

SECTION 3

# EVALUATION



# EVALUATION

## CONSTRAINTS & OPPORTUNITIES

### SITE CONSTRAINTS

- The residential amenity of the properties on Church Heights along the eastern boundary needs to be protected, ensuring minimum distances between rear elevations. (The rear garden lengths of existing properties are long and therefore any loss of residential amenity is considered unlikely).
- Given the location of the site on the edge of the village it is important that the edges of the site in particular ensure a sensitive transition from the town out into the countryside.
- Existing mature trees run across the middle of the site and should be retained.
- The boundaries to the site include trees and existing hedgerows which should be retained.
- A Public Footpath runs along the southern boundary which should be retained and protected.
- The setting of St John's Church, a Grade II Listed Building, along the eastern boundary needs to be respected.
- The topography of the site is sloping and the layout of streets/buildings needs to be carefully designed.

### SITE OPPORTUNITIES

- The site is within walking distance of local facilities in the form of the local primary school, bus stops, village hall and public houses.
- The development can widen the choice of tenure, size and type of new dwellings within Hoylandswaine and the surrounding areas.
- A proportion of affordable housing can be delivered which is specifically targeted to local needs.
- Overall ecological enhancement can be achieved through the retention of existing features such as trees, hedgerows etc, and the provision of new soft landscaping.
- A new 'village green' can be delivered by maintaining the linear trees in the centre of the site.
- Views of St John's Church can be created through the site.
- A connection can be made to the existing public footpath along the southern boundary to increase pedestrian access to the site.



Public footpath along the southern boundary



# EVALUATION

## DESIGN OBJECTIVES

### INTEGRATING INTO THE NEIGHBOURHOOD

#### OBJECTIVE 1: CONNECTIONS

Integrate the development into its surroundings by reinforcing existing connections and creating new ones.

#### OBJECTIVE 2: PROVIDE A MIX OF HOUSING

Provide a mix of housing types and tenures.

### CREATING A PLACE

#### OBJECTIVE 3: CREATING WELL DEFINED STREETS & SPACES

Design and position buildings with landscaping to define and enhance streets and turn street corners well.

#### OBJECTIVE 4: CHARACTER

Design a scheme which will have a distinctive character which fits with the rural setting.



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## STREET & HOME

### OBJECTIVE 5: STREETS FOR ALL

Design streets in a way that encourage low vehicle speeds and allow them to function as social spaces.

### OBJECTIVE 6: CAR PARKING

Provide sufficient parking which is well integrated so that it does not dominate the street.

### OBJECTIVE 7: PUBLIC SPACES

Clearly defined public spaces which are attractive, well managed and safe.





SECTION 4

# INVOLVEMENT





In terms of specific issues relating to the design useful feedback was provided on how the dwellings should look, with general support for stone buildings. Comments were made regarding landscaping to ensure that views of the church were protected and that, overall, the edges of the development should be softened with supplementary planting. Local residents usefully identified potential facilities in the village which could be improved as part of the proposals.



**SUPPORTING INFORMATION**

It is the intention of David Wilson Homes to submit a full planning application for circa 58 dwellings at land off Church Road, Hoylandswaine.

New open space will be provided within the development, creating a village green and retaining existing mature trees. Extra car parking will be provided for the neighbouring Church and a footpath link created.

Effective traffic management measures will be incorporated to ensure separation from pedestrians and the free and safe flow of vehicles to and from the site.

The application will be supported by a Transport Statement, Ecological Assessment, Site Investigation Report, Archaeological Assessment, Heritage Assessment, Archaeology Report, Flood Risk and Drainage Statement, Design and Access Statement and Landscape Assessment.

**FIGURE 2**  
**PUBLIC EXHIBITION BOARDS**



SECTION 5

# DESIGN PROPOSALS



# DESIGN PROPOSALS

## USE & AMOUNT

### USE

The site is located outside of the defined 'village envelope' of Hoylandswaine, but lies adjacent to the edges of residential properties within the village. It has historically been designated as safeguarded land in the Barnsley UDP and is now proposed as an allocation in the emerging Development Sites and Places DPD.

The site is within walking distance of the local facilities in the village particularly the village school, Hoylandswaine Primary School but also The Lord Nelson and Rose & Crown Public Houses and a village hall.

It is maintained that the site can be sensitively developed and its release for housing would constitute a logical extension to Hoylandswaine and the delivery of high quality housing will promote investment and wealth creation in the borough.

Therefore given the significant benefits accruing from the proposal when assessed against the NPPF in terms of sustainable development, housing supply and affordable housing it is considered that residential development is an appropriate use, sensitively expanding a well established and popular village to live in.

### AMOUNT

In terms of the amount of development the total site area is 8.38 acres with 7.08 acres of the site developable. It is proposed that 66 dwellings are delivered on site at a density of 9.3 dwellings per acre, a low density in keeping with the rural setting of the site. A mix of 2, 3, 4 and 5 bedroom properties will be provided which will predominantly be detached houses in keeping with the character of the village with some semi-detached properties. The precise mix is identified on the adjacent table. A range of ownership options will also be provided, comprising market housing and affordable housing. Following discussions with the local authority 6 affordable houses are to be delivered on site, catering for local need with the remaining requirement dealt with via off site provision.

In terms of open space provision a 'village green' will be provided centrally across the site running east to west along with a green corridor along the north eastern boundary parallel to the church yard. The total open space provided on site is 1.24 acres which equates around 15% of the site.

FIGURE 4  
**HOUSING MIX**

<b>2 BEDROOM</b>	<b>4</b>	<b>6%</b>
<b>3 BEDROOM</b>	<b>2</b>	<b>3%</b>
<b>4 BEDROOM</b>	<b>31</b>	<b>47%</b>
<b>5 BEDROOM</b>	<b>29</b>	<b>44%</b>
<b>total</b>	<b>66 dwellings</b>	

**FIGURE 5**  
**DEVELOPMENT MASTERPLAN**



# DESIGN PROPOSALS

## LAYOUT

### THE GATEWAY INTO THE SITE

The gateway to the site is located at the end of Church Lane and has been designed to maintain open views out through to the countryside through the creation of a village green, incorporating existing trees, which extends from church lane west to the edge of the site.

This space is defined by new dwellings which are arranged with a strong building line to enclose and overlook this space along the northern and southern edges. The main access route bends round the village green and follows the northern edge with plot 1 functioning as a gateway building framing the initial view when entering the site.

### THE SETTING OF ST JOHN'S CHURCH & VICORAGE

The layout of the development respects the setting of St John's Church and the village by creating an area of green space along the north eastern edge which includes a footpath. This provides a suitable buffer between new buildings and the existing heritage assets, existing trees along the boundary are also retained.

The new dwellings along this edge are orientated to face the church and vicarage to create an attractive view looking out towards the site, the dwellings are served by a private drive which keeps hard landscaping to a minimum.



## GLIMPSED VIEWS INTO THE COUNTRYSIDE

The view from the gateway into the site together with a number of views along streets within the development are designed to provide open views and glimpses of the surrounding rural fields and open spaces in order to ensure the development feels like part of a rural village.

## THE STREET LAYOUT

Two main streets branch out from the main access route which runs from Church Lane along the northern edge of the village green. An 'L' shaped street extends to the north to serve properties in the northern half of the site, from this street a cluster of dwellings are located at the north west corner and private drives extend along the north eastern edge to front the church/vicarage.

A loop is completed for pedestrians and cyclists to ensure the development is permeable through the provision of the previously mentioned footpath parallel to the boundary with the church/vicarage.



# DESIGN PROPOSALS

## LAYOUT



The other main street extends south across the village green into the southern portion of the site with the building layout defining the course of the road with bends in the road encouraging lower vehicle speeds and creates opportunities for the siting of key buildings which frame views along the street such as plot 40.

The street benefits from a strong building line which defines the public and private realm and creates 'active edges' to the street. A cluster of dwellings is located at the end of the street in the south east corner.

Importantly at the end of this street a pedestrian/cycle connection is made with the existing footpath which extends from High Haigh Road along the southern boundary of the site which ensures the site is permeable from the two edges of the site which adjoin existing development thus ensuring good integration between the two areas.

### FRAMING KEY VIEWS/VISTAS

Various buildings have been positioned within the layout to perform specific functions such as to frame or terminate views along streets, define gateways into the site, turn the corner (avoiding blank elevations) and to provide active frontages to open space.

Figure 6 identifies the specific function of buildings, some of which have a dual function. Plots 1, 35, 31 and 25-26 in the northern half of the site frame key views along streets, as do plots 45, 61 and 52-54 on the southern half. In addition along the southern boundary plots 52-54 function as gateway buildings at the pedestrian entrance into the scheme off High Haigh Lane, plot 1 has a similar role at the entrance into the site as the street immediately turns north to face this building upon entering the site off Church Lane.

In addition plots 1-4, 35-36, 37-38 and 65-66 all overlook the public open space and create a well defined and attractive edge to the 'village green'. Various buildings are designed to turn corners, with plots 1,4, 35, 38 and 65 turning the corner from the public open space into the street and plots 8, 11, 12, 30, 32, 38, 47 and 65 turning the corners between the streets and the private drives.



**FIGURE 6**  
**FEATURES OF THE BUILDING LAYOUT**

# DESIGN PROPOSALS

## LAYOUT

### VARYING THE BUILDING EDGE AT THE WESTERN BOUNDARY

The layout and positioning of buildings along the western boundary has been carefully considered given that this boundary constitutes the interface with the open countryside. The line of buildings is varied along the edge with some properties siding on tight to the boundary, and other dwellings are positioned further into the site behind rear garden space.

Therefore, with the accompanying screen planting a soft edge will be created with glimpses of sides and the rear of buildings allowing for a transition from rural to urban rather than a consistent hard edge. The central area of open space also serves to break up the built form and draw the countryside into the development.

### CREATING DEFENSIBLE BOUNDARIES

Along the eastern edge development has been orientated so the rear elevations of existing properties served by Church Heights face the rear elevations of new properties with distances in excess of 20m achieved to protect residential amenity. In this arrangement the rear boundaries of both existing and new properties are enclosed and secured which is considered to be the most suitable approach to this edge.

### PROTECTING THE STREETSCENE

In order to ensure that the buildings and landscaping are the dominant contributors to the creation of an attractive development car parking and bin storage have been carefully considered.

The car parking strategy is described in more detail on page 42 (within the access section which identifies that sufficient 'on plot' parking is provided to safeguard against the proliferation of parked cars, often mounted along the kerbs of the street which undermine the overall appearance of the scheme.

Secondly bin storage is provided in safe and accessible storage locations to the side and rear of dwellings so that they are not left out on the street which when gathered together in groups looks particularly unsightly.

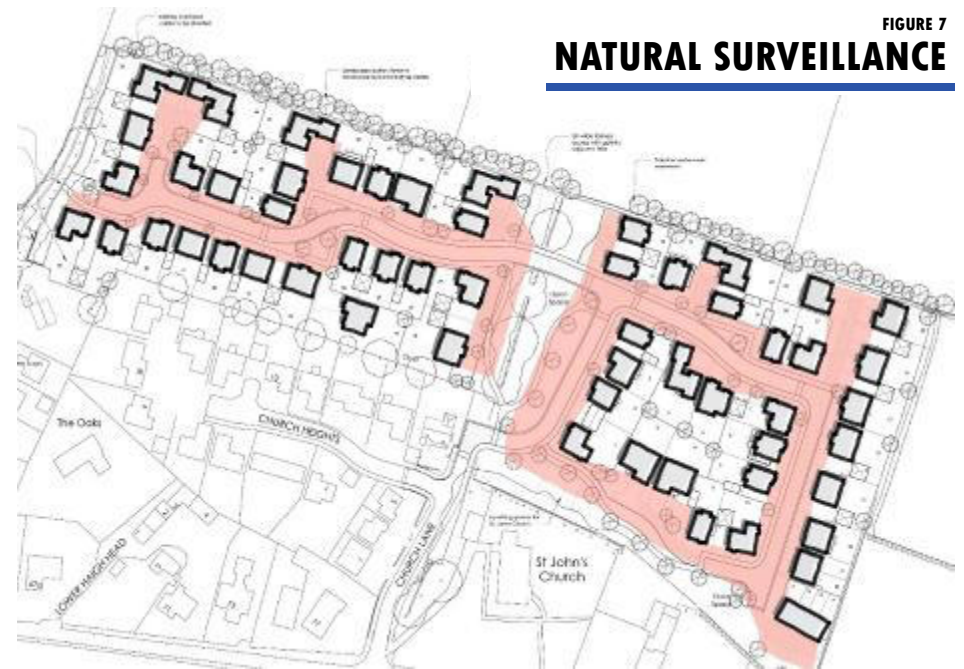
### DESIGNING OUT CRIME

The layout of the development has regard to the attributes of safe places as set out in "Safer Places: The Planning System and Crime Prevention" with these being:-

- Access and movement: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security
- Structure: places that are laid out so that crime is discouraged and different uses do not cause conflict
- Surveillance: places where all publicly accessible spaces are overlooked
- Ownership: places that promote a sense of ownership, respect, territorial responsibility and community
- Physical protection: Places that include necessary, well-designed security features
- Activity: Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times

In terms of specific details, Figure 7 highlights how the structure of the development creates active edges to properties which provide natural surveillance and a feeling of safety to the public realm. Figure 3 identifies the features of the building layout which illustrate that well defined routes, spaces and entrances are provided within the scheme.

The rear boundaries of existing properties served by Church Heights and Haigh Lane have been secured by enclosing them with the rear gardens of other new properties and existing houses where possible, creating defensible boundaries. Overall the boundary treatments clearly define the private realm and emphasise territorial responsibility.



**FIGURE 7**  
**NATURAL SURVEILLANCE**

# DESIGN PROPOSALS

## SCALE

### SCALE & MASSING OF BUILDINGS

The proposed dwellings are predominantly 2 storey detached properties with some 2.5 storey which is in keeping with the existing built fabric of Hoylandswaine.

Figure 6 on page 33 highlights the location of the 'landmark' buildings which frame views and vistas along the street and bring legibility to the scheme by virtue of their scale and massing.

FIGURE 8  
**HOUSE TYPES**





# DESIGN PROPOSALS

## APPEARANCE

### ARCHITECTURAL STYLE

The appearance of the proposed dwellings will be in keeping with the local context and fit well within the village setting of Hoylandswaine as illustrated by the 3D illustrations on the accompanying pages. The properties will be of stone construction and include a variety of features including: -

- Bay windows to one side of the front elevation and on the side of the 'corner turner' house types.
- The appearance of sash windows with small square panes both at eaves height and lower down with stone heads and cills.
- Central gables with pediment feature and side gables.
- Feature entrances with columns/pilasters around the door frame
- Pitched roofs, with steeper pitches to properties which also include dormers and rooflights to vary the roofscape.
- Use of corbels to further animate the elevations.

A selection of the proposed elevations are illustrated on the next page, it is maintained that the new dwellings will have a varied appearance in order to animate the street, with a consistency in materials creating a coherent development.

FIGURE 9  
**HOUSE TYPES**





# DESIGN PROPOSALS

## APPEARANCE



# DESIGN PROPOSALS

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## LANDSCAPING

### OPEN SPACE

The primary area of open space is the 'village green' which runs east to west through the centre of the site and serves as a link between the village and the surrounding countryside. This space also creates an attractive setting for the mature trees which are retained and views of St John's Church, a Grade II listed building are preserved.

A linear corridor of green space along the north eastern edges of the development preserves the setting of the church and vicarage and incorporates a footpath link which improves the permeability of the site. This space has 'active edges' provided by new dwellings served by a private drive.

Overall the provision of open space is 1.24 acres, approximately 15% of the site.

### SOFT LANDSCAPING

In terms of soft landscaping the treatment of the space in between buildings, the street, is key to creating attractive spaces with each dwelling benefiting from front garden space and ornamental planting as outlined in the accompanying landscape masterplan.

### HARD LANDSCAPING

The residential streets are not be dominated by tarmac with carriageway widths minimised and not over-engineered. Key junctions, bends and private drives are treated with different hard surface materials to add variety to the streets.

# DESIGN PROPOSALS

## ACCESS

### STREETS

The network of streets has already been described in the layout section of this document with vehicular access being taken directly from Church Lane which then connects to a T junction with Haigh Lane, a main road through the village.

Within the development roads have been designed to avoid straight lines and include frequent turns (created by the building layout taking precedence) and the hard surfacing materials are varied at key points with these factors encouraging reduce vehicle speeds and elevating the presence of pedestrians and cyclists on the street.

In terms of the geometry of the street the road will have a carriageway width of 5.5m with private drives reduced to 4.2m. A 3m wide farmers access with a gate into the adjacent field along the western boundary is also provided.

### PARKING

One of the crucial elements of a successful residential scheme is providing sufficient parking and ensuring that the presence of parked cars do not dominate the streetscene.

In this rural location where car ownership is likely to be significant a minimum of 2 spaces per dwelling is proposed, with 3 or more spaces provided for the majority of houses (including garage space). The anticipated provision will be: -

- 2-3 Bedroom Dwellings = 2/3 spaces
- 4 Bedroom Dwellings\* = Single garage and 2 spaces (minimum)
- 5 Bedroom Dwellings = Double garage and 2 spaces

\*some double garage and 2 spaces

Predominantly parking will be provided 'on plot' in most cases with private single/double garages located to the side of the properties or integral to the properties with space for at least two car parking spaces in front. No rear courtyard parking is proposed with front parking spaces provided for a handful of properties.

As part of the proposals it has been agreed that a number of additional parking spaces are provided along with the boundary of the church which reduces on street parking for church meetings/functions along Church Lane, thus improving current arrangements.

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## PUBLIC TRANSPORT

Pedestrians will have access to the public transport network with bus stops in relatively close proximity on the A628 as outlined on page 12 of this document.

## PEDESTRIANS

Two metre wide pavements will be provided on all standard roads in order to provide circulation space for pedestrians. In addition new footpaths will be created through the central open space and parallel to the church and vicarage. A link is provided at the end of the street which extends south from the 'village green' which connects with the public footpath at the end of High Haigh Road to provide direct connections into the other parts of the village ensuring the development is highly permeable for pedestrians. Level access will be provided into properties in order to facilitate disabled access.

The scheme is designed to elevate the role of the pedestrian within the development by reducing the presence of parked cars on the street which can create obstacles for the safe circulation of pedestrians, particularly the less mobile.



SECTION 5

# BUILDING FOR LIFE 12 ASSESSMENT

**The sign  
of a good  
place to live**



# SUMMARY

## BUILDING FOR LIFE 12 ASSESSMENT

### INTEGRATING INTO THE NEIGHBOURHOOD

#### CONNECTIONS

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

**Yes.** The development integrates well with its surroundings and connects to existing footpath links. Consideration is given to the amenity of buildings on the boundaries of the site.

#### FACILITIES AND SERVICES

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

**Yes.** The site is close to local schools and other facilities

#### PUBLIC TRANSPORT

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

**Amber.** The development has access to local bus services but is in a rural location where services are less frequent.

#### MEETING LOCAL HOUSING REQUIREMENTS

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

**Yes.** The site provides an appropriate mix of 4 and 5 bedroom market housing together with 2 and 3 bedroom affordable housing on site.

### CREATING A PLACE

#### CHARACTER

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

**Yes.** The development is locally inspired and will fit in with the local rural character.

#### WORKING WITH THE SITE AND ITS CONTEXT

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

**Yes.** The layout integrates the existing trees on the site and respects the setting of St John's Church.

#### 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?

**Yes.** The building layout has been designed to frame views and turn corners well (see Figure 6 and p33).

#### EASY TO FIND YOUR WAY AROUND

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

**Yes.** There is a legible street pattern and a clear hierarchy of routes.

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## STREET AND HOME

### STREETS FOR ALL

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

Yes. Streets are design to encourage cars to drive at low speeds through frequent turns, use of different materials etc.

### CAR PARKING

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

Yes. Sufficient parking is provided on plot so that it does not dominate the street.

### PUBLIC AND PRIVATE SPACES

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Yes. The 'village green' is centrally located and well overlooked by dwellings providing natural surveillance to ensure it feels safe.

### EXTERNAL STORAGE AND AMENITY SPACE

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

Yes. Bin storage is provided to the side and rear of properties away from the street and the private garages are large enough to accommodate cycle parking.

