

Planning , Design and Access Statement

Proposed Residential Development on Land off Upper Hoyland Road, Hoyland, Barnsley.



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Project ref EC02 - Upper Hoyland Rd

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Site and Surroundings



Panoramic photograph showing the proposed site with adjacent dwellings (Left) to the south, and (centre) current site with densely planted embankment to the (A6195) North, with the timber fence and densely planted embankment to the Bridleway to the East (Right).

The site was designated as Housing Policy Area in the adopted UDP so the principle of housing development on this site would be acceptable. With the current allocation being Urban fabric and no specific use. Adjacent to the west of the site is a large area of current agricultural land, which reaches towards Shortwood Roundabout and beyond, (LDP plot ref AC29). This section of existing agricultural land has recently undergone consultation for reallocation for additional housing instead of current employment allocation. So highlighting the need for additional housing in this area of Hoyland.

Green Space requirements:

The proposed dwelling density scheme has been reduced down to 14 dwellings from a previous higher number following pre-application advice. With a site area being 0.58 ha and only 14 dwellings being proposed, the result is that the requirements of CSP35 and CSP42, do not require provision of green space within the proposed development.



Above: A615 Dearne Valley Bypass directly to North of the proposed site, photograph taken from Bridleway over bypass, with proposed site on the left.

Below: Existing Bridleway (previously formed part of Upper hoyland Road, With densely planted embankment). Proposed site below embankment on right hand side.





Panoramic photograph showing (left) Hedgerow to agricultural land which is currently being considered for Housing allocation by BMBC. (Centre) the perimeter Hawthorne hedgerow of the proposed site (right) Upper Hoyland Road with adjacent dwellings to the South of the site. (note there is currently no pedestrian footpaths along this entire area of Upper Hoyland Rd)



The dwellings directly adjacent to site have either stone or stone faced perimeter/retaining walls, metal gates to block paved double width driveways. The substantial dwellings appear to have been construction from approximately the 1980's period onwards, being of either stone or art.stone construction, with stone headers / cills to upvc framed glazed windows. Due to the sloping nature of their location, they have been designed with double garages at lower ground, with steps up to first floor living space along with main entrance door. The semi mature garden planting /landscaping along with surrounding lands give a semi rural identity /character to the current street scene. Which is not the case along the entire length of Upper Hoyland Road.

Existing buildings along Upper Hoyland Road

(Buildings in close proximity to proposed site)



Large dwellings of brick and render, recently constructed, with open plan layout of estate (note no new pedestrian footpath to scheme), no architectural influence from surrounding properties is evident



Mid size dwellings Art. stone with white render, recently constructed.



Mid size dwellings of Art. stone, recently constructed, access road perimeter wall is constructed with red brick pier and timber fencing infill panels.



Late 1960 early 1970's brick dwelling, next to 1940 red brick dwelling



Traditional pre war stone farm buildings, next to Art. stone dwellings, currently under construction (section of road now more rural in appearance)



1970's Render and Art. stone faced bungalow, with late Victorian/Edwardian brick dwelling opposite, alongside new brick suburban estate and pre war stone property



Above : Late 1970's or early 1980's Bungalow



Above : Late 1980's or early 1990's Dwelling

It is evident from the photographs on the previous page and those adjacent, that when travelling along the entire length of Upper Hoyland Road, there is a large variety of different architectural styles and forms, generated over a wide time duration.

With properties ranging from stone built traditional farm buildings , late Victorian / Edwardian brick properties through to many large modern brick and rendered suburban dwellings.

The current road appears to have no dominant architectural style or form .

There is currently both modern brick and render/art.stone and render alongside or adjacent to the more traditional stone buildings. There is an extensive mix of materials such as Art.stone, Brick, Render and Stone. With some properties having frontages of Art.stone with Brickwork side elevations etc. All of which work together to form the current street scene of today.

The dwelling proposed to the Northern part of Upper Hoyland Road, will incorporate similar materials and details to those already used on a number of existing and new properties constructed, but this proposal will greatly reflect both materials and the proportions, due to the rural nature at the location of the site. The addition of a new pedestrian footpath and appropriately positioned landscaping including trees, will enhance the new street scene/elevations so forming a more coherent development as a whole, that fits well into its surroundings.

Public and Private spaces are well identified by the use of the proposed perimeter wall/hedge and by appropriately positioned landscaping to possible fencing.

Proposal

The proposed layout plan has been carefully considered to reflect the semi rural nature of the area. It comprises of a total of 14 dwellings consisting of 10 detached 4 bedroom dwellings and 4 semi-detached 3 bedroom dwellings. All of which have spacious garages and off street parking. The means of access to the properties is either directly from Upper Hoyland Road or via a new private road, within the development itself. We consider the mix and proportions of the proposed dwellings to similarly reflect the architectural built environment that can be found in close proximity along the whole length of Upper Hoyland Road, and even beyond. The design of the properties directly reflects the character and nature of their close environment, specifically with regard to massing and proportions and use of specific materials, with the use of Art.Stone and other detailing. The layout is a well considered design with an outward looking approach so generating a sense of place and connection by forming a welcoming street environment. With the addition of a new pedestrian footpath with either a perimeter wall/hedgerow, a pleasant and safe environment is formed for those living in or visiting the site either on foot or by vehicle is achieved.



Each dwelling has a good size of garden which reflects the standards of the residential design guide. There are currently no young or mature tree within the existing site, so the scheme has a number of proposed new trees both along the entire perimeter and within the development, along with additional large landscaping borders where necessary. This will assist in the semi rural look /nature of the estate as well as providing new wildlife havens along and within the development.

The properties within the development itself (to the northern boundary) have been designed so that the front approach of the properties, is open plan in nature, with additional landscaping so reducing the possibility of a feeling of being enclosed

All the dwellings to this northern boundary will be accessed only by the shared private driveway, which has no through road so reducing vehicle access speeds. As with the developments Southerly and Westerly perimeter properties additional landscaping is to be provided along the length of the private driveway. The addition of trees and landscaping will provide a greener outlook /environment so continuing the sense of rural inclusiveness on the estate as a whole. And also forming a continuation to the perimeter street scene environment.

All the dwellings have been design with garages along with off street parking provision, with near level access. Perimeter paving to each property will aid pedestrian access around the dwelling perimeters, along with easy access to rear bin storage, so preventing unsightly bin storage to the front of dwellings.





The proposed street elevations reflect greatly the elements of the existing road, particularly the dwellings directly adjacent to the site. The ground levels have been raised to enable almost a level access is to each dwelling from the proposed pedestrian footpath, or private driveway. The materials and windows proportions are reflected with the use of art.stone headers and cills, reduced window widths gives a more rural appearance to the dwellings as opposed to suburban. The mix of dwellings with single and double garages, and detached and semi detached properties will be an addition to the existing large mix of architectural styles and periods along the road.



Existing dwellings with double garages overlooking proposed site.

The addition of the perimeter pedestrian footpath will provide and enhance greater access for pedestrians to/from and around the new development, and beyond.

There is currently is no footpath provision on this portion of the street. Adjacent to the proposed perimeter footpath it is planned there will be either an art.stone wall or new hedgerow, and additional landscaping will be provided where necessary along with additional trees to the front of the properties along the street to enhance as well as compliment the existing surroundings.

The semi detached dwellings are similar in nature with a rural feel being of art.stone construction, with art.stone details to widows. So the dwellings also the semi rural appearance, scale and massing required.



Transportation Links

The site currently has easy access to both local and national road networks.

Motorway Network.

Travel the short distance along Upper Hoyland road itself, by turning left along Hawshaw lane, and again onto Ryecroft Bank to the A6195 Dearne Valley Bypass you have easy access to **M1 Junction 36** (7mins) and thus the whole national motorway network. Or travel via Hawshaw lane Westward to Hoyland Common to the same Jct 36

Local Network, access only required via Upper Hoyland road and Hawshaw lane is necessary.

Public Transportation

There is currently no public transport routes directly on Upper Hoyland Road itself, due to it not being a through road. But public transport is easily accessible at the junction of Upper Hoyland Road /Hawshaw lane, Kirk Balk and also at a short walking distance away (2mins) at Market Street.

Frequent bus services are available from all locations, giving excellent access to local services and amenities.

Hawshaw Lane/Kirk Balk—Services 7, 7a, - Hoyland, Pilley, Barnsley

Market St services—7a, 67, 67a - Barnsley via wombwell.

A walk or via bus, along Kirk Balk and West Street, Additional bus services are available from Hoyland Centre, to locations further a field such as Sheffield, Doncaster, Rotherham, Elsecar, and Wath upon Dearne. Alternatively travel to Hoyland Common.

The Closest railway station is at Elsecar which is 2.2 miles, and can also be accessed by public transport /car/cycle..

So the proposed site has easy access to public transport routes as well as access via private vehicle to the local and national road networks, helping with the future sustainability of the development. As well as enabling the proposal integrate and be cohesive within the existing environment / fabric of Hoyland.



Above and below photographs show bus stop on Kirk Balk, which is closest to proposed site, and Upper Hoyland Road.



Local Amenities



Above: Within short walking distance (2mins), or via public transport along Hawshaw lane. Tesco's supermarket located at the Junction of Hawshaw Lane/Market Street can be accessed with ease, from site.

Due to the position / location of the proposed site within Hoyland, along with having ease of access to both local public transport and road networks. Along with being within walking distance, all the amenities available within the centre of Hoyland and at Hoyland Common are available, to residents and visitors alike of the proposed development

Ranging from Retail units, Public houses, Restaurants, Take-aways, etc. including Medical and sports facilities. Schools etc

Access to additional public transport destinations/routes from Hoyland Centre is easily accessible from the proposed site, and therefore residents and visitors alike have access to amenities further a field where necessary, without impacting greatly on the local road infrastructure.





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