DESIGN AND ACCESS STATEMENT, REGINALD ROAD, KENDRAY ESTATE, BARNSLEY

INTRODUCTION

This statement is to be read in conjunction with the submitted drawings and accompanying documents that form part of the planning application. The structure and content of the statement is based on advice contained within Design and Access Statements produced by CABE. The statement has three sections; Setting the Scene, The Design Response and Access Issues.

SETTING THE SCENE

The Kendray Estate and its Location

The Kendray estate is located on the south side of Doncaster Road and is approximately 2km to the south-east of Barnsley Town Centre (see Figs. 1 & 2). Doncaster Road is an main arterial road which provides convenient access to the town centre. The estate is typical of its development era with a variety of single and two storey dwellings set in modest gardens. The majority of the buildings are constructed with brick and render, with a concrete tile pitched roof (see Fig. 3). However, there are examples of some non-standard construction which have been gentrified (see Fig. 4). In recent years the estate has undergone a regeneration programme which has also provided new housing stock, together with new social and recreational facilities such as new children's play facilities (see Figs. 5 & 6). Within the estate there a variety of local amenities. Examples include minimarkets, a post office and Public Houses (see Fig. 6).

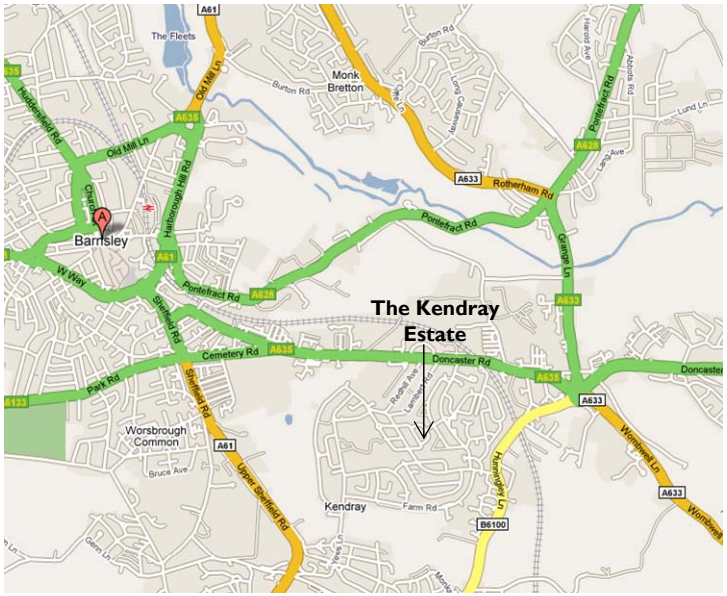


Fig. 1 Context map



Fig. 2 Aerial photograph



Fig. 3 View of existing housing stock along Colley Crescent



Fig. 4 View of existing housing stock along Reginald Road



Fig. 5 View of the new park area and playground



Fig. 6 Area analysis

The Site and its Surrounding

The proposed site is located on the west side of Reginald Road at its junction with Birch Road (see Fig. 7). It is understood the site was previously occupied by houses which have subsequently been demolished. The site is currently grassed and bounded by fencing of various type and heights (see Fig. 8). The site has a slight gradient fall of 1 metre in a west/east direction. The site has a tarmaced footpath which runs diagonally across the site (see Fig. 9). The site is bounded by 2 storey housing (see Figs 8 & 10). Housing to the east of the site has recently been demolished and the area cleared ready for redevelopment (see Fig. 11).



Fig. 7 Site location plan



Fig. 8 View towards the site from Birch Road



Fig. 9 View of the footpath across the site



Fig. 10 View of 2 storey housing to the west of the site



Fig. 11 View east along Birch Road to the area of cleared housing

Planning Context

The proposed site is located in an existing residential area in accordance with Policy BA 2 of the adopted Barnsley Unitary Development Plan (the UDP). The site was previously occupied by residential dwellings. Therefore the proposed site is suitable for residential development as it is classified as a brownfield site in accordance with Appendix B of Planning Policy Statement 3. The new development will provide 3 dwellings within the existing highway layout, which accords with policy H8 in the Barnsley UDP. The siting and orientation of proposed units will have no impact on the amenity of the surrounding residents. As a result it is considered that the layout form and design of the proposal accords with policies BE5, BE6 & BE6A within the UDP and Supplementary Planning Guidance 2. There is no significant change in the amount of housing proposed on the site; thus traffic generation, demand for public transport, pedestrian movements and educational needs will remain largely unaltered. Therefore the proposal accords with T2 contained within the UDP. In curtilage driveway parking is provided for all units, and a therefore the proposal accords with Policy T22 within the Barnsley UDP and the parking standards contained within Supplementary Planning Guidance 32.

THE DESIGN RESPONSE

The Development Concept

The proposed development has the following design principles;

- Make efficient use of the brownfield site
- Re-introduce residential development to the site
- Provide suitable provision for off-street parking
- Provide secure buildings and private amenity space

Consultation

During the evolution of the design proposals pre-application meetings took place and formal advice was received from the planning department at Barnsley Council and the Police Architectural Liaison Officer. The main issues that were discussed are as follows;

- Proposed site layout
- Proposed elevation treatment of the new buildings
- Location of bin stores and sheds
- Boundary treatment
- Inter-site visibility

Evaluation

Comments from the Architectural Liaison Officer indicated that several measures (see above) would need to be included in order to satisfy Secure By Design principles. As a result several crime prevention measures were introduced to the proposal.

The Proposals

Construction of 3 no. residential units, together with off-street parking and associated landscaping.

Layout

The location of the proposed units has been carefully considered in terms of the separation distances between adjacent properties in order to avoid detrimental impact on the amenity of other properties or their garden areas.

Scale

As a result of the two storey height of the surrounding properties the proposed units are also two storey in height. It is considered that the proposal responds appropriately to its context.

Materials

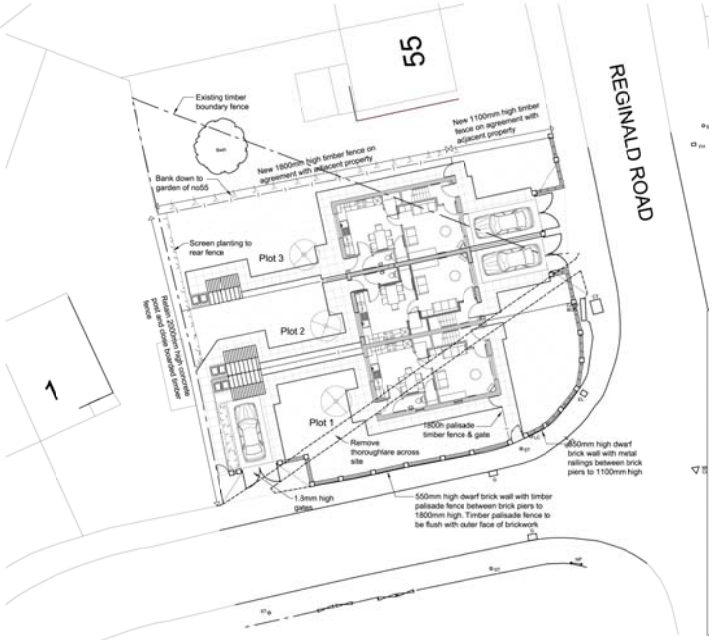
The proposed materials reflect the materials utilised for recent developments elsewhere on the estate. The main brickwork will utilise a red multi brick, with blue brick to define feature details and the roof will predominantly be a grey concrete roof tile but a string of red concrete tiles will provide a feature detail at the eaves level.

Landscaping & boundary treatment

The proposal provides tarmac driveways within the curtilage of the units to the front or rear of the dwellings. The remainder of the space is grassed to provide garden space. It is proposed to replace the existing fence along the northern boundary with a 1.8 to 1.1metre high timber palisade fence. The western boundary is proposed to be retained as existing. Along the southern boundary a 1.8 metre brick wall and fence is proposed. To the front of the units a 1.2 metre high wall and metal railings is proposed, with metal gates to the driveway. The driveway gates at the rear of plot 1 are proposed to be 1.8 metres high in order to tie in to the proposed boundary treatment.

Crime Prevention Measures

The proposal adheres to the core principles of Secured by Design which are relevant to this particular site. The units have been orientated to address the street frontage to provide an active streetscene and thus affords the opportunity for natural surveillance. Where applicable suitable new boundary treatments are proposed in accordance with guidance received from the Police Architectural Liaison Officer. In other circumstances the existing boundary treatments are to be retained. All windows and doors will conform to the appropriate British Standard.



Proposed Site layout

ACCESS ISSUES

Public transport

As noted above the kendray estate is located within a convenient distance of Barnsley town centre and is situated along the Doncaster Road corridor which provides a vital bus service into Barnsley and its retail, leisure and employment opportunities. Also, across the estate there are a variety of local bus services. Fig. 6 indicates the positions of bus stops within the estate.

Vehicle

The proposal provides 1 in curtilage parking space per unit.

Pedestrian

All dwellings are provided with level access to the proposed units.