Sunday service.

There are also multiple school days only buses which arrive circa. 08.00 and leave 15.00 –

Route 401 – Millhouse Green – Penistone Grammar School

Route 407 – Howbrook - Penistone Grammar School

Route 409 – Wortley - Penistone Grammar School

Route 410 – Barnsley - Penistone Grammar School

Route 416 – Barugh - Penistone Grammar School

Route 420 – mapplewell - Penistone Grammar School

Route 422 – Barnsley - Penistone Grammar School



BUS STOP LOCATIONS MAP |

The train station is located circa 1.1 km from the site. Being only circa.14 mins walk from proposed site, it can be access on foot or by car, with associated car parking on site of the station.

2. DESIGN CONTEXT

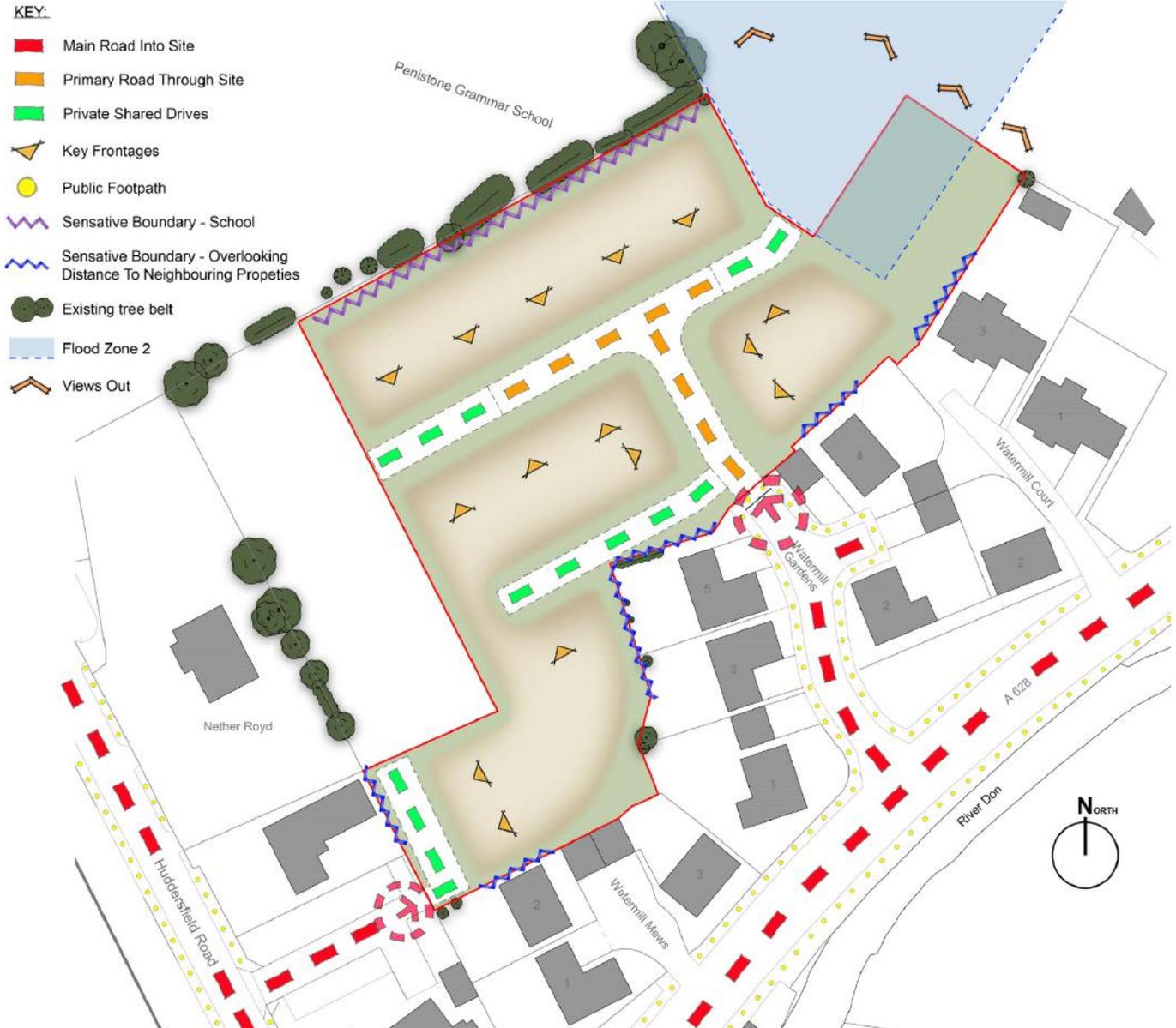
The site is a green field, currently not in agricultural use. Key characteristic features of the site are to be retained and enhanced where possible.

These features include:

- o To preserve and retain existing mixed species hedgerows and trees to the site boundaries.
- o The opportunity to provide additional native species hedgerows to areas of public open space.

NEIGHBOURING PROPERTIES ():

The scheme will respond to existing neighbouring properties by introducing tall planting, including trees and hedgerow, along with the 1.8m tall close-boarded timber fence, and keeping appropriate view-to-view distances in the interested of existing and new residents.



CONSTRAINTS & OPPORTUNITIES MAP |

3. PROPOSED SITE LAYOUT

The following section explores the design decisions which have informed key aspects of the Proposed Site Layout and how the scheme responds to its surroundings:



3.1 Site Entrance

The proposed site is accessed from two locations: through Watermill Gardens, off Barnsley Road, and Kings Court, off Huddersfield Road. The proposed development will serve as an extension to the developments on both Watermill Gardens and Kings Court. As such, the proposed does not have a frontage onto the main roads and will follow the principles of the existing.

Footpaths on both sides of the estate road into the development allow for ease of navigation and form links from the proposed development back to Barnsley Road and the wider context. Dual frontage dwellings are plotted on key corners to encourage maximum surveillance overlooking streets.



3.2 Public Open Space

This scheme allows for a significant piece of Public Open Space in the eastern section of the development which offers visual amenity, space for meaningful children’s play and provides a focus for the surrounding houses. This space is easily accessible to all of the existing and proposed residents and allows for various activities for all age groups to take advantage of. These activities can include sports such as football or badminton, space for children to play or a relaxed gathering point for friends and families. The boundary treatments comprise of a hedge and a 1.2m tall post and rail fence to all sides, with occasional trees to not fully block the views out on to open countryside.

The site seeks to retain and augment existing boundary treatment trees, as well as introducing a number of new trees and hedges lining the streets of the proposed development. This green environment is created in the interest of improving health and mental health of future residents.



3.3 School Boundary

The school boundary is protected by an existing tall mature tree line and a low stone wall which are to remain. The proposal introduces an additional 1.8m tall close-boarded timber fence to further screen the boundary and allow increased privacy for both the new residents and school field users.

- 2 BED
- 3 BED
- 4 BED
- 6 BED



3.4 Scale

The residential content of the site comprises of mix of:

- 2, 3, 4 and 6 bedrooms
- 2 storeys
- Detached and semi-detached dwellings.

All dwellings have parking provision and most of the properties have garages set back within their garden curtilage to minimise the amount of frontage parking across the scheme and in the interests of access and safety.

Barnsley Housing Strategy (2014-2033) states that, due to the rapid population increase, within the whole borough there is a need for 20,000-25,000 new homes in the period between 2014-2033.

The document also identified a shortfall in semi-detached and detached properties, the limited choice of house sizes in many areas, and the particular need for larger family properties and higher value housing. This scheme seeks out to address these concerns.

DWELLING SIZES

4. DESIGN

4.1 Access

POLICY

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
- Avoiding street clutter and where appropriate establishing home zones
- Incorporate facilities for charging plugin and other ultra low emission vehicles
- Consider the needs of people with disabilities by all modes of transport

MANUAL FOR STREETS, 2007

Manual for Streets provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MFS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network
- Are attractive and have their own distinctive identity
- Are cost-effective to construct and maintain
- Are safe

INCLUSIVITY

People are very different in their needs, and in the way they use the built environment. This scheme recognises and accommodates these differences in a way that is universal and inclusive to all. The principle of an inclusive environment offers people freedom to choose how they access, ease of access without undue effort and allows people to participate equally in all activities.

The topography and road design enables the entire development to be accessed easily by those with limited mobility. Access to each dwelling and movement around/ within will be in accordance with Approved Document Part M of the Building Regulations.

EMERGENCY SERVICES ACCESS

The sites roads are designed to accommodate emergency services vehicles including fire appliances and to meet the Highways Authority’s adoptable standards.

Building regulations state the need for the road to be 3.7m between kerbs for emergency services access. The proposed development exceeds this width.

SITE ENTRANCE

Vehicular and pedestrian access for all vehicles to the site will be taken from Barnsley Road and Huddersfield Road. This will ensure the proposed development is well connected the surrounding as well as further the centre of Barnsley.

There is a clear and extensive pedestrian network throughout the site and the surrounding to ease movement in and out the site, as well as establishing a strong connection with the neighbourhood and its existing residents.

FURTHER ALLOCATION LAND

This scheme has been designed to accommodate access into the remainder land within the residential allocation shown on page 6.

4.2 PARKING STRATEGY

Car parking within the locality varies, however, the majority are generally set within the curtilage of the dwelling either as integral or side detached garages.

The proposed development achieves a minimum of 2 spaces per dwelling. The parking solutions are as following –



Parking Court

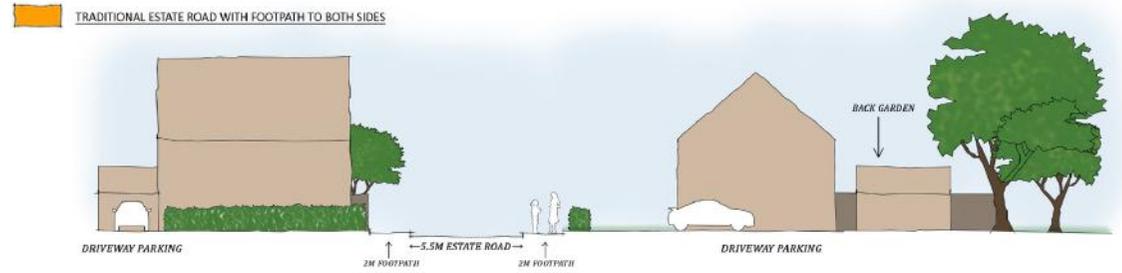
Parking courts provides a secure solution within residential layouts. This solution ensures that the cars sit in front of or adjacent to the properties they serve allowing for easy access to the resident and have the benefit of high levels of natural surveillance.



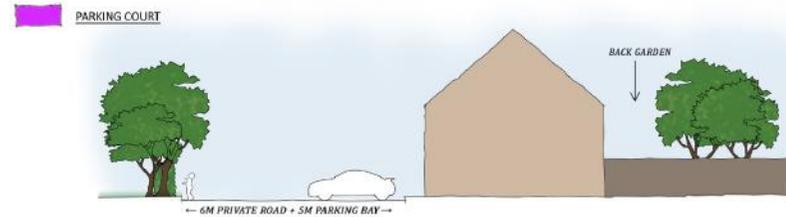
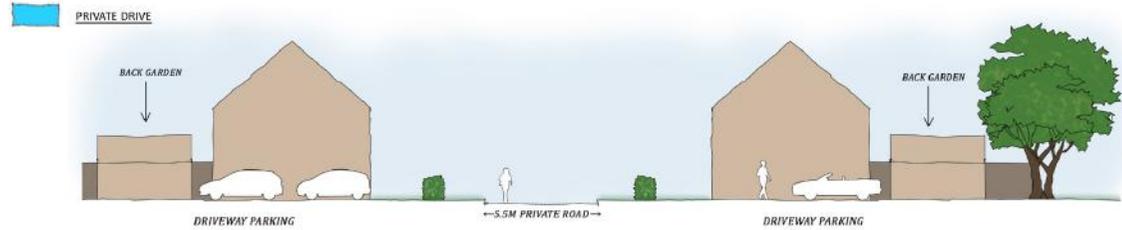
Driveway With Set Back Detached Garage

Garages provide a secure off street parking solution. Garage doors have been well designed and do not dominate the building façade.

4.3 MOVEMENT FRAMEWORK



The character of the main traditional estate road running throughout the site is defined by a 2m footpath to both sides. This will encourage sustainable commute by giving people the opportunity to walk or cycle into Penistone and beyond, or to access means of public transportation.



Moving away from the traditional estate road, the highway hierarchy changes to that of a private drive/parking court which allows for a shared pedestrian and vehicular surface. These surfaces are used as a traffic calming strategy as they provide a pedestrian friendly street and reduce traffic speed.

Each property on the private drive has its own area of garden amenity to the front of the house which can be planted and landscaped to suit the individual homeowner, helping to soften the edge of development.

A parking courtyard has been utilised in the western section of the site to complement the parking solutions of the neighbouring properties on Kings Court.

4.4 ELEVATIONAL DESIGN

ELEVATIONS

The local vernacular predominantly comprises of light coloured stone and brick, with occasional render and wood cladding detailing. The proposed external appearance will be treated to match both local vernacular and the materials utilised within surrounding developments.

Roof finishes are proposed to reflect the local vernacular. The use of high-quality coloured concrete tiles through the development will help to form a visual link between the differing house types and visually tie the scheme to the neighbouring developments. Rainwater goods, fascias, soffits, and barge boards shall be black, in keeping with the surrounding developments.

In particular the scale, massing and 'built form' of the housing proposals are key design objectives. The following design parameters are also adhered to:

- Regular window proportions
- Feature gables to key frontages
- Gabled eave
- New boundary treatments to be in keeping with the area
- A restricted and uniform palette of materials
- Good quality landscaping
- Front door with porch canopy
- Window head and cill detailing



PROPOSED ELEVATIONS |



HOUSETYPE - **H4**



HOUSETYPE - **KIRBY**

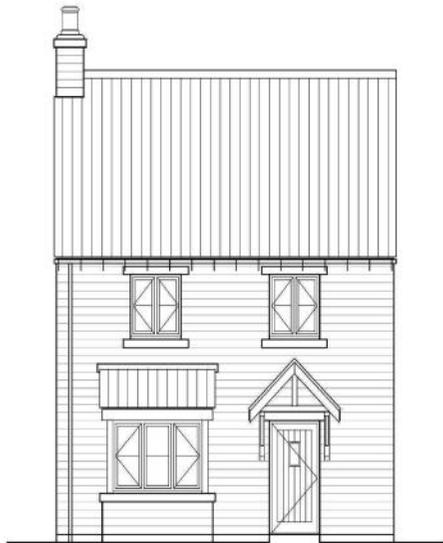
MATERIALITY

The proposals are for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used reflects these needs and aspirations.

It is acknowledged that there is a need to be consistent with the area and pay homage to the existing and approved dwellings located within the proximity of the site. Extra care needs to be taken within this area to reflect the presence of nearby listed buildings east of the proposed development.

There is not at this stage a detailed materials palette available, but it will include artificial stone and render elevations, and grey tile roofs that are reflective of the location and that can provide an appropriate colour palette for this location.

All soffits, fascias and rainwater goods are proposed in black uPVC. Similarly, all windows will be double Glazed, uPVC with feature fenestrations to all principal elevations to enhance character and identity of the development.



HOUSETYPE - **FARNHAM**



HOUSETYPE - **CHATSWORTH**

HOUSETYPE ELEVATIONAL EXAMPLES |

5. BUILDING FOR A HEALTHY LIFE SUMMARY

Building for a Healthy Life (BHL) is an industry standard, endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use, in order to stimulate conversations about creating good places to live.

This is broken down into four questions in each of the three chapters:

5.1 *Integrated Neighbourhoods*

5.2 *Distinctive Places*

5.3 *Streets For All*

5.1 Integrated Neighbourhoods

5.1.1 Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

The development does not immediately front onto the main roads but instead is set back behind existing developments on Watermill Gardens and Kings Court. These further link into the site access points from Barnsley Road and Huddersfield Road which allow for easy pedestrian and vehicular movement in and out the site. There is an existing footpath alongside both Barnsley Road and Huddersfield Road which will link into the proposed development, creating a strong connection to the surrounding amenities and neighbourhood.

The proposed development has formal footpaths running throughout the site, alongside the estate road, enabling easy pedestrian navigation within the site and encouraging sustainable travel. The development utilises mostly straight line roads in the interest of making pedestrian routes as direct as possible.

There are existing bus stops on Barnsley Road and nearby Thurlstone Road offering direct access to Barnsley, Sheffield and other neighbouring towns and villages. This allows residents great opportunities to easily travel both for leisure and work purposes. The nearby train station in Penistone is located circa. 1.1 km away from the development, with direct links to Sheffield and Huddersfield.

Score: Green Light



MAP SHOWING MOVEMENT IN AND OUT THE SITE

Integrated Neighbourhoods

5.1.2 Short trips of up to three miles can easily be made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

The proposed development's internal design promotes pedestrian travel/cycling. There are footpaths on both sides along the main estate road running throughout the site, encouraging the residents to move sustainability beyond the site rather than using cars and having to worry about car parking at their end destination. The proposed development will also link into an external public footpath which runs alongside the southern and western boundary, allowing for easy access to the centre of Penistone which offers a wide range of amenities such as shops, healthcare, libraries, restaurants, takeaways, conveyance stores and a large Tesco supermarket.

The site is located within short walking distance of primary schools, as well as being adjacent to the Penistone Grammar School offering secondary and sixth form education, therefore making this location ideal for families with children of any age.

Score: Green Light

5.1.3 A range of homes that meet local community needs.

This scheme proposes 17 dwellings with an accommodation mix ranging across 2, 3, 4 and 6 bedroom dwellings. Generous gardens have been provided allowing potential in future for adaptation. This reflects the needs and desires of the aspirations of the local community and reflects the parameters set out in the Barnsley Housing Strategy (2014-2033). Dwelling sizes on this site include semi-detached and detached properties.

The proposed scheme is being procured by Mulgrave Developments Ltd who offer various schemes for prospective owners to purchase properties such as: Reduced mortgage rates, subsidy to deposit and 100% mortgages.

Score: Green Light

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

The site is located in Penistone, which offers a significant number of facilities and services commensurate with towns of this size: opportunities for workplaces, play areas, pubs/cafes, as well as other facilities such as independent retail units, a Post office, Library, public houses, takeaways, etc. All are accessed within a five to twenty minute walk, a short cycle ride, or by car although only limited parking is available in the town centre.

Further afield, the area offers many leisure opportunities, these include multiple walking/hiking trails, including the Trans Pennine Coast-to-Coast Trail and many more within the Peak District National Park. Opposite the proposed development is a children play area and sport fields, and Watermeadow Park, offering further sport or walking opportunities, only 0.6km away.

Within the boundary of the site there is a large public open space. This space can be used for sports and exercise activities, for example football, badminton and exercise classes, or as a more relaxed gathering point.

Score: Green Light

5.2 Distinctive Places

5.2.1 Understand and respond to local surroundings

The proposed residential development reflects the grain of the existing context of neighbouring residential development in Penistone. There are existing established hedgerow planting and tree belts to be retained, and augmented where necessary, predominantly along the northern boundary of the site. These provide a natural green buffer between the development and the existing school beyond. This is treated as a sensitive boundary therefore the properties are backing on with rear gardens, allowing for increased distance. The southern and western boundaries have also been treated with a sensitive manor due to abutting existing properties.

The built form of the area is commensurate with organic settlement growth over a period of time and individual housing details, in-keeping with those at the date of construction. As such there is no merit in attempting to replicate local detailing with the aim to disguise the proposed development. However, the use of similar materials can be carried forward to prevent the scheme from appearing alien. These include the use of stone, render, and grey concrete roof tiles.

The proposal is a contemporary interpretation of the local context and aesthetically accords with the neighbouring surrounding developments on Watermill Gardens and Kings Court, as the proposed will be seen as a continuation of these developments. The scheme respects the existing landscape features and understands the need for creating an inter-relationship between development blocks, streets and open space.

The topography of the site is relatively flat and there are no existing buildings or structures on the site.

Score: Green Light

5.2.2 Create places that are memorable.

The character of the proposed development fits well into the context of the surrounding residential developments. The placement of the P.O.S area will allow for easy navigation for residents and visitors, as well as excellent views out.

The layout and its green infrastructure respond to the sites context and provides a contemporary distinctive character. There will be a range of house types on the site, and this, together with the use of different elevational finishes / colours and the use of secondary less formal areas, will bestow a feeling of intimacy within the individual areas of the site as well as providing focal emphasis making this development pleasantly distinct.

Score: Green Light

5.2.3 Use legible features to help people find their way around a place.

The development will be easy to orientate around due to the different character areas of built development and highways. The hierarchy of roads starts with the main estate road running through the site, which then changes to a lower hierarchy of private drives. The routes around the site are direct with private drives leading to road ends being as minimal as possible.

The site layout seeks to ensure the principles of 'Secured by Design' are adhered to with active frontages to all internal vehicle, pedestrian, and cycle routes. These routes are visually open, direct, and not segregated to minimise opportunity for crime and disorder. The boundaries between private and public space are clearly indicated.

Score: Green Light

5.2.4 Create a network of streets and spaces that are well enclosed by building and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

Streets have been designed as straight as possible to allow for straightforward navigation routes for vehicles and pedestrians with clear definition of the private and public realms, and property frontages overlook both the key landscape features and the internal site roads, in the interests of place making and passive surveillance rather than offering blank walls. Where the use of cornering turning houses has not been used, proposed dwellings opposite will front on to where windows are not to be implemented to the side elevations, thus maintaining surveillance over the streets.

The access to the public open spaces has been positioned off the main footpath running through the site to allow easy access to all new and existing residents.

Score: Green Light

5.3 Streets for All

5.3.1 Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

The scheme has been designed to encourage reduced vehicle speeds by reducing forward visibility limited by road length with minimal use of signage and speed humps. The site caters for all pedestrian with footpaths throughout the site and its green space. The schemes layout has defined the street network so that highways and car parking do not over dominate the streetscapes.

The site has pedestrian routes which follow desire lines providing separation between people and cars. Private drives/ parking courts help to reduce vehicular speeds and create character areas for residents to identify as their own and provide a safer setting and safer possibility for outdoor play.

Score: Green Light

5.3.2 Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place.

The streets are all overlooked by adjacent dwelling frontages in the interest of safety. Dwelling frontages are lined with short hedgerows and grassed spaces which can be further landscaped and maintained by the corresponding properties in the interests of both visual amenity and sense of place to enable a safe environment. The scheme also proposes new trees to be placed internally throughout the development for greener streets and increased biodiversity.

The proposed site has a large P.O.S easily accessed from all properties. This will be in the form of an open field for activities such as sports and picnics for the whole neighbourhood to benefit from. The boundaries of this P.O.S are defined by hedges to create a stronger character and increase biodiversity.

Score: Green Light

5.3.3 Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve physical activity, air quality, local congestion, and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

The layout is designed in such way to encourage walking and cycling by linking into the existing footpaths and roads. There are multiple bus stops close to the site with regularly serviced routes to nearby towns and villages, making it more convenient for residents to take public transport than have to worry about parking at their end destination.

Parking spaces are to be found within each dwelling's curtilage with minimum 2 parking spaces for each dwelling, designed to meet the numbers suggested in the local authority's parking standards.

There is a range of parking solutions across the site offering proposed residents a number of frontage or side driveway car parking spaces. Most properties also benefit from a detached garage within their plot curtilage, positioned behind the rear building line of the dwellings in the interests of creating car free frontages where possible and to minimise the overall impact of the private car.

Score: Green Light

5.3.4 Creative surface water management such a rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

The proposed development benefits from a watercourse (River Don), located across the road, to which the neighbouring properties on Watermill Gardens are connected to. The development proposes to connect into this existing surface water runoff and, in turn, also discharge into the River Don.

Score: Green Light

6. DESIGNING OUT CRIME

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

The application seeks Full Planning Approval for a residential development and a detailed layout accompanies the submission. This section demonstrates designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined below:

- Proposed footpath links within the site have been clearly and logically positioned to ensure surveillance and promote the use of these links. This provides users of the footpath with a feeling of security and deters criminal and antisocial behaviour.
- Parking solutions vary, as previously demonstrated, in terms of driveways and garages within the scheme. No matter what the solution, the majority are located within the curtilage of the dwelling or in highly surveilled positions close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/antisocial behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and through the careful choice of boundary treatment which delineates the public from the private realm.

- New planting is proposed to separate main footways from private footpaths and parking bays. This planting is substantial enough to deter intrusion onto private frontages.
- The use of robust boundary treatments i.e. 1800mm high fencing to the rear boundaries of dwellings with fencing or hedge planting subdividing plots ensures the creation of defensible space and achieves privacy for residents.
- Rear access paths provided have been kept to a minimum and are provided with gates at the street scene in order to prevent casual intrusion.
- The scheme has been carefully designed to avoid the creation of ambiguous spaces. All spaces created offer public or private use or value and are designed to support biodiversity through additional planting.
- The proposed fenestration of the dwellings has been designed to respond to the street with outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve to ensure the creation of an active streetscene. Gables are also appropriately treated with the use of windows to ensure surveillance and true dual aspect dwellings achieved to key corners.

These recommendations ensure that residents will be provided with a safe and secure environment to live by reducing the opportunities for crime and antisocial behaviour to occur. This will accord with the core principles and design objectives set out in the National Planning Policy Framework and local policy.



This Design and Access Statement has demonstrated how the design of the site accords with relevant national and local planning policy.

By following an established set of design principles, the scheme blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form which is reflective and complimentary to the existing built form within the locality.

These elements will ensure the creation of a pleasant environment to live.

In summary, this application seeks an outline planning permission for the residential development for 17 dwellings, of which: -

- **A mix of housing comprising of 2-, 3-, 4- and 6-bedroom homes, in the interests of inclusivity for all.**
- **A legible development, where there is a clear impression of the site layout and clear movement options for pedestrians and motorists within the site.**
- **The design and siting of the proposed dwellings is reflective of the grain, scale, and character of the surrounding residential area, in the interest of visual amenity and creating an appropriate sustainable 'sense of place'.**

This document has been prepared by:
PRA Architecture Ltd.
55 The tannery
Lawrence Street
York, YO10 3WH