

Design and Access Statement

For an Outline Planning Application

Land at Carr Road, Deepcar

Issue 8 | JAN 2020



- 1.0 | Introduction
- 2.0 | Site Location
- 3.0 | Planning Policy Context
- 4.0 | Area and Site Analysis
- 5.0 | Opportunities & Constraints
- 6.0 | Landscape Character
- 7.0 | Community Consultation
- 8.0 | Design Solution & Evaluation
- 9.0 | Design Code
- 10.0 | Landscape
- 11.0 | Sustainability
- 12.0 | Building for Life 12
- 13.0 | Summary



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Planning Consultant – DLP Planning



Highway Consultant – Fore Consulting



Drainage / Flooding Engineer – ARP

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8	03.01.2020	Updated Sustainability Section, Page 74
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1.0 | Introduction

This Design and Access Statement has been prepared by STEN Architecture on behalf of Hallam Land Management in support of an outline application for planning permission for residential development on Land at Carr Road, Deepcar.

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 detailed design of the scheme; and
- To provide appropriate information on the development in terms of layout, scale, amount, landscaping, appearance and access.

The ethos of the design is to:

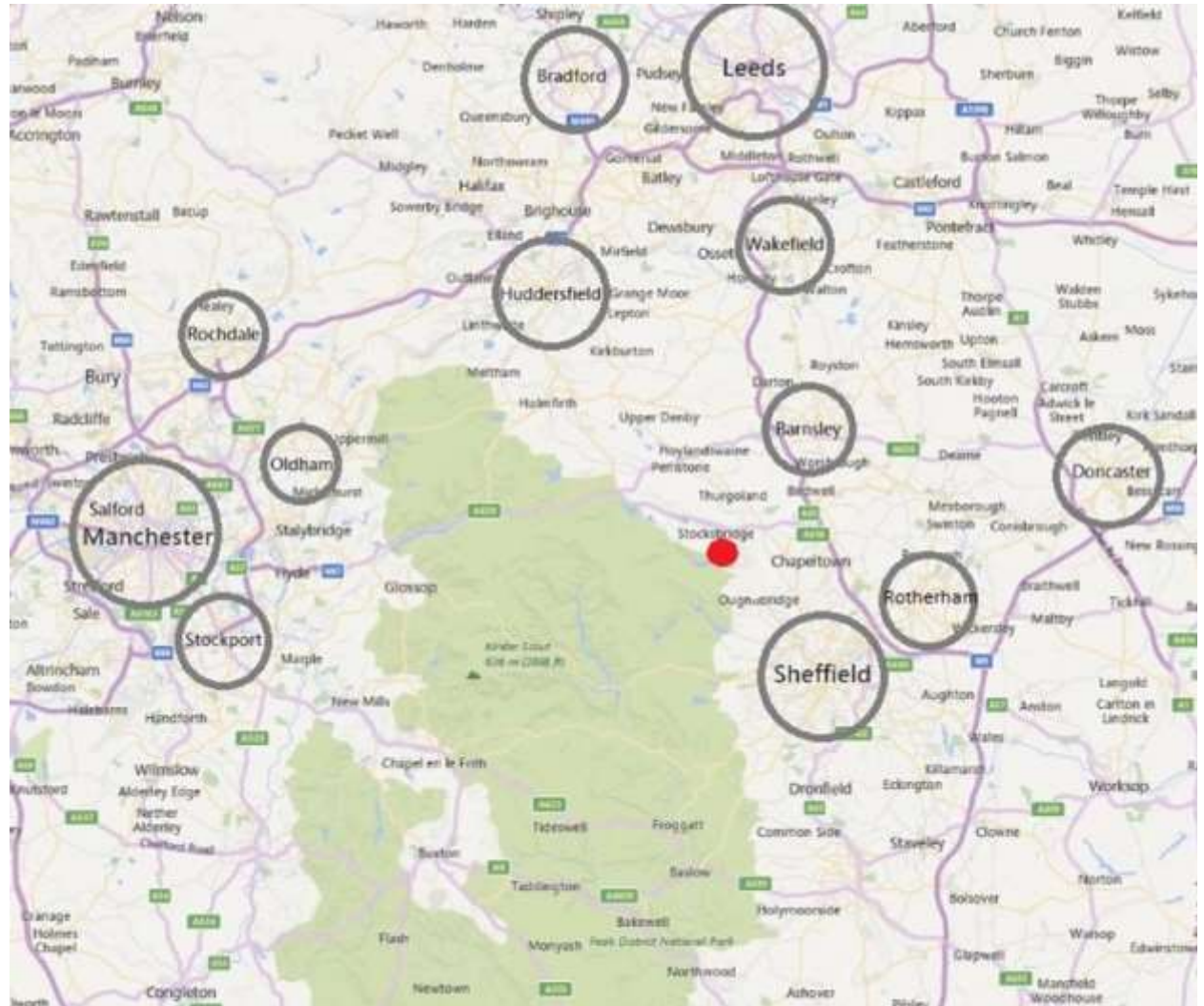
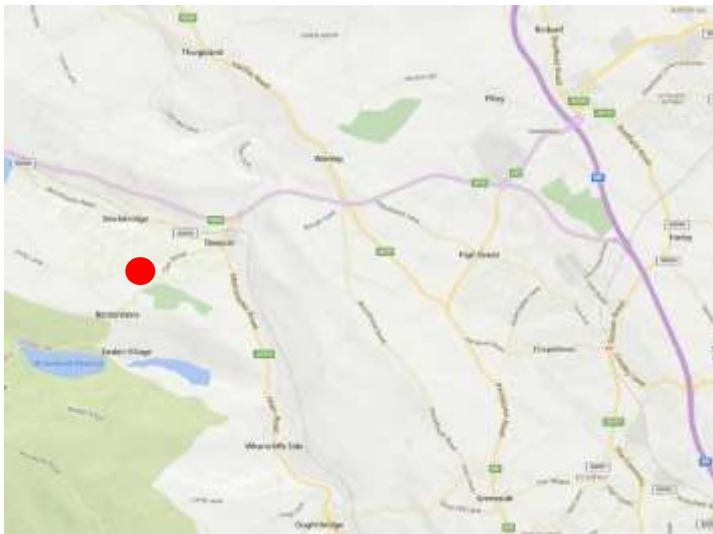
- Create a sustainable residential development that supports the existing community and respects the positive features of the site
- Create a legible and attractive place with a sense of identity
- Create a high quality living environment
- Provide a well planned layout and the creation of pleasant and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

An aerial photograph of a residential development, overlaid with a semi-transparent teal color. The map shows a grid of streets and numerous rectangular building footprints. A prominent road curves through the center of the development. In the upper right quadrant, the text "Royd Farm" is visible. A small circular marker with the number "3" is located near the top center of the map. The overall layout suggests a planned residential community.

2.0 | Site Location

2.0 | SITE LOCATION

Deepcar is a village located on the eastern fringe of the town of Stocksbridge, in the electoral ward of Stocksbridge and Upper Don at the edge of the Peak District. It is approximately 7 miles northwest of Sheffield city centre. Barnsley town centre lies a similar distance to the northeast. The village lies southwest of the confluence of the River Don and Little Don River, and near to the junctions of the A616 and A6102 roads. The motorway lies approximately 6km to the east with principal access between Deepcar and the motorway provided by the A616 and A61 which link to junctions 35a and 36 of the M1.





3.0 | Design Policy Context

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

NATIONAL 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 the companion guide to PPG3 ‘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, 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 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

CABE - By Design

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;
- Address the need for different uses sympathetically.

The NPPF’s expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining characteristics of the area as part of its evidence base” as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process.

A clear attempt is being made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process.

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

The outcomes of good design are to be benchmarked against 7 criteria or “qualities” typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement.

Notwithstanding that By Design: Urban Design in the Planning System (2000) and Better Places to Live By Design (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

Which planning processes and tools can we use to help achieve good design?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications.

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

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

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

HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not ‘banished to the least attractive part of the site’ in well designed places.

In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned.

The Manual for Streets influence is evident in the principles identified for successful streets, with an integrated approach ‘where buildings and spaces and the needs of

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

LOCAL DESIGN POLICY AND GUIDANCE

SHEFFIELD DESIGN POLICY AND GUIDANCE

Until the new Sheffield Plan is adopted, Development Management decisions will utilise:

- Core Strategy (adopted March 2009);
- Unitary Development Plan saved policies and Proposals Map (adopted March 1998); and;
- Pre-Submission Draft City Policies and Sites and Proposals Map (April 2013)- to be given limited weight as this document was never adopted.

SHEFFIELD CORE STRATEGY (ADOPTED MARCH 2009)

The Core Strategy is the first of the planning documents of the Sheffield Development Framework. Its purpose is to answer the question "At a strategic level, what is going to happen where and how is it going to happen?" It sets out the overall vision, objectives and spatial strategy and policies for Sheffield over the period to 2026.

Policy CS 26 'Efficient Use of Housing Land and Accessibility' suggest that housing development will be required to make efficient use of land but the density of new developments should be in keeping with the character of the area and support the development of sustainable, balanced communities e, in rural areas 30 to 40 dwellings per hectare. Densities outside these ranges will be allowed where they achieve good design, reflect the character of an area or protect a sensitive area.

Policy CS45 'Quality and Accessibility of Open Space' recognises the constraints on creating new open space, both physical and budgetary, and the potential for improvement wherever open spaces already exist. Although the strategy focuses on improvements to the district scale of open space, it recognises there is a case for creating new open space in certain circumstances under policy **CS46 'Quantity of Open Space'** which states that new open spaces will be sought where quantitative need arises. **CS54 Pedestrian Routes** encourages trips made on foot by creating an attractive environment for pedestrians.

Policy CS64 'Climate Change, Resources and Sustainable Design of Developments' suggests new development provides an opportunity for reducing energy consumption and enabling more efficient use of energy, through sustainable construction techniques including; achieving energy efficiency, making best use of solar energy, passive heating and cooling, natural light and ventilation; producing renewable energy, minimising water consumption, minimising waste and encouraging recycling and where possible to re-use buildings and design adaptable / flexible buildings. It suggests use of the now redundant Code for Sustainable Homes for new housing and BREEAM for commercial development. **Policy CS65 'Renewable Energy and Carbon Reduction'** states that new major developments should provide a minimum of 10% of their predicted energy needs from decentralised and renewable or low carbon energy; and generate further renewable or low carbon energy or incorporate design measures sufficient to reduce the development's overall predicted carbon dioxide emissions by 20% (including the renewable energy requirement).

Policy CS74 'Design Principles' focuses on what is distinctive to Sheffield and its vision. It states that high-quality development will be expected, which would respect, take advantage of and enhance the distinctive features of the city, its districts and neighbourhoods, including:

- the topography, landforms, river corridors, Green Network, important habitats, waterways, woodlands, other natural features and open spaces;
- views and vistas to landmarks and skylines into and out of the City Centre and across the city to the surrounding countryside;
- the townscape and landscape character of the city's districts, neighbourhoods and quarters, with their associated scale, layout and built form, building styles and materials;
- the distinctive heritage of the city.
- The second part of the policy identifies three strands of design of particular importance for the Strategy's overall vision, dealing with economic, physical and social implications. It states that new development will be expected to:
 - contribute to place-making, be of a high quality, that contributes to a healthy, safe and sustainable environment, that promotes the city's transformation;
 - 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.

SHEFFIELD UNITARY DEVELOPMENT PLAN (ADOPTED MARCH 1998)

The **Unitary Development Plan (UDP)** was adopted as the statutory development plan for Sheffield in March 1998. Whilst a number of its policies have been superseded by the Core Strategy, there are a remaining relevant 'saved' policies.

Policy BE5 'Building Design and Siting' aims to encourage good design and use of quality materials. In terms of physical design it promotes; original and coordinated architecture which complements the existing surroundings; human scale buildings and massing; special architectural treatment to corner properties; and layouts which encourage energy efficiency. In terms of user requirements the policy promotes inclusive design and safety and security.

Policy BE6 'Landscape Design' aims to promote good quality landscape design that integrates existing features and provides an interesting and attractive environment. It states applications should include a landscape scheme which sets out existing features to be retained as well as new proposals. And that schemes promote wildlife and nature, using native species where appropriate.

Policy BE9 'Design for vehicles' promotes a safe, efficient and environmentally acceptable site layout for all vehicles (including cycles) and pedestrians. This includes; clear access arrangements, adequate space for parking and access for emergency vehicles. **BE10 'Design of streets, pedestrian routes, cycleways and public spaces'** sets out a number of design principles including; making these areas safe and convenient to use, creating attractive spaces, coordinating landscape design and street furniture, minimise modal conflicts, and be designed to an adoptable standard where required.

BE15 suggests Buildings and areas of special architectural or historic interest which are an important part of Sheffield's heritage will be preserved or enhanced, and development which would harm the character or appearance of Listed Buildings, Conservation Areas or Areas of Special Character will not be permitted.

Policy **H15 'Design of New Housing Developments'** sets out a number of key design principles which new housing will be expected to meet, these include;

- provide easy access to homes and circulation around the site for people with disabilities or with prams;
- provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents;
- provide uniform walls or fences around rear gardens next to roads, footpaths or other open areas; and
- provide pedestrian access to adjacent countryside where it would link with existing public open space or a footpath.

H16 'Open Space in New Housing Developments' requires that for new housing developments, developers will be expected to ensure that there would be sufficient open space to meet the local needs of people living there, including well designed informal open space, play facilities and outdoor sport where appropriate. It states that for sites over 1 hectare in size, a proportion of the site should be laid out as open space, except where provision of recreation space in the catchment area of the site would continue to exceed the minimum guideline after the development had taken place and the developer makes an appropriate contribution, if needed, to the improvement of existing recreation space in the catchment area of the site.

SHEFFIELD PRE-SUBMISSION DRAFT CITY POLICIES AND SITES (APRIL 2013)

This draft document contains a number of policies which the design team have reviewed. However, as the plan was never adopted these can be given less weight in development management decisions. They are therefore not covered in any detail in this section. They include the following policies:

- Access to Local Services and Community Facilities in New Residential Developments C1
- Residential Design C2
- Open Space in Large New Housing Developments D2
- Parking E2
- Design for Roads and Movement E3
- G1 Safeguarding and Enhancing Biodiversity and Features of Geological Importance
- The Green Network G2
- Trees, Woodland and the South Yorkshire Forest G3
- Development and Area Character G5
- Countryside Character G6
- Development in Countryside Areas including the Green Belt G6A
- Landscape Character G6B
- Design Quality G10

The Climate Change and Design SPD and Practice Guide was adopted in March 2011 and expands on policies in the Core Strategy. This document was previously called Designing for Environmental Sustainability and it includes several guidelines and a Practice Guide with advice on how to satisfy the Core Strategy environmental sustainability policies.

ACCESSIBLE / INCLUSIVE DESIGN

Any residential development should consider accessible & inclusive design and create an inclusive environment from the outset of a project. An inclusive environment is one that works for as wide a range of people as possible – including disabled people, the elderly, and children.

The following documents / guidance should be considered as part of the design process.

- ‘Inclusive Mobility’ (Department for Transport)
- ‘Guidance on the use of Tactile Paving Surfaces’ (Department for Transport)
- ‘Manual for Streets’ (Department for Transport)
- Equality Act

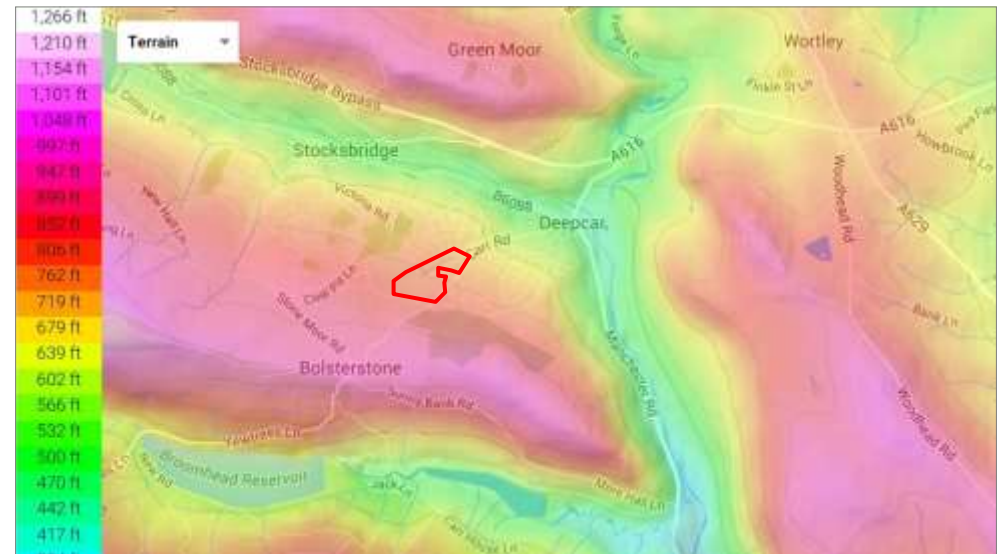


4.0 | Area and Site Analysis

4.0 | AREA ANALYSIS: TOPOGRAPHY, LANDSCAPE AND SETTING



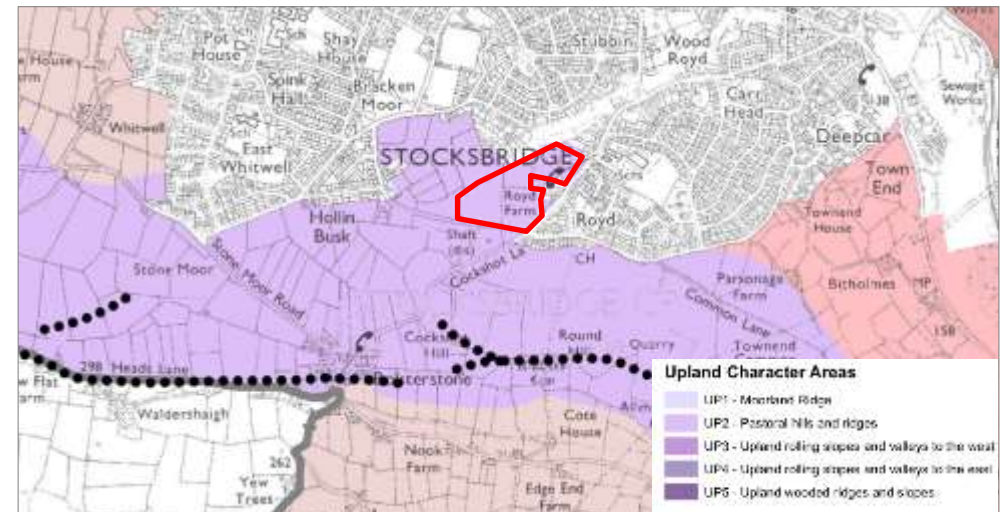
Topographical heat map showing site location at eastern edge of Peak District



Topographical heat map showing localised terrain



Contour plan showing localised land levels and changes in elevation along Carr Road



The site is located in Landscape Character Area UP2 'Pastoral hills and ridges'

4.0 | AREA ANALYSIS: TOPOGRAPHY, LANDSCAPE AND SETTING

Deepcar village is located to the east of Stocksbridge clinging to the steep side of the upper Don Valley on the southern slopes. At its lowest points the village is around 200m above sea level along Manchester Road in the valley bottom. The site is located adjacent to Carr Road which links Manchester Road to Bolsterstone village to the south and rises steeply up the valley side through the village. The site is located on a relative plateau at the foothills of the ridgeline further to the south, but still has pronounced undulations and a slope to the north down the valley side. At its highest point along the southern boundary / Hollin Busk Lane the land is approximately 300m above sea level, sloping down to around 280m at the northern edge of the site. The site currently has a semi-rural setting being located on the edge of the village with pastoral fields defined by dry stone walls and wire fencing, but with existing suburban housing influences to the east and north. Mature tree plantings on the roads defining the edges of the site, around Royd Farm and Royd Wood itself provide a green backdrop. The site is located in an area described as Pastoral hills and ridges in the Sheffield Landscape character assessment. This character type appears exclusively along the western fringes of Sheffield bordering the Peak District. These areas are characterised by an enclosed upland landscape with

wide views. Landform consists of high, gently undulating uplands and broad ridge summits extending from the Dark Peak and sloping up to higher ground in places. It is often an exposed, gently rolling landform on the high crest of a ridge and the sloping ground falling away from the ridge. Isolated stone farmsteads, straight roads and regular fields enclosed by dry stone walls are characteristic features. The dominant land use is pastoral farmland but includes some arable areas. There are occasional blocks of coniferous plantation woodland and of non-productive woodland. Avenues of mature trees are found along some of the field boundaries.



Carr Road slopes steeply down the hillside to Manchester Road



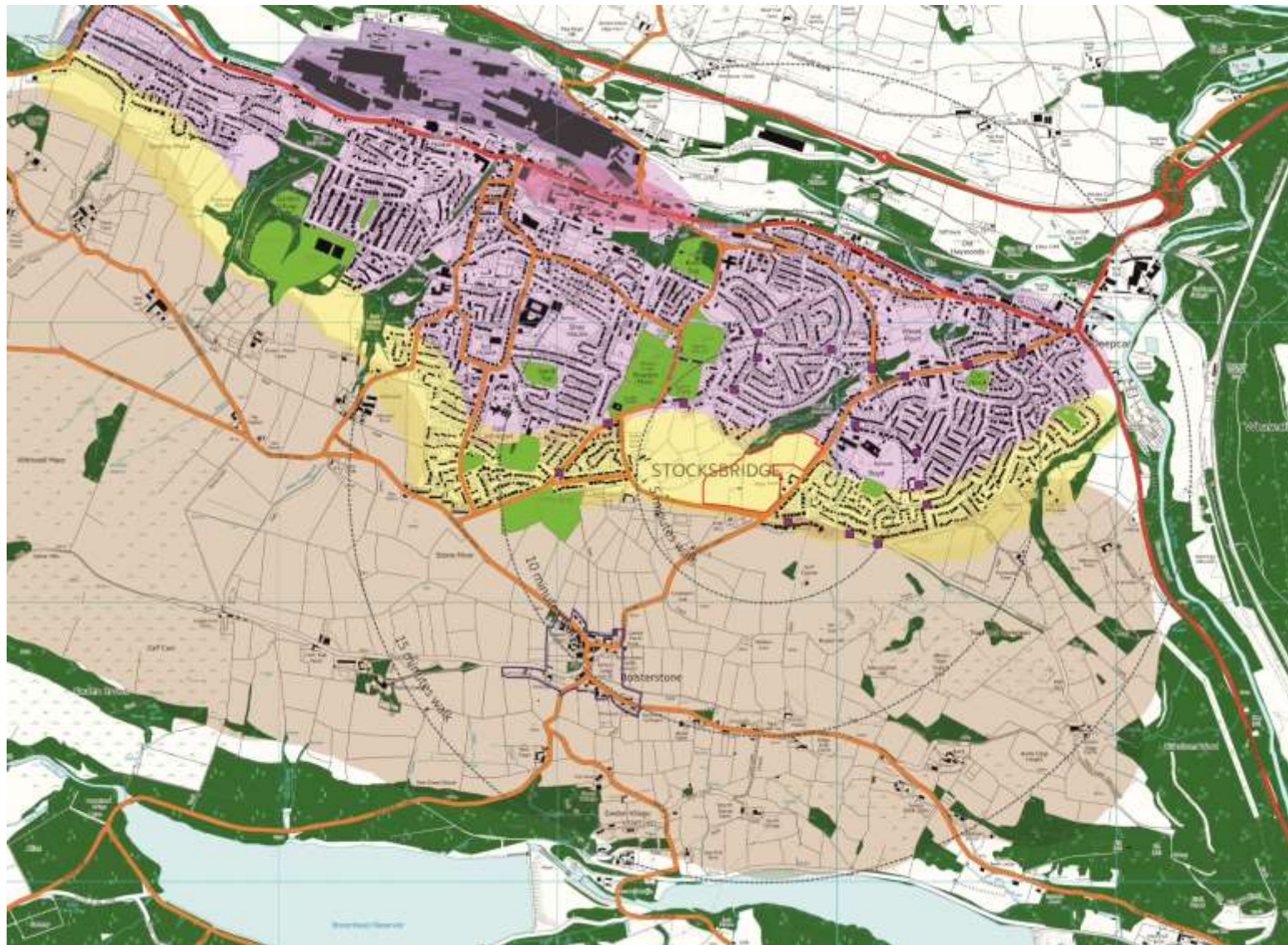
Key characteristics of the landscape area are present on site



Hollin Busk Lane defines the southern, most elevated edge



Aerial perspective views from the south (top image) and north (bottom) showing the site within the wider setting and topography



-  Site boundary
-  Principal routes
-  Secondary routes
-  Stocksbridge district centre
-  Bolsterstone Conservation Area
-  Residential areas and residential streets
-  Public open space / greenspace
-  Local bus stop
-  Watercourses and waterbodies
-  Employment area
-  Predominantly agricultural fields
-  Woodland areas
-  Urban character zone
-  Settlement edge transition zone
-  Rural character zone

4.0 | AREA ANALYSIS: WIDER CONTEXT

The site is located on the southern edge of the suburban village of Deepcar on the upper part of the valley side. It is located in a transition character zone, being influenced by the adjacent suburban housing estates, but also having a semi-rural character shaped by the open vistas across enclosed pastoral fields, woodland to the north and being adjacent to the Royd Farmstead. To the south the land is characterised by enclosed pastoral fields with an agricultural character which rises toward the top of the valley and Bolsterstone village which is a Conservation Area out of view from the site. Further south on the opposite side of the ridge is the Peak District Park and reservoirs enclosed by woodland lower down the valley.

To the north of the site lower down the hillside is the village of Deepcar, and to the north east Stocksbridge which have a generally suburban character and include local facilities to be expected in an established residential suburb. Carr Road runs along the eastern edge of the site and represents a key secondary route in the local movement hierarchy, linking to Manchester Road to the north and the 'A' roads serving the motorway. Hollin Busk Lane runs along the site's southern boundary and provides a key route toward Stocksbridge and its facilities.

The site has a good range of facilities within a 5-10 minute walking distance including a number of open spaces, play areas, sports ground, primary school and Stocksbridge secondary school just a little further afield. There are also several bus stops within a 5 minute walk providing services to Stocksbridge centre. Stocksbridge has a bus service running through the centre and the edge of Deepcar to Middlewood Park and Ride, connecting with the Supertram service to the centre of Sheffield or Hillsborough.

The plan overleaf shows the location of key community facilities. Within a 10-15 minute walk there are also a number of pubs, places of worship and open spaces as well as the three other primary schools in Stocksbridge. Stocksbridge district centre, focused along Manchester Road, is also within this walk-time and includes a good range of local shops, services and facilities, including a post office, supermarkets and doctors surgeries.



Local bus routes

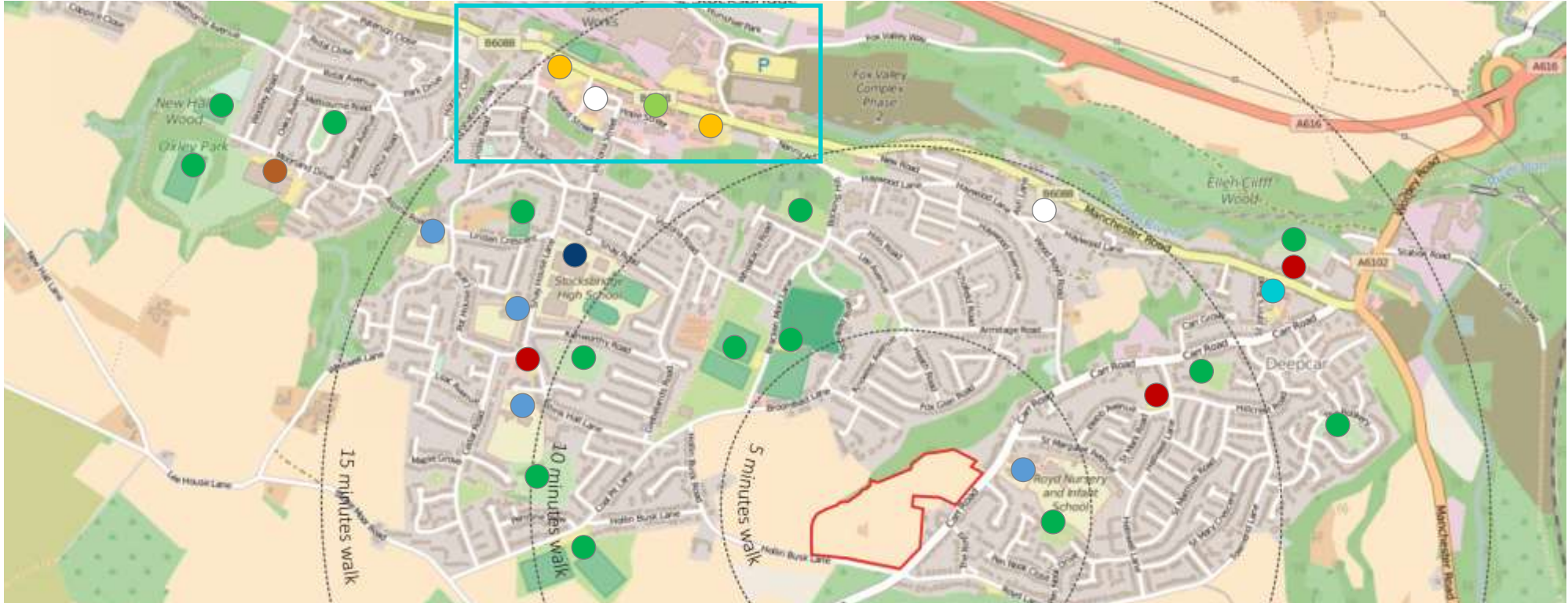


Stocksbridge district centre



Play equipment and open space

4.0 | AREA ANALYSIS: COMMUNITY FACILITIES



- | | |
|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| ● Primary school | ● Public house |
| ● Secondary school | Doctors surgery |
| ● Open space | ● Leisure centre |
| ● Supermarket | ● Library |
| ● Place of worship | |



Inset showing local shops and facilities in Stocksbridge district centre



Prior to the late 19th century Deepcar functioned as a small rural village. According to the 1851 census, at Deepcar there were four farms totalling 69 acres, three of the farms also traded as Inns. One of the innkeeper/farmers was a cabinet-maker, who together with a blacksmith, a butcher and a butcher/grocer, a cordwainer, a cornmill, a joiner and a wheelwright served a community of 26 households. In 1850 the only Public Houses marked on the map of the area were the King & Miller, the Royal Oak at Deepcar and the Coach & Horses at Stocks Bridge. In terms of population, Deepcar at that time was larger than the village of Bolsterstone, but it didn't have a Church or a Post Office, however it was closer to the new road and the railway station and therefore had greater opportunity for expansion with the advent of the steel industry in the late 19th century which saw the growth of both Stocksbridge and Deepcar. The valley bottom was almost entirely occupied by steel works, which did not exist until the early 19th century. Samuel Fox established a steel works from 1842, and built much of the infrastructure of Stocksbridge. By the mid-1860s the works included furnaces and rolling mills allowing production of railway lines and springs. The business was transferred to a limited company in 1871.



Between 1872 and 1877 a railway line was built to link the works with the Manchester, Sheffield and Lincolnshire Railway at Deepcar. This was the Stocksbridge Railway, which existed as a subsidiary company until 1992. The main road from Sheffield to Manchester originally passed through the town until the A616 Stocksbridge bypass opened in 1989. Fox Glen or "The Glen" as it is also known, is a small valley of land to the north of the site, bestowed on the people of Deepcar and Stocksbridge by the Trustees of the late Samuel Fox, in commemoration of the Coronation of George V and Queen Mary in 1911. By the 1930's the Glen had a seesaw, a sand pit, swings and a roundabout, much like the equipment to be found in the children's playgrounds of today. In 1925 the Steel houses were built at Ellen Cliff. In 1964-65 the construction of the large private Ideal Homesteads estate started, to the south of Carr Road and east of the site. In 1968 the construction of the Wilson Road Flats started and they were completed two years later. At an earlier date (built around 1946) there were Prefab buildings in Wilson Road.



The 1950's saw the construction of the large municipal estate to the north of the Glen. 1972 saw the end of the Steel Houses, which were the first Council houses to be built in Deepcar, they were being demolished to make way for Truman Grove to be built. In 1974 the Deepcar Village Hall was built by members of the local community.



2016

4.0 | AREA ANALYSIS: HERITAGE ASSETS

Royd Farmhouse, farm buildings and barn are Grade II listed C17 and C18th century buildings of group value which are located within the cluster of built form to the eastern boundary of the site. Other listed heritage assets are located further afield (shown as blue circles below). Therefore the special interest of the farm buildings will need to be respected through development of the site. The site itself is not within a designated

Conservation Area. The nearest Conservation Area is the village of Bolsterstone which is located approximately 1km to the south west. The distance from the village, topography and intervening vegetation will ensure the site's development will not have a detrimental impact on the setting of the Conservation Area.

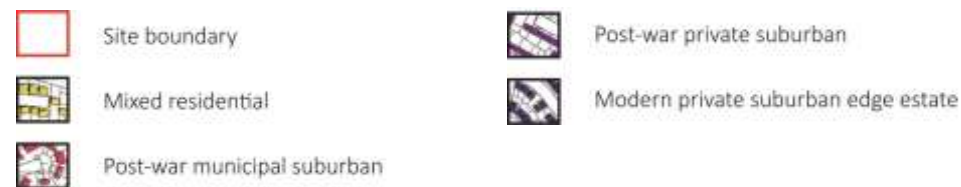


Royd Farm

4.0 | AREA ANALYSIS: KEY CHARACTER AREAS

The following pages include an analysis of the key characteristics of surrounding residential areas to inform the layout. The key character areas are highlighted on the plan opposite. Those areas closest to the site and within a similar context at the development edge have the most relevance, and are therefore considered in further detail over the following pages.

- **Mixed residential** – older informal areas of private housing focused along historic streets consisting of a mix of suburban house types and traditional terraced properties
- **Post-war municipal** – large estates of predominantly semi detached homes in formal geometric layouts
- **Post-war private** – private suburban estates of predominantly detached and semi-detached houses and bungalows in planned estates
- **Modern suburban edge estates** – planned late 20th century / early 21st century predominantly private suburban estates on edges of settlement



4.0 | AREA ANALYSIS: KEY CHARACTER AREAS

Mixed residential— Carr Road, Manchester Road, Hollin Busk Lane and the older parts of the village toward the bottom of the valley tend to have a mixed residential character consisting of older traditional stone cottages and brick built terraced houses interspersed with post-war and modern suburban infill. There are remnants of historic boundary features such as stone walling. This character type includes a number of farmsteads adjacent to historic routes. As would be expected, the traditional cottages and terraces have a finer grain of higher density house-types situated at the back of pavement or the road edge, often with small front thresholds. Where located on the hillside, these cottages tend to reflect the underlying topography by stepping down in short runs of terraces. Some buildings are presented gable to the street. These stone buildings are typical of the Pennine fringe vernacular, are simple in form and detailing with attractive proportion and repetition of fenestration and chimneys. This contrasts with the suburban house typologies in these areas which have a greater range of forms and detailing and are often set back further from the street with more space about and between the dwellings. Properties are generally 2 storey although some are elevated above the street in response to the topography. Traditional properties tend to have parking on street whereas the suburban infill has parking to the front / side with a greater degree of plantings to the front.



4.0 | AREA ANALYSIS: KEY CHARACTER AREAS

Post-war municipal. The area to the north east of the site consists of a large municipal estate laid out in a planned geometric pattern. Predominantly 2 storey the area contains mostly semi detached houses with front gardens and short runs of terraced properties with ginnels fronting Armitage Rd. Principal routes benefit from grass verges some with tree planting and open space focal points at key junctions. Properties are generally red / brown brick with grey / brown small unit roof tiles over gable roofs, although in some areas render and dash is prevalent. Houses have front gardens enclosed by low boundary walls and hedges, with parking accommodated in curtilage and on-street.

Post-war private. The Ideal Homesteads estate to the east of Carr Road has a strong suburban character. Built in the 1960's / 70's it consists of predominantly detached houses and bungalows along conventional streets (some with verges and trees) in a planned layout. Properties tend to be simple in plan, many with front facing gable roofs and often contain porches, bay windows and garages. Houses are set back behind front gardens and driveways, with a mix of boundary treatments apparent. There is also a varied palette of materials employed including, red / brown brick, buff and grey brick with some timber weatherboarding or stone cladding. Roofs include brown or grey interlocking concrete tiles.



4.0 | AREA ANALYSIS: KEY CHARACTER AREAS

Modern suburban edge estates. These areas of more recent suburban development are largely characterised by 2 storey detached and semi-detached homes with areas of local public open space and enclosed pocket parks in planned layouts, which can be convoluted and illegible. Properties tend to back onto adjacent woodland areas and the countryside where located at the settlement edge. Street-types consist of conventional estate roads, serving smaller scale mews and cul-de-sacs. Properties generally have parking platforms to the front or garages to the side with parking set back from the highway. Front gardens are mostly small, open plan and with ornamental plantings. The frontage parking, on street parking and lack of landscape means cars are highly visible in the streetscene in places. Materials vary between areas, but consistency can be found in the application of red, orange and limited buff brickwork and grey, dark brown / red and grey concrete roof tiles and pantiles. Detailing sometimes appears over-fussy, arbitrary and uncharacteristic of the area. Some smaller developments have utilised stone cladding and some have chimneys adding interest to the roofline. The suburban estates contain a variety of house forms, with bay windows, projecting front gables and porches. Roofs are predominantly gable forms.



4.0 | SITE ANALYSIS: SITE DESCRIPTION

The site is at the southern edge of the settlement. It is bounded by Carr Road and Royd farm along the eastern boundary, the woodland of Fox Glen and residential properties to the north, Hollin Busk Lane to the south and agricultural fields to the west. The site consists of pastoral land in agricultural use, sub-divided into regular shaped fields defined by drystone walls and post and wire fencing. Small-scale timber agricultural stables, sheds and pens can be found in two of the fields. An overhead power cable runs across the site diagonally from the south-west to the north-east. The land slopes gradually, south to north, reflecting the site's position on the upper valley side. The highest parts of the site are adjacent to Hollin Busk Lane and the lowest areas on the north eastern boundary.

There are a few sporadic trees within the site field boundaries. More sporadic trees can be found around the site periphery, along the north-western boundary adjacent to the ditch that defines this edge, and around the edges of the farm. The woodland of Fox Glen provides a mature, tree lined backdrop to the northern parts of the site and separates it from the established residential areas to the north. The woodland contains a series of recreational routes linking the housing areas adjacent to it. To the west there are open views across agricultural land consisting of pastoral fields with dry-stone walls, similar in character to the site. The eastern edge of the site is characterised by a group of traditional stone buildings associated with the farm and the suburban edge of Deepcar along the eastern side of Carr Road. These properties consist of 2 storey 1960's detached homes faced in red brick and stone cladding and are reflective of the large housing estate further to the east of Carr Road (see character area analysis).

There are a number of other traditional stone terraced cottages on the corner of Carr Road and The Royd which were surrounded by later development. Further to the north along Carr Road and into Coultas Avenue are red brick former municipal houses in short terraced runs with front facing gables and semi-detached properties with hipped roofs and chimneys. Unlike the later 1960's houses along Carr Road, these plots are defined by stone and brick walls to the front. The properties along Carr Road step down the hill in response to the underlying topography.

Royd Farm on the eastern boundary consists of a series of 2 storey former agricultural buildings now converted to private residences. Royd cottage is a modern 2 storey domestic property. All the properties have a traditional appearance and form including rectangular and square plans with gable roofs. Royd cottage includes dormer windows to the single storey projection. The farm and cottage are standalone buildings set back from Carr Road, the former barns form an L shaped composition enclosing a small landscaped courtyard space with a gable extended to the edge of Carr Road. The collection of properties are relatively well screened from Carr Road by the drystone wall and with hedge and tree planting behind. There are 3 gated access points to the residences from Carr Road. Space about the buildings has been enclosed as private gardens. High hedges screen the northern edge of the farmstead. There are a number of large mature trees within the grounds adjacent to the site. Further detailed description of these buildings and their heritage significance can be found in the accompanying heritage statement.

In contrast, Hollin Busk Lane has a more open rural lane character, although it benefits from pedestrian footway facilities and lighting, enabling its use as a key route toward the centre of Stocksbridge from the southern end of Deepcar. There is a small grouping of disused single storey buildings and the remnants of a former mining operation surrounded by scrubland close to the junction of Carr Road and Hollin Busk lane on the opposite side of the lane to the site. Further to the west along Hollin Busk lane the road has more open aspects of pastoral fields to the north and south.



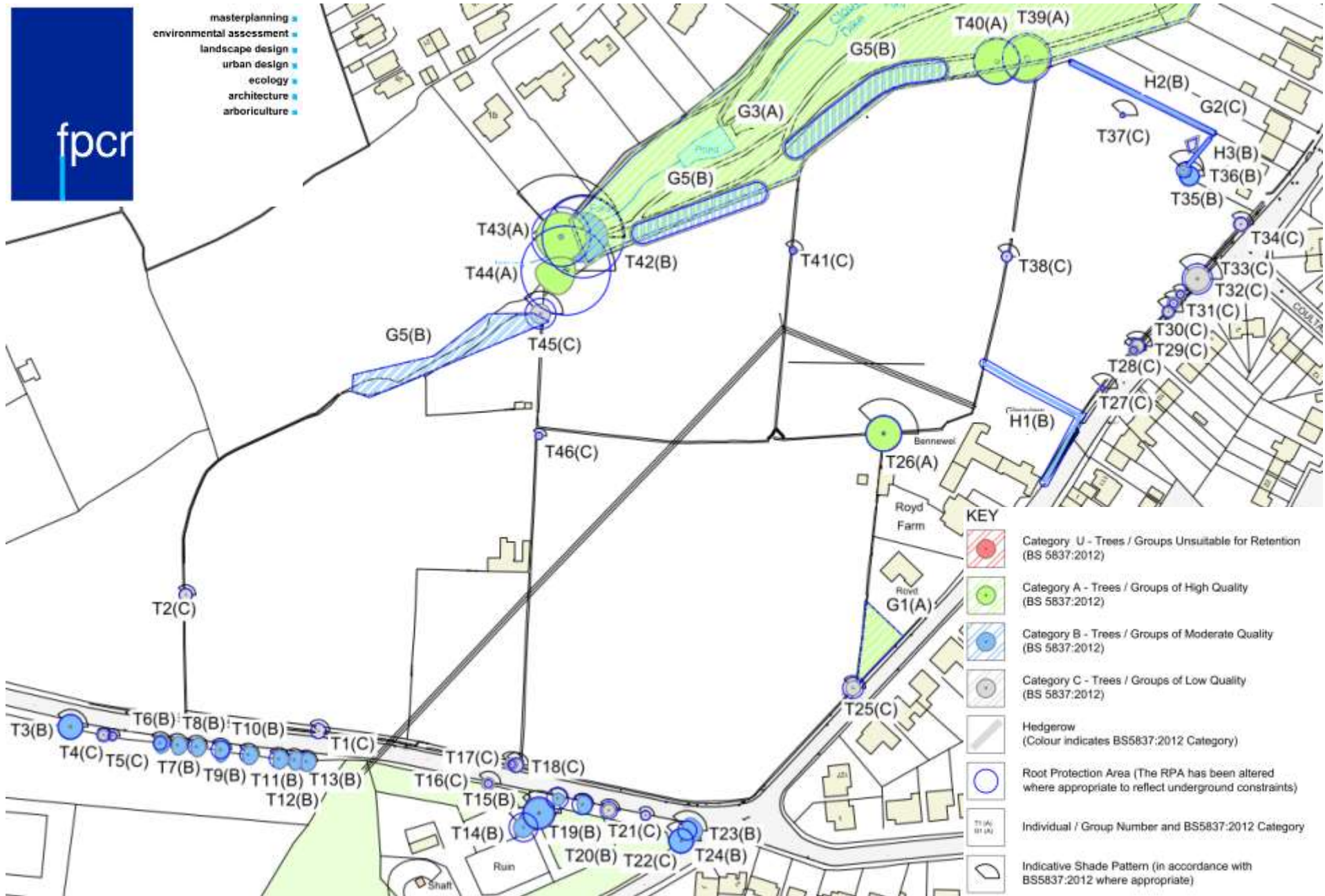
View of site from south west corner showing Hollin Busk Lane

4.0 | SITE ANALYSIS: SITE DESCRIPTION



-  Site boundary defining extent of application for residential development
-  Land in pastoral use consisting of fields bounded by stone walls and wire fences
-  Existing residential properties and private gardens in surrounding area
-  Public and private areas of open / recreational space
-  Village gateway at key arrival point around junction of Carr Rd / Hollin Busk Lane
-  Existing gated site access points currently used for agricultural access
-  Sensitive residential edges at boundaries adjacent existing housing and gardens
-  Principal pedestrian and vehicular routes to local facilities
-  Drystone walled field boundaries crossing site and at site periphery
-  Agricultural / former farm buildings adjacent site and in vicinity
-  Disused mine and associated vacant buildings to south of site
-  Trees and hedgerows located around and within site
-  Long distance open views across adjacent agricultural land from site edges
-  Site slopes gently in a south to north direction with higher levels at southern edge

4.0 | SITE ANALYSIS: TREE SURVEY



4.0 | SITE ANALYSIS: SITE PHOTOS—ADJACENCIES



4.0 | SITE ANALYSIS: SITE PHOTOS—EDGES







5.0 | Opportunities & Constraints

5.0 | OPPORTUNITIES AND CONSTRAINTS

-  Site boundary defining extent of application for residential development
-  Fox Glen provides recreation opportunities, woodland requires stand-off from edges
-  Existing residential properties and private gardens require appropriate stand-off
-  Potential for new open space and play opportunities to serve site and wider area
-  Potential to improve arrival at village gateway
-  Potential locations for safe vehicular access and egress points
-  Sensitive residential edges at boundaries adjacent existing housing and gardens
-  Principal pedestrian and vehicular routes to local facilities and bus stops
-  Existing overhead power lines crossing site will need to be re-routed
-  Listed Royd Farm buildings will require setting to be protected by new development
-  Potential for new footpath links into Fox Glen for improved community access
-  Trees and hedgerows located around site edges to be protected where appropriate
-  Potential for attractive long distance open views across adjacent agricultural land
-  Site slopes gently in a south to north direction with higher levels at southern edge
-  Potential for new residential development on unconstrained areas of the site





The drainage strategy for the site includes the innovative use of street swales in addition to the provision of detention basins within the areas of open space to manage storm water events.

The images left show examples of street swales within residential areas. The street swales can become attractive features which help to soften the residential environment and provide micro-habitats for flora and fauna. They can contribute to creating a distinctive sense of place, in addition to managing water run off in an environmentally sensitive way.

The detention ponds can be accommodated within open space areas to become multifunctional amenity spaces which again add character and amenity to the residential environment. Successful examples are illustrated in the images below.





6.0 | Landscape Character

INTRODUCTION

1.1 A Landscape & Visual Appraisal accompanies the planning application. The following provides a summary.

BASELINE ANALYSIS

1.2 The site is not covered by any landscape quality designation at a national or local level.

1.3 To the south of the site is the designated landscape of the Peak District National Park which extends over some 1,438 km² covering parts of Derbyshire, Yorkshire, Staffordshire and Cheshire. Within the context of the site, the Peak District boundary is defined by Heads Lane near the village of Bolsterstone.

1.4 At a local level, the Sheffield UDP includes landscapes that are designated as “Areas of High Landscape Value”, which are defined by being “areas of the countryside which are very attractive and which have a special character”. The nearest “Areas of High Landscape Value” designation is the landscape to south at Bolsterstone and Round Hill.

1.5 Landscape character is assessed at a national level by Natural England through the use of National Character Area (NCA) profiles. The assessment provides a contextual understanding and the general characteristics

of these substantial landscapes area. The site, and much of the surrounding landscape, to include the settlements of Deepcar and Stocksbridge lies within the extensive NCA 37 Yorkshire Southern Pennine Ridge.

1.6 Landscape characterisation has been undertaken at a district level by the Sheffield Preliminary Landscape Character Assessment. The site and the surrounding landscape lies within the Upland Character Area, and the sub area of the UP3 Upland Rolling Slopes and Valleys to the West. In summary, the key characteristics of this sub area are defined as:

- “Rolling slopes dominate, valleys tend to be incised and narrow
- Often steeply sloping
- Sometimes located immediately below and adjacent to moorland
- Upland settled rural character
- Sometimes views of moorland and/or industry in valley bottoms
- Often distant views of the city and/or middle distance views of suburban areas
- Pastoral farmland with some arable areas
- Usually includes areas of woodland
- Stone boundary walls
- Includes traditional farm buildings, hamlets and churches.”

1.7 Landscape characterisation has also been

undertaken within the Peak District National Park. Although the site lies outside of the Peak District, the report explores the landscape around the fringes of the National Park, which includes the landscape around Deepcar. The site and the surrounding landscape lies within the extensive Dark Peak Yorkshire Fringe Landscape Character Area and the Enclosed Gritstone Upland Landscape Type. Its key characteristics are defined as:

- “Thin soils over gritstone bedrock with localised pockets of peat
- Remnant patches of rough land with bracken and gorse, some heather and bilberry
- Permanent pasture and rough grazing enclosed by gritstone walls
- Regular pattern of medium to large fields
- Straight roads with wide verges of grass and, in some places, heather
- Isolated gritstone farmsteads with stone slate roofs
- Trees grouped around farmsteads to provide shelter”

1.8 The Peak District Landscape Strategy & Action Plan (2009) follows on from the Peak District Landscape Character Assessment and provides “particular priorities for each of the different landscape character types in the Dark Peak Yorkshire Fringe”. For the Enclosed Gritstone Uplands, it states that:

“This is a pastoral upland landscape with drystone walls, straight roads and isolated farmsteads. Agricultural improvement and grazing have reduced the ecological diversity of the pastures. The priority should be to protect the historic field pattern and conserve or restore the biodiversity of pastoral farmland. Where opportunities arise, consideration should be given to the creation of an open landscape, restoring and creating heathland.

LANDSCAPE CHARACTER -SUMMARY

1.9 With regard to the landscape character:

- The site and the local landscape does not lie with a designated landscape.
- The rising landform to the south of the site restricts any significant interrelationship between the site and the designated landscape of the Peak District
- The site forms part of an open and pleasant agricultural landscape of grazing fields alongside the settlement edge of Deepcar.
- The site contains no significant or unusual landscape features. Whilst some of the drystone walls are of local landscape and conservation value they-like the grazing fields – are common elements within the local and wider landscape.
- Given the site’s location alongside the settlement edge it provides some local value for the adjacent

community, as is often the case for any farmland/ green fields on the edge of settlements.

VISUAL AMENITY: SUMMARY

- Through the baseline analysis, it is assessed that the actual visual envelop of the site is somewhat limited in extent and that the number of receptors that have views of the site is comparatively limited. These are judged to be:
 - i) A relatively limited number of residential receptors on Carr Road and Royd Lane that lie adjacent and from those on the edge of Hollin Busk Lane to the west.
 - ii) Right of Way users on the nearby Footpath in Fox Glen -albeit views are limited to one or two locations; and
 - iii) Highway users travelling past the site or in close proximity to it on Hollin Busk Lane, Carr Road, Roys Lane and Cockshot Lane.
- The rising topography to the south effectively prevent views of the site from the edge of the Peak District. Whilst there are some opportunities to observe the built-up area of Deepcar and Stockbridge from higher land within the Peak District, such as to the west at Salter Hills for example, the site is distant and is effectively obscured by landform and by the

intervening built up area of Hollin Busk (Stocksbridge) which is apparent within the view.

- From higher land to north at the escarpment of Hunshef Bank there are panoramic views across the landscape from individual properties and rights of way that skirt the upper slopes, such as the Barnsley Boundary Walk. Views includes the wider built-up area of Stocksbridge and Deepcar within the valley and extending over the rising north facing the slopes. The site, whilst visible, forms a comparatively minor component of the much wider view that is afforded and is observed within the context of the surrounding built up area.

DESIGN RESPONSE

1.10 The masterplanning process has been guided by the baseline studies of landscape character and visual amenity, together with over environmental and technical aspects, in addition to engagement with the LPA through as part of the pre-application stage.

1.11 Design and mitigation measures are adopted and imbedded within the scheme, which includes the provision of a Green Infrastructure (GI) framework. The purpose of which to deliver new housing that is and sensitively assimilated into the landscape so that any

adverse impacts on landscape and visual receptors are minimised through carefully considered design measures and landscape strategies. At the same time the Proposed Development, through the GI measures explores the opportunity for environmental improvements to provide positive effects.

The following landscape principles have been adopted:

i) To accord with the aspirations for good design and green infrastructure contained within the NPPF, and to seek to embrace the landscape management guidelines of the Enclosed Gritstone Upland Landscape Type.

ii) Minimising impacts on landscape and visual receptors. This addresses, amongst other things:

A 'ground up' approach to masterplanning whereby the site's features -which are relatively limited in any event - are conserved. The site's drystone walls and intermittent mature trees form integral element of to the design, helping to inform the development parcels and the residential layout,

Locating new housing close to the built edge of Carr Road, so that new housing is seen within that context of existing housing.

The careful location of built development in relation to

the surrounding landscape, to include, for example, the interface with the Listed Buildings on Carr Road, the woodland at Fox Glen, and the western perimeter of the site.

Acknowledging and responding to UDP Policy LR5 and Core Strategy CS72 by creating, as far as practicable, an open nature to the scheme by establishing a broad area of 'open' accessible greenspace within western and southern parts part of site. The westernmost field, for example would be designed and managed to deliver biodiversity benefits. This would meet a "priority action" of the Enclosed Gritstone Uplands which is to "...conserve or restore the biodiversity of pastoral farmland." Furthermore, the introduction of the additional habitats and accessible greenspace would connect, strengthen and enhance the habitats at Fox Glen.

f) Retaining and restoring the site's drystone walls. This would "protect the historic field pattern". The drystone walls would be located within a series of interconnected 'greenways' that would be fronted and overlooked by new housing. These 'greenways' enable recreational movement around the site for new residents, as well as providing wildlife corridors that can be designed with new grassland habitats and the planting of specie rich hedgerows and native broadleaved tree planting. The scheme also includes additional drystone walls

g) Where there are losses in landscape features, the GI will provide compensatory new trees and habitat creation as part of the Proposed Development.

h) Using an appropriate scale, mass and height for new buildings that is comparable to existing buildings, and adopting a select palette of local distinct materials and recessive colours that would assist in assimilating buildings within this landscape context;

i) The reinforcement and strengthening of the western boundary with a corridor of intermittent broadleaved tree and hedgerow planting. This would connect with the established woodland in Fox Glen and provide additional tree cover within the site as well as biodiversity benefits. New tree planting would help to filter and 'soften' views of new housing for those receptors to the west of that would have views of the site.

j) The introduction of new landscape components around the edges of the built layout with the use tree groups, hedgerows and shrubs to 'soften' the built form, and to create areas of accessible greenspace (to include an equipped children's play area) that provide space for informal play and recreation;

k) To deliver a range of new landscape habitats to maximise on-site biodiversity. To include, for example, the planting of broadleaved trees on the

western boundary, species rich hedgerow planting along the southern edge along Hollins Busk Lane, and the creation of meadow grassland and wetland areas in the northern field as part of the scheme's drainage system.

m) To explore opportunities in which to further 'green' the residential layout at the detailed stage with the use of street trees, native shrubs and hedges for front gardens.

n) To ensure there is an appropriate mechanism in place that covers the long-term maintenance and management of the GI. This could be dealt with through a Landscape & Ecological Management Plan (LEMP), or similar, that can be addressed, for example, through a planning condition.



7.0 | Community Consultation

INTRODUCTION

A letter-drop and online consultation has been co-ordinated by DLP Planning. This began at the end of January 2017 and invited interested parties to visit a dedicated website that presented background information, indicative plans and an opportunity to comment on the proposals.



An architectural site plan of a residential development, overlaid with a semi-transparent teal color. The plan shows a central curved road with several rectangular building footprints arranged along its length. To the right, a larger rectangular area is labeled "Royd Farm". A small circle with the number "3" is visible near the top center of the plan. The overall layout suggests a planned residential neighborhood with a central thoroughfare and surrounding plots.

8.0 | Design Solution

INDICATIVE DESIGN SOLUTIONS

The design solution seeks to follow the principles and parameters established by the existing residential development in the area. Chapter 9.0, Design Code, indicates specific details to consider in developing this proposal.

- 1) Development Entrance - ensure positive frontage to Carr Road with dwellings pulled as far forward as possible to achieve this
- 2) Significant area of woodland (Fox Glen) with pedestrian connections
- 3) Hedge and tree planting along boundary
- 4) Playspace within green setting
- 5) Outward facing development throughout
- 6) Existing residential development
- 7) Existing dry stone wall retained and enhanced within public domain with intermittent trees and hedgerows. - these areas will be subject to a clear management and maintenance plan
- 8) Species rich grassland
- 9) Pedestrian link to playspace
- 10) No direct vehicle access onto Carr Road in this area
- 11) Drainage area and greenspace managed for biodiversity benefits
- 12) Woodland belt to connect to Fox Glen
- 13) Existing landscape boundary
- 14) Existing dry stone wall rebuilt
- 15) Informal pedestrian route
- 16) No use of hipped roof from in this area with roofscapes throughout the development in keeping with the respective character areas (as defined in this document)
- 17) Proposed seating area



INDICATIVE DESIGN SOLUTIONS

The design solution gives careful consideration to the entrance of the development:

- 1) Primary route with designated pedestrian routes
- 2) Active frontage with dual aspect dwellings at corners and fronting out onto open space and Carr Road.
- 3) Visible rear and side boundaries are robust
- 4) Designated pedestrian route provides safe access to areas of open space and the wider area
- 5) Varied parking solutions with designated visitor parking
- 6) Existing dry stone walls retained within public domain - these areas will be subject to a clear management and maintenance plan.
- 7) Waste collection points at junctions with primary highway
- 8) Landscaping complements the green setting of the development



INDICATIVE DESIGN SOLUTIONS

The POS and playspace are important features to consider in developing the site:

- 1) Active frontage onto open space
- 2) Dual aspect dwellings create gateway entrance to the rest of the development and front out onto open space and are active to the roads.
- 3) Designated visitor parking incorporated into the highway
- 4) Parking solutions avoid large areas of hard standing with front gardens benefitting from areas of grass, planting and trees.
- 5) Designated bin collection points around turning head
- 6) Playspace set within large greenspace with active frontage to provide a safe environment for children to play.
- 7) Existing dry stone walls retained within public domain - these areas will be subject to a clear management and maintenance plan.
- 8) Visible rear and side boundaries are robust and provide a safe and secure garden for dwellings.
- 9) Proposed green space including Play space is an extension of the open fields to the West.



INDICATIVE DESIGN SOLUTIONS

The interaction between the built development and adjacent grassland is important to the success of this development:

- 1) Species rich grassland - managed for biodiversity and recreational use
- 2) Existing landscape boundary
- 3) Connection to existing woodland (Fox Glen)
- 4) Outward facing development
- 5) Clear pedestrian routes ensure permeability and encourage sustainable and safe journeys
- 6) Existing dry stone walls retained within public domain - these areas will be subject to a clear management and maintenance plan. Visible rear boundary to be robust to enhance built form edge and provide a safe and secure garden.
- 7) Private parking broken up by landscaping to soften the edge of the development



INDICATIVE DESIGN SOLUTIONS

The relationship between the built development and different road hierarchies needs careful consideration:

- 1) Dwellings positioned to create enclosure around the junction
- 2) Change in surface materials signify change in road type and speed (different character areas)
- 3) Buildings set back from the primary highway to achieve a strong building line.
- 4) Planting adds interest to streetscene and encloses front gardens
- 5) Variety of parking solutions utilised to vary the street scene
- 6) Dual aspect dwellings at corners
- 7) Visible rear and side boundaries are robust and provide a safe and enclosed garden for dwellings
- 8) Designated pedestrian routes, which connect into open space and different walking routes around the development
- 9) Considered landscaping breaks up hard standing and creates pleasant environment



INDICATIVE SECTIONS

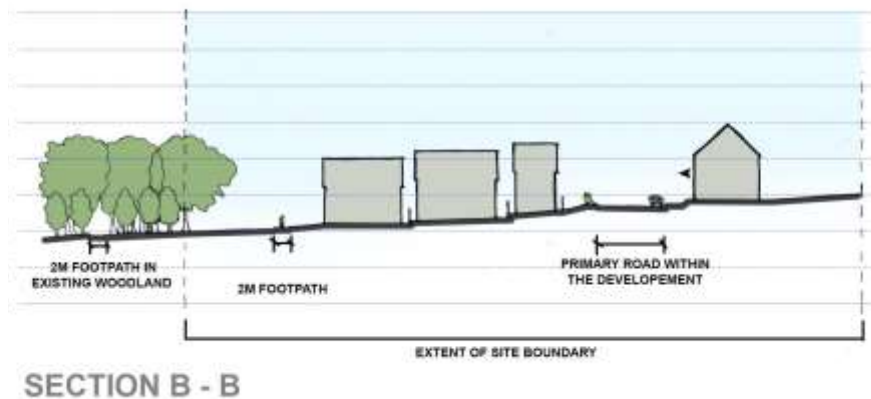
Section A—A

This section shows the relationship between the site, existing dwellings along Carr Road and the woodland along the Northern boundary of the site. A footpath link through the open space that connects into Fox Glen woodland is well overlooked and sits within a large area of open space.



Section B—B

This section shows the sites gradual slope from the site boundary to the woodland and the change in levels of the dwellings in this area. Active frontages are shown onto the Primary road that runs through the development.

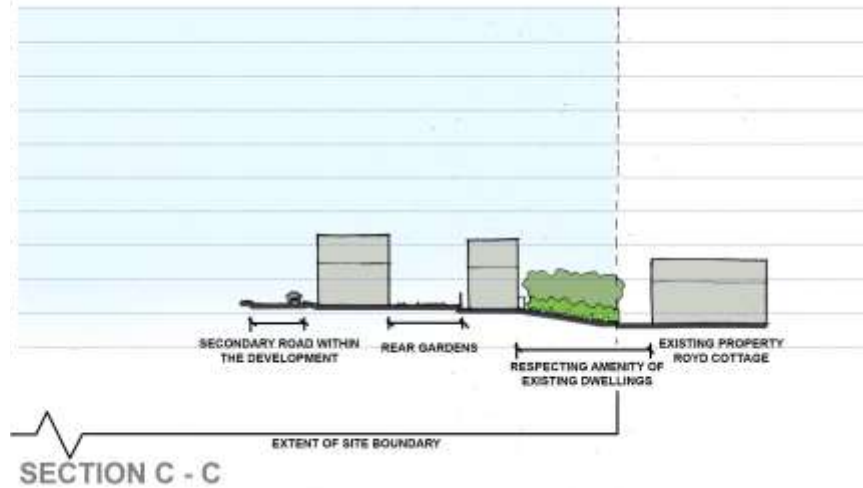


Masterplan and sections

Not to Scale

Section C-C

This section highlights the relationship between the proposed dwellings and Royd Cottage along Carr Road. The levels between the site boundary and the proposed development raise slightly, by introducing a large landscape buffer and having the proposed dwelling siding onto Royd Cottage the amenity is respected and no overlooking is created. The approximate distance between Royd Cottage and the proposed dwelling is 20 metres.

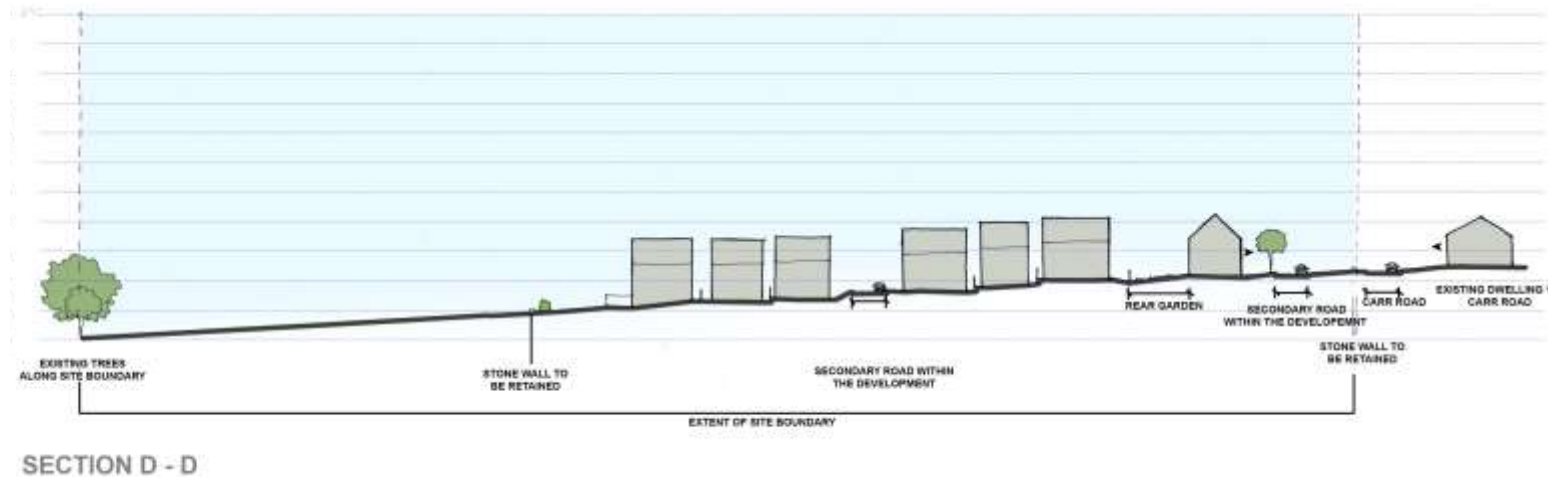


Masterplan and sections

Not to Scale

Section D—D

Active frontage onto Carr Road to establish strong built form along Carr Road. All plots shown are fronting onto open space, footpath links and a proposed area of play space. The dwellings slowly follow the gradient of the land and step down towards the proposed open space to the west of the site.



Section E-E

This section (running north east to south west) highlights the relationship between the proposed dwellings and Royd Cottage, Royd Farm, Bennewel and Glenview

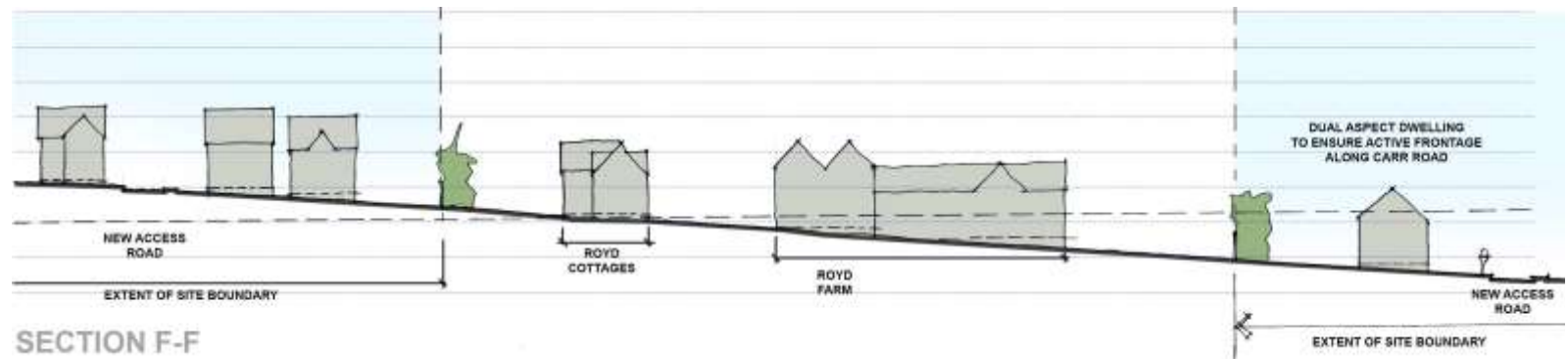


Masterplan and sections
Not to Scale



Section F-F

This section (running east to west) highlights the relationship between the proposed dwellings and Royd Farm.



INTRODUCTION

This is an outline planning application on behalf of Hallam Land Management Ltd. There has been extensive site analysis, surveys, reports and assessments carried out at this site in order to set a number of development parameters.

These parameters provide flexibility for the final scheme design whilst providing certainty as to how key elements would be brought forward at the detailed design stage.

USE, AMOUNT AND SCALE

In total up to 93 residential units are proposed as part of the outline application which could be in the form of houses or apartments.

The proposed new development could include a mix of 1 - 5 bedroom accommodation in a range of types from apartments, 1 bedroom apartments through to 5 bedroom detached properties.

The majority of dwellings are likely to be 2 storey in height with potential for some 2.5 storey units to be located in key locations such as junctions, entrances and frontage onto open space to create visual interest.

DRAINAGE AND OPEN SPACE

The masterplan identifies where the main areas of open space provision will be located on site. The new development will retain the existing boundary hedges, trees and dry stone walls.

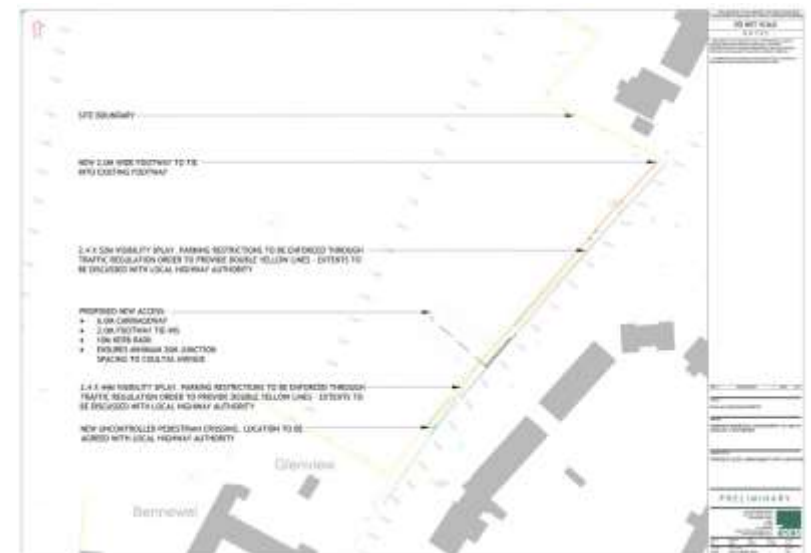
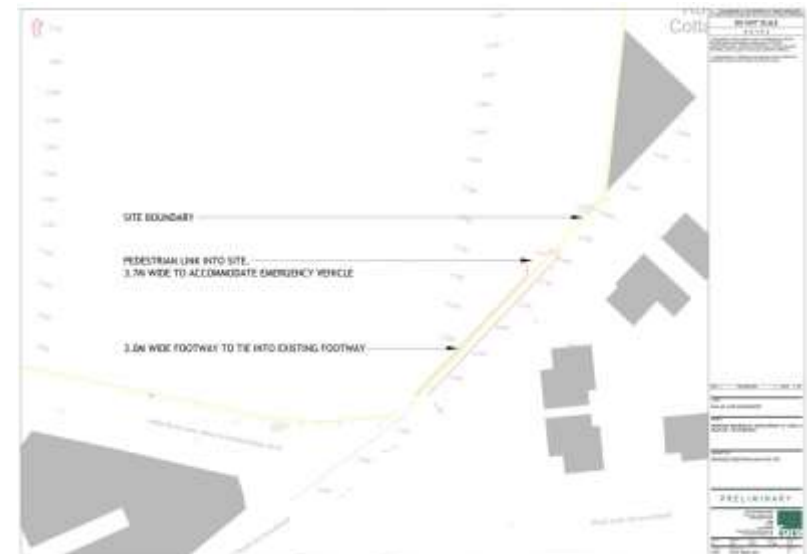
Sustainable drainage systems (SuDS) will be promoted within the development to manage and control surface water run-off. Landscape features such as SuDS, will enhance the natural setting and biodiversity within the development.

Surface water run-off from the site will connect at rates agreed with the statutory consultees, so as to minimise the impact on the site and surrounding areas.

ACCESS

The new residential development that will form part of the outline application will be accessed from Carr Road by means of a single vehicular access with a couple of pedestrian only access points at the North-East and South-East corner of the proposals.

Internally the road structure has been designed to include a main primary route, which secondary routes connect into and serve a small number of dwellings off of shared or private roads. Strong



ACCESS DRAWINGS BY FORE CONSULTING

permeability for pedestrians and cyclists is shown via paths throughout the scheme.

Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

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

LAYOUT

The layout demonstrates how up to 93 dwellings could be accommodated on the site. The location and orientation of the new buildings would be designed to respect the properties adjacent to the site and relate well to one another.

Specific dwellings on corners, prominent positions along the primary routes and frontage onto the POS could create focal ends and vista stops.

There would need to be a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a

corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows can also be introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment.

All the properties would have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street.

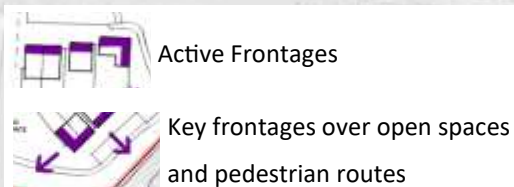
to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows can also be introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment.

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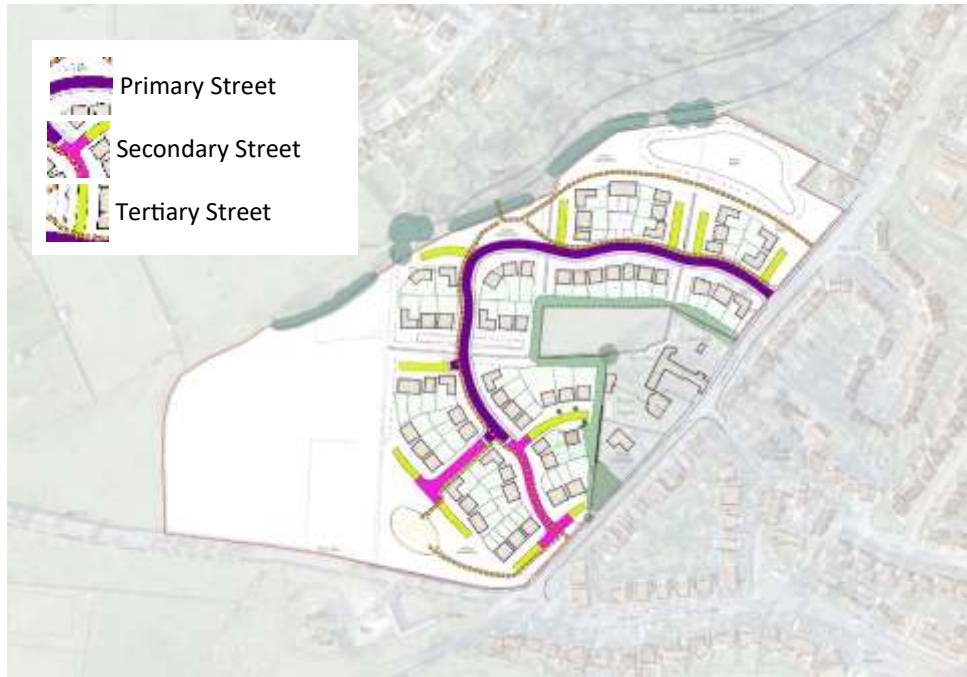
DESIGNING OUT CRIME

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. To this end opportunities for criminal activity should be recognised and designed out where possible. The following considerations should be taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Enhanced safety by reducing pedestrian and vehicle conflict throughout the design.
- Car parking overlooked
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Well defined defensible spaces and the use of suitable planting.
- Management scheme to ensure landscaped areas are well maintained.
- Layout designed to minimise vulnerable rear and side boundaries



STREET TYPES



PRIMARY STREET



The street network should:

- have a clear hierarchy - primary, secondary and tertiary
- have dwellings that face on to areas within the public realm
- respond to the role of the streets and spaces in the development, the built form, landscape character and public realm .
- provide legibility and variety within the development
- have a variety of different street materials to define different character areas within the development.

ROAD WIDTH	6M TO ACCOMMODATE VISITOR PARKING WITHIN THE CARRIAGEWAY WITH 2M FOOTWAYS
DWELLING FRONTAGE TO DWELLING FRONTAGE DISTANCE	18M MINIMUM
DWELLING SETBACK FROM FOOTPATH	2-6M
ON STREET PARKING	VISITOR ONLY
DWELLING PARKING	SIDE DRIVES AND DETACHED GARAGES, INTEGRAL GARAGES, FRONTAGE PARKING

SECONDARY STREETS AND SHARED SURFACES



TERTIARY STREETS AND PRIVATE DRIVES



ROAD WIDTH	5.5M WITH 2 METRE FOOTPATH (TO AT LEAST ONE SIDE)
DWELLING FRONTAGE TO DWELLING FRONTAGE DISTANCE	12M MINIMUM
DWELLING SETBACK FROM FOOTPATH	2-6M
ON STREET PARKING	VISITOR ONLY
DWELLING PARKING	SIDE DRIVES AND DETACHED GARAGES, INTEGRAL GARAGES, FRONTAGE PARKING

ROAD WIDTH	3.1 MINIMUM
DWELLING FRONTAGE TO DWELLING FRONTAGE DISTANCE	18M MINIMUM
DWELLING SETBACK FROM FOOTPATH	2-6M
ON STREET PARKING	VISITOR ONLY
DWELLING PARKING	SIDE DRIVES AND DETACHED GARAGES, INTEGRAL GARAGES, FRONTAGE PARKING
OTHER	MAX LENGTH 20M WITHOUT TURNING FACILITY SUITABLE FOR FIRE APPLIANCE. REFUSE COLLECTION AREAS REQUIRED.

BLOCK PRINCIPLES



Block layout and parcel principles:

- Dual - fronted dwellings turn corners and provide good natural surveillance
- New dwellings should create a frontage to Carr Road, and be pulled as far forward as possible to achieve this
- Additional height to dwellings at strategic points act as vista stops, and can aid with legibility and way finding;
- Strong build lines help establish a cohesive street scene
- Breaks in frontage parking allow opportunities for meaningful landscape treatment
- Parcels enclosed by existing hedgerow boundaries and or proposed boundary treatments such as a fence and or/walls.

LANDSCAPE STRATEGY



Landscape strategy:

- 1) Suds basin, managed for functional and ecological benefit
- 2) Large area of species rich grassland
- 3) Connection to existing spaces
- 4) Provide safe, local areas for play and recreation which will serve the immediate surrounding area
- 5) Capitalise and provide enhancement of habitat and bio-diversity



The above sketch indicates how buildings can be plotted to create a focal space around the pocket greenspace. In this extract dual aspect dwellings ensure an active frontage and natural surveillance.

- 1) Dual aspect dwellings
- 2) Minimal gaps between dwellings plotted at the head of the highway
- 3) Considered landscaping breaks up hard standing and creates pleasant environment



The above sketch shows an indication of how the greenspace can be designed to the benefit of new residents. Buildings may benefit from plot specific elevational treatment to enhance the space.

- 4) Low speed private drive
- 5) Designated pedestrian routes
- 6) Buildings overlook the space, to create a safe environment for children to play
- 7) Sympathetic planting reinforces the green setting of the development

An aerial photograph of a residential development, overlaid with a semi-transparent teal color. The map shows a grid of streets and numerous rectangular building footprints. A prominent curved road runs through the center. In the upper right, the text "Royd Farm" is visible. A small circle with the number "3" is located near the top center. The overall layout suggests a planned urban or suburban neighborhood.

9.0 | Design Code

INTRODUCTION

This section will set out some key design principles which will inform the reserved matters application. This design code will ensure that the development is following a good level of design throughout that reflects the local character of the area and sits well within the land. The development should consider the following design principles throughout the design process:

CHARACTER

The proposals respond to the existing landscape, green setting and existing development to create distinct character. The layout can be broken down into three character areas; Central Street, Rural Edge and Royd Farm Adjacency. Each of these areas have unique characteristics defined by their location in the proposals and proximity to existing site conditions.

BOUNDARY TREATMENTS

High quality boundary treatments should be provided throughout the scheme which are appropriate to their location.

Development on primary streets will have front gardens with strong boundary treatments, Careful use of trees will be considered to aid legibility along the primary street (refer to the accompanying Landscape Strategy for more details).

Frontages may consist of low stone walls and hedge

planting to key areas while exposed rear gardens could be defensible 1.8m high walls with space for planting in front of these to soften the appearance of the wall. Inner garden boundaries could be close boarded timber fences of 1.2–1.8m in height (please see indicative boundary treatment plan).

PARKING

Using English Partnerships document “Car Parking What Works Where” as a basis for the parking strategy a number of options are available.

Particular care should be taken on any detailed layout to limit groups of cars parked to the front of dwellings and to achieve this car parking areas will be broken up using high quality landscaping and boundary treatments to ensure that any frontage parking will not dominate the street scene.

The majority of the new dwellings would have car parking in curtilage. Detached dwellings would either have a drive to the side leading to a garage or has a drive to the front leading to parking spaces to the side of the property. Integral garage house types should not be used in continuous runs and should be broken up with dwellings types with side drives, particularly on the primary Street, although this must be balanced with the need for a higher density along the Primary Street

It may be appropriate in some instances to achieve parking in small courtyard areas as long as there is good natural surveillance.

Semi detached / terraced dwellings will have parking either in front, such that it does not dominate and achieves boundary treatment or to the side of each dwelling.

Large parking courts and rear parking areas should be avoided where possible. It is possible to achieve smaller informal parking courts to reflect the semi-rural / farm courtyards type character (Royd Farm), to free up space for achieving positive street frontage and avoid frontage parking.

STREET LIGHTING

Appropriate street lighting will ensure a successful and integrated design solution. The solution should be designed to enhance and work with the landscaping scheme to avoid interference from planting and enhance public areas.

External Lighting should be designed in conjunction with the Local Authority. Developers are pointed to the Local Authority’s requirement for adoptable lighting.

WASTE MANAGEMENT STRATEGY

Designers and Developers should work with the Local Authority to ensure the waste management strategy is suitable but the following principles are suggested:

- Detached/Semi-Detached - properties should have a designated storage area for bins
- Terraces - central plots should have an attractive storage solution to the front of the property. End plots may benefit from rear or side storage areas and general rear access path to mid terraces should be avoided unless deemed necessary.

APPEARANCE

For the outline application the details of the dwellings are subject to a reserved matters planning application however developers and designers should:

- Reflect the local townscape and local character, in terms of architectural details and materials. This includes the semi rural typology as seen in the adjacent listed farm buildings (Royd Hall).
- Generally make use of fenestration, door, canopy, chimney and eaves details to achieve high quality detailing and be in keeping with local character.
- Make consideration for a variety of high quality

contextual materials to emphasise key plots and views

- Consider a variety of high quality contextual boundary treatments to enhance character areas within the development.
- Use of render and poor quality cladding and roofing should be avoided within the development.

SURFACE MATERIALS

Highways and formal footpath surface materials will comprise of blacktop with block and concrete paving to define a change in road type and parking bays. This change in material will also define the road hierarchy.

Block paving should be used in cul de sacs where possible as a shared surface to define specific character areas within the development.

LANDSCAPE

The benefit that arises from creating a connected network of streets is that it can establish a series of sequential views within the layout. This can include views from one street to another, as well as views of feature buildings, key spaces and street trees. Views out towards Fox Glen and the surrounding landscape can also be embraced through the detailed design stage.

Design and mitigation measures are adopted and

imbedded within the scheme. This includes the provision of a Green Infrastructure (GI) framework. This will sensitively assimilate development into the landscape through the conservation of existing site features (e.g. drystone walls and mature trees) and the provision of new landscape habitats (e.g. perimeter planting) so that adverse impacts on landscape and visual receptors are minimised. This approach includes carefully considered design measures and strategies that address the scheme's relationship with Fox Glen, the listed building at Royd Farm and the surrounding landscape.

Through the planning process an appropriate mechanism can be put in place that secures the long-term maintenance and management of the scheme's green infrastructure. This could be dealt with by a Landscape & Ecological Management Plan (LEMP), or similar, through a suitably worded planning condition. The green infrastructure could ultimately be adopted by the LPA, a local body or a private landscape management company.

The development adopts a 'ground up' approach to masterplanning, whereby the site's field pattern and boundary features are conserved. These elements form the basis for the scheme's green infrastructure and guide the location of new housing. This approach would "protect the historic field pattern" which is a "priority action" of the Enclosed Gritstone Uplands Landscape Type, within which the site is located

Whilst the context of these stone walls would inevitably be different, i.e. they would be located within the setting of new housing as opposed to defining fields, they would, nonetheless, form a key part of the development's placemaking approach.

To ensure their long term protection and to utilise them as part of the layout they would be set within a series of public open space corridors. As well as conserving these features, these corridors would provide movement routes around the layout for residents, as well as creating new wildlife corridors.

Where there are some losses in landscape features, such as part of the boundary wall and hedgerow and two trees on Carr Road to accommodate the proposed access, the vast majority of trees, walls and hedges within the scheme are retained by the development.

The green infrastructure framework includes the planting of new woodland, trees and hedgerows. This will provide a net gain in tree cover across the site. The detailed landscape design, to include the selection of species, would be developed through the reserved matters applications and would be agreed with the LPA.

A key principle for the detailed stage is to use an appropriate scale, mass and height for new buildings

that is comparable to existing buildings, and that the scheme adopts a select palette of locally distinct materials and recessive colours.

To minimise impacts upon the landscape, the development adopts a widely acknowledged approach to masterplanning, in that new housing is located close to the existing built edge (in this case Carr Road and Royd Lane) so that housing is observed within the context of the existing builtup area, and that new planting and greenspace is located around the development so as to provide a sensitive interface with the surrounding countryside.

The scheme's perimeter landscape creates a sizable area of recreational space for the local community. This includes the provision of a children's play area set within the context of the western field that provides access into Fox Glen. A well designed play area overlooked by attractive new housing and set within a landscape of new trees, hedges and grassland would be attractive feature of the layout.

The internal green corridors and the retained stone walls provide an immediate 'sense of place', which can be strengthened by the introduction of other design elements such as feature buildings at key spaces.

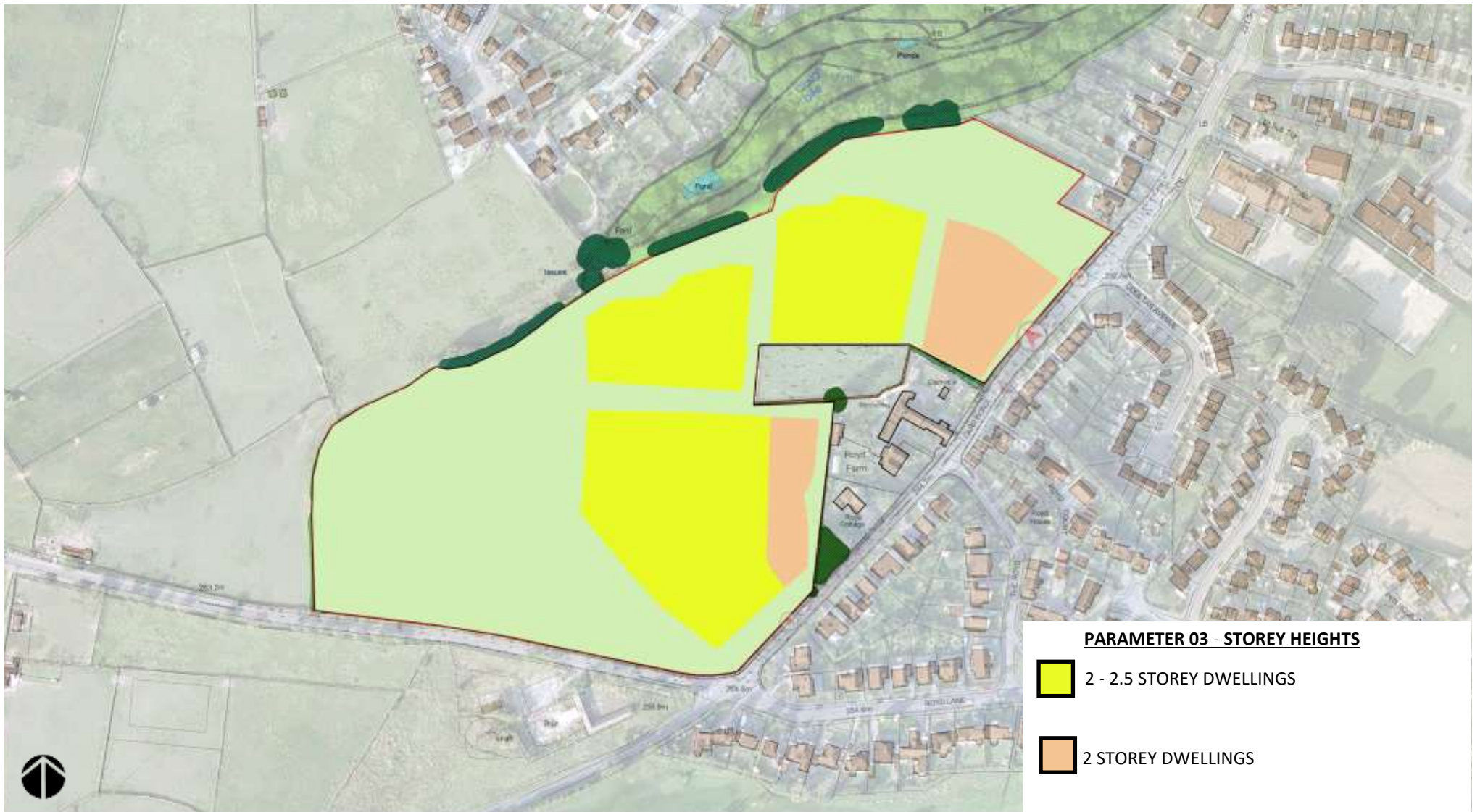
PARAMETER PLANS

The Design Code contains a series of parameter plans that set out the design parameters that any detailed layout at reserved matters stage should follow. These have been produced following the detailed assessment of the reports and surveys that have been produced.

The parameter plans have been produced to show how the site could be developed however this is only one way of laying out the site and so it will be at the reserved matters stage when a detailed layout will be proposed and approved.


















PARAMETER 06 - BOUNDARY TREATMENTS

-  1.8M HIGH WALLS WITH PLANTING/LANDSCAPING IN FRONT TO SOFTEN THE APPEARANCE
-  1.2-1.8M HIGH CLOSE BOARDED TIMBER FENCES TO REAR GARDENS
-  EXISTING DRY STONE WALL WALLING TO BE RETAINED
-  EXISTING DRY STONE WALLING TO BE REMOVED
-  PROPOSED EXTENT OF NEW DRY STONE WALLING TO FORM PART OF NEW BOUNDARY TREATMENTS
-  FRONTAGE BOUNDARY TREATMENTS SHOULD BE STRONG AND SHOULD INCLUDE A HEDGE, WALL OR COMBINATION OF WALL AND RAILINGS WITH THE EXACT DETAIL TO BE CONSIDERED AT A DETAILED DESIGN STAGE



PARAMETER 07 - CHARACTER AREAS

-  AREA 1—"CENTRAL STREET", DISTINCT SPINE/STREET RUNNING THROUGH THE SITE HAVING DISTINCT CHARACTER AND DENSITY THAT SHOULD REFLECT THE TIGHT SEMI-RURAL CHARACTER SEEN IN THE FARM BUILDINGS WITHIN THE AREA
-  AREA 2 - "RURAL EDGE", IMPORTANT BUILT EDGE TO THE COUNTRYSIDE; SHOULD CREATE A STRONG POSITIVE EDGE AVOIDING REAR GARDENS, HOUSES WITH SIMPLER ROOFSCAPE AND LIMITED HIGH QUALITY MATERIALS
-  AREA 3 - "ROYD FARM ADJACENCY", ABUTTING THE LISTED CLUSTER OF EXISTING BUILDINGS THIS AREA SHOULD HAVE A SIMPLE ROOFSCAPE AND A LIMITED HIGH QUALITY PALETTE OF MATERIALS

An aerial site plan of a residential development, overlaid with a semi-transparent teal color. The plan shows a grid of streets and numerous rectangular building footprints. A prominent curved road runs through the center. In the upper right, a larger area is labeled "Royd Farm". A small circle with the number "3" is visible near the top center. The text "10.0 | Landscape" is centered in white on the teal background.

10.0 | Landscape

EXISTING LANDSCAPE FEATURES AND ECOLOGY

The retention of the existing boundary vegetation is important. The use of native species within the areas of open space and within the residential areas where appropriate will help to reinforce linkages into the wider landscape and add to the overall bio-diversity of the area.

OBJECTIVES

The landscape design for the development has been led by the following objectives:

- To create an attractive and safe environment for the residents and users of the site and help to assimilate the development into its surroundings.
- To satisfy circulation requirements without allowing vehicles to dominate the character of the site.
- To develop a range of planting styles that complements the housing, softening the building lines and defining different spaces.
- To provide high quality Open Space for the residents use and enjoyment and to enhance and protect biodiversity in the area.

PROPOSALS

The drainage areas and greenspace will be managed for biodiversity benefits. Existing dry stone walls will be

retained and enhanced within the public domain and benefit from intermittent planting and hedgerows. The Western area of the site will be retained as greenspace and managed as a species rich grassland for biodiversity and ecological benefits.

Within the housing layout, parking is provided in drives or parking courts and the open frontages to the plots allow for the inclusion of shrub planting set within formal grassed lawns which will provide a foil to the colour, shape and form of the chosen shrubs, grasses and herbaceous plant material. The use of trees in key locations throughout the housing areas will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

MATERIALS AND STREET FURNITURE

Materials and furniture throughout shall be selected to complement the building design using a variety of hard landscape materials which define the space and highlight change of use where required.

SOFT LANDSCAPE STYLES

Planting within the housing areas will generally be bold and colourful, helping to break up the area into zones and create distinct identities within the site. More gardenesque planting will be used around private garden

spaces with larger and more robust planting around the public and communal areas.

The soft landscape framework as a whole will create distinct identities within the site and contribute to the overall legibility of the scheme.

Plant species will include both native and exotic species. All native species or their cultivars will be used within the open space and in suitable locations in the residential area and a mix of ornamental shrubs, grasses, groundcover roses and herbaceous perennials will be used in the front gardens and other areas of incidental communal amenity space.

AMENITY OPEN SPACE

Areas of open space are to be provided within this phase of the development. Green space will separate the play area from the houses providing an area of informal land for casual leisure. An informal open space with casual sitting space will be provided.

SUMMARY

Carefully considered landscape proposals will complement the building design and help to integrate the scheme into its surroundings,

An aerial photograph of a residential development, overlaid with a semi-transparent teal color. The map shows a grid of streets and numerous rectangular building footprints. A prominent road curves through the center of the development. In the upper right quadrant, the text "Royd Farm" is visible. A small circular marker with the number "3" is located near the top center of the map. The overall layout suggests a planned urban or suburban neighborhood.

11.0 | Sustainability

SUSTAINABILITY APPRAISAL / ASSESSMENT

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. The site is located in terms of access to existing community facilities and services (with an excellent range located within 5-15 minute walk) supporting the walkable neighbourhood concept. The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby.

Sustainability Objective	How the proposals help deliver the objective
Education	The site will help support the local educational facilities through an increased population of families in the area.
Health	The site has good access to local healthcare facilities located within walking distance. The improvements to public access to open space and recreational facilities will help to encourage outdoor activities and play.
Crime	The scheme has been designed to incorporate the key principles of Secure by Design. Increased population of residents living on the site 24/7 will improve the security and ownership of the area through enhanced activity and surveillance.
Culture, leisure and recreation	The proposals will enable access to new open space and recreational opportunities for the wider community.
Housing Community cohesion	The site would contribute to a well-balanced mixed community. It provides the opportunity for a housing mix.
Greenspace	The development site would provide the opportunity to deliver a meaningful new green-space. This also provides the potential to enhance public access to the wider countryside and network of recreational routes subject to further consultations.
Biodiversity or geological interests	Existing bio-diversity and natural features, which would be enhanced through an appropriate management scheme.
Flood risk	Refer to flood risk assessment
Transport network	The site has good access to local facilities. Its development near to existing bus stops will enable easy access to public transport and support the use of bus services.
Maintain and enhance landscape quality	The design of the proposal gives due care and consideration to the existing site landscape to ensure that it includes measures to mitigate any potential impact and enhance landscape quality.
Local distinctiveness Preserve the historic environment	The site is located close to statutory protected heritage assets or listed buildings. The intention is to contribute to local distinctiveness by developing a layout and architectural vernacular which gives the site its own identity but which is appropriate to the wider area, has as been ascertained through the analysis process.

The Government's guidance on sustainable development is contained in the National Planning Policy Framework. The following statement addresses the 5 key headings set out by Sheffield City Council which are listed below:

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

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a relatively sustainable location with good access to local villages and into Sheffield City Centre. There are existing bus stops to the north of the site with good bus services.

The site is also located within close proximity to Stocksbridge which have services such as shops, pubs, post office and schools.

The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities.

Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area.

Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles.

The health, wellbeing and quality of life of those who will be using an area will be influenced by its cohesion.

The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families.

The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and woodland. An increase in activity in the area will also promote a safer, crime free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The new residential development that will form part of the outline application will be accessed from Carr Road by means of a single vehicular access.

To the southern end of the site a new pedestrian access is proposed to be created along with connections into the existing woodland to the north. Combined with the main access this allows pedestrians a choice of routes into and out of the site.

Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

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

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

The site is bounded to the north by an existing woodland . The new development will respect this woodland by not encroaching into it and impacting on the adjacent trees.

There are a series of existing drystone walls within the development site which are to be retained within the development. These will be respected and kept within the public realm so that they are not forming rear garden walls.

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

INTEGRATE HIGH QUALITY DESIGN AND CONSTRUCTION

There are opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following list are a set of principles that could be explored by the developer.

- Use renewable / sustainable sources and recycled aggregates in construction.
- Orientating the new homes and buildings to maximise solar gain
- Provide opportunities and space for home based working and office space within new homes;
- The use of efficient appliances, heating systems, energy controls and management; improved insulation and glazing;
- Project wide preference for local labour, materials, goods and services where possible.

- Enhance existing green spaces in the surrounding area.
- Provide cycle parking and associated facilities within the development.
- Waste minimisation during construction process and the promotion of future waste reduction.
- The use of permeable surfaces and paving as part of the sustainable urban drainage strategy (Which Sheffield City Council have confirmed they will adopt)
- Investigate into the potential use of grey water / rainwater harvesting systems to reduce water consumption.
- A certain percentage of dwellings could also be fitted with Photovoltaic panels to the roof to provide solar energy.
- Dwellings will have energy efficient condensing boilers installed together with toilets and showers that have water saving features.
- High levels of insulation will be provided as required by current building regulations in order to make the buildings sustainable as well as cost effective.

CLIMATE CHANGE

Sheffield City Council have a number of policies relating to climate change and so below we have highlighted what we will be seeking to achieve.

Policy CS63 'Responses to Climate Change'

The proposed development responds positively to policy CS63 in the following ways:

- Promotes routes that encourage walking, cycling and the use of public transport

- Development will be designed to increase energy efficiency and reduce energy consumption and carbon emissions
- The development has been designed so that it is located to eliminate unacceptable flood risk
- The development will be designed with a sustainable drainage system

Policy CS 64 'Climate Change, Resources and Sustainable Design of Developments'

The proposed development responds positively to policy CS64 in the following ways:

- All new buildings should be designed to reduce emissions of greenhouse gases and function in a changing climate.
- Any future layout will make the best use of solar energy, passive heating and cooling, natural light and natural ventilation
- The development should seek to minimise water consumption and maximising water re-cycling
- The development should use sustainable materials wherever possible and make the most sustainable use of other materials;
- The development should minimise waste and promote recycling, during both construction and occupation.

An aerial photograph of a residential development, overlaid with a semi-transparent teal color. The map shows a grid of streets and numerous rectangular building footprints. In the upper right quadrant, the text "Royd Farm" is visible. A small circle with the number "3" is located near the top center of the map. The overall layout suggests a planned community or housing estate.

12.0 | 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?

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?

3 Public transport

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

4 Meeting local housing requirements

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

Creating a place

5 Character

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

6 Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

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?

8 Easy to find your way around

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

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?

10 Car parking

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

11 Public and private spaces

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

12 External storage and amenity space

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

An aerial map of a residential development, overlaid with a semi-transparent teal color. The map shows a grid of streets and numerous rectangular building footprints. A prominent road curves through the center of the development. In the upper right quadrant, the text "Royd Farm" is visible. A small circular marker with the number "3" is located near the top center of the map. The overall layout suggests a planned urban or suburban neighborhood.

13.0 | Summary

INDICATIVE DESIGN SOLUTIONS

The design solution seeks to follow the principles and parameters established by the existing residential development in the area. Chapter 9.0, Design Code, indicates specific details to consider in developing this proposal.

- 1) Development Entrance - ensure positive frontage to Carr Road with dwellings pulled as far forward as possible to achieve this
- 2) Significant area of woodland (Fox Glen) with pedestrian connections
- 3) Hedge and tree planting along boundary
- 4) Playspace within green setting
- 5) Outward facing development throughout
- 6) Existing residential development
- 7) Existing dry stone wall retained and enhanced within public domain with intermittent trees and hedgerows. - these areas will be subject to a clear management and maintenance plan
- 8) Species rich grassland
- 9) Pedestrian link to playspace
- 10) No direct vehicle access onto Carr Road in this area
- 11) Drainage area and greenspace managed for biodiversity benefits
- 12) Woodland belt to connect to Fox Glen
- 13) Existing landscape boundary
- 14) Existing dry stone wall rebuilt
- 15) Informal pedestrian route
- 16) No use of hipped roof from in this area with roofscapes throughout the development in keeping with the respective character areas (as defined in this document)
- 17) Proposed seating area





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