

Design and Access Statement

Proposed Town Centre Redevelopment

For



May 2015



CONTENTS

- 1. Introduction
- 2. Site Context
- 3. Existing site
- 4. Design Principles
- 5. Safety and Security
- 6. Sustainability
- 7. Access
- 8. Community Consultation
- 9. Supporting Documents
- Appendices:
 - Appendix 1: Site Location Plan
 - Appendix 2: Site A Photographs
 - Appendix 3: Site B Photographs
 - Appendix 4: Site C Photographs
 - Appendix 5: Materials Pallet
 - Appendix 6: Design Development

Hoyland Town Centre Redevelopment

Design and Access Statement

1. Introduction

- This Design and Access Statement accompanies the full Planning Application for the proposed Hoyland Town Centre redevelopment comprising:
 - Site A - Demolition of existing NHS Health Centre on Duke Street and creation of a new 79 space public car park with ECV charging point.
 - Site B – The demolition of the existing church hall, WC's and retail kiosks, and the relocation of the existing Hoyland Market on Market Street, to Site C. This will make way for a new food retail supermarket with a 78 space car park.
 - Site C – The redevelopment of the existing Hoyland Town Hall offices, bounded by High Street, Hall Street, Southgate and the Hoyland Centre on High Croft. The development includes the change of use of the 2 floors of empty office space to residential, the construction of a new Boyes store and 2 retail units, and the provision of 30 market stalls and 7 lightweight glazed kiosks for the relocated Hoyland Market. Site C will have a 25 space car park.
- The three sites are all designated as laying within the Settlement Boundary of Hoyland.

2. Site Context

- The site lies just under 6 miles to the South-East of Barnsley in the township of Hoyland and is close to the M1.
- Hoyland is a small town that developed from the hamlets of Upper Hoyland, Hoyland, and Hoyland Common. Originally small farming communities, the local outcrops of coal and iron ore lead to the coal mining industry, and there was a large ironworks, Milton Forge which prospered. There is no sign now of the forge's existence except for clues in local street names e.g. Millhouses Street, Millmount Road, Milton Road and there is a pub nearby called The Furnace. The Elsecar Main Colliery closed in 1983, and Hoyland, in common with many mining communities, suffered severe economic deprivation.

Many Georgian houses and shops were demolished in the 1960's and 1970's. The original town hall, built in 1840 was demolished and replaced with the current town hall in 1973.

There is now a mixture of architectural styles in Hoyland Town Centre, including two stone built chapels, stone cottages and Victorian villas on Market Street and High Street, 1960's and 1970's brick in the Town Hall, the Post Office and adjacent shops.

The town has a deprived feel, however; the street furniture fronting the Town Hall was updated with stone planters and steel street furniture, with a contemporary steel mural, and the contemporary 2,726 m² Hoyland Centre, which opened in 2011, is the first phase of a planned rejuvenation of the town centre.

Hoyland Town Centre Redevelopment

Design and Access Statement

- The nearest train station is Elsecar (0.8 miles away) with trains running to Barnsley and Sheffield with connections all across the country (Leeds, Doncaster, London, Edinburgh etc.).
- There are bus stops on High Street, Market Street and Southgate immediately adjacent to Sites B and C.
- Hoyland is currently serviced by several schools. These are Greenfield, St Helens, Springwood and others in neighboring communities such as Jump and Hoyland Common.

3. Existing Site

Site A

- The application site covers approximately 0.249ha (0.61 acres). Access to the site is from the existing highway (Duke Street).
- The site currently contains a flat roofed buff brick built NHS health centre, now disused, with a yard to the front, which is enclosed by a 0.8m brick wall with metal palisade fence and gates. There is a further staff car park to the side, partially enclosed by a 2.0m metal fence to the East, a 1.2m brick wall to the South and a dilapidated low brick wall and bushes to the North.
- The site is bordered by stone built residential and religious buildings on Duke Street to the North, the backs of shops with a car park and allotments between to the East. To the South on High Street is a disused red brick retail building, red brick residential, and a buff brick undertakers shop, with a 3 storey pre-cast concrete panel commercial office building to the West.

Site B

- The application site covers approximately 0.516ha (1.28 acres). Access to the site is from the existing highways (Market Street and Mallin Croft).
- The site is currently the site of the Hoyland Market, which is separated from a public car park, also on the site, by a 1.8m metal palisade fence, with access gates for the market traders. The market comprises of 2 banks of open market stalls, each with 4 rows of stalls covered by a corrugated metal roof supported by a metal frame.

The site also contains a stone church hall building with a pitched slate roof. The church hall is bounded on 2 sides by stone walls and iron railings. A single brick built retail unit, and a block of brick built kiosks either side of a brick built public toilet block, which is rendered and tiled to the Market Street façade form the rest of the market frontage onto Market Street. The retail kiosks and toilet block all have built up felt flat roofs with painted timber fascia.

Hoyland Town Centre Redevelopment

Design and Access Statement

In between the retail kiosks and WCs, two metal gates with Hoyland Market signage mark and form the main pedestrian entrances to the market.

There is a bus stop on Market Street directly outside the church hall, and a car park to the rear of the market accessed from Mallin Croft.

- The main frontage is onto Market Street, which has mainly stone fronted retail buildings and a brick built post office. To the south is a stone built but painted public house, the Beggar & Gentleman, which has a brick built extension to the rear, with a buff brick retail and a residential building beyond. To the North and East the site is enclosed with a metal palisade fence with red brick residential bungalows to both sides.

Site C

- The application site covers approximately 0.488ha (1.21 acres). Access to the site is from the existing highways (High Street, Southgate and High Croft).
- The site is in a prominent position and includes the existing Hoyland Town Hall frontage onto High Street. An area of public space with stone steps, a feature stone planter containing a tree with metal seating form a border between the building and High Street to the North. To the East is a large 2 storey retail building, and a public car park. Beyond the car park is a single brick built commercial building with an overgrown piece of land. The area between the south elevation of the Town Hall and Southgate is currently a car park. The two car parks and the Town Hall and retail unit to the East are divided by a wide area of paving that forms the main pedestrian thoroughfare between the bus stop on Southgate and shops on High Street.

Vehicular access to the rear of the Town Hall and the car park is from Southgate via High Croft.

The Hoyland Centre to the West is separated from the Town Hall by High Croft, which is pedestrian only beyond the entrance to the car park.

4. Design Principles

- Interrelated scheme that will improve the retail experience, enhance parking provision, add to housing stock and visually enhance the built environment in Hoyland by creating an uplifting contemporary environment in which to shop and live.

Key design principles are summarised below:-

Inviting Contemporary Design

- The scheme comprises of 3 interrelated developments that will, once complete, provide an improved retail experience, add to the housing stock, and improve parking provision.

Hoyland Town Centre Redevelopment

Design and Access Statement

- The crisp contemporary style and simple warm pallet of materials is chosen to bring up to date the look and feel of Hoyland Town Centre, and provide a warm and attractive built environment.
- The entire frontage onto Southgate is currently given over to car parking, and has the feel of being, merely the back of the Town Hall, and visually disconnected from the town centre. As Southgate is on the main one way system, and has a bus stop serving the town centre, the façade presented by the development is designed to be attractive and inviting, giving an expansion of and connection to Hoyland's shopping centre.
- The existing Hoyland Town Hall building is largely unused. The first and second floors being unoccupied office space, with only the ground floor being used as a Coop supermarket.
- The intention is to bring back into use the whole building, and enhance the built environment with the addition of new retail spaces, which includes a new Boyes store, and 2 floors of contemporary apartment's right in the town centre.
- This new development will create an exciting and vibrant retail and residential area bounded by the High street and Southgate. The relocated Hoyland market will now be integral to the vibrant shopping experience, with brand new market stalls and contemporary steel and glazed kiosks.
- All public areas will be designed to be accessible in full accordance with Part M of the Building Regulations.

Architectural Style

- There is no predominant architectural style in Hoyland, there being a mixture of stone and brick built Georgian and Victorian shops and houses, and 1960's and 1970's architecture, most notably the Town Hall. The most recent addition to the townscape is the Hoyland Centre that adjoins Site C, which is a modern public building with a contemporary pallet of materials.

Our Approach

Site A

The existing NHS health centre off Duke Street, is to be demolished. The site will then be redeveloped to provide a 79 space public car park, which includes 6 Disabled parking spaces and an electric vehicle parking bay with charging point.

Site B

The planned new food retail supermarket is a single storey stone and brick built building with a pitched slate roof. The variation of ridge heights and gables, reflect the

Hoyland Town Centre Redevelopment

Design and Access Statement

vernacular roof line of the current church hall to be demolished, and to the side elevation to Market Street, is a dominant gable, with glazing. The boundary treatment onto Market Street is a new stone wall topped with iron railings that compliments the warm sandstone and buff brick colour of the supermarket. Anthracite-coloured totem signs give a contemporary edge to the store. The planned supermarket will also have a 78 space carpark, which will be shielded from the surrounding residential bungalows by a 1.8m acoustic fence that will enhance their privacy and minimise the impact of the day to day operations of the supermarket.

Closure of the current car park access from Mallin Croft to vehicles will enhance the amenity for existing residents of Mallin Croft.

Site C

The redevelopment of the existing town hall building which enjoys a prominent position in the town centre is a significant further stage in the planned rebirth of the Hoyland Town Centre, started by the building of the Hoyland Centre, which adjoins the site in 2011.

Our approach is to retain those architectural features that add interest to the streetscape, and update and enhance those that detract by employing a limited pallet of high quality materials and contemporary design.

The Co-op currently occupy most of the ground floor and will remain. The existing concrete canopy to the North elevation, and the contemporary steel mural, that forms the back drop to an attractive public space, with stone planters and steel street furniture will be retained. However the addition of 3 visually lightweight steel and glazed retail kiosks and 3 additional steel benches, will complement the steel of the mural and enhance the contemporary feel of the public space.

The first and second floors are planned to be converted to apartments. These floors should read as having a different use to the Retail Ground Floor. (Future development, not part of this application).

The existing Town Hall is essentially 2 blocks that form an L shape, separated at the rear by the lift shaft and stairwell. Our approach is to separate these two blocks visually from each other and from the retail ground floor.

The East West block, that forms the first and second floors of the main frontage onto High Street, benefits from a series of large floor to ceiling windows on the second floor, that have a strong visual rhythm. These are repeated on the southern elevation to the first and second floor. We will enhance this by extending these to the first floor. The windows to the side will be replaced with taller frames and the whole block wrapped in a crisp white / light coloured render from first floor level, which will show off the new contemporary clock.

The second North South block, which overlooks the Hoyland centre and High Street will be clad in a high quality vertically mounted timber board, chosen to age well an

Hoyland Town Centre Redevelopment

Design and Access Statement

remain attractive for many years. This will be punctured by tall windows to the East and West, with Juliet balconies overlooking the High Street to the North. This use of cladding is designed to soften the currently harsh brick façade, and give a warm welcoming feel.

To the southern elevation, the new apartments will benefit from balconies that take advantage of the aspect and allow residents to enjoy the views to the South.

The whole Town hall building will be capped by an over sailing roof line that gives presence to the building and brings it right up to date.

The three new Retail units to the South, which include a flagship Boyes store, are designed to provide a contemporary high quality retail experience. The contrast of scales, offset frontages and a complimentary pallet of warm buff brick, rich timber boarding and crisp metal panelling, with a sleek roofline, are designed to provide a warm and welcoming environment. The entrance foyer to the new apartments, also clad in the same timber, provides the visual and physical link from the public street to the private sanctuary or the apartments.

The new Hoyland Market once relocated to its new home, will have 30 market stalls and a further 4 lightweight steel and glazed kiosks. These visually match those at the front, on the High Street, but also incorporate the same timber boarding, used in the apartments, the apartment foyer and Retail Unit 2 of the developments.

The use of the same buff brick as used on the food retail supermarket at site B are used in the centre section of the Boyes store, and in Unit 3 provide continuity of materials and a link between the two sites.

Finally contemporary dark grey doors and windows throughout, visually tie the whole development together.

5. Safety and Security

- The layout of the retail and residential development has been carefully designed to promote safety and security.
- Site B - New 1.8 high acoustic fence screens the boundary of the supermarket car park from the adjacent residences on the Northern and Eastern boundaries from the supermarket.
- Site C – The high brick wall with sliding gate, provide separation of the service yard from the public street. The secure entrance foyer, provides a pleasant and safe transition from the street to the private lift and stair access to the apartments.

Hoyland Town Centre Redevelopment Design and Access Statement

6. Sustainability

- Sustainability is integral to the scheme , informing decisions on many different levels.
- The proximity of the site to local amenities, services, public transport networks has all been outlined above.
- The retention and reuse of the entire Hoyland Town Hall shell, avoids the problem of demolishing and disposing of a 1970's concrete framed building, which cannot effectively be demounted without destruction. By avoiding demolition, we avoid much of the local disturbance a development of this size would normally cause, and avoid the disposal of large amounts of rubble to landfill.
- By increasing the number of dwellings and therefore the number of residents in the local vicinity, the proposed development of this site will help to support the existing businesses and facilities thus ensuring their long term success, and the sustainability of this urban centre.
- The location of the site is inherently sustainable as it is already supported by local infrastructure and services. As this site is in an existing urban location, no energy consumption is required to construct surrounding roads, sewer networks etc. as they are already in place.
- Materials will be sourced locally, wherever possible.
- The contractor will employ their own waste management strategy.
- All new build elements will employ a fabric first strategy, which will minimise future energy consumption by the intelligent design of a highly insulated envelope that takes advantage of available solar gain, where possible.
- Where existing fabric is retained, it will be updated to bring performance, as far as is practicable, up to current environmental standards.

White Design are committed to good quality design which responds to its context, creating attractive environments with a strong local identity. The proposed retail units and dwellings are considered good quality design which will improve and contribute to the character and quality of the area.

Careful consideration has been given to how the proposed development sits within the topography of the site, giving level access to entrances and parking spaces.

7. Access

- The pathways and approaches to all buildings will be designed to give precedence to the pedestrian over the car wherever possible. Where pedestrian routes and vehicular access points do cross, there will be dropped kerbs wherever necessary. All non-adopted pathways on the development will be a minimum of 900 mm wide, with

Hoyland Town Centre Redevelopment

Design and Access Statement

gradients not exceeding 1:12 (existing topography permitting) to be firm and even, and of solid construction. All approaches to retail units will have level or ramped access from the car parking in full accordance with Part M of the Building Regulations.

8. Community Consultation

- The applicant (Resilienti) has contacted local residents and the market traders, and had two formal 'public consultation' meetings with both on the 5th and 8th of May. There have also been several informal meetings with the market traders, both before and after formal 'public consultation'. This allowed residents and market traders to view the proposed plans and have the opportunity to pass any comments.
- White Design have presented the scheme, initially to Barnsley Urban Renaissance Design Advisory Panel on 4th April 2014, and incorporated the panel's comments for a further presentation to some members of the panel on the 7th of April 2015.
- White Design have also carried out several pre-application meetings and discussions with Steve Kirkham and Nik King for BMBC planning department. These comments have generally been incorporated within the final proposals.

9. Supporting Documents

- The following supporting documents are also submitted with this Planning Application and should be read in conjunction with all drawings and this Design and Access Statement:-
- Sustainability Statement
- Waste Management Plan
- Transport Statement
- Archaeological desk top report
- Drainage strategy report
- Landscape details
- Tree survey
- Phase 1 site investigation report.

APPENDIX 1 - SITE LOCATION PLAN



Hoyland Town Centre Redevelopment
Design and Access Statement

APPENDIX 2 - PHOTOGRAPHS SITE A



SITE A AERIAL PHOTOGRAPH

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VIEW FROM DUKE STREET



VIEW ACROSS DUKE STREET



VIEW DIAGONALLY ACROSS DUKE STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW FROM DUKE STREET



VIEW ALONG WEST STREET



VIEW ALONG WEST STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW FROM WEST STREET



VIEW FROM WEST STREET 2



VIEW FROM WEST STREET INTO PEDESTRIAN ACCESS ROUTE

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW ACROSS WEST ST/ MILTON ROAD JUNCTION

Hoyland Town Centre Redevelopment
Design and Access Statement

APPENDIX 3 - PHOTOGRAPHS SITE B



SITE B AERIAL PHOTOGRAPH

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VIEW TOWARDS MARKET STREET/ HIGH STREET JUNCTION



VIEW UP MARKET STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW UP MARKET STREET



VACANT PROPERTY ON MARKET STREET



EXISTING MARKET ENTRANCE ON MARKET STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW FROM OPPOSITE SIDE OF MARKET STREET



VIEW FROM HIGH STREET ONTO MARKET STREET



VIEW INTO MALLIN CROFT FROM HIGH STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW FROM MALLIN CROFT



VIEW OF CAR PARK & MARKET FROM MALLIN CROFT



VIEW OF CAR PARK/ SERVICE AREA

Hoyland Town Centre Redevelopment Design and Access Statement

APPENDIX 4 - PHOTOGRAPHS SITE C



SITE C AERIAL PHOTOGRAPH



VIEW OF PUBLIC SPACE FROM HIGH STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW OF PUBLIC SPACE FROM HIGH STREET



VIEW OF PUBLIC SPACE FROM HIGH STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW OF TOWN HALL FROM MARKET STREET



VIEW FROM TOWN HALL TO MARKET STREET

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW OF TOWN HALL FROM SOUTHGATE



VIEW OF THE HOYLAND CENTRE FROM MILTON ROAD

Hoyland Town Centre Redevelopment Design and Access Statement



VIEW OF THE TOWN HALL CAR PARK FROM SOUTHGATE

Hoyland Town Centre Redevelopment
Design and Access Statement



VIEW OF THE HOYLAND CENTRE FROM HIGH CROFT

Hoyland Town Centre Redevelopment
Design and Access Statement



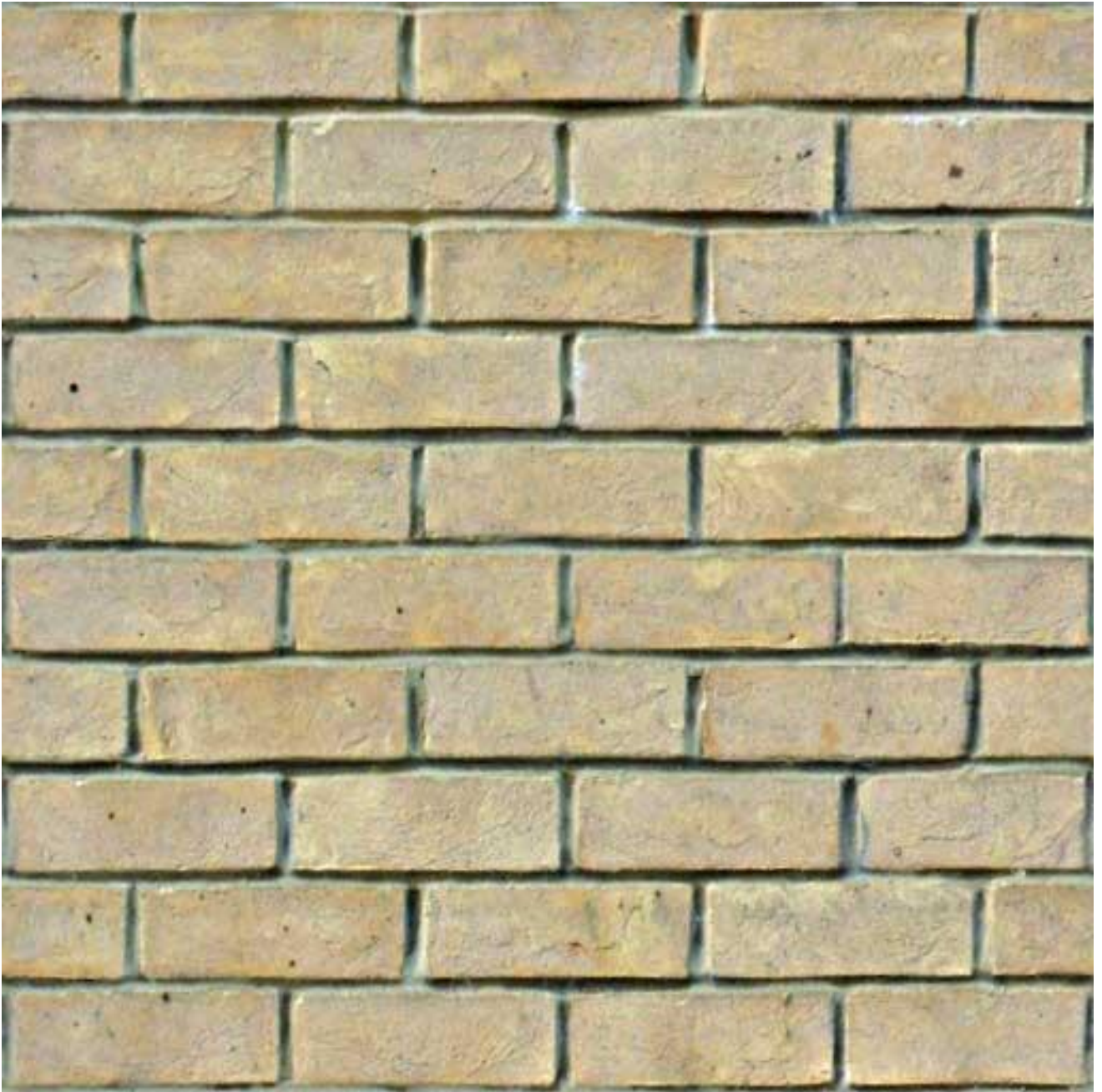
ARTISTS IMPRESSION VIEW OF THE HOYLAND CENTRE AND REAR OF TOWN HALL FROM SOUTHGATE

APPENDIX 5 - MATERIALS PALLET



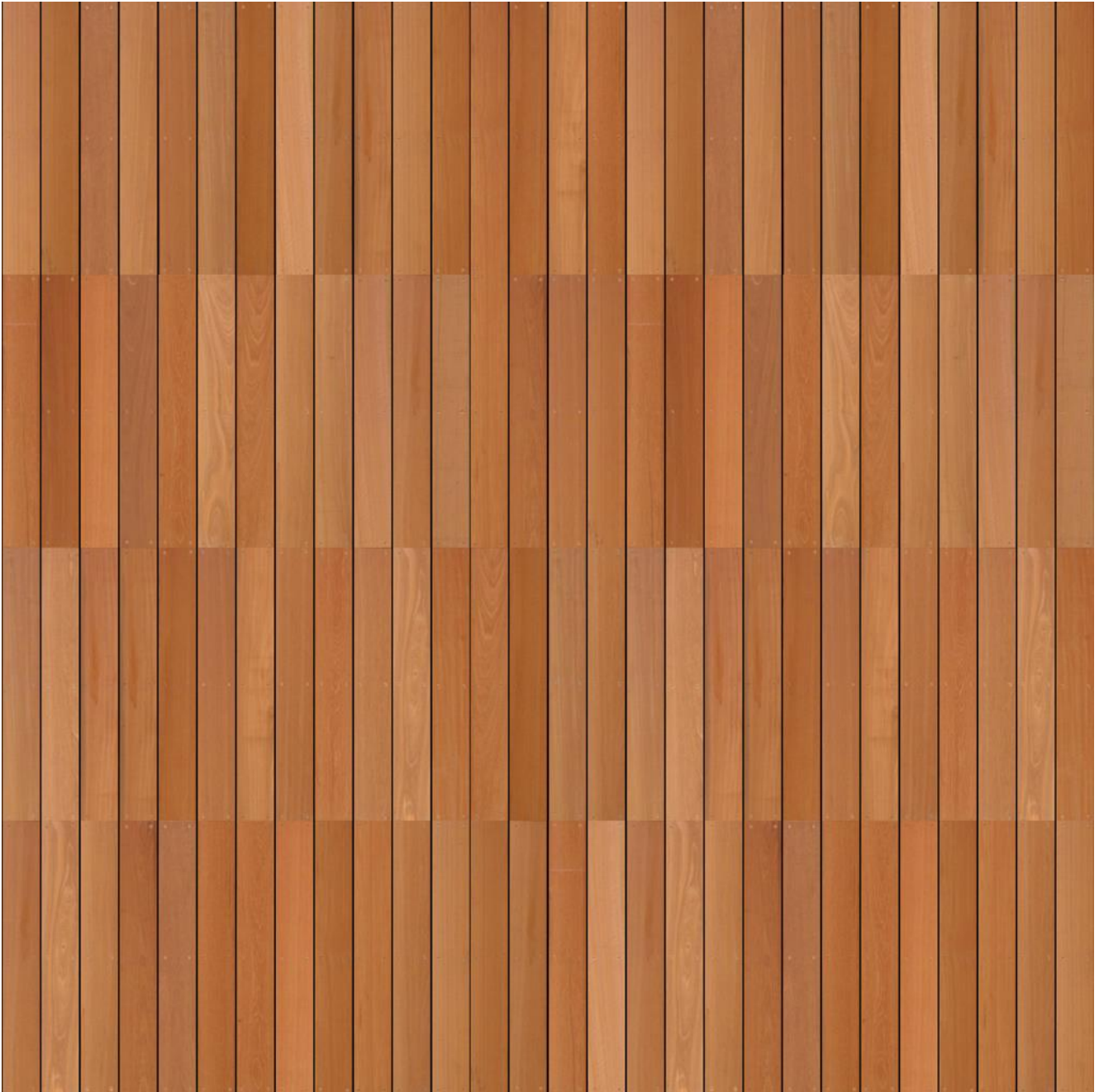
SANDSTONE / ARTIFICIAL SANDSTONE

Hoyland Town Centre Redevelopment
Design and Access Statement



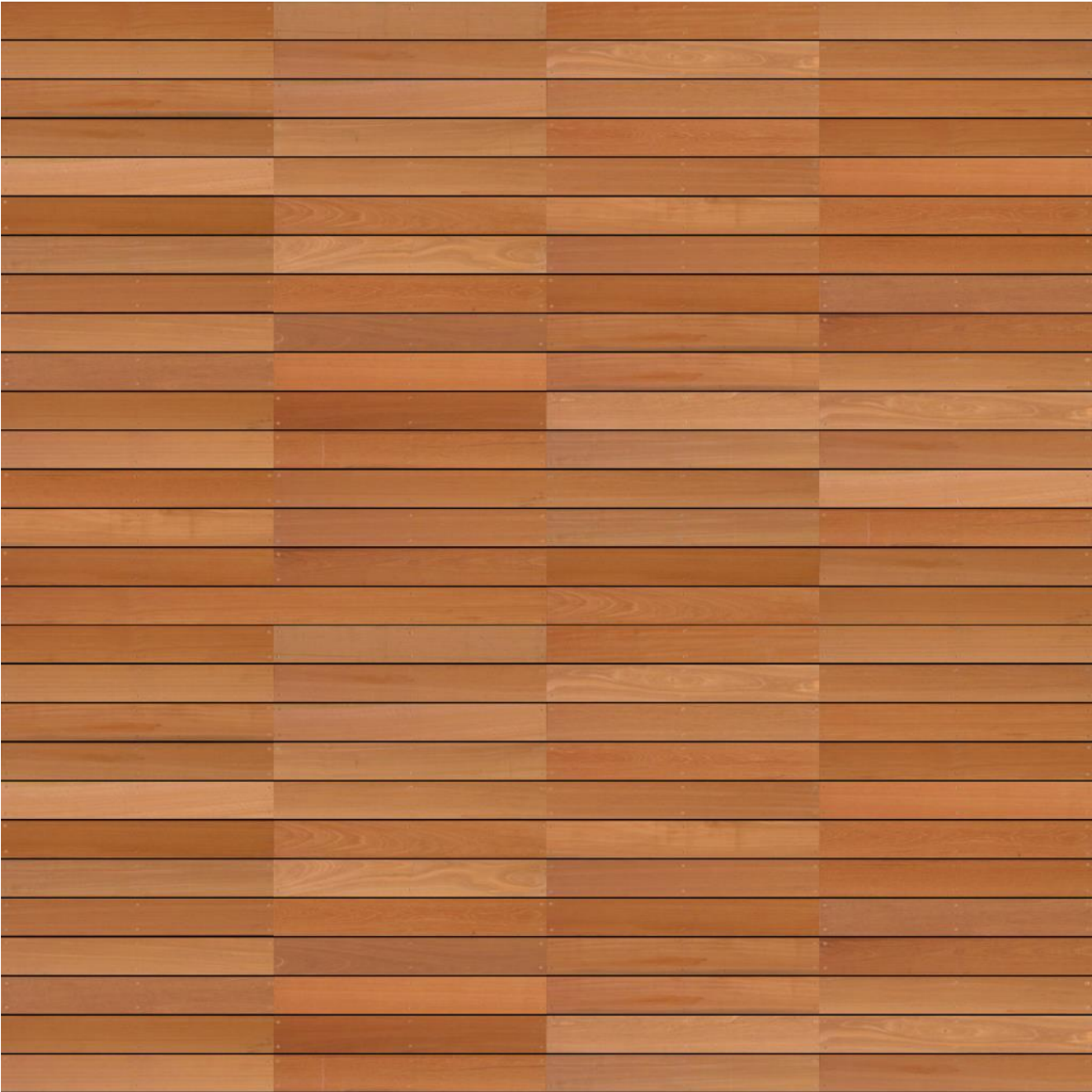
BUFF BRICK

Hoyland Town Centre Redevelopment
Design and Access Statement



VERTICALLY FIXED TIMBER BOARDING

Hoyland Town Centre Redevelopment
Design and Access Statement



HORIZONTALLY FIXED TIMBER BOARDING

Hoyland Town Centre Redevelopment Design and Access Statement

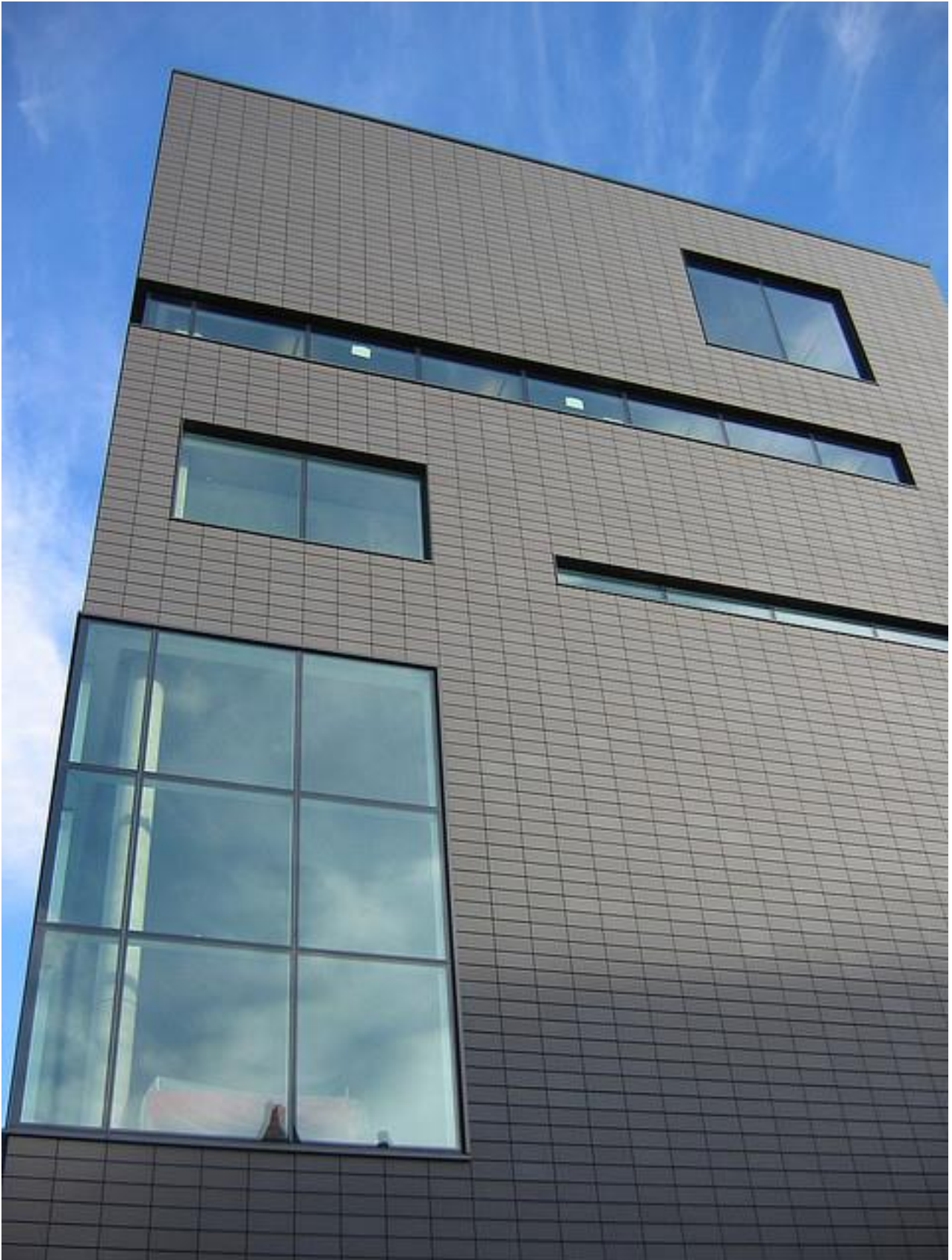


CREAM THROUGH RENDER



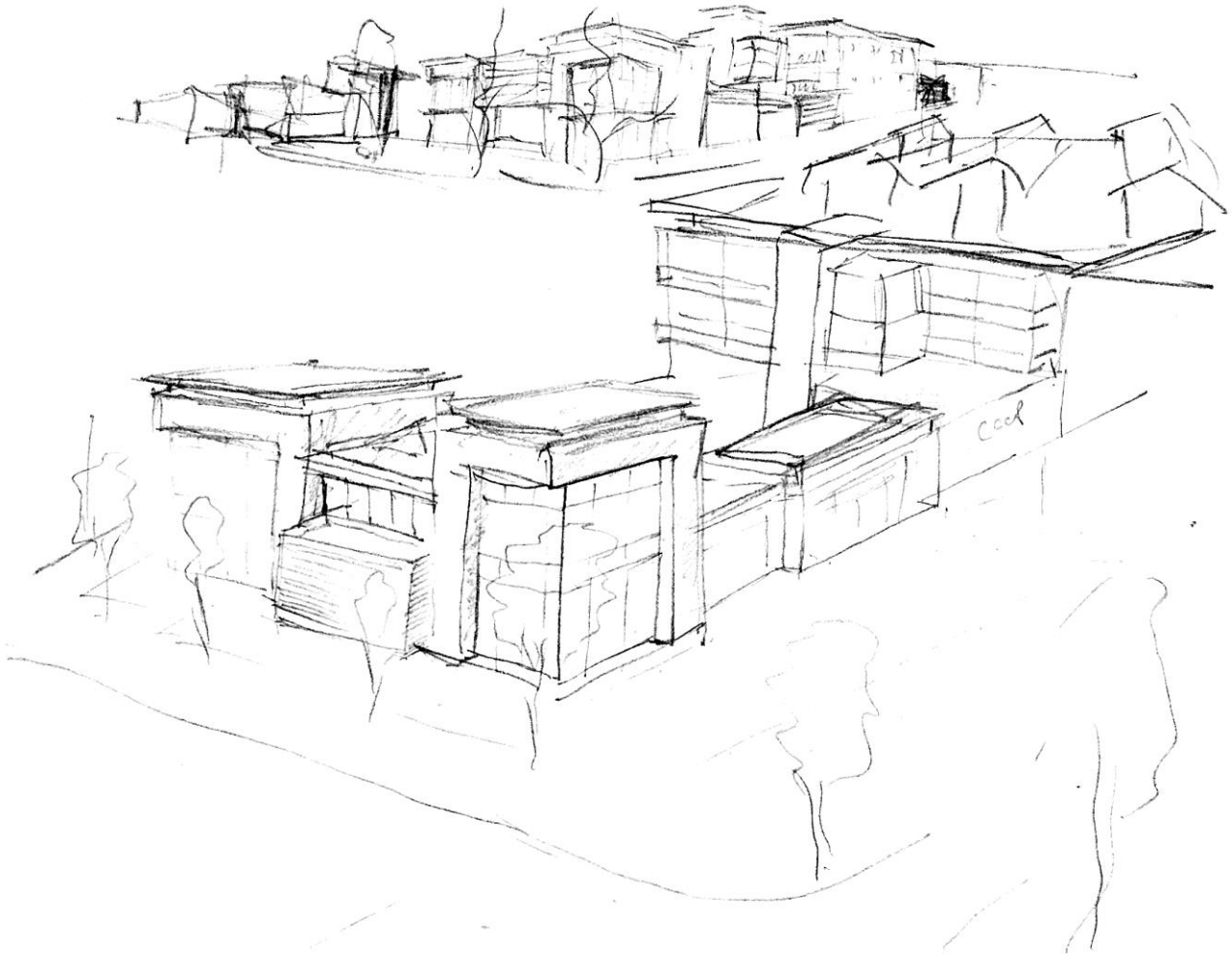
STANDING SEAM ROOFING

Hoyland Town Centre Redevelopment
Design and Access Statement

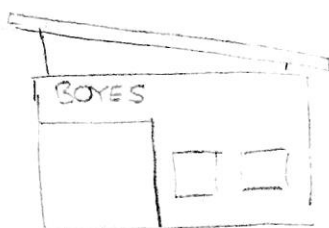
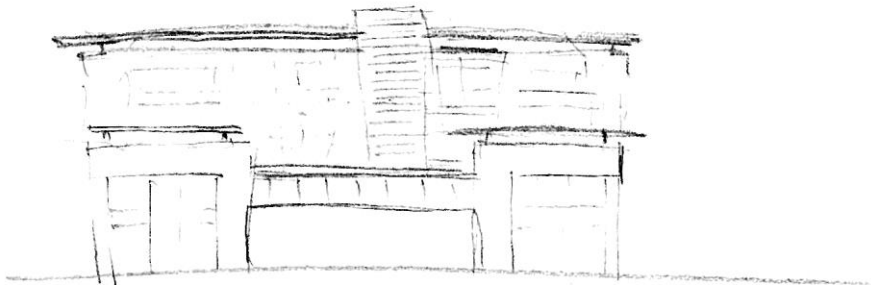


ANTHRACITE GREY METAL CLADDING AND DARK GREY WINDOW AND DOOR FRAME FINISH

APPENDIX 6 - DESIGN DEVELOPMENT

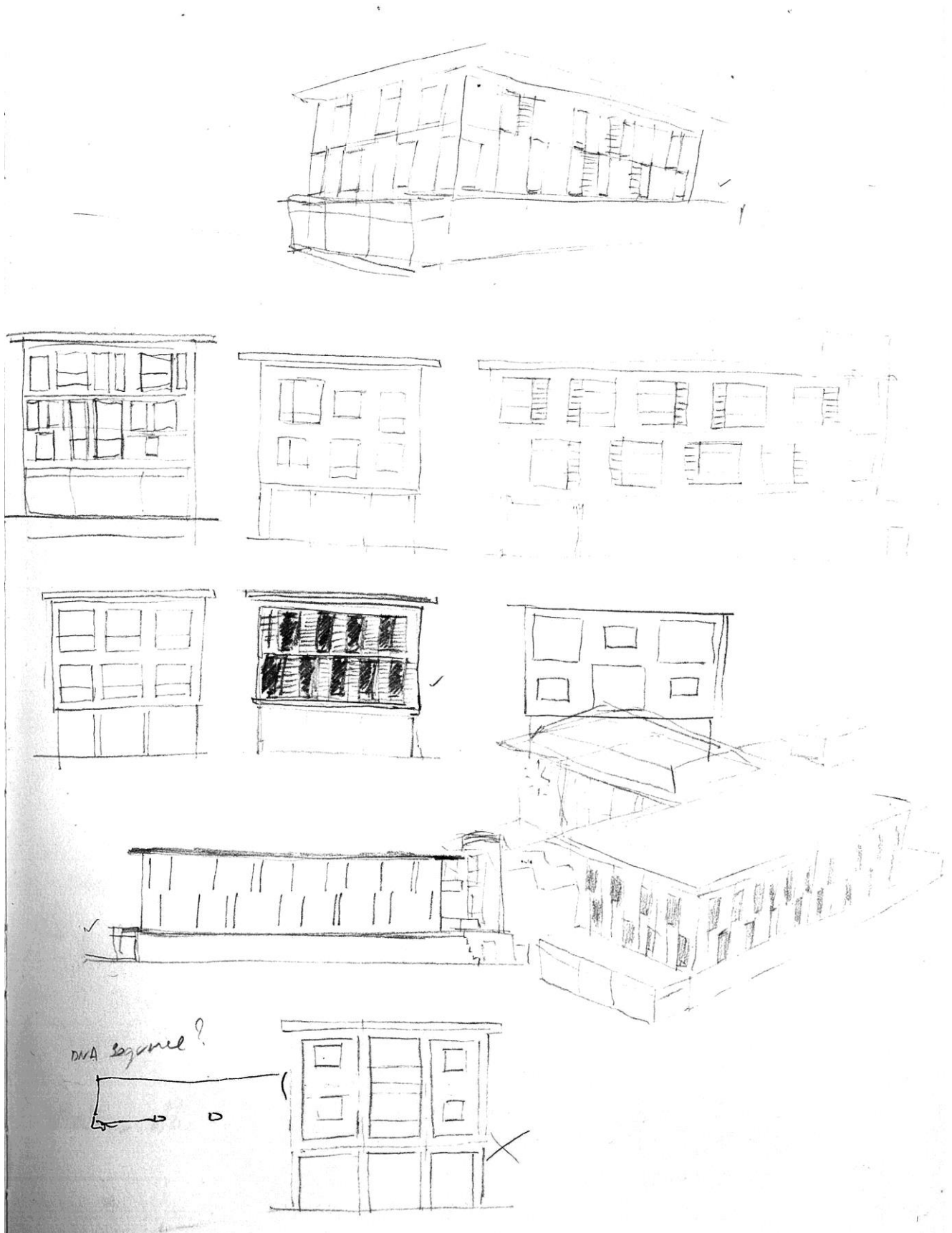


DEVELOPMENT SKETCH – BOYES STORE AND RETAIL UNIT MASSING



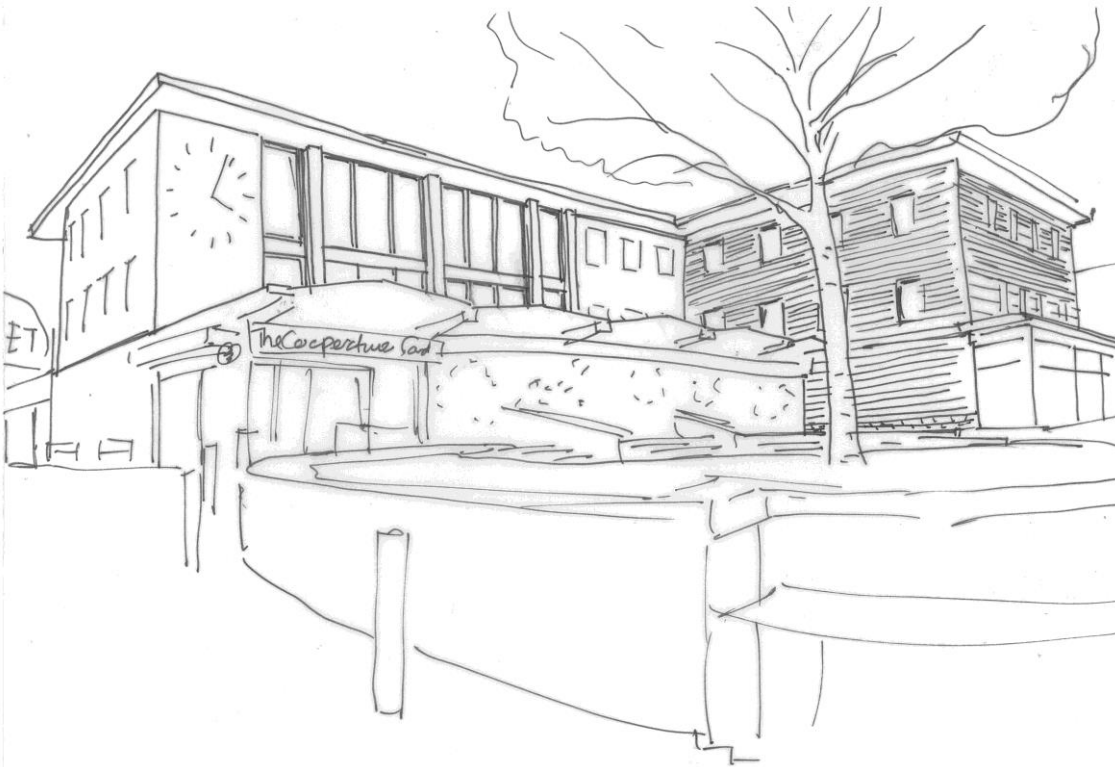
DEVELOPMENT SKETCH – ALTERNATIVE BOYES STORE CLADDING AND ROOF JUNCTION

Hoyland Town Centre Redevelopment Design and Access Statement



DEVELOPMENT SKETCH – EXPLORATION OF WINDOW LAYOUT AND RHYTHM (WESTERN BLOCK)

Hoyland Town Centre Redevelopment Design and Access Statement



DEVELOPMENT SKETCH – HORIZONTAL TIMBER CLADDING RENDER AND RETAINED EXISTING WINDOWS



DEVELOPMENT SKETCH – ALL RENDER AND RETAINED EXISTING WINDOWS, JULIETTE BALCONIES TO LARGE WINDOWS

Hoyland Town Centre Redevelopment Design and Access Statement

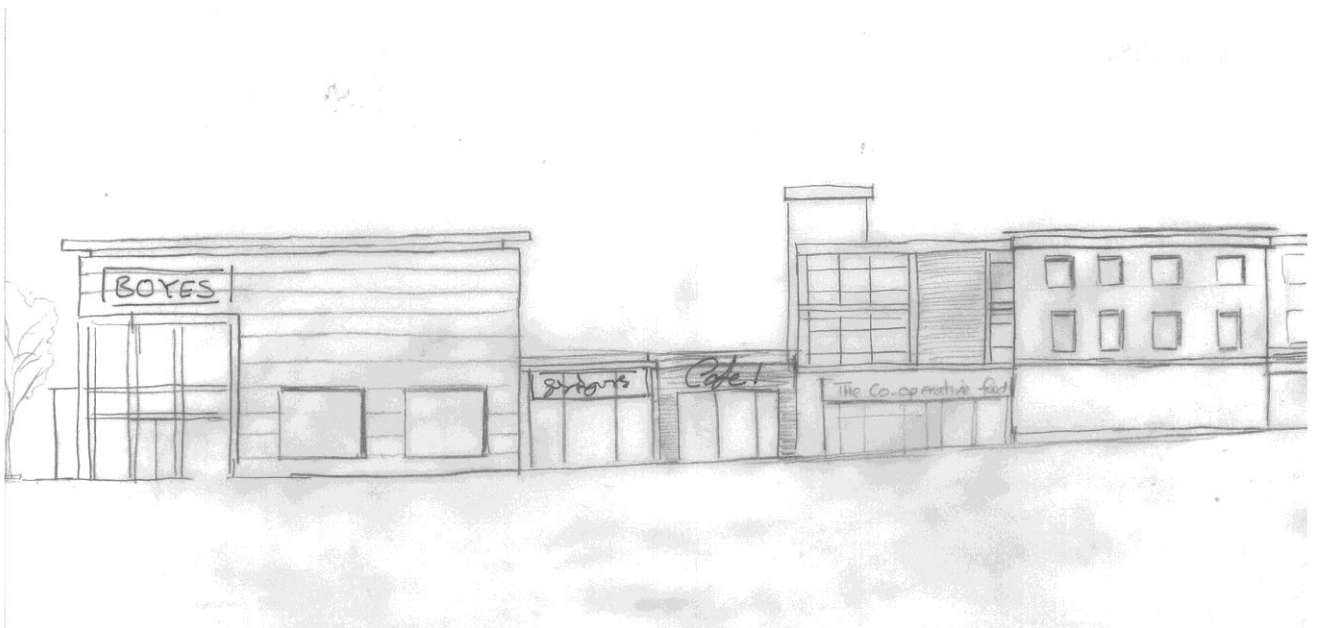


DEVELOPMENT SKETCH – VERTICAL TIMBER CLADDING, RENDER, AND NEW WINDOW PATTERN, WITH LARGER WINDOWS TO TIMBER CLAD WING, WITH JULIETTE BALCONIES, AND TALLER WINDOWS TO RENDERED WING, WITH FEATURE CONTEMPORARY CLOCK.

Hoyland Town Centre Redevelopment Design and Access Statement



DEVELOPMENT SKETCH – FLAT ROOF BOYES STORE & FORST FLOOR ROOF TERRACE

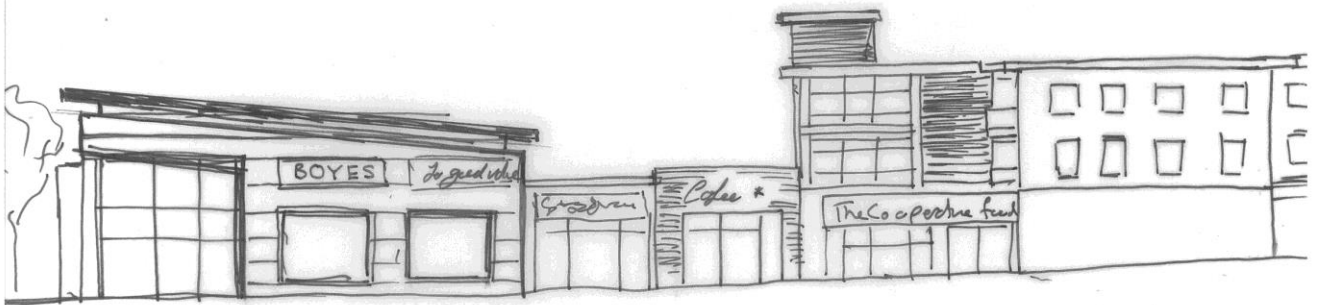


DEVELOPMENT SKETCH – FLAT ROOF BOYES STORE & 2 X NEW RETAIL UNITS

Hoyland Town Centre Redevelopment Design and Access Statement



DEVELOPMENT SKETCH – MONO PITCHED ROOFS TO BOYES STORE VARYING ROOF LINE TO NEW RETAIL



DEVELOPMENT SKETCH – VARIATION TO ROOFLINE OF BOYES STORE AND 2 X NEW RETAIL UNITS