Proposed Full Planning Application for a 43 no. Unit Residential Development

Larch Place, Kendray, Barnsley

planning & design

Design and Access Statement

Ref: 11008 : DA002 Date: December 2011



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keepmoat

Contents

1.0 Foreword

2.0 Development Overview & Use

3.0 Context & Site Analysis

4.0 Amount

5.0 Design Process & Layout

6.0 Scale Parameters

7.0 Landscaping

8.0 Appearance

9.0 Access

10.0 Crime Prevention Plan

11.0 Code for Sustainable Homes Assessment

12.0 Building for Life Assessment

13.0 Planning Policy

14.0 Conclusion

1.0 Foreword

This Design and Access Statement has been prepared on behalf of Keepmoat Homes Limited to accompany a full planning application for the creation of 43no. Residential Units with associated car parking and landscaping on approximately 1.12 hectares of land at Larch Place, Kendray, Barnsley.

The format of this report is principally derived from several sources including section 3 of Circular 01/2006 "Guidance on Changes to the Development Control System" which became effective on 10th August 2006, the advisory document "Design and Access Statements" published in 2006 by the Commission for Architecture and the Built Environment (CABE).

The required components of a design and access statement: Use, Amount, Layout, Scale, Landscaping & Appearance are provided in individual sections with other components such as context, which are also referred to. Throughout these sections reference is also made to material considerations which have influenced design and proposed use.



2.0 Development Overview & Use

As noted within the foreword, this document has been prepared to support a full planning application for the creation of 43no.units with associated car parking, highways and landscaping on 1.12 hectares of land at Larch Place, Kendray, Barnsley.

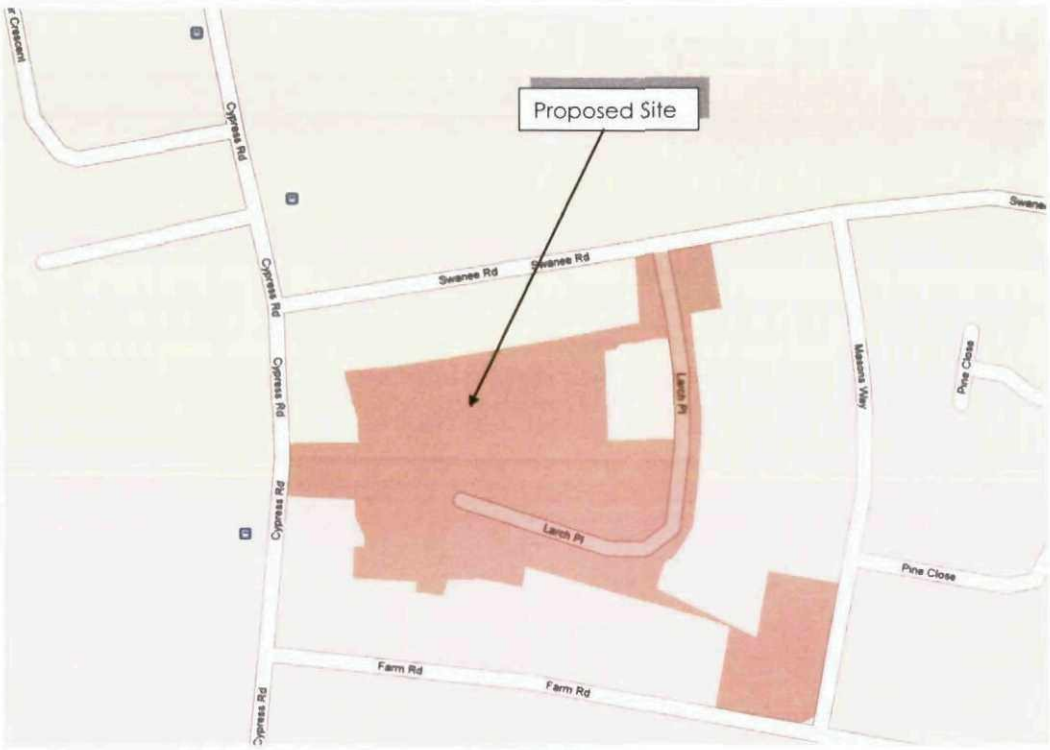
The site sits within a residential area, with residential units sited to the each boundary.

The site itself consisted of residential properties which have been demolished.

This application seeks approval for a comprehensive development, which respects existing build lines of the surrounding properties and complements the surrounding area.

Presented as a full planning application, this proposal has been the subject of significant design time and a thorough consideration of both planning policy and the economic realities of the site, to ensure the development produces an effective, efficient and attractive new area of townscape.

Therefore we propose to redevelop this area to provide much needed family residential dwellings in mews, semi-detached and detached styles. The external appearance of the house types is of a traditional form, with contemporary detailing.



3.0 Context & Design Process

3.1 Context of the Wider Area

The proposed development site has an area of 1.12 ha and is situated to the north and south side of Larch Place, approximately 3m to the north of Barnsley town center.

The sites boundaries consist of residential properties, an open area of green land is also located to the east.

The site is situated in close proximity to a number of amenities, including a Pharmacy and other stores. Kendray Primary School is also located approximately 0.4m to the north of the development site.

Barnsley Rail station is also located approximately 2.6m to the north.

The site is also located close to a bus route, off Cypress road, providing alternative means of transportation into Barnsley town Centre.











3.2 Context & Design Process - Overhead of Immediate Area



Key:

- Proposed Development Site (Red Edged)
- Existing Acess Road Larch Place
- Primary Road (Cypress Road)& Bus Route
- Bus Stops
- Residential
- Kendray Primary School
- Open Green Amenity

3.3 Context & Design Process - Photographic Study



1. View of houses 70 & 72 to be demolished off Cypress Road.



2. Eastern view from Larch Place, showing land where houses have been demolished.



3. Existing access Larch Place.



4. Existing houses located off Larch Place.



Locations.



5. Existing units off Farm Road to be demolished.

3.4 Context & Design Process – Existing Character Area Residential Properties

The surrounding area represents a range of medium density residential units.



Local Materials

1. Properties incorporate a mixture of dark and light red brick.
2. Concrete tile roofs predominantly presented in a gable form.
3. Roofs present overhanging eaves, and are grey in colour.
4. PVCu doors.
5. Windows are in a simple plain casement form and are constructed from PVCu.
6. Rainwater goods typically black or grey.
7. Properties incorporate a stone head and simple cill detail.
8. Some properties incorporate a door canopy.









3.5 Context & Design Process - Site Constraints and Opportunities

The following development opportunities and constraints plan (see section 3.7) denotes features to be taken into account when designing the new development.

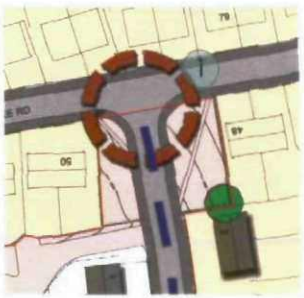
The design team have reviewed all the constraints and opportunities presented by this site and developed a striking design, which will considerably enhance this Urban Regen area of Barnsley.

3.6 Context & Design Process - Site Constraints Explained

1. Existing access point

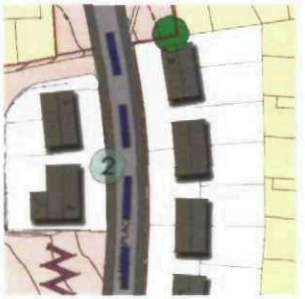
Existing access position into Larch Place.

This access is taken from Swanee Road, an alternative access to be considered as Swanee Road is very narrow and as such becomes heavily congested.



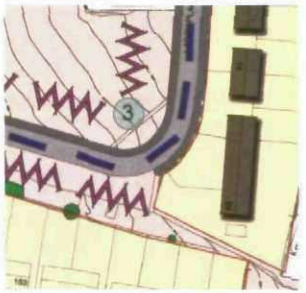
2. Existing properties to be retained

Properties are to be retained within the site, currently accessed off Larch Place.



3. Existing road structure

The scheme should consider the existing road structure which is being retained and in particular access to the existing houses.



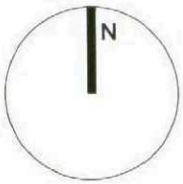
4. Possible Access

There is an opportunity to create a new access off Cypress Road with the demolition of 2no. properties. This access would relieve pressure on Swanee Road.



3.7 Context & Design Process - Key Development Opportunities and Constraints Plan





Key:

- Proposed site
- Existing access
- *Residential Area*
- Existing road
- Possible extension of existing road
- Proposed active frontage
- Existing properties to be retained
- Proposed active frontage
- Existing trees
- Houses to be demolished to create new access location

4.0 Amount

The amount of development on a site is a derived from two allied but discrete considerations; the level of built footprint in relation to site area and the density of development as defined within Planning Policy Statement 3; *Housing*.

Taking the issue of built footprint first: the total gross site area extends to approximately 1.12 hectares (2.76 acres). This gross area accommodates a proposed built footprint of approximately 0.15 ha with the remainder of the area (0.97 ha) being taken by the existing road structure, private gardens, *footpath routes, tree planting and parking*.

In this regard the built form presents a legible addition to the existing townscape.

This site is highly sustainable as it is close to public transport facilities, for example the site is close to a bus route, local amenities in recreation, shopping, local schools and employment.

At 43 dwellings, this proposal provides a gross residential density of 38 dwellings per hectare which maintains the built grain of the surrounding residential area.

4.1 Schedule of *Accommodation*

Schedule Of Accommodation			
House Type		Size	No.
665	2 Bed Semi / Terrace	665 SqFt	9No.
763	3 Bed Semi / Terrace	763 SqFt	18No.
771	3 Bed Terrace	771 SqFt	7No.
828	3 Bed Detached / Semi	828 SqFt	4No.
843	3 Bed Detached	843 SqFt	1No.
844	3 Bed Detached	843 SqFt	4No.
Total		**32,643 sqft**	**43No**
Gross Site Area		**2.76 Acres (1.12 Hec)**	
Gross Site Density		**15.6 UPA (38.4 UPH)**	

The amount of housing applied for is demonstrated within the supporting documents to be a suitable amount for this location, and is therefore a suitable use of the land.

The adjacent schedule shows the mix of housing which our layout accommodates.

From recent client experience and marketing advice from local estate agents who have detailed knowledge of the local area, the need for 2 & 3 bedroomed family housing in this location was identified, and as such the amount is a result of the layout design which in turn responds to the constraints and opportunities detailed elsewhere in this document.

A full suite of house types has been designed for this development, which meets the marketing brief.

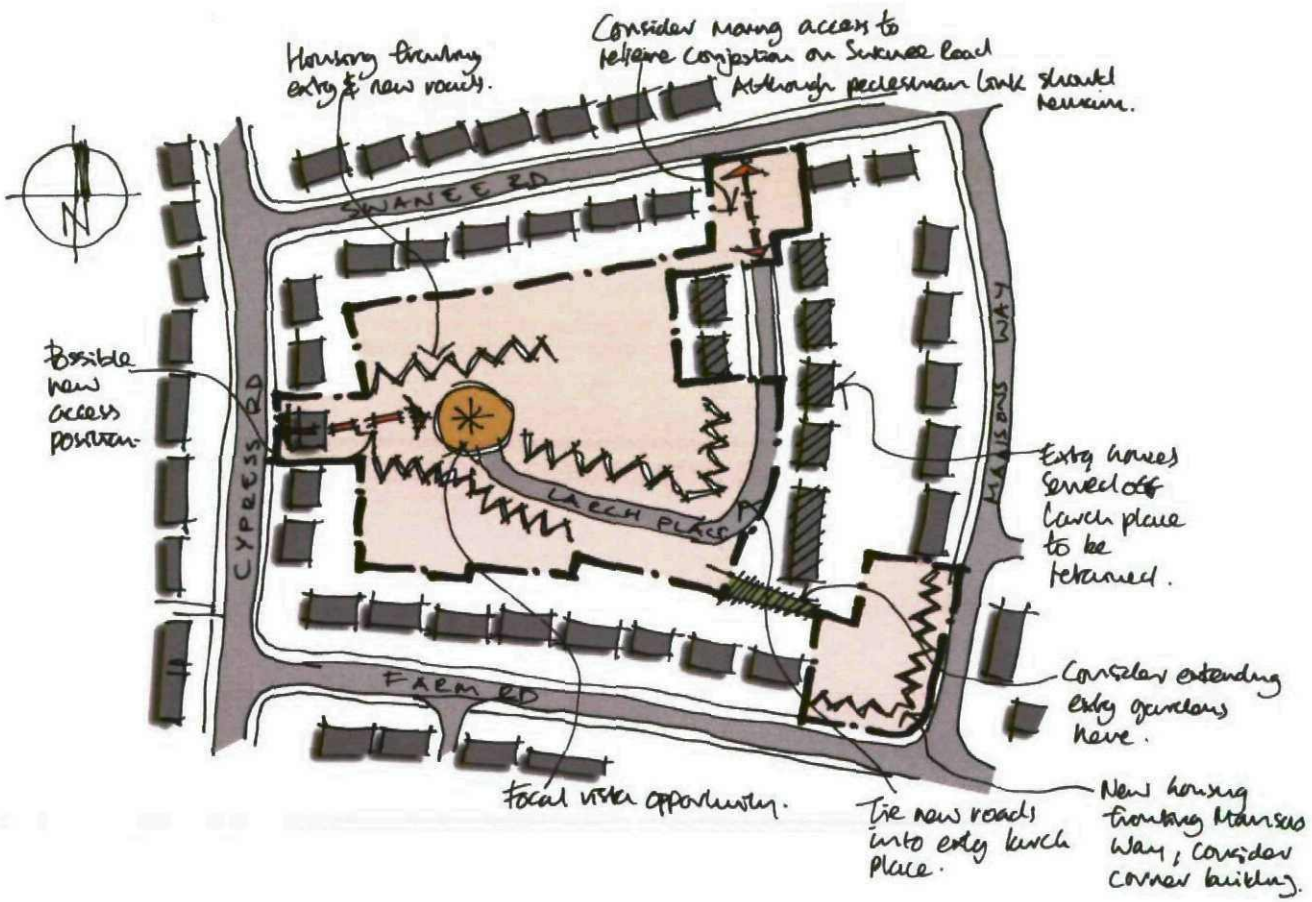
Furthermore the existing character areas have also influenced the amount, in terms of the housing density.

5.0 Proposed Layout

Layout and scale are the principle macro-design characteristics of a development establishing the underlying structure of form, the siting and massing of buildings and the placement and extent of spaces and routes. The first stage in considering a layout is to understand the context of the site. From initial schematics, draft layouts were produced to enable these macro principles to be refined at a more detailed level with built, open and movement areas more clearly determined. The following text and imagery illustrates the design rationale for the proposal.

This section of the document, together with the document as a whole, demonstrates how the design considerations have been implemented.

The key layout considerations are numbered and can be viewed in section 5.1 *'Proposed Site Layout'*.



Initial sketch scheme

5.0 Proposed Layout Cont....

The image overleaf indicates the proposed site layout design. The layout is annotated with the key characteristics which are a resultant of the design review of the constraints and opportunities and the concept decision.

The layout on the next page again shows this at a larger scale. Key characteristics are as follow;

1. The existing access off Swanee Road will be closed for vehicles, although pedestrian access and services will be maintained.



2. The scheme allows for the demolition of no. 70 and 72 Cypress Road, providing a new vehicle access to the site, which in turn relieves the current vehicle pressure on the existing access off Swanee Road.



3. The proposed scheme ties in with the new access position to the existing Larch Place highway maintaining the access to the existing properties.



4. The scheme proposes a new turning area off Larch Place.



5. The scheme proposes to complete the Mansons Way street scene, whilst maintaining the open nature of the junction.



6. The scheme provides a vibrant street scene with vista plots fronting the new access road.



5.1 Proposed Layout





Key:

- Denotes proposed tree planting
- Denotes grass
- Hatched area to be offered as rear garden extensions to existing properties.
- Denotes contrasting surface
- Denotes 1.8m high screen wall
- Denotes 1.8m high screen fence
- Denotes 1.0m high railings
- Denotes 0.9m high plot divisional fence

Schedule Of Accommodation			
House Type		Size	No
665	2 Bed Semi / Terrace	665 SqFt	9No.
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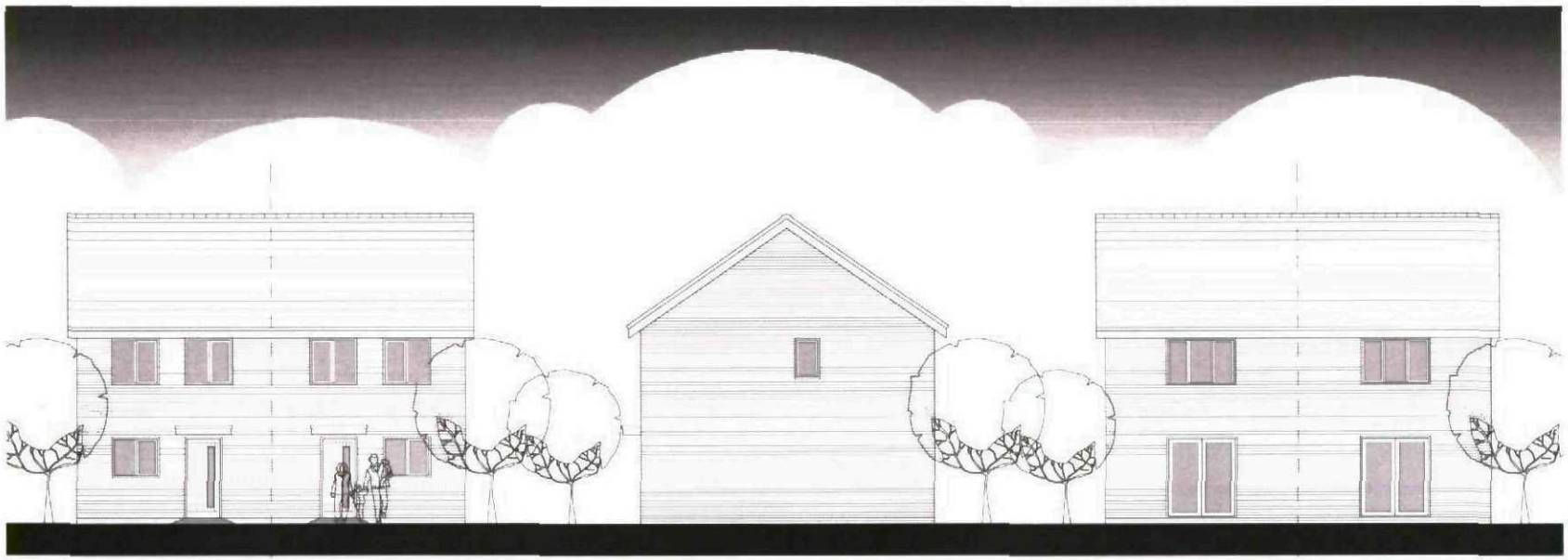
6.0 Scale Parameters

As the proposal is for a residential development, the scale and massing of buildings should take reference from surrounding buildings of traditional residential scale.

The proposed layout indicates house types which are traditional in scale and are predominantly 2 storeys in height.



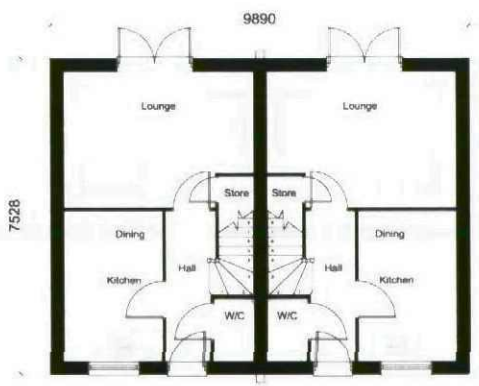
6.1 Scale Parameters – Proposed House Type 665



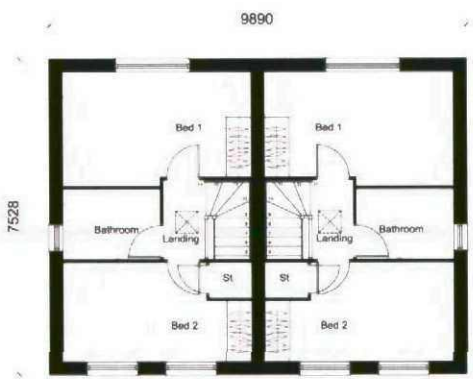
Front Elevation

Side Elevation

Rear Elevation

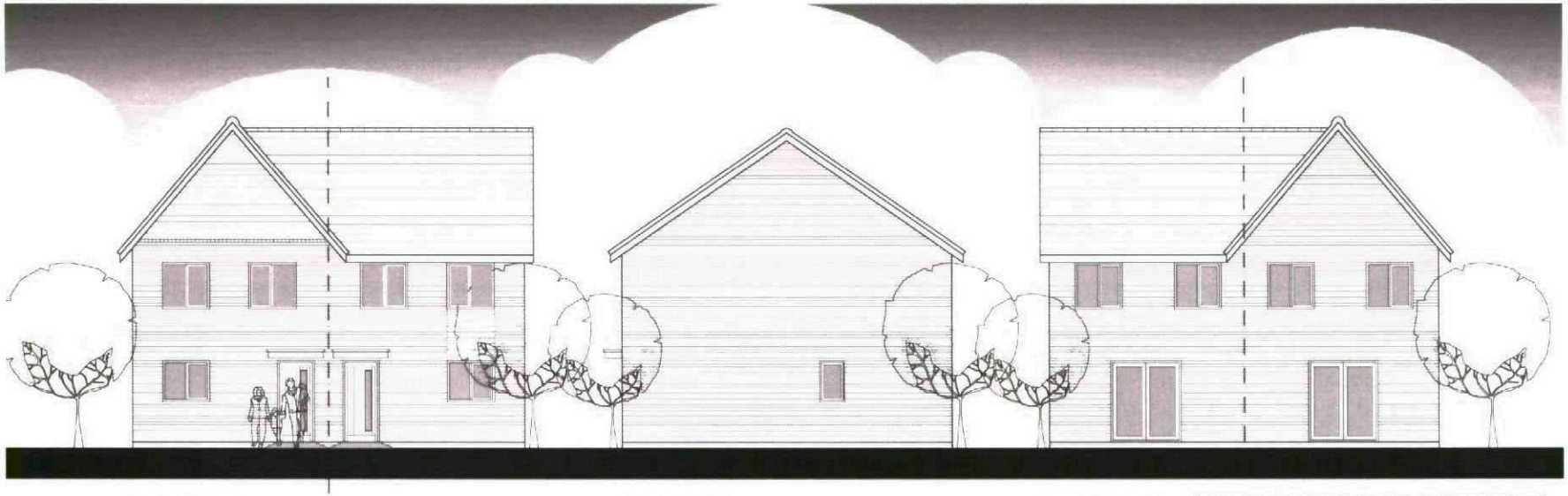


Ground Floor Plan



First Floor Plan

6.2 Scale Parameters – Proposed House Type 763



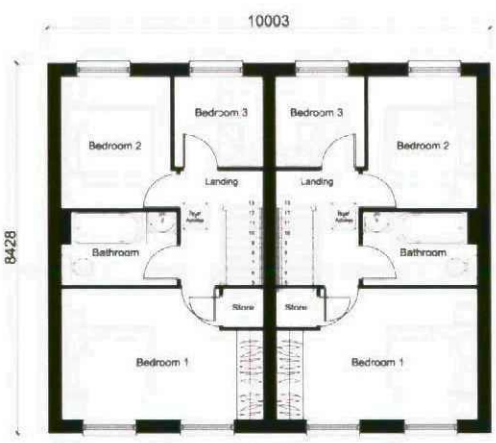
Front Elevation

Side Elevation

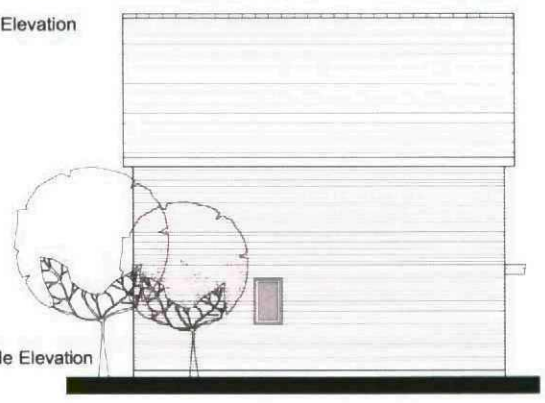
Rear Elevation



Ground Floor Plan

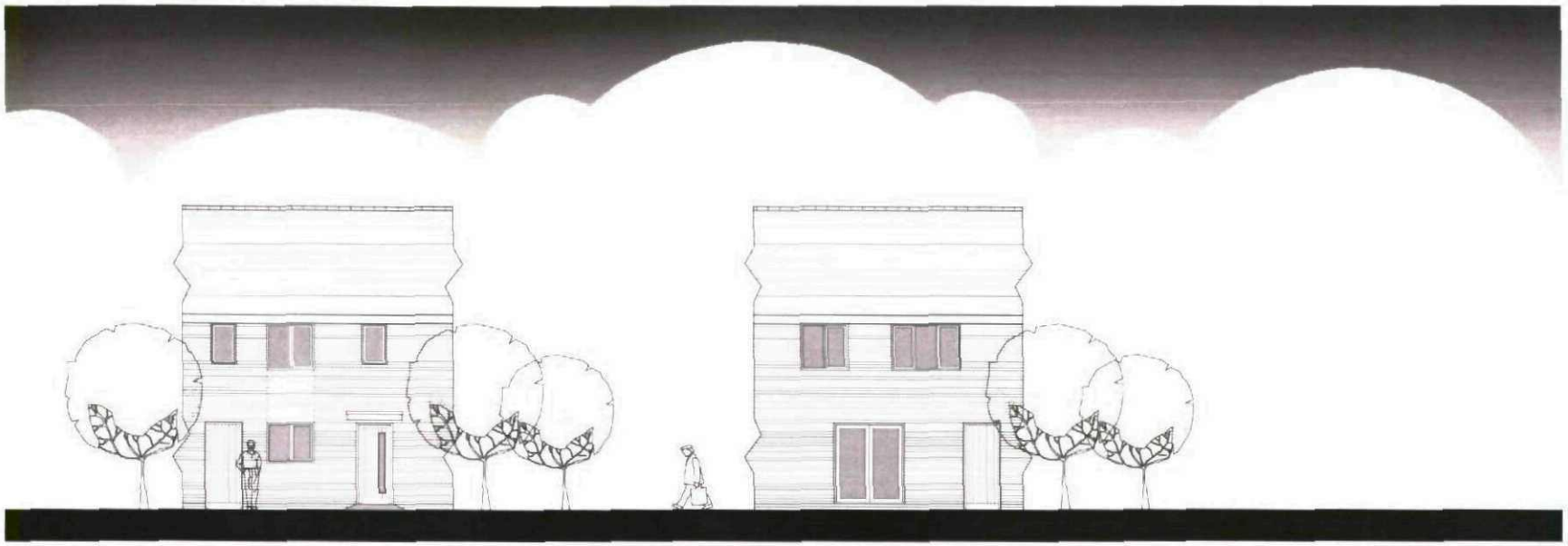


First Floor Plan



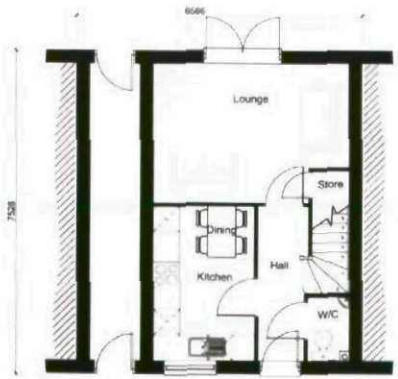
Side Elevation

6.3 Scale Parameters – Proposed House Type 771



Front Elevation

Rear Elevation

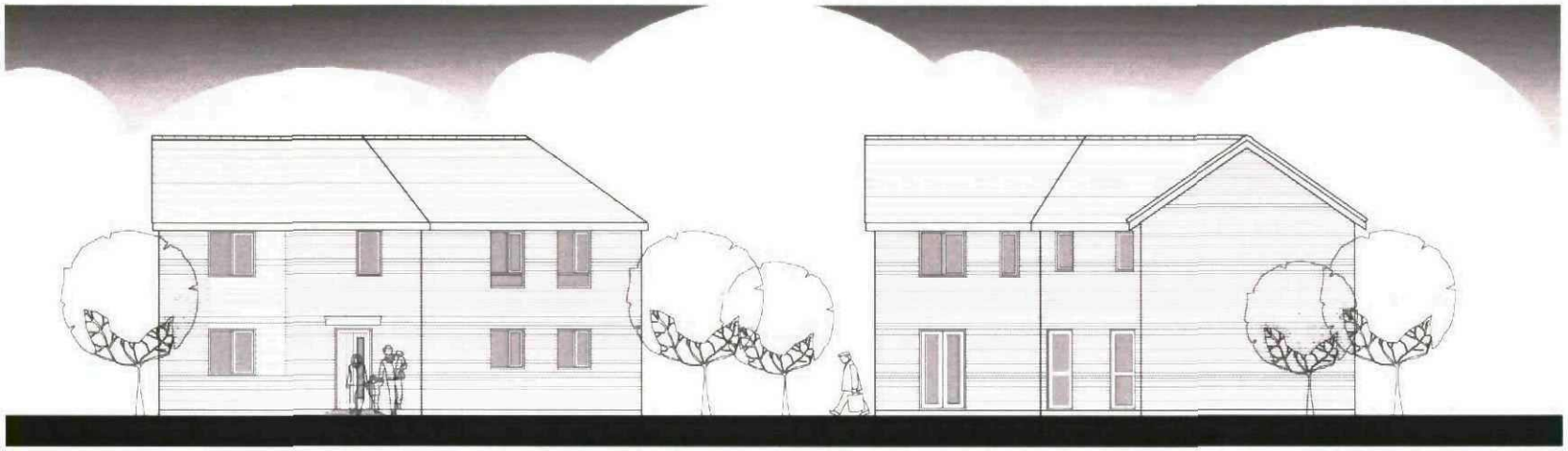


Ground Floor Plan



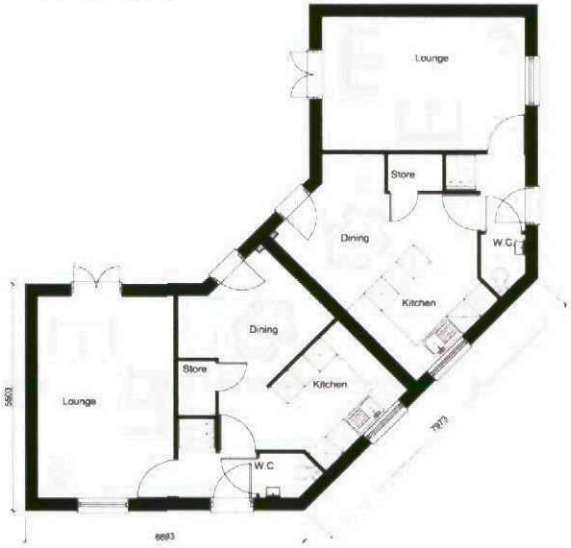
First Floor Plan

6.4 Scale Parameters – Proposed House Type 828

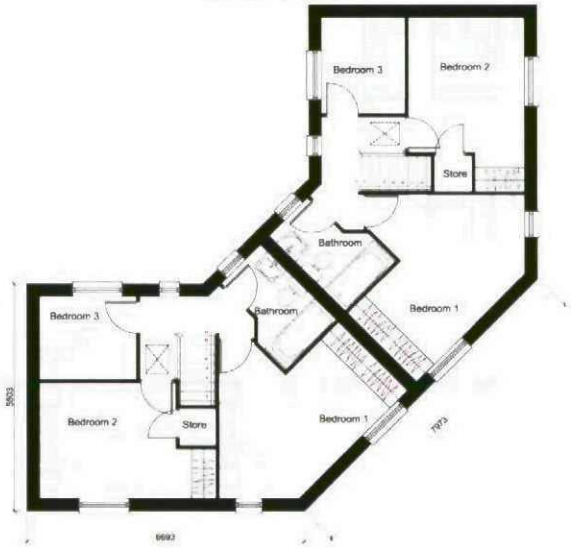


Front / Side Elevation

Rear / Side Elevation

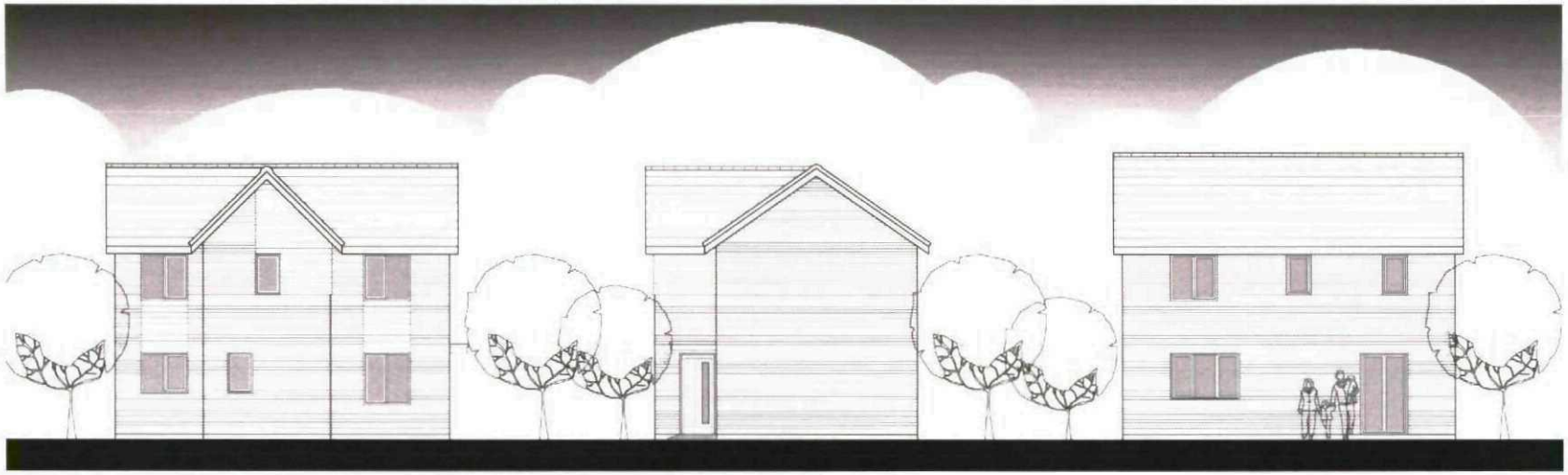


Ground Floor Plan



First Floor Plan

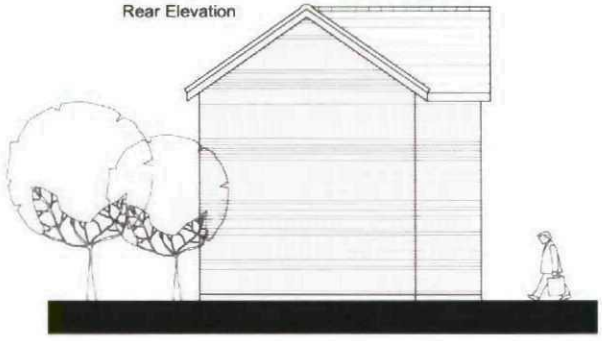
6.5 Scale Parameters – Proposed House Type 843



Front Elevation

Side Elevation

Rear Elevation



Side Elevation

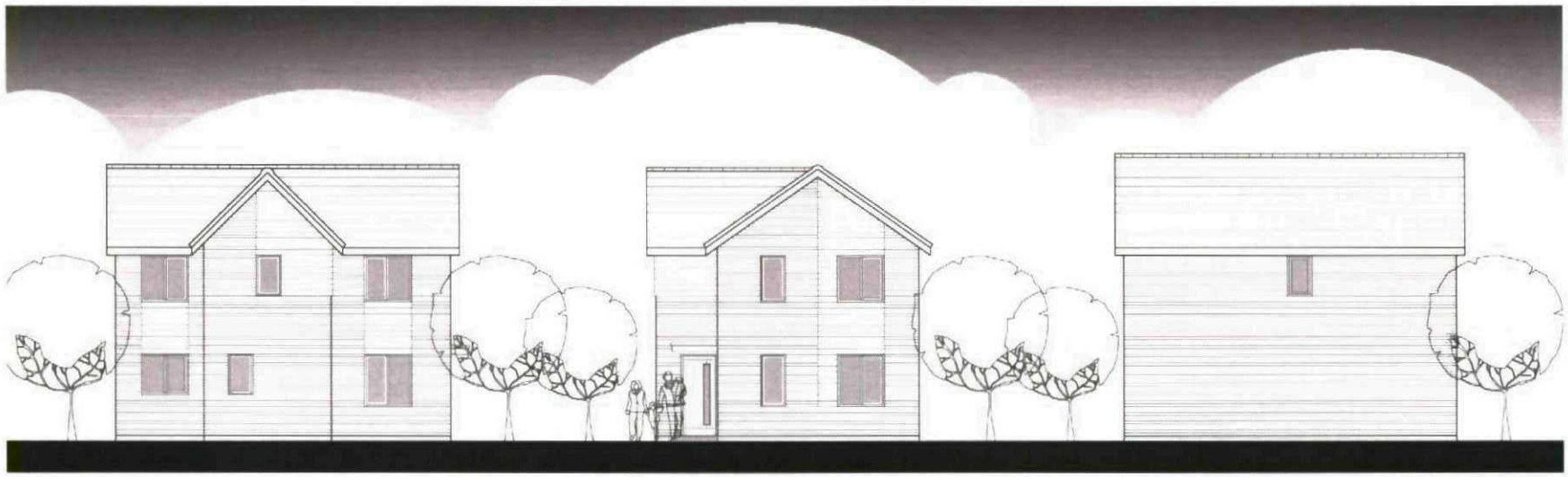


Ground Floor Plan



First Floor Plan

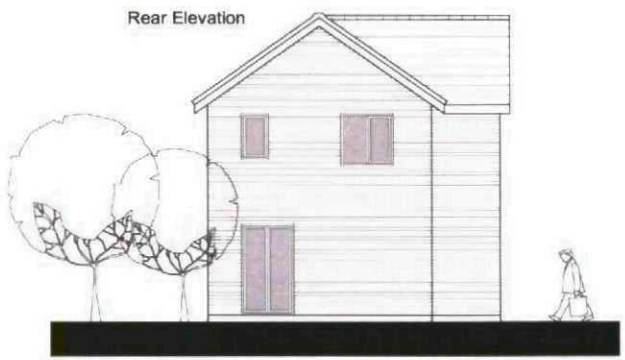
6.6 Scale Parameters – Proposed House Type 844



Front Elevation

Side Elevation

Rear Elevation



Side Elevation



Ground Floor Plan



First Floor Plan

7.0 Landscape

Private gardens are a psychologically defining characteristic of a home and consequently, the majority of the dwellings are to be provided with front and substantial rear gardens.

Within the front gardens the landscaping treatment is proposed to be relatively simple and comprises of a predominately lawned area with tarmac drives (where included to the front or side of the dwelling) and tree planting to some properties to improve visual interest in the street scene.

Rear gardens will not be landscaped allowing purchasers to form their own unique space.

Details of plant species and arrangements are provided within the Landscaping scheme produced by PDP Landscaping which is included within the application package.

Front gardens

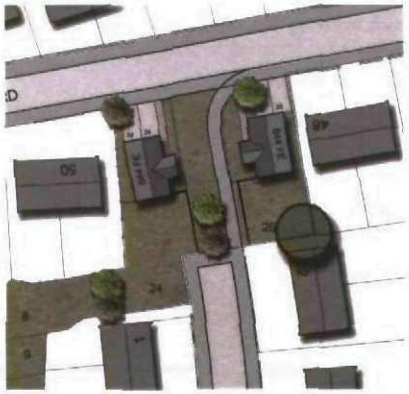


Rear gardens





Proposed tree planting



Existing trees to be retained

8.0 Appearance

As noted and discussed previously within this document, this development was conceived to provide a type of dwelling sizes and forms to accommodate a variety of end users. The proposed properties are 2 storeys in height and are shown as either, mews, semi-detached or detached units.

The following pages are provided as guidance on appearance and detailing for this application.

As the existing character area identifies that the properties were of poor quality, the proposed scheme incorporates a conscious desire to ensure that whilst the development complements local residential form and scale, it creates and maintains a unique identity to foster a sense of place.

To achieve this objective, a design palette of local building components is defined which reflects, but does not replicate, the colouration and construction methodologies of neighbouring residential areas.

As part of this assessment, we undertook a contextual overview of the residential character of the surrounding area, determining that there is no significant Architectural heritage of any value. Brick is a prominent material used within the area and hence proposed material used.



8.1 Appearance - Materials

The typical street scene below demonstrates the chosen materials for this development. The house types include traditional form and scale, along with contemporary details.



9.0 Access

Access to the site and how it links in with the existing road link is slightly governed by the existing Larch Place road, which provides access to up to 15no existing houses. The layout has therefore been designed to incorporate this existing road, however, a new access point is provided off Cypress Road. A detailed Transport Assessment has been carried out in support of the application.

In opening a substantial residential proposal, ease of access to all areas of the development, whether external spaces or within individual dwellings must be a fundamental design consideration.

CABE's 2006 publication "*The Principles of Inclusive Design*" has provided the practical basis for moving towards fully inclusive access of the development. This is not tokenism. At some point in their lives everyone experiences access difficulties of one form or another. Whether derived from disability, as a result of illness or injury or through the day to day limitations of travelling with small children or heavy shopping, ease of movement cannot be assumed to be a given.

9.1 Main Site Access & Highways

As described above the existing road is utilized within the development, with a number of units taking access from this road and is tied into the new access from Cypress Road. The new access helps the current congestion problem on Swanee Road, which is a result of Swanee Road being very narrow.



Extract of layout, identifying the existing road structure.

9.2 External Environment

Access to, and within, the semi-public external environment has drawn on the precepts of the Home Zone concept. In application, this approach ensures that there are no excessive changes in level between the "highway", "pavement" and public spaces.

Though a simple concept, taking this approach ensures that there are no barriers to free movement either for residents or visitors. As a practical example it should be possible for a mobility impaired person to drive or walk into the development, park (if arriving by car), move to any external space or reach the threshold of any building without encountering steps, high kerbs or other significant vertical changes in level.

9.3 Parking

Parking to the proposed units is taken off the existing road, which is being retained, along with the proposed extension road.

Parking throughout the development is proposed within the plots curtilage either to the side of the unit, or to the front of the dwelling.

Parking is proposed at a minimum ratio of 100% up to 200%.

The arrangement of parking spaces ensures enough quantity to satisfy the needs of prospective purchasers, whilst ensuring that the scheme avoids an over dominance of parking, again protecting the integrity of the sense of place.

9.4 Footpath route

The current access from Swanee Road is to remain open within this proposal for pedestrian access only.



Footpath link to Swanee Road



In curtilage parking to the front / side of properties

9.5 Access - Refuse

Each property will incorporate 'in curtilage' bin and re-cycling storage. As previously stated all properties have gated secure access to the rear of the properties ensuring ease of movement on collection days.



1. ***Hard Standing Area for Bins below:***

1No. 240l wheeled bins.

Black for general waste

Green for Garden waste.

Blue for paper and magazines

Brown for Plastic, glass and tins

2. Secure Gate to Rear Gardens

10.0 Crime Prevention Plan

The following paragraphs illustrate the fundamentals of crime prevention incorporated in our design.

Footpaths, Walkways and Dedicated Cycle Routes

Through the design of our block form, natural surveillance of footpaths and walkways are proposed throughout the scheme. Footpaths should be well lit and where applicable provide provision for cyclists.

Front of Buildings

The natural surveillance benefits of residential development will similarly assist in enhancing the security to fronts of buildings. On a more physical level, improvements to structural security are also proposed and are to include such interventions as - access doors to all properties to be fitted with 5 lever mortice locks with lockable double glazed windows at all levels.

Private Spaces Behind Buildings

Private spaces behind buildings, essentially gardens, will be fenced and benefit from the same levels of natural surveillance as the fronts of properties. The rear parking spaces will similarly benefit from natural surveillance.

Natural Surveillance

The enclosing arrangement of dwellings and close proximity of footpath and parking areas will ensure that the development benefits from the maximum level of natural surveillance. No areas within the site provide for visual refuges where intruders could remain unobserved.

Building Entrances

All building entrances whether accessed from the public highway or the private drives are proposed to benefit from physical security measures.

Boundary Treatments

Private boundaries include secure screen walls and fencing at 1.8m high with gated access.

Whilst providing a degree of physical security, it is also most effective as a psychological deterrent to opportunistic crime.

Landscaping

Landscaping as proposed should incorporate a choice of trees and shrubs that will contribute to security by means of their density and hostility to climbing.

Secured By Design

This development will be subject to an application to the Secured By Design scheme under a separate cover.

11.0 Sustainable Design and Construction

Environmental Standards Statement

The following statement will outline how the proposed development aims to achieve environmental standards.

Environmental Design

The development will be designed to meet the requirements of the current Building Regulations, specifically the requirements for Approved Document Part L – Conservation of Fuel and Power, and Part F – Ventilation will ensure good levels of heat retention and ventilation are achieved.

Energy Efficiency

The dwellings will be designed to have high standards of energy efficiency by limiting the heat loss across the building envelope, in order to minimise the overall energy demand in line with the requirements of the Building Regulations Approved Document Part L.

This fabric first approach will ensure the dwellings Co2 emission levels will meet the Code for Sustainable Homes Level 3 requirements, and will also facilitate the use of renewable energy to contribute significantly to dwelling energy demand.

This fabric first approach will offset the needs for renewable technologies. The benefits being that the environmental benefits are within the fabric indefinitely as opposed to being provided by high maintenance rapidly evolving technologies in the short term, such as PU panels.

Water Management and Weather Resilience

The site is situated in an area of low probability of annual flooding as detailed on the environment agency flood map.

The site drainage design will avoid, reduce and delay the discharge of rainfall to public sewers and watercourses. This will protect the watercourses and reduce the risk of local flooding, pollution and other environmental damage.

Should a Sustainable Urban Drainage System (SUDS) be required to achieve the overall objectives stated above; then an appropriate form of system will be specified and included within the development.

Waste Management

The development will make adequate provision for the internal and external storage of non-recyclable and recyclable household waste.

Biodiversity

A suitably qualified Ecologist has been appointed to assess the site and recommend how to protect the Ecological features and diversity of the site. This report is included within the application package.

Conclusion

In conclusion, the development has been designed to reflect the environmental standards set out in the current building regulations. The development will generate renewable energy to contribute to dwelling energy demand and therefore reduce Co2 emissions.

As outlined above, the development will incorporate a wide range of environmental features which will produce an environmentally sustainable development.

12.0 Building for Life Assessment

A detailed Building for Life assessment has been produced and is incorporated within the application package.

13.0 Planning Policy

A detailed Planning statement has been produced and is incorporated within the application package.

14.0 Conclusion

In developing this proposal the design and consultant team have sought to deliver a desirable living environment within this area of Barnsley.

The form and arrangement of space, buildings and routes have been developed on sound urban design principles with a view to creating a cohesive, legible and attractive new residential area.

Dwelling forms and types have been conceived to meet local need in its present form and also provide aspirational new houses that will be required in the future economic growth.

The scheme has been subject to a public consultation and received by the vast majority as a favorable reaction, it was also acknowledged that the development provides much needed enhancement to the area.

The proposal ensures that this once fully habited residential cul-de-sac is brought back to life whilst respecting the amenity of the existing retained properties. The scheme also resolves the problematic current vehicle access position off Swanee Road and provides a new more appropriate access solution.

The designs proposed also complement the existing residential character area.

Developing the site brings regeneration benefits in the long and short term and makes an appropriate use of the land.

The design ensures a structure is applied to the site that works in harmony with its surroundings. yet has its own unique placement in the community.

The supporting reports add weight to this proposal and as a package we trust you find this application an appropriate and effective proposal, worthy of the Councils support.

