



PLANNING FOR THE FUTURE AND WHAT MIGHT COME NEXT



CONTENTS

About Us / Our Clients

Work examples

Recap of previous key changes

Recent changes to the NPFF

Changes to cabinet and levelling up

Opportunities

How will this change our outlook



ABOUT US

At Edward Architecture, we're passionate about creating beautiful places that will enhance people's lives, both for today and for the future. Social and environmental improvement are our key design drivers. When developing a masterplan we carefully consider the sustainable relationship between the built environment and the communities within it. We always work to create a renewed sense of place using clever and imaginative design.

Masterplanning is about understanding the sustainable relationship between the built environment and the communities that live, work and play within that environment. It is about strategically organising an achievable vision for a specified area. Whether it's a boutique retail development, the regeneration of a town centre or the creation of a new city quarter, the task demands a careful balance of skills such as commercial understanding, creativity, practical

OUR CLIENTS

KeyLand



MYERS
Group

caddick
group



savills

gleeson

YorkshireWater



Harworth



EDLINGTON MASTERPLAN

Edward Architecture were appointed by Harworth Estates for the development of a new residential community and family pub upon this 43.5 Acre site which was formerly the Yorkshire Main Spoil Heap located on Broomhouse Lane.

The layout of the site was carefully considered to comply with the brief and the site constraints, including the steep changes in levels and dense

surrounding woodland, while still being able to utilise key site opportunities and community links.

The development looks to stitch together the towns and communities of Balby and New Edlington by revitalising the existing walk trails and cycle ways whilst encouraging more pedestrian movement through and around the site.



GOLDTHORPE MASTERPLAN

Edward Architecture completed the high-level and viability appraisal for circa 2.4m sq.ft employment use under the Landsolve framework for Barnsley Metropolitan Borough Council. The purpose of this early masterplan stage was to establish the most marketable product and provide a deliverable layout, taking into account many constraints on the site.

The completed scheme will create its 1399 employment opportunities in the local Barnsley area. We have subsequently been commissioned to lead negotiations with 7 separate landowners on the site to ensure delivery of the scheme for the council and the locality.



LANDSOLVE

Edward Architecture have been Land advisors on the Landsolve Framework since 2016 and have been reappointed as a valuable member of the Team until at least 2025. Landsolve is the only dedicated land and estates framework for the Public sector. We have delivered the 2 biggest projects for the framework at M1 J36 Economical Growth Corridor and Keresforth Close.



KERESFORTH CLOSE MASTERPLAN

Edward Architecture were commissioned by Barnsley Metropolitan Borough Council in the capacity of 'Land Advisor' to develop a masterplan to outline planning permission stage for an area of land which falls under separate public ownerships of Barnsley MBC, South West Yorkshire Partnership,

NHS Foundation Trust and South Yorkshire Fire and Rescue Services.

The site is approximately 22.45 acres and the proposals include a fire station with community hub, approx. 140 houses with affordable homes, green space, play

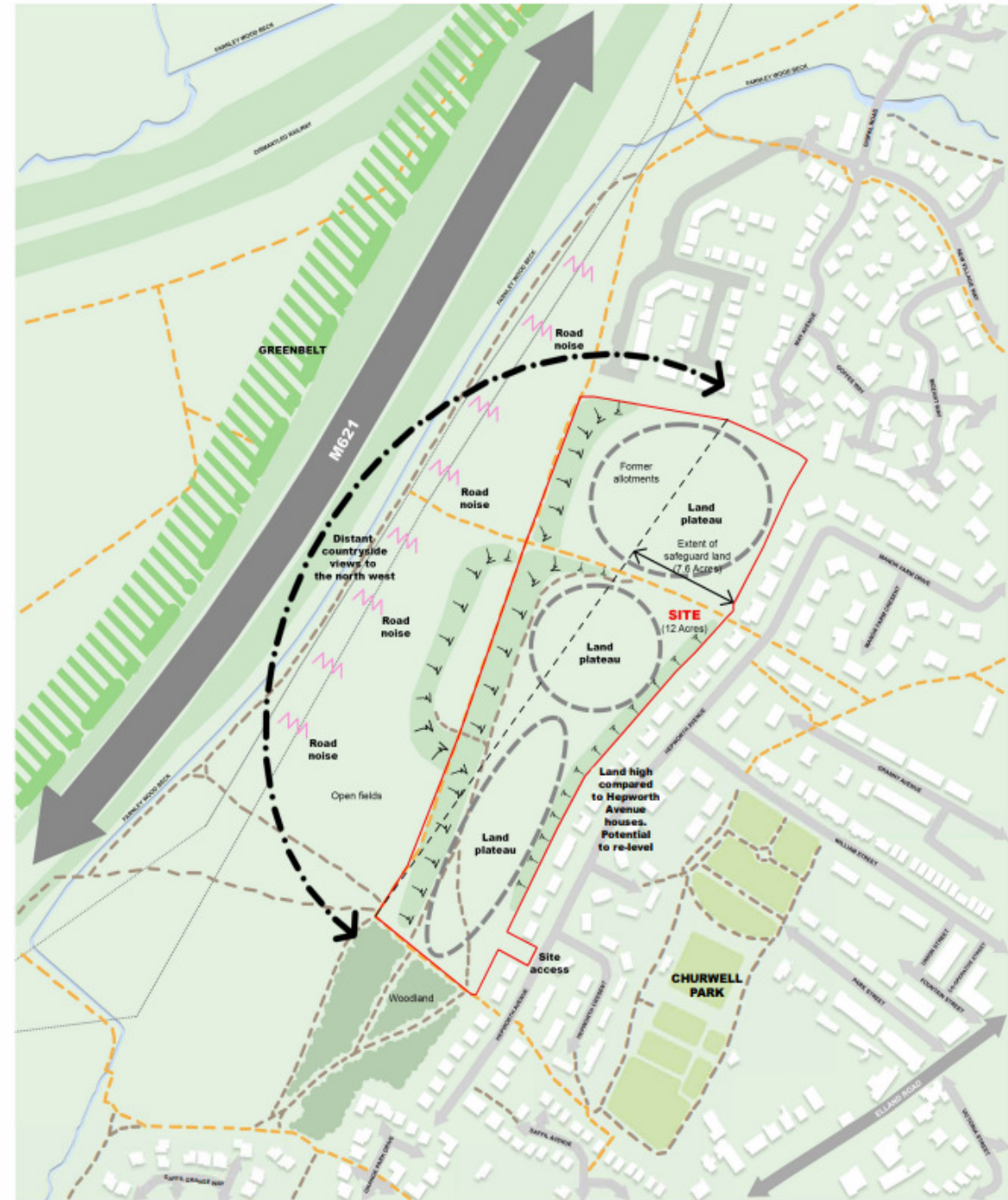
and sports, family pub, two form entry academy and learning disability centre.

Stakeholder management has been key to this successful scheme which is designed to create 'well-being' by boosting the local economy in a sustainable manner.

A typical example of Edward Architecture's constraints and opportunities plans for an outline planning application for an edge of settlement site.

Constraints Plan

Opportunities Masterplan



1

**Recap of Previous Key
Changes**

Recap of previous key changes: Build, build, build



1

Use Class Changes (September 2020)

- Use classes A1-A5, B1a, B1b, B1c, D1 and D2 are all incorporated into new Class E, Class F or Sui Generis

2

Permitted Development (August 2020/21)

- Building upwards (Class AA / AB / AC / AD)
- Residential Redevelopment (Class ZA)
- Residential Conversion (Class MA)

3

Planning White Paper (August 2020)

- Planning for development
- Planning for beautiful, sustainable spaces
- Planning for infrastructure and connected places

Appeal Against Permitted Development Rights

The Court of Appeal ruled on the 5th October on a legal challenge aimed at stopping the government's expansion of permitted development rights to create new homes. The appeal is on the grounds that the new rights were not properly considered or consulted on. There have also been concerns about the quality of the new homes built under these PD rights.



10

Planning White Paper **Pillar 1: Planning for Development**

PILLAR 1:

- a nationally set target of **300,000 homes per annum**, with 'binding' targets for local authorities which factor in land constraints
- Five year land supply and Duty to Cooperate **removed**
- Interactive map-based Local Plans – much **simplified** with **National DM policies**
- Produced on a statutory 30-month timeframe, identifying **Growth, Renewal and Protected land** over a minimum 10-yr period
- Emphasis on **engagement at the plan making stage**



Areas for **GROWTH**

- Land suitable for comprehensive development including new settlements, urban extensions, brownfield sites & around universities;
- Sites in this category have outline approval for development.
- Areas of flood risk & other important constraints excluded.



Areas for **RENEWAL**

- Existing built areas where smaller scale development appropriate;
- Includes gentle densification, infill, town centre development, rural development not in other 'areas';
- Statutory presumption in favour of development being granted for uses specified.



Areas for **PROTECTION**

- Includes Green Belt, AONB, Conservation Areas, Local Wildlife Sites, areas of flood risk & important areas of green space;
- Could also include gardens and areas of open countryside in Growth and Renewal areas;
- Some areas defined nationally, some locally.

Creating frameworks for quality

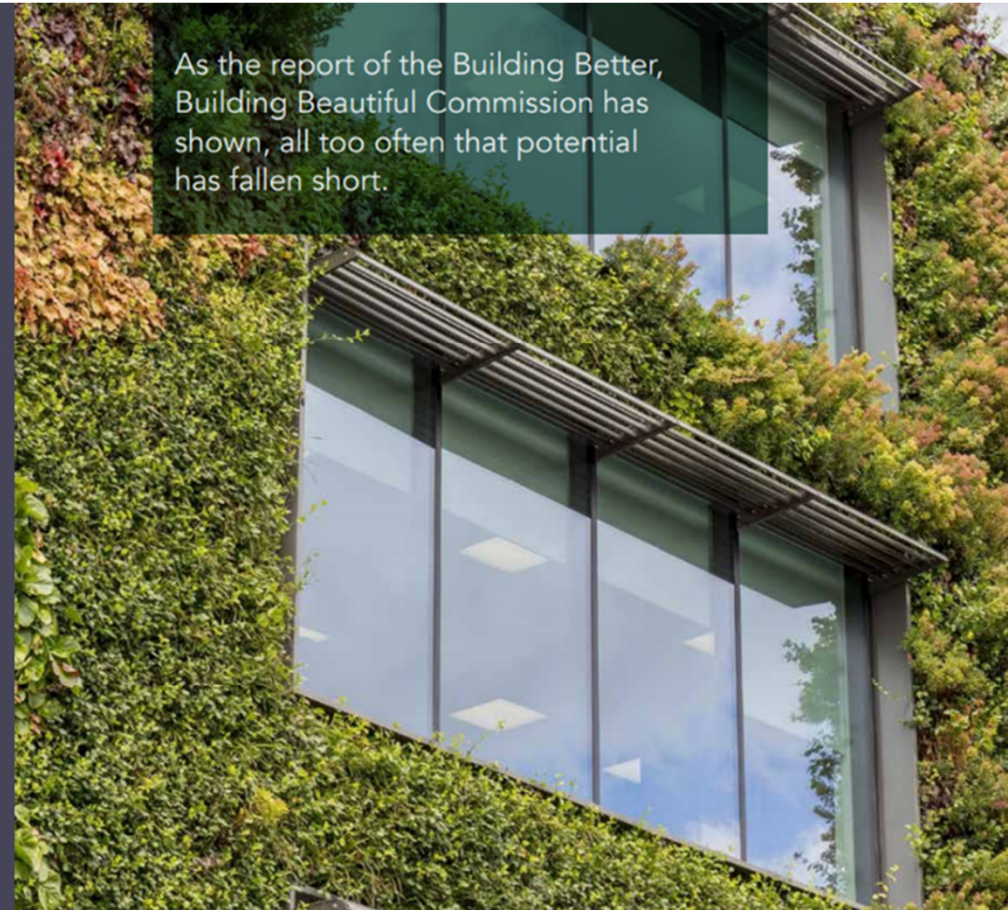
- National Design Guide / National Design Code and revised Manual for Streets Local Design Codes agreed via community engagement
- Requires a Step change in design skills in LPAs – new design body, chief design officer and role for Homes England?

A "fast-track" for beauty

- Where proposals comply with pre-established principles of what good design looks like they should be fast tracked through the planning process.

Effective stewardship and enhancement of our natural and historic environment.

- Building on Environmental Bill and ensuring new homes to be 'zero carbon ready' by 2025
- Streamlined EIA process
- Support for historic building re-use and adaptation to climate change



OUT: CIL and Planning Obligations

- S106 contributions (inc. affordable housing) and CIL replaced by a consolidated 'Infrastructure Levy' (IL)

IN: Infrastructure Levy

- The Infrastructure Levy will be a flat rate, set nationally (although different rates can be set for different areas), and will be based upon the final value of the development.
- Payment will be on occupation
- There will be a minimum threshold below which no Infrastructure Levy will be payable. Increased flexibility for Local Authorities on how the Levy is spent and the Levy will be extended to capture changes of use through some permitted development rights
- Local authorities able to borrow against the new Levy to forward fund infrastructure
- Affordable housing can be used to offset the levy

Bottom line many questions still remain!

- Will consents be bogged down with more conditions, will S106 really be abolished – numerous other obligations that can't be secured by planning conditions.

2

Recent Changes to the NPFF

Changes to the NPPF (July 2021)



- 1) Design Quality and Place Making
- 2) 30 Year Vision
- 3) The National Model Design Code
- 4) Improve Biodiversity
- 5) Beauty
- 6) Sustainable Development
- 7) Restricted Article 4
- 8) Faster Delivery
- 9) Heritage and Protection for Statues

3

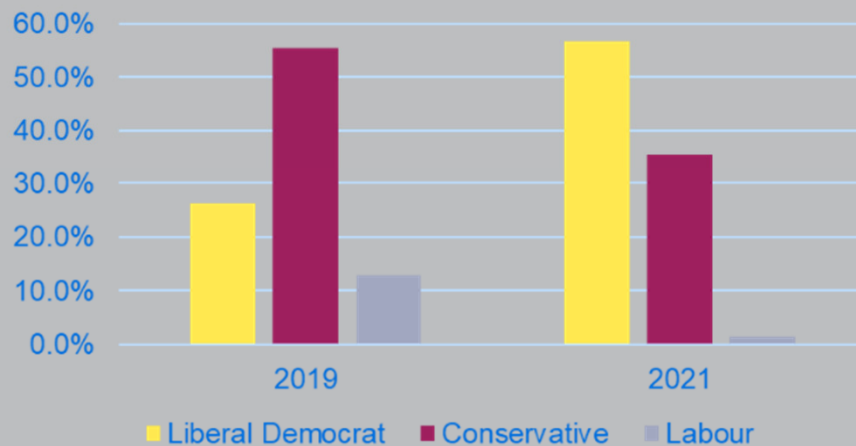
Changes to Cabinet & Levelling Up



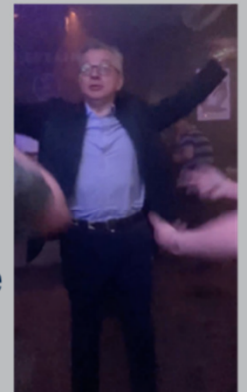
New Housing Secretary

Michael Gove has been appointed as the new Secretary of State for the (rebranded) Department for Levelling Up, Housing and Communities.

Chesham and Amersham Elections



Backlash against proposed reforms demonstrated by a by-election defeat in Chesham & Amersham spooked Conservative MPs.



LEVELLING UP



Department for Levelling Up,
Housing & Communities



New Name

The Ministry of Housing, Communities and Local Government (MHCLG) is to be renamed the Department for Levelling Up, Housing and Communities (DLUHC).

'Levelling up' is a long-standing slogan of Boris Johnson's administration, with the aim of rebalancing the economy and improving outcomes in areas outside of London and the Wider South East.

White Paper

A 'levelling up white paper', which the Government has said will focus on challenges including "improving living standards, growing the private sector and increasing and spreading opportunity", is due to be published by the department this autumn.

The document had initially been billed as 'devolution white paper'.

Commitment to planning system reform confirmed in Queen's Speech in May 2021



County Deals

The Government has said the document will introduce "county deals", offering metro mayor-style powers over services like transport, skills and economic development to the rest of England.

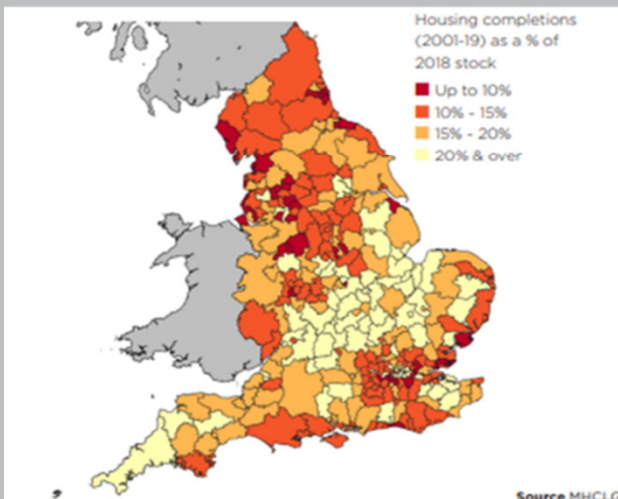
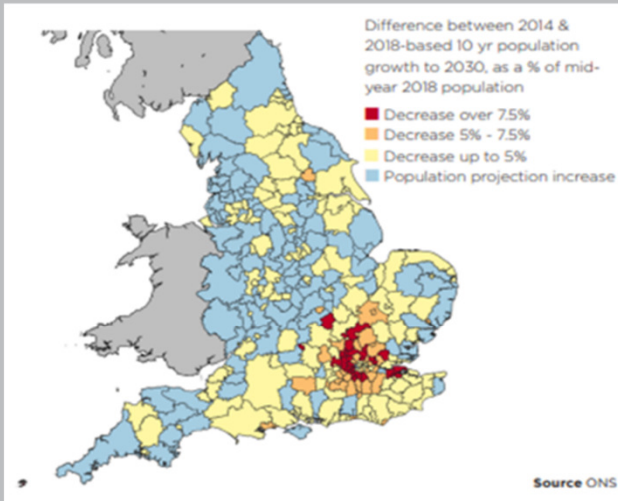


Effects of Gove

The appointment of a new Secretary of State signals that the Government will substantially water down its controversial planning white paper changes given the political risk.

It is therefore expected that the long-awaited Planning Bill will be delayed until after Christmas.

Housing Numbers and Levelling Up

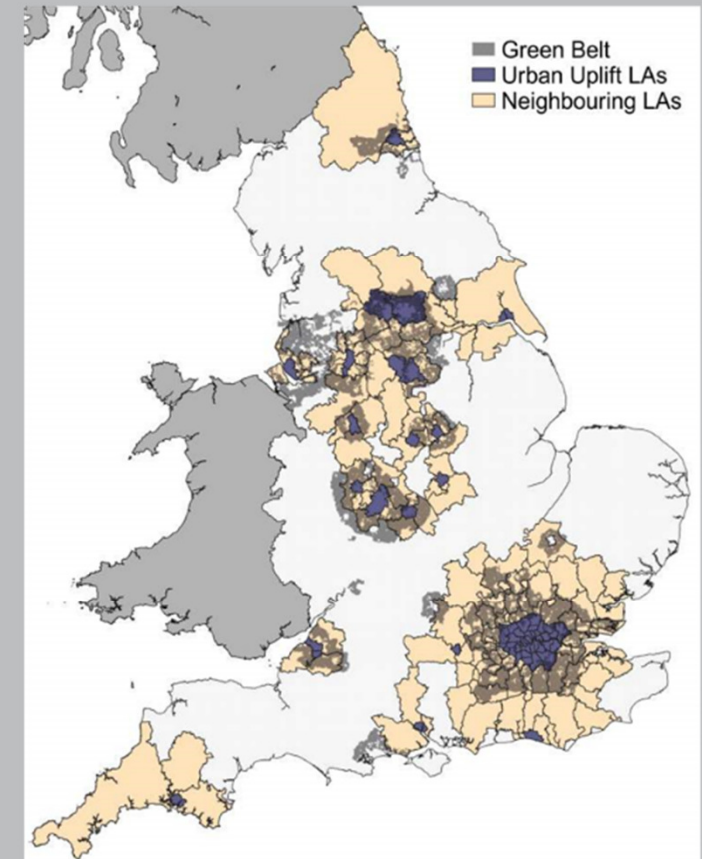


Local Authorities are required to meet nationally set targets for housing numbers.

A +35% uplift in housing requirements in the largest 20 urban areas came into force on the 16th June 2021.

However...

Many Cities are severely restricted by their local authority boundary and surrounding Green Belt.



4

Opportunities

OPPORTUNITIES

Permitted Development

The Government has broadened the amount of commercial space that could be converted into homes without full planning permission and limited options for LPA's to restrict those rights

Building Beautiful

"Where proposals come forward which comply with pre-established principles... then it should be possible to expedite development through the planning process". Design Codes open up opportunities in otherwise restricted planning policy areas i.e. open countryside

Local Plan Policies

Keep an eye on various emerging Local Plans / Local Plan Reviews as some LPA's have favourable planning policies for small-scale edge of settlement developments in rural areas such as Hambleton District Council.

Unitary Authority

With change comes opportunity. There will be various consultations relating to the creation of the North Yorkshire Unitary Authority and the associated Local Plan over the coming years which presents a fresh opportunity to promote land for development.

Housing Numbers

Nationally set targets and the 'Levelling Up Agenda' will force LPA's to allocate more land for housing in the northern region, making land formerly considered unsuitable potentially available for development.

5

**How will this change
our outlook**

CREATING BEAUTIFUL

DESIGN CODES

IMPROVED DESIGN AND ACCESS STATEMENTS
INCLUDING CHARACTER STUDIES

BUILDING FOR A HEALTHY LIFE 2020

Design Development Response 01

0892 - DDR01 - October 2021

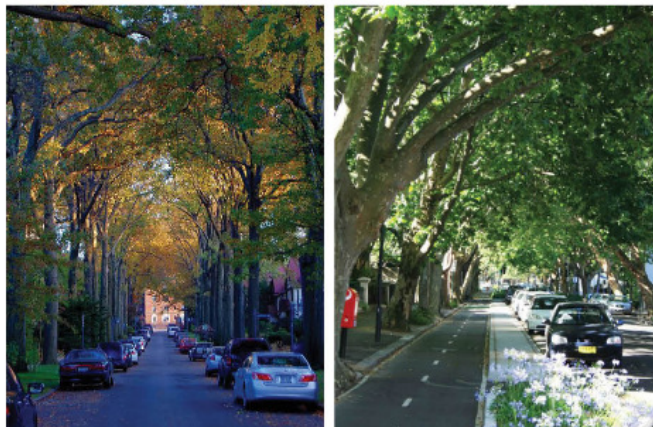
Planning Application for Residential Development

Broomhouse Lane, Edlington



9.0 Boulevard & Green Space

A central boulevard has been introduced into the site to create a high quality sense of place and identity. The boulevard runs straight through the site and around the central square. Feature buildings and sequences of material uplift are introduced around the boulevard to create key locations and streets with a developed character.



Precedents of trees / boulevard avenues



11.0 Connectivity & Cycling Routes

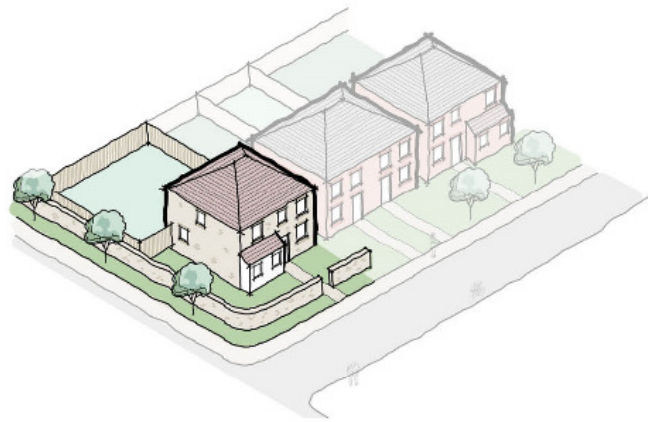
The perimeter of the proposed development has been identified by Sustrans as a means of travel. Lord Heads Lane has been identified as an advisory route. The northern border of the site has some cycling and pedestrian routes weaving through the wood, which has also been identified by Sustrans as a traffic free path (mountain bikes recommended).



Proposed site layout showing proposed connectivity

12.0 Introduction of Rural 'Old Edlington' Building Style

The illustrative layout to the right looks at locations where the materiality has been chosen to reflect the style of Old Edlington at feature locations at feature locations.



Feature dwellings in stone and render

- Stone wall boundary treatments
- Stone artstone dwellings
- Grass verges
- Rural feel
- Grey and red roof tiles



Typical elevation of rural Old Edlington feature properties.

13.0 Treatment of Key Vista Buildings

Key Location Principals

The adjacent diagram illustrates how the spatial design of the proposed development helps to create a sense of place. This is achieved, for example, by the strategic placement of significant buildings at the end of view vistas.

Feature dwellings in stone and render

- Modern family housing
- Mix of buff brick and render
- Simple contemporary design
- 2 Storey dwellings
- Open front boundaries
- High proportion front parking
- Dramatic double gable feature on centre line of vista
- Feature vista tree to emphasise symmetry



Image showing typical style and material of feature dwellings

14.0 Visitor Parking

The revised layout has a reduced number of units at 333No.

The total parking provided is 893 spaces.

This is comprised of;

- 828No 'in plot' car spaces at a ratio of 2.5 cars per property (well in excess of the minimum standard)
- 65No defined visitor spaces at a ratio of 1/5 plots which is supplemented by an area of widened footpath to a large area of the South West corner of the site.
- The visitor parking is well distributed throughout the site as shown on the adjacent diagram



15.0 Traffic Calming Scheme

Traffic Calming

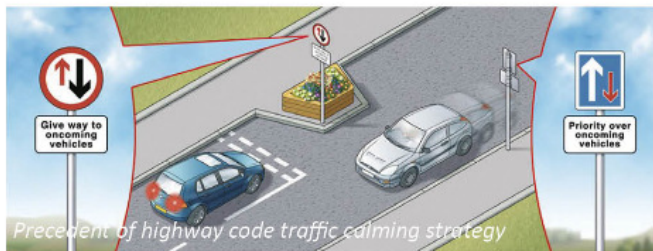
Traffic calming is fundamentally concerned with reducing the adverse impact of motor vehicles on built up areas. This usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment. Various traffic calming strategies have been implemented generally no further than 40m apart. Omission of shared surfaced streets necessitate other forms of traffic calming. See site plan for location

Sheltered Parking

Sheltered parking can be created by build-outs, pinch points or hatching with occasional promontories to aid visibility of pedestrians, so that they can see and be seen beyond the parked vehicles. In narrow streets where drivers are known to park partly on the footpath along both sides, it may be better to provide properly marked out spaces on just one side of the carriageway. If the marked out spaces are provided in short lengths along alternate sides of the road, they can form a chicane and may have the effect of reducing vehicle speeds.



Proposed Traffic Calming Layout



- Existing pedestrian and cycling entrance to site
- Location of Speed Table
- Natural Junction
- Site boundary



16.0 Character Areas

Key Location Principals

As well as feature properties to key areas to give identity and distinctiveness, built form is split into 2 character areas. Taking precedent from the local area character assessments.

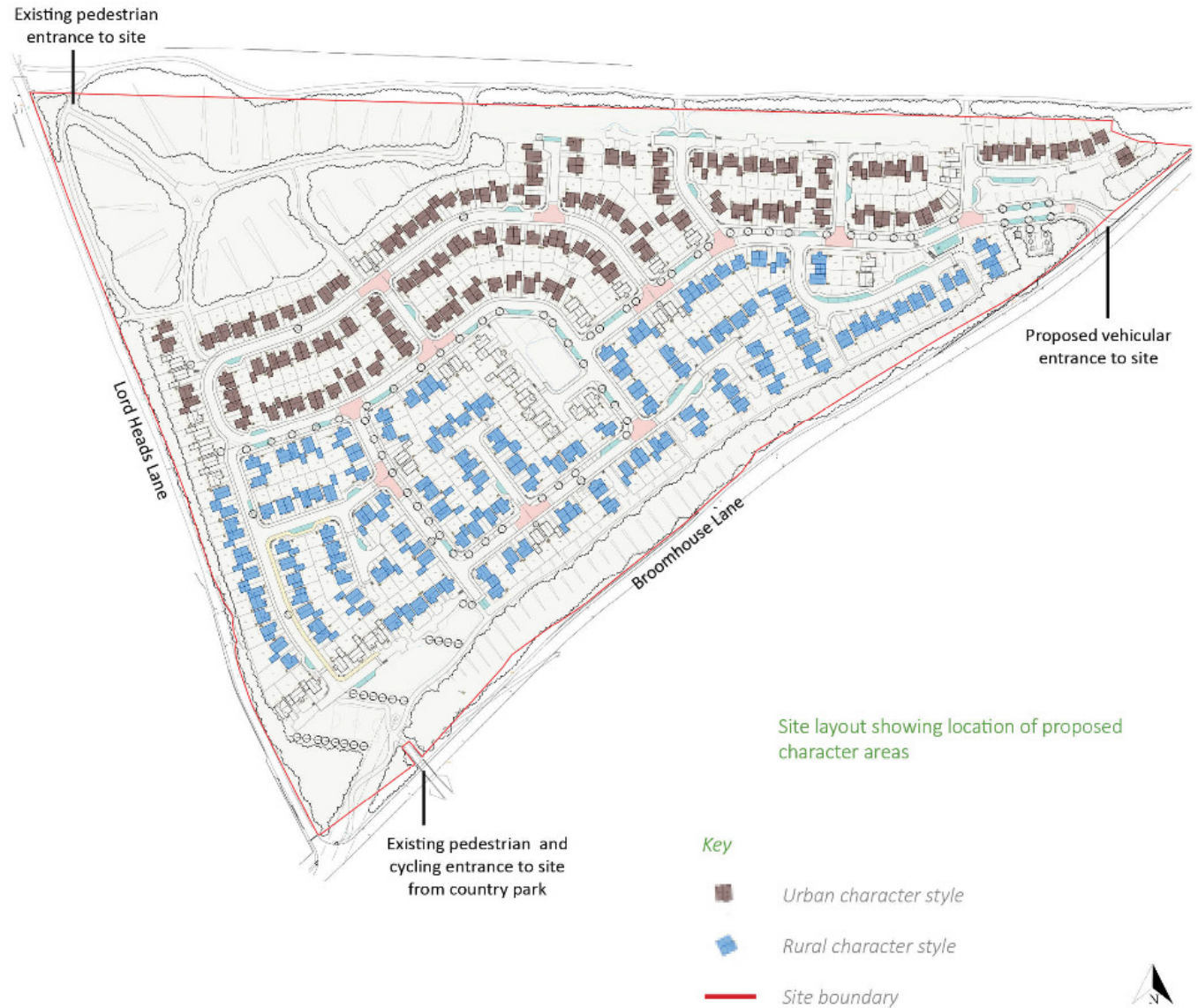
Rural Character Style (Reflecting Old Edlington)



Urban Character Style (Reflecting Stapleton Road)



Precedent images showing typical gleeson homes developments



17.0 Design Response - Bringing It All Together

The design considerations so far include:

- Key buildings towards the end of vistas
- Uplifting materiality to create a characterised sequence
- Rural and Urban design characteristics to match the vernacular of the local housing
- Proposed bicycle and pedestrian routes to connect the site to the surrounding foot / bike paths

Sequences of space are created by providing a series of open spaces, carefully defined by strong frontages, and linked via more confined areas defined by pinch points. Where frontages turn corners, double-aspect corner-turner units are placed to create a more pleasant streetscape and maximise the passive surveillance of the street.



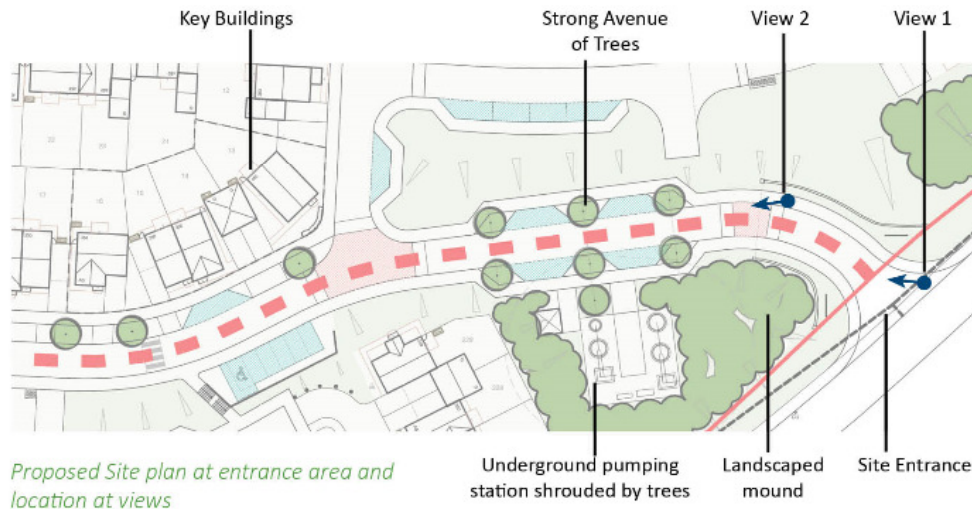
Proposed site layout showing all design considerations

8.0 Proposed Entrance

Initial views upon entering the site

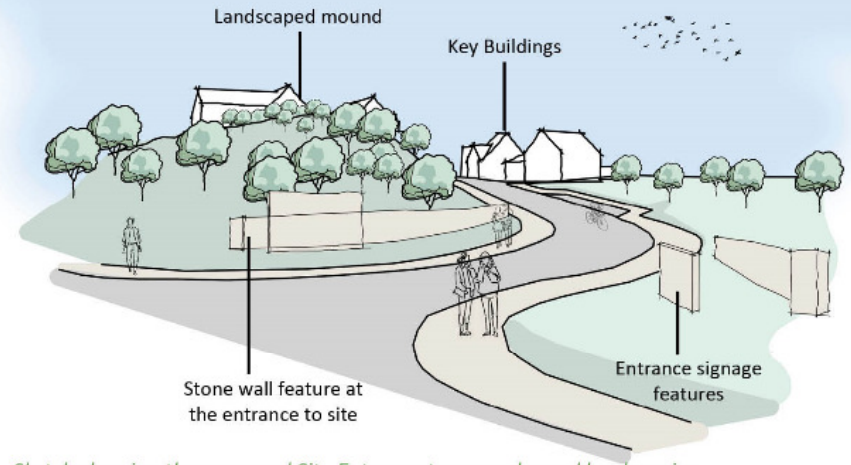
The site entrance is located on a long boundary which is currently a treed embankment. The Proposed entrance area opens up this embankment as much as possible creates an identity and presence for the scheme. Beyond the carriageway width, the proposals include a wide grass strip with scope for welcoming site signage / identity and a feature stone wall which curves around to the start of the site boulevard. Precedent is taken from Old Edlington.

The access road wraps around the landscaped embankment which shrouds the pump station on the left. The entrance Boulevard is double sided with trees as it passes the pump station to further draw visitors eye towards the development beyond.



Proposed Site plan at entrance area and location at views

Underground pumping station shrouded by trees
Landscaped mound
Site Entrance



View 1 - Sketch showing the proposed Site Entrance topography and landscaping



View 2 - Sketch of entrance boulevard directing the view into the heart of the scheme



Precedent of strategic landscaping in Old Edlington



Precedent of landscaping 'drawing the eye'

10.0 Combining Public Open Space and Balancing Reservoirs

gleeson

edward
architecture

Detention basins are surface storage basins or facilities that provide flow control through attenuation of stormwater runoff.

By using this method of water storage we are able to provide the proposed development with public recreational space whilst also tackling the stormwater requirements of the site simultaneously.



Image showing functional detention basin pre-storm



Image showing functional detention basin post-storm

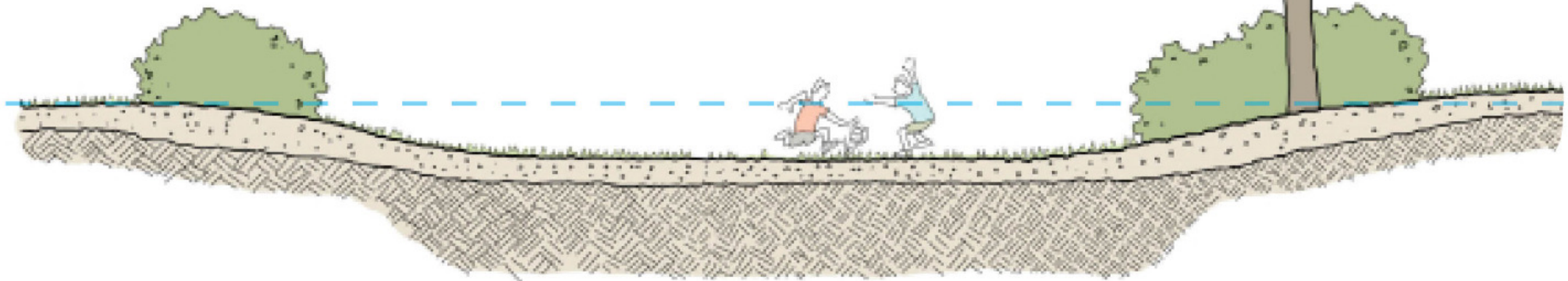
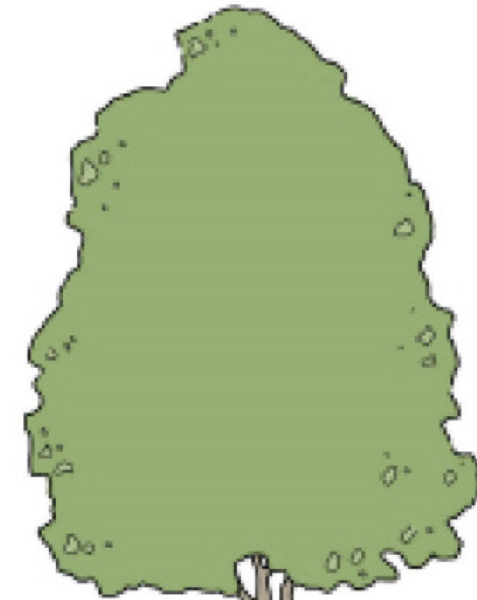


Diagram showing water basin used as recreational space, highlighting the lower level as the temporary pond

15.0 Traffic Calming Scheme

Speed Table

Raised tables are used throughout the site to design out speeding. Speed tables can be raised to curb level to create a safe and a level pedestrian crossing.

Speed tables will be used throughout the site on both straight roads and junctions. See layout for locations.



Image showing local speed table



Image showing succesful speed table



Proposed raised speed table example

THANK YOU
ANY QUESTIONS?

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