

Design and Access Statement



Proposed residential development on
land off Moorthorpe Way, Owlthorpe



Aerial Image of the Application Site

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Introduction

Proposed Development

Site Area: 2.93ha / 7.25ac
Existing Land Use: Scrubland
Proposed Vehicular Access: Moorthorpe Gate
Number of Dwellings: 74
Proposed Density: 25 dwellings per hectare



Planning Layout

Introduction

Avant Homes Central have instructed nineteen47 to prepare this Design and Access Statement (DAS) in support of a full planning application for 74 dwellings on land off Moorthorpe Way. The application site (referred to as 'the site') is located in the south east part of Sheffield in Owlthorpe, one of the Mosborough Townships, and extends to approximately 2.93ha.

The purpose of this document is to explain the comprehensive design process which has been undertaken to create the high-quality development being proposed. This statement should be read in conjunction with the accompanying reports and drawings, including the Planning Statement.

This DAS has been structured as follows:

Introduction: Outlines the background to the proposals and the structure of the document;

The Site: Provides an overview of the site and its characteristics;

Planning Policy Context: Identifies the key design related planning policies at the national and local level which have informed the proposals;

Integrating the Neighbourhood: Describes the wider context within which the development sits in terms of connections, facilities and local character;

Creating a Place: Explains how the understanding of the place has informed the design process and identifying the site characteristics has evolved the design concept and explaining the merits of the proposals;

Street & Home: Describes the more functional qualities of the scheme including parking and access;

Summary: Provides an overall conclusion and an assessment of the proposal in the form of a Building for Life 12 assessment.

The Site

The site is located off a roundabout connecting Moorthorpe Rise with Moorthorpe Gate which leads to Morthorpe Way to the north. It sits to the west of Owlthorpe centre and extends to approximately 2.93ha. The site comprises of one large open space which is made up of mature trees as well as self-set trees scattered across the site.

Along the northern boundary lies an ancient woodland and to the west of the site lies an Ecological Local Nature Site. There are no physical boundaries to the west but the occasional tree and area of open space form this edge. Adjacent to the south western corner lies a small well-established woodland area. Further areas of open space bound the site to the east with a doctor’s surgery sitting to the south east of the site.

The topography of the site is relatively undulating to a low point across the centre of the site (sloping from west to east and south to north) sloping down towards the Ochre Dyke.



View of site entrance and existing doctors surgery from Moorthorpe Gate



View of locally used path in the south western corner of the site



View showing existing woodland along the northern boundary



View into site from proposed site entrance



2

Planning Policy Context

Planning Policy Context

National Planning Policy

The National Planning Policy Framework 2019 (NPPF) establishes a ‘presumption in favour of sustainable development’ and is clear that good design is an integral part of sustainable development.

Section 12 of the NPPF specifically addresses the matter of good design. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 124 details that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The design-related objectives for planning policies and decisions are identified in paragraph 127 as being to ensure that developments:

- a. “will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c. are sympathetic to local character and history,

including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

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

e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of

development (including green and other public space) and support local facilities and transport

networks; and

f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear

of crime, do not undermine the quality of life or community cohesion and resilience.”

Paragraph 128 encourages early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes and states: “Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.” This DAS demonstrates how each of the objectives of Paragraph 127, and design principles within the NPPF have been incorporated within the proposed scheme.

Paragraph 130 adds:

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development.”

Planning Practice Guidance

The above is expanded upon in the Planning Practice Guidance (PPG) online resource, which advises:

“Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation.”

Paragraph: 007 Reference ID: 26-007-20140306

The PPG was launched on 6 March 2014 and provides guidance on Design and Access Statements; it states that they must:

Explain the design principles and concepts that have been applied to the proposed development; and

Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

Building for Life 12

The twelve core principles of high-quality design, known as Building for Life 12, are widely accepted as the guiding principles for supporting high quality design and have been used as part of the design process described in this DAS in order to evaluate and improve the emerging proposals. An assessment of the proposals against the twelve questions is provided at the end of this document, by way of summary.



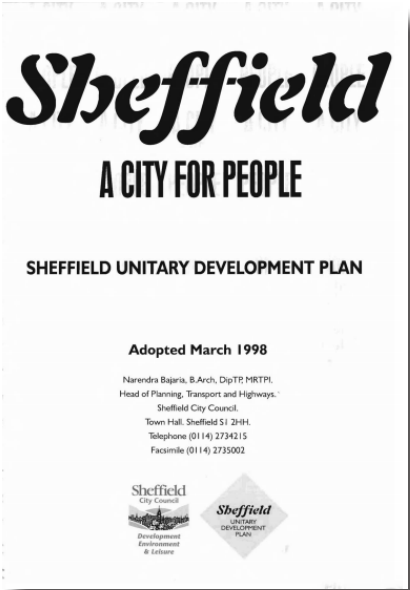
Building for Life 12

Local Planning Policies

Sheffield Unitary Development Plan (1998)

The UDP was published in March 1998 and comprises a series of saved policies which should be read alongside the Core Strategy. The UDP is progressively being replaced by the Sheffield Local Plan.

However, as the UDP was adopted in 1998, the policies contained within this plan may be considered out of date, as such the amount of weight that should be applied to these policies is limited.



Sheffield Unitary Development Plan (1998)

Policy H10: Development in Housing Areas

Policy H10 states that within housing areas the preferred use will be housing (C3).

Policy H14: Conditions on Development in Housing Areas

Policy H14 states that new development will be permitted provided that:

“a) new buildings and extensions are well designed and would be in scale and character with neighbouring buildings; and

b) new development would be well laid out with all new roads serving more than five dwellings being of an adoptable standard; and

c) the site would not be over-developed or deprive residents of light, privacy or security, or cause serious loss of existing garden space which would harm the character of the neighbourhood; and

d) it would provide safe access to the highway network and appropriate off-street parking and not endanger pedestrians; and

e) it would not suffer from unacceptable air pollution, noise or other nuisance or risk to health or safety; and

f) it would provide, where appropriate, an environmental buffer to shield sensitive land uses; and

g) it would comply with Policies for the Built and Green Environment, as appropriate; and

h) it would comply with Policies H16, LR8 and T28.”

Policy H15: Design of New Housing Developments

The design of new housing and development will be expected to:

“a) provide easy access to homes and circulation around the site for people with disabilities or with prams; and

b) provide adequate private gardens or communal open space to ensure that basic standards of daylight, privacy, security and outlook are met for all residents; and

c) provide uniform walls or fences around rear gardens next to roads, footpaths or other open areas; and

d) provide pedestrian access to adjacent countryside where it would link with existing public open space or a footpath; and

e) comply with Policies BES, BE9 and BE10.”

Policy LR4: Open Space

Parts of the site are designated as open space. Policy LR4 states that:

“Open space will be protected from built development where it is needed for outdoor recreation, or where it makes a valuable contribution to the natural environment, urban heritage or quality of life.”

Policy LR5: Development in Open Space Areas

Policy LR5 states that development in Open Space Areas will not be permitted where:

“a) it would cause damage to nature conservation sites, Scheduled Ancient Monuments or other archaeological sites; or

b) it would cause damage to mature or ancient woodland or result in a significant loss of mature trees; or

c) it would significantly detract from the green and open character of the Green Network; or

d) it would make an open space ineffective as an environmental buffer; or

e) it would harm open space which forms the setting for a Listed Building or other historic building, or is needed to maintain an important view or vista; or

f) it would damage the character of a Historic Park or Garden; or

g) it would harm the character or appearance of a Public Space; or

h) it would result in the loss of open space which is of such quality that it is of City-wide importance; or

i) it would result in over-development or harm the character of an area; or

j) it would harm the rural character of a wedge of open countryside; or

k) the proposed use would be incompatible with surrounding land uses.”

The proposed development has taken into consideration the surrounding locality and open space designation. It is proposed that a 15m buffer separates the area of ancient woodland located along the northern boundary from the developable area of the site to avoid any damage or loss of mature trees. There are no listed buildings or Historic Parks within close proximity to the site which will be impacted by the development proposals.

Policy BE5: Building Design and Siting

Policy BE5 requires the good design and the use of good quality materials will be expected in all new developments.

Policy BE6: Landscape Design

Good quality landscape design is expected in new developments. Where appropriate a suitable landscape scheme should be submitted with any application and should include the following:

a) “provides relevant information relating to new planting and/or hard landscaping, and of existing vegetation to be removed or retained; and

b) provides an interesting and attractive environment; and

c) integrates existing landscape features into the development, including mature trees, hedges and water features; and

d) promotes nature conservation and uses native species where appropriate.”

Policy BE9: Design for vehicles

Policy BE9 states that new developments should provide a safe, efficient and environmentally acceptable site layout for all vehicles and pedestrians (including cycles) and should include the following:

a) “a clear definition of vehicle access and exit; and

b) good quality design of internal roadways and signs; and

c) adequate manoeuvring, turning and parking space for service vehicles; and

d) effective access at all times for emergency vehicles; and

e) adequate standing space for operational vehicles when not in use, particularly within the premises from which they operate; and

f) adequate parking space suitably located for vehicles used by people with disabilities; and

g) parking areas designed to minimise the risk of crime against people and vehicles by making all parts of each area visible by users; and

h) adequate safeguards for people living, working or walking at the site or nearby from exhaust fumes, traffic noise or risk of accident.”

Additionally, the Council's Parking Guidelines Information Sheet 3 (2016) sets out the parking standards for Sheffield. The following minimum parking provision is required for residential development:

- 1 bedroom – 1 space
- 2-3 bedroom – 2 spaces
- 4-5 bedrooms – 2-3 spaces negotiated
- 1 visitor space per 4 houses

The site is sustainably located in terms of access to sustainable modes of travel such as the super tram, as acknowledged in the Planning and Design Brief and provides regular services to Halfway and Shalesmoor.

Policy BE10: Design of Streets, Pedestrian Routes, Cycleways and Public Spaces

In accordance with Policy BE10, the design and environmental improvement of streets, pedestrian routes and areas, cycleways and public spaces should, where appropriate:

- “a) make them convenient and safe to use for people with disabilities, elderly people, young people, and people with young children; and
- b) maximise the personal safety of pedestrians, particularly at night, and provide landscaping which does not significantly reduce visibility or form potential hiding places; and
- c) create attractive, welcoming and usable open areas where people can gather informally; and
- d) co-ordinate paving, street lighting, cycle parking, signs, street furniture, road crossing points and landscaping and other public utilities requirements; and
- e) lead to an overall reduction in the harmful effects of traffic, particularly near where people live; and
- f) minimise the conflict between pedestrians, cyclists and motorised traffic; and
- g) ensure that road layouts facilitate the efficient provision of public transport services; and
- h) be to a standard which will enable them to be adopted for maintenance at public expense.”

Policy GE11: Nature Conservation and Development

The design, siting and landscaping of the development should respect and promote nature conservation and include measures to reduce any potential harmful effects of development on natural features of value.

A 15m buffer has been provided between the proposed development and the ancient woodland that runs across to the northern boundary of the site. A number of existing trees have been incorporated into the development.

Policy GE13: Areas of Natural History Interest and Local Nature Sites

Development that would damage a local nature site will not be permitted. Development should be designed and sited to protect and enhance the most important features of a local nature site.

Policy GE15: Trees and Woodland

Policy GE15 states that trees and woodland will be encouraged and protected by:

- “a) planting, managing and establishing trees and woodland, particularly in the South Yorkshire Forest; and
- b) requiring developers to retain mature trees, copses and hedgerows, wherever possible, and replace any trees which are lost; and
- c) not permitting development which would damage existing mature and ancient woodlands.”

Policy T8: Pedestrian Routes

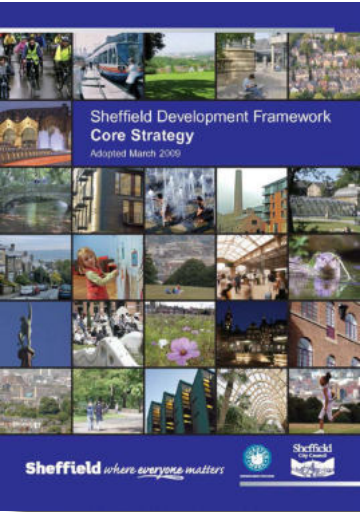
Policy T8 states that:

“The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and new routes and areas created, to form a pedestrian-friendly network throughout the City and provide access to the countryside around Sheffield.”

Policy T10: Cycle Routes

In accordance with Policy T10, new developments are required to include cycle links with existing or proposed routes where opportunity exists. In addition, cycle parking facilities will be expected.

Where garages are proposed, these can also be used for cycle parking. For dwellings without a garage, there will be sufficient space within the garden for a shed, along with side access to enable the storage of at least 1 bicycle.



Sheffield Core Strategy (2009)

Sheffield Core Strategy (2009)

Sheffield's Core Strategy was adopted in March 2009 and provides the overall spatial strategy for the Council's Local Development Framework, which aims to manage the city's evolution up to 2026.

Policy CS26: Efficient Use of Housing Land and Accessibility

Policy CS26 states that development near to Supertram stops and high-frequency bus routes in the urban areas will require a density of 40 to 60 dwellings per hectare.

Although the proposed development equates to just 25 dwellings per hectare, Policy CS26 states that densities outside these ranges will be allowed where they achieve good design and reflect the character of an area or protect a sensitive area.

Policy 40: Affordable Housing

Developers of all new housing developments will be required to contribute to the provision of affordable housing where this is practical and financially viable.

Furthermore, the CIL and Planning Obligation SPD sets out guidelines for Affordable Housing provision. Guideline GAH1 states that a contribution of affordable housing will be required on new housing developments with a capacity for 15 or more dwellings.

Guideline GAH2 states that in the South East of Sheffield there is a required contribution of 10%.

Policy CS41: Creating Mixed Communities

Policy CS41 states that mixed communities will be promoted through the encouragement of housing development that meets a range of housing need including a mix of prices, sizes, types and tenures and requires a greater mix of housing in other locations, including homes for larger households, especially families.

Policy CS64: Climate Change, Resources and Sustainable Design of Developments.

In accordance to Policy CS64, all new buildings must be designed to reduce greenhouse gas emissions and must function in a changing climate. All developments will be required to:

- “a) achieve a high standard of energy efficiency; and
- b) make the best use of solar energy, passive heating and cooling, natural light, and natural ventilation; and
- c) minimise the impact on existing renewable energy installations, and produce renewable energy to compensate for any loss in generation from existing installations as a result of the development.”

Policy CS65: Renewable Energy and Carbon Reduction

All new developments will be required to take into account the energy efficiency requirements and design standards. Developments of 5 or more dwellings should provide 10% of predicted energy needs from renewable/low carbon sources, unless it is not feasible or viable to do so.

Policy CS67: Flood Risk Management

Policy CS67 states that the extent and impact of flooding will be reduced by:

- “a) requiring that all developments significantly limit surface water run-off;
- b) requiring the use of Sustainable Drainage Systems or sustainable drainage techniques on all sites where feasible and practicable;
- c) promoting sustainable drainage management, particularly in rural areas;
- d) not culverting and not building over watercourses wherever practicable;
- e) encouraging the removal of existing culverting;
- f) not increasing and, where possible, reducing the building footprint in areas of developed functional floodplain;
- g) not locating or subdividing properties that would be used for more vulnerable uses in areas of developed functional floodplain;
- h) developing only water-compatible uses in the functional floodplain;
- i) designating areas of the city with high probability of flooding for open space uses where there is no overriding case for development;
- j) developing areas with high probability of flooding only for water-compatible uses unless an overriding case can be made and adequate mitigation measures are proposed;
- k) ensuring any highly vulnerable uses are not located in areas at risk of flooding;

l) ensuring safe access to and from an area with a low probability of flooding.”

Policy CS74: Design Principles

Policy CS74 emphasises the requirement of high-quality development which would respect, take advantage of and enhance the distinctive features of the city.

Planning and Design Brief (2017)

Sheffield City Council produced a Planning and Design Brief for the Housing Sites (C, D & E) at Owlthorpe in July 2014, which was subsequently updated in November 2017.

The Brief particularly aims to:

- Promote high quality and sustainable development that contributes positively to the local neighbourhood;
- Enable a co-ordinated and comprehensive approach to the future uses of the site;
- Enable commercially viable development; and to
- Optimise the value of the setting and site features, such as its distinctive landscape and topography.

The vision for Owlthorpe is that it will reflect the distinctive green character of its setting and utilise the site’s natural assets.

Density and Mix

Because the sites are close to the tram network, the Brief recommends that a higher density range of 40-60 dwellings per hectare is sought. However policy CS26 states that densities outside these ranges will be allowed where they achieve good design and reflect the character of an area. Local policy encourages a mix of housing types, prices, sizes and tenures and in accessible locations such as Owlthorpe, no more than 50% of the homes should be of a single house type.

Highway Design

The Brief acknowledges that the whole site is in an accessible location within easy reach of regular bus and tram services. The development should provide an inclusively designed environment that is accessible to all, with clearly defined pedestrian and cycle routes which integrate with the surrounding facilities and public transport.

The Planning and Design Brief identifies the key challenges and opportunities for the wider site as follows:



Housing Sites (C, D, E), Moorthorpe Way, Owlthorpe
Planning and Design Brief

July 2014
Updated November 2017



Owlthorpe Planning and Design Brief (2017)

Key Challenges;

- Protecting the enhancing the historic, ecological and landscape features whilst optimizing commercial return from development
- Enabling better neighbourhood infrastructure, particularly convenience retail, public transport and play facilities
- Unknown ground conditions that may include mining and contamination
- Moorthorpe Way is an over-engineered road and the medical centre and the Moorthorpe Rise settlement are isolated

Key Opportunities

- Optimising the greenfield character, topography and landscape value of the sites and context
- Optimising the value of existing neighbourhood facilities and infrastructure such as the nearby tram stop, road network, medical centre, kick pitch, open spaces and pedestrian network
- Moorthorpe Heritage and Nature Trails
- Existing water courses to enable sustainable urban drainage
- Large site in an established and popular housing area

The key design principles that development should address are:

Density

D1 As well as using density to create character and value, the intensity of development across the site should be designed to promote public transport with higher density fronting Moorthorpe Way and near to the tram stop for example.

Legibility

L1 The development should be distinctive and easy for anybody to find their way to and through. There is an opportunity to create a new character on this site as it is sufficiently remote from the influence of its neighbours.

L2 The development should set a marker for high quality and sustainable design e.g. use of natural materials for the houses, robust detailing, considered response to solar orientation etc.

Movement

M1 The strategic movement framework should consider the surrounding neighbourhood context and optimise the value of the existing infrastructure. It should promote more sustainable transport modes, and show how to enable a continuous and safe footpath and cycle network from people’s homes to popular local destinations.

Green Environment

G1 It is essential that the interfaces between the development and open space or the woodland edges are carefully designed to provide value to new residents and to enhance landscape quality.

G2 The landscape setting must feature significantly in the development of character.

G3 The development must contribute to the success of the green infrastructure in this area to enable more sustainable development and lifestyles.

Topography and Drainage

T1 Development must be designed as a considered response to the complex and sloping topography across the site.

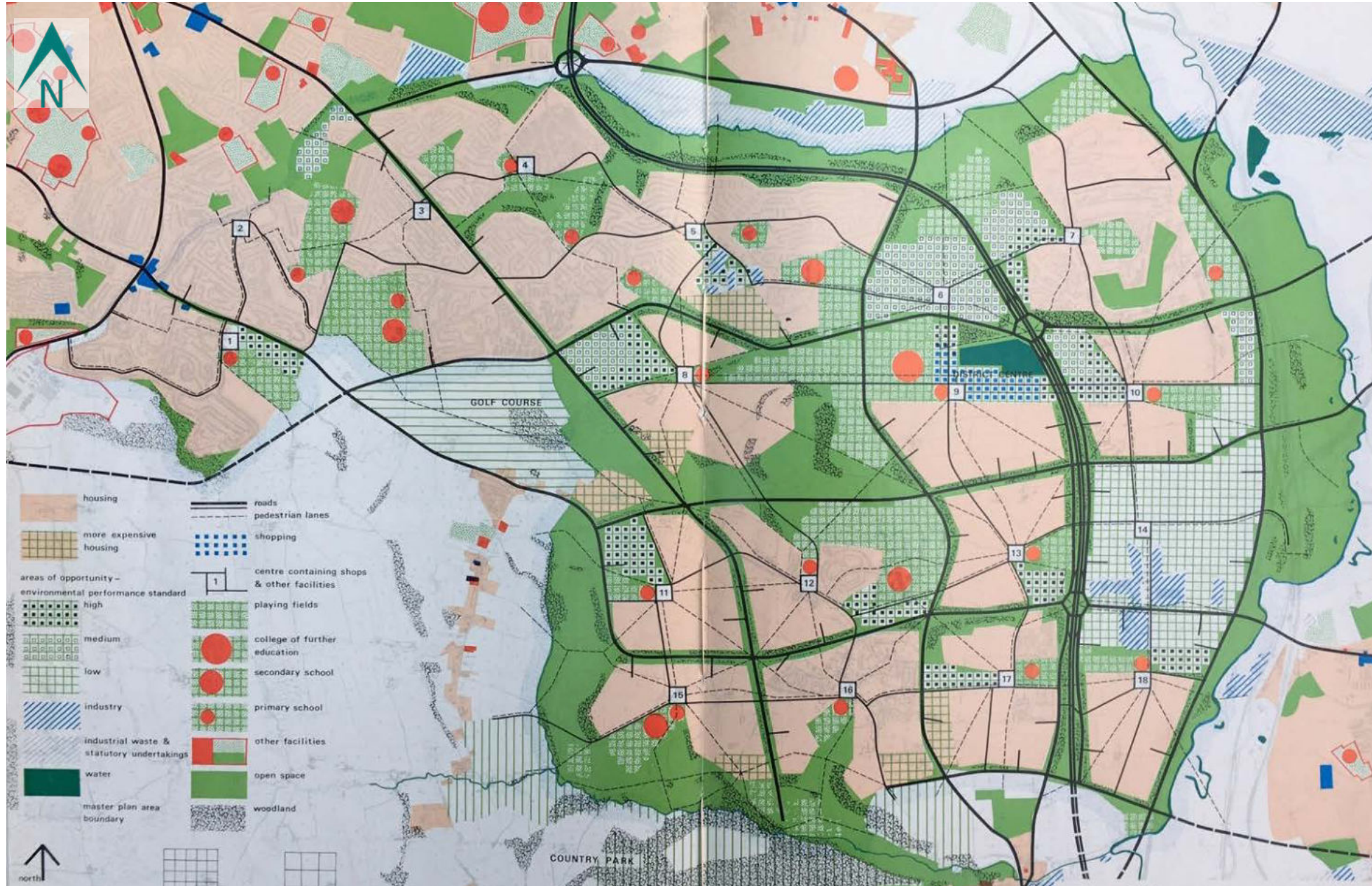
T2 The layout of homes must consider the weak solar benefit of the site generally sloping down towards the north east.

T3 The design development should consider the inclusion of SUDs and the efficient use of the existing water courses at an early stage.



3

Integrating into the
Neighbourhood



Mosborough Physical Plan

Integrating into the Neighbourhood

The first step in the design process was to gain a thorough understanding of the context within which the proposed development site sits in order to ensure that the scheme integrates into the neighbourhood. This section sets out the contextual analysis which has been undertaken.

Background

The site, together with the later phases, have been earmarked for housing development in Sheffield since the 1960s/70s as land was located in the former Derbyshire area between the historic settlements of Mosborough, Beighton, Hackenthorpe. The settlements founded: Waterthorpe, Owlthorpe, Sothall, Westfield, Oxclose and Halfway, are known collectively as the ‘Mosborough Townships’.

These areas borrow much from the ideas of other new towns of the same period, such as Peterborough, Milton Keynes and Warrington reflecting the new realities of rising car ownership.

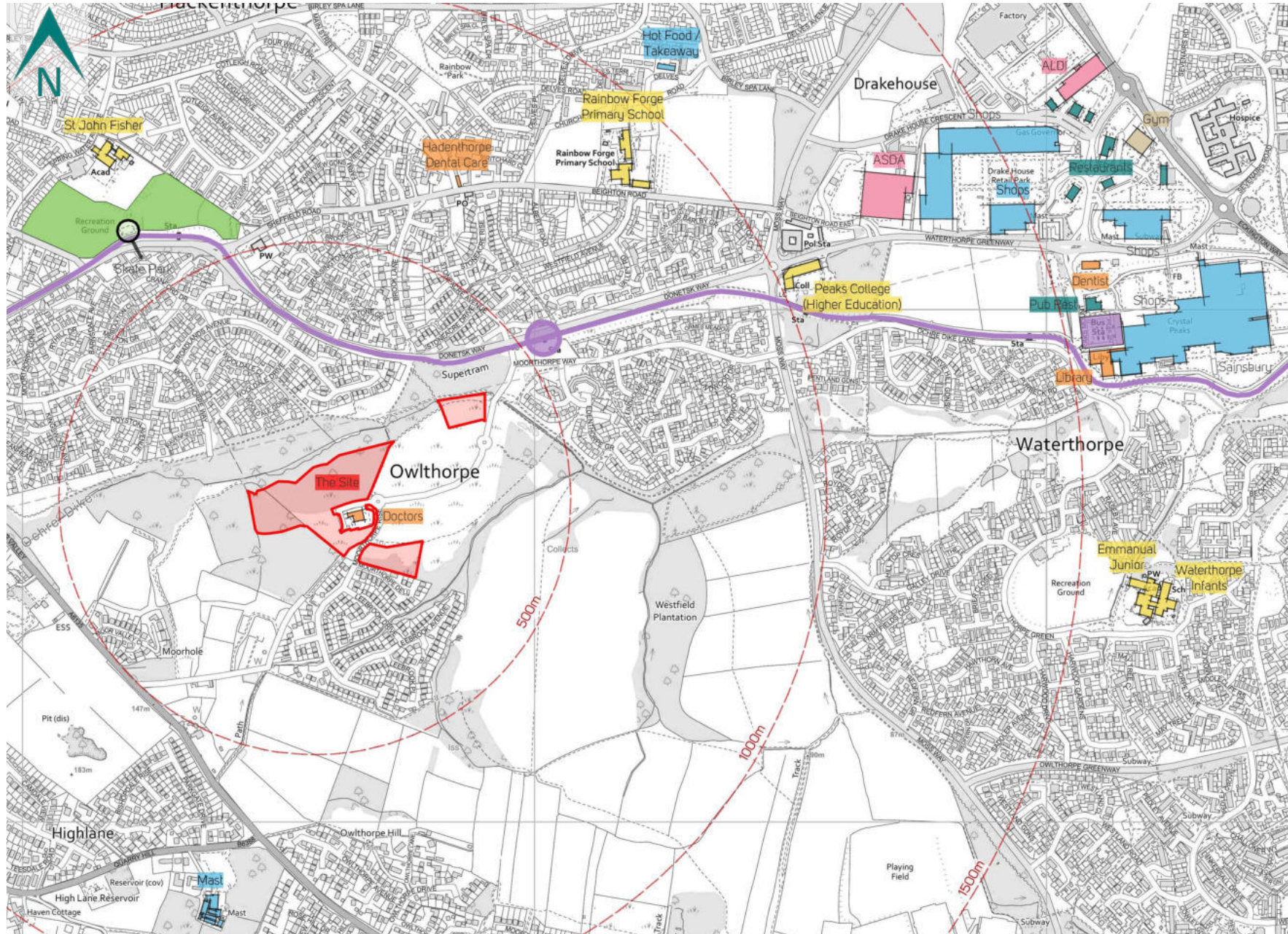
The realisation of this masterplan is yet to be fulfilled with the subject site representing a ‘serviced’ parcel of land with the highway running directly through it and the Owlthorpe Surgery sitting in an isolated location. The majority of the Mosborough Townships took almost 20 years to complete, with some progress made with the construction of Halfway, Westfield and Waterthorpe townships by the late 1970s. Infilling of remaining areas continued throughout the 1980s and 1990s including the Moorthorpe Rise development, the first phase of wider site/allocation to which this application relates, which appears detached from the surrounding area. As such it is considered that the site is a logical location for new housing development within the City of Sheffield.



Moorgate Rise Housing Development



Edenthrope Grove Housing Development



Local Facilities Plan

Facilities and Services

The site is located in a highly sustainable location close to a range of high-quality facilities and services. The accompanying facilities plan highlights the wide range of facilities and services which are within the vicinity of the site which include the following: -

- Owlthorpe Surgery
- Crystal Peaks Dental Centre
- The Sheffield College, Peaks Campus
- Rainbow Forge Primary School
- Asda, Drakehouse
- Crystal Peaks Shopping Centre
- Drakehouse Retail Park
- Crystal Peaks Shopping Village
- The Milestone Public House

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

The combination of the strong network of pedestrian routes and the presence of large supermarkets, primary schools, retail and leisure facilities provide new residents with the choice to use more sustainable means of transport to access these facilities instead of using the private car. The site therefore represents a unique opportunity to create a popular and sustainable addition to Owlthorpe.

Public Transport

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

In addition to the strong footpath connections in the local area the site also has excellent access to the public transport network with the Donesk Way Supertram stop located within 5 minutes walk of the site and bus services available from Moss Way No.8, 55 & 120 services to destinations across Sheffield as well as from the nearby Crystal Peaks Bus Station where additional services to the surrounding areas are also available. This will help new residents be less dependent on the car, should they choose to be so.



Donesk Way Tram Stop



Crystal Peaks Shopping Centre

Housing Mix

Within the locality, the area of Hackenthorpe to the north has a range of housing types and tenures, with Owlthorpe to the east and west comprising predominantly private houses and bungalows. Moorthorpe Rise is located immediately to the south of the site, with this being the initial phase of this last part of the Mosborough townships which comprises predominantly larger, family housing.

Discussions with Sheffield City Council have established the principle of delivering a combination of 3, 4 and 5 bedroom market housing as well as affordable housing of various tenures in excess of the minimum requirement of 10% of overall square footage of the private development. An additional 6 affordable houses will be provided as part of the scheme. It is maintained that this approach will create a mix of housing that suits local requirements.

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

Local Character

The housing stock in the local area is reflective of the decades within which it was constructed, and similar examples can be found across Sheffield, and indeed the UK.

In the immediate vicinity of the site the Moorthorpe Rise development has a relatively standardised appearance, borrowing architectural features from various periods but with limited success. The various neighbourhoods are based on a series of cul-de-sacs with predominantly detached and semi-detached housing. The street patterns are designed to limit through traffic past the frontages of houses, whilst ensuring that each property has vehicular access. As a result, neighbourhoods with limited permeability are created, often with unsafe pedestrian routes around the back of houses and lacking natural surveillance from front elevations. Properties do not generally front on to main roads, but are instead clustered around short cul-de-sacs.

It is maintained that the area lacks a distinctive character and therefore an opportunity is presented to create a development with its own identity and sense of place with a contemporary form. Examples of other developments within the city are highlighted on the adjacent pages.



Cricket Inn Road, Wybourn, Sheffield



Cutlers View, Norfolk Park, Sheffield



4

Creating a Place



Constraints and Opportunities Plan

A clear understanding of the context of the site was important in starting to develop the design concepts for the site. In doing so it was also important to take into account the site constraints and parameters. Various technical studies specific to the site have been undertaken.

The accompanying constraints plan was prepared to enable the development of some initial design concepts for the site. The constraints are also summarised below: -

Constraints

- The ancient woodland to the north of the site requires a 15m stand off from the northern boundary. This woodland sits much lower than the subject site with a steep bank down into Ochre Dyke;
- The topography of the site is relatively undulating to a low point across the centre of the site (east to west);
- An existing public right of way runs along the eastern boundary of the site together with a 'desire line' path also extending southward across Owlthorpe Hill which will need to be integrated/retained where possible;
- Various self-seeded trees and shrubs have begun to emerge on the site and new planting should be provided to replace some of the lost trees.
- The fixed elements of the scheme such as the roundabout and the location of the existing public right of way connecting in at an angle creates challenge to create a coherent layout;
- The position of the doctors surgery and the dominant and hard boundary treatments present a challenge to deliver an aesthetically pleasing scheme.

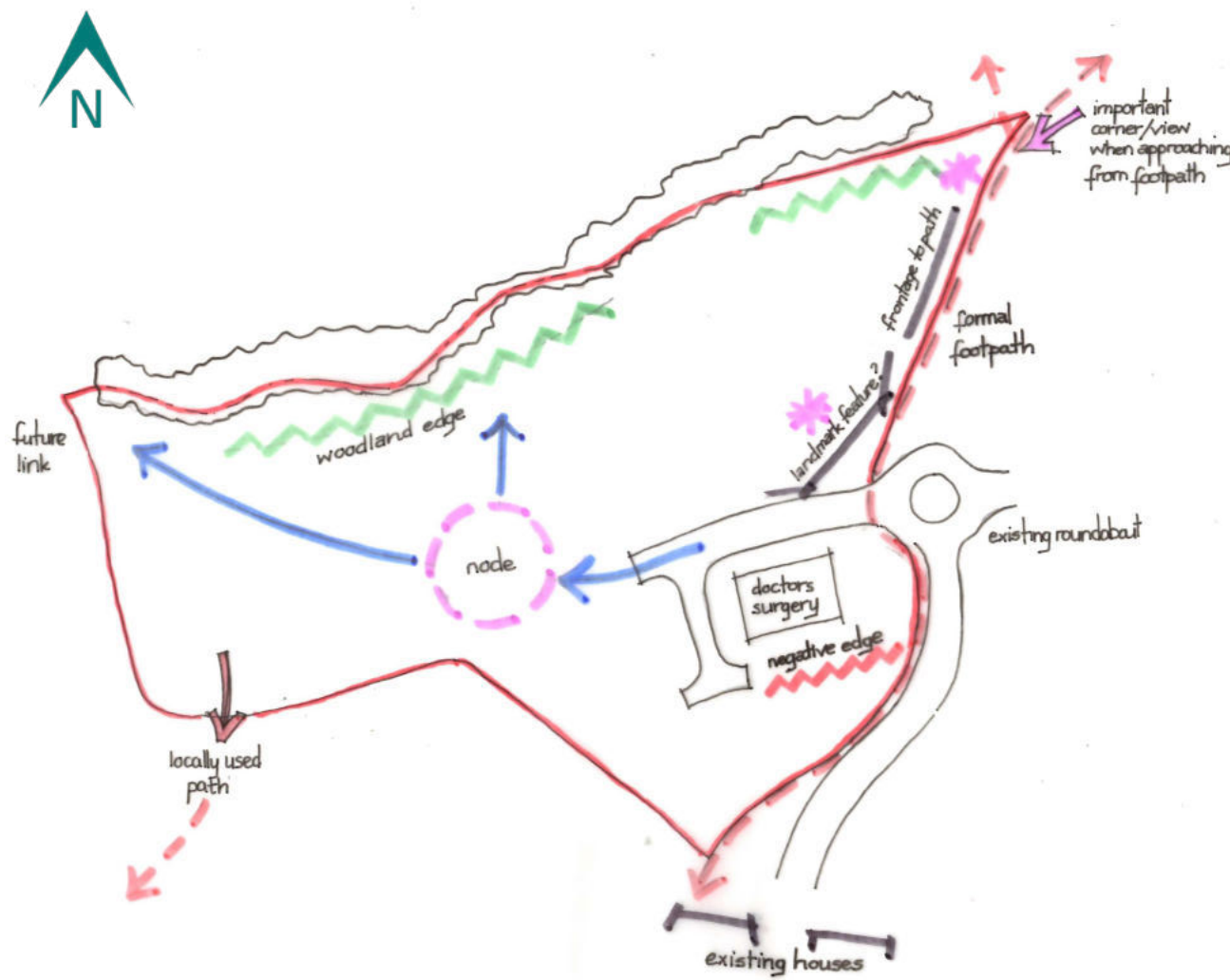
Opportunities

- The ancient woodland and surrounding network of footpaths can be used as an attractive landscape setting for new houses;
- Site access can be taken off the new stub road extending from the roundabout/Moorthorpe Gate;
- The close proximity of the site to a wide and excellent range of services and facilities in the local area;
- A high-quality residential scheme which creates a new, contemporary feel to the south east of Sheffield can be created;
- A balanced mix of housing can be delivered including an increased number of affordable houses.
- A new frontage to the existing hard-surfaced path and links to the informal paths up Owlthorpe Hill can be integrated into the scheme.
- The appearance of the southern boundary of the Owlthorpe Surgery can be improved by planting or buildings.

Developing the Concept

- An initial sketch concept was developed for the site which identified the following priorities: -
- The creation of a strong 'gateway' feature at the roundabout;
- A landmark building in the north east corner at the confluence of two public footpaths;
- A frontage/'woodland edge' to the northern boundary where the development abuts the ancient woodland;
- A 'node' in the heart of the scheme, defined by taller buildings, visible upon exiting the roundabout and proceeding west into the development;
- The ability to extend the primary route across from Moorthorpe Gate (east) to Moorthorpe Way (north west) should be preserved.

A series of sketch layouts were prepared as the scheme evolved, with the main layouts illustrated over the forthcoming pages. The first layout was drawn up and subsequently revised by the project team as further technical work emerged. This plan was shared with planning and urban design officers at Sheffield City Council in order to obtain their feedback as well via a formal, pre-application meeting and subsequent email correspondence.



The initial layout helped gain an understanding of the challenging topography on the site and the potential for significant retaining and stepped gardens which would preferably be avoided. Officers in general terms welcomed the proposed layout but emphasised their view that tighter perimeter blocks should be used, with hard landscaping and boundaries built out to the street wherever possible. The design team felt that given the landscape setting of the site that creating green spaces, leaving areas for tree planting was also an important feature and therefore a scheme was sought which balanced green spaces alongside the requested elements of hard-landscaping.

The view was also expressed by officers that a more consistent frontage to the woodland edge along the northern boundary would be preferable. Further clarification was obtained concerning the extent of the 15m buffer zone from the ancient woodland which required setting the development back further south, which interrupted the layout in the western half of the site as 3 plot depths were no longer possible.

The scheme was subsequently revised, which temporarily included the provision of additional land to 'complete' the space formed around the roundabout in a coherent manner. However, this had to be removed due to issues surrounding land ownership and the disposal of the site.



The primary revisions made to the proposed layout were: -

- A straighter terrace was formed parallel to the public footpath at the gateway into the site as it was considered this orientation created a stronger frontage on the approach to the site from Moothorpe Gate, where the primary view from further back was unavoidable to Owlthorpe Surgery which took an elevated position.
- The crescent was considered to be more appropriate for the next phase of development, being highly visible upon existing Site E and from Moorthorpe Rise.
- The realignment of the primary route and the subsequent change in block structure;
- This included moving the central node closer to the doctors surgery;
- A secondary space was introduced which created opportunities for new tree planting to replace self-seeded trees to be lost and reinforce the 'sylvan' setting of the site adjacent to ancient woodland;
- A more continuous edge was proposed parallel to the ancient woodland;
- A link to the 'desire line' route up towards Owlthorpe Hill was established in the south western corner.



Additional feedback on the layout was received by officers at Sheffield City Council which rightly identified that the revised 'node' lacked the definition and enclosure of the previous iteration and this was subsequently amended. Officers also considered that the woodland edge could still be a stronger frontage and that the secondary green space in between the primary route and a primary drive could be improved. These comments were taken on board and the scheme was revised to the betterment of the proposed development.

Officers favoured the 'crescent' approach at the gateway into the scheme on both sides of the roundabout but for reasons explained above the straighter terrace was retained, particularly as a terraced crescent could not be formed in similar fashion on both sides of the roundabout due to the need to provide representative show homes at the entrance into the site which would comprise predominantly detached housing.





Presentation Layout

The Design Proposal

The evolution of the scheme as described in the previous section has led to the creation of a high quality new residential scheme which has been enhanced with each revision. The proposed development for 74 new dwellings is considered to be an appropriate use for the site.

The amount of development is considered to be an appropriate response to site conditions and the local housing market demand with 74 dwellings delivering a density of 25dph. The scheme includes a mix of 3, 4 and 5 bedroom private homes (59 in total) as well as 2, 3 and 4 bed affordable housing. The number of affordable homes to be provided exceeding the council's policy requirements for this site providing almost 20% of the private floorspace as opposed to 10%.

Overall the key features of the layout are considered to be: -

- An outward looking frontage to the public right of way along the eastern boundary which will be a highly visible and well used frontage;
- An attractive frontage to the ancient woodland taking advantage of the sylvan setting;
- A primary route extending from the site access with a series of events along the route including a gateway feature, central hard landscaped node and a secondary green space;
- The primary route is 'futureproofed' to allow for a connection through to Moorthorpe Way;
- A footpath connection to the 'desire line' paths from the south east corner of the site are facilitated.
- A courtyard area to the south west of the Owlthorpe Surgery with open views from Moorthorpe Rise through the courtyard towards the central node.

Character

The proposed development has been designed to be contemporary in appearance as illustrated by the accompanying images. As previously identified, the surrounding residential areas of Owlthorpe, Hackenthorpe and Waterthorpe are generally quite standard in appearance and the proposals demonstrate that this scheme will be distinctive and have its own strong sense of place.

The proposed houses will have a contemporary form as reflected by the generously proportioned window openings and additional window panels which give smaller openings a similar affect e.g. the Lathbury. The design and detailing of the proposed house types has been kept clean, simple and unfussy. Additional lines and geometry have been incorporated into house types through the extension of a shallow entrance canopy across the door and primary ground floor window on house types such as the Ramsbury and Lathbury. In addition, vertical emphasis has been achieved through the floor to eaves cladding on the Haddington, and tall, narrow windows on the Napsbury house type, for example.

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



The proposed development uses taller buildings such as the 3 storey Paignton house type, arranged in terraced form and the 2.5 storey Napsbury with its distinctive front gable to provide definition and legibility to key spaces within the development. These 'landmark' buildings are to be constructed of grey brick which together with their height will add further legibility and character to the scheme. At the site entrance at Moorthorpe Way and on the north east corner a pair of 2.5 storey Napsbury's are used to define these key gateways (plots 1-2 and 6-7 respectively).

In addition, the 3 storey Paignton terraced blocks have been used to enclose the central node within the scheme and give this space definition. Plots 22-25 will be visible when entering the site, passing Owlthorpe Surgery, and when exiting the site onto Moorthorpe Gate. It is anticipated that this space is complimented by a change in hard surfacing, gabion baskets as boundary treatments with street trees in planters as illustrated by the accompanying image.

Moving west from this space the visual journey continues with the introduction of some new trees, with the species to be carefully chosen to complement the contemporary feel of the scheme. A small green with trees is enclosed again by positioning another pair of 2.5 storey Napsburys (plot 45-46) which terminate the view along the street.

A limited but high-quality palette of materials will be applied to the proposed houses with a combination of grey brick at key locations and an attractive brown brick being the consistent thread throughout the scheme. Both render and timber cladding will be used in simple ways to compliment the brick and provide visual relief.

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



Working with the site and its context

One of the key opportunities that the site presents is its attractive natural, semi-rural setting with easy access to areas of woodland and surrounding fields. The careful integration of the existing footpath, and the route of the north-south street at the western edge of the scheme ensure that these paths are easily accessible and the scheme is permeable and carefully assimilated with the surrounding area.

A 'woodland' edge to the scheme has been created along the northern boundary, offset by 15 metres from the ancient woodland. This strong edge is formed by a series of predominantly detached dwellings with integral garages, limiting the gaps between the buildings to form an almost continuous frontage as highlighted by street scene 2. These plots will benefit from the setting of the ancient woodland which will be preserved.

One of the challenges of the site, as highlighted by the accompanying sections is the undulating topography of the site and the gradients this creates. The scheme has been carefully designed to minimise the impact of the topography in terms of visible retaining structures. The use of hard landscaping such as gabion baskets as boundary treatments will help to blend any visible retaining features within the streetscene.



Features of the Building Layout Plan

Creating well defined streets and spaces

The propose scheme has been carefully designed in order to create well defined streets and spaces as illustrated by the accompanying 'features of the building layout' plan. This plan demonstrates the following: -

- taller buildings (Napsbury plots 6 and 7) with a change in material to grey brick have been used in the north east corner on the approach to the site from the public footpath (and tram stop);
- an outward looking frontage (plots 69 to 72) to the hard surfaced path to Owlthorpe Surgery has been created along the eastern boundary providing an active edge and good enclosure. Grey bricks have been used here to create a distinctive frontage to this highly visible edge;
- taller buildings (Napsbury plots 1 and 2) have been used at the south east corner of the site, again using grey bricks, to add legibility to this gateway into the site;

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

- 3 storey buildings have been positioned around the central node to provide scale and legibility with the terrace (plots 22 to 25) being visible upon entering the site;
- the woodland edge is formed with a continuous frontage of detached dwellings with limit gaps to provide good enclosure to the space;
- another pair of Napsbury's (plots 45 to 46) are used in the western half of the site to terminate the view from the central node westward.
- the Easton house type is a dual aspect house which is specifically design to turn corners well and is used in the layout on plots 15, 30, 33, 34 and 42.

Easy to find your way around

A key priority for the site is to ensure that it is permeable and integrates well with the surrounding area. The perimeter block structure, the definition provided to the woodland edge and the events defining the primary route all work together to assist in navigation and make it easy to find your way around the scheme and indeed out to the surrounding fields and woodland.

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



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Street and Home

Streets for All

The street pattern within the scheme has been designed to encourage low vehicle speeds. The distance between the roundabout and central node which will have a change in hard surface will have a calming effect on traffic speeds, with the road then curving in a north westerly direction to avoid straight lines. Again, the road curves around from the central node to the woodland edge to calm vehicle speeds and given this street and others branching off from the primary route are not through routes and only serve only a handful of properties it is maintained that they will function as social spaces. It is also important to note that these routes are permeable for pedestrians with access to footpaths at the ends of these streets.

The development to the south west of the doctors surgery is constrained by the existing turning head arrangement, however this area has been designed to form a courtyard with inward looking terraces formed to create a social space as well as a naturally surveyed area for parking.

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

Car parking

A mix of parking typologies are proposed in order to integrate the parking within the street. Approximately one third of parking is positioned to the side of dwellings, another third are integral garage parking arrangements to the front which allow for a combination of parking and landscaping across the frontage of the house to ensure parked cars do not dominate. The remaining third of houses are front parked, with a significant number of these spaces provided in the courtyard area at the southern most part of the site. In addition to this 18 visitor parking spaces are also provided within the scheme, with these spaces ensuring that cars aren't parked in unplanned locations which may blight the proposed scheme.

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

Public and private spaces

The majority of the public open space for the scheme will be provided as part of a green infrastructure framework for the wider site. This phase of the development will deliver new play equipment in the form of a LEAP and Multi-Use Games Area (MUGA) to the south east of the site, which will form part of a wedge of green space between future phases of development and the existing Moorthorpe Rise development, which is nestled behind tall hedgerows/ bushes.

Small incidental spaces within the development such as the small green with trees adjacent to plots 45 and 46, and the green corridor along the woodland edge are also public spaces within the scheme.

The management of these spaces will be agreed with the local authority during the course of the application.

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

Boundary Treatments

The boundary treatments, yet to be agreed with the LPA, will assist in defining public and private spaces along the woodland edge, with the boundary treatments anticipated to take the form of low hedges and railings. In contrast boundary treatments along the primary routes will be hard landscaped with gabion baskets forming low walls to properties.



Gabion Basket

External storage and amenity space

A large proportion of the dwellings within the site are detached properties with rear access providing sufficient storage space for bins and recycling. Bin storage for the terraced blocks in the southern courtyard will be integrated sensitively into the parking areas where practical.

The private garden spaces of each dwelling are generally well in excess of the footprint of the building and given the shape of the site many plots benefit more generously proportioned gardens such as plots 6 and 53.

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



Low level hedge



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Summary

This design and access statement sets out the comprehensive design process which has been undertaken in formulating the proposed development which will deliver a distinctive new housing development where people will want to live. On design grounds we believe the application accords with policy requirements, as summarised in the Building for Life 12 assessment.

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?



2. Facilities and services

Does the development provide (or is close to) community facilities, such as shops, schools, work places, 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?



5. Character

Does the scheme create a place with 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 corners well?



8. Easy to find your way around

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



9. Streets for All

Are streets designed in a way that encourages 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?



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