



KPP

ARCHITECTS

Design & Access Statement
for the Residential Development of Land off
Upper Hoyland Road, Hoyland

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1.0
Introduction

This document has been prepared by KPP Architects in support of an Outline application for residential development of the land off Upper Hoyland Road, Hoyland.

This report is in support of an application seeking permission for Outline Planning Consent for residential use with access, all other matters reserved. This document has been produced by KPP Architects to be submitted in support of the planning application in conjunction with other consultants covering strategic planning advice, drainage, transportation and ecological assessments.

Purpose

The contents have closely followed the requirements set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 which sets out the formal requirements for Design and Access Statements tailored to suit the extent of the proposal including:

SITE CONTEXT

- Assessment of the physical and cultural context of the site

DESIGN

- Use What the buildings and spaces could look like
- Amount How much would be built on the site
- Layout How the buildings and surrounding spaces could be arranged on the site
- Scale How big the buildings and spaces could be
- Landscaping How open spaces could be treated to enhance and protect the character
- Appearance What the buildings and spaces could look like

ACCESS

- Vehicular & Transport Links. Why access points and routes have been chosen and how the site responds to the road layout and public transport provision
- Inclusive Access. How everyone can get to and move through the place on equal terms



Above: OS Plan with application site highlighted red

2.0 Context

Contextual Site Location

The application site is approximately 3 miles south of Barnsley, 5 miles north of Rotherham,, and around 1 mile outside of the centre of Hoyland.

The application site is approximately 0.63 hectares / 1.56 acres, located on the northern outskirts of Hoyland. The site is bounded by Upper Hoyland road to the south west, the A6195 at a lower level to the north, existing residential properties to the west and south, and a commercial building to the east.

Local facilities within a 1 mile radius include: -

- 4 post offices
- 6 places of worship of varying denominations
- 3 medical centres & NHS surgeries
- 4 pharmacies
- 7 primary and secondary schools
- Ample convenience stores and take away food outlets
- 3 service stations
- 2 playing fields

There are a number of leisure and recreation facilities in Hoyland area, and the site is in close proximity to the centre of Hoyland containing many more amenities, along with rail and bus connections to Barnsley, Rotherham, and the wider area.

Worsborough Mill Country Park, Wentworth Castle Gardens and the Elsecar Heritage Centre are local tourist attractions within 5km of the application site.



Above: Site plan showing local key points

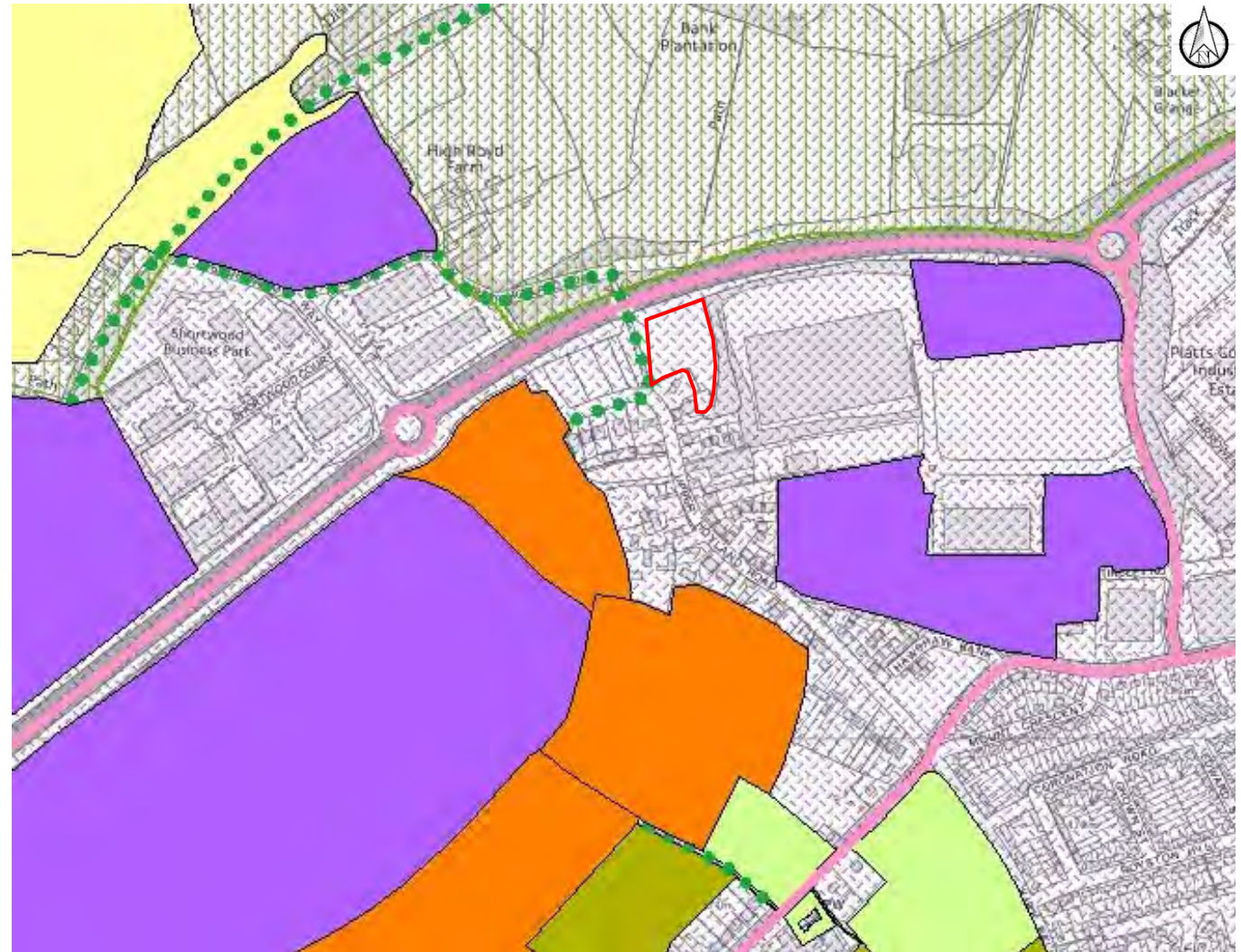
Local Development Plan

The planning application must be determined in accordance with the requirements of the National Planning Policy Framework and relevant policies of Barnsley Local Plan.

The application site is currently allocated as Urban Fabric in the local plan, and it is bounded by existing residential properties and a current residential development (Refs 2018/0447 and 2018/1264) and is therefore in keeping with the character area.

The site is sustainable due to the close proximity of local shops, schools, employment, public transport links and public rights of way, on the periphery of an established residential area.

- Green Way
- Greenspace
- Biodiversity or Geological Interest Site
- School Grounds
- Nature Improvement Area
- Green Belt
- Housing Allocation
- Employment Allocation
- Local Strategic Highway Network



Above: Extract from the Barnsley Local Plan

2.3 Key Views – Surrounding Area



View 1



View 2



View 3



View 4



Connections

The application site is located to the south of Barnsley, and north of Rotherham, with Upper Hoyland Road connecting the application site to both the centre of Hoyland and quick link to the A6195 onto the M1 for access to the wider area.

The B6096 to the south connects to the A6135 to the west, which links with the M1 and A61, providing excellent links to the north, south, east and west.

There is an existing bus route to the south east into the centre of Barnsley, running every hour, and south to Huddersfield, running every 10 minutes. There are other bus stops within walking distance of the site along B6096 Hoyland Road, leading to the village centre, Elsecar, Barnsley and these buses run on a regular basis.

There are a number of public rights of way around the site that will remain unchanged as a result of this application (see the image opposite for Barnsley Council's Rights of Way map for the area).

The nearest railway stations are at Elsecar and Wombwell with trains to Leeds, Sheffield and Huddersfield.



Above: Urban grain, main access routes around site and bus stops



Primary Road



Secondary Road



Public Footpath



Proposed Site Access



Bus Stop



Application site

Site Context & Urban Grain

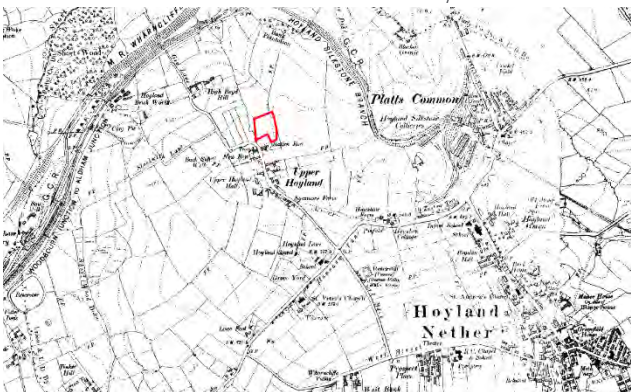
The application site is approximately 1.56 acres. To the north is a woodland and the A6195 roadway, to south and west the site is bounded by residential properties and to the east is a woodland and industrial development. Along the western boundary is a public bridleway with a footbridge over the A6195. The site is currently disused grassed area, the a sloping topography from north to south.

The buildings in the immediate vicinity are primarily residential, with amenities such as schools and shops further down Upper Hoyland Road. There are some industrial and commercial buildings to the east. The residential properties are of a mixed scale and age, with a range of materials being used in construction but primarily of buff stone with slate style pitched roofs.

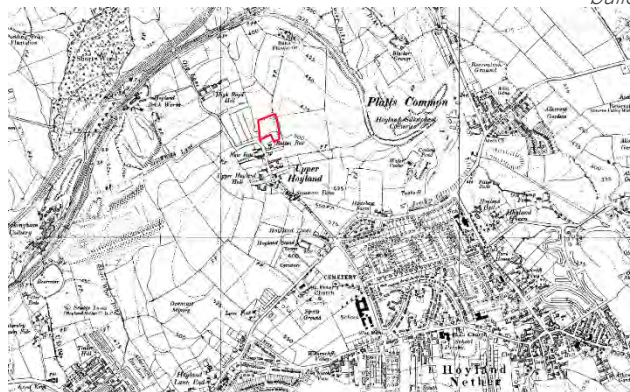
The proposal for residential use for the site accords with the existing urban grain in principle, supplementing and expanding the existing residential market offering of the wider area.



Above: Historic map of the site in 1855



Above: Historic map of the site in 1905



Above: Historic map of the site in 1955



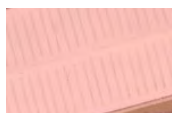
Above: Existing red line plan of the site, showing mass and footprint of local buildings



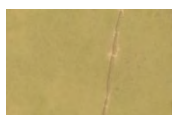
Residential



*Greenspace /
Landscaping*



*Industrial /
Commercial*



Agriculture



*Adjacent new build
properties*



*Adjacent stone property on Upper Hoyland
Road*



*Adjacent stone properties on Upper Hoyland
Road*

3.0 Consultation & Involvement

Pre-application Advice

Pre-application advice was sought from Barnsley Council Planning Department in August 2020. It is noted that the site is allocated as Urban Fabric on the local plan, and is also adjacent to a residential development site (ref 2018/0447) and a residential application (ref 2018/1264).

The Councils response can be summarised as follows; The site falls under local plan policy H5 'Residential Development on Large Non-allocated sites', which states that evidence is required to support the site having; good access to a range of shops and services; accessible by public transport. Under Policy H6 'Housing Mix and Efficient Use of Land' states; housing proposals will be expected to include a broad mix of house size, type and tenure; have an appropriate mix of homes to meet local needs; have a density of 40 dwellings per hectare net will be expected in Urban Barnsley and Principal Towns and 30 dwellings per hectare net in the villages. The indicative layout provided generally appeared to meet separation distances set out in SPD 'Design of Housing Development, and garden areas typically met the requirements of the SPD also.

A number of contributions were listed in the pre-application advice, such as Contributions to Schools, Affordable Housing, Sustainable Travel, and Green Space provisions. These will be considered in the Outline planning submission.

Detailed information was requested with regards to; drainage and the exploration of utilising SUDs on the development; Electric vehicular charging to the plots; Transport Assessment; Full tree survey to BS5837:2012 along with a number of other documents for application validation.

4.0 Evaluation & Design Evolution

4.1 Existing Site Analysis



Existing Road Network



Bus Stops



Existing Buildings

1

Application Site

2

Existing Housing

3

Kirk View Community Centre

4

Hoyland Hall Care Home

5

Tesco Superstore and Pod charging point

6

Business Park

7

Shortwood Business Park

Above: Existing Site Analysis

Ecology & Environmental Impact

The Ecological Appraisal established that the existing plant species that were recorded on site are of low ecological value, with domestic gardens and sympathetic landscaping would be considered to offer habitat of equal or greater ecological value. The woodland surrounding the application site should be retained and protected, however the hedgerows around the site are not considered important under the Hedgerow Regulations 1997.

A separate Badger Survey report was undertaken, with a survey for badgers of all suitable habitats within and outside the site boundary to a distance of 30m for any evidence of badgers. While two disused holes were discovered, no evidence of the presence of badgers was found. A further badger check should be undertaken prior to works commencing on site, to make sure they are still disused.

(Refer to accompanying Ecology Appraisal for further information).

Ground Conditions

The preliminary conceptual site model has been prepared for the desk top study, which has highlighted the need for an intrusive ground investigation during the Detailed Application. Suggestions for the detailed investigation include; Rotary probeholes to investigate the nature of the rock beneath the site and the potential of unrecorded shallow mining; trial pits / window sample boreholes to determine shall ground conditions and enable chemical & geotechnical sampling; installation of monitoring wells to enable groundwater and gas measurement.

(Refer to accompanying Desk Top Study and Ground Investigation for further information).

Noise

A Noise survey was undertaken on site. Due to the close proximity of the site to the A6195 roadway, careful consideration will need to be taken in designing acoustic protection to the northern boundary of the site. A Sound Insulation Scheme has been proposed for the proposed development, including suggestions to the building envelope, roof specification, glazing specification and ventilation specification.

(Refer to accompanying Noise Impact Assessment for further information).

Landscaping

Landscaping will be considered within the detailed application. The site is within an existing residential area, therefore the visual impact will be negligible within the context of the area.

Flood Risk & Drainage

The Application site lies in Flood Zone 1 and is at a 'very low' risk of fluvial flooding, indicating a less than 1 in 1,000 annual probability of river flooding. The site is in an area considered to be at 'low' risk of pluvial flooding. The map indicates a low-risk flow path on site, with some low risk ponding of surface water due to site levels. External surfaces should fall away from buildings, and FFLs should be set 150mm above ground level. It is also at low risk of reservoir and groundwater flooding.

The Drainage Assessment has assumed that the local ground conditions are to be clay overlying mudstone, which are unlikely to be suitable for soakaways. The Assessment proposes to pump foul water into the nearby combined sewer, subject to approval.

(Refer to accompanying Drainage and Flood Risk Assessment for further information).

Highways

The Transport Statement has examined the existing transport network around the site, and demonstrates that there are opportunities available to journey to site via sustainable modes of transport, such as walking, cycling and public transport, and is therefore deemed in accordance with local and national guidelines.

It also demonstrated that the proposed access arrangement can be suitably delivered, and additionally the traffic increase caused by the development can be accommodated by the existing highways infrastructure network.

The existing access restriction across the bridleway / bridge over the A6195 will have to be relocated to accommodate the alterations to the site access. These final details of access restriction are to be agreed with the local authority.

(Refer to accompanying Transport Statement for further information).

Arboricultural Assessment

The tree survey includes a total of 10no. trees or groups of trees. The centre of the site is clear of trees, however there are a number to the periphery and only those within influencing distances have been included in the report. Most surveyed trees were of low amenity value but were in a reasonable condition to be retained, and have been allocated as Category C and not a constraint to the development. Some trees were of higher value and have been allocated Category B.

(Refer to accompanying Arboricultural Assessment for further information).

4.3 Opportunities & Constraints



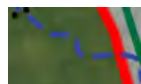
Proposed site access



Consideration of Aspect Distance to existing properties



Existing Natural Screening to site boundary



Overland flow route through the site



Natural topography of the site



Consideration of noise from adjacent highway



Existing public rights of way



Above: Opportunities and Constraints Plan

5.0 Design Principles

Design Layout

- 1 point of access from Upper Hoyland Road leading to traditional estate roads / muse courts and drives to each plot.
- Pedestrian access points follow those of the vehicular access points.
- The Outline application is a proposal of urban structure which aims to integrate the new dwellings with the existing houses, established soft landscaping around the site and between plots, in accordance with SYRDG.
- A future Reserved Matters application will seek to create a modern development of semi-detached and town house development, of 2-2.5 stories with the opportunity for some part 3 storey dwellings – working with the topography of the site. The proposal will be in keeping with the surrounding built form of the adjacent sites.
- Shared public courtyards provide security and encourage a community ethos whilst retaining flexibility for parking.
- An area will need to be allocated for foul & surface water pumping stations, with adequate tanker turning to the roadway.

Amount & Use

Development Summary:-

Gross Site Area 0.63 hectares / 1.56 acres

Dwellings Up to 19 dwellings

House Types semi detached, detached and small terraces, 3/4 bed on 2-2.5 storey, some 3 storey, 2no affordable dwellings

Scale

The scale of dwellings suitable for this site could vary from north to south, maintaining a simple 2 storey approach for dwellings on the southern boundary due to the higher existing levels. These could then increase to 2 ½ or 3 storey as the site falls away to the north.

The existing grain, density and height of the surrounding houses is reflected in the indicative site layout, with predominantly detached and semi-detached of two to two and a half storeys with small front and large rear gardens, including the new development to the west.



The above layout is indicative for density purposes only

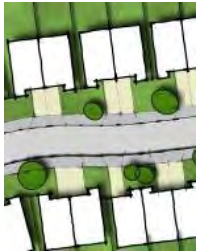


Urban Design

A variety of solutions could be delivered through Reserved Matters applications for the application site. Given the close proximity to a range of public transport the site can support shared courtyard parking, but whilst retaining a reasonable level of density of homes.

The examples below show parking solutions for consideration, including on road parking, detached garages, communal courtyard parking, shared private on street parking and private driveways. Each solution is designed to support the needs of the future residents and provide high levels of security with the overlooking of the areas from adjacent properties.

Using a range of surface materials and differing road widths along the access route can act to reduce the in-pass of traffic through the development.



Private Driveway

Front of home parking removes pressure on main access roads. Allows houses to be set back from road produces openness while still improving privacy and security



Communal Courtyard Parking

Proximity to public transport and shared parking allows parking use to be kept to minimum. Enhances security with parking overlooked from several units.



Shared space/ rear parking

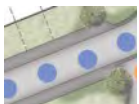
Informal off road parking in common shared area reduce wasted space from unused parking areas, providing security whilst still retaining privacy

Safer Places & Secure By Design

Although the application is outline, the following principles of Safer Places and Secure By Design will be considered in more detail through the Reserved Matters applications:

- Publicly accessible spaces will be overlooked by houses and roads, this includes the open greenspace, the planting and access of which will be carefully considered to ensure the principles of the above are maintained.
- The housing and road layouts will consider the resulting sense of community, whilst promoting a sense of ownership, respect and territorial responsibility to discourage crime and anti-social behaviour
- Pedestrian routes will be open and direct
- Access to private or defensible space will aim to be limited through a change in width and/or surface texture/ colour
- Permeability will be carefully considered and where through routes are deemed positive for connectivity and community cohesion, they will be limited around rear and side boundaries
- Front boundaries will be defined with a change in surfacing or low level landscaping so as not to impede view for natural surveillance
- Rear and side boundaries will have a minimum of 1.8m high robust fences with a secure lockable gate to ensure private amenity space
- Where footpaths abut rear and side boundaries, consideration will be given to the introduction of defensible planting to supplement the fence
- Footpaths will be lit in accordance with BS 5489:2013 where appropriate
- A mix of house types facing each other will be considered in the layouts to encourage natural surveillance by occupants at varying times of day
- Blank gables will be avoided where possible or mitigated with a 1m buffer zone or defensible climbing plants
- Parking will be in garages or in close proximity to the properties, with parking to the rear

5.3 Design Principles - Connections



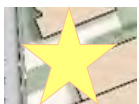
Primary Vehicular Route



Secondary Vehicular Route



*Consideration of Aspect Distance
to the Adjacent Properties*



*Landmark feature buildings to
road frontage - gateway*



*Noise mitigation to northern
boundary from A6195*



Key Spaces

The following images show a typical estate road view with direct parking from the road. Houses set back but facing the access road to encourage openness and natural surveillance with a mixture of surface treatments.



6.0
Building Design



Building Design & Materials

Diverse, yet coherent street scenes are fundamental to the delivery of a high quality, interesting character areas. Streetscapes must consider the buildings and soft landscaping as part of the overall impact of a continuous street scene.

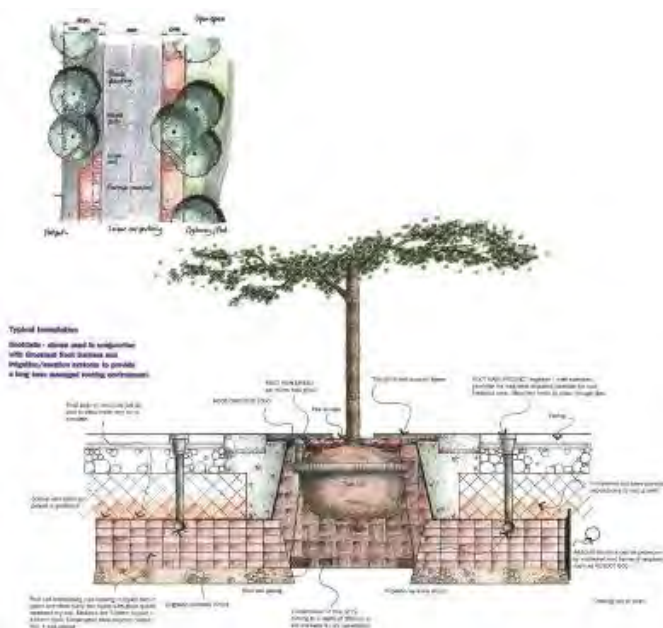
Thought should be given to enhancing facades with careful consideration of doors, porches, window size, style and sub-division, thermal efficiency, roof proportion, walling materials and external features such as chimneys depending upon the local vernacular.



Carriageways, footways, open greenspace and planting should be holistically designed to present a coherent environment with blurred boundaries.

A mixture of surface treatments could be considered between primary vehicle routes to smaller roads.

Planting should be used to accent the site entrance and be of a varied scale to complement yet contrast with the surroundings.



7.0 Conclusion

Conclusion

The proposal for residential development on the application site is accepted in principle by Barnsley Council. The outline application is supported by technical reports including flood risk and drainage, ecology, highways, noise, etc., which conclude that the site is appropriate for residential development, with mitigation where necessary.

The illustrative masterplan is provided for density purposes only, the application being for the principal of residential development with access. However, it demonstrates a number of Primary Principles which the development should consider, such as:-

- One point of access from Upper Hoyland Road
- Consideration of aspect distances to nearby existing properties, specifically along the northern boundary
- Diverse range of house sizes and scales to add diversity to the local residential market and in response to the sloping topography of the site
- Retained tree buffer to the boundary of the site
- Houses set back but facing the access road to encourage openness and natural surveillance

The final design and layout will be established through a subsequent Reserved Matters planning application, taking into account the design considerations outlined in this document.

The form, scale and design of the proposed dwellings should complement the surrounding built environment, maintaining the overall character of the residential area providing much needed high quality housing in the Hoyland area.

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