

WHITE HART ROAD, PENISTONE

DESIGN AND ACCESS STATEMENT

Bellway

PARKER PEEL
ARCHITECTURAL

Client:
Bellway Homes

Architecture &
Masterplanning:
Parker Peel Architectural

Planning:
PB Planning

Landscape:
Golby & Luck

Engineers:
ARP

Highways:
Optima

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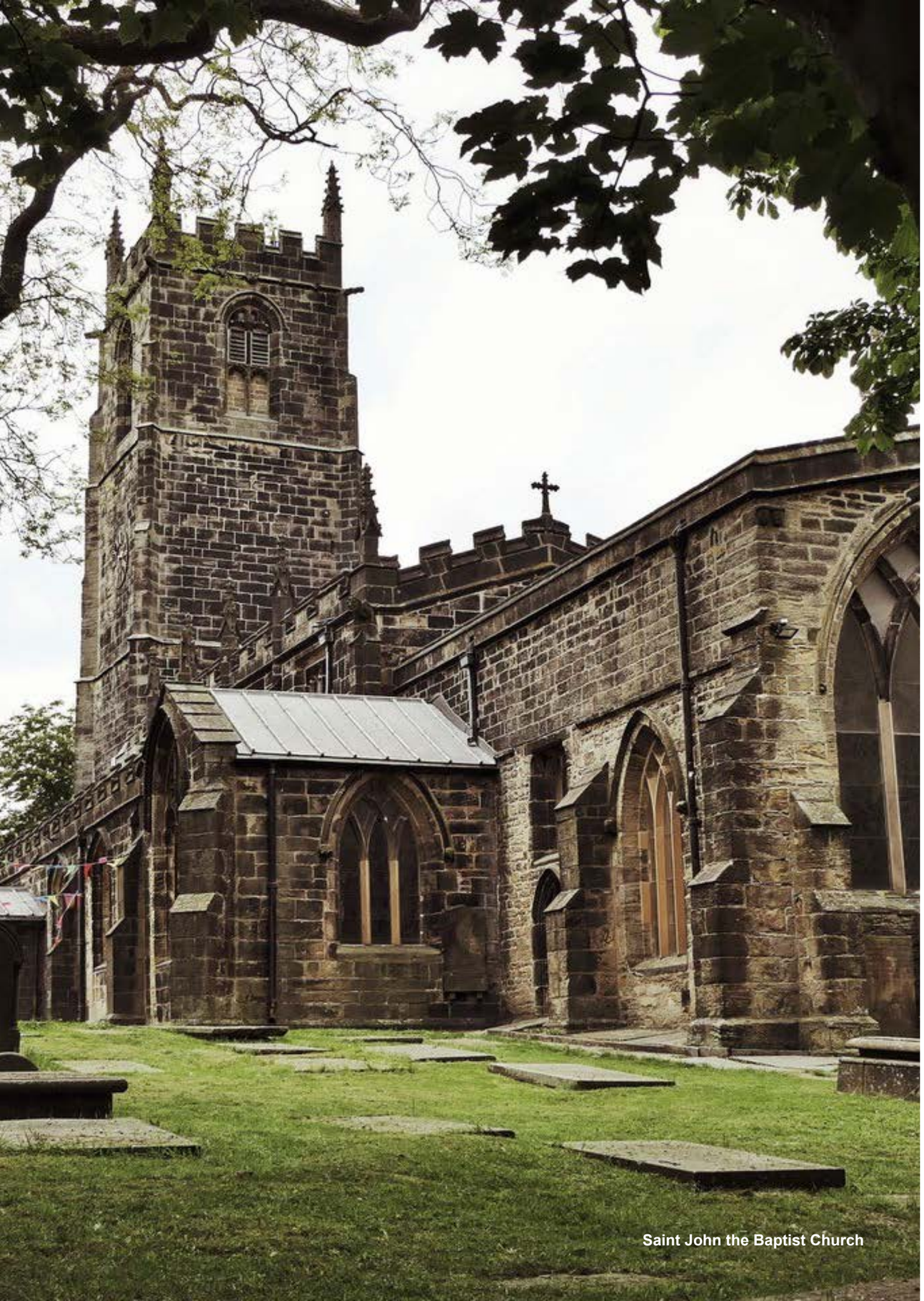
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Saint John the Baptist Church

1.1 Overview
1.2 Purpose of the Design & Access Statement
1.3 Site Location
1.4 Access and Connectivity
1.5 Planning Policy

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1.1 Overview

THIS DESIGN AND ACCESS STATEMENT (DAS) HAS BEEN PREPARED BY PARKER PEEL ARCHITECTURAL ON BEHALF OF BELLWAY HOMES TO SUPPORT THE PROPOSED RESIDENTIAL DEVELOPMENT ON LAND WEST OF WHITE HART ROAD, PENISTONE.

PURPOSE OF THE DOCUMENT

The Design and Access Statement forms part of a wider suite of documents submitted in support of a full planning application for the development of 51 dwellings, together with associated access, and landscaping.

The DAS has been prepared with regard to the need to balance relevant design guidance with planning policy requirements. It sets out the evolution of the design process undertaken in developing the proposals for the site and explains how the submitted scheme has been informed by site analysis, planning considerations and design principles.

This statement should be read in conjunction with the other documents that collectively form the planning application submission.



1.2 Purpose of the Design & Access Statement

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

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

The following issues are addressed:

- The design principles and concepts that have been applied to the development.
- The steps taken to appraise the context of the development and how the design of the development takes that context into account.
- The policy adopted as to access and how policies relating to access in relevant local development documents have been taken into account.
- What, if any, consultation has been undertaken on issues relating to access to the development, and what account has been taken of the outcome of any such consultation.
- How any specific issues which might affect access to the development have been addressed.
- That the proposals are based on a considered approach to masterplan design.

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

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

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

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

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

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

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

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

1.3 Site Location

The site is located in Penistone, a well-established market town situated to the west of Barnsley. Penistone has a predominantly semi-rural market town character serving as an important local centre for surrounding rural communities, including Thurlstone, Millhouse Green, Silkstone and Oxspring. Within the borough settlement hierarchy, Penistone is identified as a Principal Town.

Barnsley town centre lies approximately 8 miles to the east of the site, while Sheffield city centre is located around 12 miles to the southeast. Other nearby centres, including Huddersfield and Wakefield, are also accessible, lying approximately 10 miles and 15 miles away respectively.

Penistone is positioned on the edge of the Pennines and is set within an attractive landscape characterised by open farmland, rolling hills, woodland areas and historic rural features. The surrounding countryside includes a network of public footpaths and recreational routes, contributing to the area's scenic and varied setting.

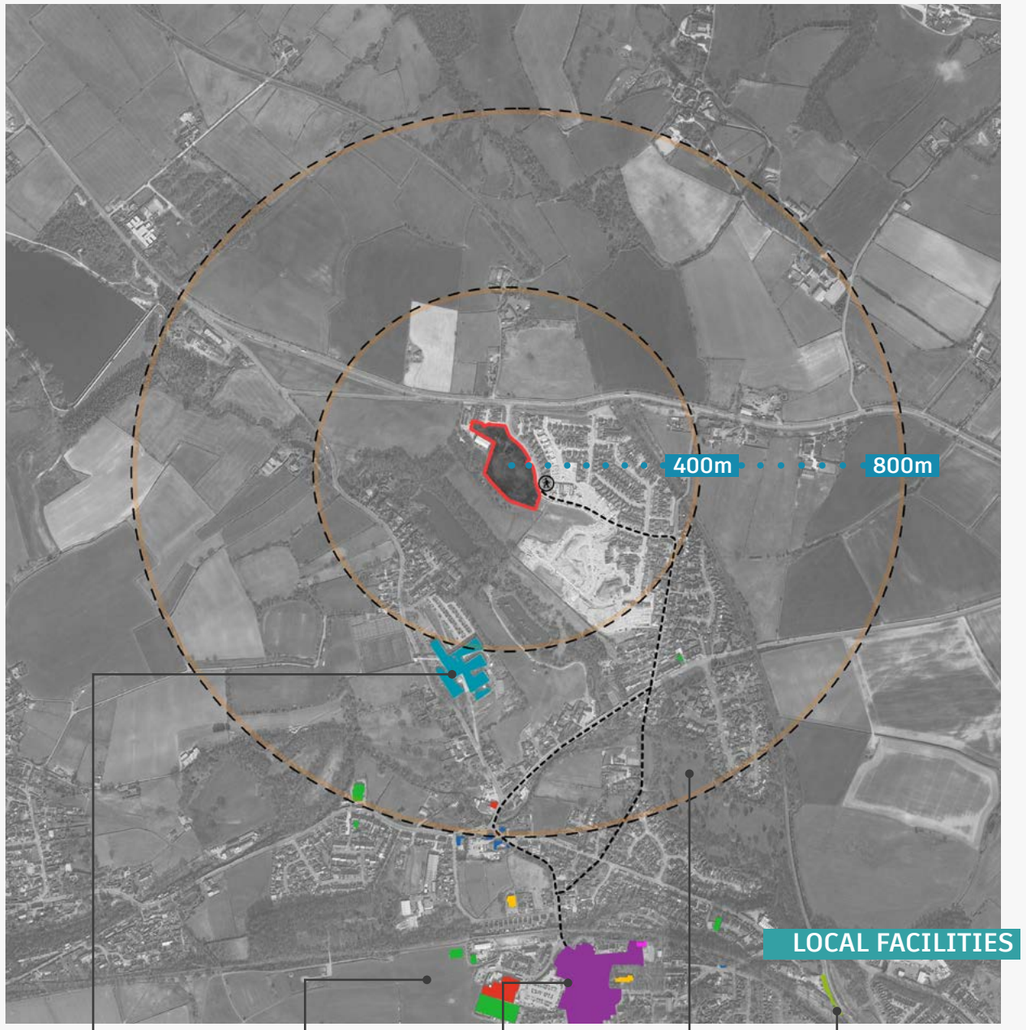
The town benefits from good transport connectivity. Penistone railway station provides regular services to key destinations including Huddersfield, Sheffield and Barnsley. Road connections are also accessible, with the A628 and A629 linking the area to the wider highway network, including onward connections to the M1 motorway and surrounding towns and cities.



WIDER CONTEXT

BUILDING FOR A HEALTHY LIFE (BHL)

- Facilities and services



LOCAL FACILITIES

KEY

- Convenience/Food Store
- Health Facilities
- Place of Worship
- Community Centre/Library
- Leisure
- Train Station
- Educational
- Penistone Town Centre
- Restaurants/Pubs/Cafe/Takeaway
- Walking Route to Town Centre

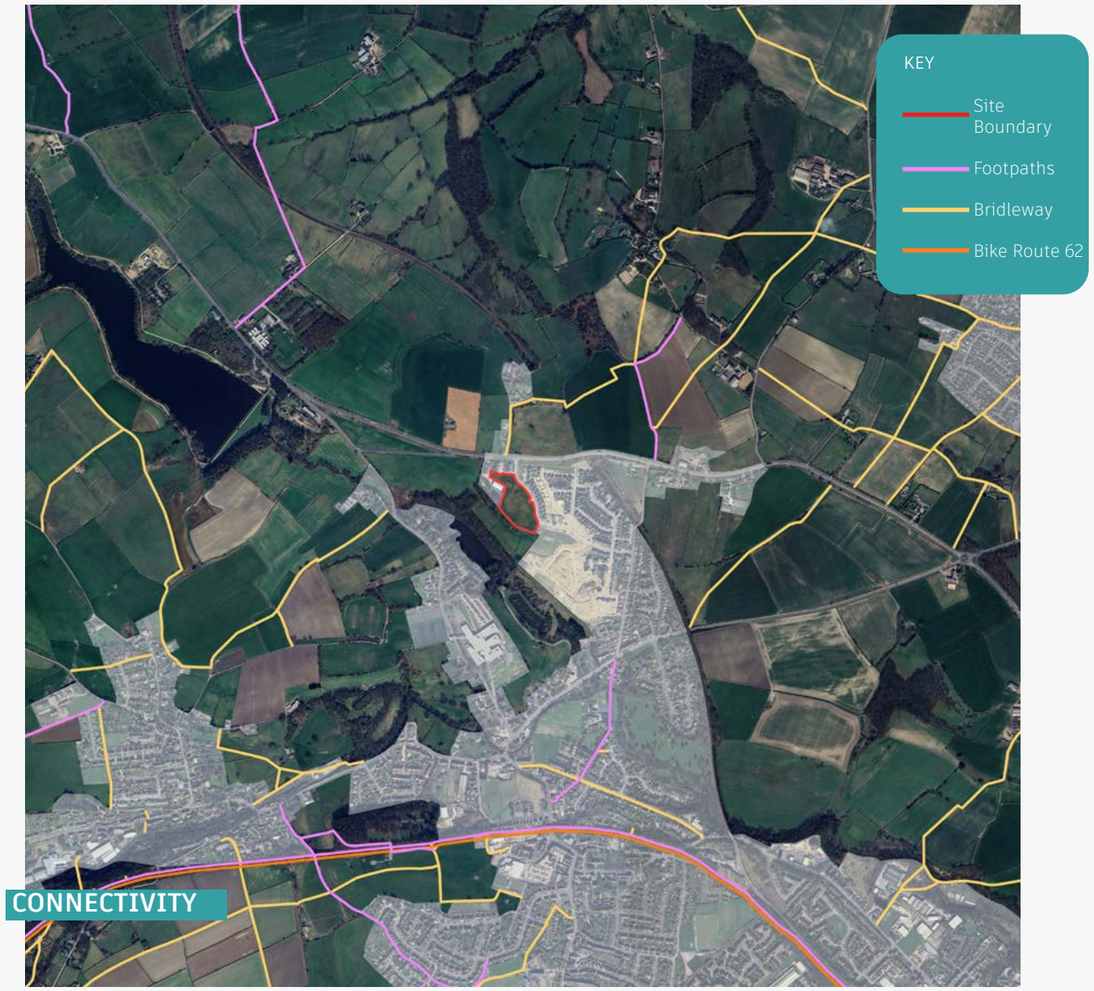
1.4 Access and Connectivity

Penistone has a well-established network of pedestrian, cycle and vehicular routes, providing good access to local services, facilities and the surrounding countryside. Its compact form supports walking and cycling for everyday journeys.

PEDESTRIAN CONNECTIONS
Footways and public rights of way connect residential areas with schools, shops, community facilities, public transport and open spaces. These routes support both everyday travel and recreational walking.

WIDER CONNECTIVITY
Public footpaths and bridleways link Penistone with nearby villages, recreational destinations and the wider rural landscape, supporting leisure use and active lifestyles.

CYCLING AND ACTIVE TRAVEL
A range of routes suitable for cycling and active travel connect the town with neighbouring settlements and rural areas. These links complement the highway network and help reduce reliance on private vehicles for shorter trips. Together, pedestrian routes, rights of way, cycle links and public transport create a well-connected settlement that supports sustainable movement for residents and visitors.



BUILDING FOR A HEALTHY LIFE (BHL)

- Walking, cycling and public transport

HIGHWAYS



The site is located off White Hart Road, within edge of settlement development, and benefits from direct access to the local highway network. White Hart Road connects to the A629 to the north and A628 to the south, providing links to Barnsley, neighbouring settlements and the wider strategic network. Vehicular access will be taken from White Hart Road, with established highway infrastructure proven capable of accommodating development-related traffic. Junction 37 of the M1 lies approximately five miles east, offering onward connections to Sheffield, Leeds and the wider motorway network.

PUBLIC TRANSPORT



The site benefits from nearby bus stops providing links to Penistone, Barnsley, Sheffield, Holmfirth and surrounding settlements. Penistone Railway Station lies approximately 1.3 miles to the south-east and is served by the Penistone Line, offering connections to Barnsley, Sheffield and Huddersfield. These facilities provide future residents with sustainable travel options to key local, regional and national destinations.

INTRODUCTION

1.5 Planning Policy

DESIGN GUIDANCE AND QUALITY
The Design and Access Statement has followed best practice urban design. It has embraced national and local documents that deal with 'Good Design' and 'Placemaking'. The principal documents that have been used in terms of design context are:

NATIONAL PLANNING POLICY FRAMEWORK (DECEMBER 2024)
The Government's National Planning Policy Framework (the Framework) now forms the relevant policy guidance at the national level for the determination of all planning applications. The Framework is a material consideration which must be taken into account in all planning decisions.

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

Paragraph 15 states:
"The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings."
Section 12: achieving well designed places
Paragraph 131 outlines the Government's commitment to the creation of high-quality, beautiful, and sustainable buildings and places. Good design is an underlining aspect of sustainable development, which inherently creates better places to live and work.

Paragraph 135 sets out planning policies and decisions should:

a. "will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

MANUAL FOR STREETS (2007) & MANUAL FOR STREETS 2 'WIDER APPLICATION OF THE PRINCIPLES' (2010)
Manual for Streets focuses on lightly trafficked and residential streets, setting out clear guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists. The key principles are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served.
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street.
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture.
- Design to keep vehicle speeds at or below 20mph on residential streets unless there are overriding reasons for accepting higher speeds.
- Use the minimum of highway design features necessary to make the streets work properly.

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

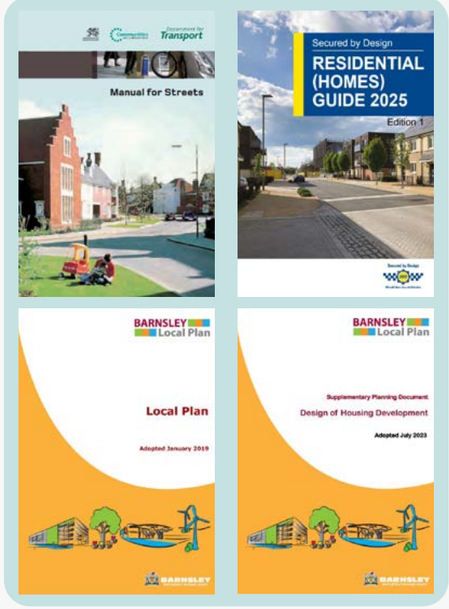
In achieving Secured by Design, the following principles should be considered and addressed:

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

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

The core factors contributing to good urban design, which underpin all of the above best practice, include the following principles:

- Character - Somewhere with a sense of place and local distinction.
- Legibility - a Place which is easy to understand and navigate.
- Permeability - achieving a form of layout, which makes for efficient pedestrians and vehicular movement.
- An articulated townscape - creating an interesting, locationally responsive townscape utilising building height, scale, and massing all of which should be human in scale.
- Human Scale - the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective.
- Security, natural surveillance - creating places, which are properly overlooked and make effective passive and active policing.
- Detailing richness and interest - promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment.
- Quality within the public realm - promoting routes and spaces, which are attractive, safe and uncluttered.
- Continuity and enclosure - promoting the continuity of street frontage and the definition of public and private space.
- Adaptability, robustness and sustainability - the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.



LOCAL SUPPORTING PLANNING DOCUMENTS

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

LOCAL PLAN 2019-2033

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

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

Regard has also been given to Policy GD1: General Development, which requires proposals to avoid significant adverse impacts and to be compatible with neighbouring land uses and the wider surrounding area. The scheme has therefore been developed with consideration given to layout, scale, appearance, access, parking, movement, landscaping, private amenity space and the relationship with neighbouring properties.

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

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

DESIGN OF HOUSING DEVELOPMENT

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

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

OTHER RELEVANT SPD'S

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

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

SOUTH YORKSHIRE RESIDENTIAL DESIGN GUIDE

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



Scout Dike Reservoir



Former Cloth Hall, Penistone

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

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2.1 Historical Context

SETTLEMENT ORIGINS

Penistone has its origins as a historic market town, with early development shaped by its rural setting and its role as a local service centre for the surrounding agricultural hinterland. The settlement developed incrementally over time, with growth influenced by its strategic position on historic route networks and later by improved transport connections, including the arrival of the railway in the 19th century.

This gradual evolution has resulted in a settlement with a strong historic core and a well-established identity. The underlying structure of Penistone continues to reflect these early route alignments and patterns of organic expansion, informing it's form and layout.

INDUSTRIAL AND ECONOMIC INFLUENCE

While Penistone is not defined by large-scale industrial expansion to the same extent as some neighbouring settlements within South Yorkshire, its development has nonetheless been influenced by wider regional economic activity, including agriculture, market trading and rail-related growth. These factors supported modest expansion and helped reinforce its role as a local centre within the wider Barnsley area.

The legacy of this development is evident in the town's established street network, traditional built form and its relationship with the surrounding landscape.

SETTLEMENT PATTERN AND HISTORIC GRAIN

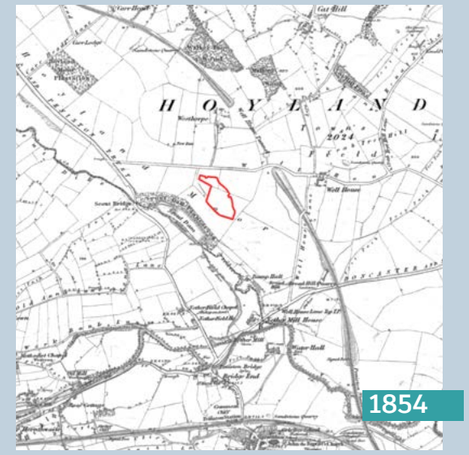
The historic development of Penistone has created a settlement pattern that is generally coherent but varied in its detailed grain. Differences in building age, plot arrangement, street alignment and density reflect the town's incremental growth over time.

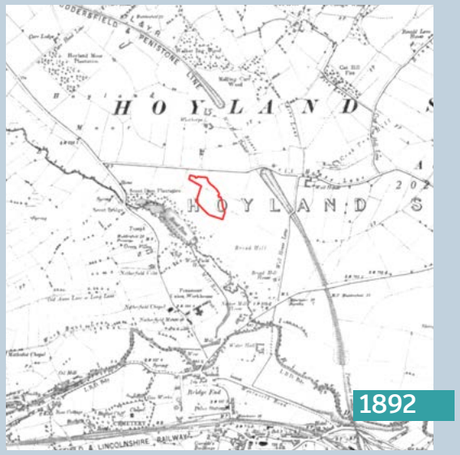
This layering of development contributes to it's character, with a clear distinction between the historic core, later residential expansion and more modern edge-of-settlement development. The relationship between built form and the surrounding countryside remains an important defining characteristic.

HERITAGE DESIGNATION AND CHARACTER

Penistone contains designated heritage assets, including listed buildings and a defined conservation area within parts of the historic core. These reflect the town's architectural and historic interest and play an important role in shaping its character.

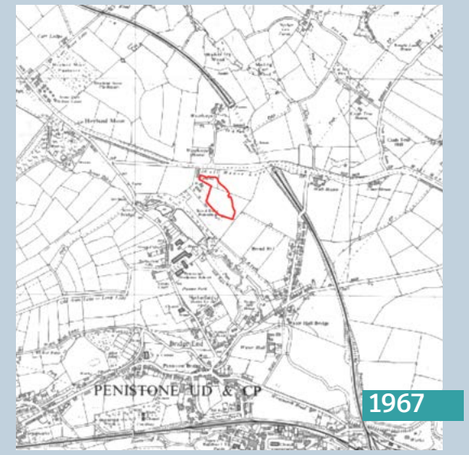
The wider settlement's character is also defined by its historic evolution, market town origins and relationship with the surrounding rural landscape. This context provides an important framework for understanding the town's form and for assessing the integration of new development.

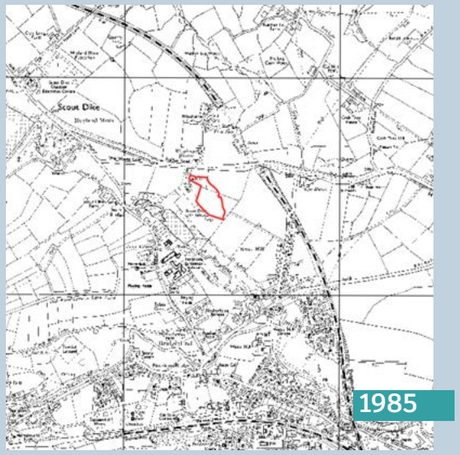












2.2 Architectural Context

SETTLEMENT CHARACTER
Penistone is a historic market town situated in the western part of Barnsley Borough, occupying an elevated position within the wider South Pennine landscape. The settlement has evolved from its historic core, with later growth extending along key routes and into the surrounding areas. Its street pattern combines the more traditional structure of the town centre with later phases of residential expansion, resulting in a varied but legible urban form.

Key routes, including Market Street, High Street and Sheffield Road, provide the principal framework for movement through the town, linking residential neighbourhoods with the town centre, local services and the surrounding countryside. This relationship between the historic centre, established residential areas and the wider rural landscape defines Penistone's settlement character.

BUILT FORM
The built form reflects both its historic origins and subsequent phases of development. The town centre is characterised by a mix of traditional stone-built properties, including terraced dwellings, civic buildings and commercial frontages. Later twentieth-century and more recent residential development is generally located towards the settlement edges.

Buildings are predominantly two storeys in height, with taller buildings concentrated within the town centre, creating a consistent residential scale across the wider settlement. Development generally maintains a strong relationship with the street, with building lines providing enclosure and helping to define the public realm. Variations in plot widths, building forms and architectural detailing contribute to a diverse yet cohesive townscape that reflects the town's organic evolution over time.

MATERIALS AND DETAILING
Locally sourced stone is a defining feature of the built environment, particularly within the historic core, where traditional masonry, stone boundary walls and slate or tiled roofs contribute to the town's distinctive vernacular character. Later development introduces a broader range of materials, including red and buff brick, render and concrete roof tiles; however, these are generally complementary in tone and appearance.

Architectural detailing is typically restrained, with simple roof forms, regular window proportions and modest decorative features. The consistent use of durable materials, traditional forms and muted tones reinforces the town's strong sense of identity and visual continuity.

TOWNSCAPE QUALITIES
Penistone's townscape is strongly influenced by its relationship with the surrounding countryside. Views towards the Pennine hills, open farmland and adjacent rural landscape contribute to the character and setting of the town. Mature trees, stone boundary walls, green spaces and landscaped corridors soften the built form and provide visual connections between developed areas and the wider landscape.

The historic town centre, civic spaces and established residential streets create a varied yet cohesive environment, unified by a generally consistent scale, traditional materials and a strong sense of place. Penistone retains a clear market town identity, shaped by its historic development, rural setting and continuing role as a local service centre for surrounding communities.








2.3 Understanding the Site

BUILDING FOR A HEALTHY LIFE (BHL)

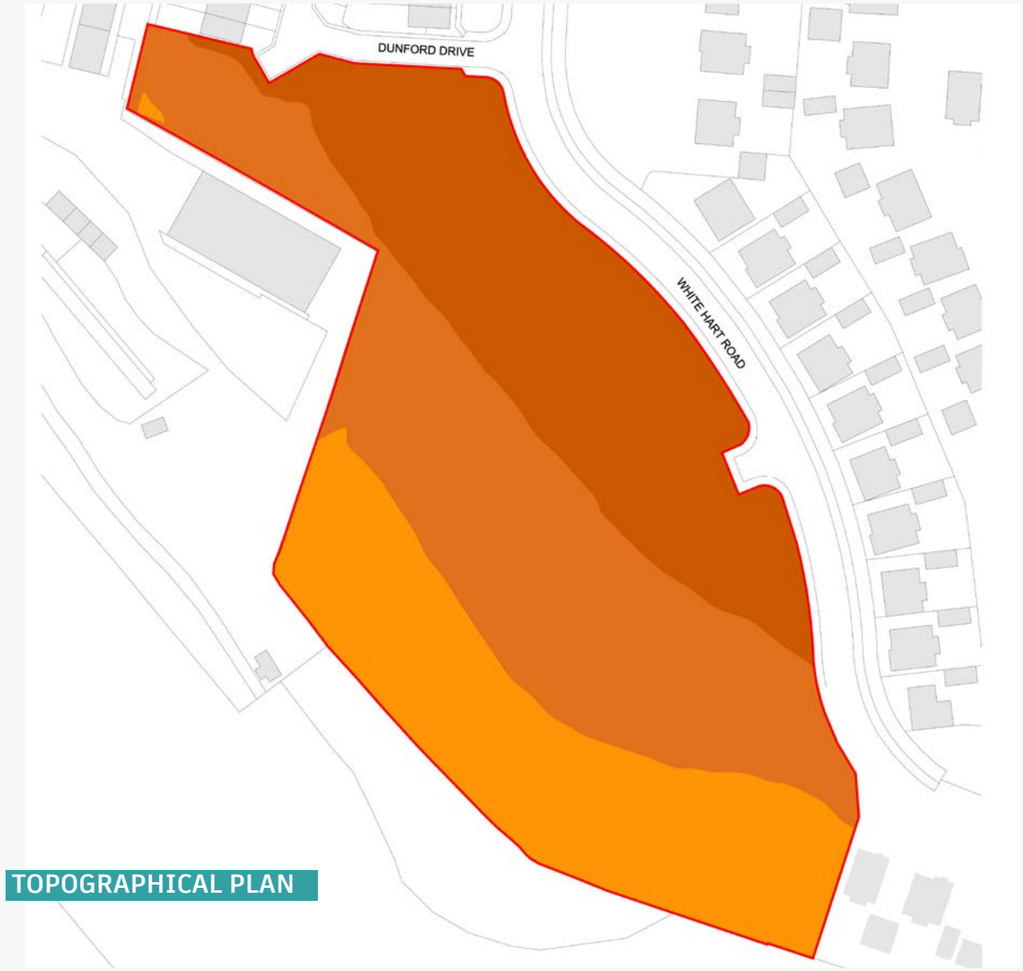
- Making the most of what's there
- Green and blue infrastructure

The site is characterised by a varied topography, with land levels generally falling from the eastern boundary towards the western boundary. There is also a gradual change in levels from north to south along White Hart Road, creating a site that slopes in two directions. The topographical variation forms a key element of the site's physical character and contributes to its relationship with the surrounding area.

The landform influences views across the site and the relationship to adjoining development and boundary features. Existing vegetation is present along the western boundary, providing a degree of visual containment and contributing to the site's landscape character. The vegetation also defines the site's western edge and its relationship with neighbouring land.

The surrounding context comprises a recently completed residential development adjoining the site, together with an existing commercial/business unit located near the north-western corner. These neighbouring uses form an important part of the site's setting and contribute to the character of the wider area.

The variation in levels across the site has implications for access, drainage patterns, site visibility and the relationship between the site and surrounding development. Together with the existing vegetation and adjacent land uses, the site's topography is a defining characteristic that contributes to its overall identity and context.



TOPOGRAPHICAL PLAN

2.4 Site Photographs

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

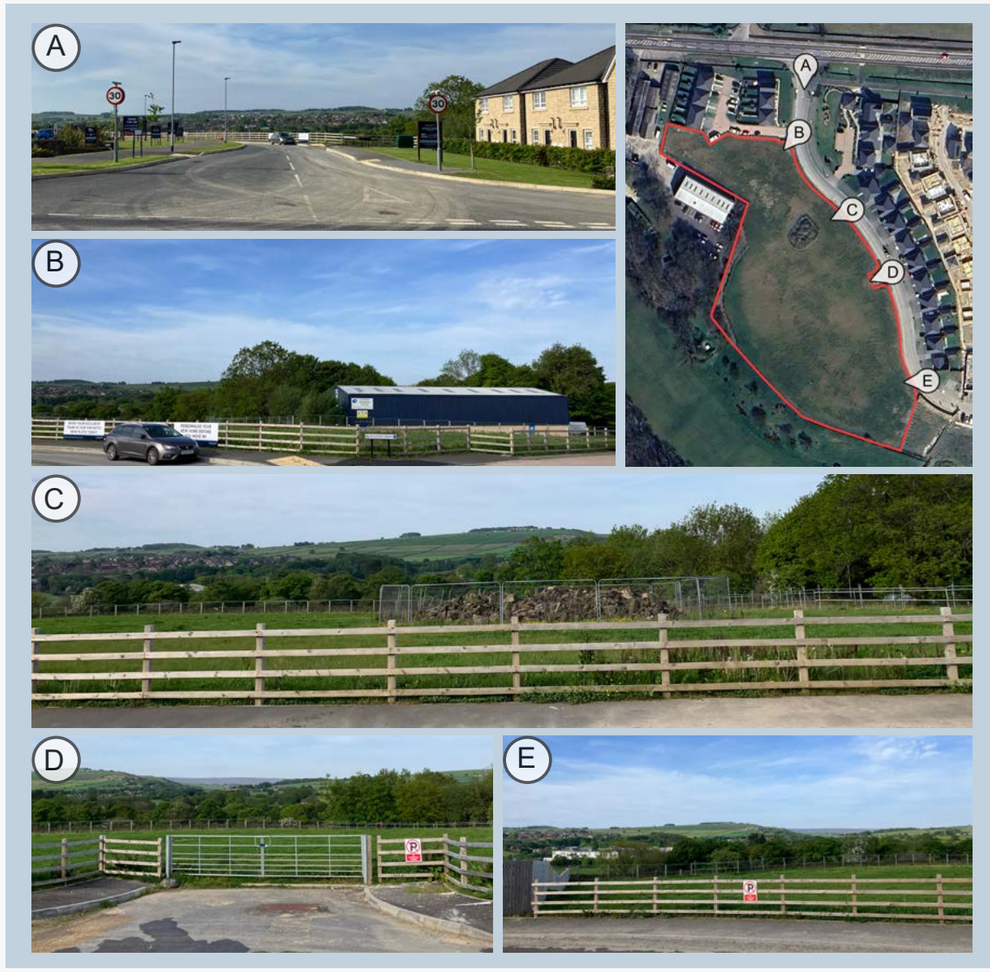
A: View from the junction with Halifax Road towards the site, showing its position in the wider landscape and the long-range views across the valley.

B: View from the north-eastern corner of the site, showing the adjacent commercial unit and its relationship to the proposed development area.

C: View along White Hart Road showing the existing boundary treatment and vegetation, as well as the fenced area within the site.

D: View of the existing field access from White Hart Road showing the topography and vegetation of the western boundary of the site.

E: View from the south-eastern corner of the site, highlighting its elevated position and the wider views across the valley.



2.5 Constraints and Opportunities

The adjacent plan outlines the key site features that informed the design process and influenced the development of the proposed layout. The assessment considers the site's physical characteristics, surrounding land uses, topography, landscape features, and visual relationships. This enables opportunities to be maximised while ensuring that the identified constraints are addressed.

CONSTRAINTS
The site is subject to a number of physical and contextual constraints, which have informed the proposed development framework.

Existing residential developments to the north and south of the site create well-defined built edges that require careful consideration in terms of layout, scale, privacy and amenity. These neighbouring properties establish an existing pattern of development to which the scheme can respond sensitively.

An existing commercial/business unit is located to the west of the site. The relationship between future residential development and this established commercial use must be carefully considered to ensure appropriate separation, outlook and amenity for future residents, while also recognising the operational requirements of the adjacent business.

The site's topography is a significant feature, with land levels generally falling from east to west, as well as north to south along White Hart Road. These changes in level influence the visual relationship between different parts of the site and the surrounding area, informing the arrangement of streets, development plots and open spaces.

Although vegetation across the site is limited, the existing planting along the western boundary is an important landscape feature that contributes to the site's setting and its relationship with neighbouring land.

OPPORTUNITIES
The site presents a number of opportunities that have helped to shape the emerging development proposals.

The existing planting along the western boundary provides an opportunity to reinforce and retain a landscaped edge to the development. This would help soften the transition between the site and the surrounding land, whilst also contributing to biodiversity and visual amenity.

The western corner of the site presents an opportunity to enhance biodiversity and create habitats, thereby strengthening the site's ecological value and contributing towards biodiversity net gain.

The proposed access point in the south-eastern corner of the site creates an opportunity to establish a strong, landscaped entrance to the development. This provides the opportunity for an attractive arrival point, reinforcing the local character and a positive first impression of the development.

The frontage of the site on White Hart Road provides an opportunity to continue and reflect the established development pattern created by the adjacent residential scheme, with dwellings facing the street to create a coherent and active frontage.

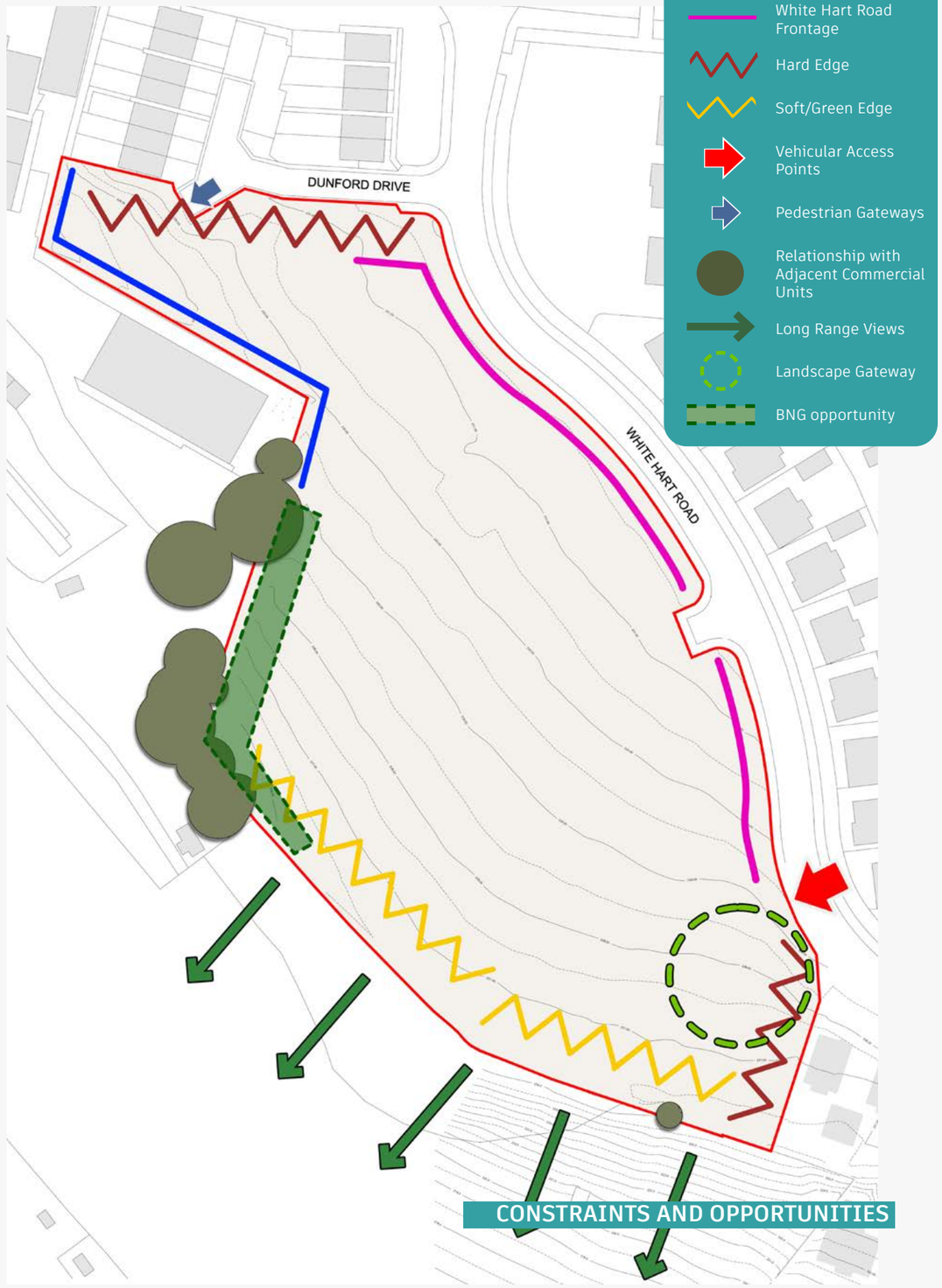
The site's elevated position and changing topography also provide opportunities to capture long-range views across the wider valley landscape. These views would contribute to the site's character, creating an attractive residential environment with a strong connection to its surroundings.

These opportunities have informed a layout that responds positively to the site's context, landscape and surrounding development, creating a well-integrated and attractive place to live.

SITE CONTEXT AND ASSESSMENT

BUILDING FOR A HEALTHY LIFE (BHL)

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





Penistone Train Station

3.1 Planning History
3.2 Design Concept

3

3.1 Planning History

Pre-application design comments were received from the Council's Design Officer in relation to the emerging residential proposals for the site at White Hart Road, Penistone. The comments provided a detailed review of the scheme against the relevant design policy and guidance framework, including Barnsley Local Plan Policy D1, the Penistone Neighbourhood Development Plan, the Council's Design of Housing Development SPD, Parking SPD, Open Space SPD, Affordable Housing SPD, the South Yorkshire Residential Design Guide, Building for a Healthy Life and the National Design Guide.

The feedback emphasised the need for the development to respect, reinforce and respond positively to local character, particularly given the site's relationship with the wider approved residential development and its prominent frontage onto White Hart Road. The Design Officer noted that nearby existing and approved dwellings are generally set behind landscaped verges, street trees and softened frontages, and that there is an established consistency of materials within the surrounding development, including reconstituted stone and anthracite roof tiling.

The comments identified a number of matters for further design consideration, including the extent of front-of-dwelling parking, the relationship between hardstanding and soft landscaping, the long-term effectiveness of frontage hedging, and the visual impact of integral garages. Particular concern was raised regarding stretches of frontage parking and the need to ensure that garages remain subservient to the main dwelling elevations and do not dominate the streetscene.

The location and quality of the proposed public open space was also reviewed. The Design Officer queried the rationale for its position and suggested that, should public open space be provided on site, a more visible and better-overlooked location at the corner of White Hart Road and the access road may provide a stronger design and placemaking response.

Other matters raised included visitor parking provision, rear garden access for bin storage, secure cycle parking, the design and integration of affordable housing, compliance with accessible and adaptable dwelling standards, window and door reveal depths, residential amenity relationships with the adjacent employment building, and the need for additional supporting information such as opportunities and constraints plans, cross sections, streetscenes, garden-size schedules and house-type accommodation schedules.

The submitted scheme has been developed having regard to these comments. The design response has sought to address the key matters raised through refinement of the layout, parking strategy, frontage treatment, dwelling arrangement, public realm and supporting design information. The proposals seek to provide a well-integrated residential development that responds appropriately to the character of White Hart Road, balances parking requirements with landscaping and streetscene quality, and accords with the relevant local and national design guidance.

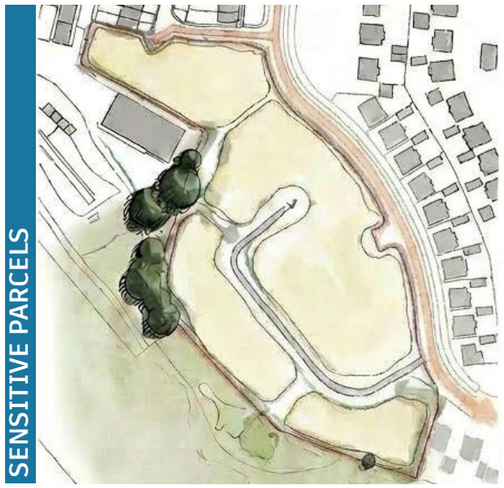
3.2 Design Concept



Existing vegetation on the site is relatively limited, with only small areas of planting retained. These features, together with proposed new landscaping, will form a softer green structure through the development. This approach helps define key spaces, provides some visual relief within the built form and contributes to ecological enhancement and site character.



The movement network sets out the principal vehicular and pedestrian routes through the site, providing a clear, legible structure that ensures safe and convenient access for residents and supports good internal connectivity.



The development parcels identify the areas most suitable for built form. Their arrangement has been designed to respond to site boundaries, existing landscape features and surrounding development, while retaining and integrating key green and structural elements within the site.



The framework plan sets out the key principles guiding the proposed layout, showing the relationship between dwellings, access, landscaping and the site's surrounding context. It responds to the site's physical characteristics to create a coherent and well-integrated residential scheme.



Watermeadows Park

4.1 The Layout
4.1.1 Street Typology
4.1.2 Scale and Massing
4.1.3 Mix and Density
4.1.4 Affordable Housing
4.1.5 Levels Strategy

4.2 Materials
4.2.1 Architectural Appearance

4.3 Streetscenes

4.4 Site Sections

4.5 Landscape Masterplan
4.5.1 Boundary Treatments

4.6 Sustainability

4

4.1 The Layout

This section sets out the design proposals for the development, which have been shaped through a comprehensive and iterative process of site assessment, contextual analysis and design review. The scheme has been informed by a detailed understanding of the site's opportunities and constraints, including its relationship with White Hart Road, the wider existing residential development, neighbouring properties and the site's varied topography.

The proposals have been developed in accordance with relevant national and local planning policy, design guidance and feedback received during the pre-application process. Emphasis has been placed on delivering a development that responds positively to its surroundings, reflects local character and provides a high-quality residential environment.

The accompanying layout plan illustrates the proposed development submitted as part of this application. Dwellings have been arranged to establish a clear and legible structure, with frontage development addressing White Hart Road and a central shared surface forming the core of the internal layout. This approach creates an attractive streetscape, promotes natural surveillance and establishes strong relationships between dwellings, streets and external spaces.

The sites topography has informed the layout, with development arranged to work with existing levels wherever practicable. This enables level changes to be accommodated sensitively within the scheme, reducing the need for extensive engineering works while ensuring that dwellings, access routes and private amenity spaces are effectively integrated across the site.

Landscape treatment has been incorporated throughout the development to complement the built form and enhance the overall quality of the streetscape. Tree planting, frontage landscaping and boundary treatments help define the character of the development, soften the appearance of parking areas and provide an attractive setting for the proposed homes.

A range of dwelling types and tenures is proposed across the site to support a balanced and inclusive community. Affordable homes are fully integrated within the development and have been designed to be indistinguishable from market housing in terms of appearance, materials and architectural quality, ensuring a cohesive and consistent character across the scheme.

Overall, the design seeks to deliver a well-considered residential development that responds to its context, integrates successfully with surrounding development and provides a high-quality living environment for future residents.

DETAILED DESIGN

BUILDING FOR A HEALTHY LIFE (BHL)

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



SITE LAYOUT

4.1.1 Street Typology

BUILDING FOR A HEALTHY LIFE (BHL)

- Natural connections
- Easy to find your way around
- Well defined streets
- Healthy streets
- Cycle and car parking
- Back of pavement, front of home

STREET TYPOLOGY AND MOVEMENT FRAMEWORK

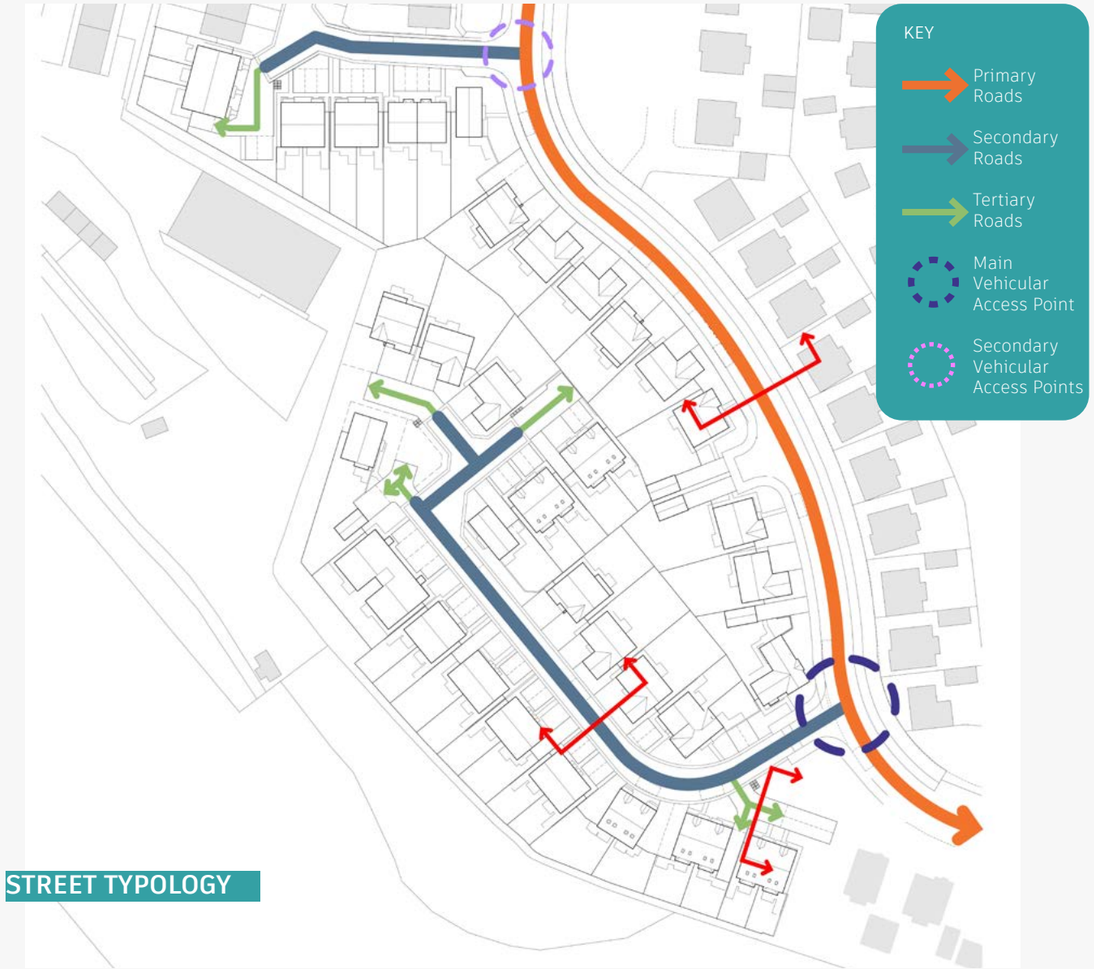
The development is structured around a clear movement hierarchy that supports safe access, ease of navigation and a high-quality residential environment. Three street typologies are proposed, each serving a distinct function and contributing to the character of the scheme.

CONNECTIVITY AND LEGIBILITY

The primary access street forms the main route through the site, while shared drives serve smaller groups of dwellings. This hierarchy supports wayfinding and distinguishes between principal movement routes and private access areas. The layout also promotes active frontage and natural surveillance, helping to create a safe and attractive residential environment.

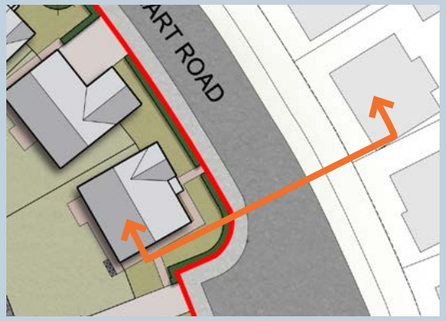
PARKING STRATEGY

Parking is provided to meet resident needs without allowing vehicles to dominate the public realm. One space is provided for one and two-bedroom dwellings, and two spaces for three and four-bedroom dwellings, generally within individual plots. Visitor parking is distributed across the site through dedicated bays and on-street spaces, ensuring convenient access while supporting surveillance, landscaping and overall placemaking.



STREET TYPOLOGY

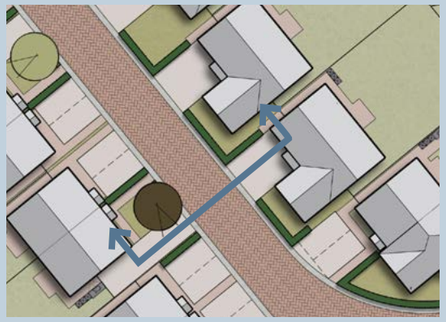
EXISTING ESTATE ROAD





White Hart Road is an established residential street with a two-way carriageway and footpaths on both sides, which support safe and convenient movement for pedestrians. The grass verge on one side adds to the street's residential character and creates a separation between pedestrians and vehicles. Overall, White Hart Road reflects the characteristics of a typical residential access road and is suitable for serving the proposed development.

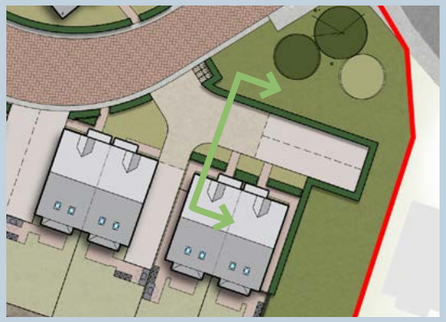
PRINCIPAL ROUTE





The principal route is a 5.5m-wide carriageway accessed from White Hart Road, forming the main spine street and serving the majority of dwellings. Varied setbacks and parking arrangements support an informal character, while the shared surface approach encourages low vehicle speeds and balanced movement for pedestrians, cyclists and vehicles.

TERTIARY STREET





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

4.1.2 Scale and Massing

BUILDING FOR A HEALTHY LIFE (BHL)

- Homes for everyone

Careful consideration has been given to how the proposed development scale relates to the surrounding built environment and broader site context.

The proposed dwellings are predominantly two storeys in height, reflecting the established residential scale found within the surrounding context. This creates a natural transition between the proposed and existing built form, allowing the development to integrate comfortably with neighbouring properties and the wider townscape.

The consistent domestic scale establishes a coherent streetscape and reinforces the prevailing character of the locality. The overall massing has been arranged to avoid undue visual prominence, ensuring that the development sits comfortably within its setting while providing a well-balanced and legible residential environment.



SCALE AND MASSING

4.1.3 Mix and Density

BUILDING FOR A HEALTHY LIFE (BHL)

- Homes for everyone

The proposed development will offer a variety of homes designed to meet the needs of a diverse local community. The variety of housing provides suitable accommodation for different household types, such as first-time buyers, families, downsizers and older residents. This creates a balanced and sustainable neighbourhood.

A key objective of the scheme is to provide inclusive and accessible homes for a wide range of users. The development will therefore incorporate a proportion of accessible and adaptable dwellings, designed to meet Part M4(2) requirements of the Building Regulations. Additionally, wheelchair-user dwellings designed to M4(3) standards will be provided where required by local planning policy and identified housing need.

The accessible homes are integrated throughout the development, ensuring inclusive design principles are embedded within the overall layout. This approach promotes equality of access, supports residents throughout different life stages and creates a development that can adapt to changing needs over time.

The proposed variety of dwelling types, sizes, and accessibility standards will contribute to creating a balanced residential environment that meets local housing needs while supporting the development of an inclusive and sustainable community.



MIX AND DENSITY

4.1.4 Affordable Housing

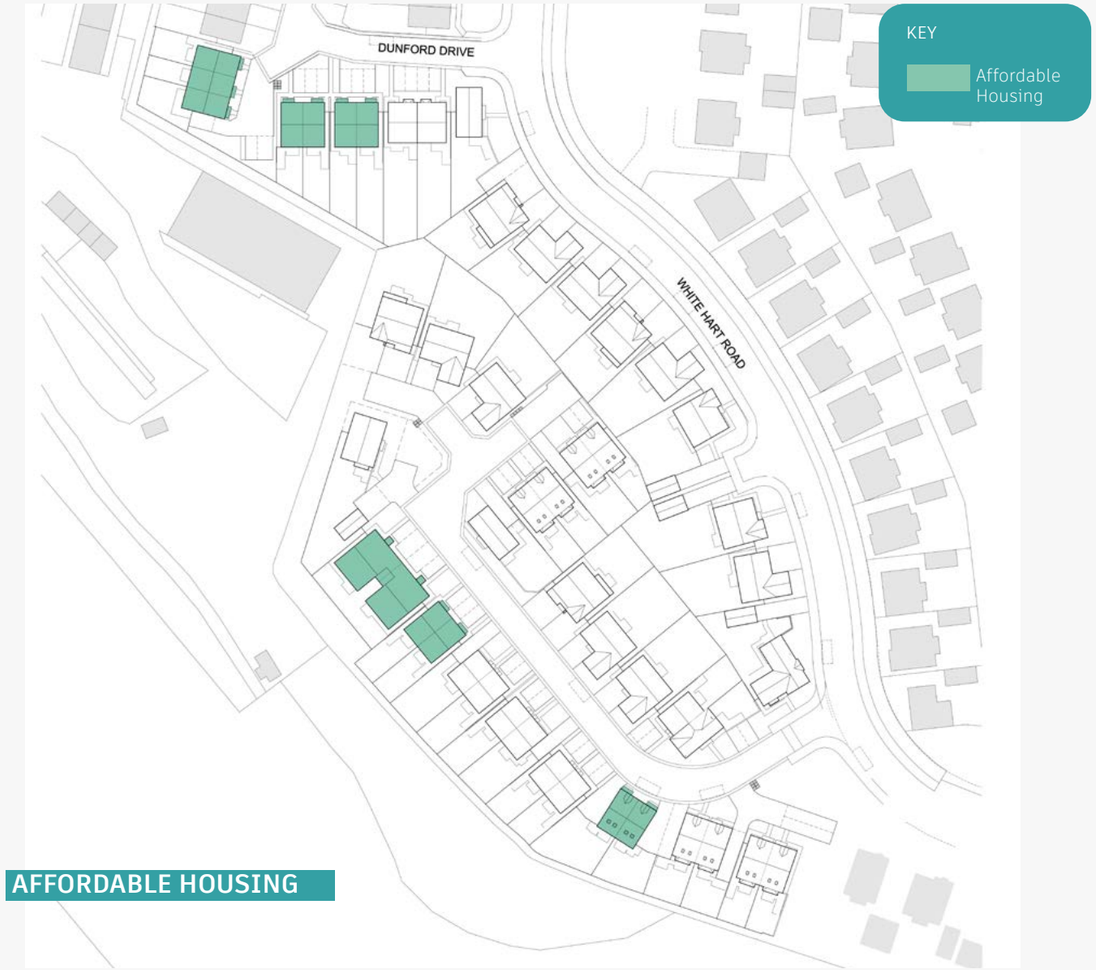
BUILDING FOR A HEALTHY LIFE (BHL)

- Homes for everyone

Affordable housing is integrated within the development layout to ensure a positive contribution to the overall character, quality and function of the scheme. Affordable housing has formed part of the design process from an early stage, enabling the affordable homes to be incorporated naturally within the wider residential environment.

The affordable dwellings are distributed across the development and are designed to be tenure-blind, ensuring they are indistinguishable from market housing in terms of appearance, layout and design quality. A consistent approach to built form, materials and architectural detailing is adopted across all homes, helping to create a cohesive streetscape and a strong sense of place.

Through this integrated and tenure-blind approach, the affordable housing forms an important part of the development, delivering a balanced, inclusive and high-quality residential neighbourhood for all residents.



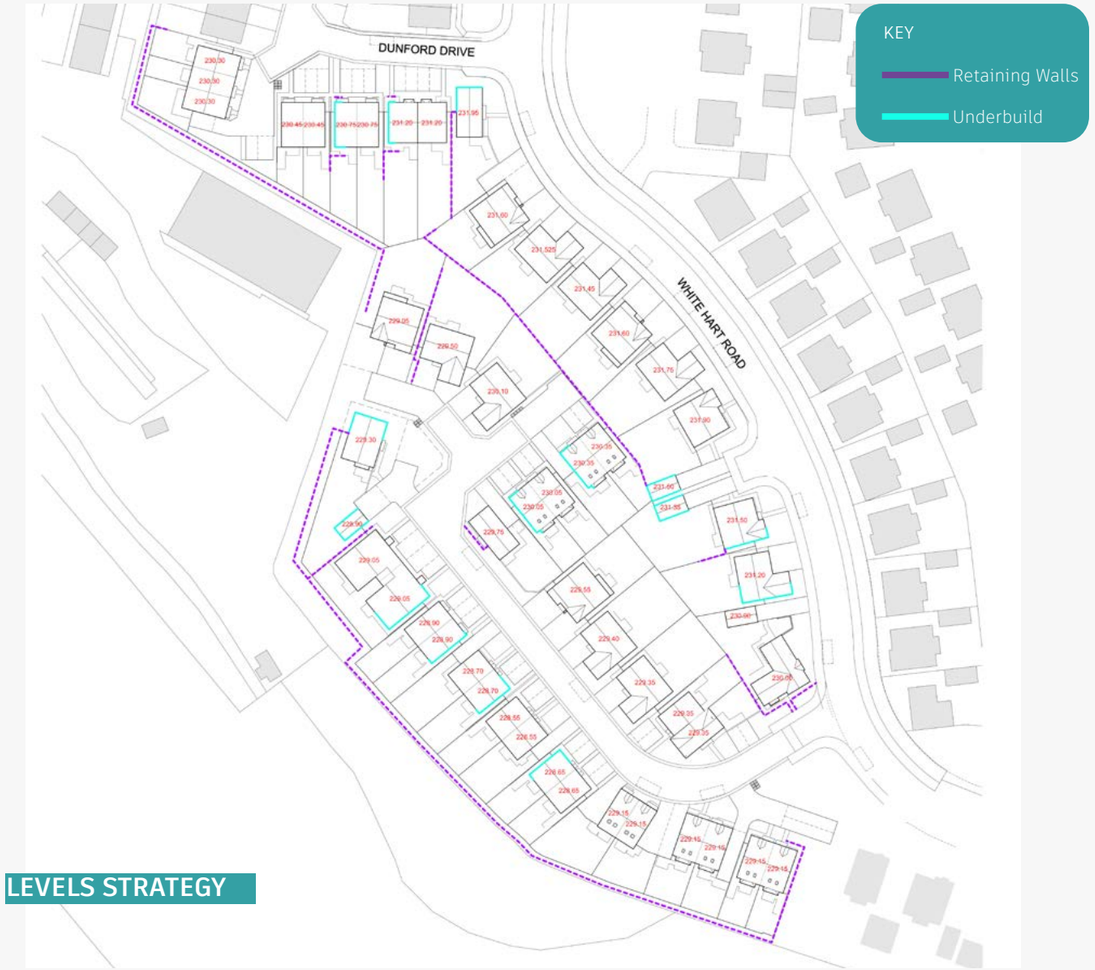
AFFORDABLE HOUSING

4.1.5 Levels Strategy

The site's existing landform has been a key consideration in the evolution of the development proposals, informing the arrangement of dwellings, access routes, gardens and external spaces. The levels strategy has been developed to respond to the natural characteristics of the site, ensuring that the proposed development is appropriately integrated into its setting and relates sensitively to adjoining land and neighbouring properties. The levels shown at this stage are indicative and will be subject to further detailed design as the proposals progress.

The layout makes effective use of the site's existing gradients, with streets, plots and private amenity areas arranged to accommodate changes in level in a logical and efficient manner.

Where changes in level occur across the site, these have been addressed by design solutions to ensure a comfortable, practical and accessible environment for residents. Necessary transitions in level are integrated into the overall layout and landscape strategy, helping to maintain a cohesive appearance while avoiding an over-reliance on prominent engineering features.



LEVELS STRATEGY

4.2 Materials

BUILDING FOR A HEALTHY LIFE (BHL)

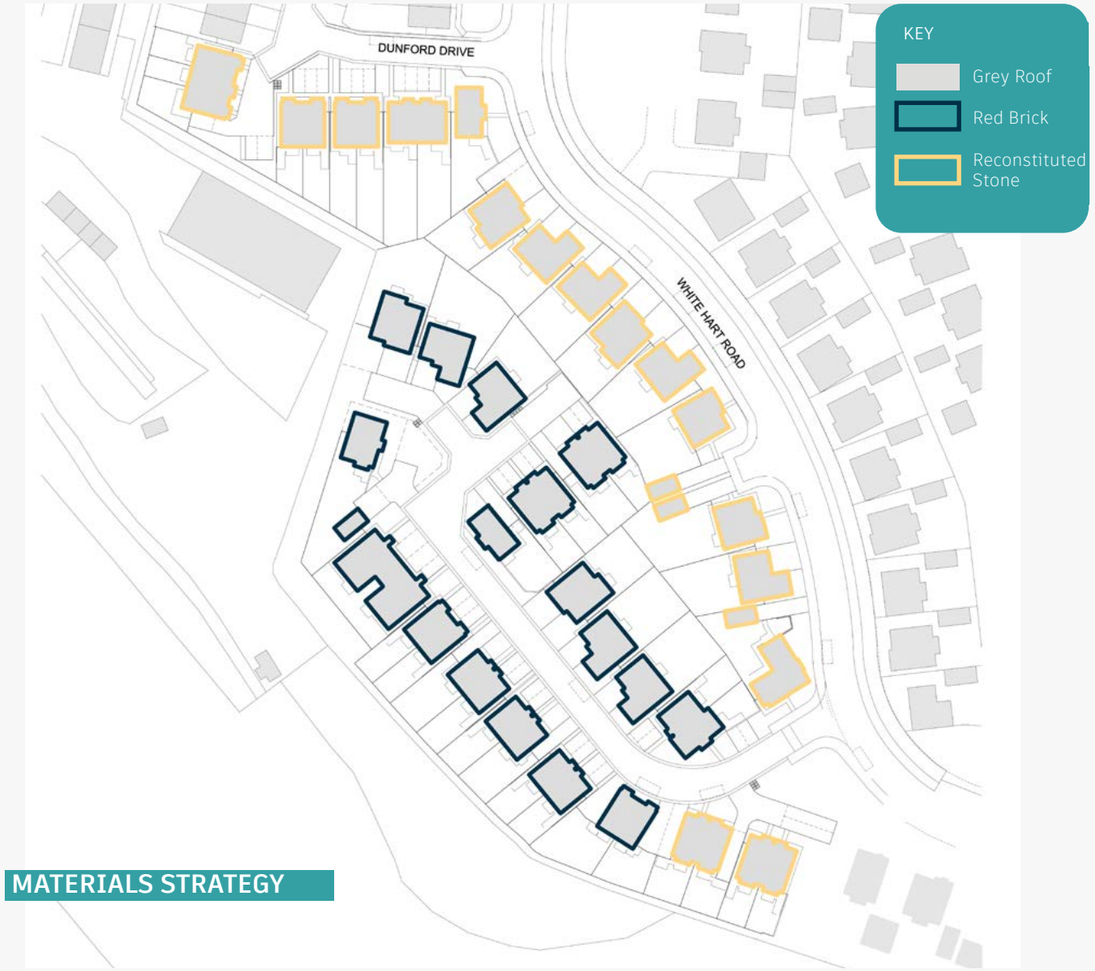
- A memorable character
- Well defined streets and spaces

The proposed materials palette establishes a strong and coherent visual identity, while responding to the character and context of the surrounding area. It has also been informed by the recent adjacent development, where reconstituted stone, red brick and slate grey roof tiles have been used, creating a complementary relationship between the two schemes.

Variation is introduced through the use of both reconstituted stone and red brick finishes, allowing individual dwellings and streetscape to have distinction while maintaining a consistent architectural language. The reconstituted stone provides a visual reference to the neighbouring development, while the red brick adds warmth and variety.

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

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



MATERIALS STRATEGY

4.2.1 Architectural Appearance

An assessment of the surrounding area reveals a predominantly residential character, with buildings typically featuring simple forms, pitched roofs and traditional stone or brick construction. Although architectural styles vary, the consistent use of robust and durable materials contributes to a cohesive townscape.

The proposed development draws upon these local characteristics by offering a contemporary interpretation of traditional residential design. The dwellings are based on simple building forms with pitched roof profiles to create a coherent and legible streetscape that reflects the local character.

A simple palette of materials has been selected for the development, comprising reconstituted stone and red brick elevations with grey roof tiles throughout. Using two principal walling materials introduces variation and visual interest whilst maintaining a consistent architectural language. This approach helps to define individual buildings and groups of dwellings, whilst avoiding an overly uniform appearance.

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



DETAILED DESIGN

4.3 Streetscenes

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



STREETSCENE A-A



STREETSCENE B-B

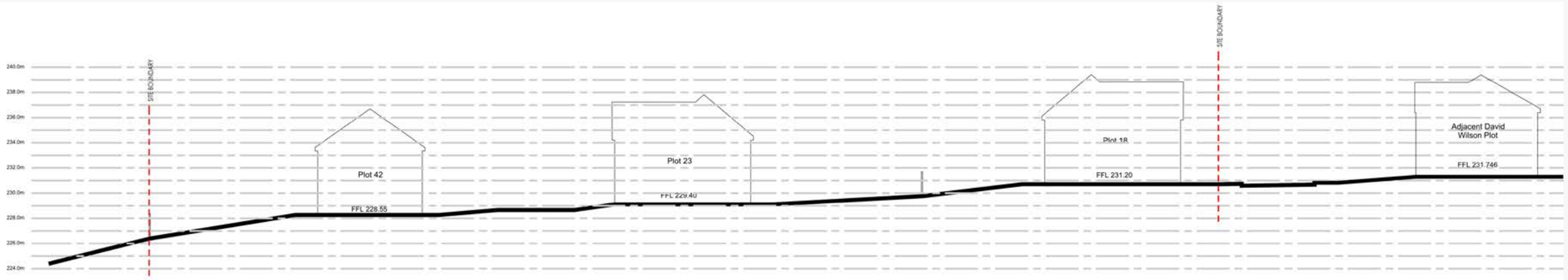


LOCATION OF INDICATIVE STREETSCENES

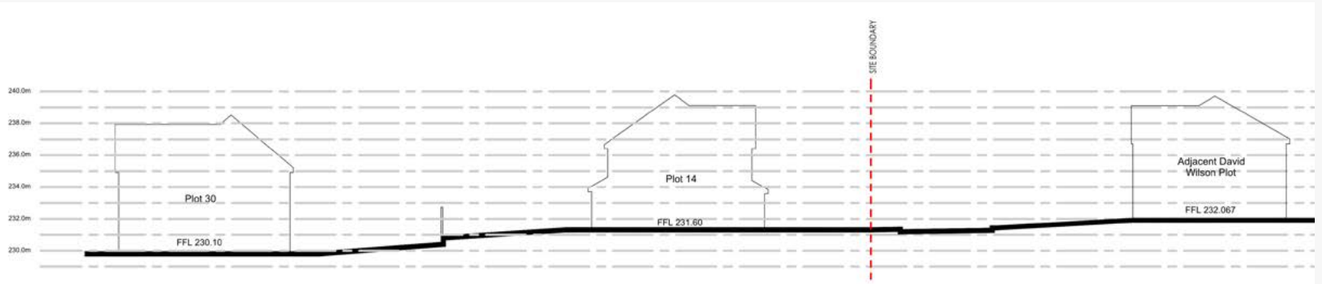
DETAILED DESIGN

4.4 Site Sections

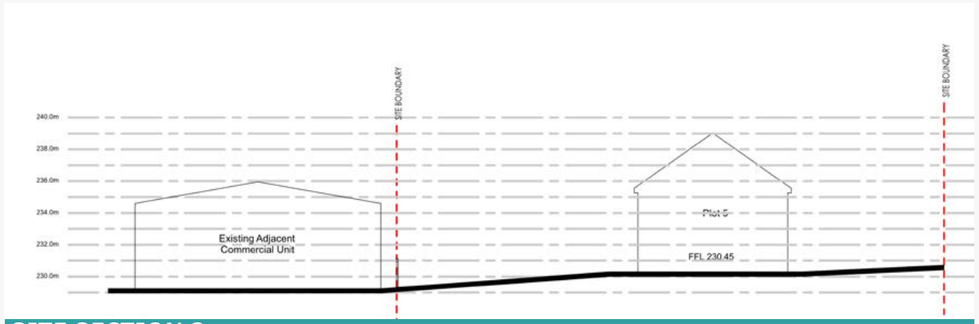
The following site sections illustrate the relationship between the proposed development and the existing site context. They demonstrate how the proposed dwellings respond to changes in level, surrounding development and the wider landscape, ensuring the scheme integrates appropriately within its setting.



SITE SECTION 1



SITE SECTION 2



SITE SECTION 3



LOCATION OF INDICATIVE SITE SECTIONS

4.5 Landscape Masterplan

BUILDING FOR A HEALTHY LIFE (BHL)

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

The landscape masterplan establishes a green framework in response to the site's edge-of-settlement context. This creates an attractive, well-structured setting enhancing the local character, strengthens landscape connectivity, and supports a high-quality living environment.

Low-level planting, including native hedgerows, ornamental shrubs, and perennials, soften the frontages of dwellings and provide a clear transition between public streets and private gardens. Front boundary treatments maintain natural surveillance while positively responding to the edge-of-settlement context.

Tree planting is distributed throughout the layout, particularly along the primary access road. This breaks up areas of frontage parking and creates a varied, and visually engaging streetscape. Wherever possible, existing vegetation, including established trees and hedgerows along the site boundaries, will be retained and incorporated into the wider landscape design.

These landscape features will promote ecological enhancement, strengthen the site's natural boundaries, and establish an integrated green framework that will mature over time, delivering long-term environmental, visual, and community benefits.



LANDSCAPE MASTERPLAN

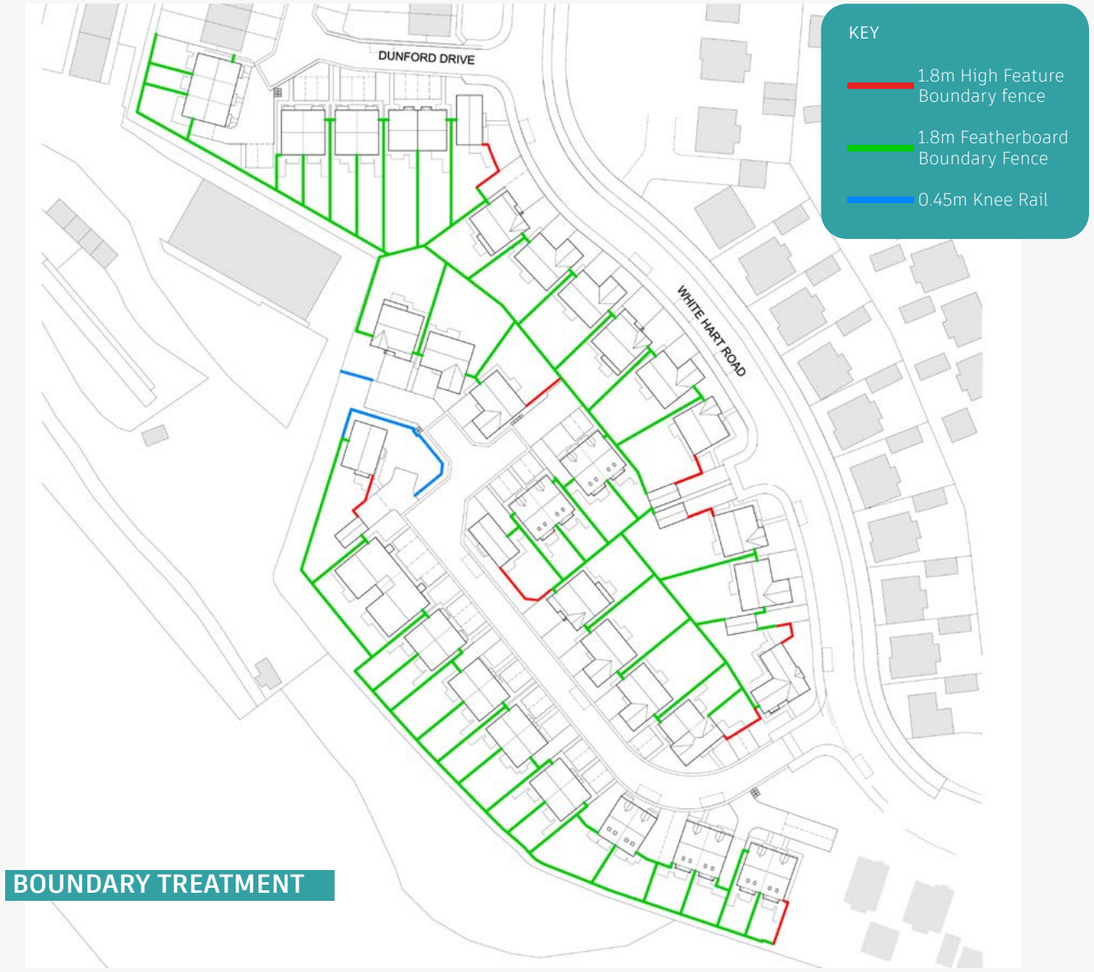
4.5.1 Boundary Treatments

BUILDING FOR A HEALTHY LIFE (BHL)

- A memorable character
- Well defined streets and spaces

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

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



BOUNDARY TREATMENT

4.6 Sustainability

From the outset, sustainability has been a key consideration in the evolution of the proposed development, influencing the layout, design, and overall approach to placemaking. The scheme aims to create a sustainable residential environment that positively responds to its context while meeting the long-term needs of future residents.

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

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

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

SUSTAINABLE MOVEMENT
The development promotes sustainable travel choices through a clear and legible movement network that prioritises walking and cycling alongside vehicle access. New pedestrian routes and connections will provide convenient access to the site and the surrounding area, encouraging active travel and reducing reliance on private cars where possible.

The proposed street hierarchy has been designed to create a safe and attractive environment for all users, supporting healthy lifestyles and fostering a strong sense of place.

INCLUSIVE AND ADAPTABLE COMMUNITIES
The development has been designed to support a diverse range of households by providing a variety of dwelling types and sizes, including accessible and adaptable homes. This approach helps to create a resilient and inclusive community that can adapt to changing needs over time, thereby contributing to the development's long-term sustainability.

LANDSCAPE AND BIODIVERSITY
The landscape proposals are an integral part of the development and will improve the environmental quality of the site. Existing vegetation and landscape features will be retained and supplemented with new planting to strengthen the site's green infrastructure and enhance the visual character. Introducing new trees, planting areas and green spaces will provide ecological benefits, improve the development's appearance and contribute positively to future residents' wellbeing. The scheme will also seek to deliver biodiversity enhancements in accordance with national and local planning objectives.

MATERIALS AND RESOURCE EFFICIENCY
The proposed material palette has been selected to create a development that is both durable and attractive, which responds positively to the character of the surrounding area. Using robust, high-quality materials will reduce maintenance requirements and extend the buildings' lifespan.

Responsible sourcing of materials and efficient use of resources during construction will also be considered, with opportunities to minimise waste and encourage recycling explored throughout the development process.

SUMMARY
The proposed development incorporates a variety of sustainable design principles relating to energy efficiency, active travel, landscape enhancement, biodiversity, resource efficiency, and inclusive design. Together, these measures will contribute to creating a high-quality, environmentally responsible and socially sustainable residential environment that can adapt to future needs.



View of Royd Moor Wind Farm



View of Royd Moor Wind Farm

5.1 Building for a Healthy Life
5.2 Conclusion

5

5.1 Building for a Healthy Life

BUILDING FOR A HEALTHY LIFE
Creating healthy, sustainable and attractive places is a key objective of the planning and design process. Well-designed developments can encourage active lifestyles, support social interaction, improve access to green spaces and local facilities, and have a positive impact on residents' wellbeing.

To demonstrate how these principles have informed the design of the proposed development, it has been assessed against the Building for a Healthy Life (BHL) framework. This recognised industry standard evaluates the quality of residential development by considering factors relating to movement, character, community, environmental quality, and the relationship between people and place.

The assessment looks at how the proposals respond to the site's opportunities and constraints, promote active travel, create a strong sense of place, and provide future residents with a high-quality living environment. Particular consideration is given to creating safe and attractive walking and cycling routes, integrating the development with the surrounding area and providing well-designed streets and public spaces.

The BHL assessment uses a simple traffic light system to evaluate performance against each of the twelve considerations. Green indicates that the proposal successfully addresses the relevant design objective; amber identifies areas where further consideration may be beneficial; and red highlights matters that require improvement. The assessment provides a clear, transparent framework for demonstrating the quality of the proposed development and its contribution to creating a healthy, sustainable neighbourhood.

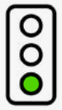


INTEGRATED NEIGHBOURHOODS
Natural connections
Walking, cycling and public transport
Facilities and services
Homes for everyone

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

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





NATURAL CONNECTIONS
The site layout establishes a clear primary vehicular access point from White Hart Road, providing direct entry to the development from the existing highway network. The internal streets are arranged from this access point to create a coherent movement framework, and the dwellings are connected to the streets and landscaped areas. This encourages walking and cycling and facilitates integration with the surrounding residential area. Dwellings are positioned to face key routes and public spaces, providing natural surveillance and supporting safe, connected movement throughout the site.





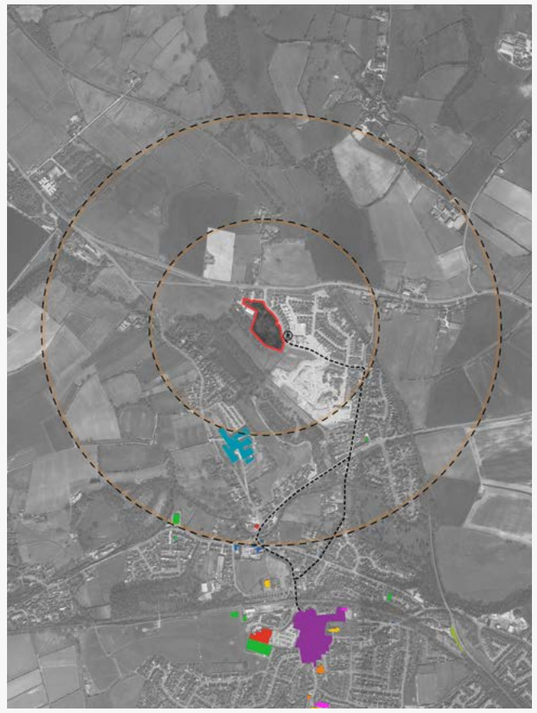
FACILITIES AND SERVICES
The site is supported by the pedestrian connections and accessible streets incorporated within the layout. These routes provide convenient opportunities for walking and cycling to nearby local services, schools, community facilities and public transport connections within the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



WALKING, CYCLING AND PUBLIC TRANSPORT
The proposed development incorporates an internal street network that provides safe and convenient pedestrian and cycle connections throughout the site. The site also benefits from access to existing public transport services, with bus stops located within walking distance on the surrounding road network, providing connections to Penistone and surrounding settlements. Together, these connections promote accessibility and provide future residents with a range of travel options beyond the private car.

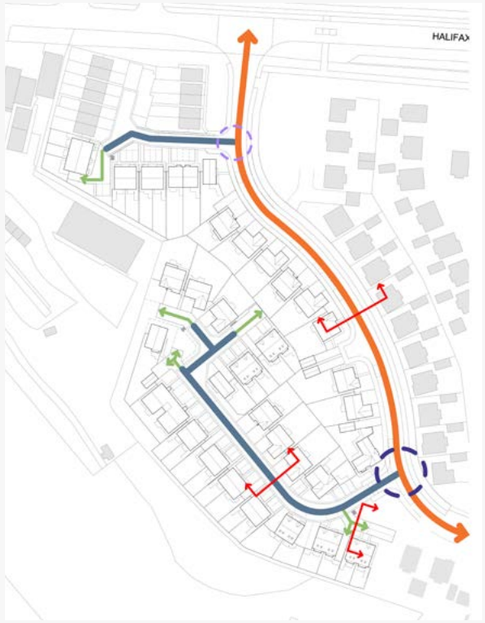


HOMES FOR EVERYONE
The development comprises 51 dwellings, including 36 open market and 15 affordable homes. There is a balanced mix of two-, three- and four-bedroom properties to meet the needs of households of all sizes. The development will also provide M4(2) accessible and adaptable homes, as well as M4(3) homes for wheelchair users, where required. The final number and distribution will be determined by policy and planning conditions. The layout will integrate affordable and accessible homes to support an inclusive, mixed community, while the scale, density and arrangement will respond positively to the surrounding residential context.



MAKING THE MOST OF WHAT'S THERE

The layout retains and integrates the site's existing natural features, including established planting along the site boundaries. These retained landscape features help structure the development, define development parcels and provide ecological and visual continuity through the site.



EASY TO FIND YOUR WAY AROUND

The development's legibility is reinforced by a clear and simple layout centred on a single internal access road extending from White Hart Road. The straightforward arrangement provides intuitive movement and a strong sense of orientation throughout the site. Retained landscape features and new planting help soften the built form, enhance visual amenity and provide recognisable reference points within the development. Pedestrian routes connect homes with shared spaces and street frontages, enabling safe, convenient and accessible movement for residents and visitors.



A MEMORABLE CHARACTER

The plan establishes a coherent street hierarchy, with development parcels shaped by the topographical challenges. The open space is proposed adjacent to the site access road and creates an attractive gateway. Varied building orientations and grouped housetypes create visual interest, while dwellings address streets and open spaces to reinforce legibility, natural surveillance and a strong sense of place rooted in the local context.

WELL DEFINED STREETS AND SPACES

The site layout provides a clear distinction between public and private spaces, with dwellings positioned to overlook the main access road, shared drives and landscaped areas. This creates active frontages and supports natural surveillance, contributing to a safe and attractive residential environment. The simple and legible layout ensures ease of movement throughout the site, while homes addressing the street and shared spaces help foster a sense of place and community.



HEALTHY STREETS

The streetscape has been designed to support pedestrian comfort, safety and ease of movement. The internal street network is clear and legible, with landscaped areas that enhance the attractiveness of the environment and encourage walking.

Dwellings front onto streets and key routes, providing active frontages and natural surveillance, which improves safety and supports a sense of community. The layout promotes a pleasant, accessible environment that encourages movement through the site despite its small scale.



BACK OF PAVEMENT, FRONT OF HOME

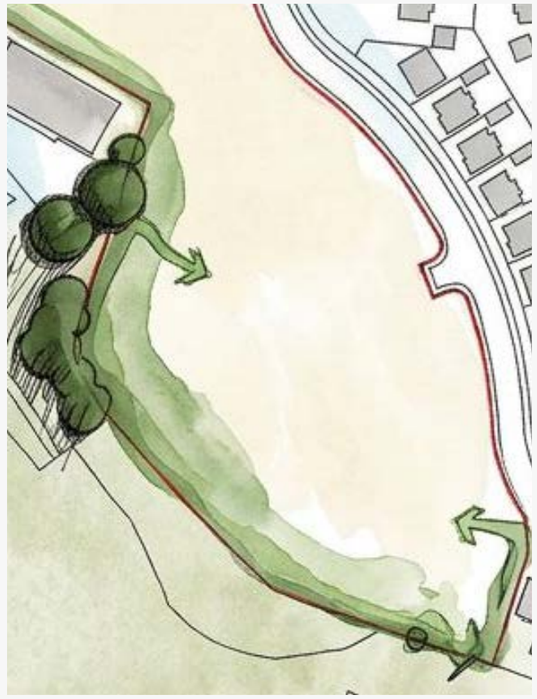
The proposed dwellings are arranged to provide active and engaging frontages onto streets and pedestrian routes, with a strong relationship to the surrounding public realm. Boundary treatments, including hedging and soft landscaping, are used to clearly define the interface between public and private space while maintaining an attractive and open streetscape. Principal entrances and habitable room windows are orientated to overlook key routes and spaces, promoting natural surveillance and contributing to a safe, legible and well-connected residential environment.

CYCLE AND CAR PARKING

Parking provision has been integrated into the layout to meet the needs of future residents while maintaining a high-quality street scene. The majority of parking is provided within private drives and on-plot spaces, with visitor parking incorporated where appropriate. Cycle storage is accommodated within private gardens and garages, encouraging active travel and providing convenient and secure facilities for residents.

GREEN AND BLUE INFRASTRUCTURE

The scheme incorporates green infrastructure through the retention of existing boundary vegetation, mature trees and hedgerows, supplemented by new landscape planting throughout the development. These retained features help to define the site structure, reinforce local character and provide ecological connectivity. A small area of public open space is located adjacent to the site entrance, creating an attractive gateway into the development, enhancing visual amenity and contributing to the overall quality of the residential environment.



5.2 Conclusion

The proposed development has been informed by a detailed appraisal of the site, its physical characteristics, surrounding built form and landscape setting. The design response has taken account of the site's opportunities and constraints, including its topography, relationship with adjoining development, visual connections, and the established character of White Hart Road.

The scheme has been conceived as a natural and complementary extension to the wider approved development. Its layout, scale, form and architectural language respond positively to the surrounding residential character, creating a clear and legible structure of streets, spaces and frontages. Dwellings have been arranged to frame routes and open spaces, reinforce key views and prominent corners.

Architectural detailing and material selection have been central to the overall design approach. The proposed palette draws upon the prevailing local character, with materials, proportions and elevational treatments that reflect the architectural qualities of the area while allowing the development to read as a contemporary and cohesive addition. Variation in house types, roof forms, fenestration and frontage treatments provides visual interest and identity and underpin a consistent design language.

The site's topography has been treated as a key design driver. Changes in level have been integrated sensitively within the layout so that the built form sits comfortably within the landscape. The relationship between dwellings, streets and landscaped areas ensures a positive response to the natural contours of the site and its wider setting.

Landscape design forms an integral part of the proposals. Open spaces, planting, boundary treatments and green infrastructure enhance visual amenity, support biodiversity and contribute to a strong sense of place. These elements help to structure the development, define character areas and create attractive, usable spaces for residents.

Overall, the proposals represent a residential development that responds positively to the physical, architectural and landscape context of Penistone. Through its layout, appropriate scale, architectural language and integrated landscape strategy, the scheme will deliver much-needed housing while creating attractive and enduring residential environment. This Design and Access Statement demonstrates how the design has evolved through an iterative process and how the final proposals successfully address the site-specific context and the aspirations of relevant planning policy.



PHOTOREALISTIC ILLUSTRATION OF THE PROPOSED LAYOUT

Bellway

PARKER PEEL
ARCHITECTURAL