

Design & Access Statement



Full planning application for the erection of 24 no. dwellings at land off Saunderson Road, Penistone



JohnsonMowat
Planning & Development Consultants

June 2018





Orion Homes
Land off Saunderson Road, Penistone

Design and Access Statement

Date: 05 June 2018

Johnson Mowat
Planning & Development Consultants
Coronet House
Queen Street
Leeds
LS1 2TW

t: 0113 887 0120
e: hello@johnsonmowat.co.uk
w. www.johnsonmowat.co.uk



LIMITATIONS

The assessments and interpretation have been made in line with legislation and guidelines in force at the time of writing, representing best practice at that time.

All of the comments and opinions contained in this report, including any conclusions, are based on the information obtained by Johnson Mowat Planning Ltd during our investigations.

There may be other conditions prevailing on the site which have not been disclosed by this investigation and which have not been taken into account by this report. Responsibility cannot be accepted for conditions not revealed by the investigation.

Any diagram or opinion of the possible configuration of the findings is conjectural and given for guidance only and confirmation of intermediate ground conditions should be considered if deemed necessary.

Except as otherwise requested by the Client, Johnson Mowat Planning Ltd is not obliged and disclaims any obligation to update the report for events taking place after:

- a) the date on which this assessment was undertaken; and
- b) the date on which the final report is delivered.

Johnson Mowat Planning Ltd makes no representation whatsoever concerning the legal significance of its findings or to other legal matters referred to in the following report.

This report has been prepared for the sole use of Orion Homes. No other third parties may rely upon or reproduce the contents of this report without the written permission of Johnson Mowat Planning Ltd. If any unauthorised third party comes into possession of this report they rely on it at their own risk and the authors do not owe them any Duty of Care or Skill.



CONTENTS

1.0 INTRODUCTION

2.0 SITE LOCATION AND CHARACTERISTICS

3.0 DESIGN POLICY CONTEXT

4.0 AREA AND SITE ANALYSIS

5.0 SUSTAINABILITY

6.0 ACCESS AND DESIGN

7.0 BUILDING FOR LIFE 12

8.0 SUMMARY



1.0 | Introduction



This Design and Access Statement has been prepared by Johnson Mowat on behalf of Orion Homes in support of a Full Planning Application for the residential development of 24 no. dwellings at land off Saunderson Road, Penistone.

This statement has been prepared under the requirements of the Town & Country (General Development Procedures) (Amendment) (England) Order 2006. The structure and content has been informed by:

- The Town & Country Planning (General Development Procedure) (Amendment) (England) order 2010;
- DCLG 'Guidance on Information Requirements and Validation' (March 2010);
- 'Design & Access Statements – How to write, read and use them' (CABE 2006); and
- Secretary of State Appeal decisions on the role of a Design & Access Statement.

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 surrounding context. These principles are based upon good practice as set out in national planning and urban design guidance.

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 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 sustainable residential development that supports the existing community and respects the positive features of the site;
- Create a legible and attractive place with a sense of identity;
- Create a high quality living environment; and
- Provide a well-planned layout and the creation of pleasant and well-designed streets and spaces.



2.0 | Site Location and Characteristics

2.0 | Site Location and Characteristics



The site is located on the north western edge of Penistone, a larger settlement identified as a Principal Town within the settlement hierarchy of both adopted 2011 Core Strategy and the emerging Barnsley Local Plan.

Penistone is located approximately 13 km west of Barnsley Town Centre and approximately 22 km north of Sheffield. The site extends to approximately 0.92 hectares of greenfield grazing land, the topography of which is relatively level.

The site is bordered by existing residential development to the north, south and west by virtue of properties located on Saunderson Road, Bent Street and Thurlstone Road, with the main urban area of Penistone extending further east.

Properties located along Thurlstone Road comprise a range of architectural styles and materials. Properties are predominately two storey in height and largely consist of a mix of detached and semi-detached plots. Saunderson Road comprises a number of single storey dwellings of similar architectural scale and design, however a more recent affordable housing led development bordering the south of the site has seen a number of two storey plots constructed of a more modern architectural design.

The site benefits from excellent sustainability credentials being located a short distance from the centre of the Principal Town of Penistone, which offers access to a range of local shops, services, pubs & restaurants. Penistone Leisure Centre is located directly to the north.

A bus stop is located adjacent the access from Saunderson Road, and offers regular bus services to wider parts of the District and the town centre of Barnsley.





3.0 | Design Policy Context

3.0 | Design Policy Context

NATIONAL POLICY

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. The underpinning thread of the NPPF is sustainable development and paragraph 56 states:

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

With regard to design NPPF states in paragraph 58 that developments should: function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are *visually attractive as a result of good architecture and appropriate landscaping*.

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

3.0 | Design Policy Context



NATIONAL PLANNING POLICY GUIDANCE (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; and
- 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 consultations. 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 decision, 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 use 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.

3.0 | Design Policy Context



For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

- Pre-application Discussion;
- Design and Access Statements;
- Design Review;
- Design Codes;
- Decisions on Applications; and
- 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 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.

3.0 | Design Policy Context



LOCAL DESIGN POLICIES AND GUIDANCE

The following local policies relate to design (and matters influencing design) and access.

The current Development Plan for Barnsley comprises the adopted Core Strategy (adopted September 2011) together with saved policies of the Barnsley UDP (December 2000). Both documents are however to be replaced by the emerging new Local Plan for the District which is now at an advanced stage, with examination hearings having closed in April 2018. The Council anticipate they will be in a position to adopt the new Local Plan later this year.

The application site is identified as a preferred housing allocation within the emerging draft Local Plan under reference H34, land off Saunderson Road.

The following design policies are relevant to this proposal:-

EMERGING BARNSELEY LOCAL PLAN

- Policy D1 - Design

BARNSELEY CORE STRATEGY (2011)

- CSP 29 - Design

SUPPLEMENTARY PLANNING DOCUMENTS

- Designing New Housing Development (March 2012)
- South Yorkshire Residential Design Guide (December 2010)

EMERGING BARNSELEY LOCAL PLAN POLICY D1

The emerging Barnsley Local Plan simply reiterates the policy contained within the Council's adopted Core Strategy (CSP29). The policy states that:-

"Development should:

- contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment;*
- help to transform the character of physical environments that have become run down and are lacking in distinctiveness;*
- enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people;*
- contribute towards creating attractive, sustainable and successful neighbourhoods; and*
- achieve a Building For Life 12 assessment which scores as many 'greens' as possible subject to local circumstances, in developments of 10 or more dwellings"*

DESIGNING NEW HOUSING DEVELOPMENT (MARCH 2012)

The Council's adopted SPD is to be read in tandem with the South Yorkshire Residential Design Guide. This provides further technical guidance on matters such as spacing standards, separation distances, character, streetscapes, parking and landscaping.

The SPD is used by the Council as a 'best practice' tool by which to evaluate the merits of new housing led schemes. Individual assessments are then considered further through the CABE Building for Life 12 Assessment.



4.0 | Area and Site Analysis

TOPOGRAPHY AND VIEWS

The site comprises an enclosed piece of land of relatively flat topography. The site borders existing residential development to the north, south and west. Views into the site from Thurlstone Road are therefore limited, given that the majority of the site is screened by way of existing residential properties.

LOCAL CHARACTER

The site is located on the main urban edge of Penistone. The site is bordered along the southern boundary by a number of more modern residential properties, which were constructed around 2014/15 and comprise a mix of brick & render together with a tiled roof construction. Properties located along Thurlstone Road to the north of the site comprise a mix of architectural styles, including a number of more bespoke detached dwellings together with more traditional semi-detached properties of a brick/render or stone construction. A row of terraced units is located directly north of the site along Bent Street. The immediate locality therefore comprises a mix of dwelling types of varying architectural form and materials.

The majority of dwellings within the locality comprise UPVC windows and tiled roofs. Architectural styles include front projecting gable features and bay windows to dwellings. A number of properties have been subject to various house extensions, including side and rear additions to existing plots.



Figure A: Existing semi-detached plots located off Thurlstone Road



Figure B: View south toward proposed point of vehicular access



View C: Terraced properties located off Bent Street



View D: View from Thurlstone Road to Saunderson Road

4.0 | Area and Site Analysis



HERITAGE ASSETS

The western edge of Penistone Conservation Area is located over 300m from the application site. Views looking west toward the site from the defined Conservation Area are largely obscured by way of existing buildings.

No designated heritage assets are located either within or directly adjacent to the site.

BIODIVERSITY AND GEOLOGICAL CONSIDERATIONS

The site is not located within or in close proximity to any designated nature conservation areas or landscape designations.

A Preliminary Ecological Appraisal has been undertaken by Brooks Ecological in support of the planning application which confirms that the site supports a limited range of common, species-poor habitats, none of which would represent a major constraint to development.



5.0 | Sustainability

SUSTAINABILITY APPRAISAL

The proposals will generate a new place that will contribute to meeting the needs of the 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 wellbeing.

The Council's own comments on the sustainability credentials of the site can be found within the Sustainability Appraisal Publication 2016, which forms part of the evidence base to the emerging Local Plan. Comments in respect of site H34 (land off Saunderson Avenue) state:-

"Site proposed as it is a well scoring infill site that is **sustainably located in a Principal Town. The site is in close proximity to Penistone town centre with good access to services.**"

ACCESSIBILITY ASSESSMENT

The site is in a sustainable location with good accessibility to a wide range of services and facilities.

The Institution of Highways and Transportation (IHT) set out a series of preferred walking distances within their publication 'Guidelines for Providing for Journeys on Foot'. These are set out within the table below.

	Town Centres, Retail	Employment, School, Tourism	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Max	800m	2,000m	1,200m

More recently, guidance contained within Manual for Streets states that *"walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' walk (up to about 800m) walking distance of residential areas."*

Within 800m of the application site are the following facilities and services:

- | | | |
|--------------------|-------------------|-------------------|
| -Bus stops | -Leisure Centre | -Restaurant |
| -Public House | -Petrol Station | -Grammar School |
| -Hot Food Takeaway | -Tesco Superstore | -Shops |
| -Cafe | -Veterinary | -Building Society |
| -Pharmacy | -Post Office | |

Penistone Market Street is located around 300m south of the site and provides access to a large range of shops, services and local amenities.

A total of six schools are located within 2km of the site, including Penistone Grammar School, St John the Baptist Primary School and St John CE Primary School.

Penistone train station is located 1.2km east of the site and provides good links with the Towns of Barnsley, Sheffield and Huddersfield.



SUSTAINABLE CONSTRUCTION

In addition to the wider sustainability benefits identified above, there are opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following is a series of guiding principles for sustainable design and construction. It is expected that these, as well as others, would be explored as part of the detailed design process:

- Arranging homes and buildings to maximise solar gain and light penetration. Wherever possible and practicable, positioning buildings with south facing fronts to maximise sunlight;
- Designing the internal layout of homes to provide for modern living;
- Building design, which allows for flexible living e.g. potential future expansion of living areas.
- Provide opportunities and space for home based working and office space within new homes;
- Maximising storage space within the building and individual plots, with appropriate space for recycling, refuse, cycle storage, and rainwater harvesting;
- The use of efficient appliances, heating systems, energy controls and management; improved insulation and glazing;
- The potential use of recycled construction materials and aggregates, and the preference for using environmentally friendly and more sustainable materials and products;
- The conservation of natural resources on site such as hedgerows and trees;
- Providing grassland, native trees, shrubs, hedgerows, street trees and garden trees, which will encourage biodiversity as well as sustainable drainage;
- Controlling water demand through best practice approaches such as low flow showers and baths, dual flush toilets, efficient taps, water efficient white goods, and rainwater harvesting through water butts; and
- The consideration of other emerging technologies during the course of the design phases.



6.0 | Access and Design

ACCESS

The proposals are to include a singular point of vehicular access from Saunderson Avenue, forming a continuation of the previous affordable housing led scheme approved under LPA reference 2013/0072.

The existing point of access comprises a 5.5m wide road with footways along both sides. Sightlines of 2.4m x 90m can be achieved in both directions from Saunderson Road. Inclusive access will be provided in accordance with Part M of the building Regulations.

Private parking is provided within the scheme to meet the Council's current standards.



DESIGN

The development proposals comprise a full planning application for residential development of 24 dwellings. The proposals will make a valuable contribution toward meeting the communities housing needs and the Council's planned housing requirement.

The scheme comprises a mix of detached, semi-detached and terraced 3 and 4 bed dwellings across a range of seven different plot types. The properties would be of a brick-built construction and include complimentary architectural features reflective of those within the surrounding area including front gable features, bay windows, lean-to front projections and sill detailing to doors and windows.

The range of plot types proposed would make for a varied range of street scenes that blend well with existing properties within the locality.

Examples of the dwelling types proposed within the development are set out adjacent.



The Salisbury housetype elevations – 4 bed dwelling

The Exeter housetype elevations – 4 bed detached dwelling



The Arlington housetype elevations – 3 bed terraced dwelling





7.0 | Building For Life 12

Building for Life is the industry standard endorsed by Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live. The 12 questions below reflect the vision of what new housing developments should be: attractive, functional and sustainable places. Redesigned in 2012, from the original 20 questions, Building for Life 12 is based on the new

National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning. Any detailed proposal should be designed with this in mind and should also be scored against the 12 questions below.



INTEGRATING INTO THE NEIGHBOURHOOD

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Yes. The development would utilise an existing vehicular access point. The surrounding area is predominately residential, including a new development of affordable homes located south along the site access.

2. Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Yes. The development is located on the north western edge of the Principal Town of Penistone, with a wide variety of shops, services & amenities located within preferred walking distance of the site.

3. Public transport

Does the scheme have good access to public transport to help reduce car dependency?

Yes. A bus stop is located adjacent the site access from Saunderson Road/Thurlstone Road and provides frequent bus services to wider parts of the District. Penistone Train Station is located 1.3km east and connects with the towns of Barnsley, Sheffield & Huddersfield.

4. Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Yes. The scheme has been designed to include a range of 3 & 4 bed plot types and would include a quantum of affordable housing subject to viability.

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Yes. Architectural styles have been considered in preparing the range of plot types to be developed across the site, however it is noted that within the locality there is a wide range of architectural styles and form.

6. Working with the site and its context

Does the scheme take advantage of existing buildings, site orientation and microclimates?

The site would adjoin an existing built up area and has been designed to blend appropriately with existing neighbouring properties. The scheme has been designed reflective of good architectural practice, with regard to plot siting, orientation and separation distances.

The scheme has been designed having regard to the South Yorkshire Residential Design Guide and the Council's Designing New Housing Development SPD.



7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Yes. The development has been designed to include a number of landscaped areas fronting plots, and where feasible parking areas have been broken up by way of soft landscaping to form a quality residential environment. A detailed landscape drawing accompanies the application.

8. Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Yes. Although we note that the site is smaller scale in nature totalling only 24 units.

STREET & HOME

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Yes. Given the short extent of highway into the site which has been designed of a nonlinear form, there is no opportunity for speeding vehicles.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Yes. Vehicular parking is adequately broken up by the extent of green amenity spaces fronting properties.

11. Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Yes. Plot boundaries are clearly defined and would include 1800mm close boarded fencing. Plots have been orientated to provide natural surveillance to private areas.

12. External storage and amenity space

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Yes. Ample private space is available for bin storage and collection throughout the site. Many of the plot types proposed incorporate garages for additional vehicular parking and storage.



8.0 | Summary

Initial Design

The initial design solution put forward to the Council at pre-application stage is set out adjacent, and included a mix of detached & terraced plot types, with dwellings along the western boundary orientated to face east.

The design utilised a single point of vehicular access continued off Saunderson Drive.

The layout was submitted to the Council for comment, with comments from Design Officers generally receptive to the arrangement proposed. Comments were however raised with regard to the break up of parking spaces along plots 5-7, with further concerns over manoeuvrability in both this location and adjacent plots 10-12.

No specific open space is provided within the site, due to the smaller scale nature of the development and difficulty in providing any purposeful green space of sufficient size. This is recognised by the Council in their pre-application response.



Proposed Design Solution

The final design solution presented adjacent is broadly similar to the initial concept plan, however it was determined that properties to the eastern boundary would be better re-orientated to provide separation from existing properties located on Bent Street.

In addition, it was determined that Plot 17 would be better reorientated alongside plots 15-16 to reinforce a strong focal point and street scene upon entering the site.

Regard has been had for preferred separation distances between existing and proposed properties in line with both the Council's adopted SPD and the South Yorkshire Residential Design Guide.

The layout would incorporate areas of soft landscaping which would provide for an attractive residential environment. A detailed landscape Masterplan has also been prepared by H2 landscape and accompanies the application submission.

The final layout is considered the most appropriate design solution for the site, that would provide for a high quality residential environment, making best use of existing space.





Johnson Mowat Planning & Development Consultants

Coronet House | Queen Street | Leeds | LS1 2TW

Tel: 0113 887 0120 Web: www.johnsonmowat.co.uk