HOYLAND SOUTH MASTERPLAN FRAMEWORK

MASTERPLAN FRAMEWORK AND DESIGN CODE

BARNSLEY Metropolitan Borough Council ARUP GILLESPIES

NOVEMBER 2020

CONTENTS

*This Masterplan Framework Report shall be read in conjunction with the following reports:

- Evidence Base Report
- Site and Context Analysis Report
- Statement of Community Engagement Report

Glossary of Acronyms

BMBC	Barnsley Metropolitan Borough Council
GI	Green Infrastructure
LEAP	Local Equipped Area of Play
NEAP	Neighbourhood Equipped Area for Play
PRoW	Public Rights of Way
SuDS	Sustainable Drainage Systems
TPT	Trans Pennine Trail
NCN	National Cycle Network
DPH	Dwellings per Hectare
SPD	Supplementary Planning Document
POS	Public Open Space

Glossary of Terms

Active Travel	Walking, cycling and other forms of transport which include exercise
Green Belt	Land that is safeguarded from development around the periphery of a settlement
Placemaking	Developing in a unique and characterful way that will bring identity to a development

1. INTRODUCTION

1.1 Background

The Barnsley Local Plan was adopted in January 2019 and required that a number of allocations were supported by Masterplan Frameworks to inform any future planning applications made. The Masterplan Framework will need to be approved by Full Council prior to the approval of subsequent planning applications.

The Hoyland South Masterplan Framework has been commissioned by BMBC. It will be responsible for setting the objectives for the development to ensure that it contributes towards BMBC's wider objectives and is aligned with the Local Plan. The framework will serve to coordinate sustainable development across the land parcels, integrated with surrounding landscape and existing communities.

This Masterplan Framework incorporates feedback from public consultation held in Summer 2020. It has been developed in consultation with landowers as it has progressed. It should be read in conjunction with the adopted Local Plan and the SPD.

This report presents the strategic framework and Design Code based on the preferred option. It builds on research and analysis from the Stage 1 (Evidence Base) and Stage 2 (Site and Context Analysis) reports, and has been produced through a combination of input from the public and stakeholders, document reviews, OS mapping data, site surveys, professional analysis and collaborative work with the multi-disciplinary project team and BMBC.

This Masterplan Framework forms part of a wider programme of work to bring forward regeneration and economic growth across Barnsley, including Hoyland. This includes improvements proposed through the Local Plan Spatial Strategy, Barnsley Transport Strategy and the Sheffield City Region Transport Strategy and associated Implementation Plans. Whilst this Masterplan Framework is focused on specific Local Plan site allocations, it is reflective of these wider initiatives which are being brought forward by the Council and its partners.

Fig. 01: Local Site Plan (Contains information from Esri)

1. INTRODUCTION

1.2 Overview

The Hoyland South allocation has been designated to be a new mixed used development for 1100 homes and a small local shop. The designated site is located south of Hoyland central area, and north of the protected ancient woodland Skier's Spring Wood Local Wildlife Site.

The development will include a new small local shop, improved play facilities and gateway to the development that enhances and supports the existing shops north of Clough Field Road. The Masterplan Framework provides flexibility to potentially relocate Springwood Primary school adjacent to the local shop if this is deemed favorable. Alternatively, this area should be developed for housing. A new community hub will retain and anchor the farm house and stone buildings of Springwood Farm, creating opportunity for potential active travel hub, play areas and grow gardens and orchards. The community hub shall be focused towards activity and interaction and will not include a shop.

Multiple active travel routes and green / wildlife corridors will be found across the site, connecting various open spaces and reserved landscaped areas including priority habitats to the east and north, also providing good linkage to Skier's Spring Wood Local Wildlife Site to the south.

BMBC have commissioned Arup and Gillespies to develop a Masterplan Framework and Design Code for this proposed development. The process has involved the analysis of issues and opportunities, exploration of options, intensive engagement and consultation.

1.3 Use of this Document

The purpose of this document is to ensure coordinated, comprehensive and quality development is brought forward at Hoyland South. It will form material guidance in the determination of any planning applications on the site. Applicants are required to present each planning application to the Design Panel at key stages throughout design development and demonstrate compliance with the Masterplan Framework and Design Code through a Masterplan Framework Compliance Statement which shall form part of the validation requirements for submission of a planning application including any of the land edged in red in Fig. 01. Where applicants judge that either the requirements cannot be complied with or they wish to put forward alternative proposals that they believe will continue to meet the aims of the Masterplan Framework, these shall be clearly set out in the Masterplan Framework Compliance Statement with supporting evidence setting out the rationale for this, to permit consideration by the Local Planning Authority as part of the determination process. It is recommended that any proposed departures from the Masterplan Framework are discussed with the Local Planning Authority as part of formal pre-application discussions and are included in pre-application public consultation.

The Masterplan Framework Compliance Statement shall set out:

- How the proposed application accords with the Masterplan Framework, by framework layer.
- How the proposed application accords with the Design Code, by Design Code principle.

Fig. 02: Hoyland South Masterplan Framework Plan

2. PLACEMAKING PRINCIPLES

The emerging themes and concept for Hoyland South masterplan area have been developed from baseline analysis, best practice and stakeholders engagement sessions.

8 strategic placemaking principles are developed based on agreed objectives, and are supported by distinct design and development themes evolved through the baseline and tested through engagement sessions:

Placemaking *For Hoyland South*

Design quality and local character

High quality distinctive design that reflects the local character of Hoyland and the surrounding landscape

Sustainable and active travel

A new part of the community with landscaped active travel links to Hoyland and the surrounding countryside including the Trans Pennine Trail

Deliverability

Viability and delivery to be ensured for new housing and local facilities within the development

Engagement and stewardship

Green space and grow gardens to be taken care of by the community. Pockets of nature in the development for all

Housing mix and neighbourhood

A diverse new neighbourhood consisting of a rich mix of housing types and tenures, providing high-quality homes for all

Sustainability and carbon zero

A new part of the community that explores clean alternative energy usage and minimum carbon consumption

Facilities - local shop, Community hub and recreation

A central hub providing community / active travel facilities. A new local shop off Cloughfields Road. Partial provision and easy access to a relocated Parkside recreational facility

Landscape, open space and wildlife

A new part of the community with multiple neighbourhood parks, landscaped links, trees and play areas for all. The site should achieve 10 per cent biodiversity net gain.

Design quality and Local character - Derwenthorpe, York

Landscape and Open space - Equipped play area in Lightmoor park, Telford

Facilities and Local hub - Lightmoor Community Hub

Engagement and Stewardship - Community allotment garden

Sustainable and Active travel - Green pedestrian and cycleways

Landscape, Open space and Wildlife - Port Sunlight River Park, Liverpool

Fig. 03: Placemaking Concept for Hoyland South Masterplan area

3. SITE CONSTRAINTS AND OPPORTUNITIES

3.1 CONTEXT

This report refers specifically to the Hoyland South site, hereafter referred to as 'the site' and which is covered by a number of sites: HS58, HS61, HS62, HS65 and HS68. Hoyland South is a 42.6 ha site in the local authority of Barnsley Metropolitan Borough. The site is currently designated as a housing site under the BMBC Local Plan.

The site lies less than 1km south of the centre of Hoyland adjacent to a mostly residential area and is approximately 7.0km to the South of Barnsley. The site is accessible via the M1 (J36) and A6135.

The site is defined to the south by the green belt and to the north by the existing boundaries of Hoyland. The Stead Lane footpath runs though the site. To the west, there is a site allocated for employment as set out in the BMBC Local Plan.

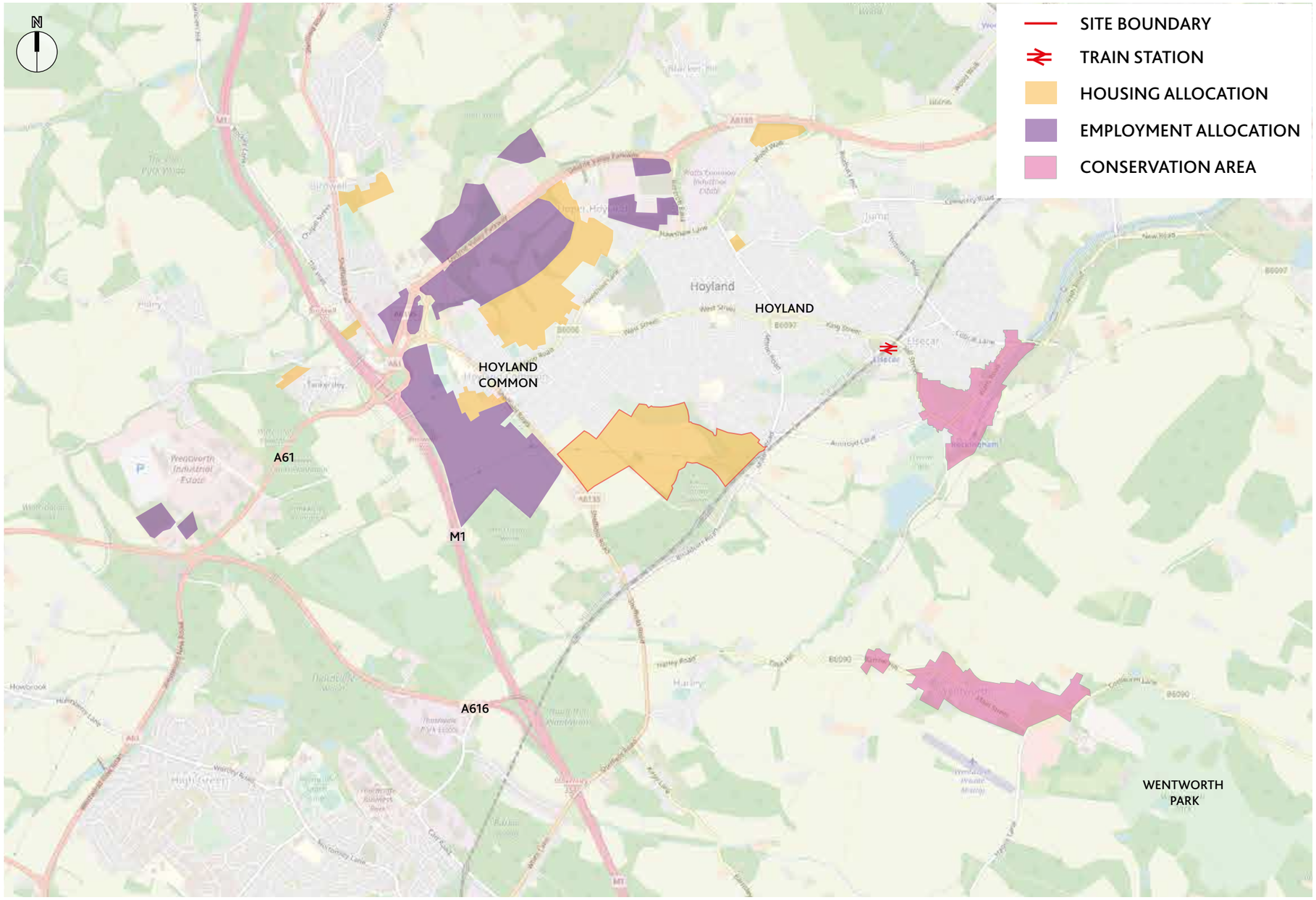


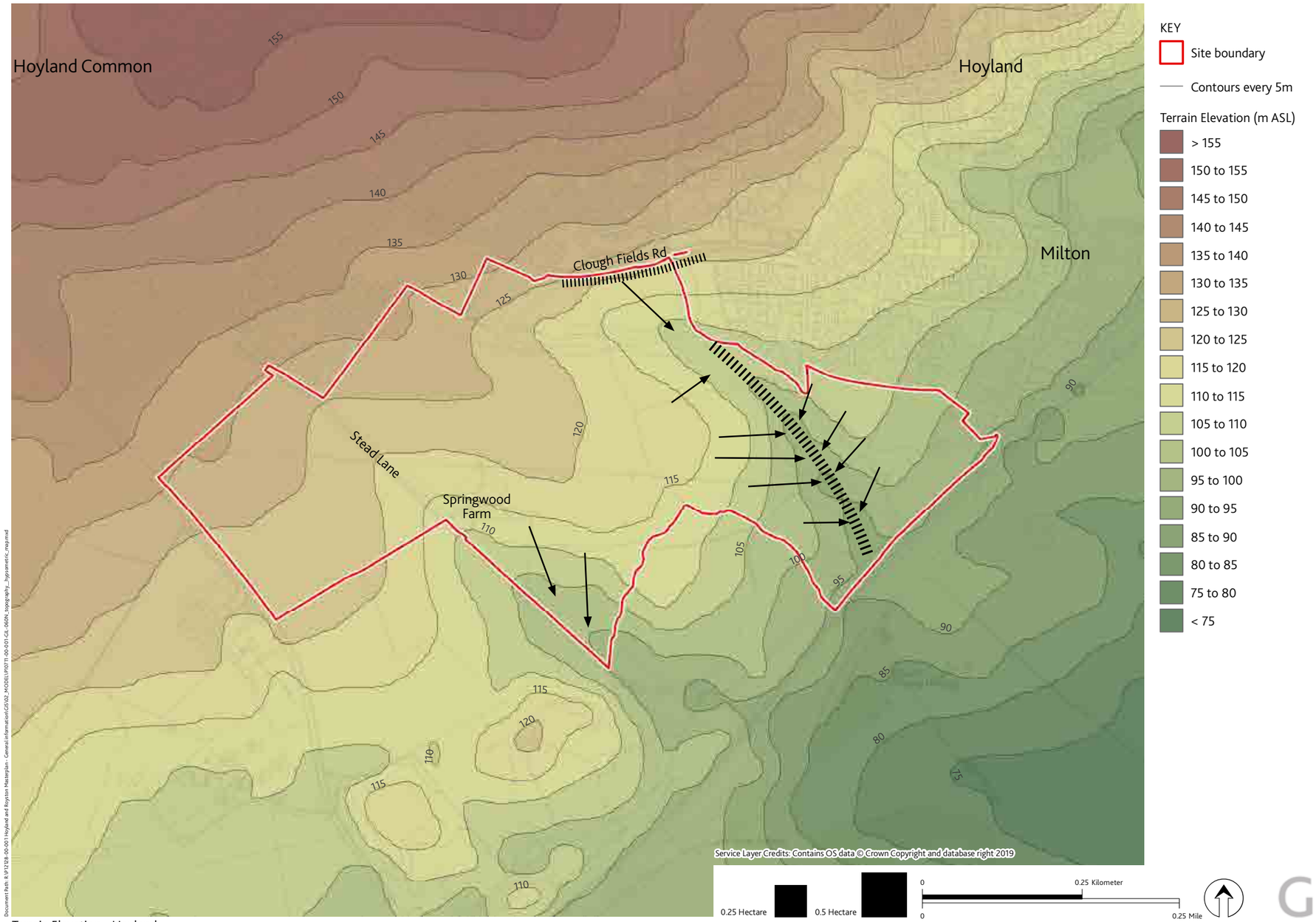
Fig. 04: Wider Context Plan for Study Area (Contains information from Esri)

3.2 TOPOGRAPHY

Generally the site rises from a low point in the south east towards the north west and has a level change of over 40m.

The site is divided into three higher sections and is dissected by two valleys. Stead Lane follows the first of these which is steeper in the south, and levels off at Springwood Farm. The second valley to the north east is quite steep for much of its length with a water course at the bottom.

The topography along Clough Fields road drops quite steeply for much of the boundary.

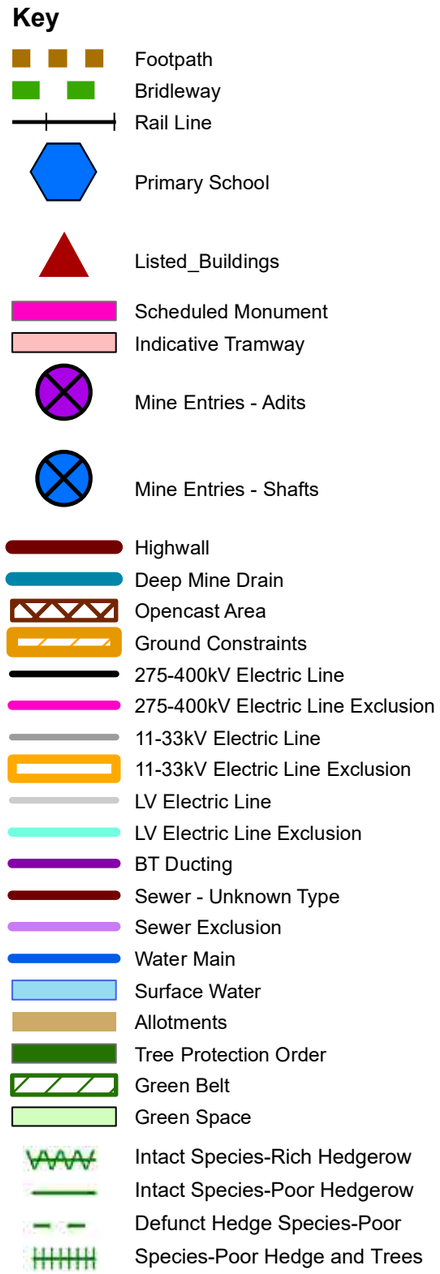


Terrain Elevation - Hoyland

Fig. 05: Topography

3.3 KEY CONSTRAINTS

The site constraints plan summarises the various technical constraints that are found within and around the site.



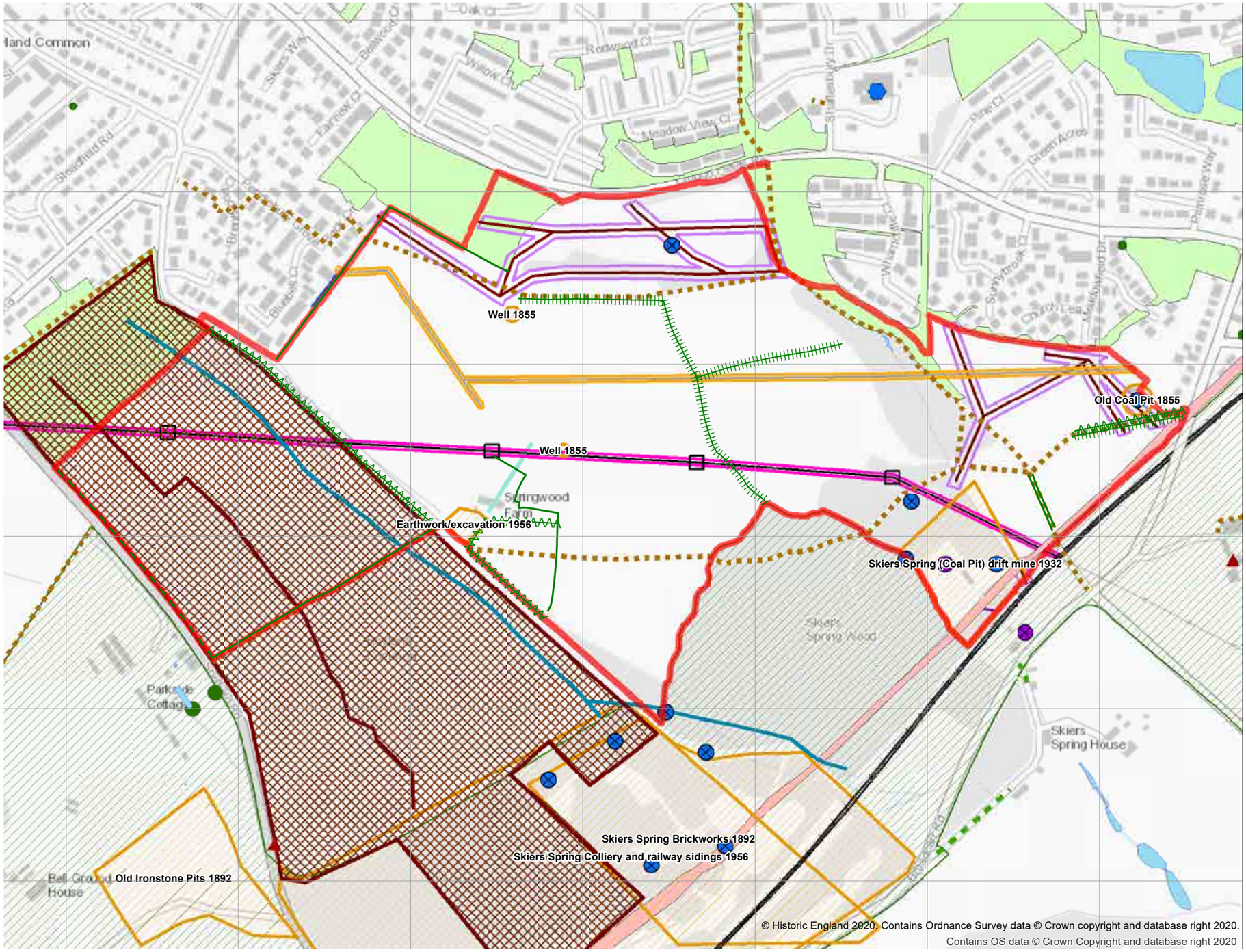


Fig. 06: Constraints Mapping

3.4 SITE OWNERSHIP

The two landowners within the site are the Wentworth Trustee Company for the majority of the land, with the remaining land being owned by BMBC (See Fig. 07).

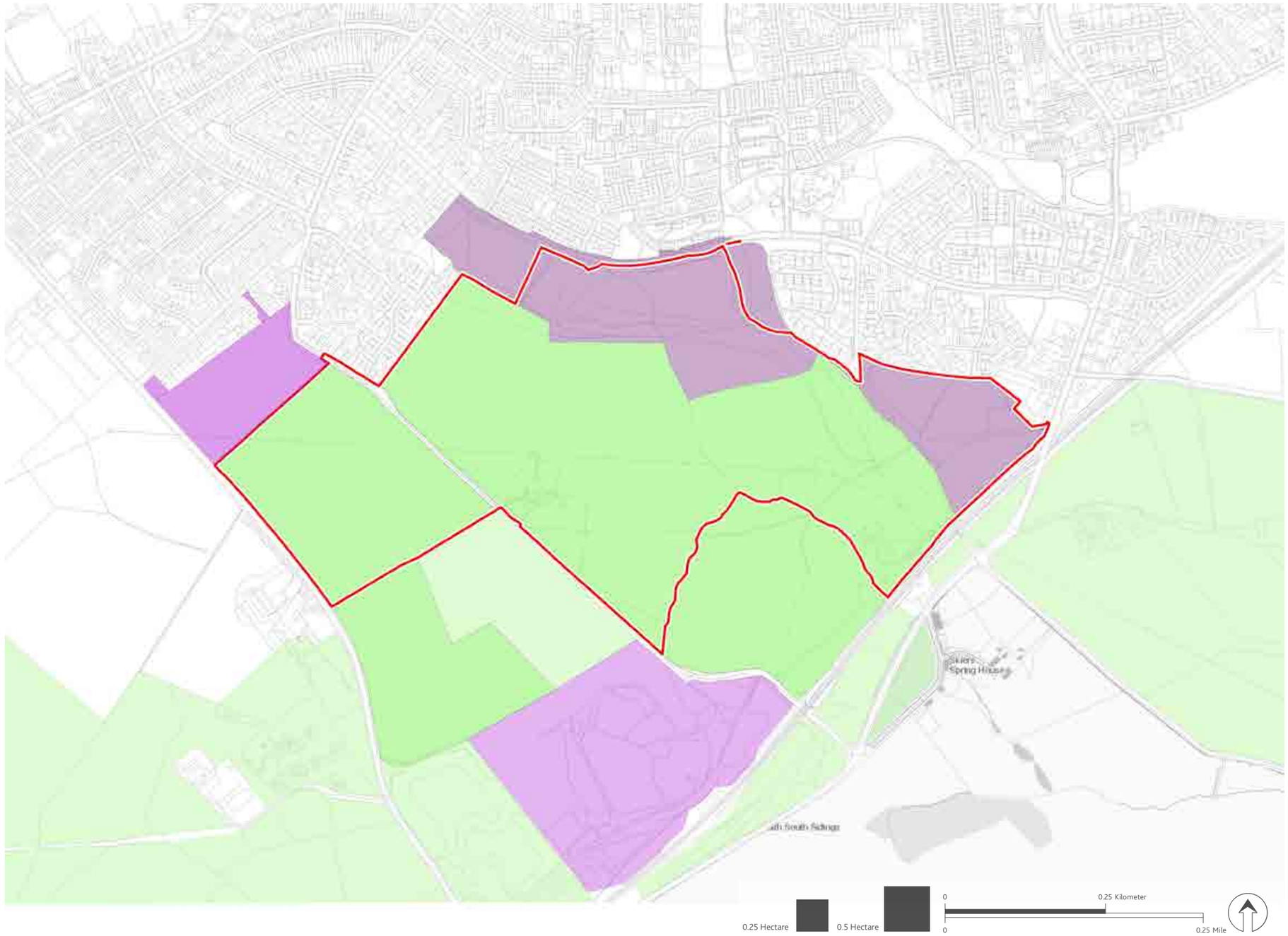
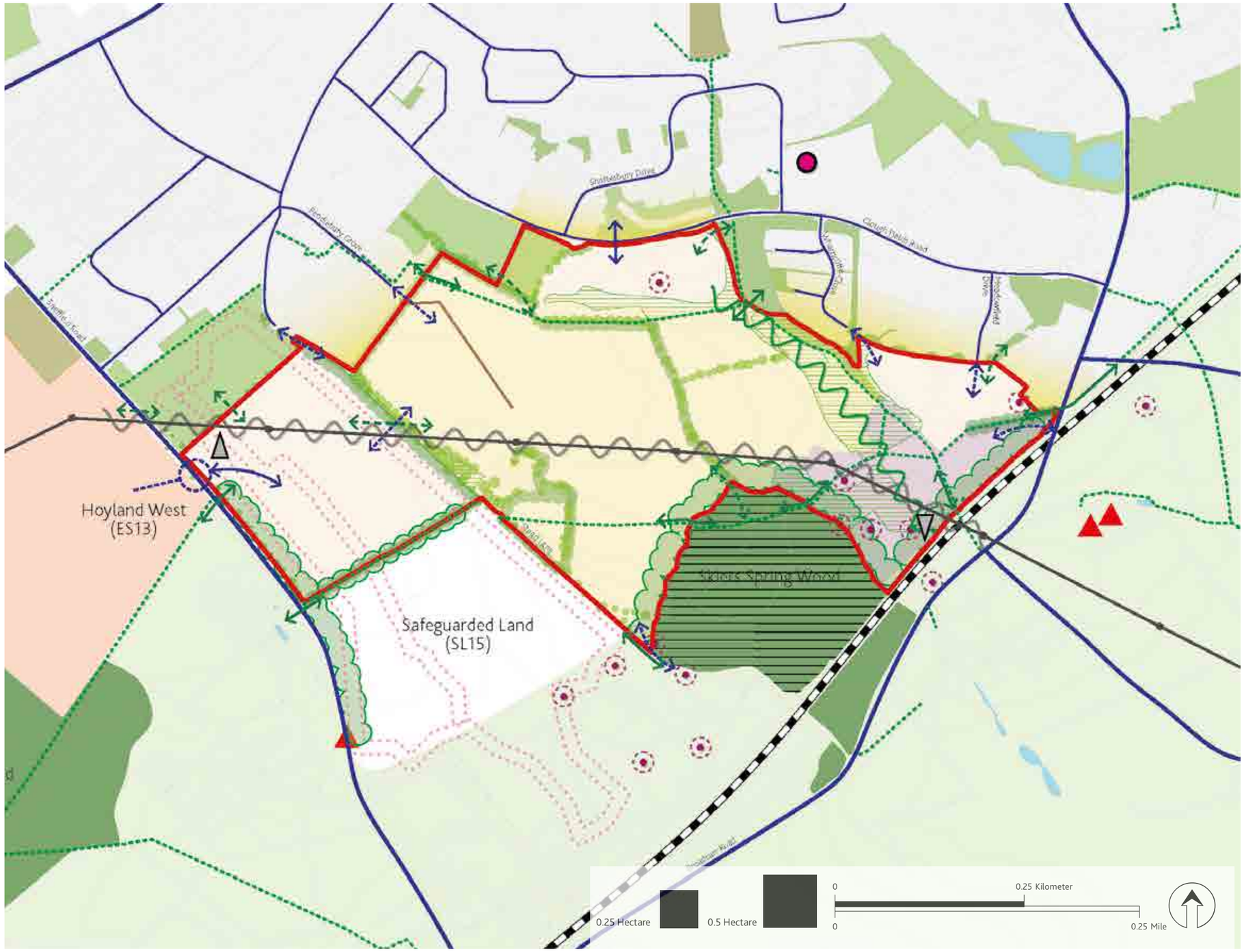


Fig. 07: Ownership Plan (Contains OS Data © Crown copyright and database rights 2018 Ordnance Survey 100019628)

3.5 URBAN DESIGN DIAGRAM

It is essential to understand and analyse the site and its surrounding context to identify the various issues and opportunities. Key findings of the urban design analysis includes:

- Propose connected neighbourhoods and the green belt with new safe active travel links.
- Promote high quality public transport within the site and link to local employment leisure and community facilities. Provide safe routes to schools.
- Preserve, improve and connect the existing PRoWs.
- Pylons and the retained hedgerows divide the development area into smaller land parcels.
- Further investigation will be required to understand the potential impact of the high walls and open cast area on development. Should this demonstrate that the target density cannot be achieved in this area this will be taken into account in the determination of future planning applications.



- Site Boundary
- Green Belt
- Local Nature Reserve
- Ancient Woodland
- Existing Woodland
- Green Space
- Allotment
- Water Body
- Existing Built Form
- Overhead Line and Pylons
- 11-33kV Electric Line
- Listed Building / Structure
- Primary Road
- Local Road
- Public Rights of Way (PRoW)
- Existing Landscape Strip/ Hedgerow retained
- Steep Ground
- Landscape Buffer for Pylons and Overhead Lines
- Main Vehicle Access
- Possible Vehicle Access
- Existing Public Footpath / Bridleway
- Possible Public Footpath / Bridleway
- High Point
- Low Point
- Existing School
- Existing Settlement Edge
- Landscape Buffer to the Green Belt
- Proposed New Roundabout
- Contour Lines (5m interval)
- Indicative Exclusion Zone to Former Opencast High Walls
- Mine Entries
- Indicative Exclusion Zone to Mine Entries
- Possible Archaeological Area 1
- Possible Archaeological Area 2
- Hoyland West Employment Allocation ES13
- Safeguard Land Allocation SL15

Fig. 08: Urban Design Analysis (Contains information from Esri)

3.5 URBAN DESIGN ANALYSIS

Townscape Characters Review
The site and its surrounding areas have distinctive characteristics that provide a platform for placemaking strategies for the new settlement:

1 HOYLAND LOCAL CENTRE

Hoyland local centre lies 0.8km north east of the site boundary. This local service centre is well equipped with services and shops. It is a mix of perimeter blocks, rear parking blocks and forecourt blocks, focused around a one-way loop road creating a car centric centre.

2 HOYLAND COMMON

Hoyland Common lies 0.4km north west of the site boundary and is focused along Hoyland Road. This is a more traditional linear village centre. The residential area located around Hoyland Common is generally of late Victorian terrace housing, creating a tight urban grain of strong perimeter blocks with on street parking. There is a strong stone materiality.

3 SKIER'S VIEW

The residential areas of 3a and 3b, located around Hoyland Common is a mix of bungalows and semi-detached following a loose grid, residential block structure of post-war municipal housing. More recent developer housing fringes the edges and forms the north west boundary of the site.

4 SPRINGWOOD

Springwood is an open grain residential area with large areas of undefined open space that lack a sense of ownership and privacy. Dwellings are clustered into groups of bungalows and houses of a Radburn style that follows a disconnected grid layout. The area to the south east is of more recent developer design and follows a layout of disconnected cul-de-sac's.

5 NETHER

Large residential area forming the southern boundary of Hoyland Local Centre. Predominantly semi-detached municipal housing following a loose grid layout with a high number of cul-de-sacs.

6 ROYSTON HILL

Large residential area made up of mainly small terraces, semi-detached houses and bungalows, all of a similar style and age, following a loose grid layout.

7 GREENFIELDS

Large residential area consisting of 7a and 7b of similar aged (late 20th century), predominantly semi-detached properties in an organic layout.

8 KING STREET

Small residential area of predominantly late Victorian terrace housing associated with Elsecar.

9 COBCAR LANE

Residential area of Elsecar predominantly of municipal housing.

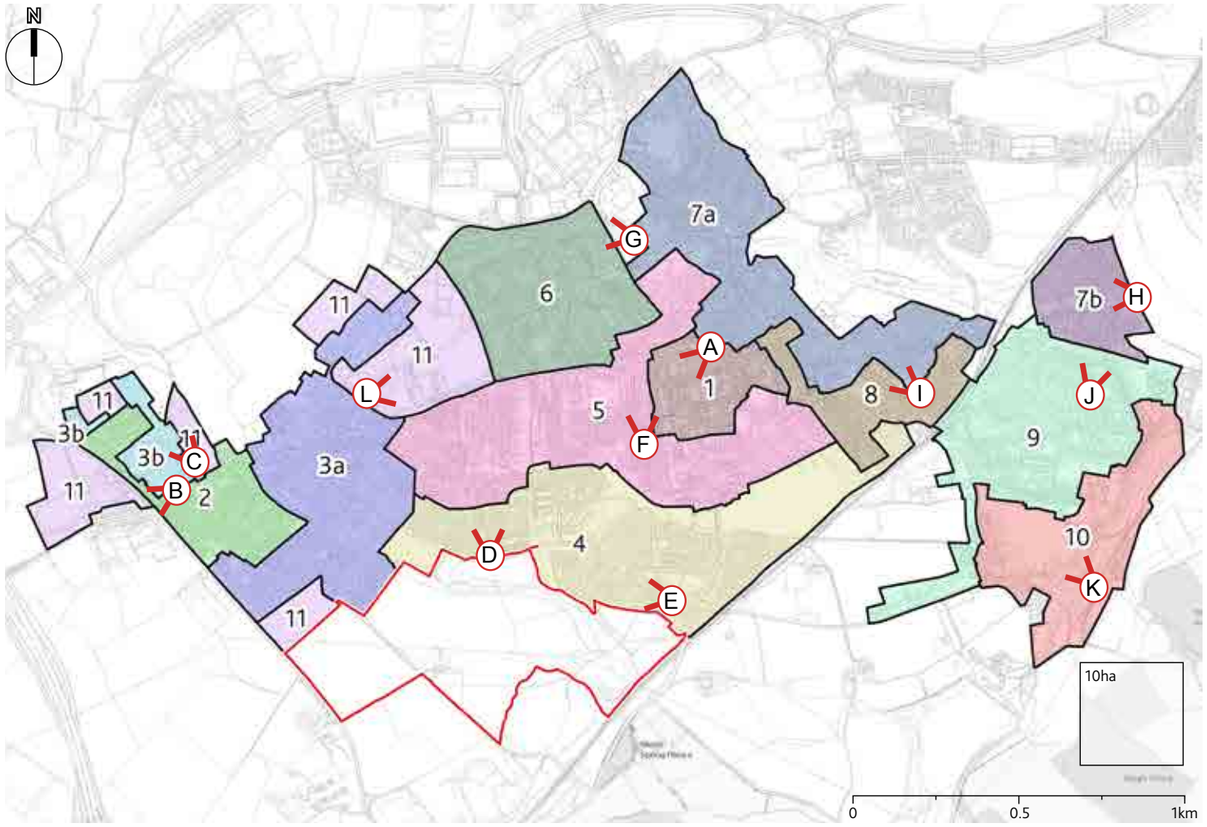


Fig. 09: Urban Character Areas (Contains OS Data © Crown copyright)

10 ELSECAR CONSERVATION AREA

An area of historic industrial and residential development with mills and factories, large factory owners residences and workers cottages. The use of stone creates a coherent built environment.

11 EDUCATION / RECREATION

CONCLUSIONS

The areas of Skier's View and Springwood are directly adjacent to the site, forming the northern boundary and links to the local centres. They offer a weak typology to draw from as they predominantly consist of late 20th century municipal housing made up of similar house types. The fringes of these areas, directly adjacent to the site are later, developer-led housing that lack a sense of street hierarchy, permeability and community focus.

The more historic areas of Hoyland Common, King Street and Elsecar Conservation Area show how a local typology can be developed through the use of coherent materials.

3.5 URBAN DESIGN ANALYSIS

Fig. 10: Hoyland Site Photos

3.5 URBAN DESIGN ANALYSIS

Fig. 11: View M - View north west from Burying Lane

Fig. 12: View N - View north west from Barrow Hill

Fig. 13: View O - View east from Sheffield Road

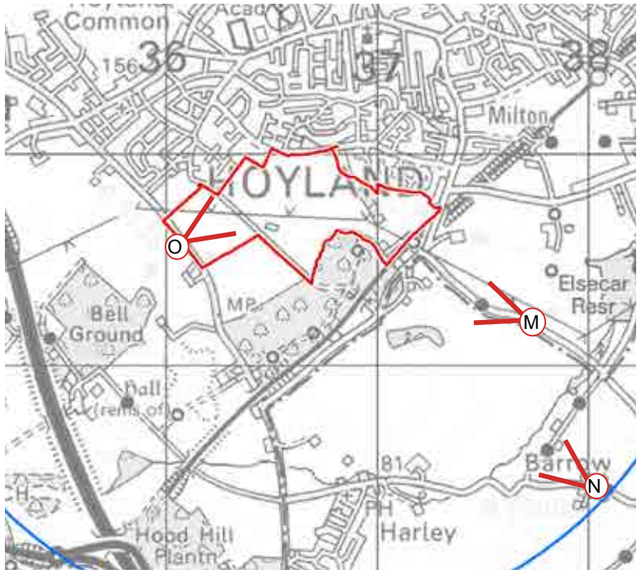


Fig. 14: Photograph Locations (Contains OS Data © Crown copyright)

3.6 BASELINE CONCLUSIONS

INITIAL LAND TAKE ESTIMATES

Our initial high-level assessment of the broad land take for a range of placemaking and development parameters for the proposed development are outlined below. This is an initial review, based on site analysis and previous experience and has informed the development of the Masterplan Framework and acted as a base from which actual land take has developed.

Site Area Circa **42.6 ha**

Homes Circa 1100 homes @ 40 dph (average) = **27.5 ha**
Including range of densities and 10 per cent affordable housing

Local Shop up to **0.1 ha**
Including small local shop, facilities and limited parking

Open space At least 42.6 X 15per cent = **6.39 ha**
Including recreational facilities, green and blue infrastructures.
(Requirement per BMBC Local Plan, 2019)

Pitches 0.19 ha
Pitches to complement the proposal provided in adjacent relocated Parkside Recreational Facilities (west of the site)

Surface water attenuation Circa **1.3 ha**
(*Require storage between 9,100 – 13,200m³. Assume max 1m depth. To be included within 15 per cent open space provision)*

SUMMARY OPPORTUNITIES

- Provision of a new small local shop.
- The landscaped strip to the south and the hedgerows to the west offer existing green corridors, public footpaths and the TPT bridleway and NCN route.
- Existing active travel infrastructure through the site, such as the TPT, NCN and bridleways.
- Promote active travel options, encourage sustainable transport, physical activities and sense of wellbeing within the new community.
- A new roundabout on Sheffield Road provides main access and gateway to the area.
- GI will provide safe routes to the existing schools and nearby town centre.
- New community facilities will encourage the integration of new communities and surrounding existing communities.
- New green corridors and green spaces connecting to the existing surrounding GI.
- To implement a minimum 10 per cent BNG (Biodiversity Net Gain) to maintain and strengthen the immediate and surrounding ecology/ wildlife
- Provide accessible new landscape buffer to the surrounding habitats and green belt.
- Established land boundaries with hedgerows.
- Opportunity to use the on-site watercourses to establish a SuDS train.

SUMMARY ISSUES

- Impact on green belt.
- Potential effects on landscape character and visual amenity receptors.
- Shortage of health facilities and local shops around the area.
- Steep topography.
- Habitat constraints.
- Ground constraints.
- Utility constraints.
- Good connections to existing facilities
- Limited bus stops and services.
- Lack of high quality green spaces, play areas and sport pitches in close proximity to the study area.
- Well connected to PRoWs within and around the area.
- Potential Landscape and visual impacts
- Management and maintenance of green space.
- Evidence of prehistoric settlement and farming
- Archaeological investigation and potentially mitigation will be likely to be required.

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4. OPTIONS REVIEW

4.1 THREE CONCEPT OPTIONS

Baseline analysis including key issues and opportunities and initial stakeholder engagement has informed the generation three concept options in Fig. 15.

Option 1

Key elements of this option include:

- New local shop north of the site, enhance existing shops on Clough Fields Rd.
- Direct vehicular connection linking Hoyland West and Clough Fields Rd.
- Secluded neighbourhood to the west of site, connected by Meadowfield Dr.
- Active travel connections linking new recreational facility to the west.

Option 2

Key elements of this option include:

- New local shop in the heart of site anchored by Springwood Farm.
- Direct vehicular connection linking Hoyland West and Clough Fields Rd.
- Secluded neighbourhood to the west of site, connected by Meadowfield Dr.
- Direct active travel connection linking new local shop and recreational facility to the west.

Option 3

Key elements of this option include:

- New local shop to the west of site, adjacent to the new recreational facility.
- Convoluted vehicular connection linking Hoyland West and Clough Fields Rd.
- Secluded neighbourhood to the west of site, connected by Meadowfield Dr.
- Various active travel connections across the site.

Option 1

Option 2

Option 3

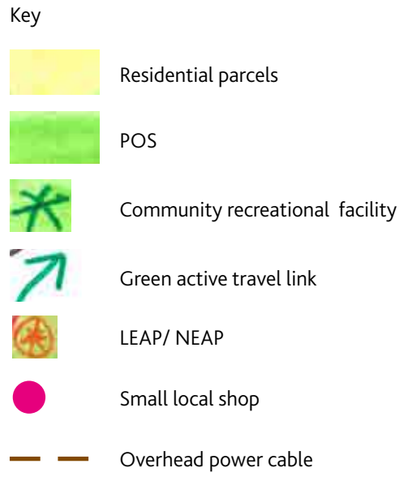


Fig. 15: Hoyland South Framework Spatial Options

4.2 THE PREFERRED OPTION

Based on the feedback gathered from various engagement workshops with stakeholders and BMBC, an emerging preferred option was generated by assessing the pros and cons of each option and the information available at that time. This option has been further developed into the current Masterplan presented in this masterplan framework.

Fig. 16 shows the preferred concept option diagram, which is a hybrid option combining Option 1 and 2. It provides a new local shop to the north of the development complementing the existing local shops north of Clough Fields Road. A community hub with an active travel and cycle focus is potentially located at Springwood Farm, serving a wider provision of residential neighbourhoods within the site.

Fig. 16: South Hoyland Emerging Preferred Option

5. MASTERPLAN FRAMEWORK

5.1 THE MASTERPLAN

The Hoyland South framework Masterplan has been designed to create a strong sense of place, responding to the site and the surrounding context, with particular attention paid to the existing landscape features. It is served by the M1 (J36) via A6135 (Sheffield Road) from the west, and connects with Clough Fields Road to the north and Broadcarr Road to the south. This provides an opportunity to create a permeable street network with a clear street hierarchy. It also embraces sustainability principles to promote an active lifestyle, by introducing a network of pedestrian and cycle routes (active travel), and a public transport corridor.

A strong framework of multifunctional GI should achieve 10 per cent biodiversity net gain across the site, as set out in the Masterplan Framework principles. It will provide opportunities for a variety of activities including walking, running, natural play, formal sports and other recreational uses. It will protect and enhance the character of priority habitats, ancient woodland and Local Wildlife Sites next to the site. Open spaces, community uses and homes will be interwoven together with linear green corridors.

A new local shop and improved play facility will be located to the north of the site right by the potentially relocated new primary school. A community hub will potentially be located at Springwood Farm comprising a new cycle facility and external spaces including allotment gardens, community orchard and play features.

Three major POS' are located in prominent and accessible locations at appropriate scales providing a number of recreational uses and facilities. The existing play area off Clough Fields Road should be enhanced to a NEAP. Community allotment gardens, orchards and another NEAP/ LEAP will be located around Springwood Farm in the centre of the site. The eastern parkland (The Dene) will connect the priority habitats that run from north to south.

Parkside Recreational Facility should be relocated to the west of the site, partly on the masterplan area. It will provide an opportunity to accommodate a range of sports facilities.

The block structure of the development is based upon a loose grid responding to the existing fragmented pattern of the site. The layout seeks to maximise the active travel movement in and out, and throughout various parcels to reduce the need for car use by encouraging sustainable modes of transport.

The Masterplan Framework makes effective use of the site through appropriate scale, height and massing reflecting its relationship with the existing landscape structure within the site and the surrounding sensitive habitats and woodland. The visually sensitive areas shall be designed to lower the impact to a minimum and higher buildings and higher density should be concentrated around the new local shop on Cloughfields road and around Springwood Farm, creating a series of prominent and continuous frontages and well defined places.

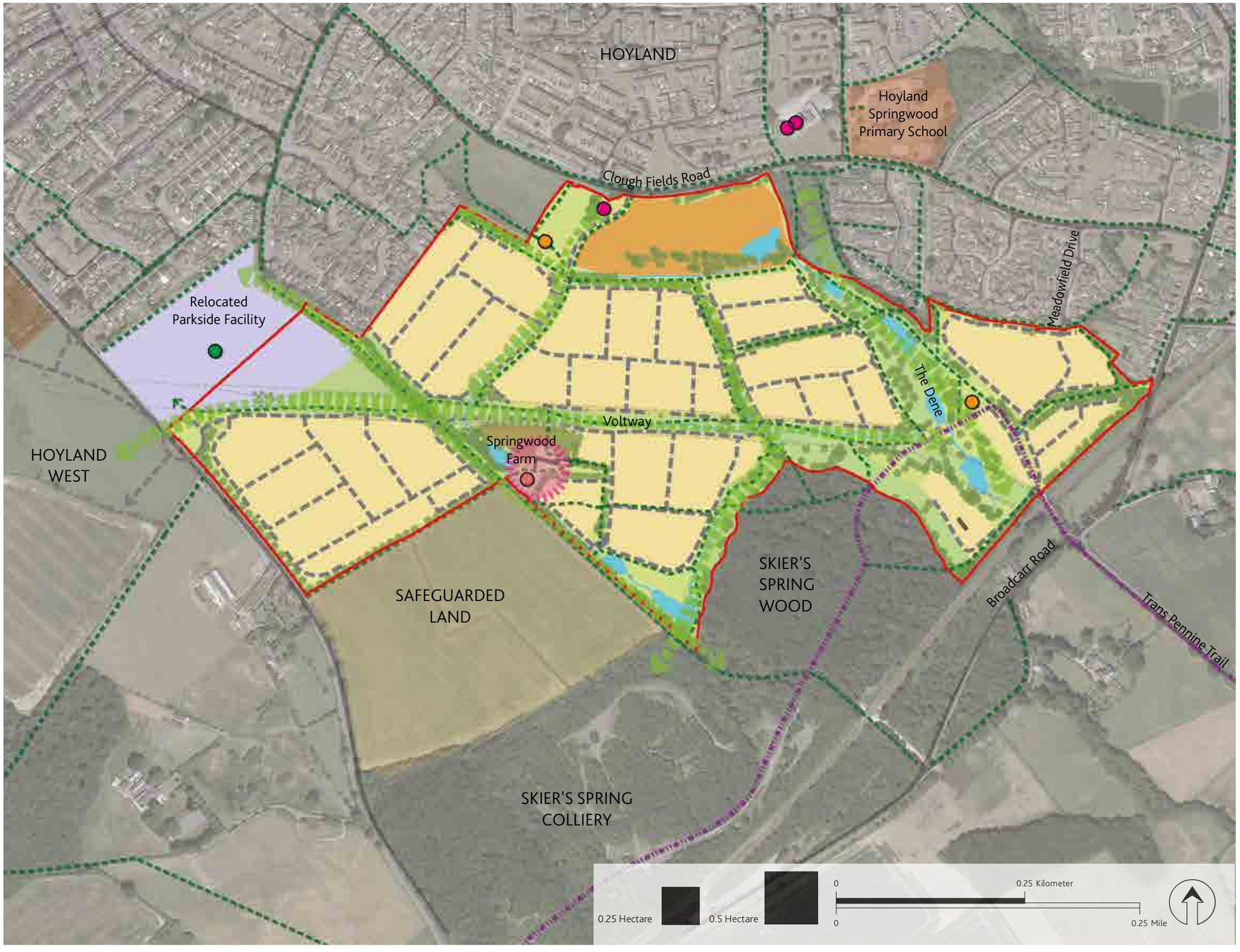
An integrated SuDS network will mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change.

Fig. 17: Placemaking Concept for Hoyland South

5.1 THE MASTERPLAN

The key features of the Hoyland South Masterplan Framework include the provision of:

- Circa. 1,100 homes
- Opportunity for a potential new primary school south of Clough Fields Road. This will reduce the development area available for homes and will impact on the number of homes that can be built on the site. Further consideration should be given to the location of this proposed school to ensure the best use of available land in this area and retention of key views
- A new small local shop
- A community hub with active travel / cycle facility, community allotment gardens and orchards
- Multiple NEAP/ LEAPs, informal recreational space, and POS
- A network of green active travel routes linking with the wider PRoW network
- Retain existing landscape features including trees and hedgerows, enhance onsite landscape designations and improve Biodiversity with 10% net gain
- Integrated SuDS features
- A public transport corridor connecting Cloughfields Road with Sheffield Road
- Multiple residential neighbourhood with various distinctive characters
- Strong local links with employment areas like Hoyland, Hoyland West



POTENTIAL COMMUNITY FACILITIES OR HOUSING
OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
COMMUNITY ALLOTMENTS / ORCHARD
RESIDENTIAL PARCELS
PARKSIDE SPORTS FACILITY
HOYLAND SPRINGWOOD PRIMARY SCHOOL
ACTIVE TRAVEL LINK
TRANS PENNINE TRAIL (TPT) NATIONAL CYCLE NETWORK 67 (NCN)
EXISTING VEHICLE ACCESS
PROPOSED VEHICLE ACCESS
BLUE INFASTRUCTURE / SUDS
COMMUNITY SPORT FACILITY
LEAP / NEAP
SMALL LOCAL SHOP
COMMUNITY HUB
BIODIVERSITY/ WILDLIFE CORRIDOR

Fig. 18: Masterplan Framework Plan (Contains information from Esri)

5. MASTERPLAN FRAMEWORK

5.1 THE MASTERPLAN

Land use quantum are as follows:

Gross site area	**42.6 ha**
Development area	**27.5 ha @ 40 DPH = 1,100 as indicated by Local Plan**
No. Homes	Below potential uses were not included within the Local Plan and will impact housing provision. - Education/ Community use 2.6 ha - Parkside recreation 1.5 ha - Community Hub 0.5 ha Result, **23.4 ha for residential = 958 homes** Average residential density: **41 dph**
Local shop and community hub	**Circa 0.5 ha**
Education (or community use)	**2.6 ha** (420 place primary school assumed) To be confirmed (If provision for school is provided off site, this would provide space for an additional 104 homes to the 958)
Open space	**9.6 ha (Approx 22.5 per cent)***
Attenuation	Circa 1.3 ha (included in open space)
Infrastructure	Parking 0.2ha
Not defined (Voltway etc)	2.7 ha

Residential land use within the allocation is divided into three density zones in order to achieve a diverse mix of housing types and tenures (Fig. 19):

1. Low density zone 30-35 average dph
2. Medium density zone 35-40 average dph
3. High density zone 40-45 average dph

The higher densities are located adjacent to existing development and closer to the local centres of Hoyland and Hoyland Common. Lower densities are located around the rural fringes and sensitive habitats to limit impact.

**This is above the minimum 15% required and reflects the constraints presented by the topography of the site alongside the need to provide usable POS for the benefit of resident. If the anticipated housing yield is not being achieved then there would be an opportunity to review GI provided it does not fall below the delivery of 15% policy requirement of usable POS.*

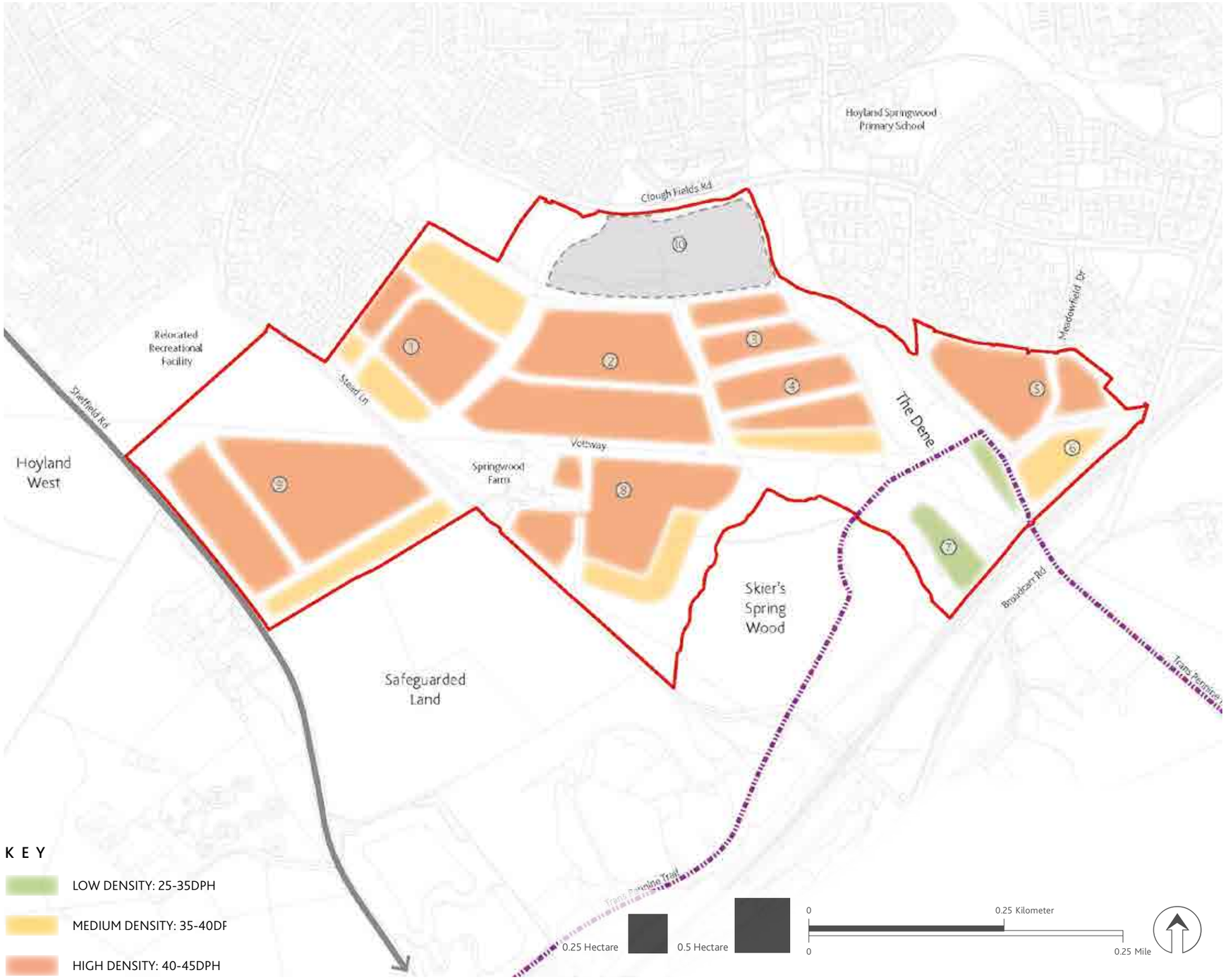


Fig. 19: Residential Density Plan (Contains information from Esri)

5.1 THE MASTERPLAN

Successful places are not just about the buildings, spaces and routes but also the diversity and distribution of uses that they facilitate. The Masterplan Framework plan of the site is based on the preferred concept option diagram (Fig. 16).

These principles have been taken in to consideration in designing the new framework. The proposals also meet the requirements of site specific policy HS58, HS61, HS62, HS65 and HS68 combined in the adopted Local Plan (2019), in that they deliver the necessary commercial, residential and community uses within the broad area for growth. The land uses allocated are as follows and are illustrated in Fig. 18.

Housing

The masterplan area will allow for the provision of up to 1,100 new homes at an average density of 41 DPH or up to 958 if a primary school is also delivered on site. New housing should be delivered at various densities and scales to meet different accommodation needs. The provision of a mix of housing will include 10per cent affordable housing as indicated in the Local Plan.

Education

Since Local Plan adoption evidence is emerging that there will be a requirement for a new primary school in this part of Hoyland. Policy I2 gives support to the provision of schools that are centrally located to the communities they serve. A planning application for a school on the site will be required to demonstrate evidence of the need for the school to outweigh the conflict with housing policy. It may also be that there is scope to explore the residential redevelopment of the site of the existing school which it is proposed to relocate, to offset the loss of housing capacity on the MPF site. The land use framework has considered the provision of a 420 place primary schools to replace the existing Hoyland Springwood Primary School. Alternatively this plot of land may be used for housing as defined in the Local Plan.
Further consideration should be given to the location of the proposed school to the south of Clough Fields Road (as shown in Fig. 18) to ensure the best use of available land in this area and retention of key views.

Open Space

The masterplan area will provide sufficient high-quality accessible open space in response to the requirements set out in the Local Plan. This should include the provision of parks and gardens, natural and semi-natural greenspace, outdoor sports facilities, amenity greenspace, provision for children and young people, allotments and community gardens, etc. The site contains a number of landscape designations in the form of priority habitats and is adjacent to ancient woodland and a Local Wildlife Site. The open space should create a GI network of connecting links between habitats to provide wildlife corridors and habitats in their own right. These links should be utilised for active travel and, where topography allows, SuDS.
In accordance with the SPD Open Space Provision on New Housing Developments, this site is expected to provide the full range of green space required to meet the needs of the development. Informal open space and children's play will be provided on site in accordance with the masterplan principles; however a financial contribution will be required towards the provision of formal recreation. The financial contribution can be calculated using the formula set out in the SPD at the time a planning application is submitted and will be used to fund a second phase of development at Parkside. The second phase could include artificial grass pitches and ancillary facilities such as changing facilities and provision of car parking to support the use.

Local Shop

A new community of over 2,500 residents should generate a need for new local shop below 500 m^2. It should be located close to key vehicular connection, and well connected with major active travel links through the site. There is flexibility as to the final location of the shop which will be determined on viability. The Masterplan Framework has shown it in a preferred location (off Cloughfields Road) however viability may dictate that it is better placed off Sheffield Road, close to Hoyland West or at Springwood Farm Community Hub.

Movement Strategy

A movement hierarchy focusing on sustainable modes of transport including active travel should be developed that prioritises pedestrian and cycle movement and public transport over private cars.

Both formal and informal recreational open space will promote sports and community activities

Proposed green active travel routes throughout the development

Community grow garden as part of the local and community hub

5. MASTERPLAN FRAMEWORK

5.2 MOVEMENT FRAMEWORK

Hierarchy of Routes

The movement strategy is based on a hierarchy of routes through the site, connecting with existing routes, communities and amenities.

The hierarchy comprises prioritising active travel modes over motor vehicles to encourage sustainable travel and reduce the impact of private vehicles. The scheme design considers access requirements for all users in the following order:

- Pedestrians;
- Cyclists/ Equestrians;
- Public Transport;
- Specialist service vehicles – emergency services / refuse / delivery vehicles;
- Private vehicles.

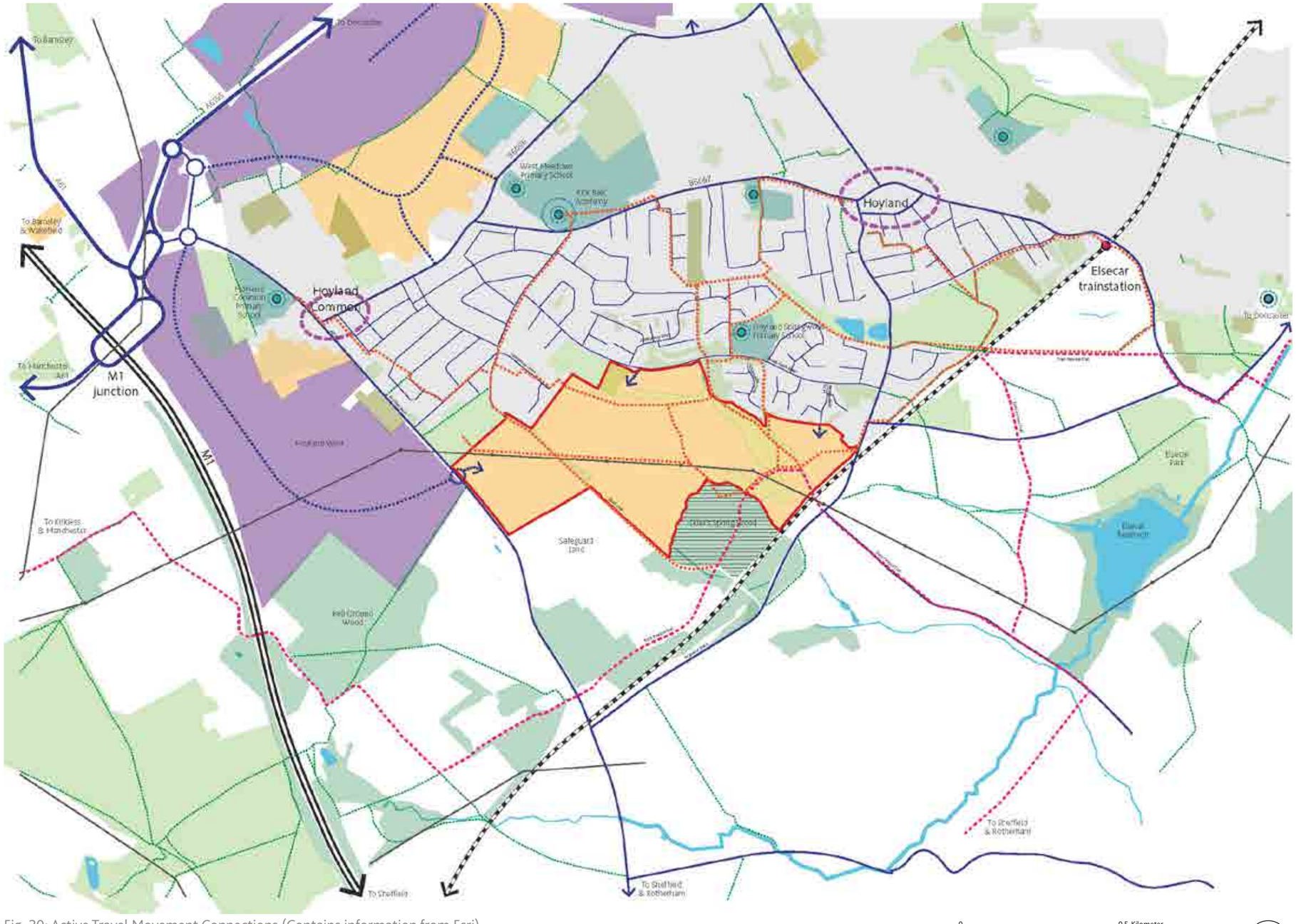


Fig. 20: Active Travel Movement Connections (Contains information from Esri)

5.2 MOVEMENT FRAMEWORK

Existing Connections
Within these modes the Movement Framework identifies existing connections, both existing transport routes within and surrounding the site, as well as existing local communities and amenities to/from which transport links are important.

These are considered below for each mode for the site at Hoyland South:

- PRoWs (Site) – two footpath routes cross the site in an approx. east-west direction and one footpath crosses in a north-south direction to the east of the site. The TPT runs through Skier's Spring Wood Local Wildlife Site to the south east of the site, providing a multi-use route for pedestrians, cyclists and equestrians. These routes are retained as part of the proposed scheme and upgraded to include appropriate surfacing and ecologically sensitive lighting to be consistent with new proposed routes. These paths need to be well signposted and maintained to mitigate against users cutting through Skier's Spring Wood Local Wildlife Site, in order to maintain existing habitats.

- PRoWs (Surrounding) – there is a network of footpaths surrounding the site – to the west on routes close to Pendlebury Grove and Parkside Road, due north through Shaftsbury Drive residential area and to the east of Broadcarr Road through the local countryside. Connections should be made to the existing PRoW, as well as other established pedestrian routes, as part of the proposed scheme.

- Cycle Network (Site) – the TPT runs through Skier's Spring Wood Local Wildlife Site to the south east of the site. This route is retained as part of the proposed scheme and upgraded to include surfacing and lighting (as appropriate) to be consistent with new proposed routes. This route needs to be well signposted and maintained to mitigate against users cutting through Skier's Spring Wood Local Wildlife Site, in order to maintain existing habitats.

- Cycle Network (Surrounding) – there is a designated cycle route to the north of the site through local residential areas via Parkfield Road / Skier's View Road to the west, Clough Fields Road to the north and Milton Road to north east. This provides a link between local communities and Elsecar Rail Station. It is noted that whilst it is a designated route, there is no specific cycle infrastructure and it is not an appealing route for cyclists. New cycle routes within the site should connect to this external route. In addition, cycle routes within the site should offer more attractive and safer alternative cycle routes to connect the surrounding areas.

- Local Communities and Amenities – in the immediate vicinity of the site are Hoyland Springwood Primary School to the north and the Parkside Recreational Facility to be relocated to the west of the site. Within walking and cycling distance are a range of amenities including the centres of Hoyland to the north, Hoyland Common to the north west, Elsecar Rail Station to the north east, Hoyland Common Primary School to the west, Kirk Balk Academy to the north, Hoyland Medical Practice and Walderslade Hoyland Surgery to the north east and the proposed Hoyland West commercial development to the west. Walking and cycling connections to these amenities shall be provided with site links connecting to existing routes.

- Bus Routes – existing surrounding bus routes include services on Sheffield Road, Parkside Road, Clough Fields Road and Broadcarr Road. New bus service routing through the site shall connect with these routes.

Movement Framework
As a result of the review of the existing connections and hierarchy of modes, the Movement Framework comprises:

- Landscaped active travel routes
- Pedestrian Links
- Cycle Links
- Street Hierarchy:
- Principal Streets – Primary access routes – include for bus access
- Local Streets – Secondary and Tertiary access routes to plots

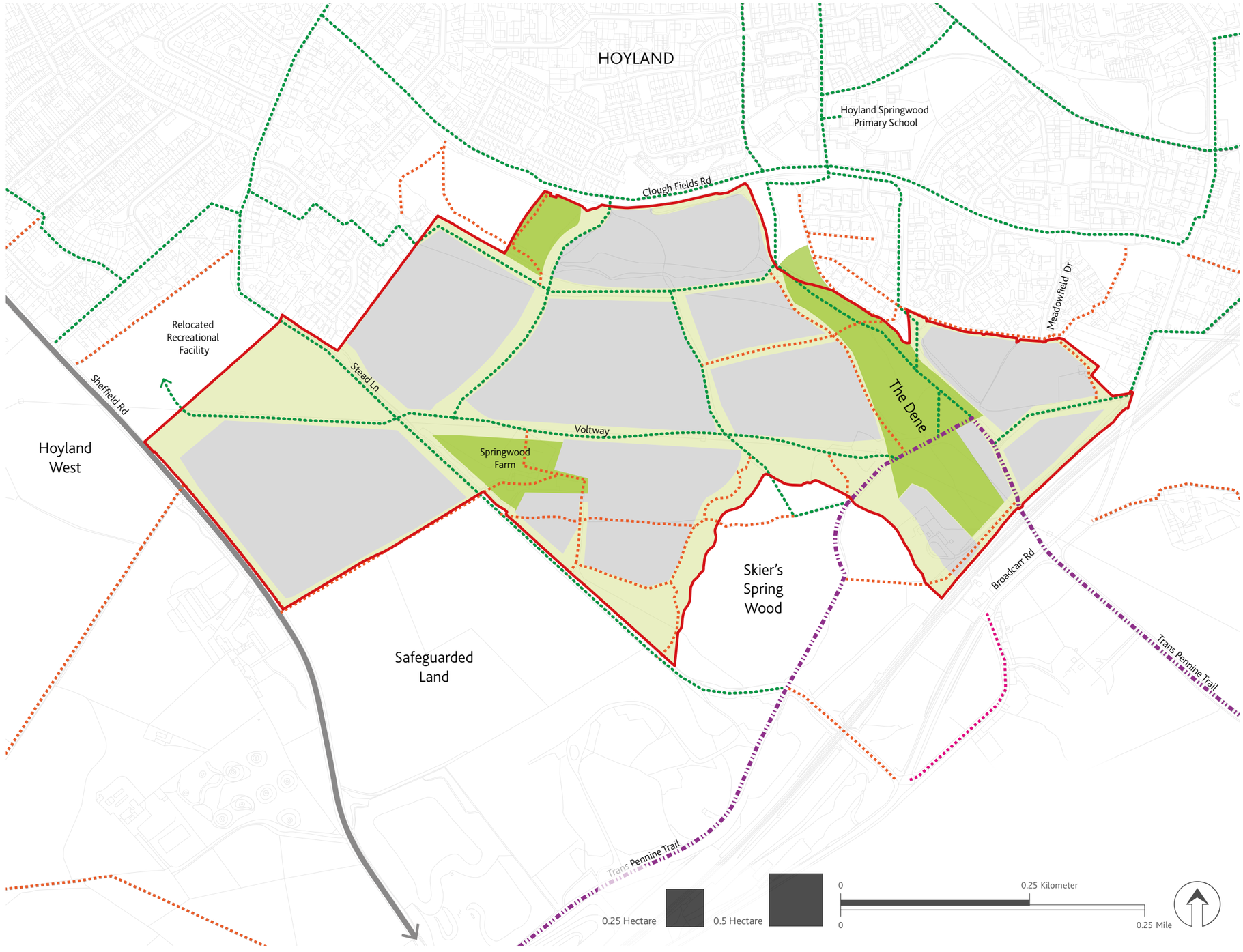
Further detail of these routes is located below, with information provided based on available guidance and best practice. The South Yorkshire Residential Design Guide provides some specification with respect to street design, although dated 2011, has been superseded in places by recent best practice.

5. MASTERPLAN FRAMEWORK

5.2 MOVEMENT FRAMEWORK

A network of landscaped active travel routes are proposed through the site. These provide generous, attractive, safe and direct traffic free links through the site linking to local facilities and services. Existing PRoW through the site shall be retained. These new and existing routes should connect with existing external PRoW. Any new roads crossing existing PRoW shall require safe crossing provision for users.

Fig 21. identifies a number of different active travel routes including pedestrian links, cycle routes and the TPT. Where possible these should be included within the open space and GI.



KEY

- DEVELOPMENT PARCEL
- OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
- FOOTPATH
- ACTIVE TRAVEL LINK TO LOCAL FACILITIES AND SERVICES
- BRIDLEWAY
- TRANS PENNINE TRAIL (TPT) AND NATIONAL CYCLE ROUTE 67 (NCN)

Fig. 21: Active Travel Links Strategy Plan (Contains information from Esri)

5.2 MOVEMENT FRAMEWORK

All routes should be wide, include planting and provide segregation between pedestrians, cyclists and horses where relevant. Safety considerations include that routes are overlooked for passive surveillance and lighting is provided. New walking/ cycling routes will also be fully accessible for all abilities including surfacing. New routes not forming part of the adopted highway will become designated PRoWs.

Crossing provision will prioritise the active travel modes over vehicles within these routes.

Path widths should be a minimum as follows:

- Footpaths - 2 metres
- Active travel routes - 2 metre footpath with 2.5 metre segregated cycle route
- Bridleway not enclosed - 3 metres
- Bridleway enclosed - 4 metres

Landscaped Active Travel Routes

The core routes through the site comprise an east-west link through the centre of the site, along the central power line and north-south along Stead Lane. There are three additional main north-south routes that link the site with existing communities and facilities surrounding it, connecting with local pedestrian and cycle routes. A number of these landscaped active travel routes through the site link to the TPT and NCN, through Skier's Spring Wood Local Wildlife Site, to the south west of the site.

Pedestrian Links

In addition to the landscaped active travel routes, additional footpath routes through the site provide a wide variety of direct routes for pedestrians. Desire lines include links to local communities and amenities to the north and west, Elsecar Rail Station to the north east and to leisure routes to south and east. Pedestrian links should connect all dwellings to the local and wider network, including to nearby bus stops and a wider connection to Elsecar Rail Station.

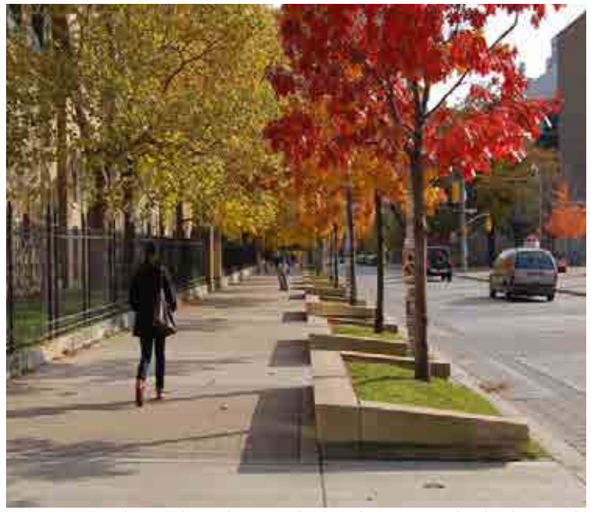
Regular crossings shall be provided to link the pedestrian routes. A toucan crossing is proposed over Sheffield Road to link the existing and future communities within Hoyland to the proposed Hoyland West commercial development.

Cycle Links

Cycle provision is made along the landscaped active travel routes through the site. These should include segregated facilities to provide legible, safe, traffic free routes for pedestrians and cyclists and link to existing routes around the site. In addition, the vehicular streets through the site shall be designed to keep vehicle speeds low and enable cyclists to cycle on street.

Cycle parking hubs to be located along active travel links throughout the development

Street trees and green planters alongside pedestrian footpath and crossing points



Street trees alongside pedestrian footpaths to provide shading and green streetscape throughout the development

Designated cycle path with landscape segregation from vehicular route

5. MASTERPLAN FRAMEWORK

5.2 MOVEMENT FRAMEWORK

The street network provides for vehicular access through the site. Pedestrians and cyclists must also be accommodated on these routes.

KEY

- DEVELOPMENT PARCEL
- OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
- EXISTING VEHICLE ACCESS
- PROPOSED PRIMARY VEHICLE ACCESS
- PROPOSED SECONDARY VEHICLE ACCESS
- PROPOSED TERTIARY VEHICLE ACCESS
- EXISTING BUS ROUTE
- EXISTING BUS STOP
- PROPOSED BUS STOP
- PROPOSED BUS ROUTE
- OPTIONAL BUS GATE
- FOOTPATH
- ACTIVE TRAVEL LINK TO LOCAL FACILITIES AND SERVICES
- TRANS PENNINE TRAIL (TPT) AND NATIONAL CYCLE ROUTE (NCN)
- BRIDLEWAY
- PROPOSED VEHICLE ACCESS POINT

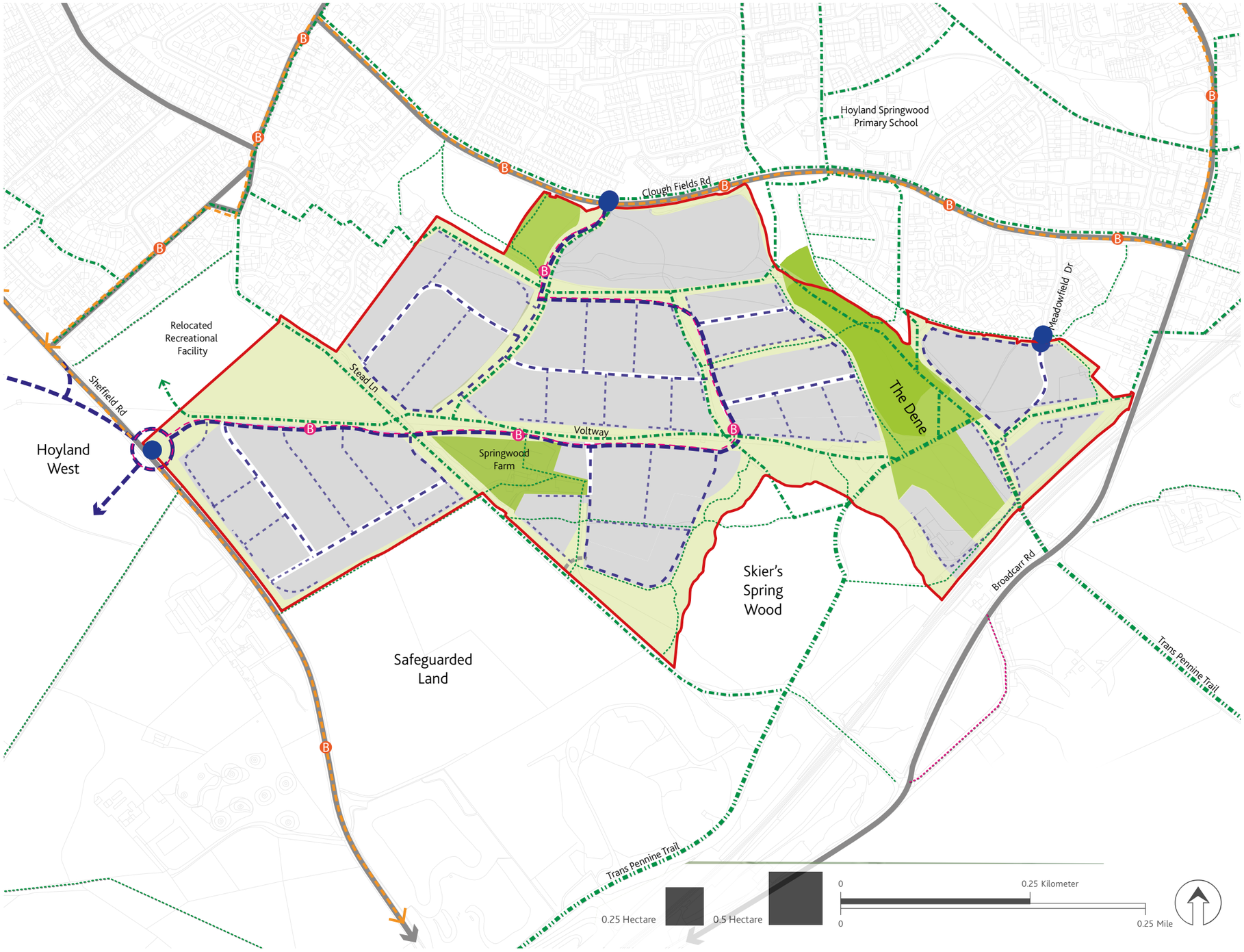


Fig. 22: Vehicular Movement Strategy Plan (Contains information from Esri)

5.2 MOVEMENT FRAMEWORK

Principal Streets
The Primary Route provides the main access route through the site connecting to the external network from Sheffield Road and Clough Fields Road. A roundabout junction with Sheffield Road is proposed as part of the Hoyland West development. A priority controlled junction with Clough Fields Road shall be sufficient and a right turn lane and pedestrian refuge should be provided to improve safety. Detailed highway assessment of proposed new junctions as well as off site highway impacts and mitigation shall be required as part of future planning applications for the site. The scope of these, and any traffic survey requirements, needs to be agreed with BMBC and Highways England.

The Primary route is circuitous, with a central loop through the site to discourage potential rat runs. Access requirements are for all vehicles – buses, emergency services, refuse / service vehicles and general traffic. Design requirement = min 5.5m, 20mph design speed proposed. Pedestrian footways are to be provided on both sides – min 2m width. Cycle provision is on street, although traffic flows are unlikely to require specific cycle lane infrastructure.

The Primary Route shall provide a Bus Route through the site to link with existing services on Sheffield Road and Clough Fields Road. The Bus Route should follow the loop through the site. Early liaison with Barnsley Bus Partnership stakeholders is required to develop proposals, and could include a range of bus service types such as M1 express services as well as local services. Design – For bus routes, a preferred dimension of 6.75m desirable minimum but is subject to, but not limited to, details of development layout, parking provisions (dwelling and visitor) and internal highway geometry.

Bus stops are to be provided at regular intervals to ensure all dwellings are within 400m walking distance, preferably 300m. Guidance indicates bus stops to be provided on street, however SYPTE/operators have indicated a preference for lay-bys – this to be confirmed as the Masterplan is progressed in further stages. Bus stops should include raised kerbs, seating, CCTV and real time information. Pedestrian footways to be min 3m at bus stops to cater for additional pedestrian movements. Bus stops should be connected to footways / cycleways through the site to provide good links between bus and active travel modes.

The Primary Route will be adopted by BMBC.

Local Streets - Secondary and Tertiary Routes

Secondary Routes provide links to development parcels from the Primary Route. In addition, the proposed access to the north east parcels of the site, via a connection from the existing Meadowfield Drive, should be designated a Secondary Route within the street hierarchy. Access requirements are for emergency services, refuse / service vehicles and general traffic. Design requirement = preferred min 5.5m, 20mph design speed. Pedestrian footways are to be provided on both sides – min 2m width. Cycle provision is on street, although traffic flows are unlikely to require specific cycle lane infrastructure.

Tertiary Routes / Local Accesses shall provide local accesses to individual buildings / driveways. These are not necessarily all shown on the Masterplan, but are considered as part of the Movement Framework. Access requirements are for emergency services and general traffic, possibly also refuse / service vehicles. Short cul-de-sacs discourage vehicle through movements – although pedestrian and cycle links must connect streets. A 20m max distance cul-de-sac is the limit if provided without a turning head – a requirement for emergency vehicle access. Design requirement = preferred min 5.5m, 15/20mph design speed. Pedestrian footways are to be provided on both sides – min 2m width. Cycle provision is on street, although traffic flows are unlikely to require specific cycle lane infrastructure.

Secondary Routes to be adopted by BMBC. Tertiary routes and local accesses to be determined.

5. MASTERPLAN FRAMEWORK

5.3 CHARACTER AREA FRAMEWORK

A number of different character areas must be created that respond to the local context and distinctive site characteristics, as well as the land use for each area. The surrounding neighbourhoods and local landscape, along with site constraints, help to shape a number of distinctive character areas.

The character areas identified are shown in Fig 23. are as follows:

- Community Neighbourhood
- Family Neighbourhood
- Green Neighbourhood
- Voltway
- Springwood Park
- Parkside

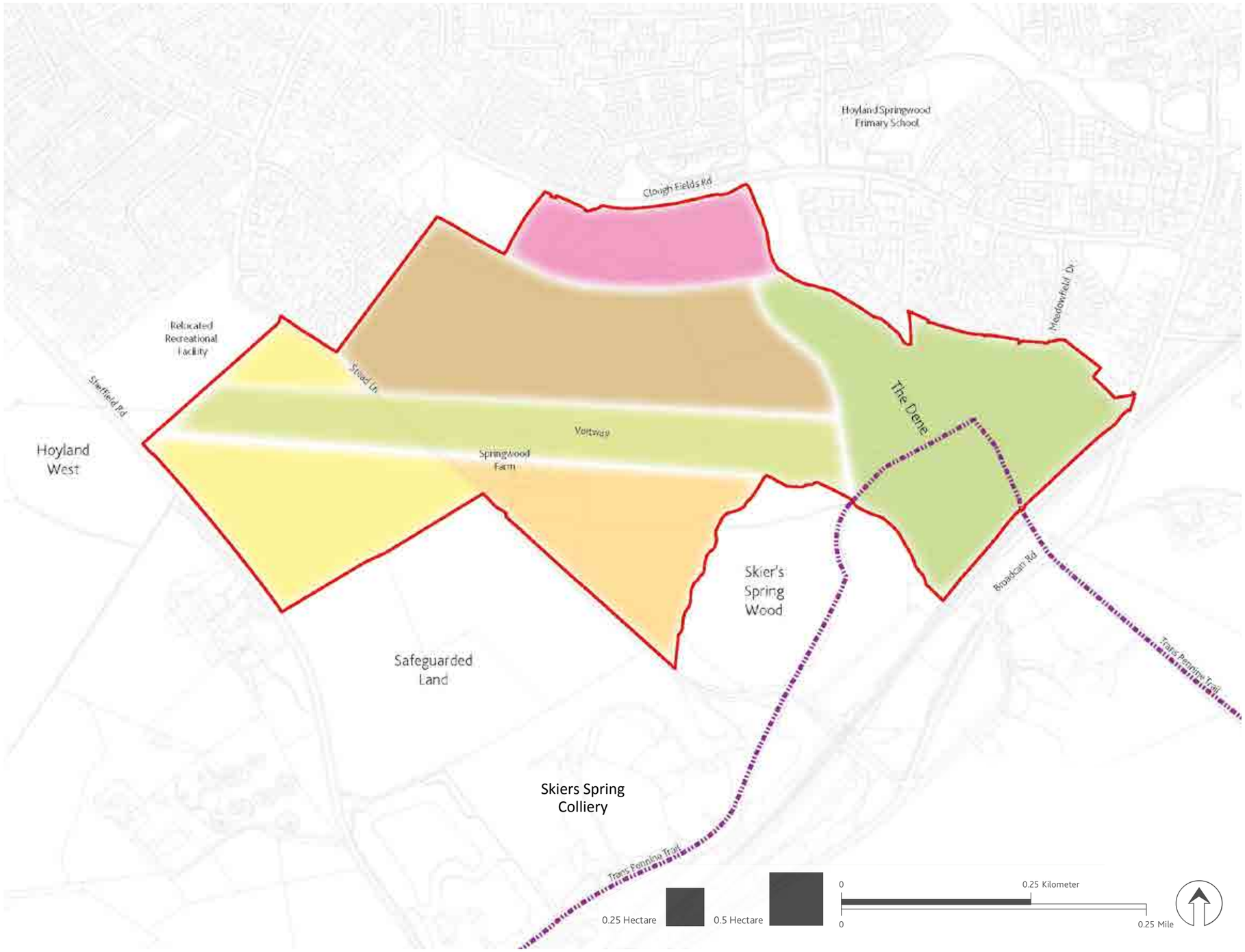


Fig. 23: Character Areas Plan (Contains information from Esri)

5.3 CHARACTER AREA FRAMEWORK

1 Community Neighbourhood

Adjacent to Cloughfields Road, this character area will provide a key gateway and interface between existing and new communities and will include a small local shop towards the West of the area. Other key community facilities may be located here depending on demand. If required, this could include a new 420 place primary school.

As a school site, the main buildings should be located towards the west, allowing the playing fields to be located behind and to the east, adjacent to the green link of the Dene. This will retain views to the south, across the playing fields for the existing properties on Cloughfields Road. A new school would provide a gateway focal point for the development and should be designed to be a single storey high quality building that is distinctive and attractive. Any parking associated with the school should be located away from Cloughfields Road and the main access to development. Contemporary or traditional high quality materials and detailing may be used for this gateway building.

If the school is not deemed necessary, residential development should be delivered as is included in the Local Plan. This should provide a number of north south links through into the wider site and not replicate the cul-de-sac nature of surrounding development. Larger, well spaced detached properties should be located to the East of the site with big front gardens fronting onto the Dean greenway to provide a greener, softer "feather" edge to development.

Due to the steep topography dropping into the site along Cloughfields Road, a landscaped strip will buffer development from existing properties.

2 Family Neighbourhood

The main residential area, located in the centre of the site with good active travel links to schools, parks, recreation and local facilities. To the west, this area adjoins existing neighbourhoods and to the east is adjacent to the Dene where development should front the open space. The street grain is derived from existing patterns in Hoyland Common where a grid provides a strong perimeter block typology. The densities are relatively high throughout this area and may include townhouses and terraces along with semi and detached properties. The massing is generally of 2 stories, but 2.5 stories may be appropriate on corner plots and buildings facing primary travel routes. Two active travel / green links run north south through this area and should be fronted and well overlooked by development.

3 Green Neighbourhood

Located to the east of the site, this neighbourhood is characterised by the views of open countryside to the south, the steeply sided valley and priority habitat of the Dene and Skiers Spring Wood which distance it from the rest of the site to create a "secluded" neighbourhood. The steeply sided valley of the Dene will become the backbone of the blue infrastructure network providing opportunities for SuDS attenuation and habitat creation. This neighbourhood will be characterised by a green and leafy feel to help it sit comfortably with the surrounding habitat areas and adjacent greenbelt. Development will be lower density with space between buildings to allow for more greenery and tree planting which should help mitigate the impact of development. Building lines should be more informal providing a more natural setting. Along with traditional vernacular building materials, a greater variety of high quality natural materials can be used including timber and metal cladding. Detailing and massing can be more informal to sit in the "softer" setting.

This area is highly visible to the surrounding areas so any planning application will require a Landscape and Visual Impact Assessment.

Community neighbourhood example - Kirkmichael Primary School


Community neighbourhood example - The Croppings, Lightmoor Telford

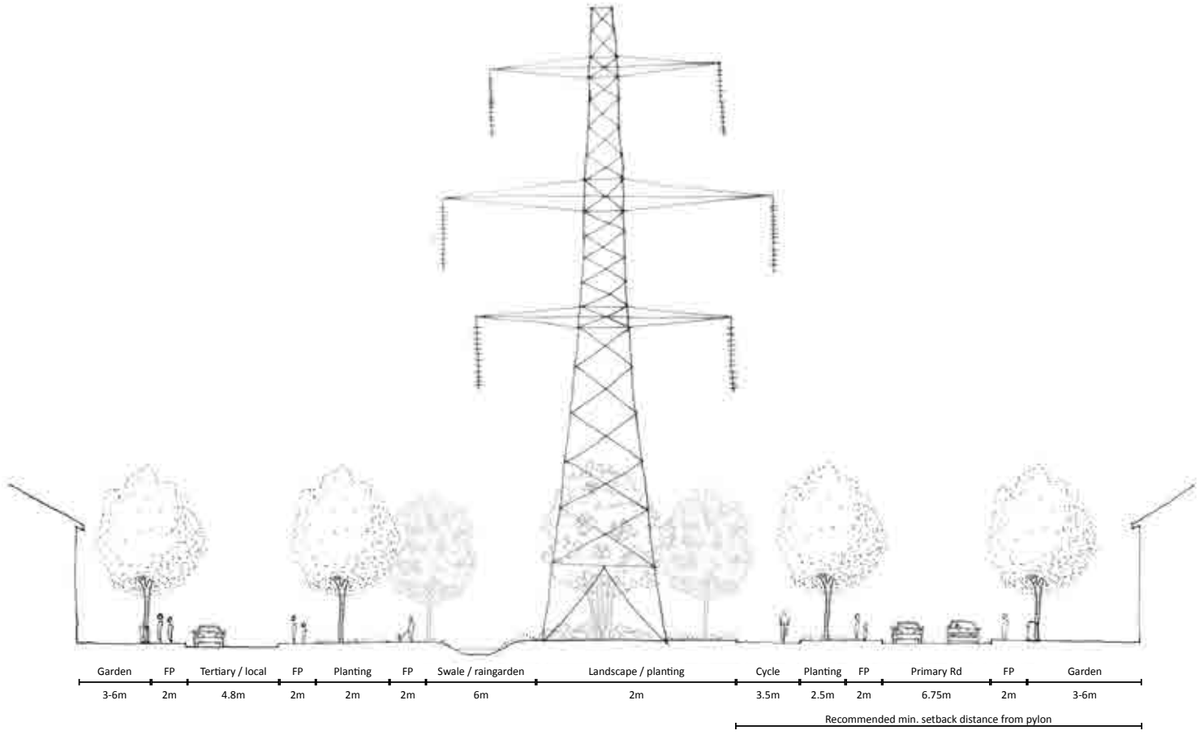
Family neighbourhood example - Lovedon Fields, Kings Worthy, Winchester

Green neighbourhood example - Croppings Park, Lightmoor Telford

4 **Voltway**

Linear park and adjacent neighbourhoods creates a distinctive east - west route through the development. To combat the impact of the electricity infrastructure, a richly textured landscaped and strong building typology will be utilised to mitigate its dominance. The route through the centre of the site will be fronted by development. There is opportunity for public art to be incorporated within and around the pylon structures and SuDS swales within the GI. The landscape treatment below the transmission lines should run perpendicular to the lines to break their linear influence. The route should consist of a number of different treatments including high quality hard and soft landscaping that provides a number of functions including larger areas for gathering and events, areas for wildlife and areas for recreation and relaxation.

Development should front the Voltway with strong building lines of short terraces, townhouses and closely spaced houses located close to the front of the plot. High quality materials, fenestration and detailing will help to define the buildings as a dominant factor.



Voltway example - Fairford Lays Way, Aylesbury

Voltway example - Colourful cladding installations on pylons

5 Springwood Park

Connected to strong east west and north south active travel links and with a community focus, this will be the heart of the new development. Located towards the southern edge of development, this neighbourhood should be shaped by the surrounding GI including Skier's Spring Wood Local Wildlife Site, priority habitat at Springwood Farm, Voltway green route and Stead Lane route.

The non designated heritage assets of Springwood Farm should be retained and influence the character of this area with sensitively designed buildings that reflect the scale and massing of the farm and draw on some of the materials and details. There is an opportunity to use a farmyard typology with a cluster of buildings around a central courtyard for parts of the development.

Development should front open space and prove a "soft feather edge" to the southern boundary, with lower densities and larger front gardens to increase landscape and tree planting with a more informal building line.

Springwood park example - Derwenthorpe, York

6 Parkside

Located to the west of the site, this neighbourhood has good links to Hoyland Common and the proposed Hoyland West employment development. The proposed Parkside recreational development will form the northern edge of this area. This area should take cues from the Victorian layout of Hoyland Common with a strong street grid and perimeter block layout.

Development should be set back from Sheffield Road with a landscape buffer and secondary access, but face onto this main arrival route to Hoyland Common. Properties along this edge can be larger in scale, up to 3 stories, to balance the size and massing of the employment development at Hoyland West. Stead Lane should be overlooked with development facing it to.

Materials should be consistent with Hoyland Common vernacular designs and be primarily of stone. Some limited brick may be used to the side and rear of properties.

5. MASTERPLAN FRAMEWORK

5.4 PLACEMAKING/ URBAN DESIGN FRAMEWORK

The placemaking framework should promote a distinct identity and strong sense of place for the site. It should facilitate the creation of a cohesive community that sits comfortably within its context and is well integrated with the surrounding landscape and neighbourhoods.

KEY

- OPEN SPACE / GREEN INFRASTRUCTURE
- COMMUNITY ALLOTMENTS / ORCHARD
- HIGH DENSITY RESIDENTIAL PARCELS
- MEDIUM DENSITY RESIDENTIAL PARCELS
- LOW DENSITY RESIDENTIAL PARCELS
- POTENTIAL PRIMARY SCHOOL SITE
- ACTIVE TRAVEL LINK
- BRIDLEWAY
- TRANS PENNINE TRAIL (TPT)
- EXISTING VEHICLE ACCESS
- PROPOSED PRIMARY VEHICLE ACCESS
- PROPOSED SECONDARY VEHICLE ACCESS
- BIODIVERSITY / WILDLIFE CORRIDOR
- KEY VISTA
- PRIMARY FRONTAGE
- LANDSCAPE FRONTAGE
- GATEWAY
- COMMUNITY HUB
- LANDMARK BUILDING/ STRUCTURE

Fig. 24: Placemaking/ Urban Design Strategy Plan (Contains information from Esri)

5.4 PLACEMAKING/ URBAN DESIGN FRAMEWORK

A number of strategies have been identified that are essential to the placemaking and urban design framework to ensure a cohesive and legible neighbourhood.

Local Distinctiveness
A strong placemaking framework should help ensure that the masterplan area embodies a strong sense of place whilst taking cues from local characteristics.

Legibility
Central to the placemaking approach is the notion that gateways and vistas across the masterplan area should allow for coherent navigation and movement through.

Walkability and Connectivity
Quality networks of pedestrian and cycle infrastructure should create a network of compact and walkable neighbourhoods that support sustainable transport.

Integrated neighbourhoods
Whilst the masterplan area should be made up of different character areas, connections between them shall create an overarching identity to the development.

Desirable neighbourhoods
Areas that have a distinct character, provide a variety of community facilities and have integrated networks of public realm and green space shall be attractive.

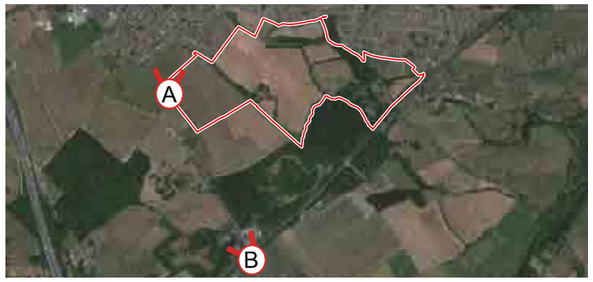
Public realm
A key place making principle for the masterplan area is concerned with the creation of a hierarchy of spaces that both connect people to community facilities as well as creating an integrated and walkable development.

Gateways and Vistas
Existing site conditions such as the landscape topography should be used to create key vistas of the surrounding countryside. Landmarks and gateways should be adopted at prominent locations in order to make visual connections across the development and create a series of integrated neighbourhoods.

Edges and Frontages
There should be a contextual use of edge treatments across the development. Some outer areas shall adopt a soft rural edge to integrate sensitively into the surrounding landscape, whilst other areas should show urban frontage and interact with key routes throughout.

Community Hub and Allotment
The existing Springwood Farm and associated gardens and orchards should become a new community hub with opportunities for community orchards and allotments and an active travel centre with cycle related infrastructure to promote different modes of transport throughout the area.

Character Areas
Whilst the masterplan area should have its own special character and identity, it should be more than just a single place. A number of integrated character areas that compliment existing landscape and settlement features should be adopted. (See Fig. 23)




View A - View east from Sheffield Road within the site


View B - Local character reference - Listed building


Integrated and diverse neighbourhoods - Great Kneighton Housing, Cambridge


Equipped play area and well designed open space - Croppings park, Lightmoor


Community grow garden - part of the new heart of the development encouraging health and well being


Landscaped active travel routes throughout the development

5. MASTERPLAN FRAMEWORK

5.5 GREEN INFRASTRUCTURE / PUBLIC REALM FRAMEWORK

The site should adopt a holistic approach to planning and design with integrated GI - including the provision of natural features and ecosystem services, delivering a resilient landscape.

KEY

- DEVELOPMENT PARCEL
- OPEN SPACE / GRLLN INFRASTRUCTURL ALLOCATION
- EXISTING TREES
- COMMUNITY ALLOTMENTS / ORCHARD
- NEIGHBOURHOOD PUBLIC OPEN SPACE
- SAFEGUARD SITE
- GRLLN BELT
- WOODLAND
- FOOTPATH
- GREEN LINKS / ACTIVE TRAVEL
- TRANS PENNINE TRAIL (NT)
- EXISTING VEHICLE ACCESS
- EQUIPPED PLAY AREA
- ATTENUATION POND
- EXISTING WATERCOURSE
- BLUE INFRASTRUCTURE - RAINGARDEN OR SIMILAR
- BIODIVERSITY / WILDLIFE CORRIDORS

Fig. 25: GI/ Public Realm Strategy Plan (Contains information from Esri)

5.5 GREEN INFRASTRUCTURE / PUBLIC REALM FRAMEWORK

The GI and public realm framework of the site draws cues from the existing landscape and habitat features on site and surrounding landscape character, it should retain and enhance existing hedgerows and trees and provide a minimum of 15 per cent open space in line with Local Plan policy. Development will also be expected to provide a 10per cent Biodiversity net gain

Key drivers of the GI strategy are as follows:

- Climate change adaptation and mitigation. By delivering a well connected GI framework, people will be encouraged to travel in a more sustainable way.
- Connected GI creates wildlife corridors which provides increased permeability through the landscape. Installation of attenuation features will reduce the risk of flooding and provide aquatic habitat to increase biodiversity.
- Recreation and Health. By providing recreational opportunities close to peoples homes, such as allotments and equipped areas for play, there will be a positive impact on local health and well being.
- Education. With a potential new primary school there is opportunity to provide areas of outdoor play and recreation to connect children with nature.

Open Space Provision

The masterplan area will provide high-quality accessible open space in response to the requirements set out in the Local Plan. The open space network will respect and enhance the existing natural features and will create new ones. They will manifest as a response to existing drainage, land form, ecology and recreation.

Green Corridors

Corridors of trees, green spaces, pedestrian and cycle ways will connect the masterplan area with surrounding active travel network. These corridors form the green spine of the masterplan area and additionally reduce the impact of climate change, offer sustainable active transport routes and enable connected wildlife corridors to increase permeability through the landscape.

Play and Recreation

Informed by the Local Plan, equipped areas that provide a wide range of facilities, such as play equipment and casual play areas, must be created for children and young people. Within the wider open space, opportunities for naturalistic and informal play should be encouraged. Community grow gardens must also be facilitated to provide residents with the opportunity to grow food and flowers.

Neighbourhood Green Space

The GI framework will accommodate a series of green spaces along the key green corridors. These will be managed and vary in scale and location across the masterplan area to ensure recreational opportunities to all residents.

Biodiversity Net Gain

Biodiversity Net Gain (BNG) looks to leave biodiversity in a better state than before. One of the important principles to implement is the mitigation hierarchy starting with avoiding impact. The development shall achieve at least 10 per cent Biodiversity Net Gain.

Management and Stewardship

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 shall be for the new residents to enter into a service charge arrangement run by the Land Trust and Yorkshire Wildlife Trust (YWT) 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 should be opportunities to secure biodiversity gains;
- Community engagement shall 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);
- 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 shall 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 the Land Trust and YWT 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 should be the beneficiary of the initiatives funded by the management organisation and are therefore best placed to evaluate the impact of these initiatives.

Children's play area and informal recreational open space as new green hearts

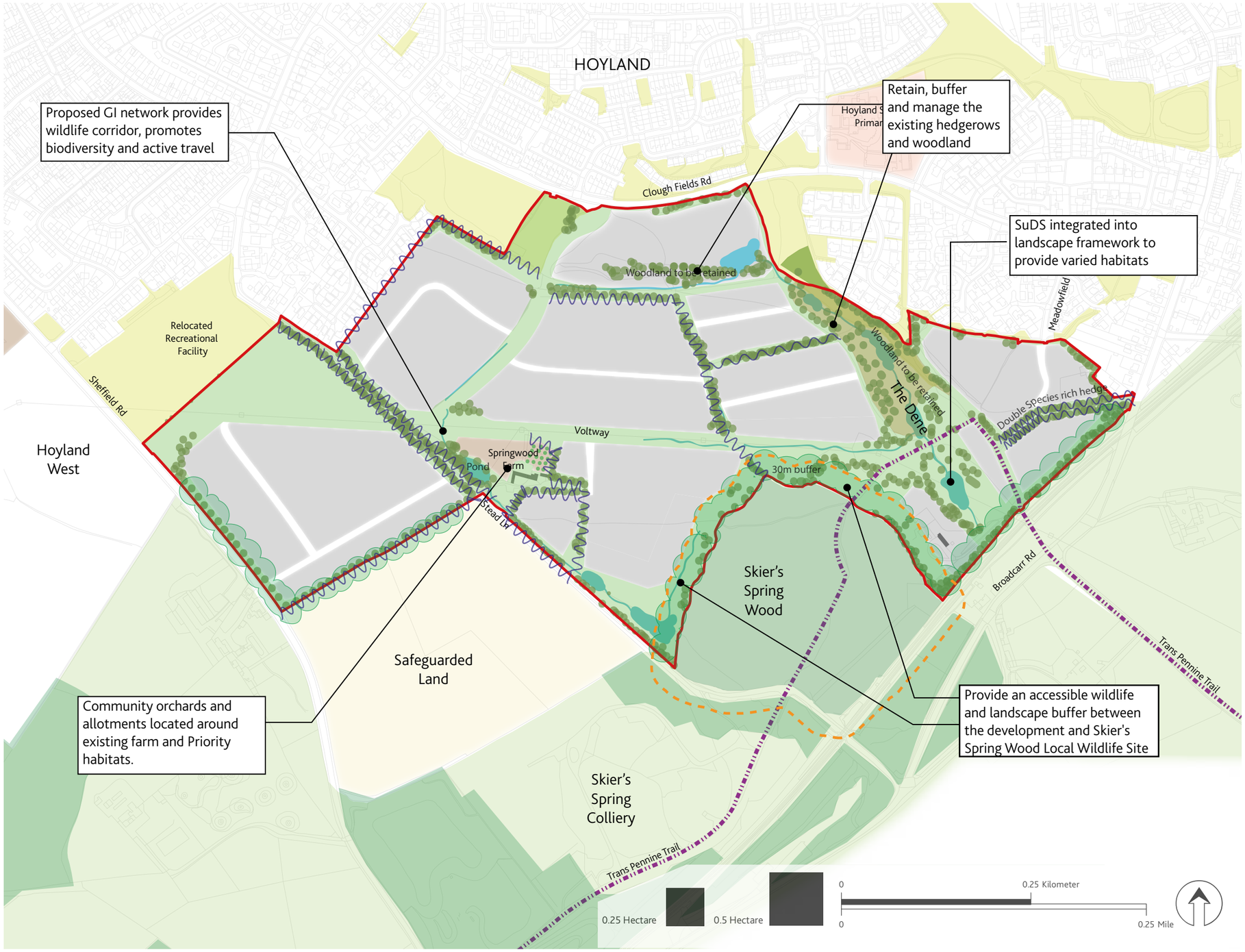
Green active travel routes to be implemented across the site

5. MASTERPLAN FRAMEWORK

5.6 LANDSCAPE/ ECOLOGY FRAMEWORK

The site shall adopt a holistic approach to planning and design with integrated strategies on landscape and ecology.

The overarching principle for the landscape and ecology framework ensures all future developments to achieve 10 per cent biodiversity net gain across the site. The key drivers for the proposed strategy are as follows:



KEY

- DEVELOPMENT PARCEL
- ANCIENT WOODLAND / BROADLEAVED WOODLAND
- MINIMUM 30M BUFFER ZONE AROUND ANCIENT WOODLAND
- EXISTING TREES
- TREES / HEDGEROW TO BE REMOVED
- PRIORITY HABITAT
- COMMUNITY ALLOTMENTS / ORCHARD
- EXISTING SCHOOL
- SAFEGUARD SITE
- GREEN BELT
- LANDSCAPE BUFFER TO THE GREEN BELT
- EXISTING INTACH SPECIES-RICH HEDGEROW
- OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
- WETLAND HABITIATS
- EXISTING NEIGHBOURING OPENSPACE
- TRANS PENNINE TRAIL AND CYCLE ROUTE 67

Fig. 26: Landscape Strategy Plan (Contains information from Esri)

5.6 LANDSCAPE/ ECOLOGY FRAMEWORK

- Local Distinctiveness. A strong GI framework should enhance the local sense of place of Hoyland South when related to the existing landscape character.
- The S41 Priority Habitats; orchard and broadleaved woodland within the site should be retained and enhanced to improve biodiversity. It should also create an important tranquil recreation opportunity linking surrounding neighbourhoods with the wider GI infrastructure.
- Skier's Spring Wood Local Wildlife Site and Ancient Woodland should be protected by an accessible new landscape and ecology buffer from the development. This is illustratively shown at a 30m width in the Masterplan Framework, with the exact width to be determined by developers through further ecological and habitat assessment prior to submission of planning applications. Developers shall note that whilst current guidance states that this should be 15m as a minimum, the actual width of the buffer will be dependent on the condition of the woodland and also the proposed development – not just physical impacts, but also air pollution. Skiers Spring Wood along with Skiers Spring Colliery provide valuable habitat, and a corridor for nature and people connecting to the wider landscape. The existing TPT/NCN route should be enhanced to encourage people to remain on dedicated routes to give nature space through these important habitats and improve accessibility between Broadcarr Road and Sheffield Road.
- Landscape buffers should define the south eastern edge of development to screen it from the greenbelt and railway line. Landscape buffers along Sheffield Road should screen the development from the green belt and Hoyland West employment area
- Existing hedges to be retained and enhanced with native species of local provenance, providing green footpath and active travel routes.
- Existing trees to be retained and located within accessible open space or as part of wildlife corridors.
- The hedgerows, broadleaved woodland and watercourses should provide corridors for movement and foraging opportunities for species such as bats, badger, breeding birds and water vole. These habitats should be protected, enhanced and managed appropriately to ensure they continue to support biodiversity within the site.
- All trees and hedgerows will need to be formally assessed and the findings reflected in the proposals brought forward at application stage with a retention and removals plan.
- Any open areas of grassland / wildflower meadows should use a proprietary seed mix which uses native species.
- The creation of attenuation ponds should include designs to enhance biodiversity including the planting of native aquatic and marginal plants
- Future developers should be required to achieve at least 10 per cent Biodiversity Net Gain, leaving the biodiversity of the site in a better state than before. This is in line with the forthcoming Environment Bill.
- Incorporate bird and bat boxes on suitable trees and buildings, where appropriate to enhance the site.
- Consider the use of green and brown roofs on buildings where appropriate to increase biodiversity by providing additional habitats.

View A - Existing site from Cloughfields road

Opportunity for biodiversity improvements within priority habitats to increase species richness and variety

Defined foot and cycle paths through habitats help keep users to designated routes

Community gardens and orchards connect people with nature as well as providing habitat

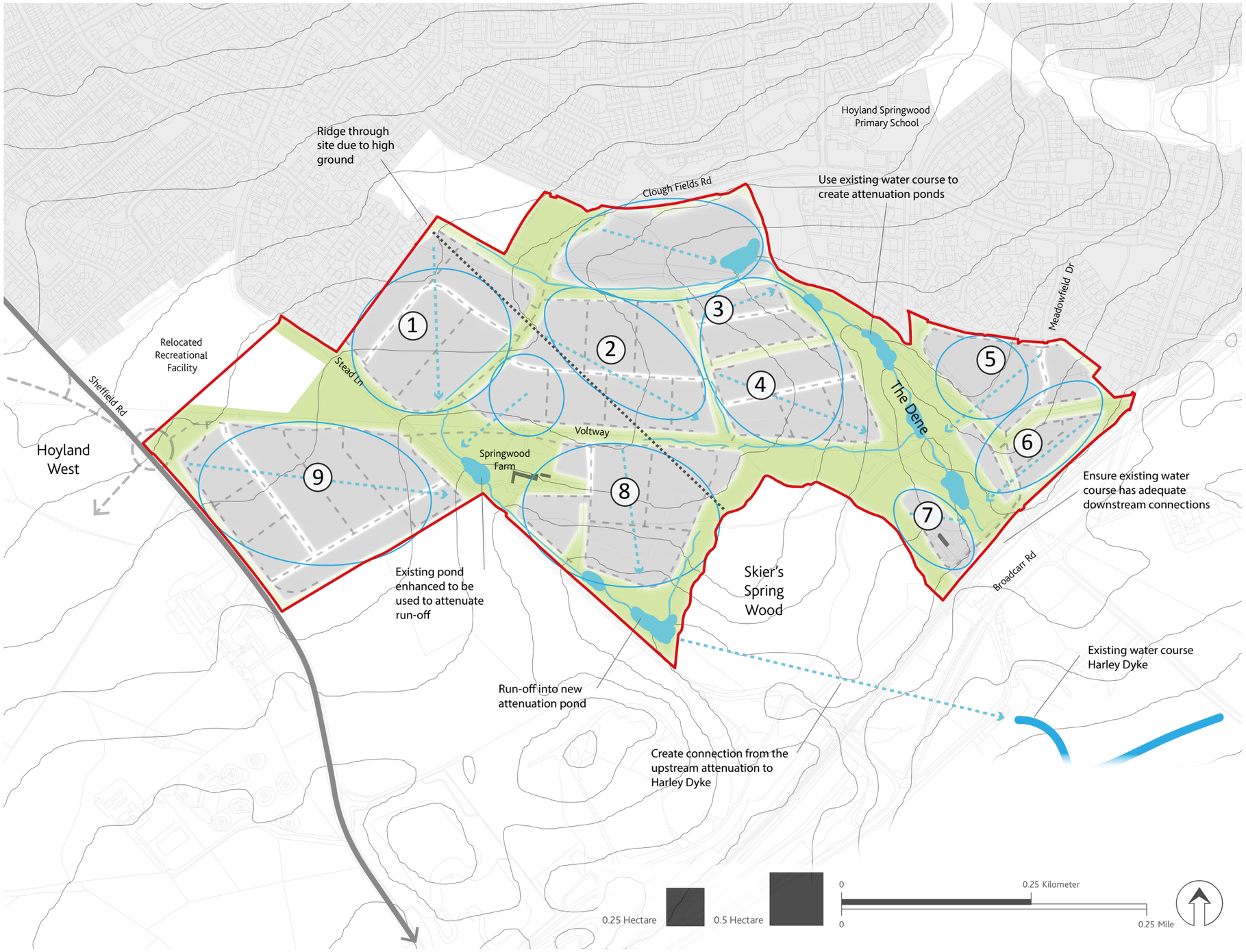
5. MASTERPLAN FRAMEWORK

5.7 BLUE INFRASTRUCTURE FRAMEWORK

The site shall adopt a holistic approach to planning and design with integrated blue infrastructure strategies - including the provision of natural features and SuDS throughout and around the development.
The blue infrastructure should provide amenity value to people and the designs should also enhance biodiversity, including native aquatic and marginal planting.

Attenuation ponds provide storm water storage as well as opportunity for habitat creation.

SuDS Swales integrated with GI and active travel routes provide green links across the site



KEY

- DEVELOPMENT PARCEL
- OPEN SPACE / GREEN INFRASTRUCTURE ALLOCATION
- PROPOSED VEHICLE ACCESS
- ATTENUATION
- (1) PARCEL
- BLUE INFRASTRUCTURE - RAIN-GARDEN OR SIMILAR
- INDICATIVE SURFACE WATER DISCHARGE AREAS
- CATCHMENT AREAS

Fig. 27: Blue Infrastructure Strategy Plan (Contains information from Esri)

5.7 BLUE INFRASTRUCTURE FRAMEWORK

Hierarchy for Discharging Surface Water

The Hoyland South site has notable constraints, which inform the drainage strategy:

- It is relatively steep in places, causing surface water to flow fast during storms. This also means that it is prone to "blue corridors" along the valleys where the land concentrates surface water into defined routes.
- The historic mine workings on the site are likely to preclude the use of infiltration drainage in the affected areas, as the effects of adding more groundwater may result in springs being created where the excavation floor meets the hillside.

The following drainage hierarchy is recommended for discharging the site's surface water:

Investigate the potential for infiltration

Ground condition information highlights that a section of the site was an open cast mine. The extents of the mining and its impact on the ground conditions should be confirmed, since this may limit infiltration in these areas. However, some areas of the site may not have been altered in the same way and thus could have some infiltration potential, subject to further investigations to check whether infiltration is possible. Although infiltration is preferred, it is not recommended until further information is attained.

Discharge into existing watercourses

No main rivers are within or near to the site. According to available map data it is unclear whether there are any formal watercourses on the site, although there appears to be three small unclassified watercourses within the site. Harley Dike is the nearest ordinary watercourse, 600m beyond the southern site boundary and Broadcarr Road. It feeds Elsecar Reservoir.

There is potential to discharge to these watercourses and multiple connections should be preferable to mimic the existing flows. A flow restriction will need to be imposed, requiring surface water attenuation on the site and upstream of the flow restrictor to prevent flooding. Potential attenuation areas have been indicated on the framework.

Discharge into YW Sewers

Where discharge via infiltration or watercourse is not possible, then connection to sewers should be investigated with Yorkshire Water. No sewers are shown to exist on the western or southern boundaries, so further information is required from Yorkshire Water prior to deciding where potential connections can be made. Off-site works may be required to lay new sewers to the site boundary.

High-level Drainage Strategy

In accordance with the South Yorkshire Interim Local Guidance for Sustainable Drainage Systems, the high-level strategy for the site's surface water is defined below:

1. Plan the site layout to assist surface water management

The site should be laid out to control surface water and minimise fast overland flows during storms. Site levels shall be terraced. This can slow the flow and enable the benefits of source control to be maximised further upstream, thus minimising attenuation volumes required further downstream.

Placing housing and infrastructure along the blue corridors shall generally be avoided to minimise flood or access risk.

2. Maximise the use of source control features

SuDS features should be used to help keep surface water on or as close to the surface as possible, prevent below ground drainage becoming too deep and reduce the need for large below ground attenuation tanks. They should include networks of shallow swales, rills or rain gardens through the development.

Under Sewers for Adoption 8th Edition (now known as Design and Construction Guidance document (DCG)) these may be designed to become adopted from April 2020, as long as it can be demonstrated that the majority of the surface water is coming from houses, rather than the roads. SuDS features serving mainly roads are unlikely to be adopted by Yorkshire Water. Drainage within adopted highway boundaries, including SuDS, need to be adopted by the Highway Authority and an agreement shall be reached with the Highway Authority if any SuDS are to be incorporated.

SuDS within the proposed development should become part of the GI network, helping to achieve the targeted biodiversity net gain and offering amenity value, providing a positive impact to the health and wellbeing of residents and the local community.

3. Convey water to discharge locations through small open channels or underground pipes depending on the context

4. Use flow restrictors to limit the rate of discharge and safeguard against downstream flooding

5. Attenuate run-off prior to discharge- using a combination of surface features such as ponds if applicable and below ground attenuation tanks

Estimated Attenuation Volumes

The total site area of 42.6 ha would discharge greenfield runoff at approximately 132l/s for a 1 in 30 year storm. If a conservative 70 per cent (24.6 ha) of the site is assumed to be impermeable, the total attenuation storage required across the site to meet the 1 in 30 year greenfield runoff rate is estimated at between 9,100 m3 and 13,200 m3. This should include any run-off attenuation within ponds and below ground tanks, and storage provided upstream in SuDS features and any infiltration, if utilised.

In addition, the site would need to accommodate a 1 in 100 year storm event within the site boundary, without causing any negative off-site impacts. This shall be demonstrated by planning applications and managed within the design of each drainage catchment and the design of the landscape.

The drainage design should address the areas of localised surface water flooding issues on the site.

Future Planning Applications

As planning applications are developed, it is expected that further surveys and testing should be undertaken by applicants to validate and further develop the strategy set out here, particularly to test the infiltration viability across the site. Engagement shall be undertaken with the Lead Local Flood Authority and Yorkshire Water.

Foul Water Drainage Strategy

The foul water drainage strategy for the site shall be developed once the capacity of the Yorkshire Water sewers adjacent to the site are confirmed. According to the available utility information for the site, there are some sewers on the northern and eastern boundaries and no sewers shown to exist on the western or southern boundaries.

It is anticipated that the strategy may include a gravity flow system which should discharge into existing Yorkshire Water sewer systems via a rising main. Multiple connections to the existing system are required at different points to better service the site and to reduce the length of the rising mains.

5. MASTERPLAN FRAMEWORK

5.8 HERITAGE

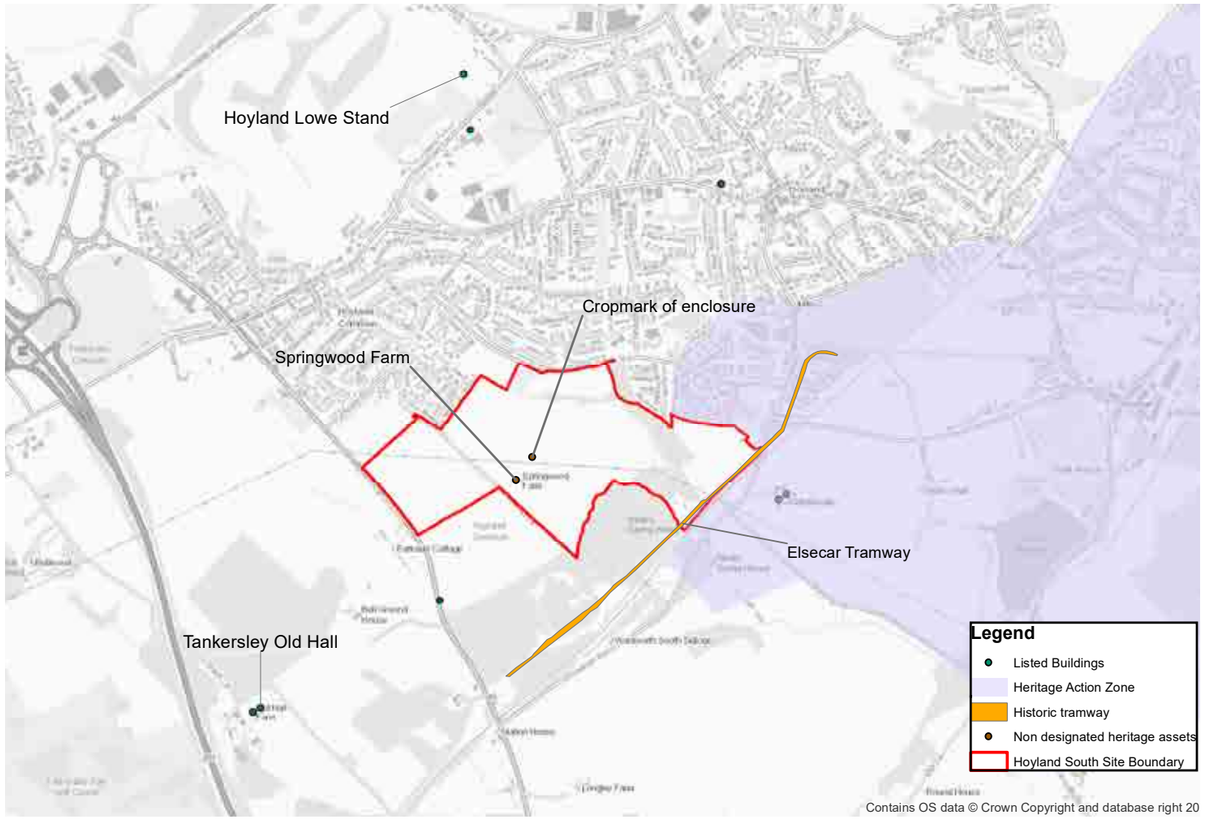
Hoyland South is located in an area which has been agricultural land since the medieval period, with the eastern and western-most edges remaining unenclosed commons until the early 19th century. While there has been opencast mining to the west of Stead Lane, meaning that there is little archaeological potential in this area, there is the potential for archaeological remains across the remainder of the site. To the north-east of Springwood Farm, there is a record of an Iron Age or Romano-British enclosure, identified from a cropmark, which suggests that there is a moderate to high potential for buried archaeological remains in this area. There is the potential for remains associated with post-medieval settlement around Springwood Farm, which is believed to be the site of the hamlet of Hoyland Common Side. There is also the potential for remains of shallow mine workings and other industrial features, notably including the remains of the Elsecar tramway, which crossed the southern part of the site. The industrial archaeology in the area is of particular significance due to its associations with the wider history of Elsecar and the Wentworth Estate.

Springwood Farm (previously known as Hoyland Common Side) is named on the 1818 Hoyland Township, but is likely a much earlier settlement with a building shown in this location on the larger scale 1775 Jeffery's map. The extant historic buildings at Springwood Farm are of a traditional design and appear to have individual buildings that relate to a number of historic phases of construction. I would suggest these are likely to have originated between the mid-18th century and the later 19th century. Some buildings are in the simple local vernacular style with sandstone walls of rubble or square coursing, with sandstone flags to the roof. Other later buildings (the Farmhouse) appear higher status Georgian / early Victorian, square coursing and Welsh Slate on the roof with timber Georgian style (eight over eight light) windows in evidence. Whilst undesignated, this is a building of some considerable local heritage significance with a setting and fabric that should be carefully protected.

Beyond the site there are a number of listed buildings, conservation areas and historic parkland, which have settings vulnerable to change, including the Wentworth Estate (2.5km south-east), Tankersley deer park, Alderthwaite and Elsecar. Visual impact assessment has shown that, whilst some views of the site are possible, including those close to the site and those from a greater distance, these are only partial due to the screening of the site by woodland or distance. As a result, the potential harm resulting from the development of the site is likely to be low, although the loss of rural surroundings to Elsecar and Hoyland should be a consideration. Development at the eastern edge of the site will inevitably also result in the loss of woodland which currently acts as screening opening up views of the site from the east. Equally, while undesignated, the setting of Springwood farm will be altered by adjacent development severing it from its current agricultural landscape, causing harm to its significance. Both these impacts potentially require mitigation.

Further work, which may be required, includes:

- further investigation of the archaeological potential of the site through aerial photograph analysis and trial trench evaluation;
- Historic buildings appraisal of Springwood Farm;
- Careful design to ensure the use of appropriate materials and vernacular architectural forms and, potentially, the inclusion of historic features such as the Elsecar tramway, in the design of the new development.



5. MASTERPLAN FRAMEWORK

5.9 HEALTH AND WELLBEING

The promotion of health and wellbeing principles are considered and embedded within the Masterplan Framework. The Masterplan Framework promotes sustainable development to support the creation of strong, vibrant and healthy communities. Planning for healthy and successful communities requires the provision of homes, jobs and services that people need whilst designing these places to facilitate healthy, active lifestyles alongside minimal environmental risk.
The Health Impact Assessment has identified the key health and wellbeing challenges that the Hoyland South site and wider Hoyland Milton ward face. The following health and wellbeing priorities have been embedded into the Masterplan Framework addressing the key challenges identified:

- **Housing design and quality** – providing space, screening and buffers to reduce noise and encourage peacefulness. Promotion of sustainable development and net zero carbon development.
- **Access to healthcare services and social infrastructure** – clear access routes and links to the existing healthcare services and shops within the Hoyland Milton ward. Provision of a small local shop within the site to cater for the wider community.
- **Access to open space and nature** – opportunities for spaces to exercise, provision of recreational facilities for all users to have fun and de-compress. A strong landscape strategy reflecting the rural boundaries of the site and allowing people to connect with nature and appreciate biodiversity encouraging mindfulness.
- **Air quality, noise, and neighbourhood amenity** - improving air quality both outdoors through encouraging use of sustainable transport and low emission vehicles, and indoors through use of modern building systems.
- **Accessibility and active travel** - encouraging people to move more with the mental and physical health benefits this brings. Access to wider Hoyland Milton Ward to encourage a feeling of rootedness and belonging.
- **Crime reduction and community safety** – safe routes for school children that are legible and well lit.
- **Access to healthy food** – opportunities for allotments and community food growing projects, encouraging all ages to be involved.
- **Access to work and training** – digital connections for people to work and learn at home, whilst also allowing them to connect with family and loved ones. Access to both local and regional employment opportunities – offering the potential for financial security, personal fulfilment and purposefulness.
- **Social cohesion and lifetime neighbourhoods** - defined hubs and focal points, potentially including a school, within the Masterplan Framework that will allow the community to come together, encouraging belonging and togetherness and helping those in need while connecting with the wider ward.

5. MASTERPLAN FRAMEWORK

5.10 SUSTAINABILITY AND ENERGY USAGE

Recognising the climate emergency declared by BMBC in 2019, and the goal to become a net zero carbon Borough by 2045, sustainability and energy usage have been intrinsically considered in the development of this Masterplan Framework.

Sustainable Travel

In 2019, the UK transport sector was responsible for 34per cent of overall greenhouse gas emissions, whilst 19per cent came from the residential energy use. A smaller proportion, estimated to be around 3.6per cent, came from construction. Therefore, the biggest gains are to be made in the way people travel, and in the energy demand and supply to buildings. Notwithstanding this, driving down "embodied carbon" in the construction sector also has a key role to play.

As set out elsewhere in this document, the use of sustainable transport is promoted, including walking, cycling, bus services, connections to railway stations and electric vehicle charging points in every home. This, alongside proactive travel planning on the part of developers, will reduce the carbon emissions associated with transport from residents and occupiers of the scheme.

Digital Communications Infrastructure

Furthermore, provision of high-speed digital fibre connections to the site will allow people the option of working from home, reducing the need to travel. 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.

Sustainable Construction

The reduction of embodied carbon is encouraged. This is achievable by, for example, far more extensive use of timber from certified sustainable sources than traditionally seen in UK housebuilding; use of modular products that reduce wastage; and greater use of both natural and recyclable materials alongside adoption of circular economy principles. It is required that developers will utilise the RICS Whole Life Carbon Assessment for the Built Environment framework to reduce the embodied carbon of housing on this site and will transparently publish details of the outcome of this assessment as part of the marketing process.

Energy Strategy

An Energy Strategy has been undertaken to develop energy pathways for Hoyland South, as part of the Masterplan Frameworks, that aim to help Barnsley in their transition to becoming a net zero carbon emissions borough, by 2045.

Building Fabric Performance

High fabric performance of a dwelling is key to reducing the space heating demand and the associated carbon emissions.

In order to assist BMBC in becoming a net zero carbon borough by 2045, developers should meet the aspirational standards outlined below in Table 2. Whilst the aspirational targets may seem ambitious, as technology and construction techniques improve and costs decrease, these targets will become more readily achievable.

Energy Supply and Distribution

Developers should follow the recommended pathways with regards to energy supply and distribution. These were developed through an assessment of current building energy standards, energy demand estimates, low carbon technology options and an energy options appraisal alongside engagement with BMBC officers. The preferred pathways for Hoyland South are listed below:

- Distributed air source heat pumps (ASHPs) in all dwellings
- Roof mounted photovoltaic (PV) panels with battery storage on dwellings with south-facing roofs, and grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the shop, and grid backup

A shown in Table 3, the equivalent carbon emissions from the preferred pathways are significantly lower compared to a counterfactual scenario, which would meet the heating and electricity demand through gas boilers and grid electricity.

However, these pathways are limited to homes and buildings operation, and they do not consider emissions from transport, street lighting or development maintenance. These sources of emissions should be explored further by both developers and BMBC as the scheme progresses.

In 2045, it is estimated the development will emit 135 tonnes CO_2e combined. This could be reduced through implementation of further emission reduction approaches, with further detail on this provided in the Energy Strategy report. For Barnsley to reach its net

zero goal, the remaining emissions should be offset. Developers will need to do this through investing in offsite renewables or rewilding and tree planting schemes.

Sustainable Drainage

The blue infrastructure strategy for the site, follows sustainable urban drainage principles to manage surface water run-off from the site, by maximising the use of source control features, slowing the flow, attenuating runoff and discharging at a restricted rate (to be agreed with Yorkshire Water and the Lead Local Flood Authority).

Future Applications

Future applicants should note that the council's local validation checklist requires the submission of an Energy Statement for residential schemes over 10 dwellings and non-residential schemes of 1,000sqm plus. The Energy Statement should clearly set out measures that will be included to deliver a net zero carbon development and the supporting evidence that underpins the proposed approach. If net 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 permit net zero carbon through retrofit at a future point.

Fabric performance area	Performance value			
	Recommended minimum standard	Recommended minimum standard source	Recommended aspirational standard	Recommended aspirational standard source
Air permeability	≤ 5 m^3/ ($h.m^2$) @50Pa	Building Regulations Part L1A (2013)	≤ 1 m^3/ ($h.m^2$) @50Pa	LETI Design Guide
Roof U-value	≤ 0.15 W/m^2. K	Passivhaus standards	≤ 0.11 W/m^2. K	Part L 2020
Wall U-value	≤ 0.15 W/m^2. K	Part L 2020 LETI Design Guide Passivhaus standards	≤ 0.13 W/m^2. K	LETI Design Guide (lower boundary)
Floor U-value	≤ 0.15 W/m^2. K	LETI Design Guide Passivhaus standards	≤ 0.11 W/m^2. K	Part L 2020
Window U-value	≤ 1.2 W/m^2. K	Part L 2020	≤ 0.8 W/m^2. K	Part L 2020 LETI Design Guide Passivhaus standards

Table 2: Recommended fabric performance standards for dwellings

Timeframe	CO_2e emissions (tonnes)	
	Preferred Pathway	Counterfactual Scenario
During estimated construction period (2022-2033)	5,000	14,900
Operation from estimated site completion to 2045 (2034 -2045)	2,400	17,500
Total	**7,400**	**32,400**

Table 3: Summary of equivalent CO2 emissions for preferred pathways vs. counterfactual scenarios

6. PHASING AND DELIVERY

It is expected that development of the site should come forward in a series of phases. There is flexibility on how phases may come forwards and Illustrative phasing is depicted in Fig. 28. It is noted that phases may not necessarily be delivered sequentially, however the delivery of certain phases could be dependent upon the availability of infrastructure networks (e.g. highways, drainage, utilities, etc.) to serve the respective parts of the site. The phasing strategy for the site has been developed as follows on the following page.

Further detail of the proposed approach to delivery is set out in the Delivery Strategy at Appendix B.

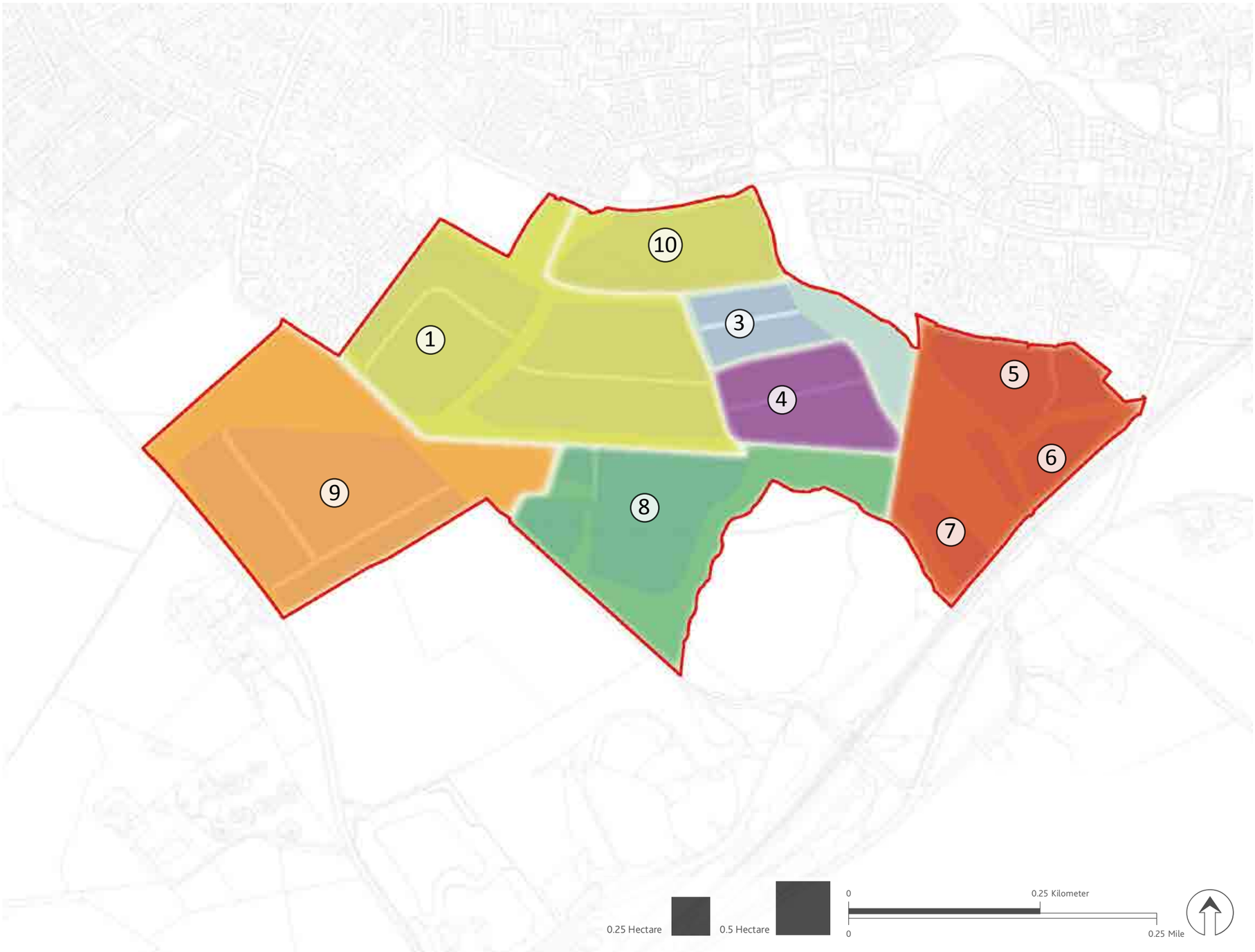


Fig. 28: Phasing Strategy Plan (Contains information from Esri)

Phase 1

The first phase is assumed to come forward off Meadowfield Drive (Plot 5). This parcel shall essentially be viewed as a "serviced plot", requiring little in the way of infrastructure to enable delivery. Plot 6 and 7 should follow, with access facilitated through development of Plot 5. This phase should see the first part of the eastern landscape active travel route being implemented, along with blue and GI in the adjacent valley and the LEAP/ NEAP.

Phase 2

The proposed roundabout on Sheffield Road, to be constructed as part of the Hoyland West scheme, shall provide access to Hoyland South from the west. This shall open up Plots 9 and 10 for development. The first section of the east-west landscape active travel route should be created at this time, along with the central LEAP/NEAP.

Phase 3

Plots 1 and 2 should come forward in Phase 3. This should allow the link from Sheffield Road to Clough Fields Road to be completed, permitting bus services through the site and providing access to local primary schools. The western and central north-south landscape active travel routes should be created at this time, along with the remainder of the east-west landscape active travel route. Development of these plots should progress away from the primary movement route (i.e. east-west in Plot 1, and west-east in Plot 2).

The recreation area off Clough Fields Road should be upgraded in this phase, with provision of a LEAP/NEAP and small local shop.

It is assumed that, should a new primary school be provided in Plot 10, this shall come forward in this phase to support the growing residential community. Any housing within that plot should also be developed at the same time to support uptake of school places.

Phase 4

Plot 8 shall be delivered in this phase, providing development mass to support the community hub proposed at Springwood Farm.

Phase 5

Plot 3 should be developed next, allowing completion of the eastern landscape active travel route.

Phase 6

Plot 4 shall be developed in the final phase.

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