

Natural connections

1. Integrated Neighbourhoods

The wider site has been identified within the images and text included in the supporting statement which accompanies this full Planning application. This phase 3 of the wider Hawshaw Bank development is the final parcel to be delivered, as such the site can already take benefit from the established links and connections in place within the vicinity. The site and immediate surroundings are fully established as residential use, yet this portion of the area is on the periphery with the neighbouring industrial / commercial use. Established landscape buffer zones have, however, been planted to segregate the two different uses, with this proposal continuing to make use of this feature. The topographical features of the site have significantly impacted the general arrangement and overall design of the final scheme; this is to be explored further in this assessment, nonetheless, these level changes do make wider connections through the site awkward. The established route along Hawshaw Bank is to be retained and enhanced, through new roadworks adjacent the junction to Hawshaw Lane. An existing spur exists from the current Hawshaw Bank road, with a 2m footpath to the northern edge, this will be retained and utilised to serve this proposed 'phase 3' scheme. The scheme is designed around this central connection onto Hawshaw Bank, with the inclusion of a new shared surface road, providing pedestrians and vehicles alike with a direct route to the properties, whilst ensuring homes can be serviced appropriately. The landscaping design is enhanced along this corridor, through low level shrubbery and feature tree planting.

Making the most of what's there

5. Distinctive Places

The area was originally used as an agricultural field for a local farmer, yet following the successful Planning application B/04/1623/HN, Barnsley Council granted permission for the area to be redeveloped for housing. From granting of permission the homes were constructed, yet the previous developer encountered financial difficulties and was unable to continue. It wasn't until the applicant acquired the 'phase 2' parcel of land that the scheme recommenced and the additional houses were constructed. The opportunity presented itself for this 'phase 3' land to be purchased, yet the approved scheme of 3no blocks of apartments was not deemed viable, which has subsequently resulted in this submission. This site would have been left as a brownfield parcel of land, was it not for the actions of the applicant to regenerate for an in-keeping and attractive development, which meets all necessary policy requirements. As noted previously, the design responds closely to the established topography to ensure that the development makes the most of the what is there.

Healthy streets

9. Street for All

The proposed highway network, given the proposed design, would not allow for high speeds to vehicles. Straight lengths are kept to a minimum, whilst turning areas a re provided appropriately. The decision was taken to use a shared surface for the highway, this will automatically result in a differing hierarchy, opposed to the rest of the Hawshaw Bank development. The interaction of pedestrians and vehicles will result in lower speeds being used, with the arrangement of dwellings seeking to provide a unique community of its own. Street trees have been provided along the length of the access road, this has been undertaken to break up the building frontage, act as screening and generally provide a much improved outlook. A section of the existing perimeter hedge is to be removed to facilitate the building work, yet this has been replaced along the northern and southern boundary, to provide a greater new species rich native hedgerow. Given the arrangement of the street design, all public areas are well overlooked and surveyed, ensuring the properties provide a greater sense of worth and ownership over the area.

Walking, cycling and public transport

2. Integrated Neighbourhoods

Numerous facilities and amenities are situated within close proximity to the site, ensuring that the proposed development is extremely sustainable and attractive to potential purchases. The expansion of the industrial / commercial / leisure facilities at the ever expanding junction 36 (off the M1) are all within a 2km radius of the site, with easy access along Hawshaw Lane, or Upper Hoyland Road and via the A6195. The area of Hoyland also provides a range of facilities, including schools, doctors, dentists, retail outlets and leisure centre. Again, all these amenities are within cycling and walking distance of the site. A local bus route into the centre of Barnsley is available through the use of the 67 and 67A bus route; the nearest bus stop is only a 10 minute walk from the site, situated on Market Street. This connection allows the user with a wider range of amenities, such expected of a large town, whilst also enabling the visitor with wider links using the greater bus and rail networks. Although not closely related to the topic; the site is very well connected along the existing public highway, with the site only being 5 minutes to junction 36 of the M1, providing direct routes to the north and south and being situated close to the beginning of the A616, providing a route to Manchester.

A memorable character

6. Distinctive Places

The appearance of the development is discussed further within the design section of the supporting statement, making reference to the range of elevational styles from the generations of residential properties surrounding the site. The scheme responds to the traditional style of facing brick facade, yet the opportunity was taken for a minimal variation, in the form of render finish to the Staveley house types, that are situated centrally along the southern row of properties. This breaks up the otherwise monotone appearance and brightens up the streetscene. Given the current appearance of the site, it has been necessary to enhance the proposed kerb appeal of the scheme, through an enhanced landscape plan. Supporting ecological information has been provided to be read alongside this design information, which further justifies the reasoning and evidence behind this soft landscape design. The linear arrangement of the scheme responds to the original design of the 'phase 1' scheme, using a central service road with properties flanking either side. This allows the strong building frontage to be maintained, one which is reflected across the wider area.

Cycle and car parking

10. Street for All

Given the topographical constraints of the site, the parking provision for both cars and cycles has been considered from the outset. The decision was taken to provide internal garages to all properties to mitigate the amount of vehicle parking on the road frontage, along with ensuring that residents have a facility that does often get overlooked on new schemes. The garages have been provided at 3 x 6.5m, to meet current guidance in Barnsley, which will also allow an element of storage. Cycle storage can also be included within the garage, allowing a direct link onto the access road. The parking arrangements have been designed such that each property has its own private driveway, sized to take one further vehicle. Soft landscaping parcels have also been allowed for to break up this hard landscaping, with the inclusion of low level shrubbery and feature street trees.

facilities and services

3. Integrated Neighbourhoods

Given the site's location within an established residential town, it is widely acknowledged and expected that the area has a wide array of amenities to serve such a populated area. Below is a summary of key facilities which would be seen to benefit any new home constructed in the area, of which a potential resident would look for:

Tesco Superstore
0.6km to the east of the site

Hoyland Leisure Centre
0.7km to the south of the site

Hoyland Town Centre (including healthcare along with chain and independent retailers)
1.0km to the east of the site

Barnsley Hospital
6.7km to the north west of the site

Schools (West Meadows Primary School and Kirk Balk Academy)
0.7km to the south of the site

Well defined streets and spaces

7. Distinctive Places

Given the size and form of the site, alongside the capacity of the development boundary, the proposed scheme looks to provide the most efficient, yet attractive arrangement for a project of this nature. This general arrangement, of two banks of properties with a central service road centrally, ensures that appropriate offset distances are achieved, whilst ensuring residents have sufficient land to the front and rear of the properties for private amenity. Due to the internal garages, the fronts of the properties are not littered with vehicles, which allows additional space to be allocated for soft landscaping.

Green and blue infrastructure

11. Street for All

The past use of the site (brownfield undeveloped for approximately 20 years) and the scale of the development does not allow for wider parcels of public landscaping, yet the opportunity has been taken to enhance the site wherever possible. As noted, the perimeter hedgerow has been removed in part to allow for the access road, and this has been replaced to the rear of plots 305 - 306 and 307. The supporting Biodiversity Net Gain report documents the enhancement provided by the site, both across the public and private areas. This will all result in a much more desirable location than existing.

homes for everyone

4. Integrated Neighbourhoods

Phase 1 has been completed and established for a number of years, whilst phase 2 is currently being developed, with units being acquired off plan. This experience has allowed the applicant to understand the interest and demographic of the area, such that the proposed type and mix of units included in this Planning application are reflective of this knowledge. Close collaboration with estate agents has also taken place to ensure that each of the properties can be inhabited on completion. The scheme supports a range of sizes and bedrooms, with a combination of 3 and 4 bed houses all provided. As noted previously, the design and style of the properties is reflective of the topography, with split level units along the length of the access road. All 14no dwellings are to be sold on the open market, and given the size of the plot (below the 15no threshold) no affordable provision is to be included. Following the global pandemic, the importance of private, or at least accessible outdoor space is vital to the health and well being of all. Each dwelling is provided with a rear private garden of at least 60m², yet this is often doubled or tripled across the site, depending on the location and the irregular form of the site boundary. Independent frontages are included for each of the properties also, yet this is generally to enhance the overall streetscene of the site and benefit the wider public.

Easy to find your way around

8. Distinctive Places

Wayfinding about the site is simple, due to the proposed arrangement of the properties. Upon entering this development site, from Hawshaw Bank, all 14no dwellings can be seen, that will be numbered in a way to assist with servicing and deliveries to the properties. As noted, the site is accessed off the established Hawshaw Bank spur, with the new road providing an additional turning head to help with maneuvering. Given the topography of the site, the properties to the south are three storey to the street, with the units to the north two storey; yet all plots do consist of split level arrangement to maximise living conditions for the potential residents.

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Hoyland Barnsley

Newman Group Ltd

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