



HOYLAND SOUTH MASTERPLAN FRAMEWORK

MASTERPLAN FRAMEWORK AND DESIGN CODE

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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

*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

7. DESIGN CODE

Purpose of the Design Code

This Design Code has been prepared by Gillespies and Arup to support the delivery of development of quality in Hoyland South (including a number of sites as included in the Local Plan: HS58, HS61, HS62, HS65 and HS68). The purpose of the Design Code is to set out a number of key principles that shall be applied across the site to create a distinctive and attractive place where people want to live, work and visit for generations to come.

The Design Code has been prepared in accordance with the Hoyland South Framework Masterplan, and should be read and applied in conjunction with Local Plan policy and SPDs.

The Design Code seeks to provide the necessary guidance on how these placemaking principles can be developed and applied across the Hoyland South development to support the delivery of the overall vision. It does this by setting out the design principles that should be applied in relation to key elements of the Masterplan Framework and by providing guidance on how the character of different parts of the proposed development should be developed in order to create distinctive places defined by their landscape and built form.

This Design Code reflects the placemaking objectives set out in the Masterplan Framework (see Section 5 of this document) and draws on the principles set out in many national urban design best practice documents, as well as in Building for a Healthy Life 12. The principles also reflect appreciation of the placemaking characteristics observed in a range of attractive places within the Metropolitan Borough of Barnsley and located close to Hoyland South.

The Design code is intended to ensure quality development across the allocated sites. Developers will be expected to comply with the Design Code or justify why, where they have not. Developers are encouraged to appoint a design team including: Architects, Urban Designers, Landscape Architects and Ecologists to ensure that the principles set out in the Masterplan Framework and the Design Code are met.

The design principles that are considered to be fundamentally important to the development of Hoyland South are listed below:

- 1. Character
- 2. Urban form
- 3. Homes
- 4. Facilities and Services
- 5. Connections
- 6. Streets
- 7. Landscape and Biodiversity
- 8. Parking and Accessibility



Distinctive homes that positively address open space and are integrated with the wider GI Framework



Community spaces that create a focal point and offer gathering and meeting spaces



Active travel routes that connect homes with services, facilities and the wider PRow network

7. DESIGN CODE

7.1 CHARACTER

This principle ensures the proposed development shall create a place with a locally inspired or otherwise distinctive character in its contextual setting. A number of character areas should be provided that respond to the specifics of the immediate vicinity, in terms of form and materials.

1. Existing factors - Topography, buildings and existing GI

Hoyland South has a rich variety of existing factors both within and around the site that should be used to create locally inspired identity.

1.1 Topography

The topography of the site offers opportunities for reaching views to the south over woodland and open countryside. However, this also means that the site is visible from the wider countryside and adjacent communities. To mitigate visual impact of the site on both the surrounding communities and wider landscape, Landscape and Visual Impact Assessments are expected with future planning applications.



Buildings and GI that work with Topography

1.2 Buildings and Historical influences

Local character should inform proposed development. Cues should be taken from buildings of merit such as listed or locally listed buildings, local villages, towns and the landscape around Hoyland, including the conservation area in Elsecar and Wentworth.

In the surrounding area, a legacy of historic industrialisation within a rural agricultural setting has had a strong influence on the appearance of buildings and the arrangement of settlements. A number of nationally and locally significant buildings, sites and places are located in close proximity to the site including Wentworth and Elsecar (the wider village extending as far as Broadcarr Road) which were built as part of the Wentworth Fitzwilliam Estate.

Locally, the dominant historic building material is sandstone walls and stone slates and this gives settlements a rugged, but appealing character. Walls tend to be either rubble (slightly random) coursed or square coursed sandstone which is often quite fine and can vary from light buff to grey and brown. Other locally used materials include red smooth faced brick (often to side and rear of properties) but these are not



Use local precedents to define and enhance local character

predominant in historic properties. Welsh blue slates are often in evidence that sometimes replaced earlier stone roofs. Chimneys are common, often in stone but sometimes appear in red or buff brick following historic repair or replacement. Invariably chimneys are topped with a terracotta or buff pot. Roofs are predominantly pitched or hipped and frequently include coping where the roof meets the gable end. Windows are often sash or sometimes casement and are set well back in the openings from the face of the wall. Render is occasionally used, but is not typical and likely to be a repair or later in date so should be used sparingly. Due to the affect these materials and methods have on the quality of views and the character they lend, they should make up the majority of the materials pallet for the proposed development.

The setbacks of historic properties is related to their importance with the larger industry owners and managers buildings set within grounds or well back from the road. The workers cottages tend to be located close to the back of pavement with a very small or non existent front yard with small rear yards.

Springwood Farm should be retained and renovated to become a focal point within the development.

1.3 GI and Landscape

Within the development, mature trees are expected to be retained and located within publicly accessible space to create focal points. Development should promote the restoration and management of key hedgerows as described in the local plan and 'Trees and Hedgerows (May 2019)' SPD, and retain boundary walls, to better define roads and fields. Using trees and general planting helps define the boundaries of the proposed

development and adds depth to the landscape setting, helping the development to "settle" into the landscape and provide important, mature and distinctive features.

GI, both within the development boundary and around the site should be used to influence the built character. Development should actively front onto GI with a number of windows for habitable rooms and/or main entrances overlooking them to create safe, attractive and well used open space. The character of development fronting GI shall change depending on the character of the GI. Naturalistic settings like Skier's Spring Wood Local Wildlife Site and The Dene Priority Habitat should have a "softer" character with larger front gardens, greater than 8 metres from the front boundary, more generous spacing between houses (garages or side parking) and a more informal appearance with a variety of natural materials and form. Development fronting more formal GI including the Voltway, Springwood Farm, Stead Lane and other key active travel routes should create a strong sense of enclosure with defined building lines, similarity of materials and coherent boundary treatments.

2. Locally inspired identity and characters

By working with the existing factors, Hoyland South has the opportunity to create a locally inspired identity that fits into the existing landscape.

Buildings should be designed with large south facing windows to make the most of the views, benefit from solar orientation and provide a distinctive character to the built form. The topography also offers opportunities in providing areas for SuDS that should be incorporated within GI creating a rich landscape character within the development.

7.1 CHARACTER

3. Landscaping traditions and boundary treatments

Locally there are two main boundary treatments. Hedges make up the majority of field boundaries in rural locations, while dry stone walls (squared coursed with rough tooled coping) are predominantly used along road edges and urban areas. This principle should be adapted and applied to the boundary treatments of the proposed development.

Walls (dry stone) should be used as the front boundary treatment along primary and secondary vehicle routes as well as around the main gateways to the site and along existing roads. A mix of walls and hedges should be used along tertiary streets. Frontages along the rural fringe and adjacent to habitat designations should be hedges and include mixed native planting. Hedges dividing properties and located within development can be more formal and of single species.

4. Density, built form and appearance

The varying local conditions provide a structure to create different densities of development. Towards the north of the site, adjacent to existing communities and closest to the facilities and services provided by Hoyland and Hoyland Common, the density should generally be higher between 40 and 45 DPH, the built form should be more formal with defined building lines and a strong limited palette of materials.

Towards the south and east of the site, adjacent to habitat / landscape designations, the density should generally be lower, between 25 and 40 DPH, with a



Fig. 29: Character Areas as established in the Hoyland South Masterplan Framework (Contains information from Esri)

more informal built form and a more varied palette of natural materials.

For buildings crossing contour lines, plots should be stepped in single or double units with a corresponding stepped roof scape that follows the topography. For character areas and densities identified across the site see Fig. 19 and Section 5.3 (character area framework) of this document.



Boundary treatments that reflect local traditions

DESIGN CODE SUMMARY - CHARACTER

- High quality natural materials to be used for material pallet.
- Locally vernacular materials to be used in key character areas including Parkside Edge and Springwood Park.
- Retain existing mature trees and hedgerows as set out in the local plan. Improve hedges with a mix of native species where gaps occur.
- Springwood Farm to be retained and renovated to become a focal point within the development.
- Buildings fronting habitat designations including local wildlife sites, priority habitats and green belt to have a building set back of more than 8 metres from the front boundary.
- Buildings should actively front open space with main entrances or habitable windows overlooking open space.
- Boundary treatments should consist of stone walls fronting primary and secondary streets with a mix of hedge and stone walls for tertiary streets. Open space should be fronted with hedges.
- Native and local planting species should be used adjacent to landscape designations including Local Wildlife Site, Priority Habitats and green belt.
- Dwelling densities should be varied across the site with higher densities (40-45 DPH) located closer to facilities and public transport routes with lower densities (25-35 DPH) located adjacent to landscape designations.
- Landscape and Visual Impact Assessments (LVIA) to be included in future planning applications.

7. DESIGN CODE

7.2 URBAN FORM

This design principle aims to influence the key aspects of the built environment of Hoyland South. These are reflected in the Masterplan Framework at a strategic level and planning applications shall provide a further level of detail to demonstrate how these have been embedded in development proposals.



Fig. 30: Perimeter Blocks and Residential Frontages as established in the Hoyland South Placemaking/ Urban Design Strategy Plan (Contains information from Esri)

1. Development blocks

Development blocks can vary in shape and size according to the configuration of the Masterplan layout. A perimeter block structure provides clarity between the fronts and backs of buildings, between public and private spaces, and enables continuous overlooking of the street or open space. Creating variation in the shape and size of perimeter blocks helps to generate interesting and distinctive Character Areas.

The use of perimeter blocks must be consistent throughout the Hoyland South development. Their sizes and shapes should respond to the use, existing landscape features, topography, character and density. Fig. 30 (Hoyland South framework placemaking/ urban design strategy) shows the different configurations of perimeter blocks and how they respond to the surrounding context and characters in Hoyland South.

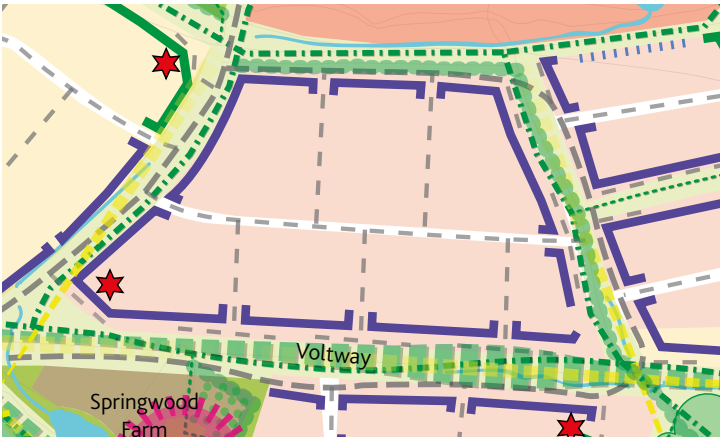


Urban fabric consists of perimeter blocks around Hoyland Common, north of the Hoyland South development site

2. Fronts and backs

Designing development blocks with a clear distinction between residential fronts and backs is crucial in order to achieve best practice in placemaking, and to create secure and coherent streets and places.

In Hoyland South a clear distinction should be made between public fronts and private/semi-private backs. The primary access of the buildings should align with the public spaces to create activity, while private or semi-private frontages – such as service areas and gardens – should be located at the back. Fronting the public space with blank walls, high fences and hedges which block the view of the public spaces must be avoided. Ambiguous spaces that are neither fully public nor fully private should be avoided. Blocks that contain narrow lanes and pedestrian and cycle routes should ensure that they are overlooked in order to create natural surveillance and a sense of security.



A clear distinction should be made between public fronts and private backs.

7.2 URBAN FORM

3. Edges

The interface of development edges to countryside, open space, green links or boundaries of the site has a critical role in defining the character and quality of the place.

At all the edges of the Hoyland South development, buildings shall positively address the public realm, providing a natural surveillance. The building scale, mass and typologies should respond to the topography, existing landscape and its context. Architectural and public realm material will be chosen sympathetically to the existing landscape character. Where buildings face ancient woodland, a sensitive approach should be followed with appropriate setbacks, building heights, roof typologies and the use of materials. Along the woodland edges, ecologically sensitive lighting shall be used.

The various types of development edges established in Hoyland South can be found in Fig. 30.

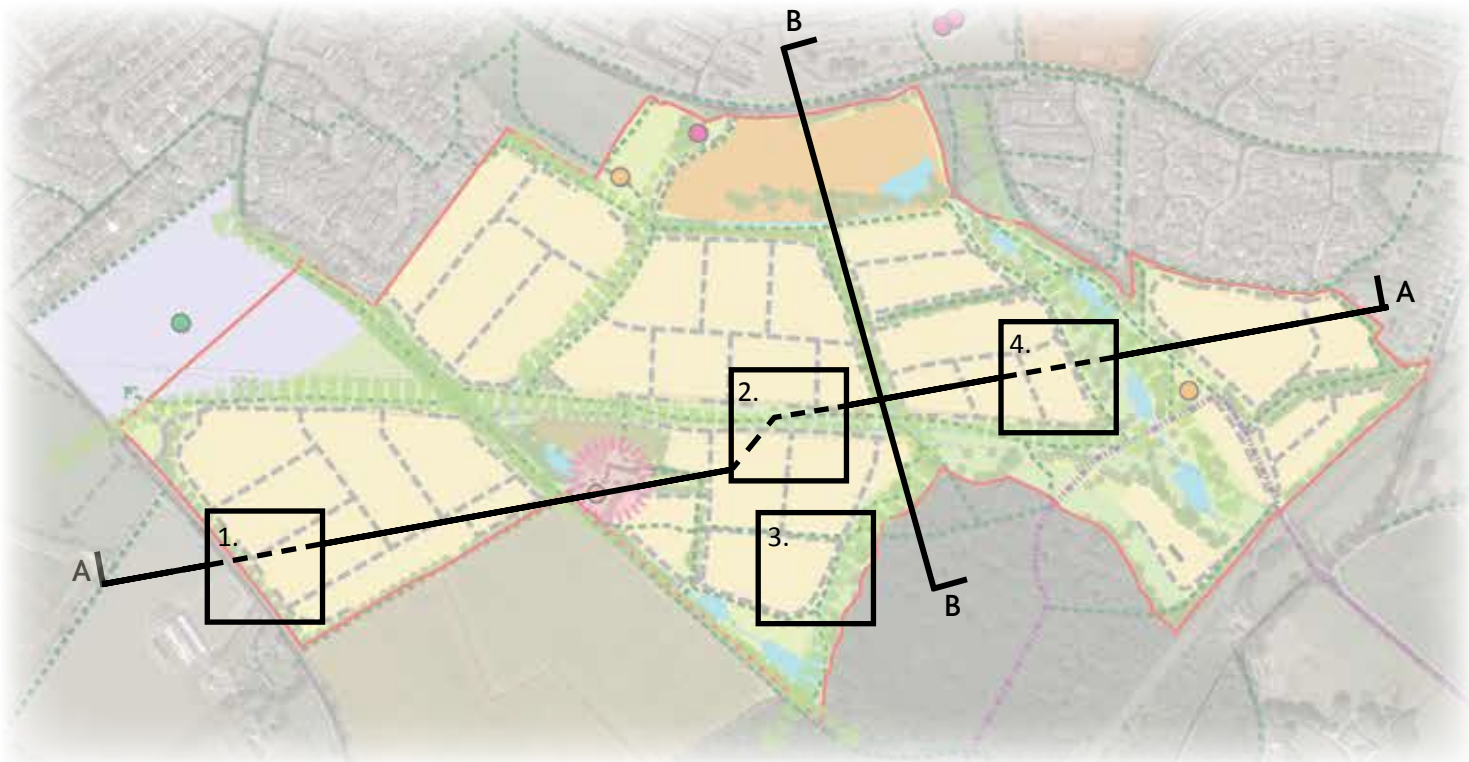
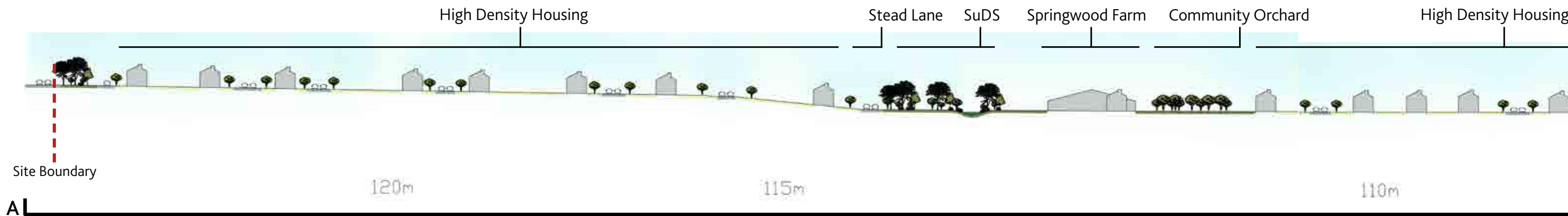


Fig. 31. Sections and Layouts Locations



Section A-A: East-west section showing the relationship between how development relates to a number of existing key feature of the site

7.2 URBAN FORM



1. Development facing Sheffield Road may be accessed by private drives serving no more than 5 dwellings. Pedestrian and cycle route adjacent to Sheffield Road to take priority over car



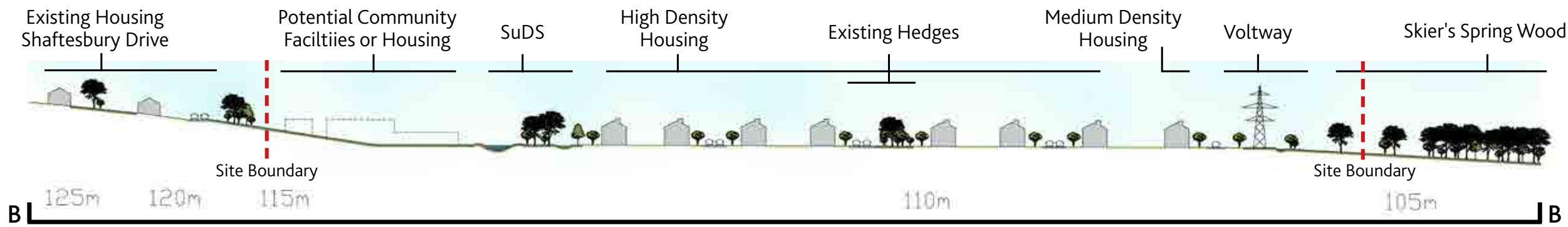
2. Voltway. Strong buildings lines create a feeling of enclosure.



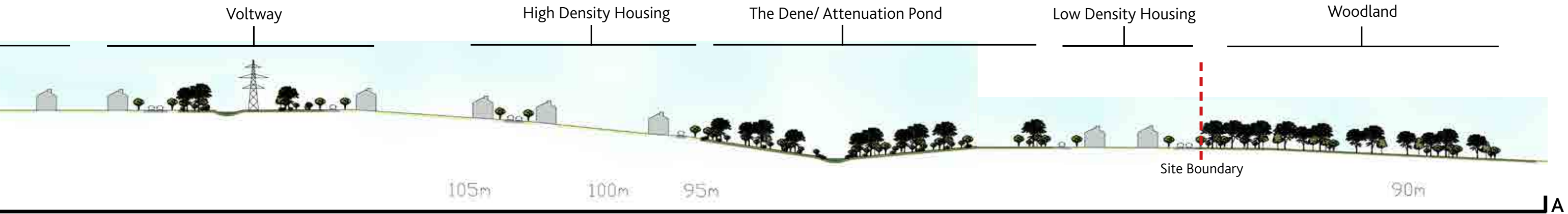
3. Buffer to Skier's Wood. Deeper front gardens and lower density provides a "softer" edge to development allowing greenery to filter through.



4. Buffer to Skier's Wood. Deeper front gardens and lower density provides a "softer" edge to development allowing greenery to filter through.



Section B-B: North-south section showing how the layout has tried to limit the impact of development through the use of topography, landscape buffers and existing green features



7.2 URBAN FORM

4. Building lines and setbacks

Building lines and setbacks are important to the overall character of the area and the sense of enclosure of the streets and public realm. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide sense of enclosure to the public spaces. Where buildings step back from the building line, this should be designed in order to create usable and attractive spaces.

Around the higher density areas, building lines should be continuous with consistent setbacks and a small private strip, to accommodate a small garden or area for plantation.

At low to medium density residential areas, setbacks can vary in depth in order to accommodate larger front gardens or landscaped strips. This can also better respond to the character and the landscape context of the area. Front gardens can be much deeper along the peripheries of the development in order to create a softer transition between countryside, woodland, parklands and built environment.



Precedent of well-designed active frontage and residential street - Marmalade St, Cambridge

5. Well-defined public and private space

Buildings fronting the streets and open spaces give life to the public realm, therefore primary access and principal frontages should always face onto public spaces. In the Hoyland South development, spacing between principal habitable rooms should be sufficient to avoid them being intrusively overlooked and avoid the need for curtains and blinds to be drawn. Setbacks from the street and front garden landscaping should seek to balance privacy for front living rooms with the need for a view of the streets.

The minimum distance from the back of one dwelling to the back of another should be 21 metres to provide the required level of privacy. Where this is not achievable, the layout should be a back-to-side arrangement of not less than 12 metres, or use single-aspect buildings to avoid creating overlooking issues.

Appropriate boundary treatments including hedges, low walls and railings should be incorporated into design layouts to clearly distinguish public and private space.



Precedent of residential frontages and appropriate setbacks from a tertiary street - Madeley Rd, Wakefield

6. Corner treatment

It is an important design principle on urban form to appropriately address the corner of a development block. In Hoyland South, where corners of development plots are visually prominent, dual aspect buildings - buildings with more than one entrance and two active frontages - should be implemented with prominent entrances and windows.

In lower-density areas closer to the peripheries of the development, continuous built frontage should address the corner by using a series of linked dwellings where possible. When a terrace, detached or semi-detached house faces out onto the corner, the buildings should have the main entrance and habitable room windows facing both aspects to create activity, and should provide natural surveillance by overlooking the street. This building can also be taller or have a distinctive architectural element, to ensure a greater presence than the neighbouring buildings to articulate the corner.



Precedent of well-designed corner typology in residential plot, that forms part of the gateway to development - Lawley Village, Telford

DESIGN CODE SUMMARY - URBAN FORM

- Perimeter blocks should be used to ensure that there is a distinction between public and private space and to ensure that the public realm is overlooked.
- Buildings should positively address public realm by being overlooked by windows from habitable rooms and / or access doors.
- Building setbacks should respond to the context. Dwellings fronting primary streets should have limited setbacks of up to 6 metres and provide strong building lines. Buildings fronting Secondary and Tertiary streets can have a more varied building line with deeper setbacks. Buildings fronting habitat designations including local nature reserves, priority habitats and green belt to have a building setback of more than 8 metres.
- Buildings located on street corners should be designed to address both streets.

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7. DESIGN CODE

7.3 HOMES

This principle shall ensure the proposed development has a mix of housing types and tenures that suit local requirements, therefore building a diverse and balanced community.

1. A suitable housing mix

Below are housing policies from the Barnsley Local Plan 2019 that are relevant to this site:

- **Policy H6:** Housing mix and efficient use of land - This policy states that an average density of 40 DPH shall be expected in urban Barnsley and Principal Towns where the Hoyland South site is situated.
- **Policy H7:** Affordable housing - Housing developments of 15 or more dwellings shall be expected to provide affordable housing. In Hoyland, 10 per cent affordable housing is expected.

In addition to the above policies, there are a number of adopted SPDs that relate to homes including:

- Design of Housing Developments - Adopted May 2019
- Affordable Housing - Adopted May 2019

The average residential density of the Hoyland South development shall be slightly above 40 dph, as proposed currently in the Masterplan Framework. Densities of individual residential parcels should vary in line with the various character areas within the development. Parcels with higher densities (40-45 average dph), with 2.5 - 3 storey dwellings, shall be located adjacent to existing development and closer to the local centres of Hoyland and Hoyland Common. Parcels with lower densities (30-35 average dph) shall be located at development edges facing the countryside and protected woodlands, this should help to limit impact and create a "feather" edge to development.

2. Type and tenure

To fit within the surrounding residential context of Hoyland and Hoyland South, the proposed dwellings within the development shall vary in size from 2-2.5 storey detached, semi-detached and terraced housing. The majority of the dwellings shall range from 2-4 bedrooms family houses to cater for a younger demographic. Some higher density 3 storey blocks may be located around the new hubs and key primary access routes, allowing for smaller sized apartments. These smaller units should be suitable homes for young professionals or downsizing households.

The proposed dwellings shall provide a broad mix, offering a range of options such as Starter Homes, accessible and Lifetime Homes (LTH) and affordable homes for young people, families and the elderly. As per Policy H7 of the Barnsley Local Plan, 10 per cent affordable housing is expected in the Hoyland South development. The proposed Lifetime Homes shall be of a high quality and well maintained with possibilities for elderly and specialist accommodation.

3. Tenure-blind neighbourhood



Officers Field, Dorset - Where homes provide a modern take on traditional family homes in a variety of terraced, semi and detached types

As suggested above, a mix of homes can help to provide a more diverse and balanced community. The proposed neighbourhoods within the Hoyland South development should be tenure-blind and avoid differentiation of dwelling types. It is also recommended to avoid neighbourhoods that only provide homes for one market segment. Exterior features of dwellings, landscaped boundary treatment and parking provision shall not differ, to enable easy identification of various tenure types within the development.

4. House types

To increase the quality of development it is expected that developers use house types that are site and location specific and should be designed to respond to the local character and specifics of the site and location. The quality of development should strive to be better than the surrounding areas, and while standard house types may be used, they must be carefully selected to sit comfortably with local traditions, surrounding landscape and character areas. A number of site specific bespoke houses in key locations will be encouraged.



Derwenthorpe, York - Where houses are designed to comply with the requirements of Lifetime Homes

DESIGN CODE SUMMARY - HOMES

- Principles of creating homes of meeting long term needs - will be supported. Building for Life standards should be applied to development.
- Dwelling densities should be varied across the site. Higher densities (40-45 DPH) located closer to facilities and public transport routes. Medium densities (35-40 DPH) located adjacent to landscape designations. Isolated pockets of development should have low density (25-35 DPH).
- Affordable housing provision of 10 per cent is expected. The type and ratios of affordable housing are stated in Barnsley Local Plan SPD Design of Housing Development (adopted May 2019) and Affordable Housing (adopted May 2019).
- Affordable housing should be tenure blind and indistinguishable from other dwellings.
- Brown and green roofs to be considered on buildings where appropriate.
- Developers are expected to use house types that are location and site specific.

7. DESIGN CODE

7.4 FACILITIES AND SERVICES

Facilities and Services

This principle shall ensure provision close to community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés. It is essential to ensure that the proposed development integrates into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site.

The local and district centres of Hoyland and Hoyland Common are within 1,200m of the site boundary and provide services and amenities within a 15 minute walk for most residents. In addition to this, the development should provide an appropriate bus route linking Clough Fields Road and Sheffield Road, to allow for improvements to the public transport network.

Small Local Shop

The development should provide a small local shop of up to 500m² of retail space for new and existing residents. To ensure that this meets local needs and is viable, it should be located adjacent to Clough Fields Road. High quality design for the shop frontage, façades and signage is essential to improve the appearance and reputation of the locality.

Community Hub

A community hub / active travel hub / should be located in existing buildings at Springwood Farm, to create a community focus. The priority habitat of the existing orchard to the north of the farm buildings should be converted into a community orchard. This is recommended to be extended by a minimum of 3000m² to provide a community garden / allotment of over 4000m². This should be run as a community asset and be managed and maintained by local residents.

The public realm around both the new local shop and community hub should be high quality, with a mixture of quality hard surfacing and landscaping to create inviting and pleasant spaces, where local residents would want to meet and socialise.

Parking

Designated off-street parking areas for both vehicles and bicycles should be provided at both the small local shop and community hub, with an emphasis on quality cycle shelters to promote active travel within both the site and further afield.

Play

The existing play facility on Clough Fields Road should be improved with additional equipment for all ages.

In addition, two new areas of LEAP should be provided:

1. Located at Springwood Farm to enhance the community hub and offer facilities for young families.
2. To the east of "The Dene" where current provision is lacking. Naturalistic play equipment should be specified to sit in the greener neighbourhood.
3. Trim trails should be provided around the perimeter of development and along the Voltway to promote active lifestyles.
4. Opportunities for naturalistic and non designated play areas are encouraged throughout the open space network



Play features



Open space provides opportunities for wildlife and informal play



Community orchards and allotments



Local shop



Community Hub / active travel hub

DESIGN CODE SUMMARY - FACILITIES AND SERVICES

- Development is expected to provide a small local shop (up to 500 sqm of retail floorspace) as set out in the adopted Local Plan. There is a degree of flexibility as to the final location of the small local shop, which should 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.
- A community hub should be created that is centred around the existing buildings of Springwood Farm. The current Priority Habitat landscape designation of the original orchard should provide a base for a new community orchard and allotments of up to 4000 sqm.
- Existing play facility on Cloughfields Road should be improved. At least 2 additional play facilities should be provided at or close to the locations shown on the Masterplan Framework.

7. DESIGN CODE

7.5 CONNECTIONS

Connections

It is essential to ensure that the proposed development integrates into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site.

1 Ease of movement – permeability, walking, cycling, and accessibility with a clear hierarchy

A highly permeable active travel network is essential to encourage sustainable modes of transport within the site and to local facilities and services. Active travel routes should be provided to local services and facilities within the site and connect to existing routes around the site. Refer to Fig. 21 Active travel links for connections to off site, as indicated by the black arrows.

2 Well-designed green network - Improve safe movements and recreational opportunities.

The existing footpath and bridleway network should be incorporated within the proposed GI, through the site. The green network should be well overlooked by development with natural surveillance, creating a safe and pleasant green network and connecting habitats, communities and facilities.

3 Improved connectivity to nearby centres and surrounding facilities

For this new community to integrate with the existing neighbourhoods, it is essential to ensure strong connection with existing centres and facilities as well as provide new facilities for existing residents. New vehicle access shall be provided off Clough Fields Road and Sheffield Road, linking through the site, providing a primary route for traffic. The existing footpath and bridleway network should be retained and improved to

promote active travel within and around the site. A key new route should be provided through the site along the line of the pylons, linking the site with the proposed Hoyland West Employment area and Parkside recreation facility.

4. Landmarks, vistas and focal points

Well-designed open spaces, streets and public realm, together with built forms are crucial for placemaking. Landmarks, vistas and focal points are the tools to help residents and visitors to easily orientate themselves within this proposed development.

4.1 Focal points

It is important to create rhythm in the urban fabric with sequences of spaces in order to ensure well designed places. This can be achieved by creating a number of focal points and gateways with landmarks, public realm and other landscaping features, or simply by setting back the building line and increasing the green space. Residential areas should also include a number of focal points in order to create attractive and distinctive places. Focal points should be created at the gateways to the development off Clough Fields Road (School / small local shop), Sheffield Road (potentially Parkside recreation buildings, if built prior to the development) and to a lesser extent, Boardcarr Road. In addition, a central focal point should be created around Springfield Farm - see Fig. 24 placemaking strategy diagram.

4.2 Landmarks

Landmarks are used to emphasise the hierarchy of a place and are often related to focal points, to create a visual guide to help users navigate through places and reinforce the sense of identity. They are not limited to taller or large scale buildings. Public art, a tree with

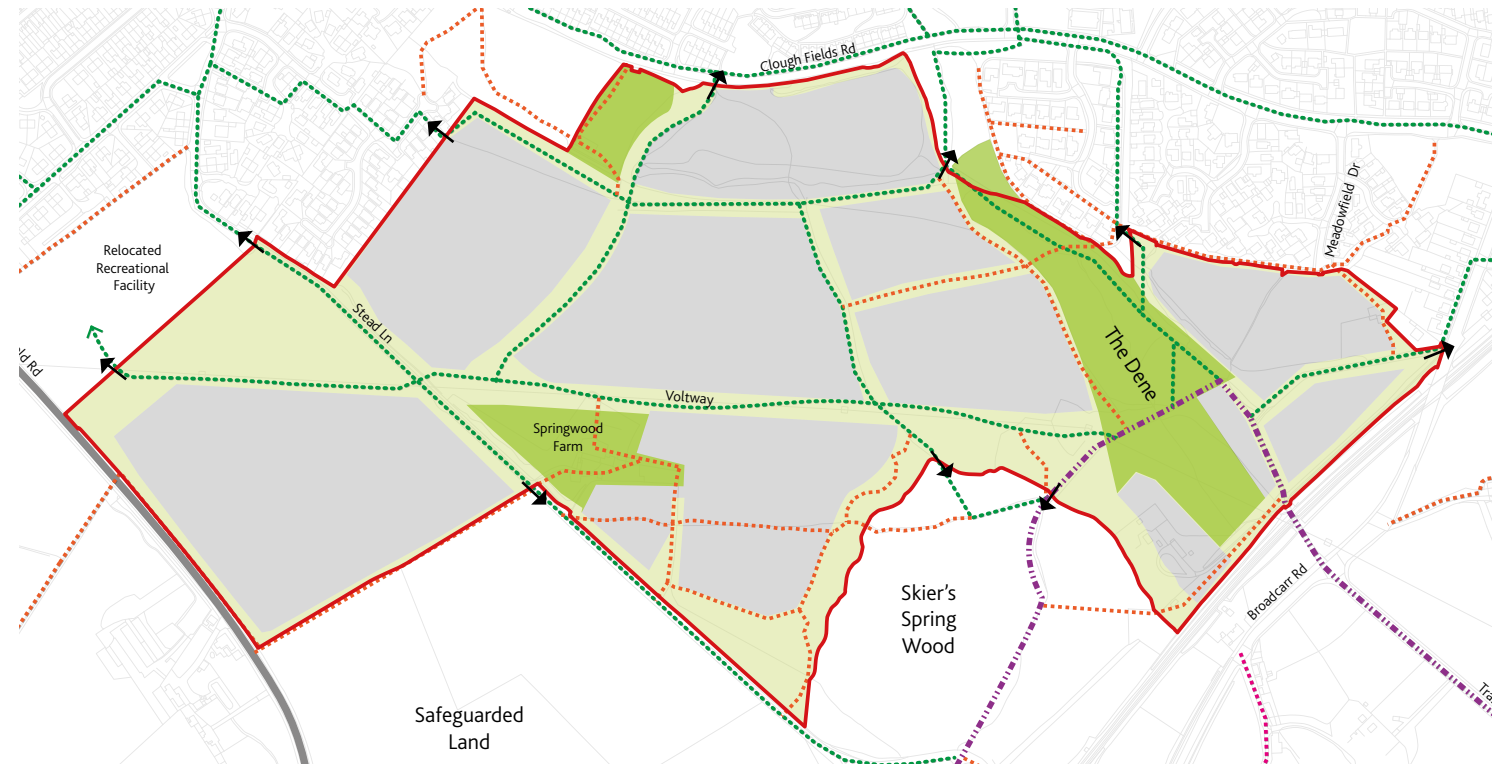


Fig. 33: Active travel links to surrounding facilities and services as established in the Hoyland South Active Travel Links Strategy Plan (Contains information from Esri)



Active travel routes provide opportunities for exercise and connections to local services and facilities



Vistas between developments provide visual connections and aid way finding

7.5 CONNECTIONS

a distinctive quality, a strong landscape with quality materials and/or rich planting, an architectural element or an ornament on a building can be a landmark.

Within the development new landmarks should respect the existing landscape setting. Landmarks should be located at key positions throughout the site and will form part to the way-finding strategy. These shall include the main gateways to the site off Clough Fields Road and Sheffield Road, and at the eastern gateway off Broadcarr Road. Springwood farm community hub should utilise the historic farm buildings to create a landmark in the centre of the site. Additional landmarks should be located at key corners, overlooking open space - see Fig. 24 placemaking strategy diagram.

4.3 Vistas

Views and vistas should be used effectively to reinforce the distinctiveness and the legibility of the place. This can often be achieved by using higher structures on buildings, atypical architectural materials, a large distinctive tree or a public art feature.

Creating short-distance views broken by buildings, trees or landmarks helps to create memorable routes. Creating views and vistas allows easily usable links between places. Vistas should be aligned along green corridors looking south to the open countryside and from the higher ground to the north. An additional east / west vista should be aligned along the Voltway - see Fig. 24 placemaking strategy diagram.



Fig. 34: Strategic green links, neighbourhood parks and NEAP locations. Hoyland South GI/ Public Realm Strategy Plan (Contains information from Esri)



Pocket parks integrated into the street create a focal point and provide opportunities to interact with neighbours - Derwenthorpe, York



Well lit and overlooked footpaths provide natural surveillance and improved security - Lightmoor Village, Telford

DESIGN CODE SUMMARY - CONNECTIONS

- Existing footpaths should be retained. Where required, minor diversions (adding up to 10% additional distance for the length that is diverted when measured within the boundary of the site) may be permitted to accommodate development
- New PRoWs should be created that link into the existing network
- A number of north-south and east-West paths that are separate to the road network should be provided / upgraded to provide a hard surface that is suitable for non powered wheeled vehicles included cycles and pushchairs.
- If cul de sac's are proposed, they must be connected at both ends with foot and cycle paths to the wider foot and cycle network.
- Minimum widths for PRoW*:
 - 2 metres for public footpaths
 - 3 metres for unenclosed bridleways
 - 4 metres for enclosed bridleways
 - Active travel routes should have segregated cycle lanes of 2.5m in addition to the footpath

* Where constraints prevent minimum widths being achieved these may be reduced.

7. DESIGN CODE

7.6 STREETS

Streets

Within the proposed development, buildings shall be designed and positioned with landscaping to define and enhance streets and spaces. A well connected street formation with a clear and thematic street hierarchy is the fundamental structure of the Masterplan.

1. Permeable and interconnected street network

New residential neighbourhoods must provide permeable layouts within the development sites, as well as connecting to the wider area and to active travel networks beyond. In particular, it should provide direct and secure connections between neighbourhoods and local facilities, such as the small local shop, schools and public transport links for pedestrians and cyclists. This shall be through the provision of traffic free landscaped active travel corridors, as well as the street network. A permeable layout generates a higher level of pedestrian/ cycle activity, which makes social interactions more likely and increases the level of security. Vehicular routes should provide access to residential neighbourhoods and facilities within the site, but should not be direct; a more circuitous route should make driving less appealing and encourage the sustainable modes of travel.

The design of the street network should establish a clear and legible layout with a strong structure, and avoid being formed around the technical demands of traffic. The layout should respond to the topography, natural desire lines and access to the site. It should avoid creating cul-de-sacs and indirect pedestrian and cycle routes, to ensure lower traffic levels on minor roads and to encourage the use of sustainable movement alternatives. Pedestrians and cyclists must be able to move freely between all parts of the development and have easy access to the surrounding street networks and

key destinations. Space should be allocated within the highway corridor to create a functional balance between vehicles and pedestrians/ cyclists, avoiding domination of the streetscape by vehicles.

2. Active frontages

Active frontages are important in terms of bringing life and activities to streets and public realm. Introducing regular doors, windows, front gardens and front parking can stimulate activity and social interactions. Narrow frontages with a vertical rhythm can create a more attractive and urban streetscape, while articulation on façades and use of bays and porches can create a more residential feeling.

In the development, exposing blank walls / gable ends to the public realm and use of passive and blank façades must be avoided. Within the centre, a minimum of 15 doors and windows should be accommodated every 100m, while in residential areas there should be a minimum 6 to 10 doors and windows every 100m to achieve a good level of activity within the public realm.

3. Street Design

To be read in conjunction with section 5.2 Movement Framework in this document.

3.1 Primary Route

- Design requirement = min 5.5m (6.75m where it is a Bus Route – see Fig. 36), 20mph design speed.
- Pedestrian footways – min 2m width.
- Where on street parking is proposed, it should be in designated parallel bays maximum 5 bays long. Where on street parking is proposed it should be in combination with street trees at not more than 5 bays apart.



Fig. 35: Road Hierarchy and vehicle movement as established in the Hoyland South Vehicular Movement Strategy Plan (Contains information from Esri)

Primary Route

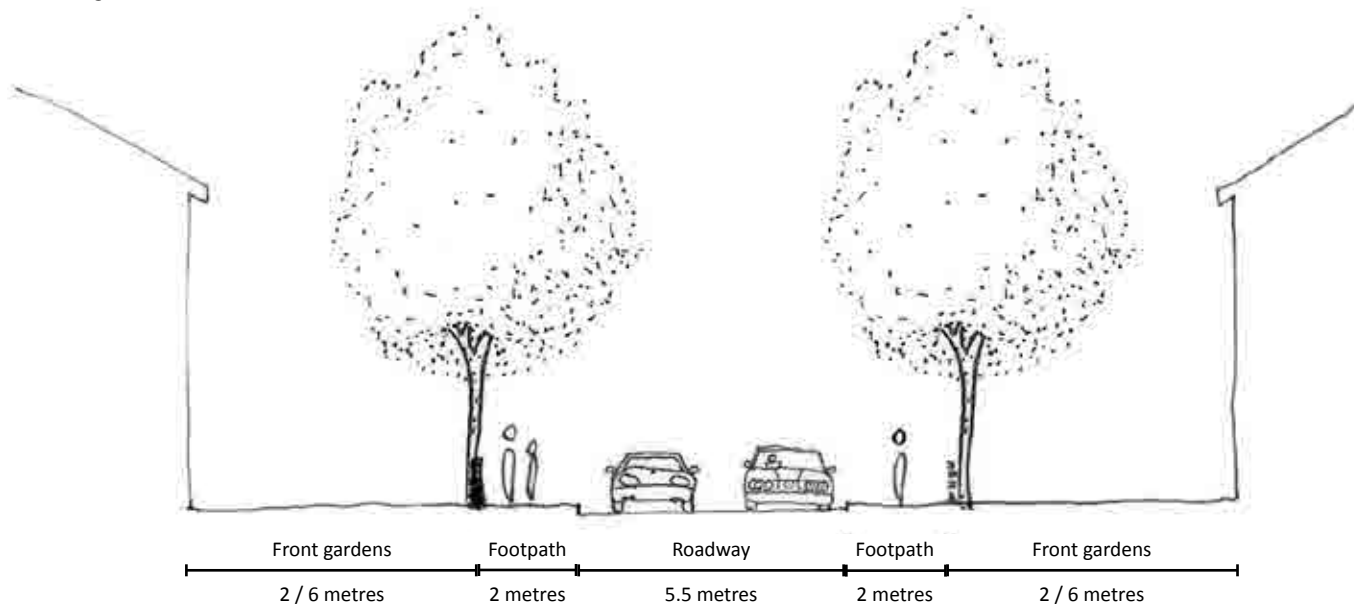


Fig. 36: Typical street section - Primary Route

- The car parking provision will comprise a mix of curtilage and on street parking to break up the linear nature of street design and act to reduce vehicle speeds.
- Generally the street height to width ratio should be 1:3 - 1:4. For illustrative typical street section, see Fig. 36.

7.6 STREETS

3.2 Bus Route

- Design requirement = preferred 6.75m min width for buses. 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 laybys – this is to be confirmed as the Masterplan Framework is progressed. Pedestrian footways to be min 3m at bus stops to cater for additional pedestrian movements.
- Shelters, CCTV and raised pavements should be provided to improve acceptability and security. Infrastructure should also be included at bus stops to allow for real time information.
- Where on street parking is proposed, it should be in designated parallel bays, maximum 5 bays long. Where on street parking is proposed it should be in combination with street trees at not more than 5 bays apart.
- The car parking provision will comprise a mix of curtilage and on street parking to break up the linear nature of street design and act to reduce vehicle speeds. Generally the street height to width ratio should be 1:3 - 1:4. For illustrative typical street section see, Fig. 37.

3.3 Secondary Route

- Design requirement = preferred minimum 5.5m min, 20mph design speed.
- Pedestrian footways are to be provided on both sides – min 2m width.
- Trees should be provided within front gardens.
- Generally the street height to width ratio should be 1:2 - 1:3.
- For illustrative typical street section, see Fig. 38.

Bus Route

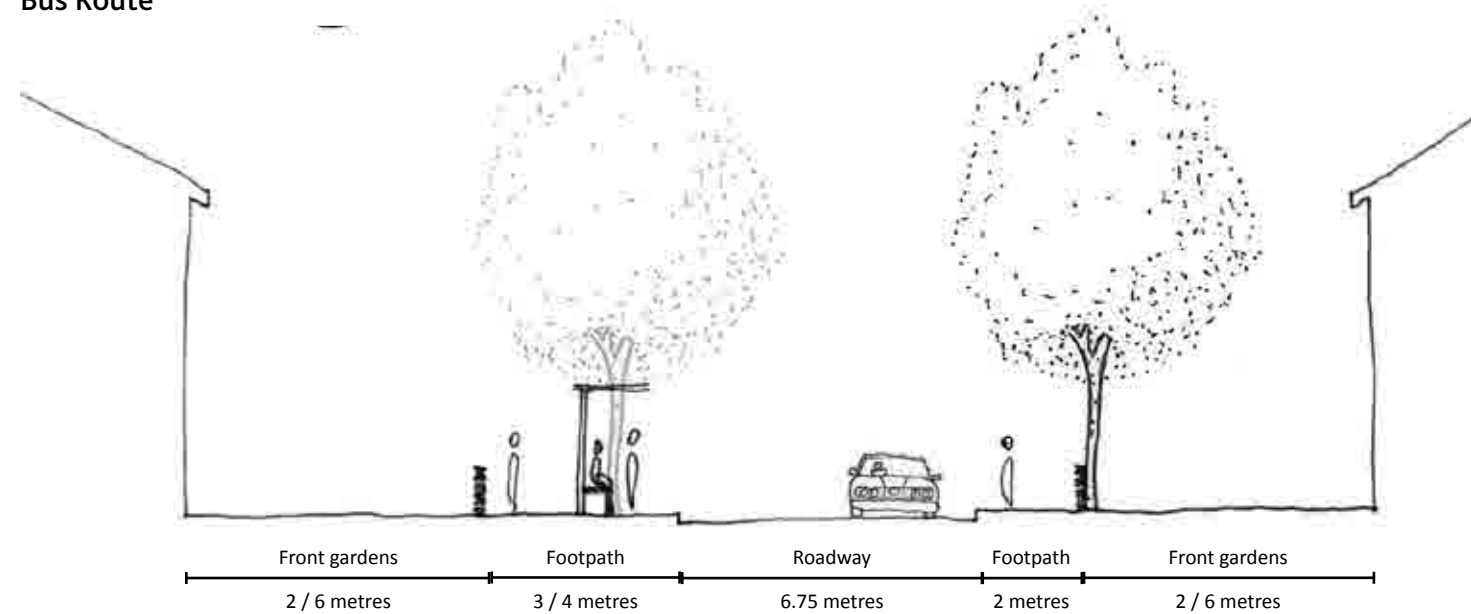


Fig. 37: Typical street section - Bus Route

Secondary Route

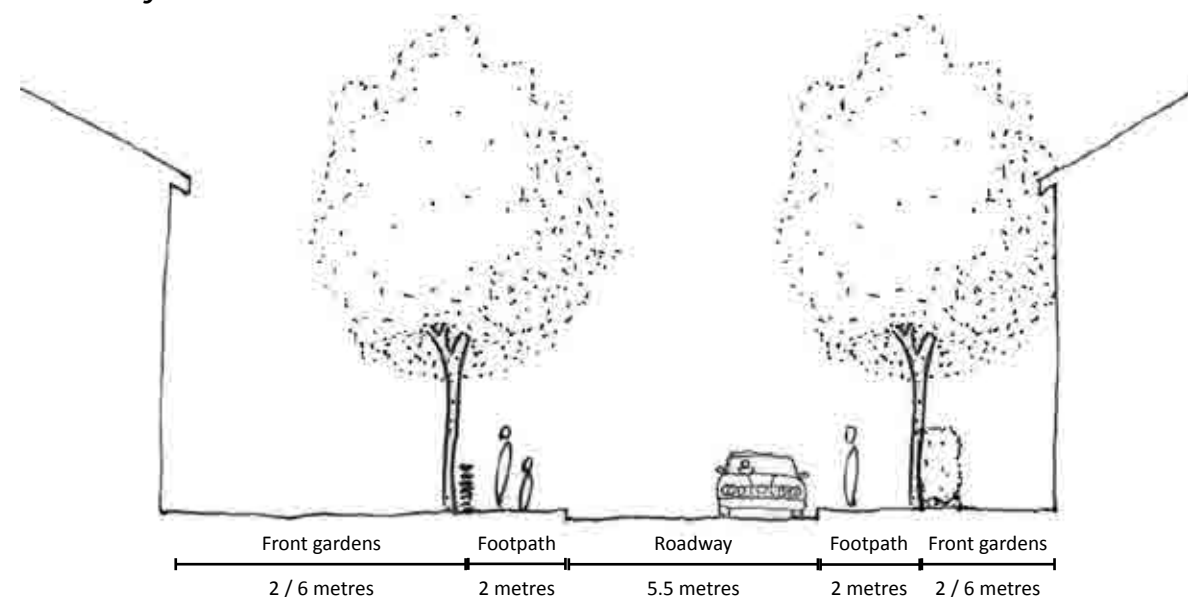


Fig. 38: Typical street section - Secondary Route



Integrated parking and landscape help soften the street scene



Safe streets offer opportunities for play



Green links and active travel routes separate from roads



Private drives as single sided development onto open space.

7. DESIGN CODE

7.6 STREETS

3.4 Tertiary Route / Local Access

- Design requirement = preferred min 5.5m, 15/20mph design speed.
- Pedestrian footways are to be provided on both sides – min 2m width.
- A 20m max distance cul-de-sac can be provided without a turning head
- Access for up to 5 properties from a private drive – requirement for emergency vehicle access.
- Generally the height to width ratio should be 1:2. For illustrative typical street section, see Fig. 39.

Tertiary Route / Local Access

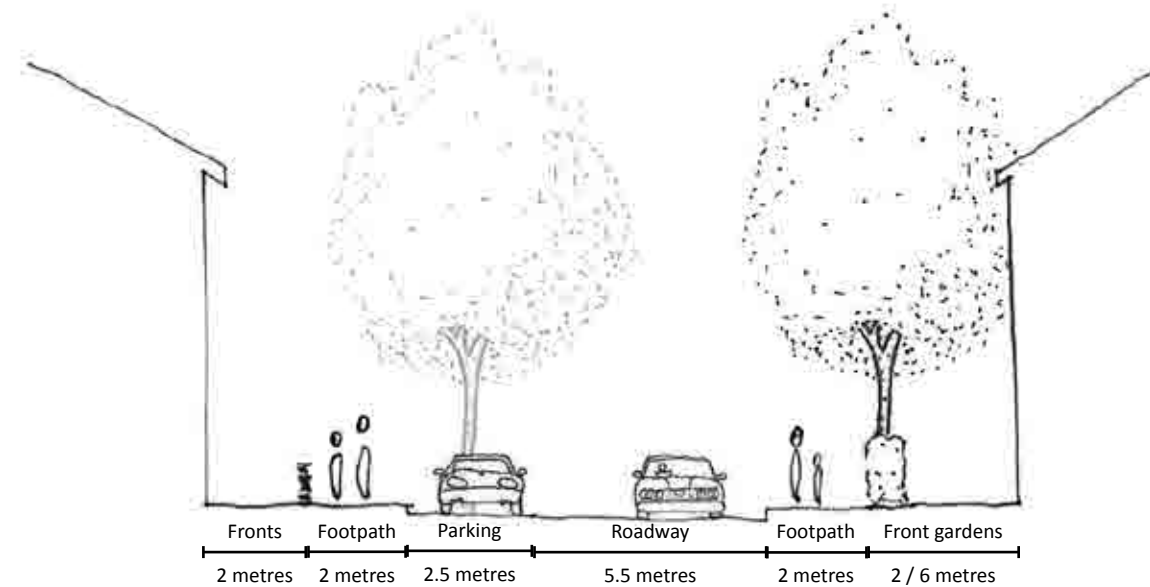


Fig. 39: Typical street section - Tertiary Route

3.5 Single sided development

- Design requirement = preferred min 5.5m, 15/20mph design speed.
- Pedestrian footways are to be provided on developed side – min 2m width.
- A 20m max distance cul-de-sac can be provided without a turning head.
- Access for up to 5 properties from a private drive – requirement for emergency vehicle access.
- Cul-de-sacs along open space should be connected with active travel (pedestrian and cycle) links to improve permeability.
- For illustrative typical section, see Fig. 40.

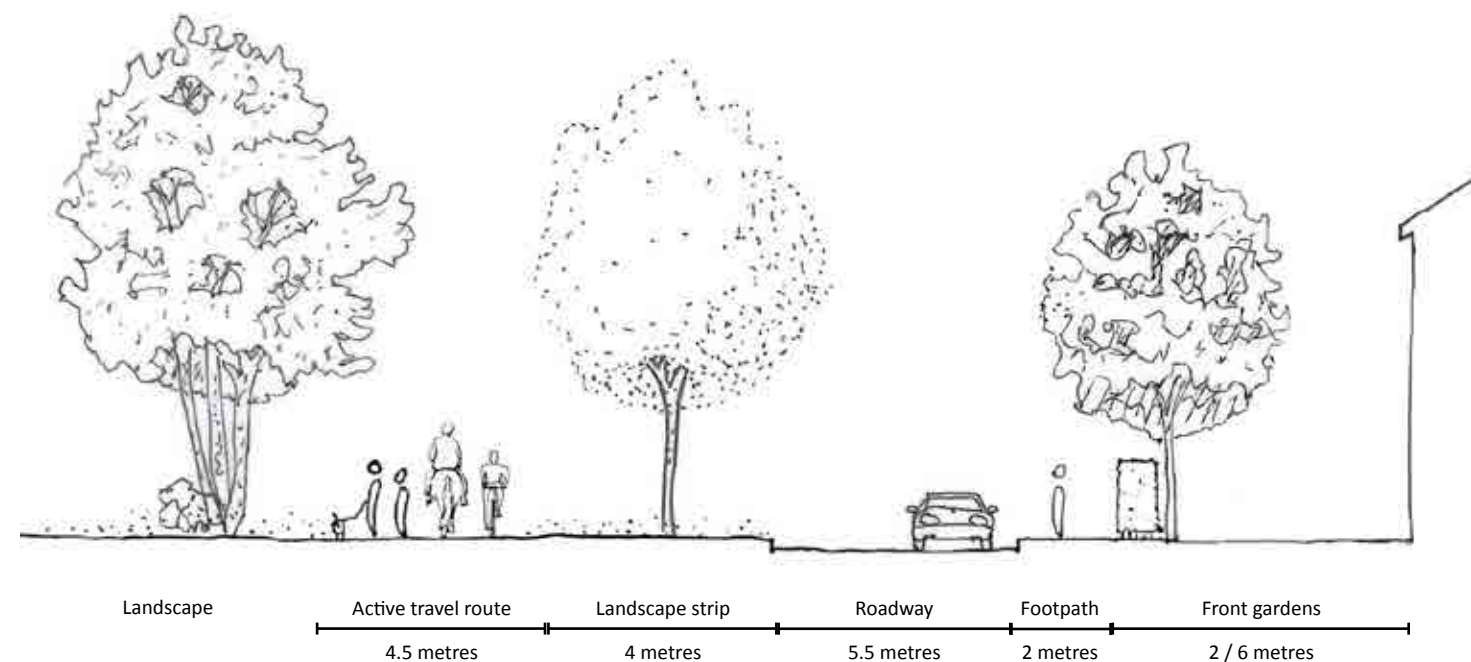


Fig. 40: Typical street section - Single Sided Development

3.6 Voltway

The Voltway is a defining unique selling point for the site and offers an opportunity to show how electricity infrastructure can be incorporated within urban design.

The space below the overhead power cables should be incorporated as part of the open space provision and utilised for active travel links, SuDS and the primary vehicle route through the site. Properties should front onto this key travel route to offer natural surveillance and activities. The ground-scape should be highly textured with a variety of planting and paving patterns that generally run perpendicular to the direction of the lines to break up the linear emphasis of the route. Planting should be clustered around the base of pylons to limit their impact on the space. Planting at the base of pylons can be higher than at mid-line due to the sag of the lines. Planting can also be closer at pylons due to the sway of the lines at midpoint.

Streets should be designed so that they don't terminate with a pylon, but be offset to reduce the framing effect. The required setback from the lines defined by the National Grid must be adhered to. This includes accidental impingement like falling trees.

Public art on and around pylons should be considered and explored with the National Grid. For illustrative typical Voltway section, see Fig. 41.

Development should follow principles identified in this document and "A Sense of Place - Design Guidelines for development near high voltage overhead lines. By the National Grid"

7.6 STREETS

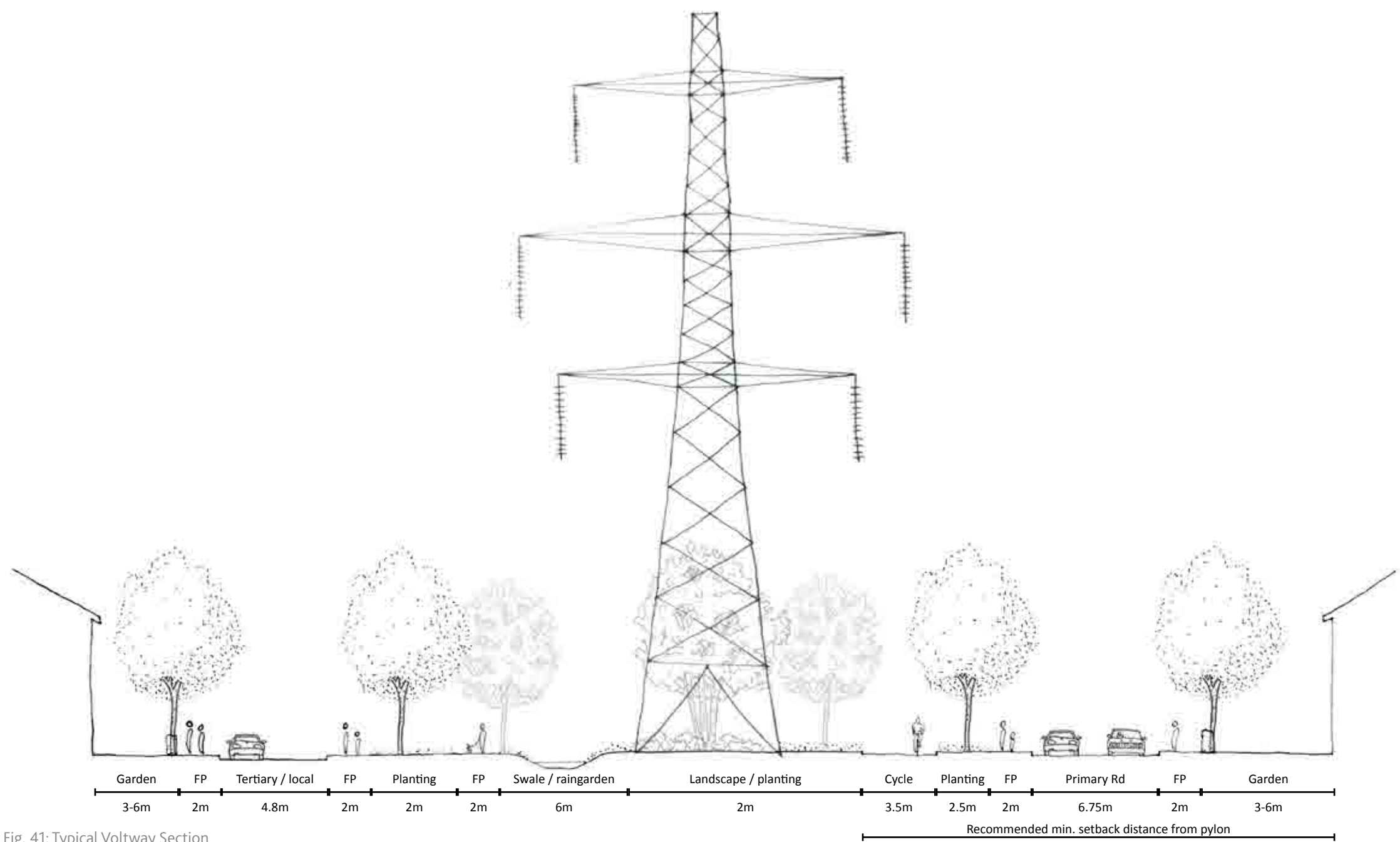


Fig. 41: Typical Voltway Section



Diverse planting pallet and defined crossing spaces create a rich textured street scene

Private drives or shared space roads could provide access to one side of the Voltway

Public art options could be explored

Example of how development can face onto pylon corridor with a rich textured landscape and active travel routes

A rich textured paving pallet can create a high quality landscape and active travel route below pylons.

DESIGN CODE SUMMARY - STREETS

- Across the development, a permeable network of streets shall be provided.
- The street network should be designed to provide a hierarchy of streets to establish a clear and legible layout and aid way finding.
- The hierarchy of street design should be split into 3 route types; Primary streets provide the main access into the site and create a link from Cloughfields Road to Sheffield Road. The link should be designed to accommodate buses; Secondary streets should link the neighbourhoods internally; Tertiary streets provide access to dwellings.
- The electricity pylons should be integrated as part of the development and form a key east-west route through the site.
- A route that is suitable for buses should be provided between Cloughfields Road and Sheffield Road through the site.
- The widths indicated within this design code should be used for the different street types, footpaths and cycleways.
- The designed speed limits within this design code should be used for the different street types.
- Parking should follow limits set out in this design code for the different street types.

7. DESIGN CODE

7.7 LANDSCAPE AND PUBLIC REALM

Hoyland South is set within a landscape of existing ancient woodland, priority habitats, protected hedgerows and open fields. A GI network of well vegetated active travel routes and semi-natural green spaces are provided throughout the scheme, promoting health and wellbeing and a unique sense of place for any proposed development.

1. Strategic green / wildlife links

A network of strategic green links is proposed in the Hoyland South development. It connects streets, local shop, parks and public transport routes with a series of active travel links extending out into the surrounding open spaces. They should provide new and enhance existing landscape features such as woodlands, hedgerows and trees to create connections across the area, reducing habitat fragmentation, enhancing biodiversity and providing recreation opportunities.

The strategic green links connect directly into the existing extensive network of footpaths, byways and bridleways beyond Hoyland South, encouraging new and existing residents to use the multifunctional car-free routes to access the wider countryside and key facilities around Hoyland. For a typical section of green link (Voltway), see Fig. 42.



2. Sustainable urban drainage

SuDS are incorporated within the GI to increase the multi-functionality and benefits of green space. SuDS components incorporated within the GI network across Hoyland South will include:

- Attenuation ponds
- Below ground water attenuation crates/ pipes
- Permeable paving
- Green roofs should be applied onto flat roofed buildings where possible, such as the new primary school
- Shallow swales and rain gardens through parks and alongside roads
- Water butts

SuDS components should be designed into the GI network and public realm - this can help create suitable conditions to increase biodiversity. In Hoyland South attenuation ponds are located within two of the neighbourhood open spaces. Rain gardens and shallow swales should be included alongside all green links and roads to collect surface run off. Permeable paving and below ground attenuation systems should be located among development blocks and public realm, where hardscape materials are needed and ground conditions allow.

Management of SuDS is essential to ensure functionality and to maintain any associated habitat, particularly in rain gardens and attenuation ponds.



Fig. 42: Strategic green links, neighbourhood parks and NEAP locations. Hoyland South GI/ Public Realm Strategy Plan (Contains information from Esri)

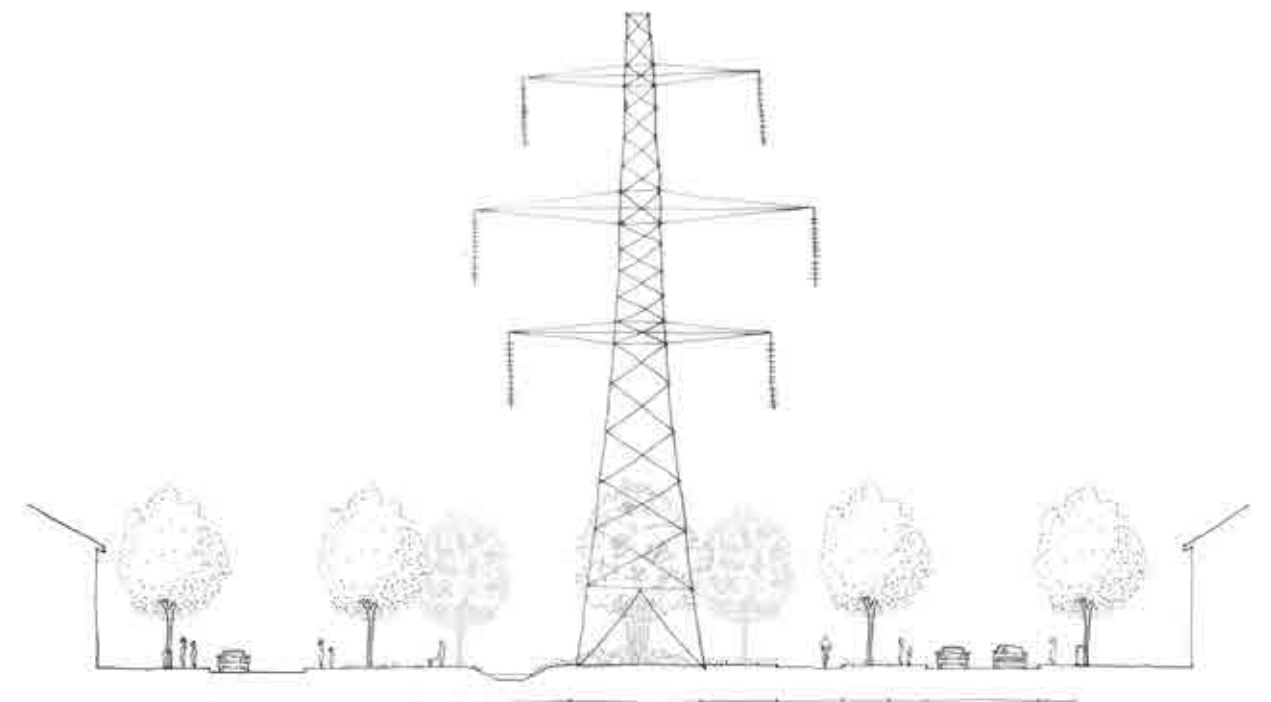


Fig. 32: Typical Voltway Section

7.7 LANDSCAPE AND PUBLIC REALM

3. Neighbourhood open spaces

Existing green spaces are located throughout Hoyland South and are connected by the strategic green links to form the overall GI network. These landscaped areas - including the priority habitat that run from northeast to southeast of the site ("The Dene")- form a network of multifunctional open spaces on the doorstep of each dwelling, providing a variety of ecosystem, community, play and recreational resources.

Among these green spaces, all good quality existing woodland, hedgerows, trees and shrubs should be retained within the layout of the open spaces and enhanced with improved management. New trees, wildflower grassland and shrubs should be planted to supplement existing vegetation. Where possible, species poor hedgerows should be retained and diversified to improve biodiversity. Planting mixes should be based on native species identified in the local area and are suited to the soil and habitat type. Habitats should be enhanced through appropriate management and habitat creation. Wildlife corridors are to be continued through the spaces and linked to corridors outside the open spaces. SuDS features are to be integrated into landscape and supplemented where appropriate with wetland planting.

There are a number of distinct spaces which make up the majority of the open space and include:

- The Dene - Approx 3.0 Ha
- Springwood Buffer - Approx 2.5 Ha
- Parkside recreation - Approx 1.0 Ha (within site boundary)
- Springwood farm - Approx 1 Ha
- Cloughfields Play Area - Approx 0.5 Ha

4. Neighbourhood parks

Three large neighbourhood parks are proposed in accessible locations providing a number of recreational uses and open spaces. Each of the parks shall have a distinct identity to reflect the character area where it is located. An area with enhanced play facility (NEAP) shall be found in the park to the north of the development off Clough Fields Road, community allotment gardens and orchards should be found in the park at Springwood Farm in the centre. The park to the east, The Dene, should be largest in scale connecting the priority habitats running north-south through the site and linking to Skier's Spring Wood and greenbelt beyond.

All the parks shall retain and enhance the existing landscape of Hoyland South, integrating landscape features into the layouts, safeguarding existing habitats present and continuing wildlife corridors. The below design principles should be applicable to all neighbourhood parks within the development:

- All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced with improved management.
- New trees, grassland and shrubs to be planted to supplement existing vegetation. Planting mixes to be based on the species identified for the character area.
- Habitats to be enhanced through appropriate management and habitat creation.
- Wildlife corridors to be continued through the parks and green links and connected to corridors and habitats off site.
- SuDS features to be integrated into landscape and native aquatic and marginal planting in attenuation ponds to increase habitat diversity.

- Footpaths, benches, signs and other furniture including low level lighting to be installed to make accessible for all. Lighting shall be designed to consider sensitive adjacent habitats.
- Provide cycle parking in secure locations.
- Provide a small designated car parking area for the community informal recreational area.

5. Play areas

Areas for play shall be provided throughout Hoyland South and consist of equipped play areas and informal play space located within the neighbourhood and local open spaces. As identified in the Open Space Assessment in the Evidence Base Report, there is a shortage in equipped play space in Hoyland Central and Hoyland South area, this development provides the opportunity to enhance play provision.

It is crucial to ensure all areas identified for play to be located within easy reach of the strategic green links, and have good levels of natural surveillance from neighbouring areas. Shaded areas with seating and cycle parking space should also be provided in all equipped play areas. In Hoyland South the proposed play areas are to be located within each of the three neighbourhood parks (see Fig. 41), where they are well connected to the green active travel network and will be in close proximity to neighbouring residential blocks.

NEAP – Design Principles:

- A NEAP is an unsupervised site, equipped mainly for older children.
- NEAP to be located within 15 minutes walking time from every home (1,000m walking distance).
- An activity area of a minimum of 1,000m² to be provided.

- A 30m minimum buffer zone to be created between it and the boundary of the nearest residential property, to minimise any disturbance to nearby houses.
- A kick-about area and opportunities for wheeled play to be incorporated.

LEAP – Design Principles:

- A LEAP is an unsupervised play area equipped for children of early school age (4-8 years old).
- LEAP to be located within 5 minutes walking time from every home (400m walking distance).
- An activity area of a minimum of 400m² to be provided.
- A 20m minimum buffer zone to be created between it and the habitable room façade of dwellings. This buffer zone can include footpaths and planted areas.
- LEAP to be positioned in areas that enjoy a large degree of natural surveillance.

7. DESIGN CODE

7.7 LANDSCAPE AND PUBLIC REALM

6. Gardens and green roofs

All dwellings within the development should include private/ communal outdoor spaces such as balconies, courtyards and gardens. Installation of green and brown roofs should also be promoted throughout the development.

New trees, grassland and shrubs should be planted where possible in private or communal gardens to supplement existing vegetation. SuDS features should be integrated across the development including onplot features like permeable paving, water butts and green / brown roofs. All these elements can help increasing the biodiversity of the area and maintaining continuous wildlife corridors.



Fig. 44: Strategic green links, neighbourhood parks and NEAP locations. Hoyland South GI/ Public Realm Strategy Plan (Contains information from Esri)



View A - Existing play facilities and open space south of Clough Fields Road



Play facilities integrated into street and housing layouts with active travel routes and GI



Play opportunities with well designed SuDS and wildlife planting



View and vistas through development

7. Allotment gardens

Allotment gardens and community orchards shall be provided as part of the community offer in the central neighbourhood park. This is to encourage participation in food production and enhance a sense of wellbeing within this new community. Managed vehicular access and cycle parking / storage area should be provided in close proximity.

8. High quality public realm

A consistent approach for designing public realm within the streets and public spaces of Hoyland South shall be adopted. A robust and durable design language that draws on the characteristics of the character areas and local vernacular should be promoted. Sustainability should also be embedded where materials are sparingly used and recycled, durable and responsive to local conditions.

Design language of the public realm within the development should be consistent, and it should respond to key characteristics of the character areas within the development. It is also recommended to consider the whole life cost and embodied carbon in material choice to encourage sustainable use of natural resources, use of recycled materials and reducing quantity of materials and material waste.

Best practice guidance for inclusive design should be followed including furniture configuration which promotes accessible use by all. Materials, street furniture and lighting should require minimum maintenance to promote sustainability.

7.7 LANDSCAPE AND PUBLIC REALM

9. Lighting

The lighting strategy for Hoyland South should promote the efficient and sustainable use of lighting in the public realm. Lighting design addresses the issues of security for vehicles and pedestrians, providing focused areas of illumination to highlight distinctive areas and features. Having lighting also enhances use of the public realm in the evenings, but should be controlled to limit light pollution and impacts on local habitat.

It is important to consider view of the night-time sky to limit or omit any light spill into the sky with design. Wildlife and sensitive habitats should be protected with lighting located to avoid disruption. Glare or light spill into private property should also be avoided.



Fig. 45: Voltway Layout



GI integrated with street scene.



SuDS integrated into street / active travel routes



Pocket planting and street trees reduce the dominance of the car



SuDS integrated into the landscape and GI



Community allotments and orchards bring people together

DESIGN CODE SUMMARY - LANDSCAPE AND PUBLIC REALM

- Strategic green links should be provided to join designated habitats within and across the site. These should include cover for wildlife and active travel routes.
- SuDS should be incorporated both on plot and in open space.
- Semi natural space should be provided within the neighbourhood open space to promote biodiversity
- Neighbourhood parks shall be created within the masterplan area that should provide both formal and informal play as well as opportunities for habitat creation and enhancement.
- Play areas should be located and designed in accordance with the guidelines identified in this design code.
- Green and brown roofs are encouraged to assist with SuDS and provide habitat. To enable biodiversity net gain, green and brown roofs can be explored as an option for appropriate buildings, including the school and local shop.
- Community orchards and Allotments should be provided as outlined in 7.4 facilities and services section of this design code.
- A lighting strategy should be provided that shall ensure that active travel routes, streets and parking areas, as well as key public realm is adequately lit. Special attention and wildlife friendly design should be applied to designated habitats and sensitive areas to ensure that the lighting does not adversely affect wildlife.
- A Maintenance and Management plan shall be provided for the open space and SuDS.

7. DESIGN CODE

7.8 ECOLOGY AND BIODIVERSITY

The main areas of biodiversity interest are the hedgerows, broadleaved woodland, watercourses and poor semi-improved grassland. These habitats are likely to provide habitat to support bats, badger, water vole and breeding birds, as identified in the Evidence Base. In addition, the site is adjacent to Skier's Spring Wood Local Wildlife Site (LWS). The future development of the site should ensure key habitats are retained, or if lost, recreated. The following actions are recommended to safeguard and enhance biodiversity. They will work in combination to inform future design.

Preliminary Ecological Appraisal (PEA)
A PEA shall be undertaken of the site during the development of the masterplan for the site and should confirm the requirement for any further protected species surveys. This should inform design and appropriate mitigation, as well as ensuring regulatory compliance and management of risk.

The PEA shall include an assessment of potential impacts on any statutory and non-statutory designated sites within 2km. This includes Skier's Spring Wood LWS which is located adjacent to the site. A 30m buffer has been included within the masterplan framework, however this should be assessed during the PEA to determine appropriate mitigation and any further requirements, if needed, to ensure no likely impacts. This should include relevant recommendations from Natural England and the Forestry Commission and Policy BIO1 Biodiversity and Geodiversity in the adopted Local Plan.

Biodiversity Net Gain (BNG)
BNG is an approach to development that leaves biodiversity in a better state than before. Habitat retention, enhancement and creation should be required within the scheme landscaping strategy to ensure a gain in biodiversity units post-development. Consequently, the main areas of biodiversity interest, as identified by the PEA, shall be a key focus and the results of the BNG assessment should feed into the design. The BNG metric shall be undertaken with regard to the good practice principles for development.

A habitat management plan shall be provided to ensure the success and efficacy of mitigation. This should include planting at appropriate times of year to ensure successful establishment and growth. Species selected for planting should be native and of local provenance, where suitable. Any non-native species utilised shall, where possible, provide a nectar resource for invertebrates. Flowering plants should provide sequential foraging resources throughout the year. Consultation must be sought from a suitably qualified ecologist to support the integration of ecological mitigation within the site design.

- DESIGN CODE SUMMARY - ECOLOGY AND BIODIVERSITY
- Development is expected to achieve 10 per cent biodiversity net gain. This should be provided on site
 - Mature hedge rows as defined in the local plan should be retained and enhanced. Where appropriate these should be included within the open space network to provide wildlife corridors that are not blocked by boundary treatments.
 - Hedges on both sides of Stead Lane should be retained. If Stead Lane is recognised as a PRow along its full length, then the width will need to account for the existing hedges.
 - Mature trees should be retained as part of the open space network to provide habitat and "Stop off" points for wildlife passing through.
 - A number of trees and hedgerows are likely to merit retention in their own right and not just due to associations with other considerations and that all the trees and hedges will need to be properly assessed and the findings reflected in the final proposals put forward at the application stage with regards to proposed retention and removals.
 - A Maintenance and Management plan shall be provided for the open space and SuDS.

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7. DESIGN CODE

7.9 PARKING AND ACCESSIBILITY

This design principle ensures sufficient resident and visitor parking that are well integrated in the neighbourhoods, so that cars shall not dominate the streets and be developed in a manner that is easy to orientate.

1. Parking provision

1.1 Policy compliance

The Parking SPD (2019) provides guidance in relation to the level of car parking, including disabled parking, for development land uses. These maximum levels should be adhered to. Disabled parking design standards are also specified. The level of car parking provision shall be agreed with BMBC through the planning process.

The Parking SPD sets out that for 20mph streets parking can be longitudinal, echelon or at right angles. The car parking provision should comprise a mix of curtilage and on street parking to break up the linear nature of street design and act to reduce vehicle speeds.

1.2 On street parking

On street parking should be incorporated in areas around local shop or around mid-terrace dwellings within the development. Street trees and SuDS planting can prevent the streets from being dominated by cars. With tree planting and material changes, the proposed street parking can make for a better street scene. This type of parking also allows for larger distances between the dwelling and road margin, or the creation of tighter street frontage in certain areas.

1.3 On plot parking

Parking to the side of plots is a practical way of creating front gardens and distance between plots, usually allowing space for up to two cars. It also allows the properties to be brought forward to create a formal street, potentially broken up by a boundary treatment or planting.

1.4 Integral parking

Proposed dwellings in neighbourhoods of lower density may include integral garages, in which the drive should be running up to the house frontage. Although this housetype does not follow examples in the area, it can intensify a residential parcel due to its width and therefore create a fuller street scene; certain lower density areas within the development could respond well to this.

1.5 Electric Vehicle Charging

Electric Vehicle charging provision should be made for all dwellings. The Sustainable Travel SPD sets out the minimum requirements for charging points, which shall be required and must be adhered to. Additional charging points for visitors should be provided, at a level to be agreed with BMBC through the planning process.

1.6 Cycle Parking

Secure covered cycle parking should be provided for all dwellings and for school students and staff. The Parking SPD sets out the minimum cycle parking requirements. In addition, short stay cycle parking provision should be made within the community hub and local shop areas. The level of cycle parking across the site will be agreed with BMBC through the planning process.



Example of designated off street parking area for mixed use local centre



Example of on plot parking for terrace housing



Example of dwellings with well-designed integral parking space

7.9 PARKING AND ACCESSIBILITY

2. Legibility and Wayfinding

When places are legible and well signposted, they are easier for the public to comprehend and likely to both function well and be pleasant to live in or visit. It is easier for people to orientate themselves when the routes are direct. Visual articulations and landmarks can also emphasise the hierarchy of the place.

The Hoyland South development should have a clear and straight forward urban layout, enabling residents and visitors to easily navigate to where they live or work. It should contain memorable and recognisable landmark buildings, places and open spaces. Landmarks, gateways and focal points should be clearly identified in order to create visual links, and a clear hierarchy should be established between places. The street network and active travel routes should be direct and easy to navigate.

Residential areas should be designed around a series of nodal points, and variety in the types of articulations

should help them to be more memorable. Landmarks should be created around gateways and centres by using taller buildings and distinctive architectural elements. The quality of signage at the centres on shops and other non-residential premises should contribute to the identity and legibility of the areas.

Artwork can also be used throughout Hoyland South to help create distinctive character areas. Community buildings such as schools and community facilities should emphasise the identity of the areas and create focus for community engagement.

A clear wayfinding system should be established throughout the whole development, especially along the key multi-user active travel routes and linking with existing PRowS around the site to promote security and legibility. A range of signposts and public realm elements, such as street furniture and lampposts should be introduced.



Fig. 46: Established gateways, landmark buildings and visual links, Hoyland South Placemaking/ Urban Design Strategy Plan (Contains information from Esri)



Examples of well-designed signposts

DESIGN CODE SUMMARY - PARKING AND ACCESSIBILITY

- Along active travel routes, key destinations and distances should be signposted for both onsite facilities as well as to external amenities such as local centres and Elescar Rail Station.
- Parking provision across the development should be compliant with the Parking SPD (2019).
- A range of parking provisions including on street and on plot should be considered across the development. Density and street scenes should be considered when designing parking for residential blocks.
- Electric vehicle charging provision should be made for all dwellings. Additional charging points for visitors to be agreed with BMBC.
- Secure covered cycle parking should be provided for all dwellings and school students and staff. Short stay cycle parking should be provided in the community hub and local shop areas
- Public art can form part of the way-finding strategy providing identifiable locations throughout the development.
- A site wide strategy for wayfinding signage shall be produced and implemented by developers and in line with any planning conditions imposed by BMBC.



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