



HOYLAND NORTH BARNESLEY

Masterplan Framework Report

December 2019



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Technical supporting documents commissioned for the Masterplan Framework

| Discipline | Title | Company | Reference No. | Date |
|-------------------------------------|--|--------------------------------------|---------------------------------|-----------------|
| Transportation | Transport and Access Appraisal Report | Fore Consulting | Version 4.0 | 28 May 2019 |
| Transportation | Hoyland Transport and Access Report (Version 4.0) Review | AECOM | Version 4.0 | June 2019 |
| Transportation | Interim Travel Plan | Optima | 19186-P1 | 28 October 2019 |
| Transportation | Shortwood Roundabout Supplementary Highway Capacity Note | Mosodi | 18005-P1 | November 2019 |
| Drainage | Drainage and Flood Risk Statement | JPG Consulting | 5003 – 1.v.1 | 2 December 2016 |
| Drainage | Drainage Strategy | JPG Consulting | 5003-JPG-XX-00-DR-D-1403-SO-PO1 | April 2019 |
| Drainage | Foul Water Drainage Strategy for the Commercial Plots | JPG Consulting | 5003-JPG-XX-XX-BN-1400-S2-P01 | November 2019 |
| Utilities | Hoyland Masterplan – Utility Services Report | Silcock Leedham Consulting Engineers | 11222 Rev P3 | 30 October 2019 |
| Ground Investigation/Land Stability | Depth of Made Ground Drawing | JPG Consulting | 5003-JPG-ZZ-XX-DR-G-1203-S1-PO1 | February 2019 |
| Ground Investigation/Land Stability | Drawing Showing Previous Intrusive Investigation | JPG Consulting | 5003-SK18 | February 2019 |
| Ground Investigation | Technical Briefing Note | JPG Consulting | 5003-JPG-XX-XX-BN-0400-S2-P01 | November 2019 |
| Ground Investigation | Phase 1 Ground Conditions Report Land at Rockingham (ES14) | WSP | 70019822-001 | March 2016 |
| Ground Investigation | Phase 2 Ground Conditions Report Plot 2 (ES14) | WSP | 70018922-1602 | October 2016 |
| Ground Investigation | Desk Study Report HCA Land Plot 2 (EC14) | Abbeydale | 151066DS | January 2017 |
| Ground Investigation | Ground Investigation Report | Abbeydale | 151087GI | September 2019 |

Table 1: Technical supporting documents

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Vision and introduction

VISION

Good planning is about creating places where people want to live, work and spend time. Importantly, the Masterplan Framework exercise has developed an overall vision for the Hoyland North site as follows:

Create a mixed-use community comprising around 765 new homes and 37 hectares of employment land with associated infrastructure to the north of Hoyland’s urban area set within a greenspace network that supports multi-functions and activities (e.g. health, biodiversity, drainage, recreation, play, formal sport and community events).

The cricket ovals and pavilion will be the ‘heart’ of the community, creating a focal point and centre for the surrounding residents.

The green infrastructure will enable connectivity and integration of the new development with existing communities and provide strong, convenient connections to existing services and facilities within Hoyland and to the new employment areas along the Dearne Valley Parkway.

The new communities will be of a high-quality build and landscape design that responds sensitively and positively to the unique historic and natural landscape, townscape and topography.

A golden thread running through the Masterplan Framework process is health and well-being principles and sustainability initiatives.



Homes overlooking the ‘village green’ and ‘heart’ of the community

PURPOSE OF THE MASTERPLAN FRAMEWORK

Hoyland North comprises the collection of housing and employment sites allocated in the council's Local Plan which was adopted on 3 January 2019. When the Local Plan was being examined, it was agreed that for some larger sites it was necessary to prepare Masterplan Frameworks with the key purposes being as follows:

- To demonstrate that in principle each allocation is capable of being developed without significant issues;
- To enable comprehensive, efficient and timely delivery of development including essential infrastructure requirements;
- To make sure high-quality design is achieved.

The Local Plan sets out the definition and content of the Masterplan Framework at paragraph 6.12.

It states: **“Planning policy summary, site location and description, land ownership, a summary of the existing evidence, site evaluation (opportunities and constraints), land use framework, sustainable movement framework, protection of existing public rights of way routes and their incorporation within new development layouts, vehicular movement framework, green and blue infrastructure framework, place-making framework (including design guides for character and neighbourhood areas where applicable), sustainability and energy use, health and well-being, design evolution, conceptual masterplan, infrastructure and delivery phasing. Masterplan Frameworks shall be subject to public consultation and be approved by the Council prior to the determination of any planning applications on the affected sites. Each Masterplan will be bespoke and therefore will be considered on a case by case basis”.**

A requirement of the Masterplan Framework process is for local residents and stakeholders to be provided with an opportunity to feed back. There has been effective engagement and the final version of the Masterplan Framework has taken into account the feedback. The Masterplan Framework has been approved on 19 December 2019 by the full council and is a material consideration in the determination of future planning applications.

PARTNERSHIP APPROACH

Throughout the Masterplan Framework process Barnsley council has been working with developers and land promoters who have the largest land interests. These are Harworth Group (ES17) and Hoyland Developments Limited (HS56, HS64 and HS66). Developers who have smaller land interests on sites which make up ES14 have also been consulted in shaping the Masterplan Framework.

SUMMARY OF THE PROPOSALS

Hoyland North Masterplan Framework comprises employment and residential allocations including:

- Approximately 765 homes including a range of sizes, types and tenures;
- Employment sites within Use Classes B1(c), B2 and B8 – light industrial, general industry, storage and distribution;
- Delivery of cricket facilities;
- Strategic multi-functional green infrastructure;
- Strategic sustainable urban drainage (SuDS).

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LAND OWNERSHIP AND CURRENT PLANNING STATUS

There are multiple land ownerships within the Masterplan Framework. The following list provides a summary of land ownership for each Local Plan site allocation:

- HS64/HS66/HS56 – These sites are owned by the Fitzwilliam Wentworth Estate with Hoyland Development Limited advancing them for residential development through a land promotion agreement;
- ES17 – Harworth Group own the site and are actively promoting the allocation for employment uses;
- ES14 (Eastern parcel) – Owned by Barnsley council who are in the process of disposing of the site;
- ES14 (Central Parcel) – Owned by Ernest V Waddington Limited who are promoting the site for a range of employment uses;
- ES14 (Western Parcel) – Owned by Hartwood Estates Ltd who are promoting the site for a range of employment uses;
- Mr Reckless – Owns a small parcel of land within site allocation ES14 to the south of the eastern parcel

owned by Barnsley council. There is no development proposed within this parcel of the Masterplan Framework area.

THE PROFESSIONAL TEAM

This report draws on the practical experience and knowledge of the respective technical experts:

- **WYG** have acted as lead planning and Masterplan consultants to steer and coordinate the technical work and provide the design principles and analysis;
- **Fore Consulting** has been responsible for preparing the transport assessment work which has informed the highway junction analysis as well as the accessibility and sustainability strategy;
- **Silcock Leedham** has identified the existing utilities present on site and the potential constraints and opportunities imposed by them. They have estimated the service loads required to supply electricity, gas and water to the proposed development;
- **JPG Consulting** have provided inputs in relation to ground investigation and land stability

issues to address the historic underground and open-cast mining that has taken place on the site;

- Contributions from a range of officers from **Barnsley council** in relation to transport, education, health and wellbeing, recreation provision, biodiversity and drainage have influenced and informed decisions.

PROCESS FOR PREPARING THE MASTERPLAN FRAMEWORK

This report is a concise document that builds upon the evidence base that was progressed to justify the site allocations during the preparation of the now adopted Local Plan.

Set against the policy context in the adopted Local Plan, this report examines the capacity of the sites based on the opportunities and constraints.

A preferred Masterplan Framework plan has been identified which is underpinned by a set of framework plans to address the following themes:

- Transport and movement;
- Green and blue infrastructure;

- Placemaking.

The rationale behind these framework plans is explained in order to understand how the preferred Masterplan Framework Plan has been shaped and evolved.

The report then examines an approach to delivery and the identification of critical strategic infrastructure required for each phase of development. A key tool in preparing the Masterplan Framework is the Infrastructure Delivery Schedule (IDS) found in appendix 7 that identifies the type, location and phasing of new infrastructure.

This Masterplan Framework represents a point in time that has been reached between the key parties based on the evidence received and evaluated to date. It seeks to achieve a policy compliant development that delivers the overarching vision.

Whilst key 'fixes' have been agreed as part of the Masterplan Framework process, it is important to note that as further information and evidence

becomes available, priorities may change. Given the high-level nature of this Masterplan Framework process, the scheme will continue to evolve, and so certain features of the scheme will remain flexible and subject to further refinement as discussions move forward with key parties and further technical work emerges.

The contents of this Masterplan Framework provide a clear set of assumptions to give the certainty required to help make informed decisions about the scale and nature of future planning applications. Any specific changes that may emerge following the approval of the Masterplan Framework will be dealt with and reviewed as part of any planning applications submitted.

PUBLIC ENGAGEMENT

A requirement of the Masterplan Framework was for residents and stakeholders to be provided with an opportunity to feed back on the draft plans and the main themes. The Masterplan Framework has been advanced following meaningful engagement with a wide section of the community to make sure that the proposal reflects the vision and priorities of present and future communities. The approach adopted and the feedback received is set out within the Statement of Community Involvement (SCI) report which is a supporting document listed at the front of this document.

The SCI report and the evolving design process outlined in section 5 of the Masterplan Framework identify the key changes that have been made as a result of stakeholder and community engagement.

Understanding the site and context

STRATEGIC CONTEXT

The site is located on the northern edge of Hoyland Common, approximately 9.6km (6 miles) south east of Barnsley with Rotherham just over 11km (7 miles) to the south east. Sheffield city centre lies 12km (7 miles) south of the site and Doncaster is located 25km (16 miles) to the east. Leeds city centre, due north of the site, is 50 minutes via train and 30 minutes by car at a distance of approximately 30km.

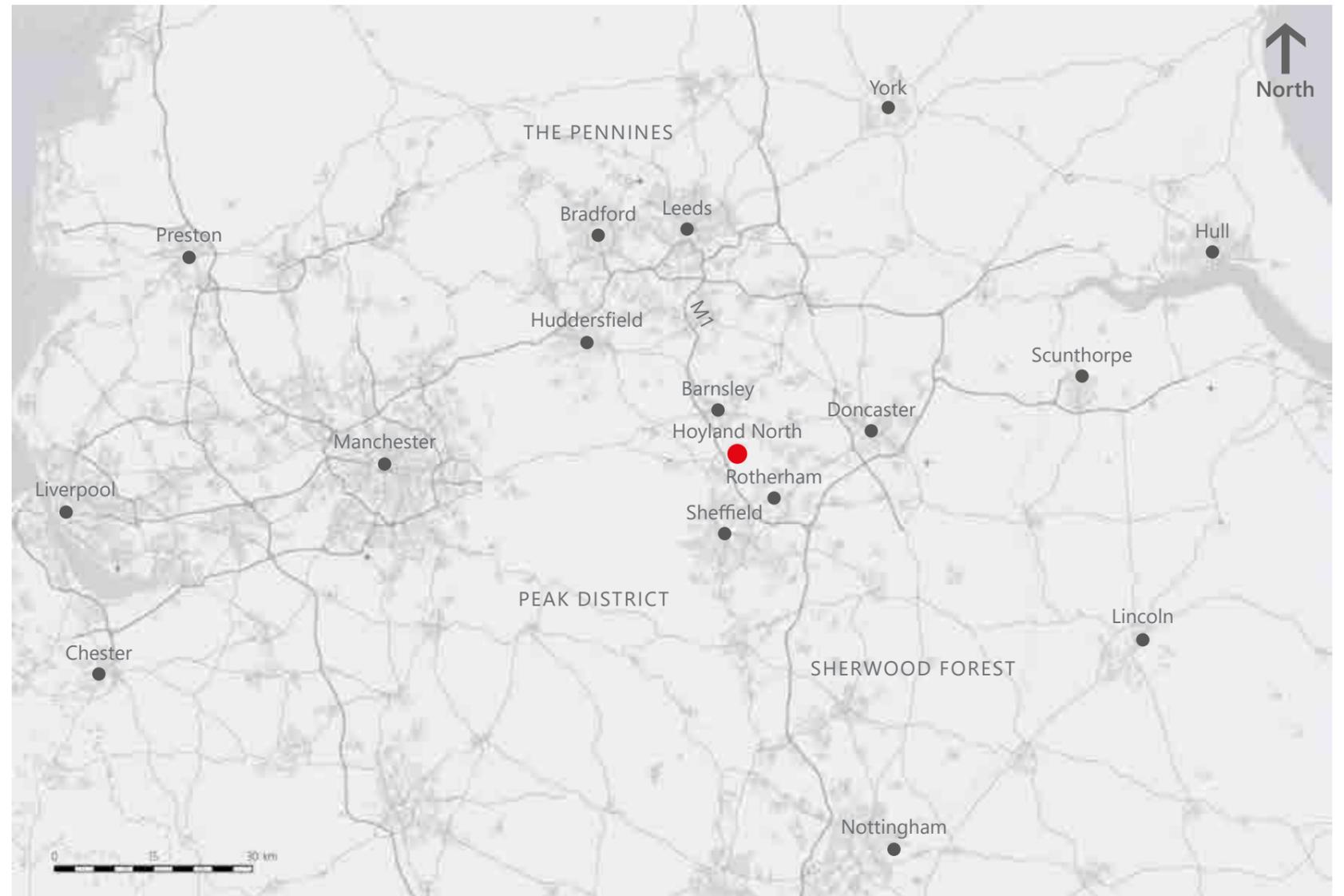


Figure 1: Wider site location (Source: Esri, Digital Globe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community) (Contains OS data © Crown Copyright and database rights 2018)

WIDER CONTEXT

There are several long-distance views to and from the Masterplan Framework area including Hoyland Lowe Stand, St Peter's Church, and Wentworth Castle. These key views to local landmarks should be carefully considered

throughout the Masterplan Framework process. Further detail is provided later in this document.



Figure 2: Key views into/out of site (Source: Google Earth © 2019 Infoterra Ltd and Bluesky)

THE SITE

The plan below illustrates where the Masterplan Framework area lies within Hoyland.



Bird's eye view site location from west (Source: Harworth Group)

to the north and south of Hoyland occurring from 1950 onwards.

There are several listed buildings in Hoyland and Birdwell. Two of these listed buildings are Grade II Listed namely, Hoyland Lowe Stand and St. Peter's Church along Hawshaw Lane to the south east of the Masterplan Framework area. To the south west of the Masterplan Framework area is a scheduled monument, Dovecote at Glebe Farm approximately 940m away. Elsecar Conservation lies just over 2km away from the Masterplan Framework area.



- KEY
- Site boundary
 - 1850-1900
 - 1901-1950
 - 1951-present
 - ▲ Listed building
 - ★ Scheduled monument
 - Elsecar Conservation Area
 - Heritage buffer

Figure 3: Historical development

In addition to the built form colour palette based on surrounding employment built form, shown to the left, the accompanying colour palette demonstrates the neutral tones of the surrounding landscape. From a viewpoint looking towards the site from Wentworth Castle, north east of the Masterplan Framework area which has key views to Hoyland Lowe Stand, it is clear that the proposed employment area must respond sensitively to the surrounding context and demonstrate an awareness of mid and long-range views to and from Hoyland Lowe Stand. Materials will need to respect the setting of the heritage assets and provide consistency across the Masterplan Framework area.

c) Rooflines

The roofs on the existing commercial units consistently present hipped roofs with a central ridge. The majority of rooflines have a low angled pitch which lowers the overall height of the units, appearing almost flat from a distance. Proposals should explore opportunities for green roofs in order to soften the appearance of roofscapes and deliver biodiversity and drainage gains.

02

Residential character

An assessment of the building form, materials, use of space and landscape within the vicinity of the Masterplan Framework area has been undertaken to inform the key principles and design character of the residential proposals.

a) Materials

Residential building materials vary within the vicinity of the masterplan area. More traditional buildings, including a number of listed buildings and structures, have been constructed using coursed sandstone with slate roofs. More recently constructed buildings present a range of brick colours including red, brown and buff. Render is not uncommon, and is a feature on the upper storeys of buildings to the south of the masterplan area. Rough cast can also be seen used in the same style.

b) Rooflines

Residential rooflines typically include gable and hipped roofs and cross-hips are a common feature. Steep pitches featuring gable dormer windows are typical. There are also examples of eyebrow dormers in places. Chimney

stacks are typical of housing of varying ages within the vicinity of the masterplan area. The roof form within the Masterplan Framework housing allocation sites will be informed by the density and character in each area. There may be opportunities to include a range of rooflines/features in order to provide visual interest and help new development to follow the topography of the land.

c) Details/styles

Detailing on nearby residential buildings includes large quoins (both modern and traditional), stone lintels and patterned brickwork. Sash windows are common on traditional properties, however a range of window styles can be seen in Hoyland.

b) Front boundary treatments

Front gardens of nearby properties range from small areas, predominantly along the frontage of terraces properties, to large, grassed front gardens, many featuring mature trees fronting the street.

These spaces are typically bounded by stone or brick walls. There are examples of dry stone walls in the area, as well as low stone walls, or brick walls with fences. Gateposts emphasise the key access points. The landscaped areas to the front of properties make a positive contribution towards the residential setting and demonstrate the importance of incorporating feature landscaping along the streetscene.



Materials



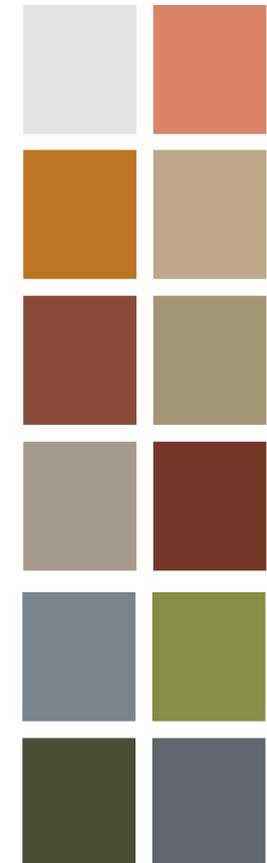
Rooflines



Details/styles



Front boundary treatments



Colour palette of local residential built form

02

LOCAL FACILITIES

As the facilities plan opposite illustrates, there are an array of amenities and facilities available in close proximity to the site.

From a 2km walking catchment radius measured from an indicative central point within the entire Masterplan Framework area, it has been demonstrated that future residents and employees at the various sites will be within walking distance of the areas of Hoyland Common, Birdwell, Tankersley and Blacker Hill as well as the majority of Hoyland Principle Town. This means that commuter journeys to and from these areas can be undertaken on foot subject to suitable infrastructure connections.

Within 400m of the site there are a range of local shops associated with Hoyland Common local centre to the south, with an Aldi supermarket to the west of the site.

Due to the close proximity of Hoyland town centre to the east, there are an abundance of local retail facilities within the recognised 2km

walking distance, primarily between Southgate, Milton Road and the B6097 High Street. The Hoyland Local Improvement Finance Trust (LIFT) centre is located between Milton Road and High Croft. A briefing note from the Clinical Commissioning Group (CCG) can be found in appendix 2.

The nearest dental practice (Fern Cottage Dental Practice) is located on the northern side of the B6096 Hoyland Road, to the south west of the Masterplan Framework area. Further dental provision (Hoyland Family Dental Centre) is available on the western side of Milton Road within Hoyland town centre.

The nearest primary school (West Meadows Primary School) is located adjacent to the junction with the B6096 Hawshaw Lane and West Street. Hoyland Common Primary School is located to the west of the A6135 Sheffield Road. Further primary schools are located to the east of the site (St Helens Catholic School and Hoyland Spring Wood Primary School).

The nearest secondary school (Kirk

Balk Academy) is located east/south-east of West Meadows Primary School. Refer to appendix 6 to see plans showing schools in the Hoyland area.

PUBLIC TRANSPORT

There are frequent bus services operating from various bus stops surrounding the site. Four bus stops are located on the northern and southern side of the B6096 Hawshaw Lane/Hoyland Road. Bus stops are also provided along the A6135 Sheffield Road and to the north west of the Masterplan Framework area along the A61 Sheffield Road. Collectively the bus stops provide access to the No.2, 66, 67, 67a, 67b, 67c, 72, 72a, 482 and X17 bus services.

As part of a combined journey, the Masterplan Framework area offers the opportunity to travel further afield from Elsecar train station which is approximately 2.3km to the south east, this is also on a bus route. Cycle parking is also available at Elsecar train station.

Trains operate half hourly between Leeds and Nottingham in both

directions, Monday to Saturday with a reduced service on Sunday. Trains also operate between Huddersfield and Sheffield, once an hour Monday to Sunday calling at local stations including Wombwell, Barnsley, Wakefield Kirkgate, Penistone as well as Chapeltown and Meadowhall.

NATIONAL CYCLE NETWORK

Part of the National Cycle Network route is located to the south and south east of the Masterplan Framework area. This particular section of the route runs from Chesterfield to Leeds via Elsecar and Barnsley Canal which is known as Route 67.

The Trans Pennine Trail runs along the disused Barnsley canal from RSPB Old Moor to Elsecar Heritage Centre, which is approximately 5km (3 miles). This can be accessed from the Masterplan Framework area via Tankersley Lane or Sheffield Road to the west.

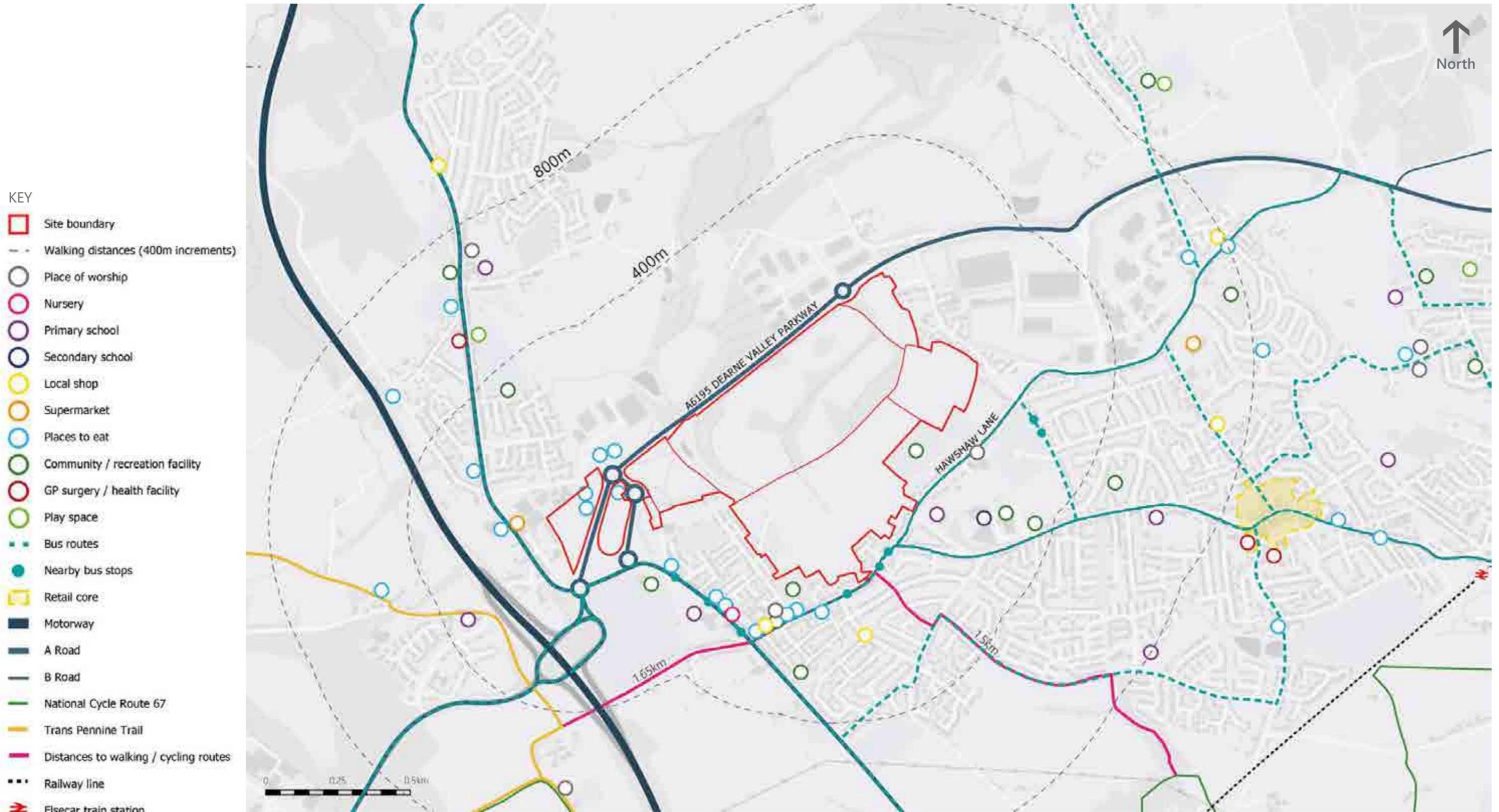


Figure 4: Local facilities

02

EXISTING GREEN INFRASTRUCTURE

The site is largely reclaimed land with relatively young woodland plantations and pasture fields which are contained by a series of hedgerows. Whilst the site is not of overall high ecological value, there are areas that have been identified as being of ecological significance. These are located within the western portion of site allocation ES17 and another is located immediately to the south of Shortwood Roundabout in the north (HS56); one is a hedgerow in the south of HS66; the remainder are woodland blocks and certain hedgerows within HS64.

All these potential constraints have been carefully reviewed to determine their value and where possible these natural assets have been protected as an integral part of the scheme. We have assessed the likely impact of the development and identified an appropriate overarching Green Infrastructure strategy that ensures any harm is addressed through suitable mitigation measures to achieve an overall biodiversity net gain of at least

10 percent and vegetation provision. Future planning applications will be required to justify any loss of existing green infrastructure and provide a clear strategy for mitigation/compensation, where the loss of existing green infrastructure is unavoidable. Wildlife corridors will be provided across the allocated sites.

Within the surrounding area, there is a high value ecological area known as Shortwood Local Wildlife Site (LWS) which lies approximately 400m to the north of the Masterplan Framework area, beyond the Dearne Valley Parkway. There may be the potential to deliver an ecological corridor link between this designation and the ecological area we are proposing to protect which is situated within the western part of the Masterplan Framework area.

There are also several existing recreational areas situated in close proximity to the site boundaries including the playing fields and children's play equipment at King George V playing fields to the south and enclosed football pitches

managed by Kirk Balk Academy to the south east. The location, nature and accessibility of these facilities has been considered in the context of an open space strategy for the Masterplan Framework area to make sure relevant access standards to recreation provision can be achieved for the new occupants of the development.

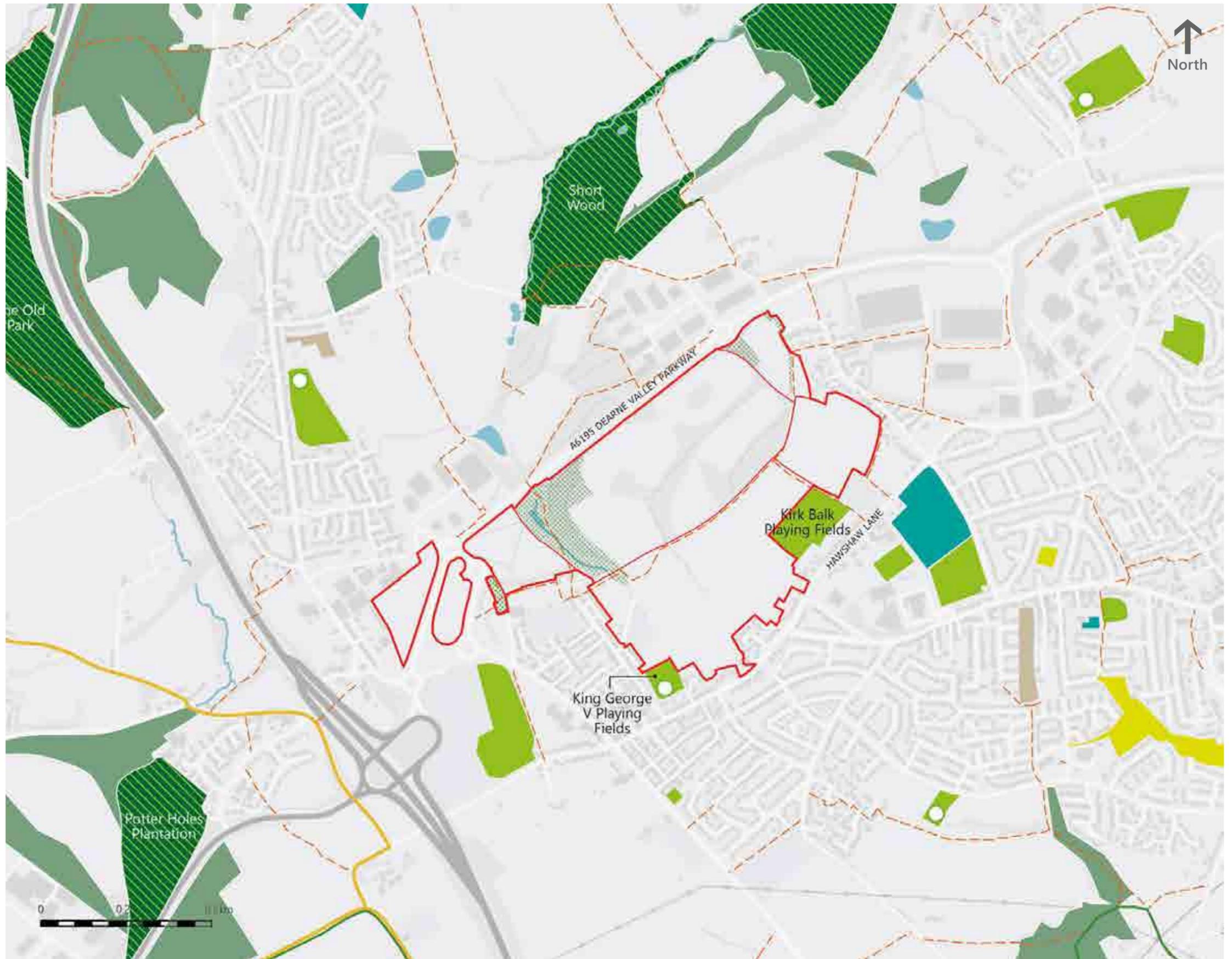


Figure 5: Wider green infrastructure

02

THE SITE

The Masterplan Framework area extends to approximately 67.62 hectares and is located approximately 9.6km south east of Barnsley town centre. As the plan adjacent shows, it is bound by the A6195 Dearne Valley Parkway to the north and the existing residential development of Hoyland Common to the south, east and west; with a range of employment and supporting uses to the west towards the M1.

Site levels

Levels vary throughout the site. The land falls from the south east towards the north of the Masterplan Framework area, these levels are evident on the adjacent plan. The average site levels range from 175.5m AOD (above ordnance datum) around Hoyland Lowe Stand to 136.5 AOD south of Dearne Valley Parkway (A6195). The land in ES14 is flatter, averaging 137m AOD.

KEY

 Site Boundary

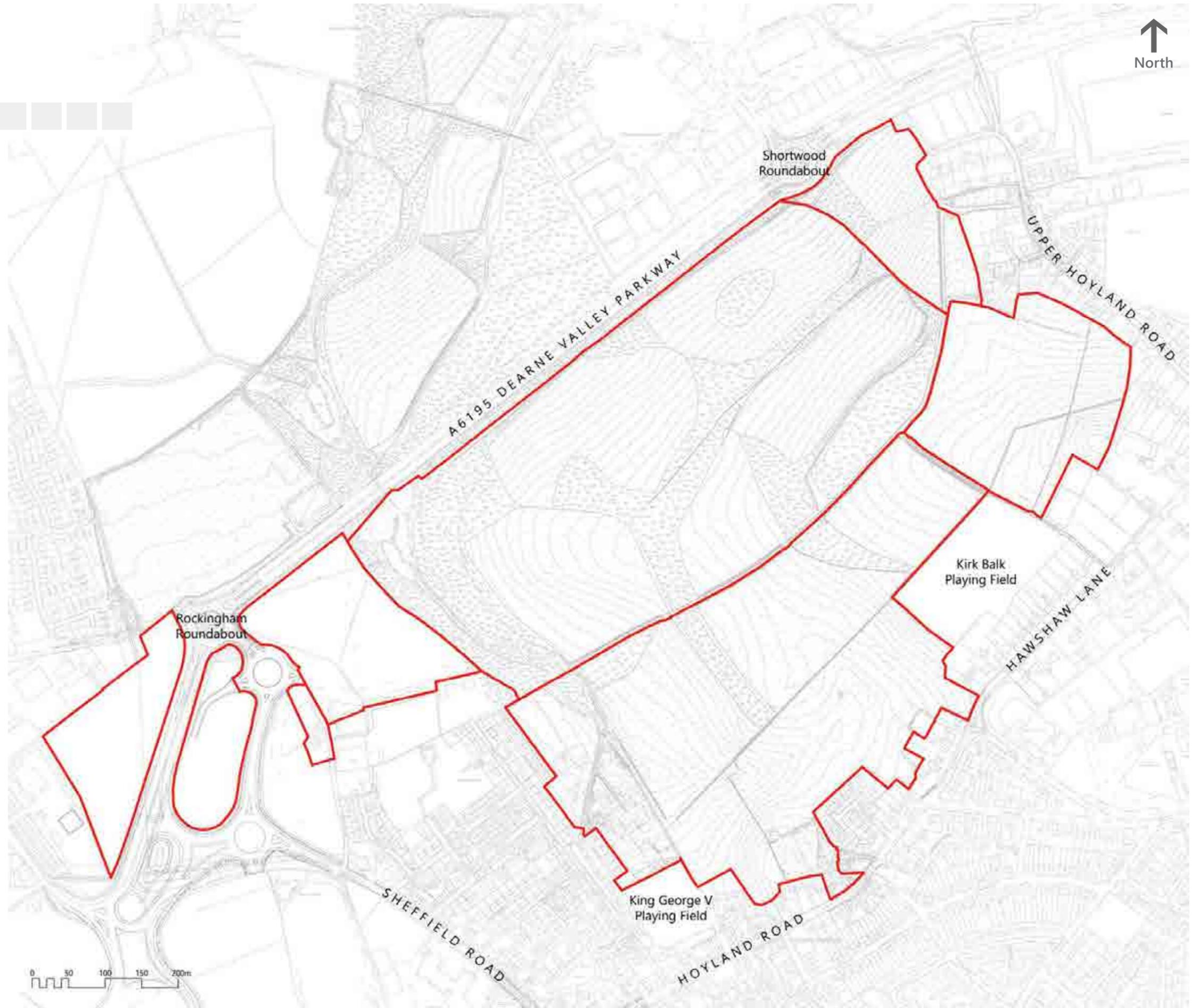


Figure 6: Site location

Previous and current use

A large area of the Masterplan Framework area has been subject to open-cast mining which took place in the 1950s and 1970s and was known as the Hoyland Common and Rockingham Open-cast Site. Following backfilling of the mines and the completion of a landscape restoration programme, the Masterplan Framework area has returned to agricultural use accommodating pasture fields separated by hedgerows and semi-mature woodland corridors.

The land in the west closely relates to the new Rockingham Roundabout layout and these parcels comprise disused vacant areas with limited vegetation cover.

LAND OWNERSHIP

There are multiple land ownerships within the Masterplan Framework area. Refer to page 8 for a detailed land ownership breakdown.



Figure 7: Land ownership

02

SITE PHOTOGRAPHY

The images here illustrate the Masterplan Framework area's existing character and features. In particular, views out of the site, site levels, existing vegetation and Hoyland Low Stand (a Grade II Listed Building) immediately to the south east of the site boundary.



Hoyland Low Stand



View eastwards across Barnsley council parcel of ES14

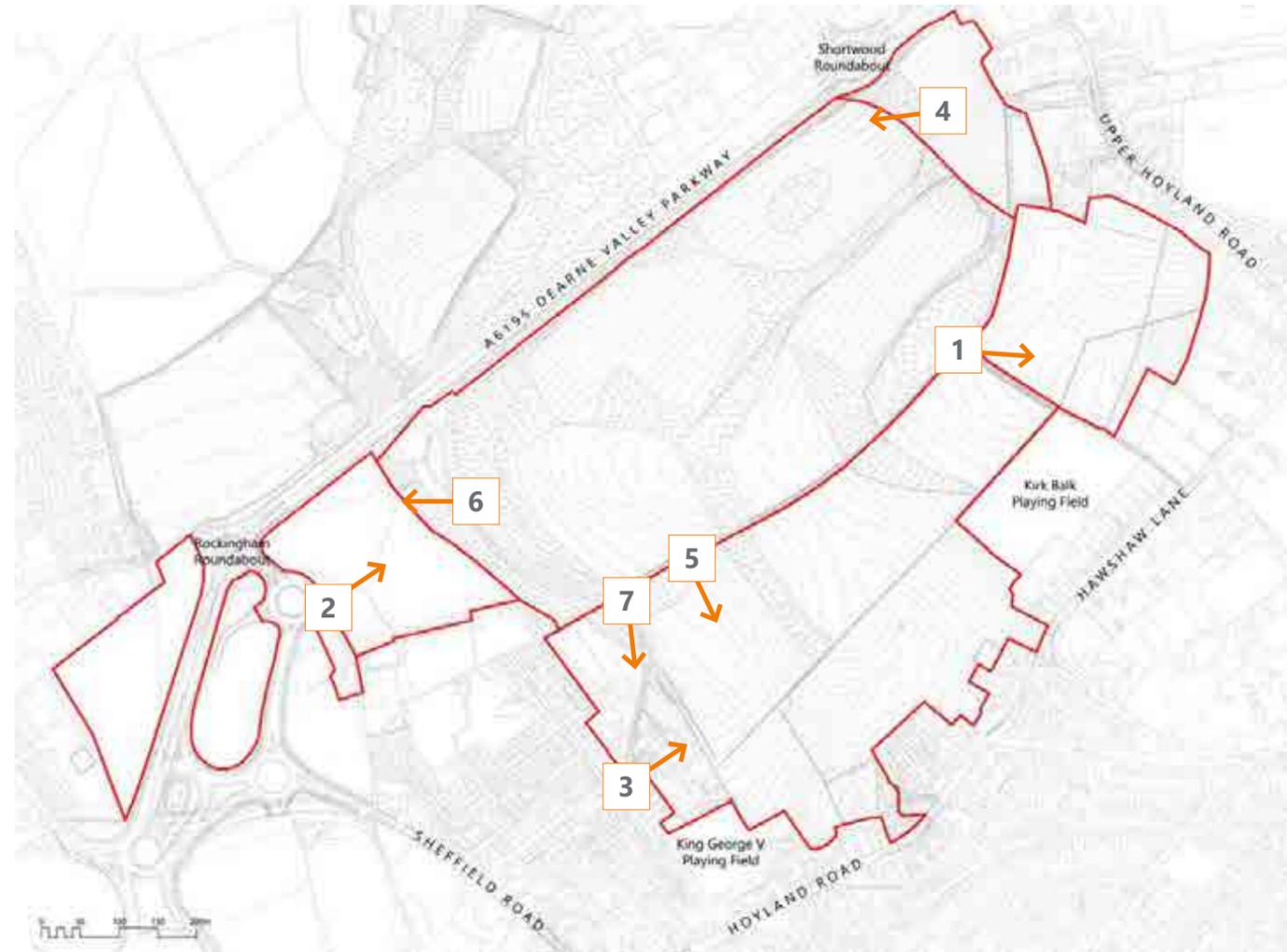


Photo locations



Garages in the western area of parcel HS64

4



Views north from the north eastern parcel of HS56

5



Southern views of HS64 from the public right of way running through the site

6



Area of wetland planting around the existing pond in parcel ES17

7



Looking south from the public right of way running through parcel HS64

Review of planning policies

The Barnsley Local Plan was adopted in January 2019 and this document provides the starting point in the decision-making process regarding future development.

The Local Plan sets out a need to deliver 2,567 new homes (including sites with planning permission) in Hoyland up to the end of the plan period – 2033. Hoyland is one of six Principle Towns in the borough, which together with Urban Barnsley are a focus for growth. Closely linked with the housing requirement is the growth of jobs within Hoyland. Policy E2 confirms the allocation of 110.9ha of employment land also to be delivered over the period up to 2033.

Where large-scale growth is proposed, certain housing and employment allocations have been

grouped together where they have a strong inter relationship. The Local Plan requires the production of a Masterplan Framework for larger sites and groups of interrelated sites. Each Masterplan Framework will be unique and make sure developments include essential infrastructure. It will also reduce any adverse impacts

to acceptable levels and provide distinctive, high-quality places that successfully merge with the existing area in order to deliver sustainable communities.

The site areas relevant to the Hoyland North Masterplan Framework site allocations can be seen below.

Residential

| Site reference | Site area (ha) | Proposed uses |
|---|----------------|---------------|
| HS64 – Land North of Hoyland Road, Hoyland Common | 20.7 | 615 dwellings |
| HS56 – Land off Shortwood Roundabout, Hoyland | 3.2 | 80 dwellings |
| HS66 – Land West of Upper Hoyland Road | 6.14 | 70 dwellings |
| Total | 30 | 765 dwellings |

Employment

| Site reference | Site area (ha) | Proposed uses |
|--|----------------|--|
| ES14 – Rockingham | 8.9 | Employment/Business, General Industry and Storage and Distribution |
| ES17 – Land South of Dearne Valley Parkway | 28.2 | Employment/Business/General Industry and Storage and Distribution |
| Total | 37.1 | |

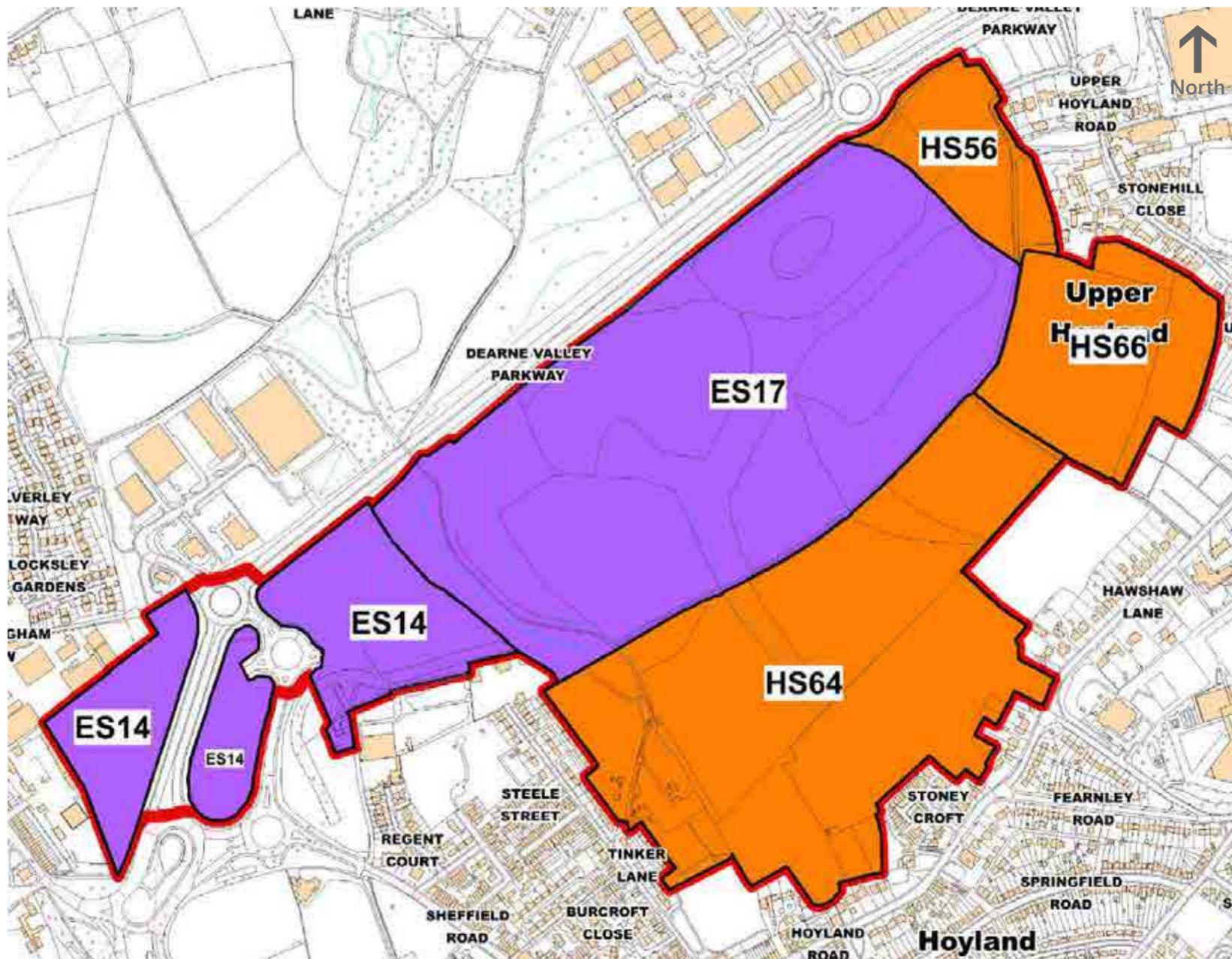
Table 2: Breakdown of Local Plan allocation areas

Each of the specific allocations within the Local Plan refers to a number of development principles and these are summarised in the Planning Policy Audit at appendix 1. The Planning Policy Audit also identifies other Local Plan policies that are relevant to the Masterplan Framework process and have been given due consideration in terms of shaping the final outcome.

Within the Planning Policy Audit, other material policy considerations have been identified in particular a range of Supplementary Planning Documents (SPD's). The first tranche of eighteen SPD's dealing with a range of topic areas were approved on May 2019. A further eight SPD's were adopted in November 2019.

Reference is also made to the council's overarching strategies including; health

and well-being, employment, energy, equality, diversity and inclusion, housing and transport, and air quality. The aims and objectives of these documents have been considered and applied to this Masterplan Framework process.



KEY

- Hoyland North Masterplan Framework
- Local Plan housing allocation
- Local Plan employment land allocation

Figure 8: Extract from Local Plan (© Crown Copyright and Database Rights (2019). 100022264)

Technical baseline analysis

A strong technical evidence base has been collated, initially as part of justifying the site allocations through the Local Plan process. A summary of these baseline assessments can be found in appendix 1.

Further selected studies have been commissioned to inform decisions regarding the Masterplan Framework and these reports are listed at the front of this document. These topic areas relate to the following:

- Transportation
- Drainage
- Services and utilities
- Ground investigation
- Urban design

These technical reports have allowed a more detailed testing of the Masterplan Framework layouts and the associated Framework plans that can

be found in Section 6.

TECHNICAL CONSTRAINTS AND OPPORTUNITIES

Biodiversity

As part of the Local Plan process the site has been subject to ecological surveys to identify areas of significant value.

The majority of the site is considered to be relatively low-value habitat for wildlife including broad leaf plantation woodland, semi-improved grassland and scrub. The largest area of significant ecological value is to the west of ES17 which includes an existing pond, swamp, semi-improved grassland, trees and scattered scrub. Other smaller areas of trees and hedgerows are also considered to be of significant ecological value. These features have been influential in preparing a Green Infrastructure Plan and coordinated Green Infrastructure Strategy. The Masterplan Framework will seek to retain areas of significant ecological value.

The Masterplan Framework will deliver a net biodiversity gain (improve on

the current situation) of not less than 10 percent, this may be achieved through a combination of on-site and off-site compensation measures that will be agreed with the council's Biodiversity Officer. This could include improvements to nearby Local Wildlife Sites (LWS).

At the planning application stage developers will provide protected species surveys which set out any mitigation measures required to protect species such as reptiles, bats, breeding birds and great-crested newts.

Trees

With regards to the trees, the Masterplan Framework area is largely reclaimed land with relatively young plantations although there are a number of occasional larger trees. The trees, woodlands and hedges within the Masterplan Framework area do pose a constraint and will need to be properly assessed in terms of their value and suitability for retention on a site by site basis as part of future planning applications. There is a strong emphasis on retaining these features

and enhancing them where feasible.

The level changes across the Masterplan Framework area will require the removal of a significant amount of woodland planting and as such significant new tree and woodland planting will be essential to mitigate for the loss of trees, to provide screening and to contribute towards the biodiversity gain of the Masterplan Framework area.

Visual and landscape character

As part of the Local Plan process a Local Character Assessment (LCA) was prepared. The Masterplan Framework area sits within 'E4 – Hoyland Settled Woodland Farmland'. The character of this area is defined by complex relationships between previous industrial activity (mining), urban settlement, arable farmland and woodland.

The assessment concludes that the Masterplan Framework area has the potential to deliver new development with relatively limited harm on the landscape character as it is already quite urbanised. The assessment

recommends that the layout of new development should incorporate landscape features to partially screen development from the Dearne Valley Parkway (A6195) and wider area.

Whilst there is an existing network of green infrastructure running through the area, it is of low to moderate value as confirmed in the Local Plan Biodiversity Assessment. The most sensitive features including trees, hedgerows and vegetation will be retained, however there is the opportunity to reshape the landscape setting to strengthen the character and achieve a multi-functional role including supporting wildlife corridors and providing access to greenspace for residents, as well as creating focal points for placemaking opportunities.

Services and utilities

There is an existing 11kV overhead powerline running through site allocation HS64, although it is assumed this will be redirected underground as part of the development of this site allocation.

There is also a water pumping station located within the south west area of HS64 that creates a physical and visual constraint within the site. Careful consideration will be required to make sure that this feature sits comfortably within the residential development.



- KEY**
- Site boundary
 - Significant ecological value
 - Existing trees / vegetation
 - Trees / vegetation to be retained
 - Heritage buffer
 - Water shed
 - Existing drain
 - Proposed SuDS areas
 - Proposed drainage easement
 - Existing / proposed drainage
 - Public right of way
 - Highwall
 - Potential high risk development areas
 - Approved outline planning application
 - Coal seam
 - Existing overhead cable with 5m stand off either side*
 - Public combined sewer
 - Water pumping station

*Assumed to be redirected underground

Figure 9: Technical constraints

04



Ground conditions

Deep underground mining on the Masterplan Framework sites (at depths of between 60-440m) ceased in 1977, meaning the ground should be stable enough to accommodate new development. However, a large area has been subject to open-cast mining which took place in the 1950s and 1970s and was known as the Hoyland Common and Rockingham Open-cast Site.

When the site was backfilled (new material imported to replace the coal that had been removed) it was not compacted to create development platforms. JPG are currently exploring engineering solutions to make sure that all new development does not suffer from differential settlement (subsidence). The pink areas identified on the Technical Constraints Plan show areas of high wall (where backfilled ground meets untouched ground). This may limit the level of development at these locations however JPG are working to identify practical engineering solutions (without being excessively costly) to reduce this constraint to allow the high walls to

be partially remediated (stabilised) so that the maximum amount of land is available for development. The remediation strategies would need to be undertaken on a case by case basis.

Flood risk and drainage strategy

The Masterplan Framework area lies within Flood Zone 1 and is therefore at low risk of flooding from fluvial sources (rivers and streams). All planning applications over one hectare will be accompanied by a Flood Risk Assessment, this will be assessed by Barnsley council and the Environment Agency.

- Surface water - Given that the Masterplan Framework area has been subject to open-cast and underground mining, it is not recommended that surface water is allowed to soak-away into the ground. A Drainage Strategy has been developed for the site by JPG and this recommends sustainable drainage systems including detention basins (wet or dry basins which hold water during wet periods). Water would then be released at a controlled rate into a positive discharge point (an existing

watercourse). The Sustainable Urban Drainage (SuDs) detention basins are shown on the Technical Constraints Plan and these could serve the individual allocations or deliver a combined solution for new developments within the Masterplan Framework. Subject to further consideration there may also be the opportunity to investigate swales (grass-covered channels which allow surface water to flow overland) throughout the Masterplan Framework area, and a combination of above ground attenuation measures alongside underground tanks and oversized pipes.

- Foul water - There is a 375mm diameter public combined sewer in Hoyland Road and it is envisaged that the residential development could discharge into this network. There is currently a pumping station within the Masterplan Framework area (HS64) and due to site levels it may be necessary to direct foul water via the pumping station.

The proposed strategy for

discharging foul water drainage generated from ES14 and ES17 is to connect to an existing public foul water sewer (150 diameter) located to the north of the Dearne Valley Parkway. Further work is required on the design and construction of the connecting infrastructure as this will be located on land owned by Harworth Group and Barnsley council.

Heritage

There are no designated heritage assets within the Masterplan Framework area and it does not lie in a conservation area. The nearest significant heritage assets are Hoyland Lowe Stand (Grade II Listed Building) and St Peter's Church (also a Grade II Listed Building) both of which lie beyond the south eastern extent of the Masterplan Framework area. The Local Plan site allocation policy for HS66 requires a no development buffer around Hoyland Lowe Stand (shown as green hatching on the Technical Constraints Plan). The extent of this constraint has been confirmed by Historic England.

The Masterplan Framework will need to give careful consideration to the design, scale and positioning of new development on HS66 as well as the design and maintenance of new landscaping. The layout of new development should also maximise views of the heritage assets from within the site and the wider area. It should also consider views from the Lowe Stand. This will help to contribute towards the character of the new development.

The heritage assets of Hoyland Lowe Stand and St Peter's Church present an opportunity to develop the identity and character of the development as well as create and frame important views and vistas.

Archaeology

In terms of below ground heritage assets, the initial evidence suggests that there are no buried archaeological remains of value, this is due to the open-cast mining of the site. Where the ground remains undisturbed, there may be archaeological remains, however desktop work suggests that any remains would not be

sufficiently significant to prevent future development.

At the planning application stage developers will be required to submit an appropriate archaeological investigation, this may include intrusive investigations (trial trenching).

Access

There is potential for a range of access points into the Masterplan Framework area to access new residential and employment development. A key aspect of the transport strategy for the development is achieving a link road between Dearne Valley Parkway (A6195) to the north with the B6096 Hawshaw Lane to the south to divert traffic from the development away from Hoyland Common. It has been identified that a link road is required prior to the delivery of more than 250 dwellings associated with allocation HS64. This is due to capacity issues as the initial phases of this development will access onto Hoyland Road and Hawshaw Lane and there are potential capacity issues at the junction of Hoyland Road/Sheffield Road to the south west of the Masterplan

Framework area, which will be relieved once the link road is constructed.

The development parcels associated with site allocation ES14 will be accessed from a number of entry points specifically designed off the newly created Rockingham Roundabout scheme. Site allocation ES17 will take access directly off Dearne Valley Parkway off Shortwood Roundabout.

Pedestrian and cycle network

It is vital that the potential to walk or cycle to the development allocations is maximised.

Accordingly, the development strategy for each allocation will include the provision of high-quality, safe and convenient walking and cycling routes to make sure that there is good connectivity through the Masterplan Framework area as well as connections to the existing infrastructure on the surrounding network, in particular the Trans Pennine Trail and National Cycle Route 67. As part of this strategy, the existing public rights of way running through the Masterplan

Framework area as shown on the plan are proposed to be retained and enhanced. There may also be opportunities to divert existing routes subject to agreement with Barnsley council's Footpath Officer.

04

Greenspace and recreational analysis

Barnsley council’s Greenspace Assessment (2016) for Hoyland provides a summary of assets (see table 3 below). Barnsley’s Playing Pitch Strategy (2016-2019) provides an overview of existing facilities in Hoyland. In 2016 there was unmet demand for 801 cricket matches in the south area (the highest level across the borough).

The Strategy acknowledges that there are potential issues with leases that could impact on security of tenancy particularly for Rockingham Colliery Cricket Club (currently at Rockingham Sports Ground). It is identified that two new wickets and

drainage improvements are required at Rockingham Sports Ground.

The strategy supports wider investment in quality pitches and ancillary facilities to support the continued sustainability of cricket.

The Local Plan site specific policy for site ES13 (outside the Hoyland North Masterplan Framework area), seeks to: “Relocate the area of Rockingham Sports ground that falls within the site boundary to an appropriate location within Hoyland Principal Town. The replacement pitch and associated facilities must be constructed and available for use before development on the existing sports ground

site commences.” It is therefore appropriate for the Hoyland North Masterplan Framework to consider the issue of accommodating an element of existing sports provision that is currently delivered at Rockingham Sports Ground.

Within the Masterplan Framework area there is a small parcel of land that was historically used as allotments (HS64). However the quantum of greenspace to be provided through the Masterplan Framework will include an allowance that seeks to compensate for the loss, and will be of a type that is more appropriate for the needs of the existing and future residents and characteristics of the site.

Based on this information, the guidance that features within the Open Space SPD and working together with the council, a greenspace strategy for the Masterplan Framework area has been agreed. This strategy is explained

¹Figures may be less in reality, as some pitches are rated only standard, and the spare capacity is at times other than the peak demand as well as not taking into account games that can be played on artificial surfaces.

within the Infrastructure Delivery Schedule (IDS) at appendix 7 and section 6 of this report.

Health and well-being principles

Health and well-being principles are a golden thread running through the Masterplan Framework process to make sure that proposals create a strong, healthy and just society. The Masterplan Framework has had regard to the 12 themes set out within Barnsley council’s ‘Comprehensive Health and Well-being Impact Assessment Tool’ as well as the Active Design Principles from Sport England (2015). The principles of the Framework follow the three pillars of health and well-being which are:

- To increase physical and mental wellbeing. The proposal will include initiatives to encourage walking, cycling, greenspaces, social interaction and employment;
- As part of the technical assessment work, careful consideration has been given to mitigate negative impacts relating to air, noise, water and ground pollution;
- The Clinical Commissioning Group (CCG) will work with GP’s

to coordinate and commission services to meet the needs of the local population.

Sustainability and energy usage

Promoting sustainable development and reducing the borough’s impact on climate change are the overarching principles of this Masterplan Framework in accordance with the Local Plan and the National Planning Policy Framework (NPPF). The use and development of the Masterplan Framework has been assessed against the objective of securing sustainable development within Barnsley to meet its environmental, economic and social needs. On this basis the proposal will look to deliver the following qualities of sustainability:

- A mixed-use scheme with a balance of residential, business and a range of public open spaces including recreational areas all connected by public footpaths/cycleways;
- A mix of housing that includes a range of house types, sizes and tenures encouraging community stability;
- Protection and/or enhancement of the quality of natural assets

| Hoyland (including Hoyland Common and Blacker Hill) | |
|---|---|
| Overall finding | <ul style="list-style-type: none"> • Hoyland does not have the range of greenspaces to meet local standards |
| Parks and open spaces | <ul style="list-style-type: none"> • Hoyland lacks parks at district and borough level although these are available in adjoining areas • Parts of Hoyland have no access to parks and open spaces |
| Child and youth facilities | <ul style="list-style-type: none"> • Deficient in Equipped Play Areas, LEAP and NEAP facilities. Large areas of Hoyland have no access to these. • Adequate access to youth facilities • Quality of all types of child and youth facilities need improving |
| Outdoor sports facilities | <ul style="list-style-type: none"> • The area has adequate local sports facilities plus 2 district level facilities • The quality of facilities need improving |
| Green ways | <ul style="list-style-type: none"> • There is insufficient provision of Green Ways and those provided need improving |
| Natural areas | <ul style="list-style-type: none"> • There is very little provision of natural areas and none in the built up area. The quality of those provided need improving |
| Allotments | <ul style="list-style-type: none"> • Allotments are available but the majority need improving |

Table 3: Barnsley council’s Greenspace Assessment (2016)

- including water and biodiversity;
- High-quality well-designed development taking into account local distinctiveness;
- Promote walking, cycling and public transport use in order to reduce car dependency;
- Relatively high densities to promote efficient use of land.

The council has declared a climate emergency (September 2019), with a strategy for the borough achieving zero carbon by 2045 (Zero 45). As the Council strives to achieve this goal, new developments will be asked to play their part and through further work, consideration will be given to the following measures:

- Creating energy efficient well-insulated buildings in order to reduce carbon emissions;
- Use renewable energy sources (e.g. solar, wind, biofuels) for all or part of their energy needs to reduce carbon emissions;
- Sustainability standards such as BREEAM and CEEQUAL when designing developments;
- Creating sustainable drainage systems to safely deal with surface

water run-off and minimising the risk of flooding;

- Identifying opportunities to incorporate space within new dwellings to accommodate low carbon technology in the future, this will make sure that new development is durable and adaptable;
- Minimising waste and use of materials throughout the lifetime of the development;
- Encourage recycling;
- Identifying opportunities for green roofs;
- Travel plans to encourage active and sustainable travel.

Consideration will be given to the latest Building Regulations for housing, BREEAM for employment and CEEQUAL for infrastructure, landscaping and public realm. This will include identification of suitable low-carbon technologies, investigating renewable energy solutions and Combined Heat Power (CHP). Subject to feasibility, this approach will make sure that the development is future-proofed particularly given the anticipated build out rates over

a 10-year period. An allowance has been made in the utility report for the provision of electric vehicle charging points for employment and residential development, and alternative technologies given that domestic gas boiler installation in residential properties will be obsolete from 2025.

Future applicants should also note that the council's local validation checklist requires the submission of an Energy Statement for residential schemes over 10 plus dwellings and non-residential schemes of 1,000sqm plus. The Energy Statement should clearly set out measures that will be included to deliver a carbon zero development. If zero carbon cannot be achieved, developers should demonstrate why this has not been possible and explain what steps have been taken in the provision of infrastructure and the design of individual properties to achieve zero carbon through retro fit at a future point.

04

URBAN DESIGN ANALYSIS

Hoyland Lowe Stand and St. Peter's Church are key features within the setting of the area and the wider landscape character. It is important that these key views towards and from these historic features is integrated into the proposals throughout the Masterplan Framework area. The Masterplan Framework area can also be seen from long distances, therefore the appearance, form and materials used in the proposals must fit in with the high-quality built form and natural surroundings, particularly the existing urban fringe of Hoyland.

Neighbouring properties/uses

A number of residential properties are located along the boundary of the Masterplan Framework area. Detailed planning applications should make sure that appropriate separation distances and boundary treatments are incorporated to protect the amenity of existing and future residents.

Careful consideration should be given to the relationship between employment and residential development, as well as the visual,

noise and air quality impact of the Dearne Valley Parkway (A6195) to the north of the Masterplan Framework area, and existing uses to the south of ES14. Planning applications should include relevant assessments to demonstrate an acceptable level of residential amenity, and consider appropriate mitigation measures including substantial landscape buffers.

Adjacent land uses/sensitive edges

There are areas of existing homes adjacent to the site boundary. In particular areas, there will need to be an appropriate landscape buffer.

SITE CAPACITY

The shape of the Masterplan Framework has been influenced by a range of technical studies and a summary of the main constraints that need to be addressed in the delivery of the sites are:

- Land stability from the former open-cast mine areas requiring engineered foundations on certain areas of the site and further investigation of the high wall corridors regarding 'high risk' zones;

- Undulating topography with steep gradients in sections will require earthwork engineering solutions;
- Protection of heritage assets at Hoyland Lowe Stand and St Peter's Church, both of which are Grade II Listed;
- Selected areas of significant ecological areas including a pond, wildlife corridor, woodland and hedgerow vegetation.

The above constraints are of note as they have had the most impact in terms of the amount and location of development that can potentially be achieved.

To make sure that the development capacity for both residential and commercial can reflect the amounts identified within the Local Plan site allocations, a Risk Audit Table has been prepared and can be found in appendix 4. This assesses the various opportunities available to increase development yield throughout the Masterplan Framework. These include:

- Increase plateau development areas for ES17;
- Reduce the dry detention SuDs

areas;

- Consolidate existing vegetation and landscaping;
- Reduce higher risk high wall corridor;
- Location and extent of proposed play area;
- Investigating housing/commercial densities.

The Risk Audit Table in appendix 4 outlines the current approach adopted by this Masterplan Framework to consider the opportunities listed above. It also identifies further potential mitigations measures that could be explored to increase development yield for the sites if required.

Along with investigating these opportunities, the table considers their risk profile and provides guidance in terms of the next steps that should be progressed as applications are prepared.

Given the high-level nature of this Masterplan Framework, the contents of the table should be seen as an important starting point to

conduct ongoing detailed work to support development proposals. The underlying objective will be to provide compelling evidence that the land uses within the Masterplan Framework area can be delivered in the most efficient manner with the intention to achieve the development yield figures set out within the Local Plan for each site allocation.

At the start of the Masterplan Framework process the project team agreed key assumptions for the use, amount and scale of development for each of the site allocations so that technical disciplines, such as transportation and utilities could assess the likely cumulative impact of the overall proposed development. The Land Use Table in appendix 5 provides a breakdown in the anticipated scale of development for each site allocation. This is based on the Local Plan calculation for determining yield for both employment and residential uses and current planning status. These land use assumptions have then been applied to the different aspects of the Masterplan Framework process. For housing developments, the target

figure is to deliver an average net density of 40 dwellings per hectare (dph). This assumes 80 percent of the gross site area would be developable. This average density requirement is based on Policy H6 of the Local Plan and relates to making an efficient use of land.

To meet this requirement and accommodate a number of other factors such as: site topography; the ability to create placemaking character areas; lower-density areas at the interface with sensitive heritage assets and existing residential areas; and higher-density areas in more accessible locations, the development parcels identified within the Masterplan Framework assume a range of densities between 30 dph to 60 dph net.

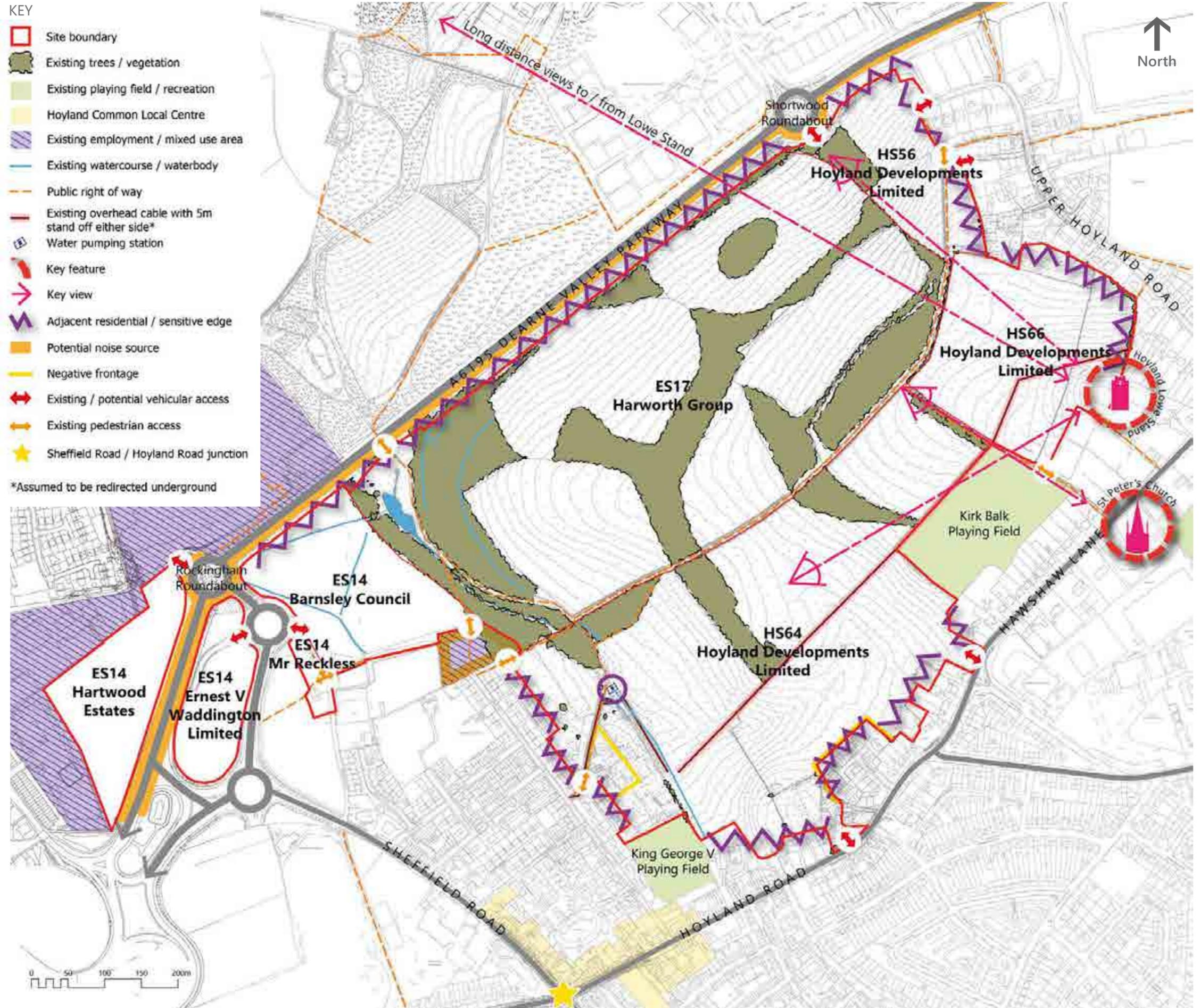


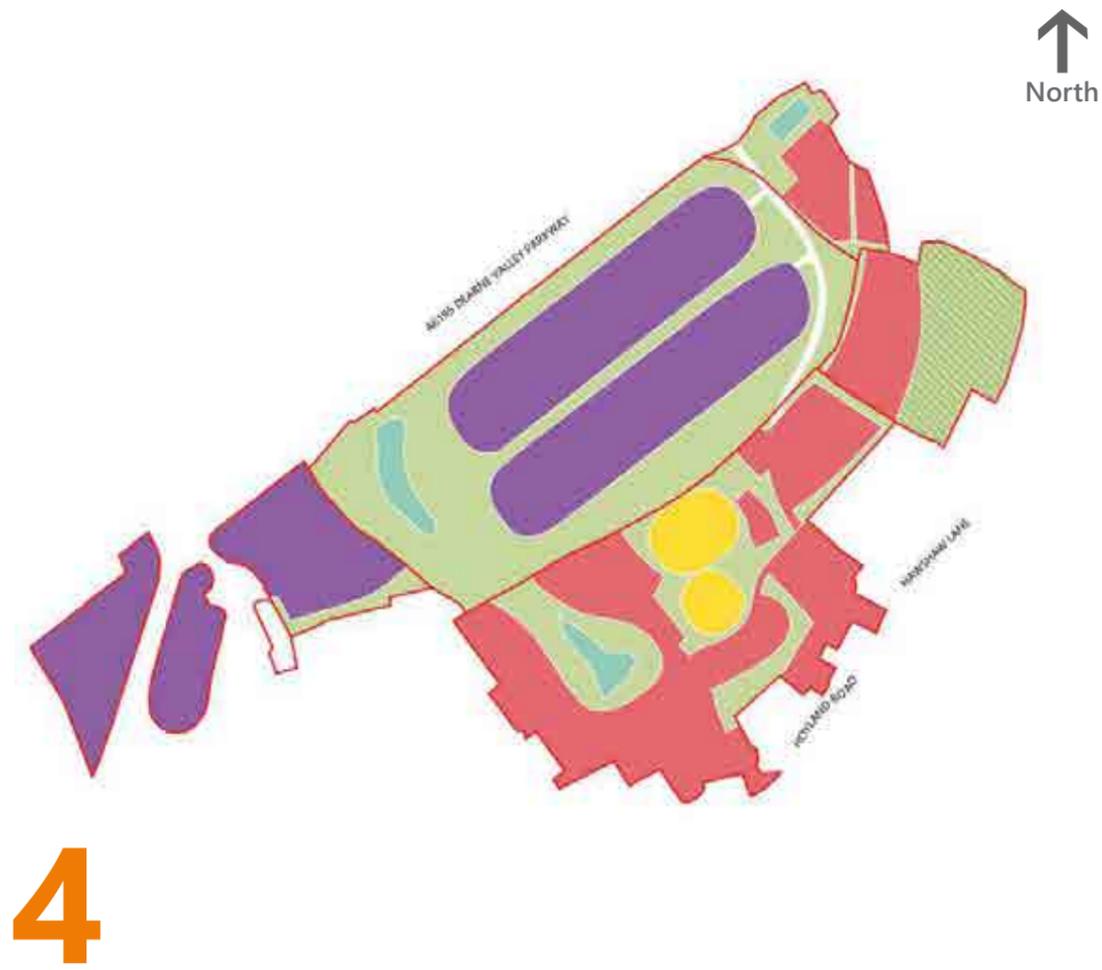
Figure 10: Urban design analysis



3

Connectivity

Hoyland Common local centre and the wider facilities in Hoyland town centre are walkable from the Masterplan Framework area. The infrastructure for cyclists, pedestrians and vehicles seeks to achieve direct connections between new and existing facilities in order to bring people closer to their destinations. The clear gateway entrances into the Masterplan Framework area will provide legibility and encourage integration between new and existing communities.



4

Integrated community and well-being

The village green is the 'heart' of the new neighbourhood with the cricket pavilion being a key community asset. The built form will be complementary to the existing character of Hoyland Common and will create a local sense of place. The pockets of coordinated green infrastructure will improve well-being and linkages throughout the area. Clear and well-maintained signage should be delivered throughout the Masterplan Framework area to direct users to wider destinations including Hoyland town centre, the Trans Pennine Trail and National Cycle Route.

DESIGN ADVISORY PANEL

Having regard to achieving a high-quality of design and in the spirit of testing good design solutions, the evolving Masterplan Framework process has been subject to two reviews by an independent body known as the Barnsley Urban Renaissance Design Advisory Panel.

The first review took place at an early stage in the Masterplan Framework process on 18 March 2019 and whilst the panel were comfortable that the scheme was heading in the right direction they made some recommendations relating to:

- assessing the three dimensions of the site;
- ensuring there was coordination between placemaking and the delivery of key infrastructure such as the link road;
- focusing on a clear movement framework that emphasises cycling and walking;
- understanding in more detail the relationship of the proposed employment area (ES14 and ES17) to the Dearne Valley Parkway,

the new link road and the new residential development.

The design panel also expressed concern that the use of generic house types should be avoided as they would be a major barrier to enabling character and a sense of place. Finally, they encouraged new or existing green or blue landscaping to play a strong role in placemaking and playing a positive role as functional spaces.

At a more advanced stage in the Masterplan Framework process, the second design panel review was held on 23 October 2019. The panel reiterated their support for the design approach that the project team had followed and were confident that the recommendations they had previously outlined were being addressed. The design panel chair acknowledged lots of work had been done since the first presentation, including sections, a better understanding of levels/link road, connections and access which are key, and as a result place-making and an engineering balance had been achieved.

DESIGN WORKSHOP

A design workshop was held on 30 April 2019 to collaborate with landowners, officers and designers involved in the Masterplan Framework process. A summary of the workshop is set out below:

Access, gateways and roads

- Potential for employment to be accessed from Shortwood Roundabout; this would allow early delivery of the lower plateau of ES17. Potential to also use this to access the eastern residential parcels on HS56;
- Option to access wider residential development from Shortwood Roundabout;
- There needs to be a design brief for gateways;
- Access for all, not just cars – needs good connectivity;
- Residential road to follow the contour lines and cross high wall perpendicular where possible;
- Road through residential could be stopped up near heritage buffer (HS66) to avoid creating a link through the Masterplan Framework area (Hoyland Road to Shortwood Roundabout);

- Bus route to be considered which would run through the western area of the Masterplan Framework area.

Open space, public rights of way, pedestrian and cycle links

- Play spaces to be within higher risk development zones where possible;
- Delivery of open space within the heritage buffer on HS66.

Residential

- Cannot build on land immediately to the south east of Shortwood Roundabout due to the topography.

Cricket pitches and pavilion

- Pitch needs to be well overlooked;
- Pavilion is community asset.

Biodiversity

- New woodland creation throughout the Masterplan Framework area via within high wall zones;
- High-value wetland/swamp/grassland area plus woodland and hedges should also be retained;
- Creation of new green corridors and pedestrian/cycle links.

Heritage buffer

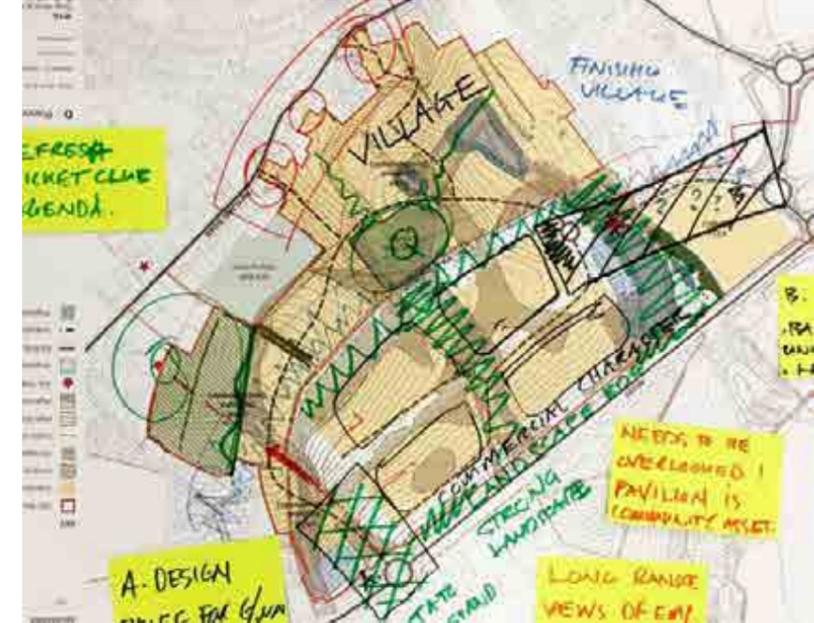
- Suggestion that new development follows the contours along the perimeter of the heritage buffer (HS66);
- Informal play space with natural play equipment to be sensitive if located within the heritage buffer (HS66);
- Formal play space/equipment to be located outside of the heritage buffer zone if possible.

Placemaking

- There is a vista towards Lowe Stand from the north east of the site;
- The cricket pitch to be a focal point of the Masterplan Framework area;
- Long-range views of the employment units to consider.



Design workshop (30th April 2019)



05

MASTERPLAN FRAMEWORK OPTIONS

During the design process, three Masterplan Framework layout options were tested through a steering group and public consultation process. The options were shared with councillors and the public to provide clarity that three potential access points had been identified. These options are shown on the following pages along with a summary of advantages and disadvantages for each one.

OPTION A

Main access from Rockingham Roundabout (with access to the northern part of ES17 and HS56 from Shortwood Roundabout).

Advantages

- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road;
- New link road utilises an existing roundabout spur;
- New link road would be delivered on Barnsley council owned land (ES14) therefore maximising the developable area of other sites in

- the Masterplan Framework area;
- Provides a direct link from Junction 36 of the M1 motorway which would be attractive to potential occupiers of the residential and employment units;
- Improved cycle and footpath links connecting Hoyland Common and existing employment units at Gateway 36;
- Introducing an access off Shortwood Roundabout would allow delivery of employment uses on the northern part of ES17 in the short term.

Disadvantages

- New link road would cross an area identified as having significant ecological value;
- The structure required to cross the area of significant ecological value and watercourse would require significant investment;
- Would require the diversion of an existing public rights of way
- Would require high-quality cycle and pedestrian links to the northern part of employment site ES17 as there would be no direct vehicle access from the southern parcel of

- ES17 or Hoyland Common through the new housing development;
- Further investigation work is required to fully understand the design and risks associated with constructing a new link road over an area of high wall;
- As the new link road would not serve the entire Masterplan Framework area there would be additional costs associated with providing a secondary access off Shortwood Roundabout.



Figure 11: Option A

OPTION B

Main access from Shortwood Roundabout.

Advantages

- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road;
- New road utilises an existing roundabout spur on Shortwood Roundabout;
- Retention of an area identified as having significant ecological value (west of ES17);
- Avoid diversion of existing public rights of way (west of ES17);
- Opportunity to maximise views of Hoyland Lowe Stand from the new road off Shortwood Roundabout
- Improved cycle and footpath links to the west of the site;
- Ability to deliver all employment development on ES17 in the short term.

Disadvantages

- Earthworks and engineering solutions need to address the change in levels from Shortwood Roundabout;
- Formation of development platforms as the new link road sweeps up the landscape, this may result in some loss of efficiency;
- Due to the levels, the new link road will run up the slope of the site at a lower level than the residential platforms. This may create placemaking challenges and reduce opportunities for new homes to face directly onto the street;
- Would require high-quality pedestrian and cycle links to the west of the Masterplan Framework area linking with Gateway 36 as no vehicular access is proposed.



Figure 12: Option B

OPTION C

Main access off a new roundabout on the Dearne Valley Parkway (A6195) (with access to the northern part of ES17 and HS56 from Shortwood Roundabout)

Advantages

- Creation of a new roundabout on the Dearne Valley Parkway between Rockingham Roundabout and Shortwood Roundabout;
- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road;
- Retention of areas identified as having significant ecological value (west of ES17 and south of Shortwood Roundabout);
- Avoid diversion of existing Public Rights of Way (west of ES17);
- A central road through employment site ES17 would improve both its commercial profile and accessibility.

Disadvantages

- New road design will require significant investment due to the earthworks and engineering solutions needed to address the change in levels;
- The formation of development platforms on employment site ES17 may result in some loss of efficiencies;
- As the new road serving the residential areas would run through employment site ES17, this may create placemaking challenges, particularly in terms of creating an attractive gateway entrance into the new residential area from the Dearne Valley Parkway.



Figure 13: Option C

SUMMARY

The advantages and disadvantages of each link road option has been assessed and reviewed through discussions with key stakeholders. Public consultation feedback suggested that Options A and B were equally preferable (refer to the following page). The consensus reached by the project team is to progress Option B as the preferred highway layout for the purposes of advancing the Masterplan Framework. This option is considered the most suitable based on the benefits that would be achieved, in particular the retention of the existing wildlife corridor to the west of ES17.

05

PUBLIC CONSULTATION

The project team responsible for developing the Hoyland North Masterplan Framework has undertaken comprehensive and meaningful public consultation. The strategy for public engagement had regard to relevant planning legislation, government guidance along with the council’s Community Engagement Strategy and relevant planning policies found within the Local Plan.

A Statement of Community Involvement has been prepared in support of the Masterplan Framework (see associated technical supporting documents) and provides details of the consultation process, including identification of key stakeholders.

The public engagement strategy has made sure that the community of Hoyland Common was informed about the consultation process and there has been a sufficient level of information to allow them to make informed judgements and opinions. A large proportion of the respondents that have engaged in the process have

expressed support for the proposal in principle and the concerns that have been raised dealt with as part of the masterplan process. This includes technical considerations such as transport, ecology, heritage, design and drainage. Feedback relating to specific themes has been used to refine and enhance the proposals.

Detailed matters raised within the community consultation process will be subject to further discussion with the council’s Development Management Team at the planning application stage.



Extract from online questionnaire - August 2019

Introduction

Vision: Through a bespoke Masterplan Framework create a sustainable and inclusive community on the edge of Hoyland comprising around 765 new homes and 37 hectares of employment land with associated infrastructure. The new community would be of a high quality design within a strong landscape setting that responds positively to the surrounding environment and enables connectivity and integration with the existing community.

What is a Masterplan Framework and why is it required?
The Masterplan Framework is a strategic document that sets out the vision for the development and provides a framework for the detailed design and construction of the development. It is a key document in the planning process and provides a clear and concise overview of the development's vision and objectives.

Who is involved?
Barnsley Council are working in collaboration with BPS, developers and land agents who have the largest land interests. These are Franchise Group (ES17) and Franchise Developments (ES16, ES18 and ES19). Developers who have made land interests in the site range up to 500 are also involved.

Background work
There is a significant amount of technical work that is currently ongoing for the Masterplan Framework, this work is ongoing and will help shape the final framework.

Masterplan Framework area
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Local plan site allocations and level of anticipated development

| Site reference | Site area (hectares) | Proposed use |
|----------------|----------------------|--------------|
| ES16 | 11.2 | 20 dwellings |
| ES17 | 2.8 | 10 dwellings |
| ES18 | 2.8 | 10 dwellings |
| ES19 | 11.2 | 20 dwellings |

LAND OWNERSHIP

| Site reference | Site area (hectares) | Proposed use |
|----------------|----------------------|---|
| ES14 | 11.2 | 20 dwellings and 2000 sqm of employment |
| ES17 | 2.8 | 10 dwellings |
| ES18 | 2.8 | 10 dwellings |
| ES19 | 11.2 | 20 dwellings and 2000 sqm of employment |

Local Amenities

LOCAL AMENITIES PLAN

SITE LOCATION

LOCAL AMENITIES

Shops, Services and Facilities
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Public Transport
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Healthcare
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Fire and Rescue
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Schools
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Local Infrastructure
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Technical Considerations

TECHNICAL CONSTRAINTS PLAN

Ground contamination and land stability
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Biodiversity
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Heritage
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Archaeology
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Flood risk and drainage
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Neighbouring properties and uses
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Planning
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Design Considerations

URBAN DESIGN ANALYSIS

Movement and transport
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Geography and recreation facilities
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Health and well-being
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Sustainability and energy usage
The Masterplan Framework area is located to the north of Hoyland Common. The Masterplan Framework area is bounded to the north by the M1, to the east by the A630, to the south by the A630 and to the west by the A630.

Design Considerations

SECTIONS

Section A-A (Existing)

Section A-A (Proposed)

SITE PHOTOS

Design Proposals

OPTION A
Main access from Rockingham Roundabout with access to the northern part of ES17 and ES16 from Shortwood Roundabout

Advantages

- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road
- Provides a direct link from Junction 16 of the M1 motorway which would be attractive to potential occupiers of the residential and employment sites
- Improved cycle and footpath links connecting Hoyland Common and existing employment sites at Gateway 16
- Introducing an access off Shortwood Roundabout would allow delivery of employment uses on the northern part of ES17 in the short term

Disadvantages

- New link road would cross an area identified as having significant ecological value
- The structure required to cross the area of significant ecological value and watercourse would require significant investment
- Would require the diversion of existing public rights of way
- Will require high quality cycle and pedestrian links to the northern part of ES17 for Hoyland Common through the new housing development
- Further investigation work is required to fully understand the design and risk associated with constructing a new link road over an area of highest biodiversity value
- As the new link road would not serve the entire Masterplan Framework area there would be additional costs associated with providing a secondary access off Shortwood Roundabout

Design Proposals

OPTION B
Main access from Shortwood Roundabout (with access to the northern part of ES17 and ES16 from Shortwood Roundabout)

Advantages

- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road
- New road design will require significant investment due to the earthworks and engineering solutions needed to address the change in levels from Shortwood Roundabout
- Formation of development platform as the new link road sweeps up the hillside, this may result in some loss of efficiency
- Due to the levels, the new link road will run up the slope of the site at a lower level than the residential platform. This may create potential challenges and reduce opportunities for new homes to face directly onto the street
- Will require high quality pedestrian and cycle links to the west of the Masterplan Framework area linking with Gateway 16 as vehicular access is proposed

Disadvantages

- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road
- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road
- Retention of areas identified as having significant ecological value (west of ES17)
- Avoid diversion of existing public rights of way (west of ES17)
- Opportunity to improve views of Hoyland Lane from the new road off Shortwood Roundabout
- Improved cycle and footpath links to the west of the site
- Ability to deliver all employment development on ES17 in the short term

Design Proposals

OPTION C
Main access off a new roundabout on the Deane Valley Parkway (A6195) with access to the northern part of ES17 and ES16 from Shortwood Roundabout

Advantages

- Creation of a new roundabout on the Deane Valley Parkway between Rockingham Roundabout and Shortwood Roundabout
- Reduces traffic around Hoyland Common, particularly at the crossroad junction on Sheffield Road
- Retention of areas identified as having significant ecological value (west of ES17 and south of Shortwood Roundabout)
- Avoid diversion of existing Public Rights of Way (west of ES17)
- A central road through employment site ES17 would improve both its commercial profile and accessibility

Disadvantages

- Significant costs associated with the creation of a new roundabout and engineering solutions needed to address the change in levels
- The formation of development platform as employment site ES17 may result in some loss of efficiency
- As the new road serving the residential areas would run through employment site ES17, this may create potential challenges, particularly in terms of creating an attractive gateway entrance into the new residential area from the Deane Valley Parkway

Next Steps

THE PUBLIC CONSULTATION IS AN OPPORTUNITY FOR YOU TO SHARE YOUR VIEWS AND FEEDBACK ON THE MASTERPLAN FRAMEWORK. PLEASE CONTACT US AT THE CONTACT DETAILS BELOW TO HELP SHAPE THE FINAL DOCUMENT.

HOW TO ENGAGE

- Use the QR code to go straight to the online questionnaire
- Attend one of the public consultation events through WCC's online survey tool (www.wcc.gov.uk/survey) or in person at public consultation events
- Send copies of the questionnaire to us by email at: publicconsultation@wcc.gov.uk
- Drop in to our office at WCC, New Street, 1st Floor, Barnsley, S70 2JF
- Visit one of the public consultation events at the following locations: Hoyland Library (Junction 16, M1, A630) and the Library @ The Lightbulb, Barnsley, Town Centre

DESIGN EXAMPLES

Thank you for taking the time to let us know your thoughts on the Hoyland North Masterplan Framework.



Figure 14: Masterplan Framework

URBAN DESIGN/PLACEMAKING FRAMEWORK

Gateways and key views

Pedestrian, cycle and vehicular gateways are important to highlight arrival points, way-finding and help with legibility. The plan adjacent identifies areas where important gateways are located within the proposal. The design of development in these prominent locations should be exemplary to create a strong first impression of the development and act as local landmarks. Proposals should make the best use of high-quality materials and include a comprehensive and high-quality scheme for hard and soft landscaping to deliver an attractive public realm.

There are key views towards Hoyland Lowe Stand and St Peter's Church which should be emphasised through future proposals.

Landmark buildings

The gateways and edges of residential parcels should be accompanied by a dual aspect or feature dwelling that guide residents/visitors around the development. This will involve non-

standard house types with a strong architectural ethos, based on positive and distinctive local vernacular. Dual aspect properties help overlook the street and open space, improving natural surveillance.

It is also crucial to consider the edges of the employment built form, particularly the southern area of ES14 which requires a landmark building to create a strong frontage and gateway into the Masterplan Framework area from junction 36 of the M1.

Key junctions and movement

The link road that runs through the Masterplan Framework area is an integral piece of infrastructure which also needs to translate the change in typology between residential and employment areas. There are several important junctions where pedestrians and cyclists will cross the link road, here a change of surface and/or material will be necessary. The Rockingham Roundabout is also a key junction arrangement to refer to, as is the response of the development to the Dearne Valley Parkway.

Green corridors and spaces

A number of new green corridors are proposed and these are orientated to accommodate the high wall mining constraint, as well as surface water attenuation areas and swales. These green corridors serve a number of important functions, linking different parts of the site and creating connectivity in visual, landscape and wildlife terms with the surrounding

area. The green corridors that run through the Masterplan Framework area connect to the wider area, supporting walking and cycling. It is clear from the extent and location of greenspaces that the character of this Masterplan Framework area will be defined fundamentally by the quality of the retained and new green open spaces. All greenspaces should be safe, social and inclusive in order to

provide social integration and well-being. It is expected that all street furniture delivered within the public realm is consistent in terms of being of high-quality design and constructed of materials that complement the character of the area. Street furniture should be carefully located to allow users to rest and also promote social interaction.



Illustrative computer generated image (CGI) of homes overlooking cricket pitch and pavilion

The central 'heart' to the development is the cricket facility, which is a focal point for the whole Masterplan Framework area, as illustrated in the visual adjacent.



- KEY
- Site boundary
 - Primary road / spine road
 - Gateway
 - Pedestrian gateway
 - Green wedges
 - Central 'heart' for Hoyland North
 - ★ Focal point
 - ✿ Landmark buildings
 - Key Junctions
 - Key views
 - SuDS

Figure 15: Urban design/placemaking

LANDSCAPE AND GREEN INFRASTRUCTURE STRATEGY

Key drivers of the landscape strategy

Having regard to landscape, ecology and hydrological appraisal work the key drivers of the landscape strategy are as follows:

- Retaining green corridors in strategic locations has informed where areas of open space are best located;
- Creating new wildlife corridors across all allocated sites where they are not otherwise retained;
- The significant ecological areas of planting and trees have been retained where possible;
- The existing pond and watercourse in the north west of the Masterplan Framework area has been retained, which is an attractive feature, not only for biodiversity but for those using the public right of way adjacent;
- Using the site levels to inform the locations of the SuDS ponds;
- The heritage buffer has created an area for informal open space that overlooks Hoyland Lowe Stand;
- The opportunities to strengthen character and derive benefits from

- green infrastructure;
- Provide high-quality public realm.

Recreation provision

Generous formal open space provision is embedded and located in the green infrastructure network and provides a range of accessible recreational, sports, play and semi-natural greenspace. The Landscape and Green Infrastructure Plan and the related Green Infrastructure IDS table identify the extent, type and character of this provision.

In accordance with the SPD guidance for Open Space Provision on New Housing Developments, the development will include a central Locally Equipped Area of Play (LEAP). The Masterplan Framework must also 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. There could also be an opportunity within each development parcel to provide play areas for smaller children. In accordance with

the naturalistic approach to green infrastructure across the Masterplan Framework area, play equipment would feature timber and natural materials, wherever practical. Open space within the heritage buffer (HS66) should be publicly accessible and offer an opportunity for imaginative play within a more natural environment. Open spaces should be well-located, range in size and support a variety of activities wherever possible. This will allow children of different ages and abilities to play throughout the Masterplan Framework area.

Formal sports pitch provision will be included amounting to an area of 2.66ha and this will deliver one full sized adult cricket pitch and one adult/junior/training cricket pitch, car park, practice nets, pavilion and maintenance shed. The cricket pitches should be enclosed by bow top railings or a post and rail fence that prevents unauthorised vehicular usage but retains openness. The facility is well-located being at the heart of the Masterplan Framework area, secure and convenient cycle parking should be provided at the cricket facility and

other recreation areas allow users to access via bicycle.

The detailed specification of these facilities will require input from Sport England, Barnsley council, the English Cricket Board and Yorkshire Cricket Board. An appropriate management strategy for the cricket facility and recreational provision will be required to make sure that this high-quality facility remains clean, safe and well-maintained.

Ecological enhancement

The vast majority of the site comprises relatively low-grade habitat. However, there are specific ecological areas of importance and these relate to:

- The ponds, watercourse, grassland and some of the woodland within the western portion of site allocation ES17;
- Area to the south of Shortwood Roundabout;
- Existing woodland planting and stretches of old hedgerows.

As part of a careful programme of integration consistent with multi-functional green infrastructure

strategies, the ecological enhancement measures to support biodiversity include:

- Recreate species rich grassland/meadow in public open space areas;
- Pro-actively manage the safeguarded wildlife sites;
- Create open water features in association with sustainable drainage systems;
- Where appropriate enhance existing hedgerow networks and make sure boundaries are permeable to wildlife;
- Retain and enhance the existing corridors formed by the watercourse and associated woodland habitats;
- Create new wildlife corridors across other allocated sites where they are not being otherwise retained;
- By adopting these measures, the Masterplan Framework will make sure that the habitats for wildlife are enhanced with at least a 10 percent increase in habitat value for wildlife compared to the pre-development baseline in accordance with the requirements of the new Environmental Bill.

Developers will need to justify any loss of green infrastructure, particularly important ecological areas, and set out a clear strategy for mitigation and/or compensation as part of future planning applications, where the loss of existing green infrastructure is unavoidable.



- KEY
- Site boundary
 - Retained and enhanced trees / vegetation
 - Areas of ecological significance
 - Proposed trees / vegetation
 - Existing recreation area
 - Heritage buffer
 - Proposed SuDS
 - Cricket pitch
 - LEAP
 - ★ Possible upgrade of existing LEAP to NEAP
 - Appropriate landscape buffer
 - Informal open space
 - Existing watercourse

Figure 16: Landscape and green infrastructure

06

Management and maintenance of green infrastructure

The management, governance and stewardship of the proposed green and blue infrastructure opportunities have only been considered in principle at this stage.

The likely option will be for the new residents and occupiers of the employment units is to enter into a service charge arrangement run by a local management organisation or trust who specialise in maintaining open space provision, detention basins and swales. When determining the management arrangement structure, consideration should be given to the following:

- making sure that there would be opportunities to secure biodiversity gains;
- community engagement to deliver added social value;
- include management of hard and soft landscaping;
- purpose, power, responsibilities, financial arrangements and internal procedures of the open space owner(s)/manager (management body/entity/organisation);

- preference for a single management organisation for all areas of green and blue infrastructure unless very special reasons why this cannot be achieved;
- annual reporting to the council for the first five years of management;
- incorporation of information boards and signage to educate residents;
- stewardship on par with those being implemented for garden communities.

This approach will be subject to further work including assessing the scope and management required and the feasibility of management models, funding sources and legal structures. Developers should engage with a local management organisation or trust at an early stage so that they can input into the design of green and blue infrastructure.

The vision for transferring green and blue infrastructure to a land management arrangement is based around core principles for residents and occupiers:

- They should be instrumental in the major decisions that affect their new community;
- They should have an ongoing role in 'co-producing' the planning, decision and commissioning of services;
- They should make sure that the benefits of biodiversity enhancements are continued in perpetuity;
- They would be the beneficiary of the initiatives funded by the management organisation and are therefore best placed to evaluate the impact of these initiatives.

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MOVEMENT FRAMEWORK – A CONNECTED AND INTEGRATED SITE STREET HIERARCHY

Pedestrian and cycle links

Pedestrian and cycle links between the development and key local facilities including the employment areas have been assessed and where necessary suggested improvements. Based on walking and cycling catchment areas, the surrounding facilities in Hoyland Common, Birdwell and Hoyland Principle Town are within cycling and walking distance for the majority of prospective residents and employees.

A targeted programme of works is required to enhance the key linkages and these are identified on figure 17 as well as the related Infrastructure Delivery Schedule (IDS) Table in appendix 7 which provides an assessment of the strategic footpath, cycleway and bridleway routes. The IDS categorises the key routes as follows:

- Existing public rights of way proposed to be enhanced and or redirected;
- Proposed new strategic footpaths, cycleway routes;
- Proposed new crossing points.

The assessment work in the IDS gives an indicative length and suggested surface materials to implement either an enhanced route or the creation of a new route.

Within the Masterplan Framework area, priority has been given to achieving traffic-free pedestrian and cycle routes to the schools and local centre by extending and enhancing the existing routes.

Pedestrian and cycle crossing places have been added where the routes meet the highway to provide safe links to important community building such as West Meadows Primary School.

Clear and well-maintained signage should be delivered throughout the Masterplan Framework area to direct users to wider destinations including Hoyland town centre, the Trans Pennine Trail and National Cycle Route. Linkages should be maintained throughout the delivery of all site allocations to ensure that links are not severed for any length of time. Surface material of all pedestrian and cycle routes should be appropriate to the

character of the area. All routes should be appropriately lit and incorporate measures to prevent unauthorised access. Resting places should be incorporated so that routes are attractive to all users.

Public transport provision

A key aspect of achieving a well-connected development is the objective of promoting sustainable modes of transport and reducing the need to travel by private vehicles. This should include good provision for public transport.

A good level of bus service currently runs along Hoyland Road and Sheffield Road.

Coverage of existing bus stops within and around the Masterplan Framework area indicates that existing routes would serve a significant proportion of the development. This means that the first phase of residential development can be served by existing bus services subject to the diversion and delivery of bus stops. Additional bus stops would be added across the Masterplan Framework area as the development

progresses. For the employment elements, ES14 can be served by the existing bus service provision on Sheffield Road. However initial bus accessibility to serve the early phase of ES17 will require improved connectivity for pedestrians to provide an easy walking link to the existing bus services in advance of the wider scheme being delivered. Pedestrian routes (temporary and permanent) will need to be direct, safe and attractive with appropriate lighting and surfacing. The first phase of employment development on ES17 will reserve areas along the first section of link road to deliver high-quality facilities; bus laybys, shelters, seating, real-time information upon completion and adoption of the full link road. All bus routes should be designed to minimise on-street parking, this will make sure that buses can run through the Masterplan Framework area without obstruction.

In terms of considering mid to later phases, it is essential that the link road between Dearne Valley Parkway and Hawshaw Lane is provided as soon as possible to create the desired level of bus accessibility. There are

various options being considered, all of which would be enabled by the development to make sure all residents and employees would be within 400m of a bus stop. Discussions with Stagecoach have focused upon the diversion of bus route services number 66, 72 and 72A through the site. There is a need to make sure the proposed new link road and connecting access points are of an appropriate geometric design and standard to be able to accommodate buses. The link road also needs to be available from an early stage (this is necessary to provide the best chance of commercial viability of services). There may also be the opportunity to investigate high-density residential development within this bus corridor given that this will benefit from access to sustainable travel. Elsecar train station can also be accessed via the number 66, 72 and 72A bus services, which stop approximately 160m to the north of the station entrance.



Figure 17: Movement framework

Travel plan

It is recognised that travel plans are a valuable tool to reduce traffic from the development.

Travel plans for the site would need to set target levels for cycling, walking and bus use and establish measures for monitoring and enforcement. The Optima Interim Travel Plan Framework requires the appointment of a Travel Plan Manager for the whole of the Masterplan Framework area and individual Travel Plan Co-ordinators will need to be appointed for individual development parcels (both to be funded by the developers). Developers will need to prepare Residential and Workplace Travel Plans.

It is envisaged that to increase and encourage sustainable travel and movement habits, contributions will be required to travel plan initiatives such as: enhancement of local bus services, Sustainable Travel Fund (assistance with season ticket purchase), freely available and accessible real-time public transport information, interest free loans for season ticket purchase, car share database, car club vehicles,

promotion of home working, provision of local pedestrian and cycle route maps. The travel plan initiatives will be progressed in conjunction with other sustainable transport measures proposed as a package for the development and will be an integral part of the transport assessment work required as part of any planning application.

The Sustainable Travel SPD requires secure storage at each new dwelling and secure, convenient, undercover storage for bicycles at employment units. In addition, it is expected that employment units will include shower facilities, changing, drying and storage, facilities to recharge batteries of e-bikes, and cycle repair kits available free of charge.

Design measures should be incorporated to encourage appropriate vehicle entry and exit routing between the different land uses of the Masterplan Framework area and the surrounding communities and highway networks (HS64).

HEALTH IMPACT ASSESSMENT

Given the high-level stage in the process a proportionate assessment has been undertaken of the Masterplan Framework proposals and the relevant evidence base against the 12 themes that feature with the Council's Health Impact Assessment (HIA) tool to determine the likely impact on different groups in locality and wider society. A number of these key themes cut across and are consistent with established good planning principles and achieving important sustainable initiatives that are embedded with the principles of this Masterplan Framework. At this stage the principles have been considered at a high level and the HIA will continue to evolve and be tested with key stakeholders involved as detailed planning applications are brought forward. This will make sure that any negative impacts are addressed, and appropriate mitigation measures are put in place as well as ensuring that the positive effects are maximised to the full. The HIA will consider proposals against the following principles:

- The location, affordability, design,

sustainability, energy efficiency, accessibility of new homes;

- The encouragement of regular physical exercise and social integration by providing attractive, safe and convenient environments that are accessible to all;
- Creating linkages to local shops and services to encourage access to healthy food supplies;
- Minimising construction impacts, air and noise pollution;
- Opportunities for reducing car dependency and the provision of convenient, safe, sustainable transport options;
- The ability to reduce crime and fear of crime as a result of a carefully considered approach to design;
- The construction phase, long-term B Class and supporting facilities jobs being able to assist in securing economic growth as job security, job satisfaction and sense of contribution can play a part in improved mental well-being;
- Promotion of renewable energy, reduction of carbon emissions and minimising flood risk;
- Facilitating social interaction and creating healthy inclusive

communities;

- Having access to quality healthcare services, access to other quality public and community services such as schools, social services, libraries, community facilities to promote a good quality of life.

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06



CHARACTER AREAS

This document sets out five character areas that could provide a range of house typologies and densities. This is illustrated on the plan opposite:

a) Commercial Parkway West

This is an area defined at present by highway infrastructure. It is an area in need of development to soften the infrastructure character and to bring high-quality buildings (including a landmark building) and substantial landscape into play to establish a stronger sense of place. This area will be characterised by employment buildings and will be an important gateway into the Masterplan Framework area from junction 36 of the M1. It should deliver a high-quality environment that sets the design quality for the wider Masterplan Framework area.

b) Employment Avenue

This part of the site will be characterised by employment buildings (combination of B1, B2 and B8) offering employment opportunities across a range of sectors in order to provide residents with opportunities to

earn above average incomes.

The topography adds depth to the site with buildings stepping up the hill from the Dearne Valley Parkway. The form and massing of the built development will be critical in order to ensure wider landscape impacts are accessible given the visibility of the site from a number of short and long distance vantage points to the north. A Landscape and Visual Impact Assessment will therefore be essential at the planning application stage in order to ensure that the development sits comfortably within the landscape and makes a strong contribution to the character of the area.

The landscape setting of roads and development platforms, and the structural planting stepping up the hill make a strong contribution to this area as an avenue. The avenue can be created by any number of landscape treatments and planting approaches.

c) Eastern Mixed-Use Gateway

This is a small but important area of character. It marks the arrival point into the scheme from Dearne

Valley Parkway and includes strategic landscape for both residential and employment parcels and a SuDS attenuation pond. The transition of residential to employment development is designed through a change in link road design, gateway feature, landscape treatment, street lighting and surface material. Design measures should be incorporated to encourage appropriate vehicle entry and exit routing between the different land uses of the Masterplan Framework area and the surrounding communities and highway networks (HS64).

The topography in this area is also important as the development and link road starts to traverse the hillside. The residential parcels have a direct interface with the existing residential areas around Upper Hoyland Road. The character of residential development here is important and should create an attractive public face. Subject to dealing with level changes, residential development should front onto the link road, with private drives creating an attractive set-back from the link road and provide an opportunity for

substantial landscaping.

d) Hoyland Crescent

This area feathers back into the existing residential properties to the north of Hoyland Common. The grain of the streets is derived from the ground study of streets and buildings. The development parcels and the street structure connect with the existing settlement pattern. The scale and density of streets/residential development are towards the lower end of the scheme overall and this relates well to the existing pattern of development. Residential properties on the eastern margin of the developable area of site allocation HS66 should be single storey in height and include an appropriate site layout and sympathetic design that reflects the setting, scaling, massing, details and materials. This will protect the historic setting of Hoyland Lowe Stand located immediately to the east.

e) The Common

This is the heart of the development focused around the cricket facilities, community pavilion and children's play facility (LEAP or NEAP). Routes

through Hoyland Crescent lead to The Common. This area is prominent in terms of landscape and topography, cresting the hill down towards the employment area. The higher density in this location should frame the greenspace and define this area as the heart of the Masterplan Framework area. Residential development should overlook the greenspace and comprise high-quality materials, fenestration and detailing in order to create a high-quality residential environment. Residential development should include townhouses, terraces and apartments (including older persons accommodation where appropriate). This area should also include high-quality, well-maintained landscaping which softens the transition between the built form and greenspace. The section of link road from Hoyland Road/Hawshaw Lane should incorporate tree planting to create an attractive entrance into the Masterplan Framework area.



KEY

- a) Commercial Parkway West
- b) Employment Avenue
- c) Eastern Mixed-Use Gateway
- d) Hoyland Crescent
- e) The Common

Figure 18: Character areas

High density

Areas of higher density development will be situated across housing allocations HS56, HS64 and HS66 which bound employment allocation ES17. Higher density development should also frame the cricket facilities and greenspace at the heart of the Masterplan Framework area on HS64. These will include a mix of 2, 2.5 and 3 storey houses, including terraces and townhouses, along with a number of apartments (including older persons accommodation where appropriate).

Parking for apartments will be carefully considered to avoid car dominated frontages. Areas of higher density development will need to demonstrate that the streetscene will not be overly dominated by car parking.



High density example

EXAMPLES OF GOOD DESIGN

The images to the right are seen as good design examples due to:

1. Homes overlooking greenspace, resting places and opportunities for social interaction, swale sits comfortably in the green corridor, with trees breaking down the scale of buildings;
2. Pedestrian/cycle priority with ramps as well as steps provides 'access for all' and promotes active travel;
3. Interesting style of buildings integrating green corridors with informal/imaginative play and wild-flower meadow;
4. Attenuation basins are overlooked with varied roofscape giving visual interest, buildings frame the open space and there is a considered use of a range of high-quality materials;
5. High-quality landscaping, shared surfaces help soften transition from built form to greenspace, depth in fenestration, strong front boundary treatment to define private and public space;
6. Tree lined road with swales running along the edge creates an attractive route.



Examples of good design (Source: WYG)



Section C-C



Section D-D

Section A-A

Hoyland Lowe Stand is a significant landmark within the area, therefore the homes that face this historic asset must be designed sensitively.

Section B-B

The relationship between the residential and employment is an essential part of the Masterplan Framework. Both uses must strive to relate to Hoyland through character, massing, storey height, materials and design.

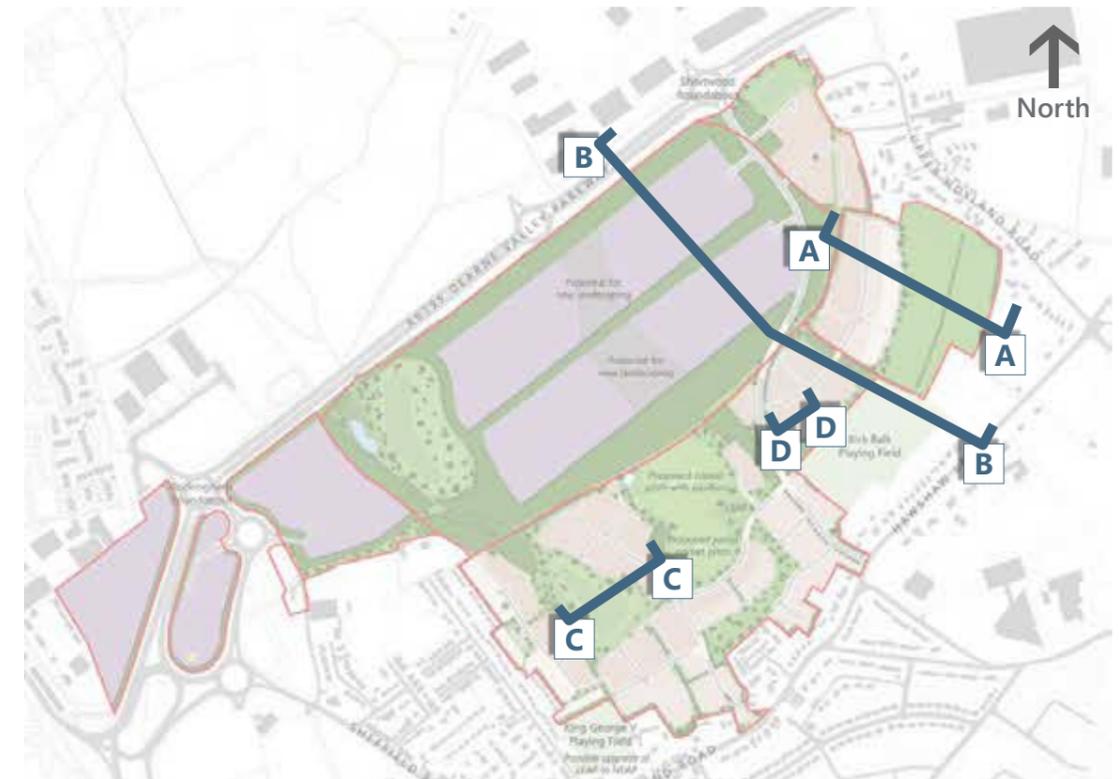
Due to the level changes in the Masterplan Framework area, the storey heights are critical to make sure that the developments are in keeping with their surroundings.

Section C-C

The integration of the SuDS throughout the Masterplan Framework area amidst the house types provide an attractive feature that homes will overlook.

Section D-D

It is important that dwellings front on to the street and open spaces, including the proposed link road, which is demonstrated in this section.



Section locations

(HS64).

Therefore, the function and character of the road will change along its length. In particular, the width will vary between 7.3m in the northern section to serve the employment provision to 6.75m in the south where it becomes a street to serve the residential element. By adopting this approach, the link road will not only align with the design objectives of the Masterplan Framework but also serve the local traffic needs generated by the development by diverting traffic flows away from Hoyland Common.

Confidence is high that the preferred link road is likely to be feasible, however work will continue to explore a design and engineering solution that satisfies key criteria. Should new technical evidence become

available that demonstrates that the preferred link road alignment is not feasible, then there would still be an opportunity to re-consider the alternative options presented as part of the public consultation exercise.

c) Sustainable travel

In terms of ensuring an appropriate level of bus services is provided, the early phases of the development can be supported by the existing services with modest costs associated with providing strategically located bus stops within the first phase of houses and enhanced walking connections from the employment sites. Through discussions with Barnsley Bus Partnership (including South Yorkshire Passenger Transport Executive (SYPTE) and Stagecoach) the proposed trigger point to justify the re-routing of the existing bus service through the first

phase is before occupation of the 50th dwelling. In the second phase (5+ years) the proposed solution is to divert bus route service numbers 66, 72 and 72A through the Masterplan Framework area using the new link road connection.

Based on the variables considered, Stagecoach has recommended that the additional service would be triggered by completion of the 250th dwellings /adoption of the link road. Further consideration will be required as to whether this approach to re-route the bus service would require subsidising, and if so, whether the anticipated S106 contribution for Sustainable Travel (based on the adopted SPD) would generate a sufficient sum to cover this cost in full.

Embedded in the Masterplan Framework layout is the creation of logical and well-connected pedestrian and cycle links. The proposal is to enhance existing public rights of way, create new routes, as well as new crossing points on the highway network at key locations (to be determined). These routes are specifically identified in figure 17 and this information should be read in conjunction with the IDS.

To increase and encourage sustainable travel a series of travel plan initiatives are proposed (see Interim Travel Plan that forms part of the supporting suite of documents) and these would be required at certain points in the phasing of the development.

Strategic green infrastructure

Strategic green infrastructure is an important element in defining and creating the placemaking qualities of the proposal. There are a variety of proposed green infrastructure spaces ranging from informal spaces, detention basins and wildlife corridors together with more formalised sports pitches and play areas. These are all captured within the landscape and green infrastructure plan (figure 17) and associated IDS identified green infrastructure categories.

The formal sport provision will provide an adult and an adult/junior/training pitch together with community pavilion, practice nets and car parking. The location of these facilities is shown within the heart of the residential parcel (site HS64) so that it integrates into the new community and provides a strong focal point.

The Masterplan Framework 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.

A seamless relocation is needed in relocating the cricket facilities from Rockingham Sports Ground to the new facilities proposed at Hoyland North. On this basis the earthworks, drainage and plateaus need to be created along with installation of the square (including wickets) during the first phase of the housing development to allow an appropriate bedding in period.

The technical specification of the new cricket facilities will follow the guidelines set out by Sport England, England and Wales Cricket Board (ECB) and Yorkshire Cricket Board (YCB). Reference to the management and maintenance of green and blue infrastructure has been considered for the Masterplan Framework area within

section 6 (see page 52).

Strategic SuDS drainage

For the provision of surface water drainage, the assumed approach at this stage is to attenuate all the anticipated volume on a strategic basis outside the defined development parcel areas as they not only provide a storage facility but also add biodiversity and amenity value as part of the network of green infrastructure. The recommendation by JPG is for this entire strategic infrastructure to be ideally provided on an upfront basis within phase 1 of the development. It is envisaged that each land promoter within the Masterplan Framework can deliver their drainage strategy independently of each other.

Strategic foul water

In terms of assessing foul water drainage, the sewer network has been modelled by JPG and for the residential element the Masterplan Framework area can discharge to a 375mm diameter public combined sewer network in Hoyland Road although due to site levels, it is likely a proportion of the site may need to be pumped. As the existing public

combined sewer in Hoyland Road discharges to an existing foul water pumping station located within HS64 it may be possible to discharge domestic foul water either to this pumping station directly or to the 375mm diameter sewer immediately before the pump station.

The proposed strategy for discharging foul water drainage generated from ES14 and ES17 is to connect to an existing public foul water sewer (150 diameter) located to the north of the Dearne Valley Parkway. Further work is required on the capacity, design and construction of the connecting infrastructure as this will be located on land owned by Harworth Group and Barnsley council.

Education strategy

The education strategy as set out within the IDS assumes the following approach in line with anticipated phasing and rate of delivery of the development:

Primary school provision

Based on current projections it is anticipated that intervention will be required by September 2023 to

address an anticipated shortfall in primary school places. It is considered that a potential solution is to expand an existing primary school within Hoyland in order to deliver additional capacity. This would be secured by S106 based on the figures in the adopted Supplementary Planning Document applicable at the time of the application being determined.

Secondary school provision

Secondary school capacity is available across the South School Place Planning Area into the foreseeable future, although places in specific schools cannot be guaranteed. Barnsley council will continue to work specifically with Kirk Balk Academy to manage pupil numbers through the admissions procedure given its close proximity to a number of Masterplan Framework areas. The council will also need to work with other secondary schools and developers on a wider basis within the planning area in order to make sure sufficient school places are available and promote sustainable travel as required.

Notwithstanding the above, future

school capacity will change as updated information on likely admissions becomes available. Given the timescales involved in completing a development of this scale, school place capacity will need to be reviewed throughout the development to ensure that contributions are made if there is likely to be inadequate capacity within the planning area as a result of new demand arising from this development.

Strategic utilities and services

Consultants Silcock Leedham has identified the existing utilities present on the site and potential constraints and opportunities imposed by these services. They have estimated the service loads required to supply electricity, gas and water to the proposed development. By outlining the general capacity constraints in the local utility network they have anticipated the reinforcements and requirements to supply the proposed development.

For gas, the connection to the site will be via Upper Hoyland Road Junction from a 180 PE MP MAIN as well as via

Rockingham Roundabout from a 6" CI LP MAIN.

For electricity, the connection to the first phase of housing can be made to the existing 11kV high voltage network.

However, for ES17 the first phase will require an upgrade to the switchboard(s) at the existing primary substation at Worsborough. Harworth Group are committed to dealing with these initial upgrade works on an upfront basis but would expect these costs to be shared on a fair basis with the other land promoters through a suitable mechanism. On a wider basis the principle of this approach should also be the case in relation to the upgrade of the switchboard(s) at Elsecar primary substation that is required to deliver the anticipated growth for the whole of Hoyland over the Local Plan period.

Consideration in the future capacity of utilities has been given to the recent Government announcement regarding banning gas boilers in new homes from 2025 and the likely impact this

will have on electricity draw (assuming that the alternative to a gas boiler is electricity). In addition, the anticipated electricity capacity for the Masterplan Framework takes into account future adoption and integration of new sustainable technologies and includes electric vehicle charging points which have been identified in the Sustainable Travel SPD as:

- One electric vehicle charging point per dwelling with dedicated parking;
- One charging point per 10 spaces of unallocated parking (visitor parking);
- 10 percent of parking spaces for commercial/retail and industrial.

For water, the connection would be taken from an existing water main running via a 24" CI main that is located in Rockley Lane (Grid Ref: 433926, 401729). 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 entrance of Hoyland North Masterplan Framework area off the Dearne Valley Parkway.

Within the Masterplan Framework area, there may be a requirement for diversions of existing gas, electricity and water mains, these will need to be reviewed at the detailed stage.

07

Digital communications infrastructure

Advanced, high-quality and reliable digital communications infrastructure is essential for economic growth and social well-being (NPPF Paragraph 112). Local Plan policy I1 confirms that developments must be supported by appropriate infrastructure, including provision for broadband. The deployment of gigabit-capable full fibre digital infrastructure from a range of providers to new developments will support this approach.

Developers will be asked to consider installing gigabit-capable full fibre infrastructure from two suppliers in order to provide choice and competition to consumers. A variety of infrastructure providers are keen to deploy gigabit-capable full-fibre infrastructure on employment and residential sites. Various incentives may be available such as payments made to the developer for the right to deploy, and deployment offered free of charge to the developer.

Developers should engage with infrastructure suppliers at an early stage to confirm that gigabit-capable

full-fibre broadband can be delivered to all new development in a timely manner. Developers should consider the infrastructure requirements of the wider Masterplan Framework area in order to avoid prejudicing future infrastructure delivery and creating a need for retrospective works.

Occupiers should be able to access broadband (ideally from a choice of at least two providers) upon occupation of the premises. Developers should also consider their ability to upgrade infrastructure in the future in order to minimise disruption to occupiers/users.

In developing detailed proposals, developers should consider the following design principles:

- minimise and/or mitigate against the visual presence of infrastructure on the façade of buildings;
- minimise physical obstructions on footpaths and cycle ways;
- maximise the use of recessed infrastructure;
- carefully consider the location of cabinets to minimise visual clutter in the streetscene.

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Implementation and delivery

APPROACH TO DEVELOPMENT PHASING

The delivery of infrastructure and phasing of the development has been approached in accordance with the following principles:

- Infrastructure to be provided in a timely way in order to reduce/mitigate the impact of the development;
- A comprehensive and coordinated approach to strategic infrastructure delivery is required in order to make sure the overall Masterplan Framework aspirations are met;
- Avoiding the creation of parcels of land or isolated pockets of development that do not relate to their surroundings as it is important to create a sense of place as quickly as possible within the defined character areas;
- Early provision of key transport

infrastructure is recognised as being an essential requirement to reduce the impact of the development upon the existing highway network. The key assumption in this regard is that the early delivery of the link road between Hoyland Road and the Dearne Valley Parkway will come forward prior to the development of more than 250 houses;

- The initial phases of development will make best use of the existing bus services. A fully integrated bus service running through the Masterplan Framework area is to be operational upon delivery of 250 dwellings and adoption of the link road;
- There is an opportunity for multiple delivery outlets on site for both housing and employment development. The phasing and

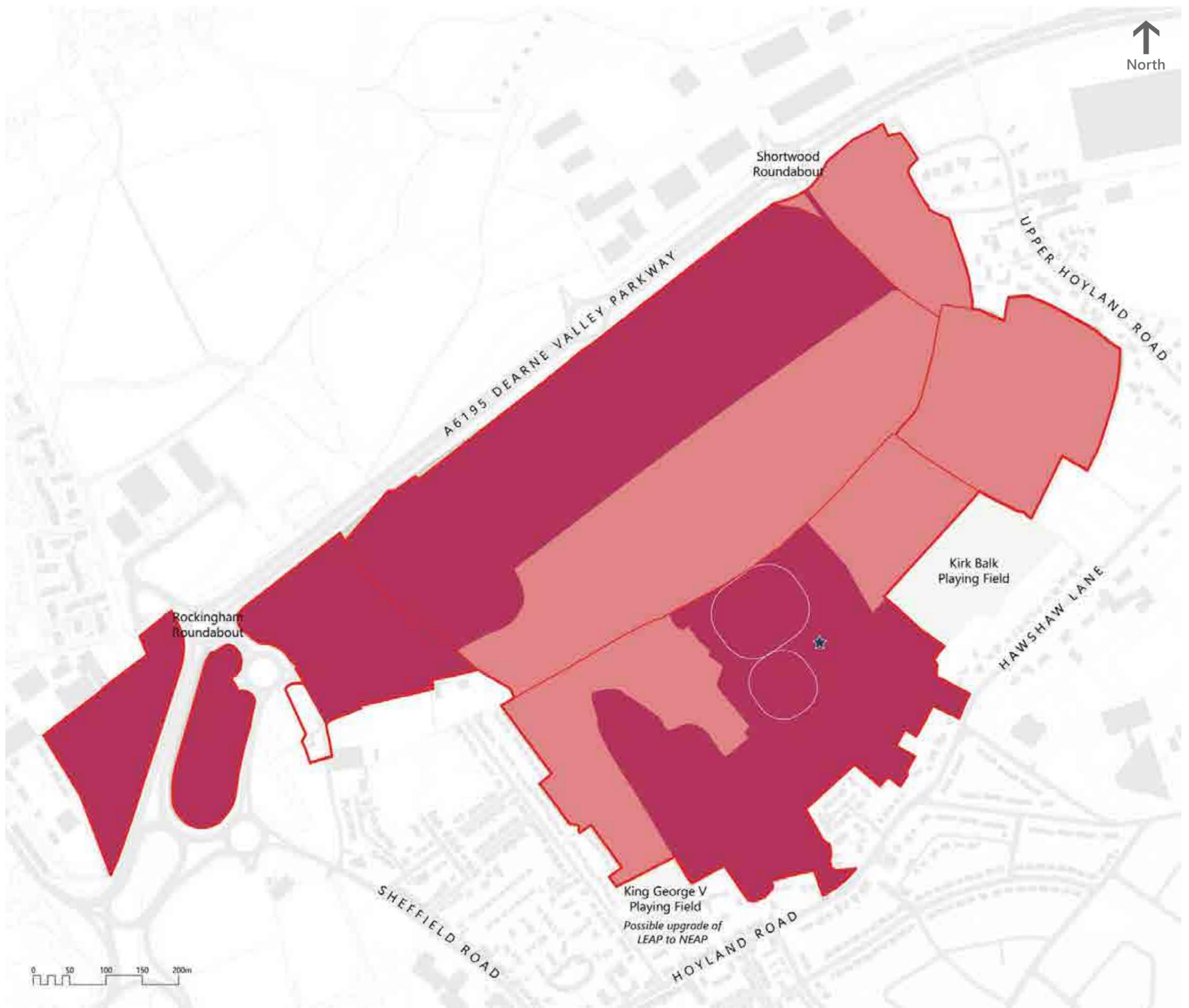
delivery strategy seeks to maximise this opportunity based on the location, character and size of the development parcels;

- Logical sequencing of the development parcels has been considered to avoid any adverse environmental impacts associated with construction traffic and activities on the early phases of development.

The phasing plan splits the Masterplan Framework into two distinct phasing areas. Phase 1 relates to the first five-year period and focuses on housing development off Hoyland Road/Hawshaw Lane. The initial phase of employment development is along the Dearne Valley Parkway corridor (ES14 and northern parcel of ES17). Both these uses will also deliver appropriate SuDs provision as well as substantial

landscaping and open space.

The remainder of the Masterplan Framework area is identified as Phase 2 which will be delivered post the five-year period. The trajectory tables below provide an overview of the assumed delivery rates for both housing and employment.



- KEY
- Site boundary
 - Phase 1 (0-5 years)
 - Proposed cricket pitch
 - ★ Proposed LEAP
 - Phase 2 (5+ years)

Figure 19: Phasing

ASSUMPTIONS AROUND THE RATE OF DELIVERY

The developer-led housing trajectory in table 5 sets out an expected year-on-year trajectory and this has informed the assumptions regarding the phased delivery of infrastructure. It is anticipated that delivery will start in 2020 following adoption of the Masterplan Framework and will initially be delivered by one housebuilder building at a rate of 50 dwelling per annum in the first five-year period plus the affordable housing provision at 10 percent. However, it is assumed in the second five-year phase, two housebuilders would build at the same rate together with the affordable housing provision.

For the employment uses, it is again anticipated that the start on site would be in 2020 following adoption of the Masterplan Framework, and it has been assumed that the rate of delivery would be 10,000sqm per annum². Given the overall capacity the likely time for completion would be 15 years.

Residential

| | | | |
|------------------------------------|-----------------------------|--|-----------|
| Overall capacity | 765 dwellings | | |
| Anticipated Start Date | 2020 | | |
| Assumed Rate of Delivery per annum | Period | Assumptions | Dwellings |
| | 1st 5 Year Period 2020-2025 | 1 housebuilder 50 dwellings per year x 5 years | 250 |
| | | Affordable housing 10% of 50 dwellings x 5 | 25 |
| | | Sub total | 275 |
| | Remaining Phase 2026-2030 | 2 housebuilders 100 dwellings per year x 4.4 years | 445 |
| | | Affordable housing 10% of 100 dwellings per year x 4.4 years | 45 |
| Likely Completion | 9.45 years or 2029 | | |

Employment

| | |
|------------------------------------|---|
| Overall capacity | Approximately 150,000sqm based on the Barnsley Growth Model |
| Anticipated Start Date | 2020 |
| Assumed Rate of Delivery per annum | 10,000sq.m per annum |
| Likely Completion | 15 year or 2035 |

Table 5: Residential and employment trajectory rates

HOUSING MIX ASSUMPTIONS

It is recognised that the housing allocations will need to deliver a housing mix (size, type and tenure) to help create mixed and balanced communities. The housing mix will not only provide family housing but also homes for young people as well as bungalows on selected areas. All new housing, irrespective of tenure, should be functional, healthy and sustainable.

Housing sites within the Masterplan Framework area are expected to deliver 10 percent affordable housing.

The housing split will be informed by the latest Affordable Housing SPD and Strategic Housing Market Assessment (SHMA).

PLANNING STRATEGY

The Local Plan site policies for allocations HS56, HS64, HS66, ES14 and ES17 require the production of a Masterplan Framework to guide new development and make sure that the policy objectives are delivered. The Hoyland North Masterplan Framework was adopted on 19 December 2019 and will be a material consideration

in the determination of planning applications for individual sites.

It is acknowledged that the Masterplan Framework is based on technical information available at the time of preparation. A degree of flexibility may need to be applied at the planning application stage but any deviation would need to be clearly justified and agreed with Barnsley council.

Future planning applications would also need to have regard to the up to date Environmental Impact Assessment (EIA) legislation and relevant case law to determine whether screening / scoping opinions are required in the context of reviewing the cumulative impact of the proposal on the basis of the overarching development requirements for the whole Masterplan Framework area.

Developers will be required to present future planning applications to the Barnsley Urban Renaissance Design Advisory Panel at an early stage for the panel to review and input.

²This assumed trajectory was provide by Harworth Group PLC

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implementation of the Interim Travel Plan as well as the approach to parking requirements will ensure a sustainable and well-designed form of development.

Highway strategy

Using information from the Local Plan evidence base, in particular the traffic assumptions made by AECOM on behalf of Barnsley council as part of the strategic modelling exercise undertaken for the M1 Junction 36 improvement works and further detailed transport appraisal work, an assessment has been made of the traffic impact of the development on the surrounding highway network. This work has informed the likely impact on key local junctions. A new link road connecting Dearne Valley Parkway to Hoyland Road/Hawshaw Lane is proposed prior to the delivery of more than 250 dwellings on site HS64 and this will relieve traffic at the junction of Hoyland Road and Sheffield Road. Other than this requirement it is concluded that no significant/major off-site junction improvements are required.

Health and well-being

A key principle and golden thread running through the evolving Masterplan Framework has been the approach to delivering health and well-being initiatives that would not only benefit the new occupants of the proposed development but also having regard to the wider Hoyland community. We have carried out an initial Health Impact Assessment using the council's framework tool, and this exercise clearly indicates that the range of measures associated with the development will have a positive impact on health across a variety of local groups and individuals.

Sustainability and climate change

The council declared a climate emergency in September 2019 with the objective for the borough to achieve zero carbon by 2045 (Zero 45). The new developments associated with this Masterplan Framework will look to play their part. Consideration will be given to the latest Building Regulations for housing, BREEAM for employment and CEEQUAL for infrastructure, landscaping and public realm. This will include identification of suitable low-carbon technologies, investigating

renewable energy solutions and Combined Heat Power (CHP). Subject to feasibility, this approach will make sure that the development is future-proofed particularly given the anticipated build out rates over a 10-year period.

Drainage strategy

The technical drainage infrastructure requirements have been considered within the context of the overall green infrastructure objectives and it is considered that a strategy of detention basins in open space serving all parts of the development can be achieved. A continued level of flexibility to the strategy is required in order to consider opportunities to use underground storage attenuation for surface water with a view to maximising the development yield for the whole Masterplan Framework area.

Implementation and delivery

Clear assumptions have been made regarding the approach to phasing of the development and the rate of housing and employment delivery. These assumptions have been guided and informed by the technical constraints, the Masterplan Framework

objectives as well as market and delivery factors. The key assumptions are as follows:

- Anticipated start for both housing and employment is 2020;
- The trajectory for the housing element has been divided into two phases each representing a 5-year year period with an envisaged total build out of around 10 years;
- It is assumed for the employment element that 50,000sqm will be delivered within a five year phase leading to a completion within a 15-year period.

In terms of infrastructure delivery, the key strategic elements required to support the vision and aims of securing truly sustainable development at Hoyland North are identified within the Infrastructure Delivery Schedule (IDS) found at appendix 7.

This IDS table focuses on strategic infrastructure requirements including transportation, education, green infrastructure, drainage and utility services. It provides clarity on the following questions:

- What infrastructure is required to support the scheme?

- When it needs to be delivered?
- How it will be delivered?

PLANNING STRATEGY AND THE WAY FORWARD

The contents of this Masterplan Framework will be a material consideration in the determination of planning applications for individual sites.

CONCLUSIONS

The Hoyland North Masterplan Framework provides a firm foundation for Barnsley council and land promoters to create a great place and new community in which to live and work. The initiatives of delivering sustainability and health and well-being beneficial outcomes are at the heart of the scheme. Through the principles identified in this document there is an opportunity to shape a new sustainable suburb for Hoyland whilst fulfilling the aspirations of the Local Plan by delivering housing and economic growth but also setting the benchmark for future high-quality development.

Glossary and appendices

GLOSSARY

- AOD - Above Ordnance Datum
- BREEAM - Building Research Establishment Environmental Assessment Method
- CCG - Clinical Commissioning Group
- CEEQUAL - Civil Engineering Environmental Quality Assessment and Award Scheme
- DPH - Dwellings Per Hectare
- EIA - Environmental Impact Assessment
- GI - Green Infrastructure
- HIA - Health Impact Assessment
- IDS - Infrastructure Delivery Schedule
- LCA - Landscape Character Assessment
- LEAP - Local Equipped Area for Play
- LWS - Local Wildlife Sites
- NEAP - Neighbourhood Equipped Area for Play
- NPPF - National Planning Policy Framework
- MUGA - Multi-use Games Area
- RSPB – Royal Society for the Protection of Birds
- SCI - Statement of Community Involvement
- SHMA - Strategic Housing Market Assessment
- SPDs - Supplementary Planning Guidance
- SuDS - Sustainable Urban Drainage System
- SYPTE - South Yorkshire Passenger Transport Executive

APPENDICES

- Appendix 1 - Planning Policy Audit
- Appendix 2 - CCG Briefing Note
- Appendix 3 - Baseline Technical Summary Tables for:
 - Drainage Assessment and Review (Feb 2019)
 - Landscape and Visual Assessment and Review (March 2019)
 - Heritage Assessment and Review (March 2019)
 - Archaeology Assessment and Review (March 2019)
 - Ecological Assessment and Review (March 2019)
- Appendix 4 - Risk Audit Table to increase development yield
- Appendix 5 - Land Use Assumption Matrix
- Appendix 6 - Plans showing primary and secondary schools in south area
- Appendix 7 - Infrastructure Delivery Schedules (IDS)
 - Transportation
 - Green infrastructure
 - Drainage
 - Education
 - Services/utilities





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