



Design & Access Statement

Proposed Residential Development
Land at Leslie, Raymond & Reginald Road
Kendray
Barnsley
September 2009

Foreword



(Fig. F1) Photograph of an existing Keepmoat development.

F.1 Keepmoat Homes, part of the Keepmoat plc group of companies, specialised in providing desirable homes predominantly for first and second time buyers throughout Yorkshire, the Midlands, the North East and the North West of England.

F.2 All our homes are traditionally built and highly specified and constructed to the highest standard. Our customers are at the heart of our business and we pride ourselves on providing high levels of customer service.

F.3 Established in 1928 Frank Haslam laid the solid foundations of the Keepmoat Homes Way. He maintained - there is nothing to replace pride in your work, and through this attitude the company has grown in stature and gained the excellent award winning reputation it enjoys today.

F.4 At Keepmoat Homes we offer a wide variety of house styles and exceptional choice through our 'Contours' range, so our customers can create their ideal dream home'. By "delivering the dream" our aim is to enable people to achieve their dreams by securing that vital first step on the home-ownership ladder.

F.4 Reputation is an asset we value, which can only be realised through delighting our customers. Through our commitment to Customer Care and long term Home Care of the highest standard, our people are securing our reputation for years to come.

F.4 Our high quality product demands a committed team of skilled professionals across all aspects of our business, to ensure we deliver desirable homes of the highest quality, at highly attractive prices. We believe our awarding home range reflects our strength for innovation and drive for continuous improvement.

F.4 Keepmoat Homes often works in partnership with other Keepmoat Group Companies, Bramall Construction and Frank Haslam Milan, to create vibrant mixed-tenure communities.

F.4 A number of our projects involve working in alliance with other partner-contractors, direct labour organisations and developers. We value this initiative and have forged excellent relationships with our partners.



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(Fig. C1) Images of various house types with the Keepmoat Homes Range.

1.1 INTRODUCTION

1.1.1 This Design and Access Statement has been prepared by Queensberry Design Ltd on behalf of Keepmoat Homes Ltd.

1.1.2 This statement supports the full application for a residential development consisting of 97no dwellings on land at Leslie and Raymond, Kendray, Barnsley.

1.1.3 The purpose of this report is to provide supporting detail and relevant information about the design process for the planning application into Barnsley Metropolitan Borough Council.

1.1.4 The proposal recognises that the ultimate success of the development will be greatly enhanced by a variety of measures which will ensure the scheme's sustainability. Every effort is made to guarantee future success by investing wisely in the present. Design is focused on achieving effective working communities that provide a wide range of options and allows for modern family living.

1.1.5 Materials are chosen for their durability, low maintenance and quality. Construction methods are as efficient as possible, with waste materials minimised with new construction materials and techniques evaluated on a continuing basis with an eye to improvement.

1.1.6 This statement identifies the requirements set down in 'Guidance on the changes to the development control system: Circular 01/2006', which requires all developments to take into account the amount, layout, scale, appearance of the development, landscaping and access to the site with reference to the site's integration and interaction with the surroundings.

1.1.7 This scheme has certainly not been developed in isolation, the surrounding context has been considered in detail so that the new intervention will integrate efficiently, raising the standard of the neighbourhood. The developer sees the planning process as a collaborative one that gains strength when there is understanding, consideration and support between the various groups.



(Fig. 1.1) Photograph of an existing Keepmoat development.

1.2 DESIGN TEAM



1.2.1 The development is a partnership between Chevin Housing Group and two operating divisions of Keepmoat Plc. which are;

- Keepmoat Partnerships.
- Keepmoat Homes (formerly Haslam Homes)

1.2.2 Keepmoat Homes have appointed Queensberry Design Ltd to submit this application on their behalf.

1.2.3 This collaboration between the parties, results in a team with the correct skills and experience to deliver an innovative and appropriate development on this site .

1.2.4 The varied roles and skills of the client and consultant reflect the following aims at the design stage:

- To make *design quality* a priority.
- To ensure good build quality using high quality *materials*.
- To deliver *best value for the vendor*, but not at the cost of the above aims.

1.3 AFFORDABLE HOUSING PARTNERS

1.3.1 The Chevin Housing Group was formed in 2001 and consists of Chevin Housing Association Ltd and Harewood Housing Society Ltd.

1.3.2 Chevin, the parent company owns, manages and maintains the Group's rented homes and Harewood manages and maintains the Group's leasehold properties and also provides a management service to private sector leaseholders.

1.3.3 In 2004 the Group formed Synergy Housing Solutions Ltd which is a regional based development partnership of associations with Chevin Housing Group as the lead partner for delivery of the development programme.

1.3.4 Members of the Chevin Housing Group are:
Chevin Housing Association Ltd
Harewood Housing Society Ltd
Synergy Housing Solutions Ltd

1.3.5 Through our subsidiary Synergy Housing Solutions, we are a leading development agency and have secured £38.9m grant to develop 948 new homes over the next two years.

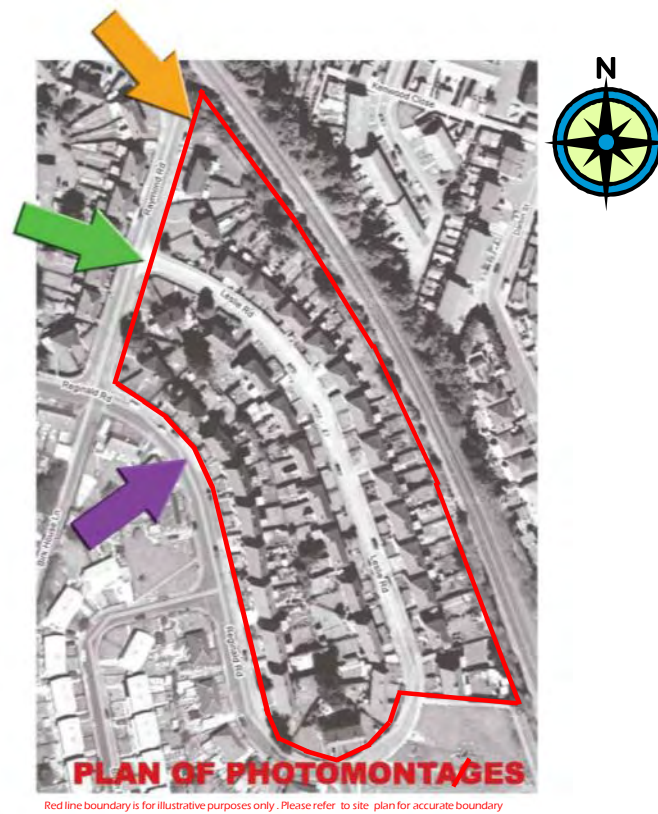
1.3.6 Chevin operate across Yorkshire, the Humber, North Nottinghamshire and the North West.

1.3.7 The Group manage 6400 rented and 1650 leasehold homes which include 750 private sector flats.

1.3.8 Our Head office is in Wakefield, West Yorkshire but we also have staff based in Sheffield, Selby, Leeds and Hull.



2.1 SITE LOCATION



2.1.1 The site is situated on land at Leslie and Raymond Road next to a well established residential estate and an existing local railway line.

2.1.2 Beyond the site boundary the character of the area is a mixture of two storey semi-detached houses.

2.1.3 The primary existing access is situated on the Northern boundary. A local railway line is positioned on a raised embankment and extends the full length of the Eastern Boundary.

2.1.4 The Western boundary comprises of existing two semi-detached units and continues around to the Northern boundary.

2.1.5 The southern boundary comprises of open land and a small Local Equipped Area for Play (LEAP)

2.1.5 The site levels drop by approximately 6.5metres from the West to the East, and 2 metres from North the South of the site.

2.1.6 The site is located in the district of Kendray, in Barnsley. The site is situated approx 2.2 miles to the East of the town centre of Barnsley. The Ordinance Survey grid reference for the site is Easting: 436805, Northing: 405467.

2.1.7 The exiting carriageway of Leslie Road passes through the centre of the site from North to South. This carriageway is aimed to be stopped up as part of the proposed planning application.



EXISTING STREET SCENE C - VIEW OF SITE LOOKING SOUTH



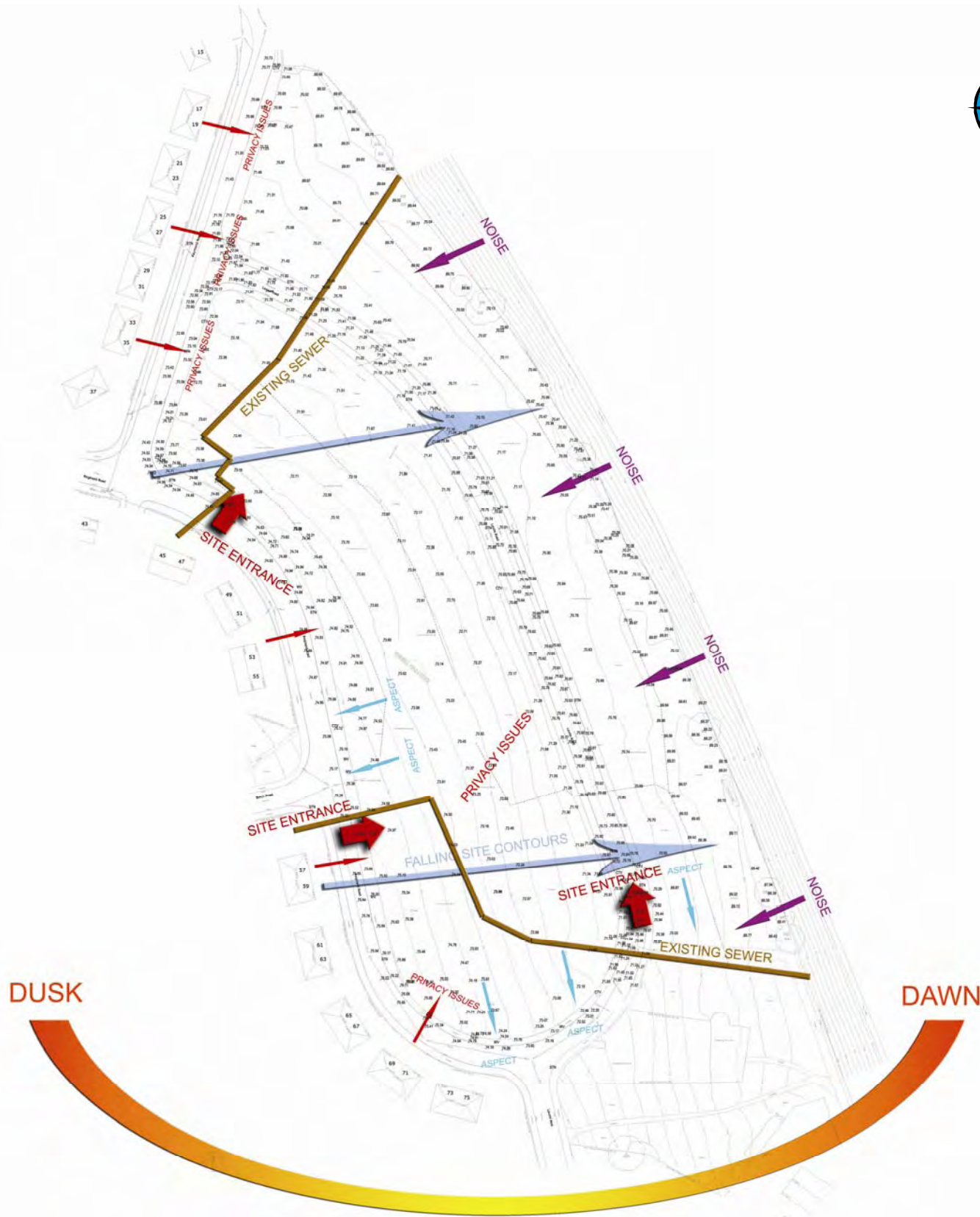
EXISTING STREET SCENE B - VIEW OF SITE LOOKING SOUTH EAST



EXISTING STREET SCENE A - VIEW OF SITE LOOKING EAST

(Fig. 2.1.2) Photographs of existing buildings surrounding the site

2.2 CONSTRAINTS



2.2.1 The constraints of the site are identified in diagram (Fig 2.2.1).

2.2.2 One of the constraints of the site which must be taken into consideration, is the existing property located on Raymond and Reginald Road. Any proposed scheme must take into account its position and its relationship with the proposed development as a positive design constraint.

2.2.3 The issue of privacy distances and respect of neighbouring existing properties must be considered. Any development must not only respect the aspect of the existing dwellings, but form a positive spatial relationship.

2.2.4 Another major constraint is the Northern Rail railway line situated on the raised embankment on the Eastern Boundary. Any development must take into consideration the noise pollution of the rail services which run approximately every 60 minutes.

2.2.4 An additional constraint of the scheme is the access in to the site. The preferred access for the scheme would be situated on Reginald Road giving the best site lines for the proposed traffic patterns.

2.2.5 The final significant constraint on any proposed development is existing services. There are a number of live and capped services running through the site. The main issue is 2no. foul sewer pipes which runs from the East to the West at both the Northern and Southern ends of the site. Proposed recommendations from Yorkshire Water Plc are still awaited at the time of writing this statement.

2.2.6 There are 2no combined sewer pipes also cross the site and discharge North of the site which are to be removed.

(Fig. 2.2.1) Site constraints

2.3 OPPORTUNITIES

2.3.1. There are a number of distinct opportunities within the site which will allow the scheme to be distinctive whilst sharing a number of congruencies with the wider local context.

2.3.2 A key driver of trying to integrate with the local context is to make the scheme as inclusive of the external environment as possible. The layout should have regards to external influences, whilst keeping its own identity. A strong building lines to Raymond and Reginald Road should be provided, achieving good urban design.

2.3.3 In addition to providing strong frontages to Raymond and Reginald Road, it would also be valid to provide a strong elevation language to the dwellings. Using different materials throughout the proposal will create pockets of contrasting frontages to stop the scheme from being monolithic and bland. This will further enhance the exclusivity of the scheme.

2.3.4 Another key opportunity of the scheme is to allow the integration of pedestrian routes with in the scheme.



(Fig. 3.1.1) Sketch layout April 2007 (**Superseded**)

3.1 DESIGN DEVELOPMENT

- 3.1.1 In October of 2008, a sketch proposal was submitted for pre application advice to Barnsley Metropolitan Borough Council.
- 3.1.2 The proposal has a density of greater than 30 units per hectare. The traditional form of semi detached urban blocks were chosen as an appropriate response to the genius loci. The scheme is a mix of 2 and 3 bedroom units over 2 and 2.5 storeys.
- 3.1.3 A strong frontage is created to define the streetscape of Reginald Road, natural surveillance of the streets are ensured by inward-looking units.
- 3.1.4 A provision of open space was aimed to be dealt with via a commuted sum and Section 106 agreement.
- 3.1.5 The client intends to keep the existing main sewer services in their present location and integrate with developable space within the site. New connections will be made to the existing sewerage system.



3.1 DESIGN DEVELOPMENT cont.

3.1.6 In May of 2009, a scheme was submitted to Barnsley Metropolitan Borough Council planning ref 2009/0657 .

3.1.7 The scheme was approved on 12th August 2009 with conditions. All conditions have been submitted to Barnsley Metropolitan Borough Council and are awaiting discharge at the time writing this statement.

(Fig. 3.2.2) Rendered Layout August 2009 (Approved Layout)



3.2 DESIGN CONCEPT

3.2.1 Following the approved scheme, it is the clients intention to reuse the existing carriageway of Leslie Road. The revised proposal has been discussed in pre application meetings with Barnsley Metropolitan Borough Council.

3.2.2. As a result from the initial feedback by Barnsley Metropolitan Borough Council, the proposal not only incorporates the carriageway of Leslie Road but removes the link road between Reginald and Leslie Road.

3.2.3 Within the design, Leslie Road is stopped up and incorporates turning heads to break up the carriageway. This will stop the road from being used as a potential shortcut and reduce the area to a low-speed environment where pedestrian and cycling is given priority.

3.2.4 This element will also create an open area for landscaping together with street furniture and in effect a sense of place.

3.2.5 The revised layout will increase the total number of units to 100no. from the 98no. on approved scheme ref 2009/0657.

3.2.6 The pedestrian approach to and from the site is accessed via the site entrances only. Car parking will be accommodated by, on plot parking and shared driveways tucked away from the existing public realm. On street parking will be kept to a minimum.

(Fig. 3.2.3) Rendered Layout September 2009 (Current)



4.1 USE

- 4.1.1 The site design accommodates a mix of dwellings in terms of size type and affordability.
- 4.1.2 The intention of the proposal is apply for planning permission for the 100no. dwellings on the site.
- 4.1.3 The total housing usage for the site is as follows;

Proposed	2 Storey – 2 Bedroom	= 29
	2 Storey – 3 Bedroom	= 67
	2.5 Storey – 3 Bedroom	= 4
Total		= 100

- 4.1.4 The site area is as follows;

Site Area
 20,819 m2
 5.145 acres
 2.08 ha.

(Fig. 4.1.1) Proposed housing mix. excluding approved areas shown grey



4.2 AMOUNT

- 4.2.1 In meeting the various constraints and recommendations that relate to this area of Kendray, the submitted scheme makes provision for the total development of 100no. dwellings.
- 4.2.2 It is considered that the number of units proposed (in forms that generally accord with the structure, grain and character of the local area) represents an appropriate response for this site.
- 4.2.3 The total development of 100no. dwellings on this site equals a density of approximately 48 units per hectare. This complies with national guidance which states '30 dwellings per hectare (dph) net should be used as a national indicative minimum to guide policy development and decision-making' (paragraph 47 of PPS3)
- 4.2.4 The housing mix of the site is in line with the recommendations of the development brief.

Type 665	= 11	2 Storey – 2 Bedroom
Type 763	= 30	2 Storey – 3 Bedroom
Type 771	= 12	2 Storey – 3 Bedroom
Type 836	= 6	2 Storey – 3 Bedroom
Type 844	= 3	2 Storey – 3 Bedroom
Type 1011	= 4	2.5 Storey – 3 Bedroom
Type 765 (DOS)	= 18	2 Storey – 2 Bedroom
Type 988 (DOS)	= 16	2 Storey – 3 Bedroom



(Fig. 4.2.1) Urban grain of the proposed scheme shown in context excluding approved areas shown grey .



4.3 SCALE

4.3.1 The majority of the surrounding properties on Reginald Road are 2 storey in height giving an eaves height of between 4 metres and a ridge height of between 8 metres.

4.3.2 The new development will be of an appropriate scale, massing and design in relation to the character of the surrounding area. It is therefore considered that the site is suitable for a 2- 2.5 development.

4.3.3 The units within the scheme will consist of 2 and 3 storeys. The ridge and eaves heights are;

- 2 Storeys - Eaves – 4.6 metres, Ridge 8 metres
- 2.5 Storeys - Eaves – 5.1 metres, Ridge 9.2 metres



(Fig. 4.3.1) Proposed. Massing excluding approved areas shown grey

4.4 ACCESS



4.4.1 The site is situated approx 1.9 miles to the East of the town centre of Barnsley. It takes an approximate travel time of 6 minutes by vehicle and 37 minutes by walking.

4.4.2 The site has well connected road links to the A635 and A61. Kendray is located 2.7 miles from the M1 motorway and 10.6 miles from the A1(M).

4.4.3 The road structure for the proposed development is simple and easy to understand. There are three access points to the site. A link road is positioned through the site from two entrances on Reginald Road. The road uses the original entrance co-ordinates of the existing access to the south of Leslie Road. The new carriageway sweeps round connecting into a T-junction in the middle of the site.

4.4.4 The original (Leslie) road is to be stopped up and a new carriageway constructed in as shown on the proposed drawings. A shared turning surface terminates the carriage way to the Northern Boundary.

4.4.5 The short distances in road network encourages low speed vehicular movement and allow for a pedestrian friendly approach.

4.4.6 The main road network will be put forward for adoption by the County Highways Department. There are two main vision splays on the site. Both are situated on Reginald Road and will have a minimum splay of 4.5metres x 45metres in either direction.

4.4.7 The site is well served by bus links with services to Barnsley town centre. The first route is situated 0.3 miles North of the site on A635 Doncaster Road with services running approximately every 10 minutes.

4.4.9 The second route is located 20 metres West of the site on Reginald Road with services running approximately every 15mins.

(Fig. 4.4.1) Proposed road layout showing the different surface materials excluding approved areas shown grey

4.5 APPEARANCE



(Fig. 4.5.1) Ibstock Autumn Antique



(Fig. 4.5.2) Ibstock Minster Rainworth



(Fig. 4.5. 3) Costhorpe Buff Black Old Weathered Rumbled.



(Fig. 4.5.4) Thru Render Ivory

4.1 The site provides an opportunity for an imaginative housing scheme, with its own identity and sense of place. The layout of the development needs to offer an attractive environment, which is sensitive to the needs of the people.

4.5.2 It is important to ensure that house type design is distinctive whilst still retaining congruencies with the surrounding area

4.5.3 The proposed dwellings will incorporate a range of brick types and stone to avoid monotony across the scheme - subject to agreement with the L.P.A. The preferred option would be to use materials from Ibstock Brick ranges – as shown in figures 4.6.1, 4.6.2 and Stone from Costhorpe shown in figure 4.6.3.

4.5.4 Dwellings will use a contrasting brick heads and stringers to all elevations. There will be no cills on any of the house types. Certain dwellings (as shown on the external works drawing) will be applied with thru render to the top half of the dwellings only shown in figure 4.6.4.

4.5.6 The units will be set beneath rolled concrete roof tiles. These will incorporate Russell Roof tile products, Grampian Slate Grey and Pennine Cottage Red.

4.5.7 These key elevational details will ensure the scheme proposal will be of distinctive quality and a valuable residential addition to the area.



(Fig. 4.6.4) Image showing proposed Russell Roof tile products.

4.6 STREETSAPES



SITE SECTION SITE LOOKING EAST TOWARDS PLOTS 20 - 35. Scale 1:200



SITE SECTION SITE LOOKING NORTH TOWARDS PLOTS 29, 48 - 51 & 91. Scale 1:200



Scale 1:1250

(Fig. 4.6.1) Proposed streetscapes for Leslie, Raymond and Reginald Road.

4.7 LANDSCAPING

4.7.1 It is proposed through careful design to plant new trees and shrubs that are cognisant of the setting of the site. The choice of species would be native ranges reflecting the existing landscape character and needs of the locality.

4.7.3 Different surface materials will indicate semi-private footpaths and low-speed environments where pedestrians and motorists share the use of the road.



(Fig. 4.7.1) Landscaping proposal for the application site by Weddle Landscaping Design.

5 CONCLUSION

- 5.1.1 The submitted scheme highlighted throughout this Design and Access Statement proposes the development of 100no. new homes on approximately 2.08 ha of land located on the site at Leslie, Raymond & Reginald Road.
- 5.1.2 The development will create a new community based upon a legible pattern of streets and spaces defined by well considered buildings incorporating a number of local elements and materials which puts people first and is designed at the human scale.
- 5.1.3 The development will have a clear and tangible character and as such become a positive intervention in Kendray, Barnsley. The retained landscaping contributes to the visual amenity of the public realm.
- 5.1.4 The topography of the site has been carefully considered with dwellings and spaces accessible to all . The development is formed to offer natural surveillance and encourage passive policing to avoid any anti-social behaviour.
- 5.1.5 As an award winning national house builder, Keepmoat Homes have designed and built many homes and are therefore well attuned to the needs and requirements of Registered Social Landlords and private home buyers.