



**HOYLAND NORTH BARNSELEY**  
**Masterplan Framework Appendices**

December 2019



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# Appendix 1

## Planning Policy Audit

Hoyland North Planning Policy Audit (November 2019) Summary of Policy Documents and Implications for Masterplan Framework		
<b>The Development Plan</b>		<b>Relevance to Masterplan Framework process</b>
<b>Barnsley Local Plan (Adopted January 2019)</b> This document provides local planning policy for future development of Barnsley up to 2033. The Local Plan allocates sites for employment and housing, sets the planning context for Barnsley Town Centre, protects and enhances green spaces and infrastructure; and contains policies to secure high quality development and environment.		The adopted Local Plan is up to date and is the starting point for in the decision-making process as set out within Section 38 of the 2000 Planning Act and the relevant contents of the 2018 NPPF.
<b>Barnsley, Doncaster and Rotherham Joint Waste Plan (March 2012)</b>		WCS7: Managing waste in all developments - applies to all development.
<b>Other Material Policy Considerations</b>		<b>Relevance to Masterplan Framework process</b>
<b>Adopted SPD's:</b> <ul style="list-style-type: none"> <li>Trees and Hedgerows</li> <li>Residential amenity and siting of building</li> <li>Open Space provision on new housing developments</li> <li>Heritage impact statements</li> <li>Financial contributions for schools</li> <li>Design of housing development</li> <li>Biodiversity and geodiversity</li> <li>Affordable housing</li> <li>Parking</li> <li>Planning obligations</li> <li>Sustainable travel</li> <li>Development on land affected by contamination</li> <li>Section 38 agreements</li> <li>Section 278 agreements</li> </ul>		All of these documents were adopted in 2019.
<b>Strategies:</b> <ul style="list-style-type: none"> <li>Health and Wellbeing (2014 - 2019)</li> <li>Public Health Strategy</li> <li>Health and Care – The Barnsley Plan (2016-2020)</li> <li>Barnsley Joint Strategic Needs Assessment (2016)</li> <li>Employment and Skills Strategy: More and Better Jobs (2016-2020)</li> <li>Aspirations of the SCR LEP Strategic Economic Plan (SEP)</li> <li>Housing Strategy (2014-2033)</li> <li>Transport Strategy (2014-2033)</li> <li>Community Engagement Strategy (2017-2020) – note the BMBC Corporate Plan 2017-2020</li> <li>Economic Strategy-Jobs and Business Plan (2014-2017) and Three year review (2017)</li> <li>Air Quality Action Plan (2017)</li> <li>Energy Strategy (2015-2025) – note that the Council has announced a Climate Emergency and will be preparing further documentation on the Zero 40 and Zero 45 targets</li> <li>Equality, Diversity and Inclusion Strategy (July 2018 – June 2020)</li> </ul>		These documents provide strategic principles which should be implemented across the borough to achieve the overall goals.
<b>Barnsley Local Plan (Adopted)</b>		
<b>Policy</b>	<b>Summary</b>	<b>Relevance to Masterplan Framework process</b>
<b>Policy GD1 General Development</b>	Proposals for development will be approved provided there is no significant adverse effect on living conditions and residential amenity of existing and future residents, proposals will not adversely affect the potential development of a wider area of land, there is no adverse impact on the environment, natural resources, waste. The proposed development should provide adequate privacy and have no adverse impacts on surrounding uses.	A well-designed layout with limited impact on surrounding area and amenity is required.
<b>Policy GD1 General Development (Para. 6.12)</b>	<b>Masterplan Frameworks</b> <i>Where such are being sought, they should contain the following:            Planning policy summary, site location plan and description, land ownership, a summary of the existing evidence, site evaluation, land use framework, sustainable movement framework, protection of existing rights of way routes and their incorporation within new development layouts, vehicular movement framework, green and blue infrastructure framework, place-making framework, sustainability and energy use, health and wellbeing, design evolution, conceptual masterplan, infrastructure and delivery phasing.</i>	This requirement is the underlying reason why the Masterplan Framework has been commissioned.

	<i>Masterplan Frameworks will be subject to public consultation and should be approved by the Council prior to the determination of any planning applications on the affected sites.'</i>	
<b>Policy SD1 Presumption in favour of sustainable development</b>	<i>As per the NPPF definition. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</i>	Sustainable development principles should guide the Masterplan Framework.
<b>Policy LG2 Location of Growth, Policy E1 Providing Strategic Employment and Locations, and Policy E2 The distribution of new employment sites</b>	The policy provides the settlement hierarchy for Barnsley and growth will be directed to urban areas, principal towns and villages in that order. Principal towns including Hoyland will be the focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities will be directed.	The principle of significant development being absorbed in this location has been accepted.  Of the 297ha of employment land in sustainable locations identified in policy E1, 110.9ha of this in Hoyland.
<b>Policy ES14 Rockingham 8.9ha</b>	Proposals for this site will be subject to the production of a Masterplan Framework including housing site reference HS64; HS66; HS56 and employment site reference: ES14 and ES17. Proposals should provide appropriate access to employment site ES17 and housing site HS64; consider the impact on residential amenity and include appropriate mitigation where necessary; and consider potential impact on nearby Shortwood and Hay Green Local Wildlife Sites with appropriate mitigation where necessary; and retain the hedgerow along the north edge.	1. Access to be provided from the site to employment site ES17 and housing site HS64 2. Provide acceptable residential amenity and mitigation where necessary; 3. Provide necessary mitigation for nearby Local Wildlife Sites (Shortwood and Hay Green); and 4. Retain hedgerow along northern edge.
<b>Policy ES17 Land South of Dearne Valley Parkway 28.2ha</b>	Proposals for this site will be subject to a production of a Masterplan Framework (as above including site references: HS64; HS66; HS56; ES14 and ES17). Proposals should provide access to housing site references HS64, HS66 and HS56; protect and retain the areas of woodland, species-rich neutral grassland, pond and stretches of older hedgerows and possible investigation (habitat potential for newts) prior to any development; consider and minimise the impact on the setting of listed buildings through appropriate design and landscaping; ensure development respects the landscape and wider countryside, and introduce mitigation measures where appropriate to address impacts on the adjacent Green Belt and countryside; and protect and retain the green way, public footpaths and bridleways, cutting through and along the periphery of the site in the design of the layout.	1. Provide access to sites HS64, HS66 and HS56; 2. Protect and retain areas of woodland, species rich neutral grassland, pond and old hedgerows; 3. Consider and minimise impact on setting of listed buildings; 4. Respect surrounding wider landscape and green belt and provide mitigation where appropriate; 5. Retain and protect green ways and public footpaths across and along the borders of the site and make provision for them in the design of the layout.  *Site has potential to habitat newts and investigation is recommended prior to any development.
<b>Policy E3 Uses on employment land</b>	The following uses will be allowed on employment sites: research and development, and light industry; general industrial; and storage or distribution. Ancillary uses will be allowed where appropriate in scale. Other employment generating uses may be considered on their merits, particularly in terms of providing jobs, skills and contribution to the boroughs GVA.	Consider acceptable employment uses on employment allocations ES14 and ES17.
<b>Policy HS56 Land off Shortwood Roundabout, Hoyland (Indicative number of dwellings 80)</b>	Proposals will be subject to the production of a Masterplan Framework and should demonstrate the proposals will positively support and complement the comprehensive wider development of the area. Development on this site will be expected to retain, enhance and manage the hedgerow on the east side; provide acoustic measures to mitigate against noise from the road; and provide appropriate access.  *Archaeological remains may be present on this site therefore proposals must be accompanied by an archaeological assessment (including field evaluation if necessary) which also includes the following: <ul style="list-style-type: none"> <li>Information identifying the likely location and extent of the remains, and the nature of the remains;</li> <li>An assessment of the significance of the remains; and</li> <li>Consideration of how remains would be affected by the proposed development.</li> </ul>	1. To retain and enhance the hedgerow on the east side; 2. Provide acoustic measures (buffer) to mitigate against noise from the road. 3. Provide suitable access arrangements.  *Supporting Archaeological Assessment likely to be required.  Note Policy H1 - overall housing requirement 21,546 net additional homes during the plan period (2014-2033) / 1,134 dpa. Policy H2 directs 12% of the total housing supply to Hoyland (2,263 dwellings).
<b>Policy HS64 Land North of Hoyland Road, Hoyland Common (Indicative number of dwellings 615)</b>	Development on this site will be subject to a comprehensive Masterplan Framework including the sites mention above and site HS66 below. Proposals should ensure all hedgerows and woodland blocks are retained, enhanced and managed and appropriate access provided; a wildlife corridor is created across the site; acoustic measures are provided to mitigate against road noise; and proposals respect the historic setting of Hoyland Lowe Stand and the St Peters Church yard to the east by use of appropriate site layout, sympathetic design that reflects the setting, appropriate scaling, massing, details and materials.  Archaeological remains maybe present onsite and proposals should be accompanied by an appropriate archaeological assessment (including field evaluation if necessary). Any assessment should include the	1. All hedgerows and woodland blocks should be retained; 2. Create a wildlife corridor across the site; 3. Provide appropriate acoustic measures to mitigate against noise from the road; and 4. Proposals should be of an appropriate design and layout to respect the historic setting of Hoyland Lowe Stand and St Peters Church churchyard (to the east).  *Archaeological Assessment required

	following: <ul style="list-style-type: none"> <li>Information identifying the likely location and extent of the remains, and the nature of the remains;</li> <li>An assessment of the significance of the remains; and</li> <li>Consideration of how remains would be affected by the proposed development.</li> </ul>	
<b>Policy HS66 Land west of Upper Hoyland Road (Indicative number of dwellings 70).</b>	Development will be subject to the production of a Masterplan Framework for the Hoyland North Area. Development proposals should ensure access to the site is taken through housing allocation HS64. Access infrastructure should be capable of allowing development of the whole masterplan area, retain, enhance, manage species-rich hedgerows and plantation woodland at the north, plus create a wildlife corridor along the site; protect historic setting of Hoyland Lowe Stand (to the east) by limiting development on the site to the area shown on the Policies Map; restricting the height of dwellings to a single storey at the eastern margin of the developable area; and providing appropriate site layout and sympathetic design that reflects the setting, scaling, massing, details and materials.  Archaeological remains maybe present on this site and proposals should be accompanied by appropriate archaeological assessments that include: <ul style="list-style-type: none"> <li>Information identifying the likely location and extent of the remains, and the nature of the remains;</li> <li>An assessment of the significance of the remains; and</li> <li>Consideration of how remains would be affected by the proposed development.</li> </ul>	1. Site access should be through housing site HS64; 2. Retain, enhance, manage species rich hedgerows and woodland to the north; 3. Create wildlife corridor along site; 4. Protect historic setting of Hoyland Lowe Stand immediately to the east by restricting height of dwellings to single storey on the eastern margin of the developable area, limiting development to area shown on policies map, and provide an appropriate site layout and sympathetic design and orientation of buildings to create an attractive edge to the development facing the Listed Building, respect the setting of the Lowe Stand, and retain the appreciation of the rural setting of the Listed Building in medium and long-distance views from the west.  *Archaeological Assessment required
<b>Policy H6 Housing Mix and Efficient Use of Land</b>	To ensure that development makes the most efficient use of land housing proposals should include a broad mix of house sizes, types and tenure to help create mixed and balanced communities. Homes should also be suitable for different types of households and be capable of being adapted to meet the changing needs of the population (i.e. Lifetime Homes).  *A density of 40 dwellings per hectare will be expected in Urban Areas and Principal Towns including Hoyland. Lower densities will be supported where it can be demonstrated as necessary i.e. 'necessary for character and appearance, need, viability or sustainable design reasons'.	1. Mix and house types should be informed by evidence in up-to-date SHMA; 2. Consider density of 40 dwellings per hectare if possible. Lower densities maybe supported where is can be demonstrated as necessary i.e. 'necessary for character and appearance, need, viability or sustainable design reasons'.
<b>Policy H7 Affordable Housing</b>	Housing development of 15 dwellings or more will be expected to provide affordable housing. 10% affordable housing is expected in Hoyland subject to viability assessments.	10% affordable housing on sites with more than 15 dwellings.  *More information is provided in the Affordable Housing SPD.
<b>Policy T1 Accessibility Priorities</b>	The policy introduces transport strategy programmes on development-transport corridors which aim to improve sustainable transport and circulation in line with the Accessibility Improvement Zone (AIZ), particularly between Principal Towns.	The Masterplan Framework area falls within the AIZ and financial contributions will be required in line with Sustainable Travel SPD. Note: Policy T1 promotes sustainable transport links, promote high quality public transport. Also, transport modelling of junction 36 and surrounding network has been undertaken to inform the masterplan.
<b>Policy T3 New Development and Sustainable Travel</b>	New developments should be located and designed in order to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists. Minimum parking requirements for parking, cycles, motorbikes, scooters, mopeds and disabled people should be policy compliant and necessary Transport Assessments and Travel Plans should be provided in line with the NPPF.  *Where levels of accessibility through public transport are unacceptable or it is not possible to make provision for parking on site, financial contributions will be sought*	1. Supporting Transport Assessment and Travel Plan will be required; 2. Parking spaces for cycles, motorbikes, vehicles, disabled spaces should meet minimum requirements; and 3. Consider reducing the need to travel, accessibility to public transport and user-friendly environment for pedestrians and cyclists.  Masterplan Framework should consider (at a high level) the principles to be assessed in a Transport Assessment (para 12.51 of Local Plan): <ul style="list-style-type: none"> <li>Reducing the need to travel</li> <li>How accessible is the development by all forms of transport</li> <li>Whether the site access can deal with the predicted level of traffic (note FORE Consulting Traffic Impact Assessment)</li> <li>Measures to encourage walking, cycling and public transport</li> <li>Mitigation avoiding unnecessary physical highway improvements and promoting innovative and sustainable transport solutions</li> </ul> * See more information in the Sustainable Travel SPD below.
<b>T4 New Development and Transport Safety</b>	Safe, secure and convenient access and movement.  *mitigating action or financial contributions from developers to enable necessary improvements to go ahead*	Safe, secure and convenient access and movement.
<b>Policy D1 High Quality Design and Place Making</b>	Design Principles: Development is expected to be of high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and features of Barnsley, including: <ul style="list-style-type: none"> <li>Landscape character, topography, green infrastructure assets, important habitats, woodlands and other natural features;</li> </ul>	Provide a safe and high-quality design with clear connections to the surrounding street and pedestrian network whilst assimilating onto the surrounding landscape and townscape character. Note that detailed design will come at the planning application stage however the broad principles of D1 should be considered through the Masterplan Framework.



<b>Infrastructure and Planning Obligations</b>	and contributions may be necessary to meet all on and off-site infrastructure requirements to enable provision of appropriate infrastructure.	should be identified as early as possible through the Masterplan Framework process.						
<b>Policy I2 Educational and Community Facilities</b>	The policy seeks to support provision of schools, educational facilities and other community facilities. If local schools do not have capacity resulting from new housing, contributions will be sought under policy I1 to ensure enough school places are provided before the development goes ahead.	Financial implication as detailed in Financial contributions for schools SPD.  *£16,000 per pupil place in primary schools (total based on 21 pupils per 100 homes) *£16,000 per pupil place in secondary schools (total based on 15 pupils per 100 homes)						
<b>CL1 Contaminated and Unstable Land</b>	The policy seeks to protect future users and occupiers of a development where it would be affected by contamination or stability issues, or where contamination may present a risk to the water environment. The policy also sets out planning application requirements demonstrating appropriate investigation and detailed safety measures.	Planning applications to be accompanied by reports and detailed safety measures.						
<b>Poll1 Pollution and Protection</b>	Development should demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural or built environment or to people. We will not allow development of new housing or other environmentally sensitive development where existing air pollution, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.	Note comments below in the Air Quality Action Plan regarding M1 corridor and limits around Birdwell/Sheffield Road. Also note comments regarding noise i.e. from employment and Dearne Valley link road.						
<b>Other Material Policy Considerations</b>								
<b>SPD</b>	<b>Summary</b>	<b>Relevance to Masterplan Framework process</b>						
<b>Trees and hedgerows SPD</b>	This document supplements Policy BIO1 in the Adopted Local Plan in terms of trees and hedgerows and their role in biodiversity and geological features. Trees and Hedgerows on development sites should be retained and protected wherever possible to enhance the quality of the environment. A supporting full Tree Survey to BS5837:2012 will be required.  Consideration should be given to the impact on trees, hedgerows, woody habitats and the species they encompass. Development proposals should be supported by comprehensive ecological reports.	Tree Survey and Ecological surveys will be required to inform the detail of layouts and support development proposals (as per the Council's planning application validation requirements) but at this stage the high-level evidence work is acceptable to inform the Masterplan Framework process.						
<b>Sustainable travel SPD</b>	This document complements Local Plan policies T1 (Accessibility Priorities), T3 (New Development and Sustainable Travel) and I1 (Infrastructure and Planning Obligations). The objective is to ensure that new developments are accessible via public transport, walking and cycling is acceptable in order to promote sustainable transport and active travel. As such, financial contributions will be sought through S106 Agreements to contribute towards public transport and/or active infrastructure enabling appropriate mitigation of transport impacts arising from proposed schemes.  In addition, developments are required to provide electric vehicle charging points in accordance with the table below as minimum: <table border="1" data-bbox="300 1006 925 1124"> <tr> <td>Residential</td> <td>1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking)</td> </tr> <tr> <td>Commercial / Retail</td> <td>10% of parking spaces which may be phased with 5% initial provision with the remainder at an agreed level</td> </tr> <tr> <td>Industrial</td> <td>10% of parking spaces which may be phased with 5% initial provision with the remainder at an agreed level</td> </tr> </table>	Residential	1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking)	Commercial / Retail	10% of parking spaces which may be phased with 5% initial provision with the remainder at an agreed level	Industrial	10% of parking spaces which may be phased with 5% initial provision with the remainder at an agreed level	1. Transport impacts should be considered through appropriate assessments including Transport Assessments and Travel Plans. Where proposals are speculative or outline, an interim Travel Plan will be required. 2. 1 charging point per dwelling with dedicated parking. 3. 1 charging point per 10 spaces of unallocated parking (visitor parking). 4. 10% of parking spaces should have electric charging points for commercial/retail and industrial. 5. Contributions will be sought on developments or 10 dwellings or more.
Residential	1 charging point per unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking)							
Commercial / Retail	10% of parking spaces which may be phased with 5% initial provision with the remainder at an agreed level							
Industrial	10% of parking spaces which may be phased with 5% initial provision with the remainder at an agreed level							
<b>Residential amenity and the siting of buildings SPD</b>	This document complements Local Policy D1 High Quality Design and Place Making. It states that new developments should be designed to fit in with their surroundings in terms of height, spacing, massing, landscaping and design (e.g. choice of materials, details such as position of windows, architectural features, walls/fences) and not cause undue loss of amenity to existing and future residents. In this respect outlook, amenity, privacy and daylight/sunlight should be appropriately.	The guidance states that suitable daylight to a dwelling is achieved where an unobstructed vertical angle of 25 degrees can be drawn from the centre point of the lowest window, the 25-degree rule.  Appropriate separation distances should be considered carefully. Buildings with 3 storeys plus should have a minimum of 30m from the windows of any habitable room nearby dwellings or the distance required by the 25- and 45-degree rules. (The larger the footprint the greater the distance).						
<b>Affordable housing SPD</b>	This document is in line with Local Plan Policy H7 Affordable Housing. The Local Plan requires 10% affordable housing provision for Hoyland. As a result of viability issues, the SPD acknowledges that this was tested at the Local Plan Examination and should not be tested again. It does, however, leave an option open for a developer to justify affordable housing provision below the Council's	To consider 10% Affordable Housing requirement in design concept subject to viability considerations and agreed distribution throughout the scheme.  50% of Open Market Value is given as the indicative transfer value should the developer provide						

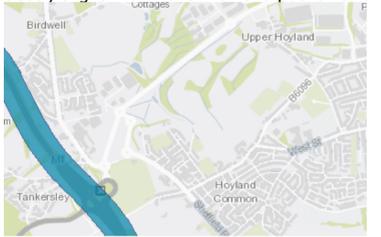
	<p>requirement but the onus will be on the developer to justify that circumstances have changed and submit sufficient evidence. The SPD confirms that within the viability appraisal calculation the Council will consider a suitable development profit to be a maximum of 20% of gross development value. The Council will seek to recover costs associated with a viability review.</p> <p>Other requirements in the SPD are as follows:</p> <ul style="list-style-type: none"> <li>Negotiations with Registered Providers should begin well in advance of when a planning application is submitted;</li> <li>New affordable housing will be expected to meet the minimum internal and external floorspace requirements set out within the South Yorkshire Design Guide;</li> <li>The Council will not support the grouping of affordable units together in large numbers, but instead small clusters should be dispersed throughout the development;</li> <li>For Hoyland the proposed affordable housing tenure split is 8% affordable homes for rent and 2% affordable home ownership.</li> </ul> <p>The SPD outlines alternative delivery of affordable housing which could include:</p> <ul style="list-style-type: none"> <li>Transfer free service land to a Registered Provider or Council to enable them to deliver affordable housing within the site;</li> <li>Offsite provision such as enabling empty homes to be brought back into use;</li> <li>A commuted sum equivalent to the cost of onsite provision taking into account the fact that there will be a corresponding increase in the market housing on the application site. The formula for agreeing a commuted sum will be Open Market Value less the transfer value which would be 50% of OMV for affordable housing ownership property and 50% of OMV for affordable homes for rent.</li> </ul> <p>All the above options could only be achieved following a robust justification that onsite provision is not appropriate.</p>	<p>robust justification for off-site delivery via a commuted sum.</p> <p>*Affordable housing should be indistinguishable from open market in terms of design. Affordable housing should meet the minimum space standards set out in the Design of Housing Development SPD (as per the South Yorkshire Residential Design Guide (SYRDG) – Technical Requirements section 4A.2 (p130-131)).</p> <p>Local Validation Requirement includes Affordable Housing Statement for 15+ units.</p>
<b>Biodiversity and geodiversity SPD</b>	Development proposals which might harm biodiversity or geodiversity interest should follow the mitigation hierarchy which is to avoid, mitigate, compensate. Major developments should consider incorporating quantifiable benefits including new woodland, new wetland, enhancing areas of poor-quality environment, improving public access, improving the management of existing habitats and use of bird and bat boxes.	Include quantifiable benefits and features which support biodiversity and geodiversity in layout particularly if elements of the Masterplan Framework might harm these existing interests.
<b>Design of housing development SPD</b>	<p>The layout and design of new housing development must ensure that high standards of privacy, light and outlook are provided for existing and proposed residents.</p> <p><b>External Spacing Standards</b></p> <ul style="list-style-type: none"> <li>Where front elevations face a road, minimum of 12m separation distance is required for dwellings of the same height to achieve desired streetscape,</li> <li>Minimum back-to-back dimension between facing habitable rooms should be 21metres. If dwellings are more than two storeys back to back separation distance should increase by 3m,</li> <li>Proposed habitable room windows at first floor level and above should be a minimum of 10m from the boundary of any private garden and habitable room windows which they would face</li> <li>Proposed walls without habitable room windows (gable) should be at least 12 metres from original habitable room windows. The distance should increase by 2m for every additional storey,</li> <li>Rear gardens of proposed dwellings should be at least 50m2 for two-bedroom houses/bungalows and 60m2 for houses/bungalows with three or more bedrooms,</li> <li>Shared private space for flats must be a minimum of 50m2 plus an additional 10 m2 per unit as balcony space or added to shared private space. Where private space cannot be provided balconies of a minimum of 3m2 must be provided.</li> </ul> <p><b>Internal spacing standards</b></p> <p>Internal spacing standards should meet requirements set out in the South Yorkshire Residential Design Guide section 4A.2, (p130-131).</p> <p><b>Character</b></p> <ul style="list-style-type: none"> <li>Design of new developments must be based on an appraisal of existing landscape and settlement character - to maintain the character area in which the site is located if this is a positive source. Where there is no specific positive source to draw on, the development should be designed to create</li> </ul>	<p>The Masterplan Framework should reflect:</p> <ol style="list-style-type: none"> <li>Appropriate separation distances in determining development parcels,</li> <li>Appropriate character following appraisals of area,</li> <li>Include cycling or walking routes and green corridors to improve quality of air,</li> <li>Principles in Secured by Design,</li> <li>Guidance in Manual for Streets,</li> <li>Opportunities to improve the health and wellbeing of the residents of new development.</li> </ol> <p>Considerations should include:</p> <ul style="list-style-type: none"> <li>Promoting inclusive design, meeting the needs of disabled people and accessibility needs</li> <li>Identify opportunities to access local facilities and greenspace</li> </ul> <p>Make provision of suitable car parking arrangements and waste storage and landscaping.</p> <p>The SPD includes updated design requirements that reflect best practice (including the SYRDG).</p> <p>Note the Local Validation Requirements include:</p> <ul style="list-style-type: none"> <li>Air Quality Assessment</li> <li>Building for Life 12 Assessment</li> </ul>

	<p>character,</p> <ul style="list-style-type: none"> <li>Based on an appraisal that identifies any existing positive features within the site and assesses the advantages and disadvantages of retaining them,</li> <li>Based on an appraisal of the townscape of the site and surrounding area and their relation to topography and be responsive,</li> <li>Views into and out of the site should be considered and where the local topography varies a visual impact assessment should be undertaken to influence the layout and design,</li> <li>New developments should be specific to their location and seek to co-ordinate the landscape framework, street pattern, route hierarchy and townscape to create a coherent public realm and open space network,</li> <li>Large schemes the pattern of house types and designs should be varied to create visual interest and support character areas within the development,</li> <li>Elevations and fenestration should be designed in such a way that they provide relief, depth texture and modelling,</li> <li>Window and door openings should have enough recess in the reveal to give visual articulation,</li> <li>Design and Access Statement should be provided and include the above analysis.</li> </ul> <p><b>Health and Well-being</b> Major schemes could include walking and cycling routes linking through the development, or the create green corridors to improve air quality. The design of open spaces should be inclusive to meet the needs of children and young people and the elderly population. *Supporting information on the promotion of health and well-being can be included in Design and Access Statements:</p> <ul style="list-style-type: none"> <li>Adequate internal spaces for bike storage, dining and kitchen facilities</li> <li>Adequate private or semi-private outdoor space per dwelling</li> <li>Car parking spaces are minimised across the development, along with utilisation of electric vehicle re-charging infrastructure where appropriate</li> <li>Well-designed buildings with passive surveillance – see the Health and Well-being Strategy and Public Health Strategy for further information</li> </ul> <p><b>Designing Out Crime</b> Development should take account of the guidance within the Secured by Design</p> <p><b>Streets</b> Layout should reflect principles of Manual for Streets (noting Healthy Streets Approach (adapt from London. People focussed guidance which covers air quality, feelings of safety, crossings, noise, places to rest <a href="https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets">https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets</a>).</p> <p>Streets should be designed to achieve appropriate vehicular speeds as below:</p> <ul style="list-style-type: none"> <li>No more than 20mph where principally serving residential areas,</li> <li>No more than 15mph for shared space streets where segregation between motor vehicles and other road users is reduced, and</li> <li>Higher design speeds of up to 30mph may be appropriate on existing routes within built up areas, on bus routes and on larger developments where the extent of 20mph streets would exceed around 1km but proposals for design speeds exceeding 20-mph will be determined on a case by case basis.</li> </ul> <p>Developments should meet technical guidance requirements relating to street and parking geometry contained in the South Yorkshire Residential Guide Annex 4B (p133-154).</p> <p><b>Residential Parking and Guidance</b> Developments will be expected to meet the standards for parking design set out in the South Yorkshire Residential Design Guide considering parking as an integral part of the design of residential development. The maximum number of front of dwelling parking spaces acceptable in a row is four. Side of dwelling parking spaces should not occur on the corners of junctions, as they weaken the street scene.</p> <p><b>Landscape Design</b> Should be designed to help the development fit into its surroundings and soften its visual impact. The planting of trees, hedges and shrubs in prominent locations will improve the appearance of a site and may provide</p>
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	<p>ecological benefits.</p> <p><b>Recycling</b> All new development must be designed with storage space for waste and recycling. In design terms bins should not be visible from within the public realm and shared private space when stored. Communal bin storage areas should be in robust materials that will withstand vandalism.</p> <p><b>Open space SPD</b> This document supports Policy GS1 of the Adopted Local Plan. A minimum of 15% of the site area for new housing developments must be open space. Highway verges, visibility splays, landscaped strips adjacent to roads and private gardens should not be included in this calculation. Opportunities to retain and enhance features of ecological and visual importance should be explored. Greenspace serves an important role in providing habitat for wildlife as well as providing opportunity for people: open space should incorporate habitat for wildlife wherever possible and any landscaping should further enhance existing habitats with the use of appropriate native species. The SPD also highlights that natural features such as wildlife corridors and the potential for SUD's detention basins can form a substantial proportion of the 15% which is useful clarification.</p> <p>The type should include the three categories below, and be appropriate to the character of the site, location, layout and nature of housing and adjoining land uses and in line with the South Yorkshire Residential Design (2011)</p> <p><b>Child and Youth facilities: Equipped children's play areas</b></p> <ul style="list-style-type: none"> <li>Over 100 houses: Provision generally required on site with natural surveillance, minimum of 400sqm. and at least 5 items of play equipment including a multi play item. Swings are separate to this. Financial contribution for offsite facilities may be acceptable if a suitable site is located nearby.</li> </ul> <p><b>Neighbourhood Equipped Areas for Play (NEAP)</b> Should have a minimum play zone of 1000sqm and no less than 8 items of play equipment with the relevant safety surfacing and should include either a space for free use games, multi-use games area, BMX or Skate Park facility</p> <p><b>Informal play space and informal landscaped areas (including natural and semi-natural areas, allotments and green ways)</b></p> <ul style="list-style-type: none"> <li>Over 40 houses: Provision should be made on site and the area can be used for low-key games, include landscaped mounds and informal play spaces, informal paved areas, low walls and tree trunks. Guardrails should be provided where there is any risk of road-related accidents. One or two simple items of static equipment may be included with appropriate safer surfacing financial contribution to enhance informal space off site may be acceptable if any is located nearby.</li> </ul> <p><b>Formal recreation (sports pitches, courts, greens etc.)</b></p> <ul style="list-style-type: none"> <li>More than 200 houses: Provision will be required on site. Where this is not possible, a financial contribution to provide or enhance facilities off site will be required.</li> </ul> <p>For the development of this scale, the guidance recommends that provision should be made for all these facilities on site. However, the SPD confirms that it is also possible to have a combination of on and offsite provision which creates further flexibility.</p> <p>The SPD identify the Council's preferred approach to the future maintenance of new open space which is by way of a management company. The Council's preference will be for a Community Interest Company (CIC) to be formed with its members being residents of the new development.</p> <p>In Appendix 2 there is a table which identifies the contributions per dwelling for offsite provision for greenspace which reflects the costs of providing new or enhanced greenspace. These range from £693.01 for a one-bedroom dwelling to £2,135.73 for a four plus bedroom dwelling.</p> <p>Contributions for maintenance of onsite open space will be calculated for a period of 15 years and will generally fall within the range of £5.86 to £9.78 per sqm depending on the type of open space. These figures are useful when looking at the overall viability of the Masterplan Framework area.</p>	<p>15% of developable land is required for Open Space.</p> <p>*Contribution figures have been updated as demonstrated in table below:</p> <table border="1"> <thead> <tr> <th rowspan="2">Type of open space</th> <th colspan="4">Dwellings</th> </tr> <tr> <th>1 bedroom</th> <th>2 bedroom</th> <th>3 bedroom</th> <th>4+ bedroom</th> </tr> </thead> <tbody> <tr> <td>Child and Youth facilities</td> <td>None</td> <td>£503.51</td> <td>£604.48</td> <td>£705.47</td> </tr> <tr> <td>Informal open space</td> <td>£132.79</td> <td>£196.40</td> <td>£235.14</td> <td>£275.26</td> </tr> <tr> <td>Formal recreation</td> <td>£560.22</td> <td>£824.41</td> <td>£989.01</td> <td>£1155.00</td> </tr> <tr> <td><b>Total for all open space</b></td> <td><b>£693.01</b></td> <td><b>£1524.32</b></td> <td><b>£1828.63</b></td> <td><b>£2135.73</b></td> </tr> </tbody> </table> <p>Investigate the approach to the future contributions model for maintaining Open space provision.</p> <p>Note para 9.7 of the Local Plan – compensation would be required for loss of existing greenspace should allocations come forward. Compensation could include on site retention and enhancement, off site replacement or financial contribution. This will be determined via an assessment as to the most appropriate compensatory measure.</p>	Type of open space	Dwellings				1 bedroom	2 bedroom	3 bedroom	4+ bedroom	Child and Youth facilities	None	£503.51	£604.48	£705.47	Informal open space	£132.79	£196.40	£235.14	£275.26	Formal recreation	£560.22	£824.41	£989.01	£1155.00	<b>Total for all open space</b>	<b>£693.01</b>	<b>£1524.32</b>	<b>£1828.63</b>	<b>£2135.73</b>
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<p><b>Heritage impact statements SPD</b></p>	<p>This SPD supports Local Plan Policy HE2 and provides guidance on how to produce a heritage impact assessment (HIA) for applications which directly affect heritage assets or heritage settings. There may also be a requirement for an HIA when a proposal has the potential to impact a non-designated heritage asset or its setting including archaeological sites that have never been assessed or not statutorily designated but have a heritage value. In this case, an appropriate desk-based assessment or a field evaluation will be required, and it is advised to discuss archaeological implications with the South Yorkshire Archaeology Service.</p>	<p>Impact on known heritage assets and settings should be considered and HIA is likely to be required. The following information as broken down in the three stages should be included in assessments:</p> <p><b>Stage 1:</b> Gather known information about the site, including historic colour photographs, historic maps and so forth from numerous information sources,</p> <p><b>Stage 2:</b> Written Description providing description of the site and its setting and a summary of the site's significance, and</p> <p><b>Stage 3:</b> Proposals and justification. Proposals should be designed to avoid or minimise any harm to the significance of the heritage asset. Assessments should generally explain the following questions:</p> <ul style="list-style-type: none"> <li>• Why is the proposed work required?</li> <li>• Could your requirements be met in a different way?</li> <li>• What would the benefits be of the proposed work?</li> <li>• Could the proposed work harm the heritage asset or put it at risk in any way?</li> <li>• Do you understand the heritage asset well enough to make an informed decision?</li> <li>• Will the benefits outweigh any harm?</li> <li>• Could you avoid (mitigate) any minor impacts on the heritage asset?</li> <li>• Is the scale, design, materials proposed for any proposed works appropriate?</li> <li>• Is any proposed work in the least damaging place?</li> </ul> <p>Sites considered to include archaeological interest may be required to provide an accompanying appropriate desk-based assessment. <b>This applies to housing allocations HS56, HS64 and HS66.</b></p>
<p><b>Financial contributions to schools SPD</b></p>	<p>The SPD supports Local Plan Policy I1 Infrastructure and Planning Obligations. New housing developments give rise to the need for additional school places, both primary and secondary. However, schools are sometimes full and do not always have spare places for new pupils. In this case, developers can make a financial contribution to provide physical space needed to accommodate new pupil places at the local school that would serve the new housing development. Alternatively, a developer may wish to directly build an extension to a local school to provide the new space needed.</p> <p>Financial contribution will be required for following planning applications:</p> <ul style="list-style-type: none"> <li>• Housing developments of more than 5 homes,</li> <li>• Where there is insufficient capacity in schools or is likely to be so prior to the end of the plan period,</li> <li>• There is need for contributions to ensure schools are in an appropriate condition.</li> </ul> <p>The calculations will be calculated as follows:  <b>Number of pupils generated</b>  The number of pupils a development should accommodate should be calculated as below:</p> <ul style="list-style-type: none"> <li>• Primary school pupils - 21 pupils per 100 homes.</li> <li>• Secondary school pupils - 15 pupils per 100 homes.</li> </ul> <p><b>No requirement for contribution</b>  Single bedroom homes, homes designed for elderly people, sheltered accommodation will not be required to make financial contributions to schools.</p> <p><b>How financial calculation is calculated</b>  For the cost of school places, the Government recommends using figures from the latest Local Authority Scorecard as a basis of the cost per pupil place.</p> <ul style="list-style-type: none"> <li>• Figures are rounded to the nearest thousand and for Primary Schools a contribution of £16,000 should be made for each place. For secondary school places a contribution of £16,000 must be made for each place.</li> </ul> <p>This calculation will apply to most of the cases. However, a different approach might be required depending on</p>	<p>*£16,000 per pupil place in primary schools (total based on 21 pupils per 100 homes)  *£16,000 per pupil place in secondary schools (total based on 15 pupils per 100 homes)</p>

	<p>factors affecting the capacity of schools.</p>	
<p><b>Planning Obligations SPD</b></p>	<p>Where contributions are required for school places or sustainable travel, these will take precedence and are non-negotiable. Contributions will also be required to fund highway works, for example through section 278 and section 38 agreements.</p> <p>It may be necessary to consider the cumulative effect of several developments and joint contributions towards infrastructure might be necessary. All new development should therefore make appropriate provision to contribute towards offsetting the additional pressures it has created whether this is through on or off-site provision of facilities or financial contributions within appropriate timescale.</p>	<ul style="list-style-type: none"> <li>• Consider Open Space Provision 15%</li> <li>• Affordable Housing 10%</li> <li>• Sustainable travel options/connections</li> <li>• £16,000 per primary place and £16,000 per secondary school place required</li> </ul> <p>The proposed new SPD makes it clear that contributions for school places and sustainable travel are non-negotiable.</p>
<p><b>Parking SPD</b></p>	<p>The SPD recognises that the availability of car parking has a major influence on a person's choice of transport. The restriction and control of parking facilities within all new developments / redevelopment, especially in areas which are readily accessible by other modes of transport, has an effect on the choice of transport promoting more sustainable choices, and also potentially releases land for other uses. Cycle, motor cycle and car parking, including parking for the disabled, must be considered from the outset as part of a comprehensive strategy.</p> <p>Table 1 in the SPD sets out parking standards for broad categories of development and includes the threshold to which they will be applied.</p>	<p>Reference is made to Table 1 entitled Car Parking Standards Maximum numbers of spaces allowed.</p> <p>Key relevant uses are:</p> <ul style="list-style-type: none"> <li>• <b>Offices/business:</b> 1 space per 30sqm gross floor area</li> <li>• <b>General Industry:</b> 1 space per 50-500sqm depending on gross floor area of the unit</li> <li>• <b>Storage and Distribution:</b> varies depending on gross floor area of the unit</li> <li>• <b>Housing and flats:</b> 1 space for dwellings with 1 or 2 bedrooms 2 spaces for dwellings with 3 or more bedrooms</li> </ul>
<p><b>Development on land affected by contamination SPD</b></p>	<p>Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report. Where measures are needed to allow the development to go ahead safely, these will be required as a condition of any planning permission.</p>	<p>A report will be required to support individual planning applications where future users/occupiers would be affected by contamination or stability issues, or where contamination may present a risk to the water environment.</p>
<p><b>Section 38 agreements</b></p>	<p>SPD to ensure that highway works are delivered to the satisfaction of all parties.</p>	<p>Consideration during the design of highway infrastructure.</p>
<p><b>Section 278 agreements</b></p>	<p>Linked to Local Plan policy T4 to make sure that development is carried out safely.</p>	<p>New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.</p>
<p><b>Strategy</b></p>	<p><b>Summary</b></p>	<p><b>Relevance to Masterplan Framework process</b></p>
<p><b>Health and Wellbeing Strategy (2014-2019) – and Health and Care – The Barnsley Plan (2016-2020) – Barnsley Joint Strategic Needs Assessment (2016)</b></p>	<p>The Health and Wellbeing Strategy was prepared with a vision for Barnsley residents to lead healthy, safe and fulfilling lives; and identify, access, direct and manage their individual health and wellbeing needs; and support their families and communities to live healthy with independent lifestyles. To shape and support this vision, principles have been set with the aim to produce safe and sustainable health and care systems. The principles also introduce shared responsibility which encourages people and communities to take responsibility and positive action to improve their health and wellbeing; and promotes independence which encourages and enables healthy lifestyles.</p> <p>Building and environment resilience is acknowledged as a key contributing factor at both an individual and community level, through the protection and promotion of health and wellbeing in communities. It is encouraged to create resilient communities and supportive environments. This view is supported in Section 8 of the Design of Housing Development Consultation Supplementary Planning Document (SPD) (2019) which encourages developers to improve the health and wellbeing for residents of new developments. The planning SPD encourages opportunities for developers to improve the health and wellbeing of residents by including walking and cycling routes linking through the developments, creating of green corridors to improve air quality, and adopting an inclusive approach when designing open spaces.</p>	<p>The principles of the Health and Wellbeing Strategy inform the Masterplan Framework process.</p> <p>The Barnsley Joint Strategy Needs Assessment highlights key lifestyle factors including; unemployment, poor housing conditions and inactive lifestyles.</p>
<p><b>Energy Strategy (2015-2025)</b></p>	<p>The Energy Strategy provides clear aims to secure a greener and more sustainable borough through encouraging and supporting businesses and local communities to recognise and grasp the opportunities and benefits of engaging and investing in greater energy efficiency and local, low carbon, energy production.</p> <p><b>Land Use Planning</b> - Buildings are responsible for a large percentage of the total energy consumption and are often energy consuming and CO2 emitting, and planning policies in the recently adopted Local Plan (January 2019), encourage development of low-carbon energy production (including energy infrastructure) and ensure that general development implements good design principles which in turn minimises both the energy consumption and emission of greenhouse gases and other air pollutants. The policies seek to address the challenges of climate change for new developments including sustainable building construction and drainage systems, flood risk alleviation, low carbon and renewable energy. Installation of solar PV arrays on roofs to provide energy infrastructure may well be required to service business parks on potential schemes like</p>	<p>The principles reflected should inform the Masterplan Framework process. Note that a draft Energy SPD is currently being prepared and will be consulted upon shortly. The Local Validation Requirements include the need for an Energy/Sustainability Statement for 10+ dwellings and non-residential schemes of 1,000sqm+.</p> <p>Note that the Council has announced a Climate Emergency and will be preparing further documentation on the Zero 40 and Zero 45 targets.</p>

	Rockingham Business Park, Dearne Valley Parkway.	
	<b>Transport</b> - Emissions from transport are a known major cause of poor air quality and Local Plan policy T3 encourages the use of electric vehicles by requiring electric charging points on new developments, promotes developments that are designed to reduce the need to travel, thereby, contributing to the reduction of carbon emissions, and promotes accessibility to public transport and user-friendly environments for pedestrians and cyclists.	
<b>Employment and Skills Strategy: More and Better Jobs (2016-2020) and aspirations of the SCR LEP Strategic Economic Plan (SEP)</b>	Sits alongside the Local Plan and highlights the aspirations to raise the ambition of Barnsley business, institutions, people and communities, improve education, employability and work-readiness, improve routes into work, enhance business skills and progression within the workplace. Note that a weakness is connectivity and transport costs to jobs (p 22), aspiration to improve the number and quality of jobs in Barnsley.	Acknowledge the desire to increase employment opportunities within the Borough and connectivity between residential and employment.
<b>Transport Strategy (2014-2033)</b>	Transport vision includes: promoting economic growth and strategic connections, promote inclusion, accessibility, and better quality of life, promote high quality natural environment, local air quality and climate change, promote safety, security and health.	Acknowledge the priorities of the Transport Vision, including; promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment.
<b>Housing Strategy (2014-2033)</b>	Supporting new housing development, building high quality, desirable and sustainable homes, develop strong and resilient communities, and support younger, older and vulnerable people to live independently.	Acknowledge strategic objectives of the Housing Strategy; support new housing development; build high quality, desirable and sustainable homes; develop strong and resilient communities; and support younger, older and vulnerable people to live independently. Also acknowledge desire for larger units (4 and 5 bed), improve range and quality of homes, reduce carbon emissions, raise standards in the design and build quality for all new homes, support young people in accessing housing, ensure appropriate affordable housing, enable more people to buy homes on the open market, and allows for an element of private rent.
<b>Community Engagement Strategy (2017-2020) – note the BMBC Corporate Plan 2017-2020</b>	Aims: increase effectiveness and efficiency of engagement activity, strengthen community involvement, strengthen links between groups, develop the role of local businesses.	Undertake public consultation in line within the Strategy and acknowledge this within the WYG Statement of Community Engagement Report. Note three main priorities of the Local Plan: thriving and vibrant economy; people achieving their potential; and strong and resilient communities.
<b>Economic Strategy - Jobs and Business Plan (2014-2017) and three year review (2017)</b>	Themes include: investment in infrastructure (addressing infrastructure constraints and strategic transport connections), attracting inward investment (via BMBC Inward Investment Team), growing existing business (Enterprise Barnsley) and higher productivity start-ups. Also, Superfast broadband coverage (see para's 4.19-4.20 of the Local Plan) phased roll out due for completion towards the end of 2019.	Acknowledge aspirations and programmed delivery of superfast broadband within Masterplan Framework.
<b>Air Quality Action Plan (2017)</b>	Sets out proposed Air Quality Action Plan measures (table 14), including: carriageway improvements, encourage uptake of lower emission vehicles, Barnsley Bus Partnership Agreement, planning application (AQA and mitigation, etc.	Note Policy AQ1 Development in Air Quality Management Areas.  Note that the M1 corridor is an Air Quality Management Area (AQMA) and our Technical Officer (Chris Shields) has advised that NO <sub>2</sub> concentrations are close to exceeding air quality standards at locations along Sheffield Road in Birdwell. Pollution control and mitigation therefore requires careful consideration to ensure there is no deterioration in area quality in this area. Note that this closely aligns with Travel Plan and public health agendas (such as Active Travel).    Local Validation Requirements include the need for Air Quality Assessments where development is

		within or adjacent to an AQMA.
<b>Equality, Diversity and Inclusion Strategy (July 2018 – June 2020)</b>	The Strategy seeks to promote equality and fairness in the community, this includes: <ul style="list-style-type: none"> <li>• A town centre that is accessible, safe and welcoming to all;</li> <li>• Accessible and inclusive services that don't leave people behind;</li> <li>• Barnsley's diverse communities and their contributions are celebrated;</li> <li>• Reducing negative experiences, impacts and perceptions of migration;</li> <li>• Young people with additional needs achieve better outcomes</li> </ul>	Consider strategic objectives throughout the development of the Masterplan Framework and future planning applications.

# Appendix 2

## Clinical Commissioning Group (CCG) Briefing Note

### Briefing Note: Hoyland North Masterplan Framework - Healthcare

Prepared jointly by Barnsley Council and NHS Barnsley Clinical Commissioning Group (CCG)

#### Infrastructure Delivery Plan (2015)

During the preparation of the Local Plan, the CCG engaged with Barnsley Council to provide an overview of current and future service provision.

NHS Barnsley CCG formed in April 2013 and is a membership organisation bringing together all general practices serving residents of the Barnsley Borough.

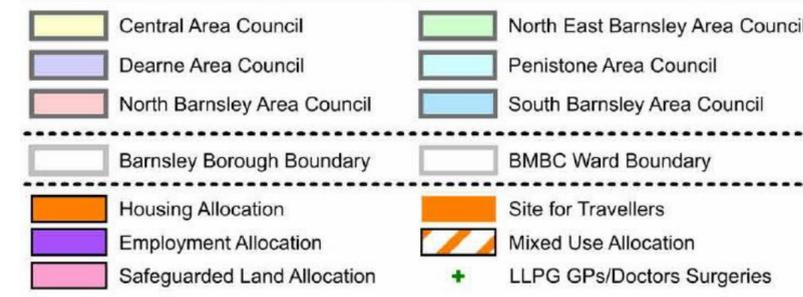
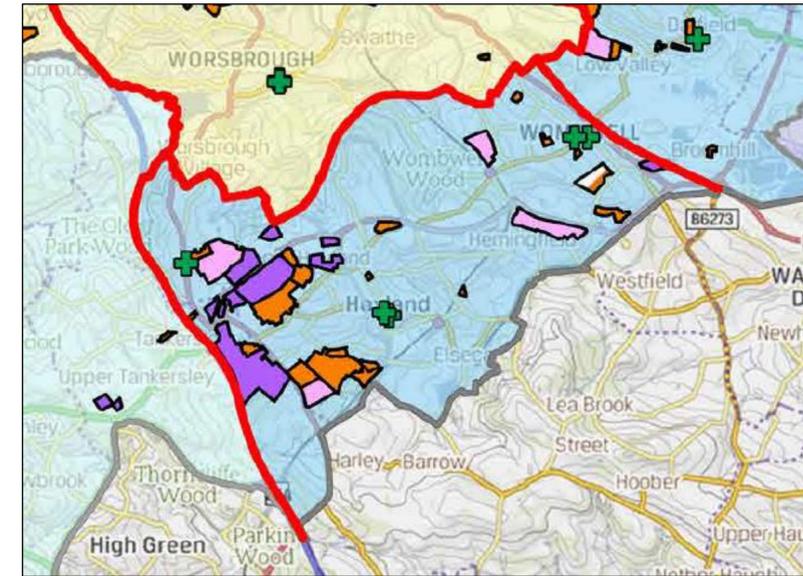
The CCG has around £400 million funding for health services including Hospital, Community and Primary Medical Services (GPs) for Barnsley residents. The level of funding available is based on a national formula which is linked to population size and various other factors including deprivation levels and the age profile of the local population. The cost of increasing health provision is therefore intended to be met by funding from central government and NHS England using this formula. NHS England work with the local CCGs, via a Delegation Agreement, to ensure services are being commissioned and delivered to meet the needs of the local population and assure the CCG's plans for transformation and sustainability of healthcare provision.

During the preparation of the Infrastructure Delivery Plan the CCG confirmed that there were no specific issues for the provision of health infrastructure. Through discussions with representatives of the Barnsley CCG and Barnsley Hospital it was confirmed that the NHS in Barnsley have the physical infrastructure in place to deliver the required level of health provision, based on historical growth, but that the level of development (alongside other external factors) may result in increased pressure on the hospital's A&E service provision and on Primary Medical Service provision. The Trust is continuing to develop its Estates Strategy which will guide the use and development of the hospital site. The CCG is also reviewing its estates strategy in light of the recent publication of the Long Term Plan and Primary care Network development.

The Infrastructure Delivery Plan concluded that given the recent investment in health provision in the borough it is unlikely that major new facilities will be required, with workforce being the capacity issue rather than premises.

#### Hoyland North Masterplan Framework and GP Practices

The CCG has recently had sight of Barnsley Council's housing trajectory down to neighbourhood level enabling the CCG to see where the specific proposals are planned in relation to the GP practices within the area. The Hoyland North Masterplan Framework area sits within the South CCG Neighbourhood Network and is covered by four GP practices.



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Table 1: Summary of GP Practices covering the Hoyland North Masterplan Framework area

GP Practice	Neighbourhood	Patient list size at July 2019
The Grove Medical Practice, Birdwell	Central	5,129
Hoyland First	South	13,015
Hoyland Medical Practice	South	12,107
Wombwell Medical Centre	South	9,934

#### Future Service Provision

The CCG is establishing a robust plan with Barnsley Council to ensure the CCG and local GPs are consulted early in the planning of new housing developments. The CCG has committed to consulting with GP practices that are likely to be significantly impacted by the housing growth set out in the Local Plan and sites with planning permission. Early involvement with consultation plans will ensure that the CCG has the opportunity to work with GP practices to assess the possible impacts on capacity, workforce and any estate implications arising from the plan. This, in turn, will ensure that service provision and patient access is not compromised.

Early engagement will begin as part of the Masterplan Framework process and further consultation when planning applications are being determined. The CCG can then assist GP practices to plan and respond to growth, this may include workforce recruitment and/or upskilling the existing workforce.

# Appendix 3

## Table 1 - Baseline Ecological Assessment and Review

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**Table 1A: Ecology – Barnsley Council Evidence Base**

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
(Part H2)	HOY2	ES14	BMBC – Local Ecological Impact dated 18 April 2013	Evidence to support the Local Plan process covering 18.7Ha prepared by Wildscapes	<p>The site forms an important link in a wildlife corridor running from the M1 to the Dearne Valley. The full scale, scope and location of the mitigation necessary to maintain the functioning of this corridor should be considered not just on the level of this site individually but with reference to decisions on the wider development opportunities. Subject to addressing this issue, development of a more limited nature could be carried out with a more minimal ecological impact. If possible, the hedgerow along the north edge of the retained during development.</p> <p>Lapwings were recorded suggesting that they may breed here.</p> <p>With reference to the data search, no significant issued for protecting or priority species have arisen for this site.</p> <p>Figure 1 (see attached) shows the Phase 1 habitat for the site and Figure 2 (see attached) shows the area with significant ecological value.</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
(Part H5) (Part H5) (Part H5)	HOY5 H77 AC29	ES17 HS66 HS56	BMBC - Ecological Impact dated 22 April 2013	Evidence to support the Local Plan process covering 38Ha prepared by Wildscapes.	<p>The ecological value of this site lies in in the variety and extent of the habitat's present rather than specific species or features. It forms an important connective link in a chain of similar habitats stretching from the M1 to Upper Hoyland. Consequently, any major development of the site will of necessity, damage its ecological value and function. Development of a more limited nature, for example of the horse grazing pastures adjacent to the existing houses could be carried out with a more minimum ecological impact. The areas of woodland, species – rich and natural grassland, pond and stretches of old hedgerows should be retained and protected.</p> <p>To maintain the functioning of the corridor, the site should be considered in the context of other adjacent development opportunities.</p> <p>The site has potential as a habitat for Great Crested Newts which may require specific mitigation measures to be adopted.</p> <p>Figure 1 (see attached) shows the Phase 1 habitat map for the site and Figure 2 (see attached) shows the area with significant ecological value.</p>
HOY9	H16	HS64	BMBC Local Ecological Impact dated 21 October 2010	Evidence base to support the Local Plan covering 20.2Ha.	<p>Pasture land with a mix of fencing, hedge and scrub along the external and internal boundaries. Sections of structured planting break up the fields.</p> <p>Hedgerows should be retained and young woodland sections of</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
					the site should be protected as important for wildlife. Rest of the site is horse grazed land and has little ecological value. Japanese Knotweed is present in south of site which would need professional removal (see Drawing G2461.01.64 dated November 2010 for further assessment).

Figure 1: ES14

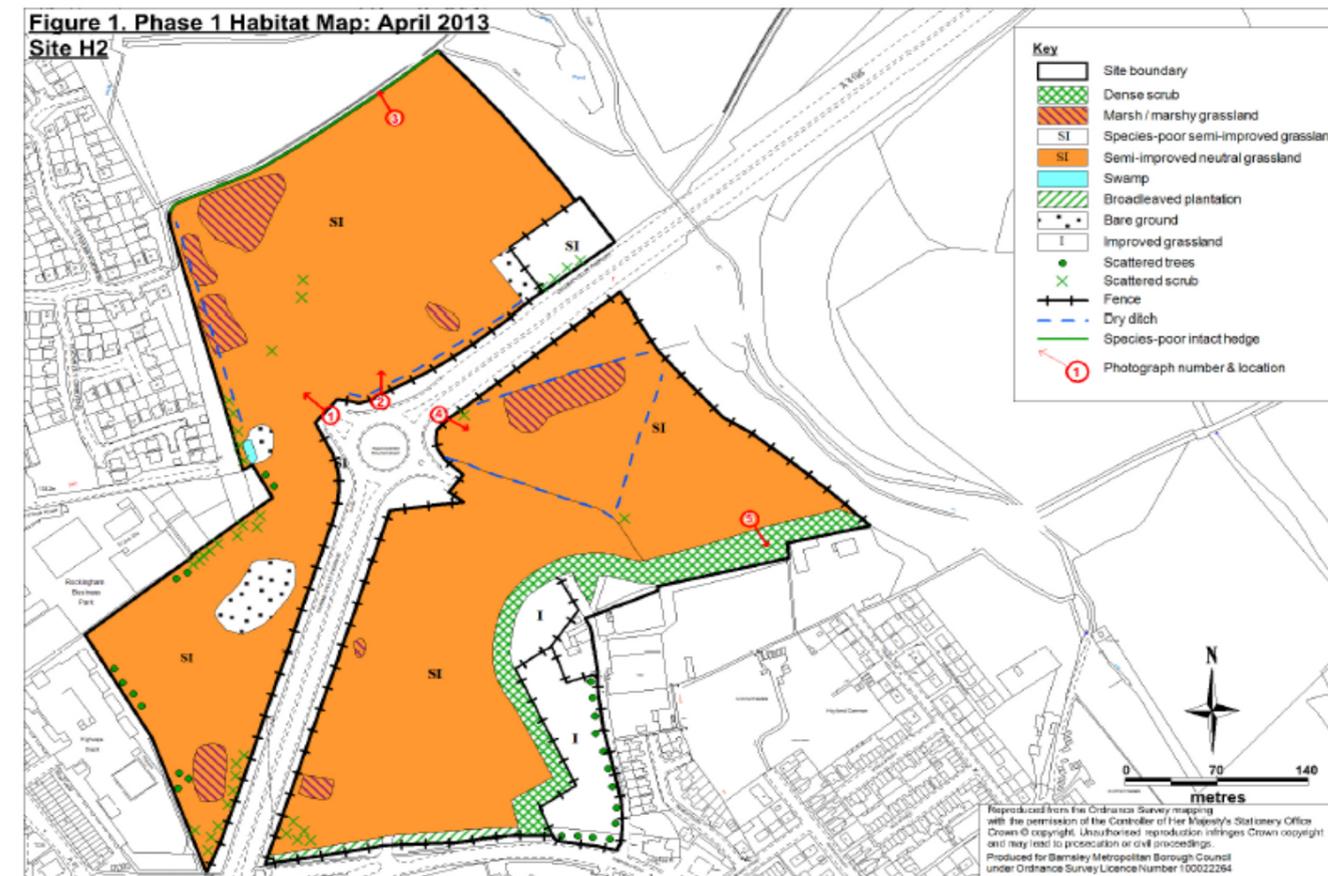


Figure 2: ES14

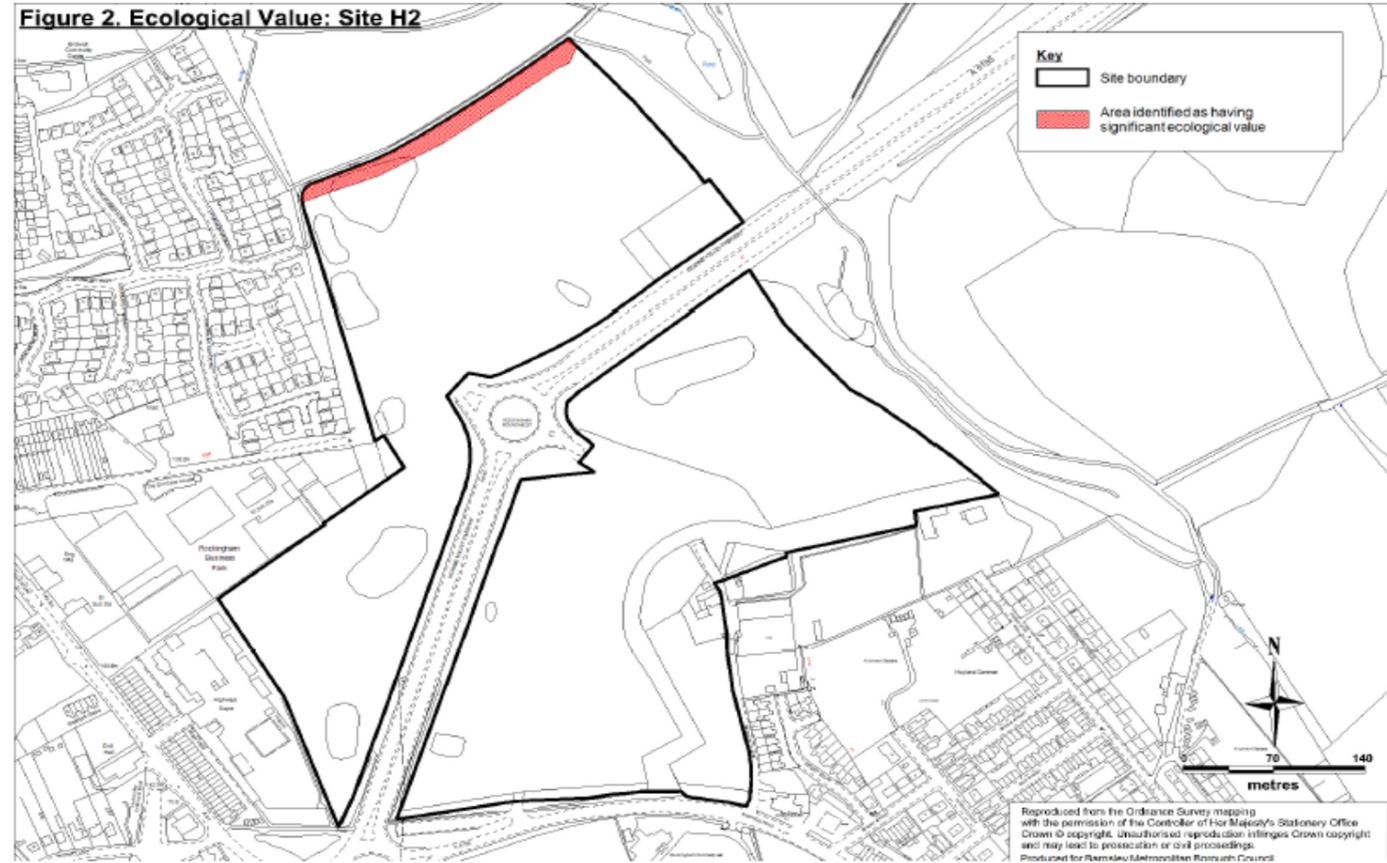


Figure 3: ES17/HS66/HS65

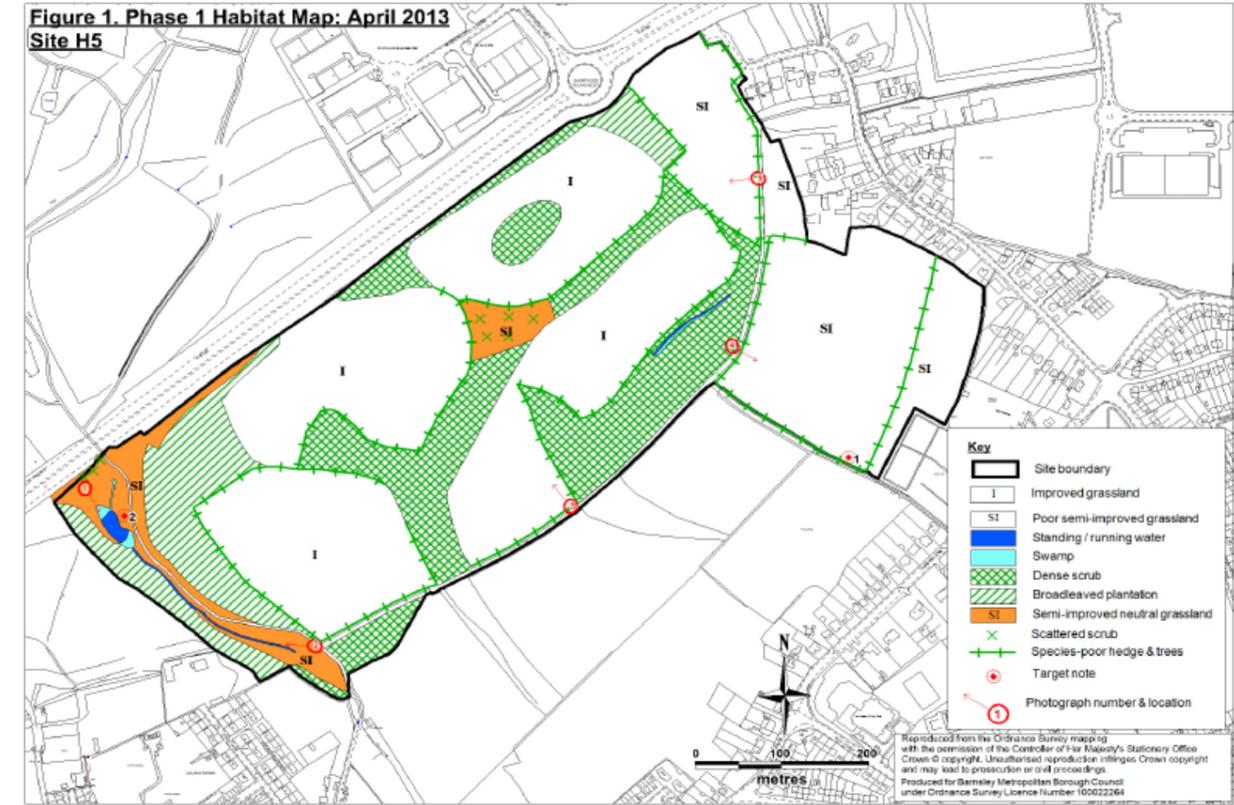


Figure 4: ES17/HS66/HS65

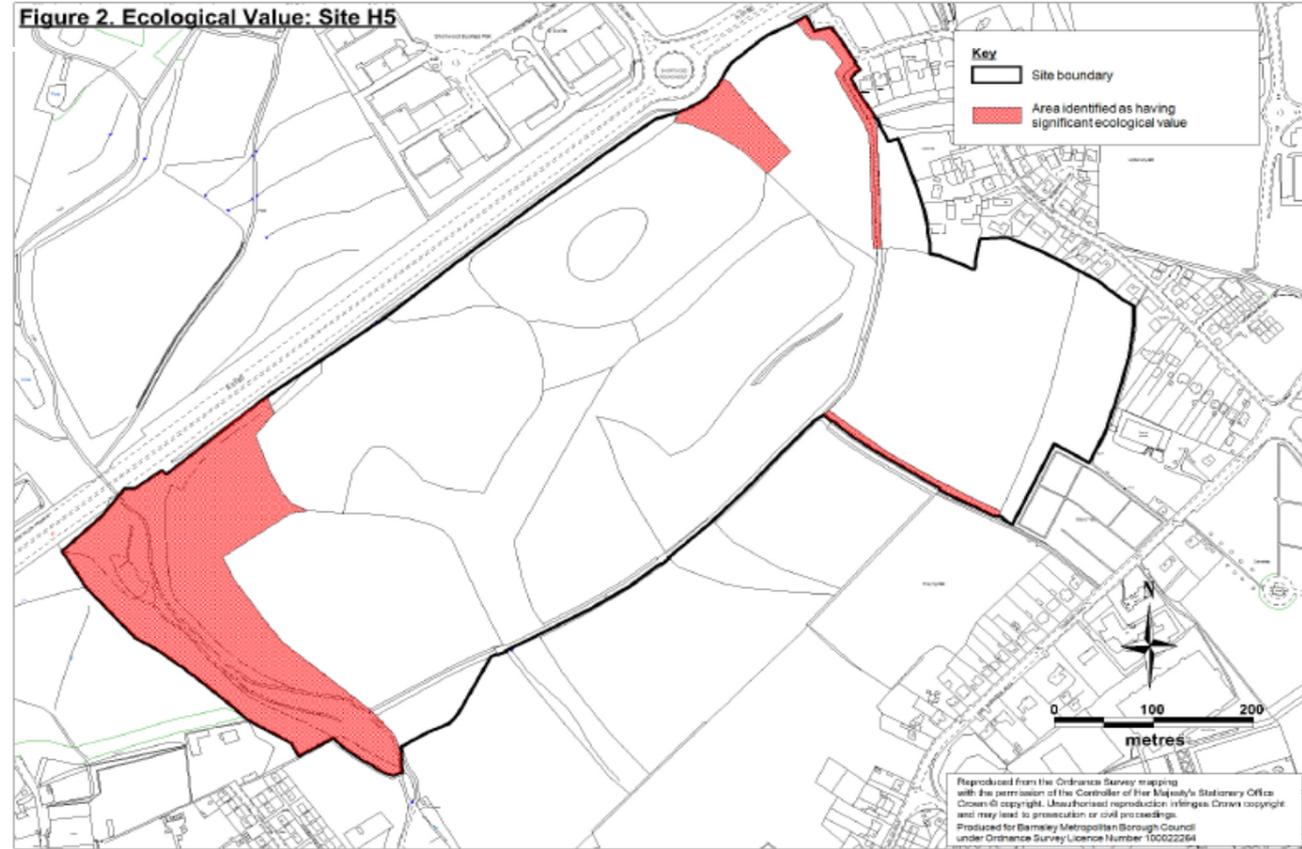


Figure 5: HS64



**Table 1B: Ecology - Land Promoters Evidence**

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	BMBC Response
Draft	Adopted				
H16 H77 AC29	HS64 HS66 HS56	Ecological Appraisal prepared by Envirotech Version 2 dated 15 September 2016	Document prepared to support Phase 1 outline Application (2016/1531) on Site H16/HS64 but covers a significant wider area.	<p>This site was visited on three separate occasions between June, July and August 2016 by two licensed ecologists and a water sample collected from the nearby pond for eDNA analysis. This was returned negative for Great Crested Newts.</p> <p>A full botanical survey of the site was undertaken (Drawing Figure 5 within the report (see attached). A survey was also undertaken to establish the presence of bats, amphibians, nesting birds, brown hares and badgers at the site or in proximity.</p> <p>The plan specimens recorded at the site are all common in the local area and are considered of low ecological value. Domestic gardens and/or sympathetic landscaped open space is considered to offer habitat of equal or great ecological value.</p> <p>None of the hedgerows around the site perimeter were considered important under the Hedgerow Regulations (1997). The trees and hedges of the site boundary are all young and of low quality. Low numbers of common bat species were recorded foraging over the site. No bats were recorded roosting on near the site. It is proposed that some roosting provision for bats will however be incorporated into the proposed development into the site.</p>	To be confirmed.
HOY5	ES17	Ecological Appraisal prepared by FPCR on behalf of Harworth	Prepared to support a proposed	The majority of the site comprises low value habitat of arable land, species poor semi improved grassland, broad leafed plantation woodland, improved grassland and scrub. Habitats present on site	See email from Alison Dalton to Joanne Neville dated 16 April

		Estates – October 2017	business park development comprising warehouse, housing and associated parking, lorry compounds and infrastructure (includes allocation ES15). (Not submitted)	<p>which are of high biodiversity value consist of a small compartment of semi natural broadly woodland, the hedgerows and semi-improved grassland in association with Pond 1 which is of higher species diversity but not sufficiently species – rich to meet the Local Wildlife Status (see attached Figure 1 – Phase 1 – Habitat Plan).</p> <p>A bat survey (2015) at the southern most field is of greatest value to bats, however, activity was still considered to be low here. It is recommended that on site hedgerows, mature trees and woodland are all retained and buffered where possible to maintain the commuting and foraging resources present on site for the local bat population. There were no trees on buildings present on site which were considered to offer roosting potential for bats but it is recommended that bat boxes are installed.</p> <p>Breeding bird survey was undertaken in 2015 and it was found that the site supports breeding bird assemblages typical of the on-site habitats. It is recommended that any ground and vegetation clearance occurs prior to the breeding bird season (March to September inclusive).</p> <p>Reptile surveys were undertaken in 2015 during which no reptiles were recorded on site therefore no further survey or mitigation is considered necessary.</p> <p>Water vole survey was undertaken in 2016 and no evidence was recorded – no further survey or mitigation required.</p> <p>During a Great Crested Newt (GCN Survey) undertaken by AES in 2013, GNS Nymphs were recorded in Pond P1. Surveys undertaken in 2015 and 2017 by FPCR recorded no GNS and so it is considered</p>	2018.
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				likely that only a very small GNS population is present on site. Consequently, precautionary mitigation is required to minimise the risk of GCN being harmed.	
				Japanese Rose was recorded in association with the plantation woodland which is a non-native species. It is recommended that this plan be dug up and buried on site during works.	
HOY5	ES17	Great Crested Newt Report prepared by FPCR dated October 2017 (Draft 1)	Prepared to support a proposed business park development comprising warehouse, housing and associated parking, lorry compounds and infrastructure (including allocation ES15). (Not submitted)	<p>A total of six waterbodies (P1, P1a, P1b, P2, P4 and P5) were surveyed during May and June 2017 (see drawing figure 1 – 6424 – E/01 entitled Pond Location Plan (see attached).</p> <p>No Great Crested Newts were recorded. Smooth newts were recorded in ponds P1, P1a, P1b, P2 and P4. Common frog was also recorded.</p> <p>Based on previous aquatic surveys of Pond P1 and the FPCR surveys in 2015 and 2017, it is considered reasonably unlikely that GCEN are present within this water body.</p> <p>Pond P2 – it advises mitigation of a 'fingertip' search prior to work surrounding the pond of appropriate habitats within 60m of the pond and should take place outside of the hibernating season (typically November to February inclusive). Other mitigation measures include removing all vegetation from site or raising it on pallets for centrally locating it within arable land to remove any potential for habitation of these species. Protective fencing should be installed around all ponds and no machinery/plant or construction materials should be stored within fenced areas.</p>	<p><i>'Our ecologist accepts the GCN report's assertion that they have done enough GCN surveying. However, he does not agree that it can be assumed that the species are not present in or around Pond P1 at all. It is more likely that they are present in low numbers based on a ES' findings in 2013. Our ecologist does not agree that a 60m buffer from Pond 2 is now sufficient within which to carry out a finger tip search for the species of any habitats proposed for impact by development – this should be 250m'.</i> (email dated 16 April 2018).</p>

Figure 6: HS64/HS66/HS56

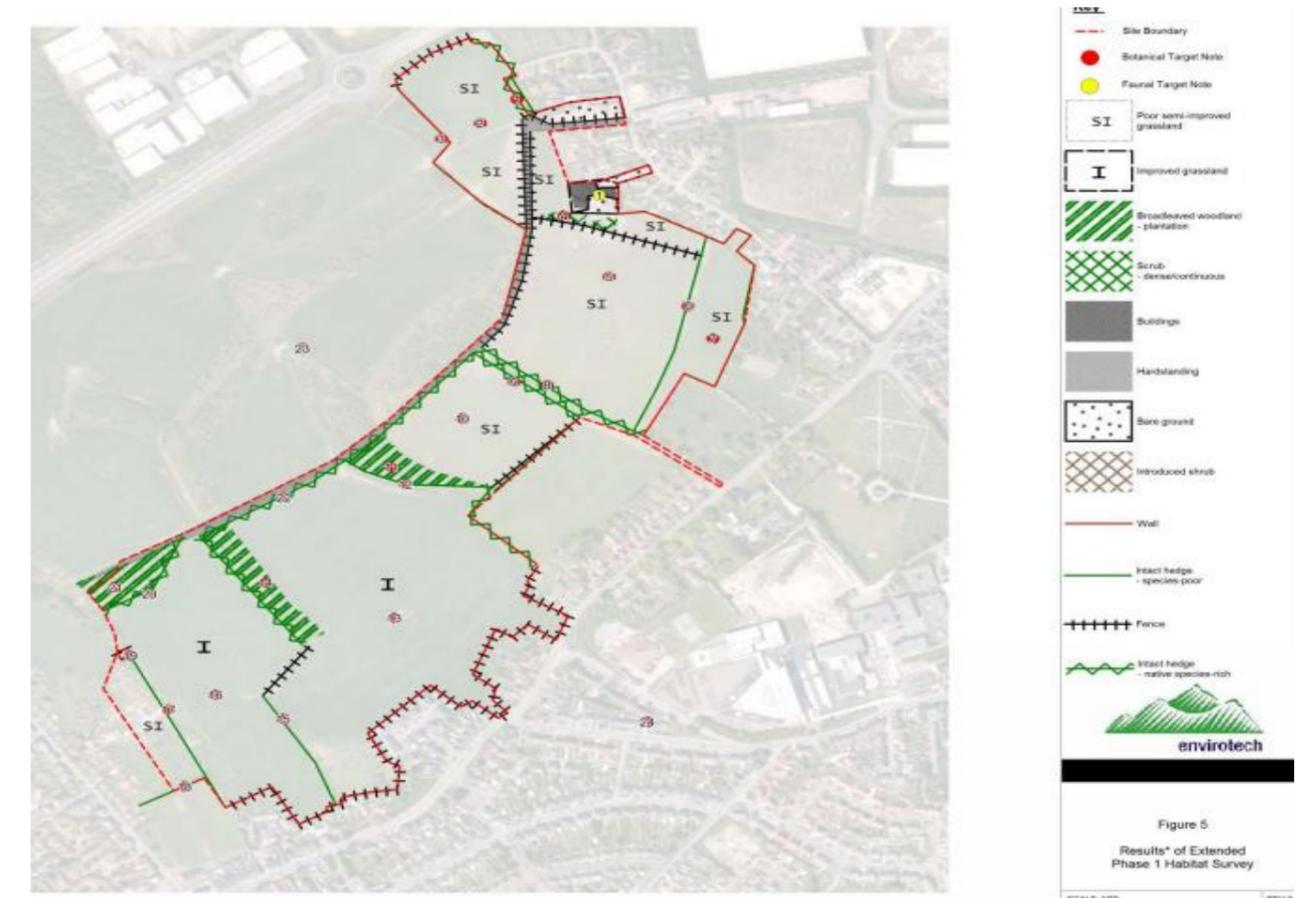
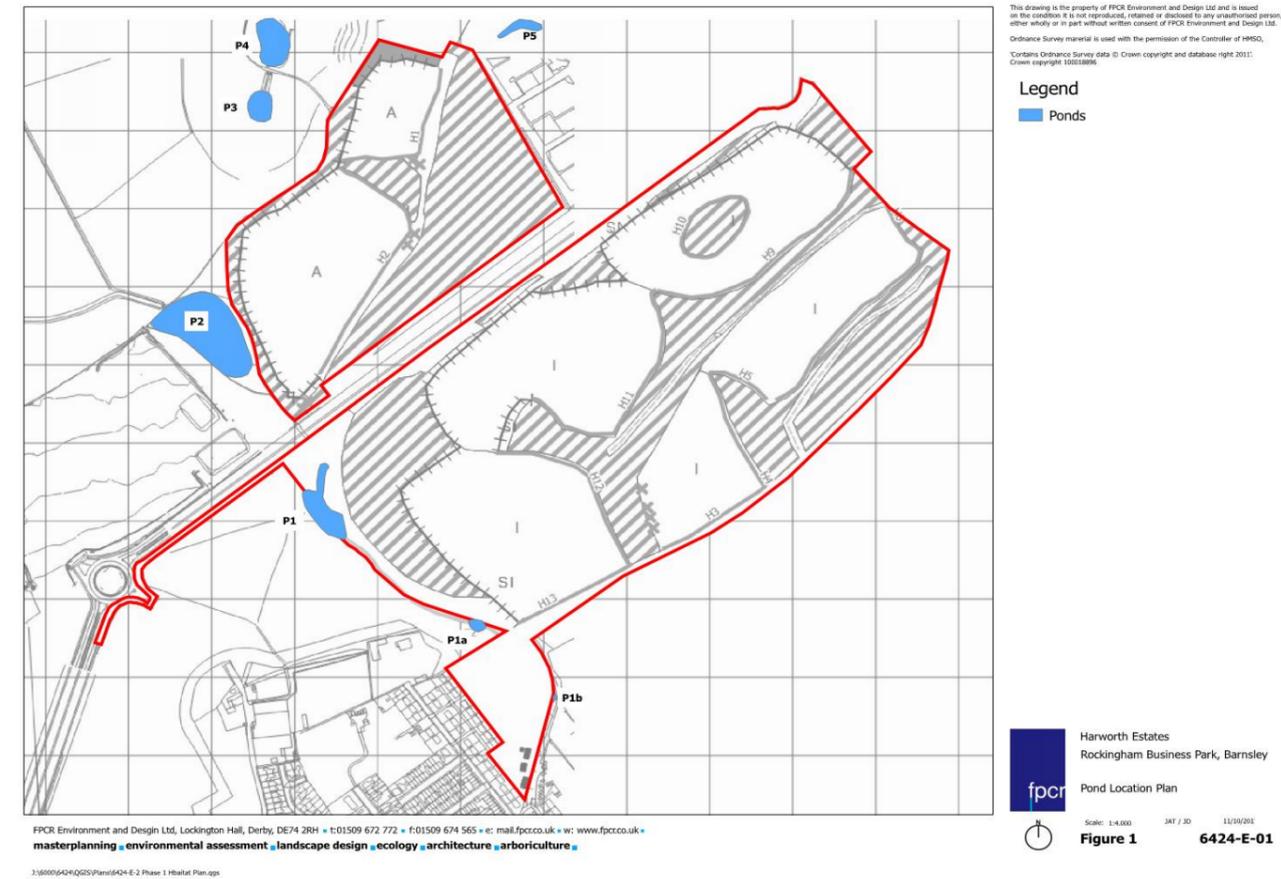


Figure 7: ES17



Figure 8: GCN Pond Locations



# Appendix 3

## Table 2 - Baseline Heritage Assessment and Review

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**Table 2A: Heritage – Barnsley Council Evidence Base**

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
253	H16	HS54	Initial Heritage Assessment prepared in 2016.	Evidence to support Local Plan	<p>Setting: Amber/Adverse Impact</p> <p>Main significance of asset (Hoyland and Lowe Stand) relates to aesthetic and historic value. Contribution to setting medium due to impact on medium/long distant views.</p> <p>H16 is 180m to the south west of Hoyland Lower Stand and 220m to the west of St Peters Church. There is therefore some potential for landscape setting impact on both assets in terms of long distance views from Lowe Stand and the curtilage of St Peter's Church – the churchyard burial ground. Overall impact should be mitigated by reduction in site area of H77 (HS66).</p> <p>Mitigation: site should respect heritage setting of Hoyland Lowe Stand and the churchyard of St Peter's Church to the east by using appropriate site layout, sympathetic design that reflects the setting, appropriate scale, massing, details and materials.</p>
570	H77	HS66	Initial Heritage Assessment prepared on in 2016.	Evidence to support Local Plan	<p>Setting: Red/adverse impact resulting in substantial harm.</p> <p>H77 (HS66) lies immediately adjacent to Hoyland Lowe Stand and 138m from St Peter's Church. Whilst the setting of the churchyard can be protected by mitigation measures within H16/HS64, the setting on the church itself is relatively demarcated and bound by Hawshaw Road. However, the setting of Hoyland Lowe Stand includes inter-visibility and views both near and of the far landscape. The Stand was constructed</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
					<p>as a folly and viewing platform and intended both to be seen and see from. As such, a significant buffer/non-developable zone is required to the west and site policy for appropriate layout and design is required.</p> <p>Development of the site shall respect the historic setting of this listed building by restricting the height of dwellings to two storeys at the eastern margin of the developable area.</p>
-	HOY2	ES14	Initial Heritage Assessment prepared in 2016.	Evidence to support Local Plan	<p>Setting: Green – no adverse impact.</p> <p>Western edge of HOY2 (ES14) is close (at 112m at east) to Stone Bar Farmhouse south of Moor Lane. There is little contribution or impact on the setting of this property due to Junction 36 roundabout.</p> <p>Tankersley Mine Rescue Station is 135m to west, however, no contribution or impact on setting due to the modern development in between and no inter-visibility.</p>
-	HOY5	ES17	Initial Heritage Assessment prepared on in 2016.	Evidence to support Local Plan	<p>Archaeology – Green.</p> <p>Heritage Setting: Green – no adverse impact – mitigation for H77/HS66 would mitigate the impact of this site.</p>
939	AC29	HS56	Initial Heritage Assessment prepared in 2016.	Evidence to support Local Plan	<p>Archaeology – Amber/Green.</p> <p>Heritage Setting: Green – no adverse impact.</p> <p>Whilst relatively distant, this allocation might be considered just within the setting of Hoyland Lowe Stand. However, the</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
					<p>proposed buffer of non-development zone to the west of H77/HS66 will contribute to the mitigation of this allowing the longer distant views of the allocation site to be subsumed within the wider developed and mixed use landscapes.</p>

**Table 2B: Heritage – Land Promoter Evidence Base**

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Deposit Draft	Adopted Version				
H77	HS66	Built Heritage Assessment prepared by WYG dated August 2018.	Prepared on behalf of Hoyland Development Limited to object to the Local Plan Main Modification to increase the development exclusion zone.	<p>The report identifies heritage assets in the site's vicinity and what impact will arise from the development of the site upon their respective setting and significance.</p> <p>There are no designated assets on the site and it does not lie within a Conservation Area. Hoyland Lowe Stand (Grade II Listed) is located to the immediate east of the site. Its heritage significance is primarily due to its historic value. The site provides the heritage asset with a semi-rural setting. The report accepts that the proposed development the site will result in an alteration of the setting of a listed building (further loss of its rural setting) and therefore the proposed development of the site will have a degree of impact. In NPPF terms, it is considered that a degree of harm (as a result of the development within the setting of the asset) would be less than substantial. This harm could be mitigated through appropriate site planning and landscape design within the eastern most portion of the site becoming open space to maintain the unbuilt character of this part of the site. If the majority of the field immediately to the</p>	<p>Summary of feedback with Barnsley Council and Historic England (HE) following meeting on 8 January 2019:</p> <ul style="list-style-type: none"> <li>• HE highlighted the importance of Lowe Stand particularly views from the medium and wider context. HE also acknowledged that views from the Hoyland Lowe Stand were important.</li> <li>• HE considered the WYG heritage assessment was inadequate as it did not provide sufficient commentary on the medium and long distant views nor the relationship with the Wentworth Estate.</li> <li>• HE considers the buffer identified in the Local Plan to be a <u>minimum</u> however, there is scope for some tweaking in order to create better place-making (i.e. not a rigid line of development).</li> </ul>

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Deposit Draft	Adopted Version				
				west of the Hoyland Lowe Stand became open space the existing field boundary (approximately 70m to the west of the listed building) could be retained and form the boundary of the buffer/open space.	<ul style="list-style-type: none"> <li>• HE considered it would be advantageous to improve access to the Lowe Stand, however, this should not affect the character, significance and the setting of the structure.</li> <li>• HE were uncomfortable with play equipment being located within the buffer at it would diminish the existing field like character of the buffer which is important in the medium and long distance views.</li> <li>• HE accepted the principle of residential development on the Kirkbalk Playing pitches.</li> </ul>

# Appendix 3

## Table 3 - Baseline Archaeology Assessment and Review

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**Table 3A – Archaeology – Barnsley Council Evidence**

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
-	HOY2	ES14	Barnsley Local Plan – Proposed Allocation Site’s Assessment 2016 Reference 108681.02 dated May 2016 prepared by Wessex Archaeology	Evidence to support the Local Plan process covering 18.77Ha.	Archaeological significance: Negligible Recommendation: Little or no archaeological objections to future allocation. The SYAS have previously expressed no archaeological concerns with regards to this site due to the extent of the previous disturbance.
-	HOY5	ES17	Barnsley Local Plan – Proposed Allocation Site’s Assessment 2016 Reference 108681.02 dated May 2016 prepared by Wessex Archaeology	Evidence to support the Local Plan process covering 31.4Ha.	Archaeological significance: Negligible Recommendation: Little or no archaeological objections to future allocation.
-	H16	HS64	Barnsley Local Plan – Proposed Allocation Site’s Assessment 2016 Reference 108681.02 dated May 2016 prepared by Wessex Archaeology	Evidence to support the Local Plan process covering 20.23Ha.	Archaeological significance: unknown. Recommendation: Uncertain archaeological objection to allocation.
-	H77	HS66	Barnsley Local Plan – Proposed Allocation	Evidence to support the Local Plan	Archaeological significance: unknown. Recommendation: uncertain archaeological objection to

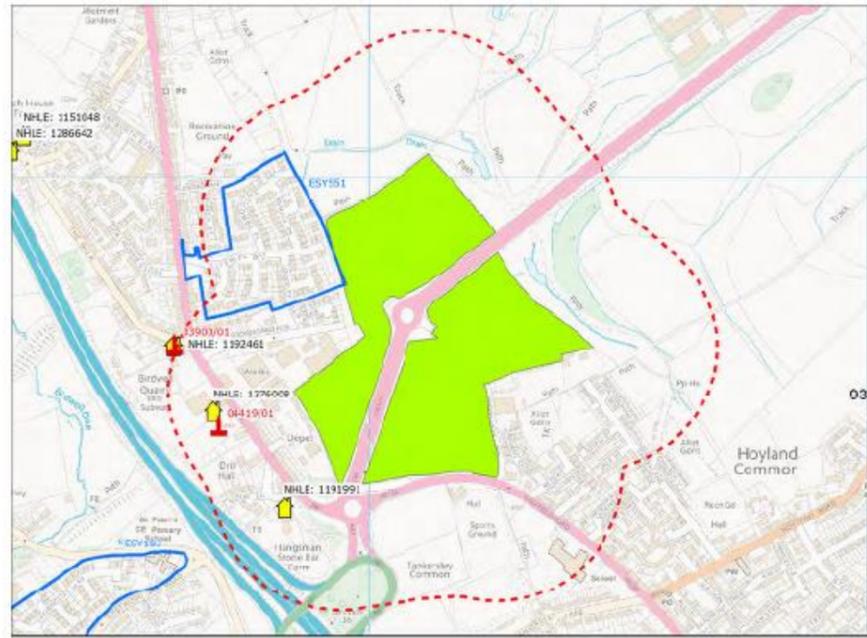
Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
-			Site’s Assessment 2016 Reference 108681.02 dated May 2016 prepared by Wessex Archaeology	process covering 6.1Ha.	allocation.
-	AC29	HS56	Barnsley Local Plan – Proposed Allocation Site’s Assessment 2016 Reference 108681.02 dated May 2016 prepared by Wessex Archaeology	Evidence to support the Local Plan process covering 3.2Ha.	Archaeological significance: unknown Recommendation: uncertain archaeological objections to allocation.

**Figure 1: Extract from proposed allocation site assessment 2016 prepared by Wessex Archaeology**

Barnsley Local Plan Proposed Allocation Sites Assessment

Reference: **HOY2** Development Type: **Employment**

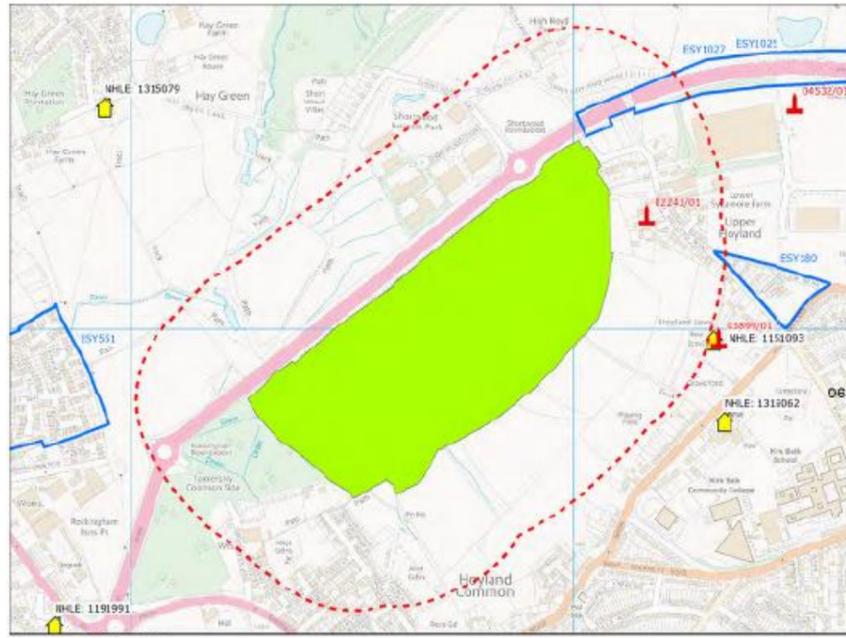
Site Name: Rockingham  
 Area (Ha): 18.8  
 Easting: 435116  
 Northing: 400687



Barnsley Local Plan Proposed Allocation Sites Assessment

Reference: **HOY5** Development Type: **Employment**

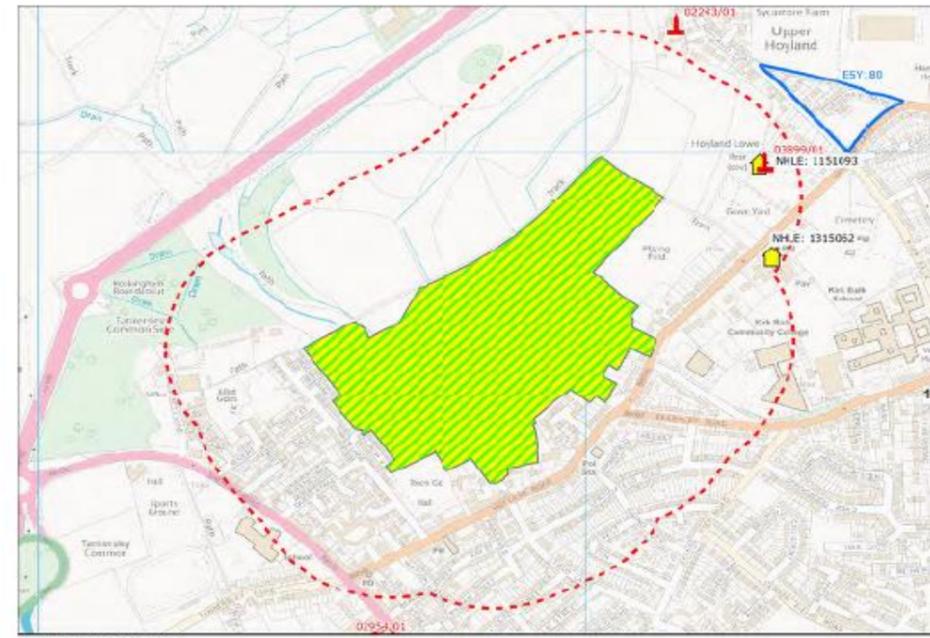
Site Name: Land South of Dearne Valley Parkway  
 Area (Ha): 31.4  
 Easting: 435726  
 Northing: 400986



Barnsley Local Plan Proposed Allocation Sites Assessment

Reference: **H16** Development Type: **Housing**

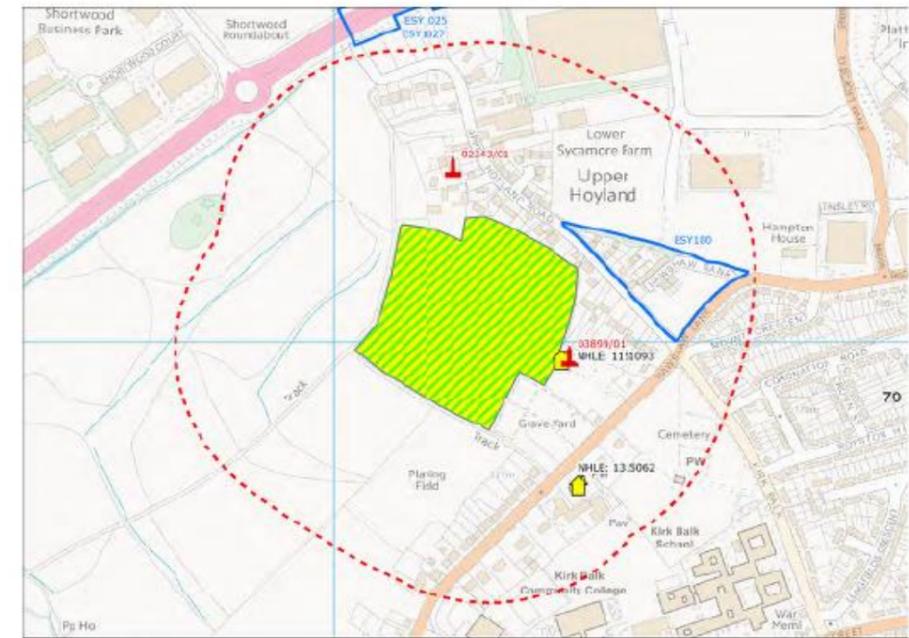
Site Name: Site North of Hoyland Road  
 Area (Ha): 20.3  
 Easting: 435840  
 Northing: 400629



Barnsley Local Plan Proposed Allocation Sites Assessment

Reference: **H77** Development Type: **Housing**

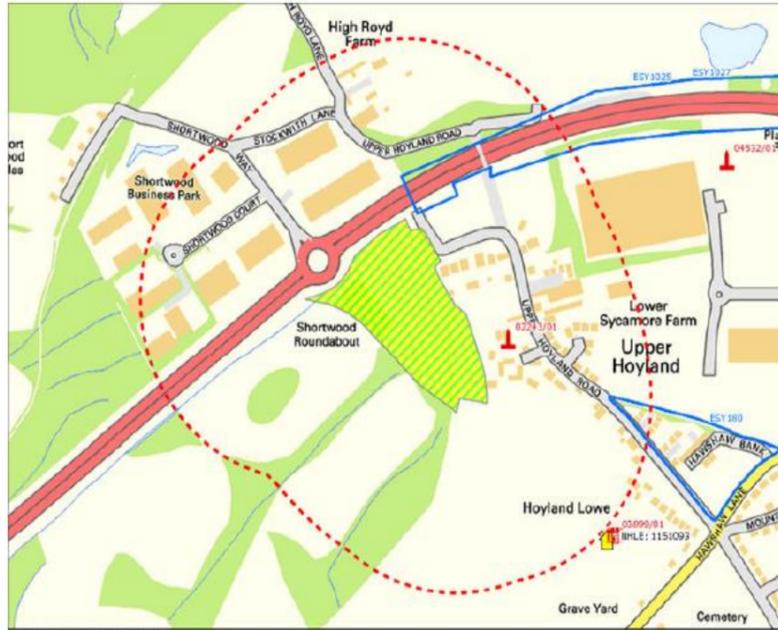
Site Name: Land West of Upper Hoyland Road  
 Area (Ha): 6.1  
 Easting: 436192  
 Northing: 401038



Barnsley Local Plan Proposed Allocation Sites Assessment

Reference: **AC29** Development Type: **Housing**

Site Name Land off Shortwood Roundabout, Hoyland  
 Area (Ha) 3.2  
 Easting 436022  
 Northing 401287



**Table 3B – Archaeology – Land Promoter**

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Draft	Adopted				
H16	HS64	Residential development at Hoyland Lowe, Phase 1: Archaeological Desk Based Assessment Ref OSA16DT24 Version 2 dated August 2016. Prepared by Onsite Archaeology Ltd.	Document prepared to support Phase 1 comprising approximately 250 dwellings (NB: The area assessed was larger than the eventual Phase 1 outline application for 100 dwellings (LPA reference 16-1531).	Both the Grade II Listed Buildings of Hoyland Lowe Stand and the church of St Peters are of high and national significance but in terms of impact the site does not appear to be part of the setting.  In terms of below ground heritage assets no buried archaeological remains are known to be present on site. From the available evidence, it is likely that the north eastern 4/5 of the site have been subject to open cast mining which will have removed all traces of any earlier archaeology. Three enclosures of potential late Pre-Historic/Romano - British date have been found in the study area, although all three are at a distance of 1-2km from the site and none have been excavated to provide definitive dating. Given their geographical spread, there is a low likelihood of similar features within the site in any undisturbed area. If present, any such remains could range from low/local to moderate/regional heritage significance.  There is also a low possibility that below ground traces of ploughed - out ridge and furrow cultivation will be present within the site boundary in any undisturbed areas, although the heritage significance of this will be negligible due to poor preservation. It is unlikely that other remains of medieval date will be present.  It is likely that late twentieth century open cast mining has	To be confirmed.

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Draft	Adopted				
				<p>removed any earlier archaeological remains throughout the north eastern 4/5 of the site.</p> <p>The requirement for any further investigational mitigation in the undisturbed part of the site will be decided by SYAS but there is nothing to suggest that remains of sufficient significance to prevent development will be present.</p>	

Figure 2: Locations of known heritage assets from the report

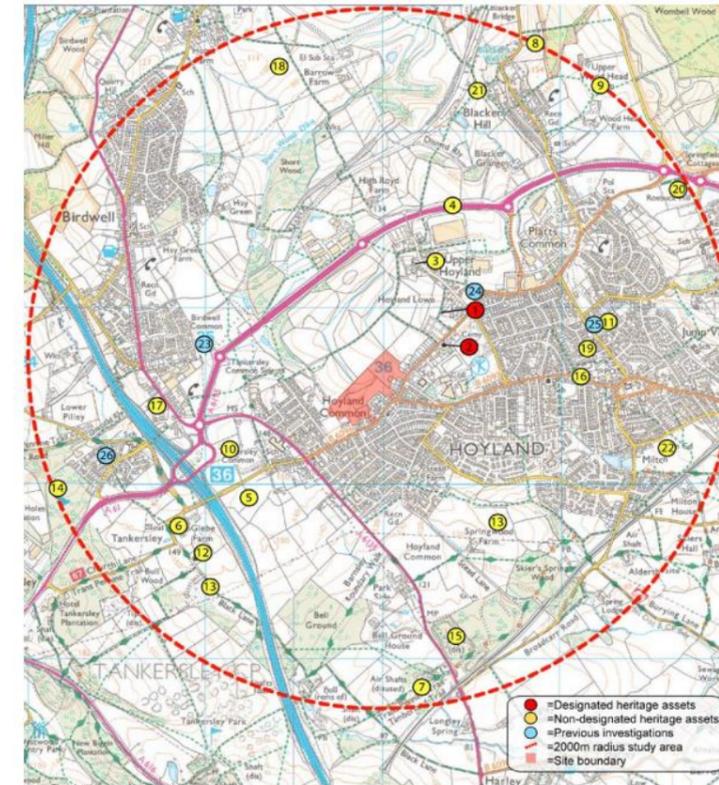


Figure 2. Locations of known heritage assets.  
 1, Hoyland Lowe Stand (grade II); 2, Church of St Peter (grade II); 3, Upper Hoyland Hall; 4, ridge and furrow; 5, ridge and furrow; 6, moated site; 7, inclined plane; 8, flints; 9, prehistoric enclosure; 10, battlefield; 11, barn; 12, Roman coins; 13, prehistoric/RB enclosure; 14, bell pits; 15, Lidgett Colliery; 16, farmhouse; 17, rescue station; 18, prehistoric/RB enclosure; 19, site of barn; 20, prehistoric/RB ditch; 21, barn; 22, Milton Ironworks; 23, evaluation trenching; 24, geophysical survey; 25, DBA; 26, geophysical survey and trial trenching  
 Base map reproduced from the Ordnance Survey 1:25 000 maps with the permission of The Controller of Her Majesty's Stationery Office.  
 © Crown copyright. OSA Licence No. AL 52152A0001

Figure 3: Extent of open cast mining from various sources

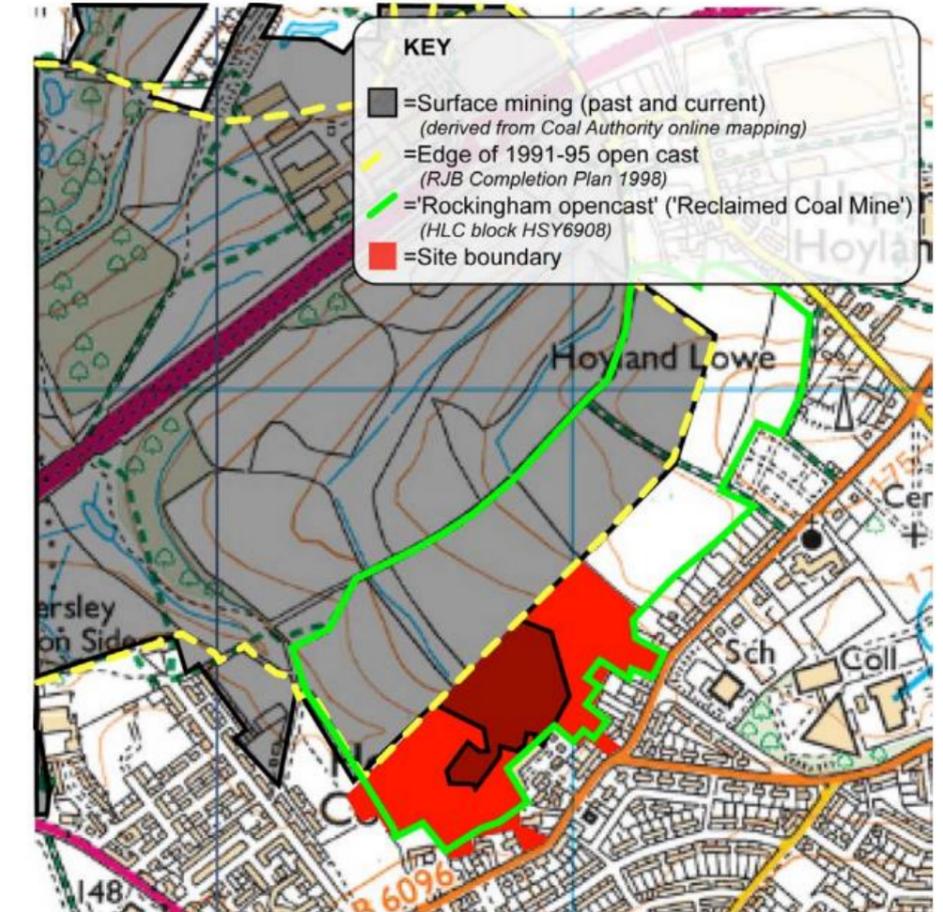


Figure 3. Extent of open cast mining from various sources

# Appendix 3

## Table 4 - Baseline Landscape and Visual Assessment and Review

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**Table 4A – Landscape and Visual Assessment – Barnsley Council Evidence**

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
E4	HOY2 HOY5 H16 H77 AC29	ES14 ES17 HS64 HS66 HS56	Landscape Character Assessment prepared by ECUS and land use consultancy Rev D May 2002 (Including 2016 Review).	Evidence to support the Local Plan process.	<p>The Masterplan Framework area is situated within Type E: Settled Wooded Farmland and is defined by gently rolling land form, settlements, woodlands, agricultural, arable land, fields bounded by Hawthorn/Stone walls and small watercourses. Views are often open and distant from higher ground and enclosed by land forms in valleys.</p> <p>The LCA further breaks this type down into E4: Hoyland Settled Wooded Farmland and the character is defined by complex relationships of previous industrial activity, urban settlements, arable farmland and woodland over varied land forms. Strength of character is defined as moderate (Extensive Urban Development, former industrial land use and the presence of major roads have fragmented much of the agricultural land).</p> <p>Condition of the character area is defined as poor (land is degrading, particularly around the urban fringes and field boundaries are often poorly maintained).</p> <p>Landscape sensitivity (degree to which a landscape can accommodate change with their experiencing adverse effects) is defined as low and landscape capacity (judgement on the amount of development that can be accommodated) is defined as medium. This view also recognised in the LCA undertaken on behalf of the Dearne Valley Green Heart Partnership in 2011.</p> <p>The 2016 Review confirms that whilst land reclamation</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
					<p>schemes are now more established the overall condition remains poor.</p> <p>North west of Hoyland was identified as having development potential with relatively limited harm and there is scope for improving the condition and character of some sections of urban edges through development.</p> <p>The LCA recommends that it is important to ensure that development is partially screened by local variations in land form and does not sprawl down Valley slopes where it would bring an urbanising influence into the open, rural core of this character area.</p> <p>The character area is quite urbanised and so can readily accommodate built development without adverse effects on its character.</p> <p>It is important to preserve a width of open countryside and ensure that this is of strong character and in good condition between the A6195 and the urban edge to provide a positive impression for users of this busy road. Page 175 of the LCA provides key landscape guidelines for development which could help the masterplan process.</p>

**Table 4B – Landscape and Visual Assessment – Land Promoter**

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Draft	Adopted				
Part H16	Part HS64	Landscape and Visual Appraisal prepared by VISTA Design and Assessment dated December 2016 Rev 00.	Document prepared by support Phase 1 outline application for 100 dwellings (LPA Ref 2016/1531) on approximately 3.9Ha.  <i>Note: The assessment only relates to Phase 1 of the development but is the ZVI and the Viewpoint Analysis sufficiently robust to address the whole masterplan area?</i>	<p><u>Effect on Landscape</u></p> <p>The main element of the landscape (which will be subject to direct effects) consist of the introduction and built form onto an open grass field which is located immediately adjacent to the northern edge of the settlement. Whilst this is a change in use it is not considered significant in terms of the extent, form of proposed development (to match the adjacent development with well-designed landscape structure and built form layout) nor in its effect upon the existing landscape elements, pattern or field boundaries.</p> <p>It is considered that allowing for the scale and development, the locally appropriate layout and development of appropriate landscape mitigation measures this would have a <b>negligible/adverse</b> effect on the local landscape.</p> <p>The proposed Phase 1 scheme is relatively small in scale (100 dwellings) and this LVA recommends that built form and layout is to be in-keeping with the local vernacular in terms of materiality and scale and is well sited – the application site is contiguous with the existing built form along Hoyland Road, has a limited visual envelope with a limited number of visual receptors. It is considered that this would result in a <b>minor/adverse</b> effect on the local landscape. The local landscape has been defined as the whole of Site H16/HS64 – see Figure 2 of the report.</p>	TBC

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Draft	Adopted				
				<p>It is therefore considered that the landscape has the capacity to accommodate a scheme and it would not result in any significant adverse effects on the local landscape.</p> <p><u>Effect on Visual Amenity</u></p> <p>A ZTV for the scheme illustrates theoretical 'bare earth' visibility (i.e. worse case) which confirms that wider views of the scheme are limited (see Figure 3 of the Report). Bearing in mind the relatively small ZTV, nine viewpoints were selected to represent a range of visual receptors including residents, users of recreational linear routes and cultural heritage points. These viewpoints are also found on Figure 2 and Table 6 provides a summary of the visual effects where the scheme would be viewed in close proximity, the effects inevitably do represent a visual change but not out of character with the local area.</p> <p>The LVA report reaches the following conclusions:</p> <ul style="list-style-type: none"> <li>• The scheme proposes to extent elements which are already in existence within the vicinity (well-designed residential built form) rather than introducing new and incongruous elements into the view. These are elements which are already seen in the views or elements which are in existence within the context of the view.</li> <li>• This is not a pristine rural view but rather the view over a</li> </ul>	

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Draft	Adopted			<p>degraded urban fringe landscape on the edge of an existing settlement. Views are already significantly influenced by manmade elements.</p> <ul style="list-style-type: none"> <li>• Further built development (of appropriate character and layout) within the view is not out of keeping with the context of the view not out of keeping with the characteristics of the receiving environment.</li> <li>• The intention of the proposals is to create an attractive residential area in-keeping with the scale and vernacular of the existing settlement layout and character. Therefore, whilst the proposals represent a change in use, they are not unattractive and do not represent a significant deterioration in the view.</li> </ul>	
H16	HS64	Landscape Strategy Sketch Book PWP164 100 Rev 02 prepared by PPWP Design dated 12 December 2016.	Document prepared to support approved Phase 1 outline application but had the wider remit of seeking to guide the emerging Masterplan design and illustrate the approach to Green Infrastructure and Open space and Landscape Links. The document was developed in coordination with the LVA process.	<ul style="list-style-type: none"> <li>• The masterplan framework layout should be landscape led with a series of bold, green fingers running through the site and linking to Hoyland Road and the wider footpath network. These should be active linear parks and habitat corridors tied in with existing woodland belts/hedgerows.</li> <li>• The undulating landscape character and existing field boundaries should where feasibly be respected to create a distinctive character to development.</li> <li>• Gateways into Hoyland Road should draw from the local townscape character and create clear relationships with the existing pedestrian links and destinations.</li> <li>• The interface between existing properties along Hoyland Road which back onto the site should retain and supplement</li> </ul>	TBC

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Draft	Adopted			<p>the existing trees, planting, however, a wide buffer is not suggested in order to integrate the development into the existing urban form.</p> <ul style="list-style-type: none"> <li>• Within the site a series of pocket parks should be linked by green fingers/linear parks which are well integrated and overlooked by development.</li> <li>• The green infrastructure should be habitat rich and showcase current sustainable good practice.</li> <li>• Green infrastructure should bring together various strands such as movement/linear parks, play, education, recreation, health and wellbeing, ecology habitats, native planting and sustainable drainage.</li> </ul>	

Figure 2: Figure from Landscape Visual Appraisal

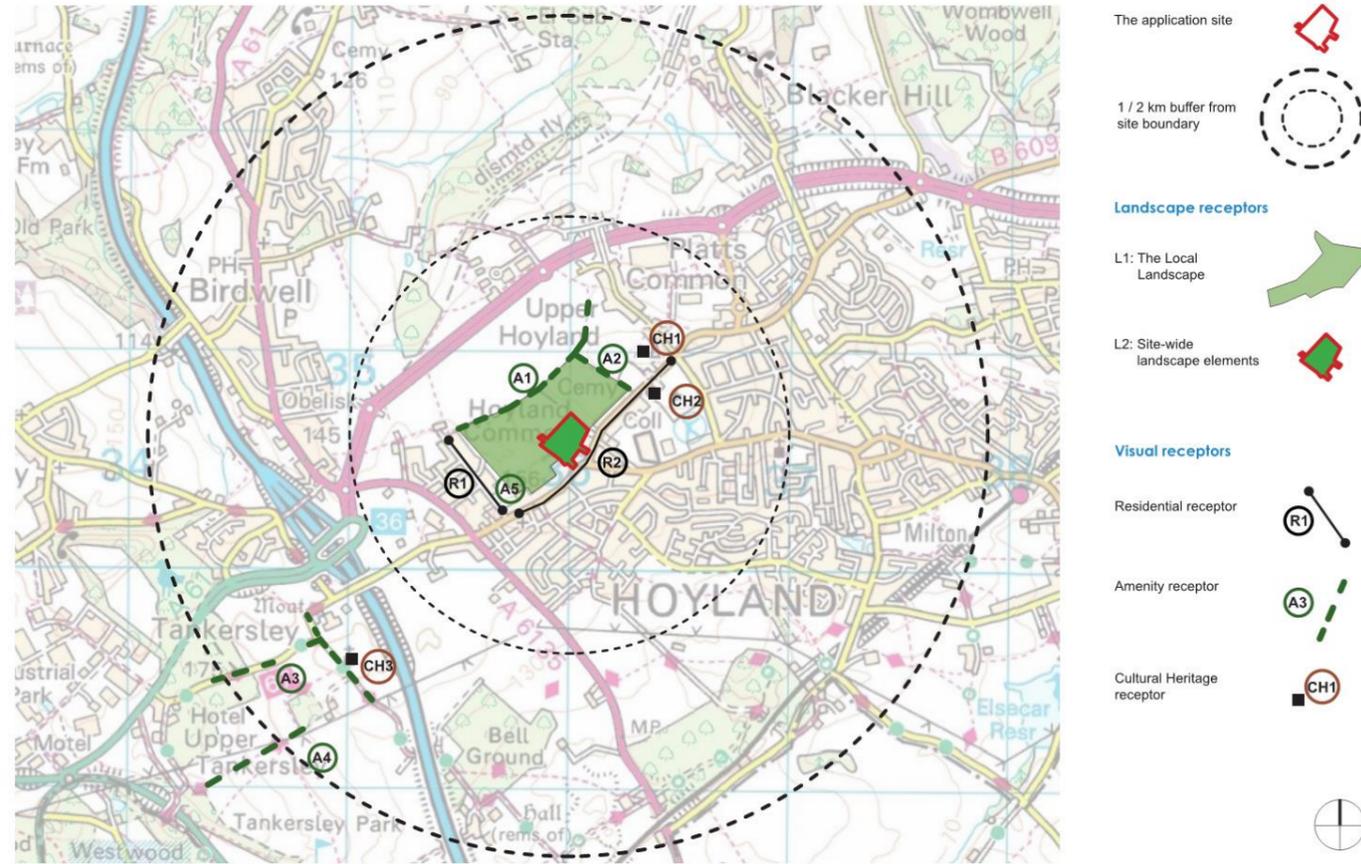


Table 6 – Summary of Visual Effects

Receptor	Nature of Receptor (Sensitivity)	Nature of effect (Magnitude)		Significance of effect	
		Year 0	Year 10	Year 0	Year 10
R1 Properties along Tinker Lane	Medium	Low	Negligible	Minor	Negligible
R2 Properties along Hoyland Road / Hawshaw Lane	Medium	High	Medium	Moderate	Moderate
A1 Users of the PRoW that runs west – east to the north of the site	Medium	Medium	Low	Moderate	Minor
A2 users of the PRoW that runs south east – north west to the west of the site	Medium	Low	Low	Minor	Minor
A3 users of the TPT to the west of the site (beyond the M1)	Medium	Negligible	Negligible	Negligible	Negligible
A4 users of the Tankersley Park golf course	Medium	Negligible	Negligible	Negligible	Negligible
A5 users of King George V playing field	Medium	Low	Negligible	Minor	Negligible
CH1 Visitors to Hoyland Lowe stand	Medium	Low	Low	Minor	Minor
CH2 Visitors to the Church of St Peter, Tankersley	Medium	Negligible	Negligible	Negligible	Negligible
CH3 Visitors to the Church of St Peter, Hoyland	Medium	None	None	None	None
H1 Users of the local road network	Low	Low	Low	Minor	Negligible

# Appendix 3

## Table 5 - Baseline Drainage Assessment and Review

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**Table 5A – Drainage – Barnsley Council Evidence**

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
-	HOY2 HOY5 H16 H77 AC29	ES14 ES17 HS64 HS66 HS56	M1 Junction 36 Birdwell/Hoyland Hydrological Assessment prepared by Aecom Rev 01 dated 13 February 2017.	Evidence to support the Local Plan in relation to all residential and commercial allocations within the vicinity of M1 Junction 36.	<p><u>Local Flood Risk</u></p> <p>All sites lie within Flood Zone 1 and is therefore at low risk of flooding from fluvial sources.</p> <p><u>Existing Catchments</u></p> <p>The general fall of the sites is from east to west from a high point on the east side of HS66 (approximately 180m AOD) to a low point at a culvert crossing beneath the Dearne Valley Parkway in the west corner of ES17 (approximately 130m AOD). The south eastern catchment boundary of these sites is generally defined by Hawshaw Lane which runs along a slight ridge. No overland flows are expected from outside the sites as flows would be intercepted by the road or nearby residential areas.</p> <p>A proportion of overland flows from HS64, ES17 and ES14 currently drained to a tributary of the downstream watercourse known as Short Wood Dyke which flows from a point at the south west part of HS64 and flows along the boundary between ES14 and ES17. Most of ES17, HS66 and HS56 fall towards the Dearne Valley Parkway which is on a slight embankment. It is anticipated that this run off is currently directed along the south side of the carriageway, discharging into the same tributary and culvert as above.</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
					<p><u>Development Proposals</u></p> <p>A separate arrangement of providing separate attenuation within each site may be considered appropriate. These would need to discharge into a system that would ultimately outfall into the watercourse located between ES14 and ES17.</p> <p>An alternative arrangement would be to combine attenuation with other adjacent development sites as they ultimately discharge into the same watercourse.</p> <p>The report suggests some of the surface water run off for HS56, HS66 and most of ES17 and could be jointly attenuated in a swale system running adjacent to the Dearne Valley Parkway. Likewise, joint attenuation features for all of these plots could be developed near the existing pond on the boundary of ES14 and ES17 prior to discharge upstream of the culvert.</p> <p>The development areas are located in an area where both opencast and underground mining was prevalent and therefore discharged by soakaway is not recommended as this could cause instability of the main ground. It could also increase the risk of mobilising of pollutants within the ground water. Therefore, the report recommends impermeable line drainage features to convey surface water to a positive discharge point. The range of SUD solution include swales, filtered strips, filtered drains and regional attenuation. One key aspect to be</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
					<p>considered at an early stage is that future adoption, management and maintenance of the SUDs features.</p> <p><u>Foul Water Drainage</u></p> <p>The report includes a Pre-Planning Development Enquiry from Yorkshire Water at Appendix C. For site ES14, it suggests foul water should be connected into a 225mm diameter combined sewer in the Rockingham Business Park to the west. This sewer is some distance west of and several metres higher than Site ES14 and connection into the sewer would require a pumping station and new sewer (up to 600m in length). Consideration should also be given to foul outlets for sites east of ES14 and whether they should also be discharged via Site ES14 and ultimately into the existing 225mm combined sewer. A 375mm diameter public combined sewer is also present to the south east of ES14 in Rockingham Street. It is possible that HS64 (and HS66 although this would require up to 700m of new drainage) would outfall to this sewer by gravity although other developments in the area would need a pump discharge to the public sewer. YW also advised that this would potentially require an upsizing of Tinker Lane Sewage Pumping Station. For the site's located to the north east such as HS56 and HS66 investigation should be made into the presence of existing foul sewers in adjacent residential areas in the north east and their potential to accept additional foul drainage.</p> <p>HS64 falls to the south west and it is possible that existing foul</p>

Site Reference			Document Details	Status	Summary/Key Findings
LP Evidence	Draft LP	Adopted LP			
					<p>sewers are located in the residential area on the south western boundary which could service the proposed development.</p> <p>The report advises that a meeting is sought with YW to discuss the capacity and location of their existing sewers and to discuss the strategy for a wider development area.</p>

**Table 5B – Drainage – Land Promoter**

Local Plan Reference		Document Title and Date	Status	Summary/Key Findings	Barnsley Council Response
Draft	Adopted				
HOY2 HOY5 H16 H77 AC29	ES14 ES17 HS64 HS66 HS56	Drainage strategy prepared by JPG (yet to be completed).	Document prepared to support the Masterplan Framework.	Detailed calculations of the surface water attenuation strategy and foul drainage can be found on a drawing number 5003.1.SK1 Rev E entitled Drainage Strategy prepared by JPG. This requires updating to include an attenuation pond within Site HS56. It is also recommended that a report is prepared that justifies the drainage strategy identified within the drawing.	

# Appendix 4

## Land Use Assumptions

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**Employment Allocations**

Site	Area (Ha)	Use(s)	Scale (m <sup>2</sup> )	Comments / Source of Information
ES14 Barnsley council	8.9	B2	14,400	The scale and mix taken from sales bid. Detailed design currently being worked up for planning application
		B1	700	
ES14 Waddington site		B1c	501	Assumptions based on the Masterplan Framework requirement to deliver a landmark building on this site
		B8	2,843	
		C1	3,904	
		A3 Drive Thru (Starbucks)	170	
ES14 Hartwood site		Plot A (Petrol Filling Station) PFS Kiosk	4,301	Details taken from the planning application 2018/0745 (approved 10/08/2018)
		Plot B (A3 Costa Drive Thru)	508	Site area does not include the access road
		Plot C	205	Details taken from the reserved matters application (2018/0255)
		B1C	262	Assumptions on remaining plots C to G based on the remaining plots delivering B1c (15%) and B8 (85%) uses as per the Barnsley Growth Model (September 2018)
	B8	1,486		
	Plot D	130		
	B1C	731		
Plot E	173			
B8	979			
Plot F	271	Assumptions on remaining plots C to G based on the remaining plots delivering B1c (15%) and B8 (85%) uses as per the Barnsley Growth Model (September 2018)		
B8	1,538			
ES14 Hartwood site	Plot G	268	Assumptions on remaining plots C to G based on the remaining plots delivering B1c (15%) and B8 (85%) uses as per the Barnsley Growth Model (September 2018)	
	B1C	1,521		
	B8	1,521		
ES17 Harworth Group	28.2	B2	17,160	Based on Local Plan figures (applying 40% site coverage assumption)
		B8	97,240	

				Note: Harworth emerging proposals include: <ul style="list-style-type: none"> <li>B2 - 60%</li> <li>B8 - 40%</li> </ul>
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**Residential Allocations**

Site	Area (Ha)	Local Plan Dwelling Capacity	Comments
HS64 Hoyland Developments Limited	20.7	615	Capacity taken from emerging Local Plan. This includes the 100 dwellings that recently gained planning approval 2016/1530
HS66 Hoyland Developments Limited	6.14	70	Capacity taken from emerging Local Plan
HS56 Hoyland Developments Limited	3.2	80	Capacity taken from emerging Local Plan

# Appendix 5

## Yield Risk Audit Schedule

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MASTERPLAN FRAMEWORK: RISK AUDIT TO INCREASE  
DEVELOPMENT YIELD (DECEMBER 2019)



Opportunity	Current Masterplan Framework Approach	Potential Mitigation	Risk Profile	Next Steps beyond the Masterplan Framework
Increase plateau development areas for ES17.	The two proposed plateau areas have been designed based on an engineering solution proposed by JPG which makes sure that the earthworks will balance on site i.e. no exporting of material.  The plateau development could potentially be updated to reflect the Ground Investigation being prepared by RSK on behalf of Harworth Group.	1. Consider a strategy of export material off site.  2. Prepare a wider earthworks strategy in relation to the Masterplan Framework area rather than be governed by landownership.	Costs associated with exporting material off site would increase viability concerns and impact on delivery.  Relies on consensus and collaboration between the landowners/land promoters which may be difficult to coordinate due to early phases of housing parcels not aligning with the early phases of commercial parcels.	Continue to monitor as part of ongoing feasibility work for subsequent planning application but unlikely to be pursued.  Agree an action plan between land promoters to explore the feasibility of a comprehensive Earthworks Strategy having regard to assumed phasing strategy that features in the Masterplan Framework.
Reduce the dry detention SUDs areas.	The Masterplan Framework follows the recommendations set out within the drainage strategy prepared by JPG. Drawing No. [5003-JPG-XX-00-DR-D-1403-S0-P01-BMBC_Drainage_Strategy-Layout2].	1. Incorporation of swales and rainwater recycling.	Determine whether the Council or management organisation/trust will adopt swales.  Difficult to undertake as part of a high level Masterplan Framework approach. Need to make sure that these potential measures continue to be assessed on a coordinated basis following the completion of the Masterplan Framework.	To investigate at pre-planning application stage.

Opportunity	Current Masterplan Framework Approach	Potential Mitigation	Risk Profile	Next Steps beyond the Masterplan Framework
		2. The creation of underground tanks and oversized pipes within roads and the employment service yards.	Government guidance confirms that proposals should consider the types of drainage as a hierarchical approach and a detention basin would be considered a greater priority compared to a tank system of oversized pipes solution.  Detention basins are less expensive than creating over size pipes and underground store tanks so may impact viability.  Detention basins contribute to creating green infrastructure provision and biodiversity improvements so any reduction in this provision will need to be closely monitored.	Barnsley Council to provide confirmation and guidance that they are willing to relax technical drainage guidance subject to an alternative solution leads to improving development yield and not prejudice key development principles associated with delivering a strong green infrastructure strategy.
Removal of existing vegetation and landscaping.	Given the known constraints and working with Barnsley Council's Biodiversity Officer, a key assumption as part of the masterplan process has been to consolidate the existing vegetation on-site but retaining sensitive ecological	Consider mitigation and compensatory new landscaping/ecology/biodiversity as part of an overall green infrastructure strategy for the Masterplan area.	Impact on ecological considerations although evidence reveals the site overall has relatively limited ecological value and the most sensitive areas can be either protected or enhanced.	Make sure that the principle agreed is part of the Masterplan Framework and continues through to the planning application stage.

Opportunity	Current Masterplan Framework Approach	Potential Mitigation	Risk Profile	Next Steps beyond the Masterplan Framework
	and landscape areas.			
Reduce higher risk highwall corridor.	A high level assessment has been undertaken to investigate engineering solutions to allow narrowing of high wall areas. We assume 10% encroachment identified as 'High Risk Zones'.	Prepare a land remediation strategy that provides a sufficient level of confidence to deliver an efficient development layout having regard to foundation designs and cost implications.	Continued level of uncertainty regarding unknown ground conditions as significant costs will be involved in instructing further investigation work in order to address this issue more comprehensively.	Detailed groundwork investigation underway on first phases of development. Further detailed intrusive ground investigation works to be undertaken at the same time as bring forward the later phases of development.
Location and extent of proposed play area.	A LEAP is shown on allocation HS64. If an upgrade of King George V Playing Fields LEAP cannot be upgraded to a NEAP then a NEAP will be required within the Masterplan Framework area.	Locating the LEAP/NEAP facilities taking into consideration technical constraints to minimise the amount of developable area required to deliver appropriate buffers.	Masterplan Framework has removed LEAP/LAP facility from the heritage buffer on HS66 following objection from Historic England.	Agree an appropriate strategy with Barnsley Council.

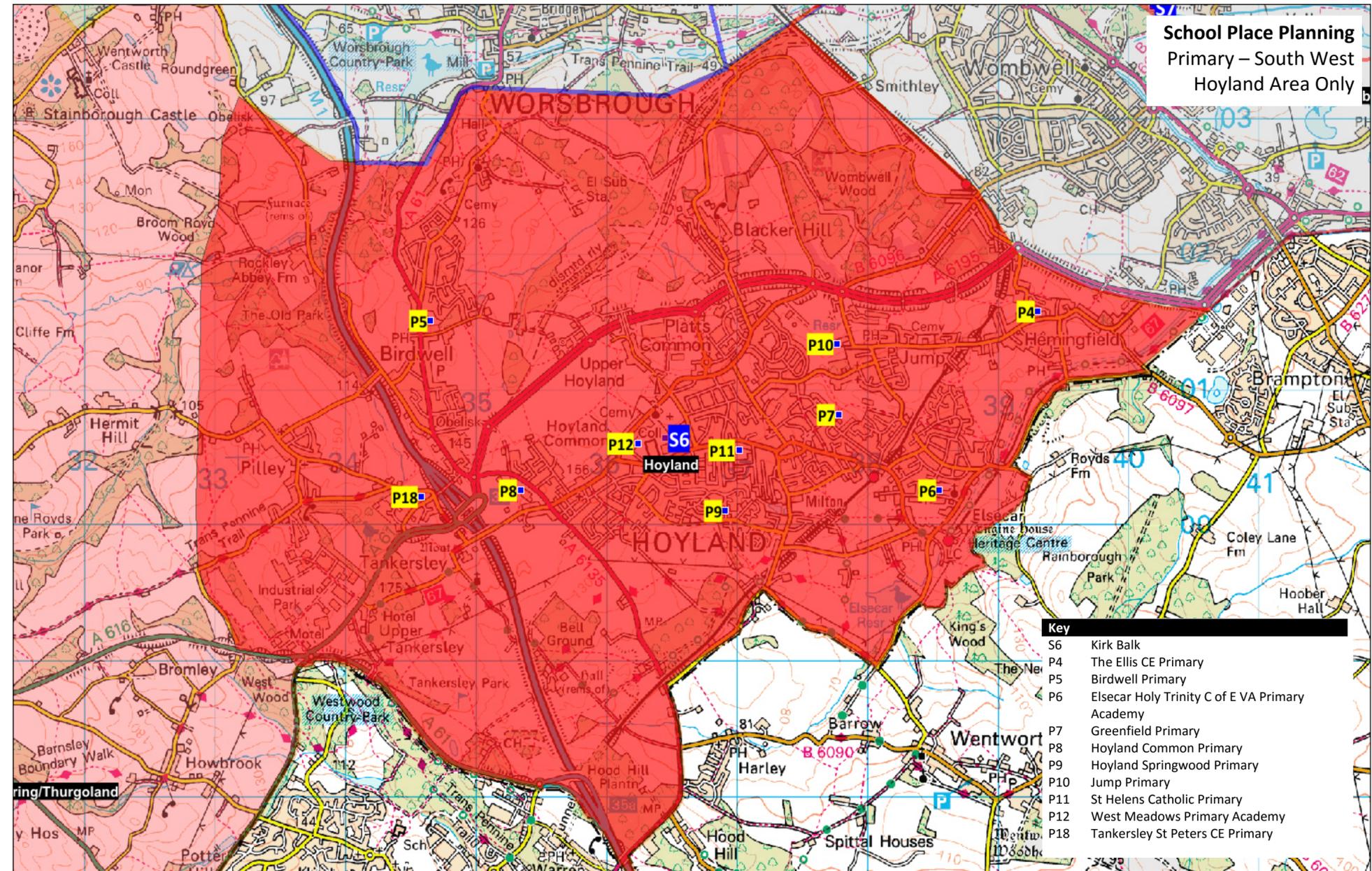
Opportunity	Current Masterplan Framework Approach	Potential Mitigation	Risk Profile	Next Steps beyond the Masterplan Framework
		NB: Concept plan shows a LEAP on HS64 and upgrade of existing King George V Playing Field LEAP to NEAP as this is the preferred approach.	The existing play area is on the south eastern edge of the Masterplan Framework area so issues of accessibility would need to be addressed for the new residents in the north eastern area of the site as it may lead to an imbalance of play provision.  It is anticipated that we will be able to update the play area strategy following further discussions with Barnsley Council Parks Manager and Historic England.	Barnsley Council to clarify upgrade works and costs required to King George V playing fields.
Investigating housing/commercial densities.	For commercial we are assuming 40% floorspace coverage of the employment allocations in accordance with the Local Plan assumptions.  For housing three high level categories of density areas have been assumed (i.e. 30-40dph, 40-50dph and 50-60dph).	Increasing density particularly for housing through developing an efficient and adaptable Masterplan Framework layout having regard to site characteristics, achieving place making principles and the housing market.	Decisions relating to density will be strongly influenced by clear placing making principles as well as achieving attractive market conditions.	Review commercial use profiles and housing mix, tenure and type as a part of each planning application.

Opportunity	Current Masterplan Framework Approach	Potential Mitigation	Risk Profile	Next Steps beyond the Masterplan Framework
Relocation of Rockingham Colliery Cricket Club (RCCC).	Masterplan Framework seeks to include one adult and one adult/junior/training pitch, nets, pavilion building and car park. This provision would form part of the Green Infrastructure Strategy for the Masterplan Framework.	An implication of the relocation of RCC could be the reduction in developable area at Hoyland North but it should be considered in the wider context in terms of the benefit to RCCC and the opportunity to release additional development land relating to Allocation ES13 as part of the Hoyland West Masterplan Framework.	Requires careful coordination to ensure that all key parties' expectations can be achieved having regard to costs, timing, and achieving the place making principles of the Masterplan Framework. Will require 'buy in' by Sport England and other statutory consultees.	Work with Sport England, English Cricket Board, Yorkshire Cricket Board and Rockingham Colliery Cricket Club to develop design brief for the new facilities.

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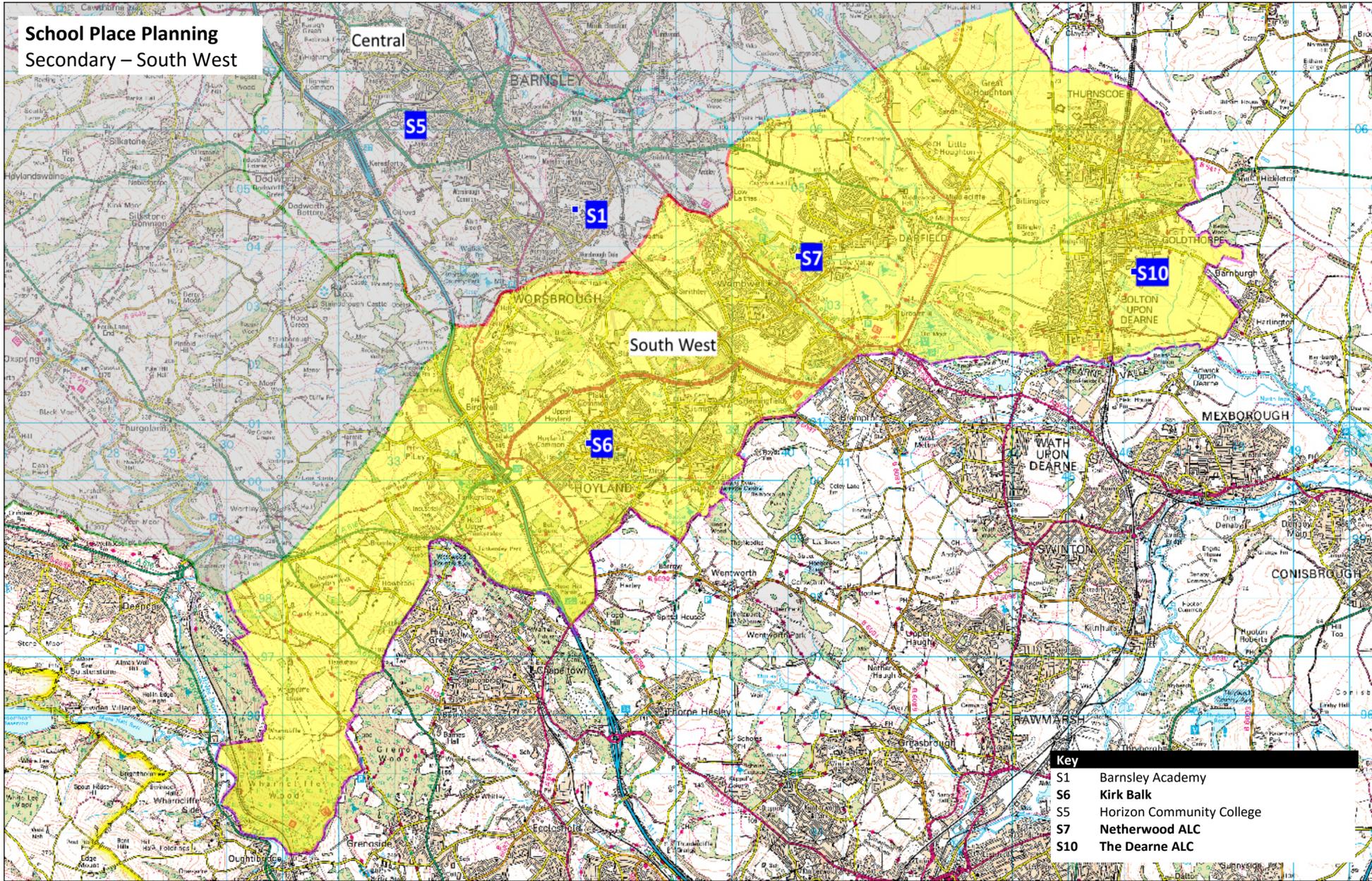
# Appendix 6

## Plan Showing Primary and Secondary Schools in South Area



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**School Place Planning  
Secondary – South West**



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# Appendix 7

## Infrastructure Delivery Schedules

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**Table 1: Education Infrastructure Delivery Schedule**

Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
Primary School Place Provision	Expansion of existing primary school(s) in the Hoyland area. New school if expansion of existing primary school(s) is not achievable (location TBA)	Anticipated shortfall in September 2023 assuming a start on site in 2020 in accordance with the housing trajectory	Given the timescales for the delivery of housing Barnsley Council will continue to plan, monitor and manage school places and make sure that contributions are made if there is likely to be inadequate capacity within the planning area	Barnsley Council Education Department	S106 contributions in line with the Financial contributions for schools SPD	Each planning application will be required to make S106 contributions. Anticipated shortfall in September 2023	S106 contribution should reflect the Financial contributions for schools SPD  It is noted that the S106 Agreement for planning consent 2016/1531 requires a S106 contribution of £211,530 towards education
Secondary School Place Provision	Existing secondary schools within the South School Place Planning Area	Capacity available across the South School Place Planning Area into the foreseeable future however a requirement		Barnsley Council Education Department	S106 contributions in line with the Financial contributions for schools SPD	Each planning application will be required to make S106 contributions	

		to work with Kirk Balk Academy to manage pupil numbers through the admissions procedure given its close proximity to a number of masterplan framework areas. Also a requirement to promote sustainable travel					
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**Table 2: Indicative Education S106 Contribution**

Type of Provision	Financial contributions for schools SPD requirement	Number of places generated per 100 dwellings	Number of new homes (based on Local Plan allocations)	Number of places generated	Anticipated Financial Contribution
Primary School Place Provision	£16,000 per place	21	665	140	£2,234,400
Secondary School Place Provision	£16,000 per place	15	665	100	£1,600,000
Contribution from 100 dwellings on 2016/1531					£211,530
<b>Total</b>					<b>£4,045,930</b>

**Table 3: Strategic Green Infrastructure**

Infrastructure Type	Location and proposed strategy	Key elements	Area (ha)	Indicative phasing	Sources of funding	Comments
<b>On-site informal play space and informal landscaped areas</b>						
Green corridors – including a percentage of dry detention basins (TBA) and informal areas of green space that could be utilised for informal/ imaginative play	Throughout the Masterplan Framework area	Areas of high wall (higher risk development zones), cycle path/ PROW/footpath routes, buffers between residential and employment plateaus and the Dearne Valley Parkway	10.79	Delivery coordinated to coincide with phasing of development parcels	Master developer / housebuilders	Assumes that dry detention basins are designed and managed to allow access and use as informal open space. Note that lighting, surface materials, signage and street furniture will need to be coordinated across the Masterplan Framework area
Substantial landscape strips along internal highway (inclusion/exclusion of these features TBA with Barnsley Council Highways)	Identified along principle routes through the Masterplan Framework area	Opportunity for inclusion of swales	1.27	Delivery coordinated to coincide with highway infrastructure delivery	Master developer / housebuilders	Appropriate management required as Barnsley Council will not adopt
Proposed woodland planting	Identified on the Green	Areas of high wall (higher risk)	4.4	Delivery coordinated to	Master developer / housebuilders	Requirement to engage with Barnsley

	Infrastructure Framework Plan	development zones), cycle path/ PROW/footpath routes, buffers between residential and employment plateaus and the Dearne Valley Parkway		coincide with phasing of development parcels		Council's Biodiversity Officer and management organisation/trust at an early stage so that they can input into the design of green infrastructure
Heritage buffer on HS66	Identified on the Local Plan site allocation map and Green Infrastructure Framework Plan	Historic England has expressed a preference for this area to remain a 'natural' area of open space to compliment the setting of Hoyland Lowe Stand	3.56	Upon delivery of residential allocation HS66	Master developer / housebuilders	Requirement to engage with Historic England to agree the specification for design and maintenance of this open space
Existing biodiversity features	Identified on the Green Infrastructure Framework Plan. Scope of works to be agreed with Barnsley Council's Biodiversity	Existing pond, watercourse, plantation woodland, stretches of older hedgerows, species-rich hedgerows, species-rich	5.8	Protection throughout construction phases. Timescales for enhancement/ compensation measures to be agreed at	Master developer / housebuilders	Requirement to engage with Barnsley Council's Biodiversity Officer and management organisation/trust at an early stage so that they can input into the design of green

	Officer in order to make sure 10 per cent net biodiversity gain (as per The Environment Bill)	neutral grassland		planning application stage		and blue infrastructure
Residential development parcels	Allowance for new formal landscaping within residential parcels	Soft landscaping to create pleasant streetscenes	0.83	Delivery coordinated to coincide with phasing of development parcels	Master developer / housebuilders	Requirement to engage with management organisation/trust at an early stage so that they can input into the design of green infrastructure
<b>Total on-site informal play space and informal landscaped areas</b>			<b>26.6</b>			
Infrastructure Type	Location and proposed strategy	Key elements	Area (ha)	Indicative phasing	Sources of funding	Comments
<b>Equipped children's play areas</b>						
On-site LEAP or NEAP	The development will include a central locally equipped area of play (LEAP). The Masterplan Framework must also	Specification of new equipped children's play areas to be agreed with Barnsley Council's Parks Manager	0.04 (area on-site LEAP shown on Green Infrastructure Framework Plan)	Phase 2	Master developer / housebuilders / S106 contributions / potential for external funding	

	deliver a Neighbourhood Equipped Area of Play (NEAP - including Multi Use Games Area (MUGA)), this could be delivered on-site or via enhancement of the existing LEAP facility at King George V playing fields off Tinker Lane					
Infrastructure Type	Location and proposed strategy	Key elements	Area (ha)	Indicative phasing	Sources of funding	Comments
<b>On-site formal recreation</b>						
Cricket facility	Located on HS64	One full sized adult cricket pitch and one adult/junior /training cricket pitch, car parking and cycle parking, practice nets,	2.66	A seamless relocation is needed in relocating the cricket facilities from Rockingham Sports Ground.	Master developer / housebuilders / S106 contributions / potential for external funding	Ongoing discussions required with Barnsley Council, ECB, YCB, Sport England with input from Rockingham Colliery Cricket Club. The Masterplan Framework

		pavilion and maintenance shed. Specification of facilities TBA with Barnsley Council, ECB, YCB, Sport England with input from Rockingham Colliery Cricket Club		On this basis the earthworks, drainage, plateaus need to be created along with installation of the square (including wickets) during the first phase of housing development to allow appropriate bedding in period		seeks to deliver a cricket facility to enable the relocation of existing sports provision from Rockingham Sports Ground. As such, this provision cannot be considered equivalent to 'new' provision as there would be a potential loss of existing sports provision elsewhere. This will be clarified during the development of the Hoyland West Masterplan Framework. The Council will work with the developers/landowners to agree the split between 'new' and replacement formal recreation facilities.
<b>Total on-site informal and formal green space</b>			<b>29.33</b>			

**Table 4: Indicative green space S106 contribution\***

Local Plan Allocation	Local Plan Yield	Type of green space	Anticipated financial contribution based on Open Space Provision on New Housing Developments SPD
HS56	80	Children's play	£49,974.56
		Formal recreation	£81,798.88
HS64	615	Children's play	£384,179.43
		Formal recreation	£628,828.89
HS66	70	Children's play	£43,727.74
		Formal recreation	£71,574.02
<b>Total</b>	<b>715</b>		<b>£1,260,083.52</b>

\* Calculation assumes housing split of 40 per cent 3 beds, 40 per cent 4 beds and 20 per cent 2 beds with delivery of policy compliant informal green space on site so no financial contribution towards this element

**Table 5: Services Infrastructure Delivery Schedule**

Infrastructure Type	Location	Indicative phasing	Specific requirement	Lead delivery organisation	Sources of funding	Trigger points	Comments
<b>Gas</b>							
<b>Connections</b>							
180 PE MP MAIN	Upper Hoyland Road Junction	Phase 1	600 meters. Load capacity 32,761kW	Cadent	Master developer	Prior to occupation of first units	
6" CI LP MAIN	Rockingham Roundabout	Phase 1	14 meters. Loading capacity 1,1471kW	Cadent	Master developer	Prior to occupation of first units	
<b>Diversions</b>							
TBA							
Infrastructure Type	Location	Indicative phasing	Specific requirement	Lead delivery organisation	Sources of funding	Trigger points	Comments
<b>Electricity</b>							
<b>Connections</b>							
Existing local 11 kV high voltage network	Identify connection location	Phase 1	Assumed 11kV HV P.O.C. allow provisional sum for non-contestable connection only	Northern Powergrid	Master developer	Prior to occupation of first units	
Upgrading of existing Primary Substations	Worsborough Park and Elsecar Primary Sub Stations	Phase 1	The 11kV boards on these two sub stations would have to be changed to	Northern Powergrid	Master developer	Coincide with the delivery of lower plateau of ES17 as first phase of development	Harworth expected to deliver upgrade works to Worsborough

			enable new cable circuits to be connected and laid to the Masterplan Framework area				Primary Substation as part of delivering their first phase on ES17
<b>Diversions</b>							
11kV overhead powerline on HS64	Local Plan allocation HS64	Phase 1	Assume the overhead line will be relocated underground	Northern Powergrid	Master developer	Prior to the commencement of development on HS64	
Infrastructure Type	Location	Indicative phasing	Specific requirement	Lead delivery organisation	Sources of funding	Trigger points	Comments
<b>Water supply</b>							
<b>Connections</b>							
Existing 24" CI Main	Rockley Lane Grid Ref 433926,401729	Phase 1	These works will generally include a connection within the main identified, and route a new 350mm main 3km from this point of connection to the Masterplan Framework area via the	Yorkshire Water	Master developer	Prior to occupation of first units	

			entrance off the Dearne Valley Parkway				
<b>Diversions</b>							
TBA							
Infrastructure Type	Location	Indicative phasing	Specific requirement	Lead delivery organisation	Sources of funding	Trigger points	Comments
<b>Foul water</b>							
Residential - use existing 375mm diameter public combined sewer but a proportion may need to be pumped	HS56, HS64 and HS66	Phase 1	A proportion of HS64 may need to be pumped via an existing on-site pumping station	Yorkshire Water	Master developer	Prior to occupation of first units	
Employment - Connect to an existing public foul water sewer (150 diameter) located to the north of the Dearne Valley Parkway	ES14 and ES17	Phase 1	Design and construction TBA with Harworth Group	Yorkshire Water	Master developer	Prior to occupation of first units	
<b>Broadband</b>							
Connections							
Provision of gigabit-capable full fibre broadband to all	Multiple connection points identified	Phases 1 and 2	Note that infrastructure should be installed during	The following suppliers can provide infrastructure to new development sites	Master developer	Coincide with infrastructure delivery to prevent	

new development	within Utility Report		phase 1 to prevent prejudicing delivery in phase 2	(note that this list is not exhaustive): <ul style="list-style-type: none"> <li>• Openreach</li> <li>• Virgin Media</li> <li>• CityFibre</li> <li>• Hyperoptic</li> <li>• Gigaclear</li> </ul> Developers will be asked to consider installing multiple full fibre infrastructure suppliers in order to provide choice and competition to consumers.		retrospective works. Broadband available prior to occupation of first units	
<b>Diversions</b>							
Openreach network	TBA						

**Table 6: Strategic Drainage Infrastructure**

Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Phase 1 (0-5 years)</b>							
Creation of detention basins, swales and inlet/outlets/headwalls	Phase 1 detention basins located to the western part of ES17 and western part of HS64 Location of swales TBA however opportunities within landscape corridors and green space	Phase 1	Assumes terminal pond excavation and construction as part of first phase of development (residential and employment)	Master developer	Master developer	Prior to occupation of first phase of development (residential and employment)	Engage with management organisation/trust early in the process so that they can input into the design
Surface water pipes	Linking development parcels and attenuation storage	Phase 1	Assumes surface water pipes 900mm diameter (length TBA)	Master developer	Master developer	Prior to occupation of first phase of development (residential and employment)	Engage with management organisation/trust early in the process so that they can input into the design. Note preference for swales
Underground tank	Under roads,	Phase 1	Requirement is	Master	Master	Prior to	Engage with

storage solutions	open space and service yards		dependent on whether additional capacity is required following detailed design and need to reduce the size/land take of detention basins	developer	developer	occupation of first phase of development (residential and employment)	management organisation/trust early in the process so that they can input into the design
Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Phase 2 (5+ years)</b>							
Creation of detention basins, swales and inlet/outlets/headwalls	Phase 2 detention basin located on northern part of HS56. Location of swales TBA however opportunities within landscape corridors and green space	Phase 2	Assumes terminal pond excavation and construction as part of second phase of development (residential)	Master developer	Master developer	Prior to occupation of second phase of development	Engage with management organisation/trust early in the process so that they can input into the design
Surface water pipes	Linking development parcels and attenuation	Phase 2	Assumes surface water pipes 900mm diameter	Master developer	Master developer	Prior to occupation of second phase of	Engage with management organisation/trust early in the

	storage		(length TBA)			development	process so that they can input into the design. Note preference for swales
Underground tank storage solutions	Under roads, open space and service yards	Phase 2	Requirement is dependent on whether additional capacity is required following detailed design and need to reduce the size/land take of detention basins	Master developer	Master developer	Prior to occupation of second phase of development (residential and employment)	Engage with management organisation/trust early in the process so that they can input into the design

**Table 7: Transportation Infrastructure**

Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Off-site highway junction improvements</b>							
Concluded that no significant/major off-site junction improvements are required (Fore Consulting Transportation Report V3.0)							
Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Strategic highway abnormals</b>							
Delivery of a link road (Dearne Valley Parkway to Hoyland Road/Hawshaw Lane – preferred option from Shortwood Roundabout) including bus infrastructure, gradient/earthworks, place making features (surfacing, crossing points, gateway, lighting, landscaping)	Through the Masterplan Framework area linking the Dearne Valley Parkway to Hoyland Road/Hawshaw Lane (preferred option from Shortwood Roundabout)	Prior to delivery of 250 dwellings. Upgraded access from Hoyland Road/Hawshaw Lane required to allow phase 1 housing delivery (including temporary bus diversion). Upgraded	7.3 m carriageway wide section off Shortwood Roundabout and 6.75m carriageway wide to accommodate bus route through the residential area. Other abnormals could include street trees,	Master developer	Master developer	Prior to delivery of 250 <sup>th</sup> dwelling	

		access from Shortwood Roundabout required to allow lower plateau of ES17 to be delivered	lighting, gateway, surfacing, crossing points, swales, and upgraded access on to Hoyland Road/Hawshaw Lane compared to approved outline consent for 100 dwellings				
Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Sustainable Travel</b>							
Bus service improvements							
New bus stops including shelters, seating, real time information boards	Phase 1 of residential development (HS64) and along the link road upon adoption	One set of bus stops in phase 1 and two sets of bus stops along the link road	Details TBA with Barnsley Bus Partnership	SYLTE / Stagecoach	Master developer	Delivery of phase 1 bus stops prior to 50 <sup>th</sup> dwelling and delivery of link road bus stops prior to 250 <sup>th</sup> dwelling and link road adoption	Detailed design of ES17 should allow sufficient land to deliver the bus infrastructure. Engagement with Barnsley Bus Partnership required
Extension of bus services (66, 72 and 72A or an alternative	Phase 1 of residential development	Phase 1	Further consideration required as to	SYLTE / Stagecoach	Master developer	Delivery of phase 1 bus diversion	Detailed design of HS64 should allow for bus

diversion TBA with Barnsley Bus Partnership)			whether re-routing will require subsidising and if so options for funding			prior to 50 <sup>th</sup> dwelling	penetration. Engagement with Barnsley Bus Partnership required
Extension of bus services (66, 72 and 72A or an alternative diversion TBA with Barnsley Bus Partnership)	Along the new link road	Phase 1 (delivery of 250 <sup>th</sup> dwelling)	Further consideration required as to whether re-routing will require subsidising and if so options for funding	SYLTE / Stagecoach	Master developer	Prior to 250 <sup>th</sup> dwelling and link road adoption	Detailed design of link road should allow for bus penetration (including minimisation of on-street parking along routes). Engagement with Barnsley Bus Partnership required
Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Travel Plan initiatives</b>							
Appointment of Travel Plan Manager	Covers all sites within the Masterplan Framework area	Phases 1 and 2	See details of role at table 6.1 of the Interim Travel Plan prepared by Optima dated October 2019	Master developer (regulated by Barnsley Council)	Master developer	TBA however prior to first occupation on any part of the Masterplan Framework area	
Appointment of	Individual sites	Phases 1 and 2	See details of	Master	Master	TBA	

Travel Plan Coordinators	within the Masterplan Framework area		role at section 6.3 of the Interim Travel Plan prepared by Optima dated October 2019	developer / housebuilders (regulated by Barnsley Council)	developer	however prior to first occupation on any part of the Masterplan Framework area	
Travel Plan Steering Group	Covers all sites within the Masterplan Framework area	Phases 1 and 2	See details of role/function at section 6.4 of the Interim Travel Plan prepared by Optima dated October 2019	Master developer / housebuilders	Master developer	TBA – quarterly meetings required	
Residential and Workplace Travel Plan initiatives – range TBA however may include bus taster tickets	Covers all sites within the Masterplan Framework area	Phases 1 and 2	Available for employees and residents	Master developer / housebuilders	Master developer / housebuilders	TBA as part of individual Travel Plans	
Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Existing strategic footpaths, cycle ways and bridleway routes</b>							
Existing public rights of way (retained and diverted)	Across the entire Masterplan Framework area. Diversions TBA	Phases 1 and 2	The routes identified on the plan amount to approximately 2577m and the proposal is for	Master developer	Master developer	Linked to the delivery of development parcels	Note that temporary improvements will be required to allow appropriate

	with Barnsley Council. Refer to Movement Framework Plan		these to be upgrade to allow access for cyclists and horse riders as well as pedestrians. Specification for individual routes TBA with Barnsley Council. Note requirements for resting places, surface materials, lighting, barriers to prevent unauthorised access				pedestrian access from the lower plateau of ES17 to existing bus stops
Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Proposed strategic footpaths, cycle ways and bridleway routes</b>							
New footpaths/cycle ways	Across the entire Masterplan Framework area	Phases 1 and 2	The routes identified on the plan amount to approximately 1780m and the proposal is for these to allow access for	Master developer	Master developer	Linked to the delivery of development parcels	

			cyclists and horse riders as well as pedestrians. Specification for individual routes TBA with Barnsley Council. Note requirements for resting places, surface materials, lighting, barriers to prevent unauthorised access				
Infrastructure Type	Where	Indicative Phasing	Specific Requirement	Lead Delivery Organisation	Sources of Funding	Trigger Points	Comments
<b>Proposed crossing points (on and off-site)</b>							
Off-site crossing point required on Hoyland Road/Hawshaw Lane to allow permeability and safe access to/from West Meadows Primary Schools, Kirk Balk Academy and wider Hoyland	Hawshaw Lane/ Hoyland Road	Phase 1	Zebra crossing, pedestrian refuse crossing or signal controlled crossing required	BMBC / Master developer	Master developer	TBA following further discussions with Barnsley Council Highways Department	

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