HOYLAND WEST

MASTERPLAN FRAMEWORK REPORT

September 2020

HOYLAND WEST

FIGURES

TABLES

APPENDICES

BARNSLEY Metropolitan Borough Council

Rev	Issue Status	Prepared / Date	Approved / Date
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Chapter 1.0

VISION & INTRODUCTION

Vision

The ambition for the Hoyland West Masterplan Framework area is to enable future sustainable, high-quality development on the western edge of Hoyland, that provides a pleasant environment in which to live and work.

The Masterplan Framework Area ('the site') is situated to the west of Hoyland, between Sheffield Road and M1, at Junction 36.

The following objectives should be used to guide future development proposals at Hoyland West, to enable the delivery of successful, sustainable schemes;

- Deliver cohesive Green Infrastructure, which links to existing footpaths, and provides a recreational resource for future residents and workforce.
- Create new habitats to maximise opportunity for biodiversity.
- Provide development in a sustainable location in close proximity to local shops and other existing facilities, and with good accessibility to public transport provision.
- Deliver housing reflective of existing local character which meets identified housing needs including affordable housing.
- Create a robust green belt boundary.
- Provide visual mitigation where appropriate.
- Integrate development into existing settlement without detriment to the wider landscape character.
- Maximise opportunities for connectivity between Hoyland Common and the site, for all modes of transport.

The masterplan within this Masterplan Framework is illustrative only. This document sets out the key principles that should be considered by future development proposals.

Figure 1
Site Location

Purpose of the Masterplan Framework

The purpose of this document is to establish the guiding principles for potential future delivery of sustainable development at Hoyland West, Barnsley in support of land allocated by the Local Plan (adopted January 2019).

The site has been allocated for housing and employment, the development of which will be subject to the production of a Masterplan Framework (as set out in the Local Plan site-specific policies).

A team of consultants have undertaken preliminary technical work to help inform the initial masterplanning of the site. This document presents the conclusions of that preliminary work and explains how it has informed the design process which has led to a concept Illustrative Masterplan.

What is a Masterplan Framework

The Barnsley Local Plan was adopted in January 2019 and it was agreed during the Examination of the Plan that for some larger strategic sites a Masterplan Framework should be prepared. The purpose of such a Framework is to ensure that sites can be developed in a comprehensive manner, taking into account all infrastructure requirements. This will ensure that strategic allocations are brought forward in a sustainable way that secures inclusive growth that reflects each of the Council's corporate priorities.

The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications.

The Masterplan Framework has enabled residents and stakeholders to provide feedback on the draft plans and key issues not already resolved through the Local Plan process.

Examples of such matters are:

- Landscaping
- Trees
- Ecological diversity

This feedback has been reviewed and taken account of in drawing up the final Masterplan Framework. The Masterplan Framework will require approval by Cabinet prior to the determination of any planning applications that relate to the Masterplan area.
Paragraph 6.12 of the Local Plan defines the content of the Masterplan Framework as:

- *"Planning policy summary, site location and description, land ownership, a summary of the existing evidence, site evaluation (opportunities and constraints), land use framework, sustainable movement framework, protection of existing public rights of way routes and their incorporation within new development layouts, vehicular movement framework, green and blue infrastructure framework, place-making framework (including design guides for character and neighbourhood areas where applicable), sustainability and energy use, health and wellbeing, design evolution, conceptual masterplan, infrastructure and delivery phasing.*

- *Masterplan Frameworks shall be subject to public consultation and be approved by the Council prior to the determination of any planning applications on the affected sites. Each Masterplan will be bespoke and therefore will be considered on a case by case basis."*

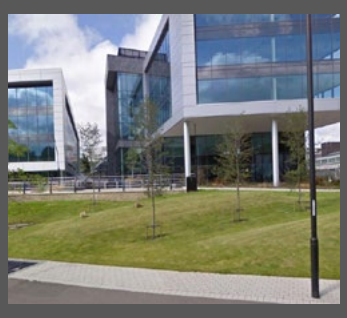
This is more clearly broken down on the Barnsley Council website as containing the following:

- *"planning policy summary*
- *Site location and description*
- *land ownership*
- *a summary of the existing evidence*
- *Site evaluation (opportunities and constraints)*
- *land use framework*
- *sustainable movement framework*
- *protection of existing pubic rights of way routes and their incorporation within new development layouts*
- *vehicular movement framework*
- *green and blue infrastructure framework*
- *place-making framework (including design guides for character and neighbourhood areas where applicable)*
- *sustainability and energy use*
- *health and well being*
- *design evolution*
- *conceptual masterplan*
- *infrastructure and delivery phasing"*

Partnership Approach

Barnsley Council are working in collaboration with Cushman & Wakefield, developers and land agents. Newland Developments Ltd and Hoyland Developments have land interests on the large parcel of allocated employment land (ES13).

Consultation is ongoing with other landowners who have land interests that fall within the Masterplan Framework.





Chapter 1.0

VISION & INTRODUCTION

Summary of Proposals

The proposed development consists of two allocated sites: ES13 which will deliver Employment Land and the HS57 site which will deliver approximately 101 dwellings. According to these policies, future development within the Hoyland West site is set to;

- Comprise of 49.3ha of Employment Land (B1, B2 and B8) and 2.53ha of Residential;
- Provide a link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road;
- Relocate the area of Rockingham Sports Ground that falls within the site boundary to an appropriate location within Hoyland Principal Town.
- Consider impact on residential amenity and include appropriate mitigation where necessary;
- Retain the mature trees and hedgerows;
- Provide a buffer strip at least 10 metres wide along the common boundary with the M1;
- Ensure that development respects the landscape and wider countryside, and incorporates appropriate mitigation measures to address impacts on the adjacent Green Belt and countryside;
- Undertake necessary drainage works;
- Ensure any housing layout of takes account of the relationship between the new development and existing buildings that are not available for redevelopment;
- Provide a landscape buffer between the future housing and the employment site ES13; and
- Produce a detailed ecology report in support of any development proposal.

Whilst this is a standalone Masterplan Framework, it is being considered in the context of the wider development coming forward at Hoyland. The provision of a link road is fundamental to the success of the scheme, as it will not only take advantage of the sustainable nature of the site location (adjacent to M1 J37 and Hoyland Common Local Centre), but this will also provide direct connectivity to Hoyland South Masterplan Framework area. Dearne Valley Parkway provides a direct connection between Hoyland North and Hoyland West, via the Birdwell Roundabout. This infrastructure will also divert trips away from existing residential roads.

The Professional Team

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

- FPCR – Masterplanning, Landscape & Visual, Ecology & Arboriculture.
- Cushman & Wakefield – Planning & Health Impact Assessment
- RPS – Infrastructure
- Fore Consulting – Highways
- PHP – Architecture
- Oxford Archaeology – Heritage
- Vanguardia - Air Quality, Noise and Lighting
- Applied Geology - Land contamination
- BE Design - Sustainability
- Utility Connections - Utilities

There is a significant amount of technical work that is currently shaping the masterplan framework, this work is ongoing and will help shape the final version of it.

Process for preparing the Masterplan

This report is a concise summary of preliminary work and explains how the research conducted by various disciplines will aids in informing design outcomes. It also sets out the masterplanning principles

Set against planning policy and dictated by the Local Plan, this report sets to examine the capacity of the site based on the various constraints and opportunities presented within the site to identify developable areas.

The Masterplan Framework is underpinned by a series of Framework Plans that address the following themes:

- Transport and movement
- Green and Blue Infrastructure
- Placemaking

The design processes are outlined within this report in order to break down each seperate theme in order to understand how the preferred Masterplan Framework has been informed.

The report then seeks to implement a realistic phasing strategy and the key infrastructure requirements at each phase.

The Masterplan is a collaborative effort between several disciplines informed by decisions based on research and also seeks to provide a policy compliant development that meets the overall objectives set out in the vision.

Public Engagement

A requirement of the Masterplan Framework is for Residents and stakeholders to provide input on the process through a variety of meetings, public consultations, feedback etc.

Planning Strategy

The adopted Barnsley Local Plan sets out that Masterplan Frameworks should be adopted prior to the determination of any planning applications on the affected sites. The Masterplan Framework will be a material consideration in the determination of subsequent planning applications.

Phasing and Infrastructure Plan

Delivery of infrastructure and phasing of the development will accord with the following principles (to be developed further)

- Infrastructure to be provided in a timely way in order to appropriately mitigate the impacts of development;
- Balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of development;
- Comprehensive and coordinated approach to strategic infrastructure delivery is required in order to ensure the overall masterplan aspirations are met;
- Deliver a sense of place early in the development of the masterplan area;
- Early provision of key transport infrastructure;
- Accessibility to public transport using existing bus services in the early phases
- Logical sequencing of development parcels to avoid any adverse environmental impacts associated with construction traffic and activities.

Chapter 2.0

UNDERSTANDING THE SITE & CONTEXT

Site Context

The Hoyland West Masterplan Framework area is located to the west of Hoyland, adjacent to the M1 motorway, which runs along the western boundary of the site. Junction 36 of the M1 is to the north of the masterplan area and Barnsley town centre is located approximately 6.5km north of the area. 1.1km to the south lies Sheffield City boundary with Sheffield City Centre being 10.5km to the south.

The Masterplan framework area comprises mainly agricultural fields although there are some small scale commercial uses located within the land identified for future housing development adjacent to Sheffield Road. On the area of land to the north of Tankersley Lane there is the Rockingham Sports Facility and cricket ground. A small area to the north of the allocation boundary comprises of Green Lane Farm.

The southern edge of the development is bounded by Bell Ground Wood whilst the western edge consists of a buffer strip of planted trees to the M1. The Eastern and Northern edges of the site currently defines the settlement edge of Hoyland. Field boundaries within the site are currently loosely defined by a series of semi-mature scattered hedgerows with the eastern boundary along Sheffield Road comprising of stone walls.

Hoyland North

Hoyland North Masterplan Framework was prepared by WYG, and adopted in December 2019. Subsequently, a planning application has been submitted by Harworth.)

Hoyland South

Barnsley Council have appointed ARUP and Gillespies to produce a Masterplan Framework for Hoyland South which is currently at a consultation stage.

Local Plan Site Allocations and Level of Anticipated Development

The overall site area comprises of 52.5ha of land with 49.3ha being employment land (Policy Reference ES13) and 3.2ha of housing land which will deliver up to 101 dwellings (Policy Reference HS57). The Masterplan Framework area shown on plans in this document also comprises land not identified in the adopted plan, including land required for an attenuation basin.

Land Use

Beyond Rockingham Sports Ground, the site comprises mainly arable fields and pasture, with some small scale commercial use adjacent to Sheffield Road (Armitage Transport).

The eastern and northern edges currently defines the settlement edge of Hoyland, whilst the M1 & J36 roundabout define the western edge of the site. Bell Ground woodland is a dominant feature abutting the southern boundary.

Hoyland Common Primary School and allotments are immediately adjacent to the site, beyond which is the residential area of Hoyland Common.

A mix of existing employment, retail, food & drink uses are located just north of the site, soon to be expanded with the delivery of Hoyland North.

Topography

The topography of the immediate site`s context is gently undulating, with landform rising to the north east and north west of the site to 170-180m AOD. Beyond the immediate context the landform falls to 65m AOD towards Harley Dyke and Elsecar Reservoir to the south east, while to the south west, beyond Chapeltown, it rises sharply to 317m AOD towards Wharncliffe Chase.

The site gently slopes towards south east, with the lowest point at 120m AOD at the southern boundary, and the highest point at 150m AOD at the middle of the site and towards the north eastern boundary.

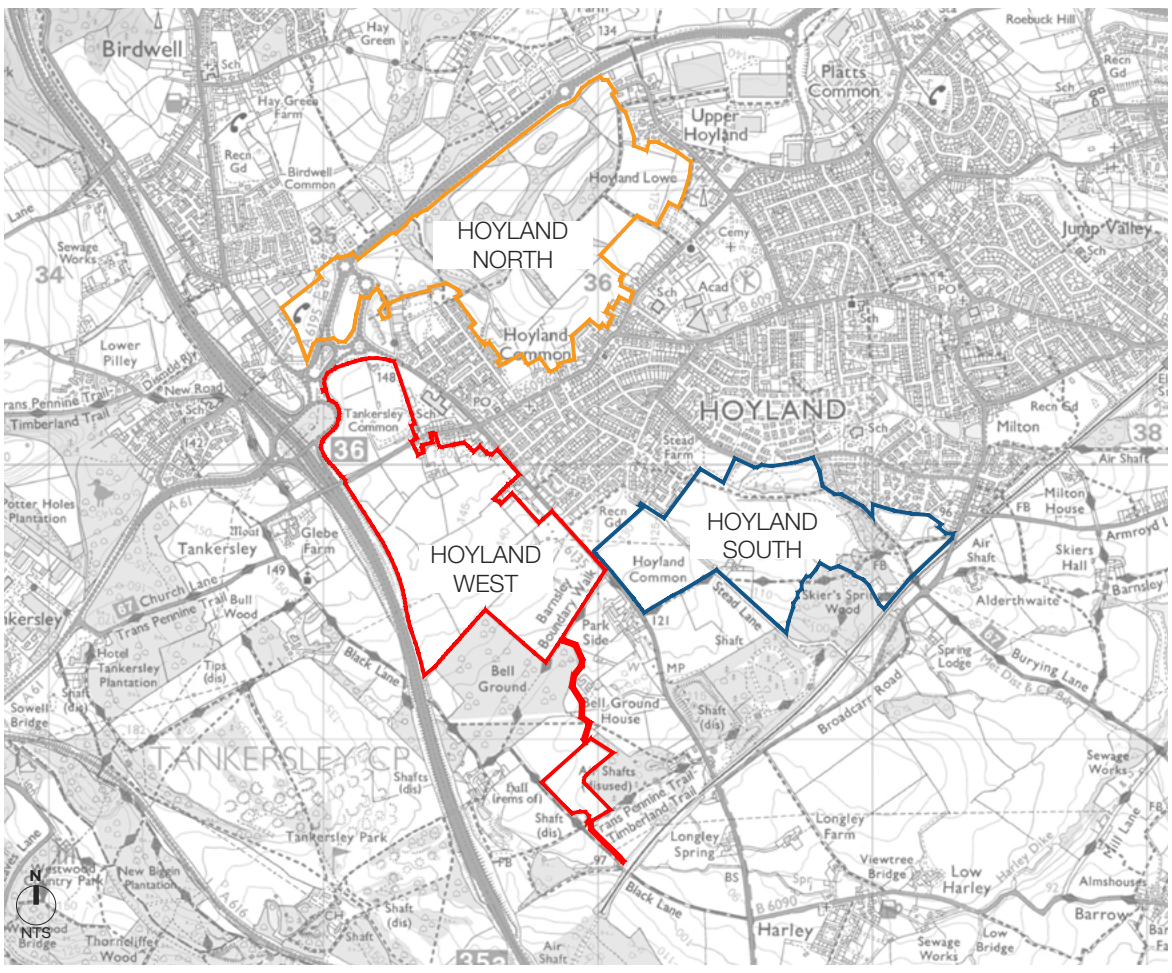


Figure 2
Local Development Context

BARNSLEY
JUNCTION 37
DODWORTH
M1
DARFIELD
NORSBROUGH
NOMBWELL
BIRDWELL
HEMINGFIELD
HOYLAND
TANKERSLEY
JUNCTION 36
HIGH GREEN
JUNCTION 35A
WENTWORTH
M1
BURNCROSS
THORPE HESLEY
CHAPELTOWN
JUNCTION 35
SHEFFIELD
N
NTS

KEY

- Site Boundary
- M1
- A Road
- Railway Line
- Railway Station
- Water Feature
- Woodland
- Built up Area

Figure 3
Context Plan

Chapter 2.0

UNDERSTANDING THE SITE & CONTEXT

Historical Context

The maps below illustrate the expansion of Hoyland since Hoyland Nethers inception in 1894.

Settlement Expansion

The majority of the original settlement edge stayed confined to Sheffield Road and followed the edge of Hoyland Road with the settlement showing gradual expansion along Hoyland's western edge over a 40 year period. Further growth of the settlement occurred between 1931-1948 with the creation of properties along Tankersley Lane and Beaumont Road off Sheffield Road along with adjoining streets.

Between 1948 and the modern day there has been a small growth area to the southern edge of Hoyland (1980's) and further expansion of properties along Tankersley Lane.

Listed Buildings

There are several listed buildings within the vicinity of the site within Tankersley, Birdwell and Hoyland.

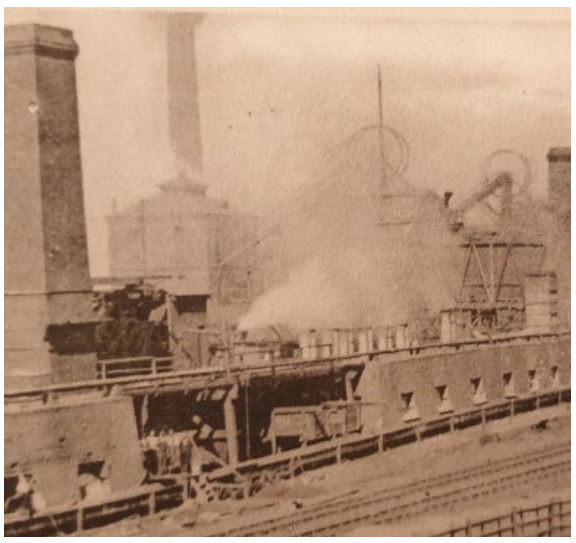
This includes Grade II* listed St Peter's Church, Tankersley, along with a Grade II listed sundial and mounting platform within the grounds, as well as Dovecote at Glebe Farm to the north along Tankersley Lane approximately 0.25-0.3km away respectively.

Within Birdwell there are three Grade II listed buildings within close proximity to the site. Stone Bar Farmhouse with Attached Stable and Barn (0.2km from site), Tankersley Mine Rescue Station (0.4km from site) and Birdwell Obelisk (0.5km from site).

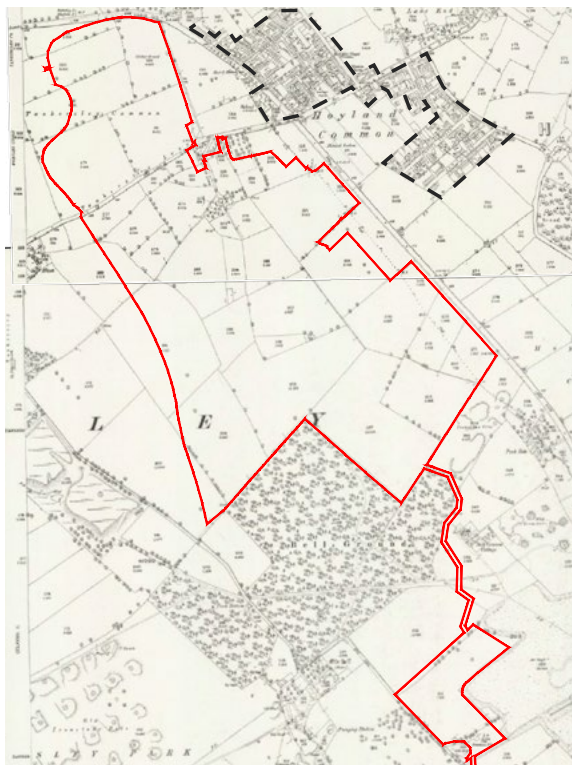
The closest Grade II listed building within Hoyland is the Church of St Peter which is 1km away.

To the south of the site is a Milepost along Sheffield Road, Tankersley Old Hall, Old Hall Farmhouse and the Cottage approximately 0.4km from site.

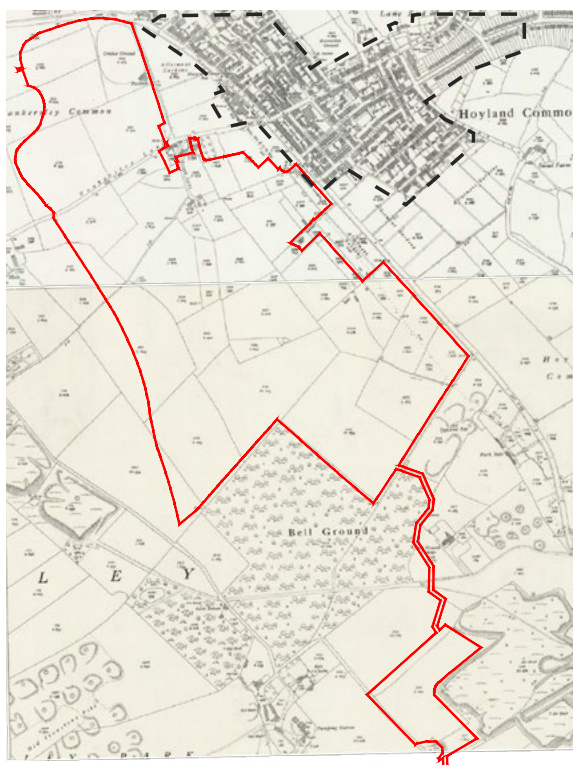
Tankersley Park



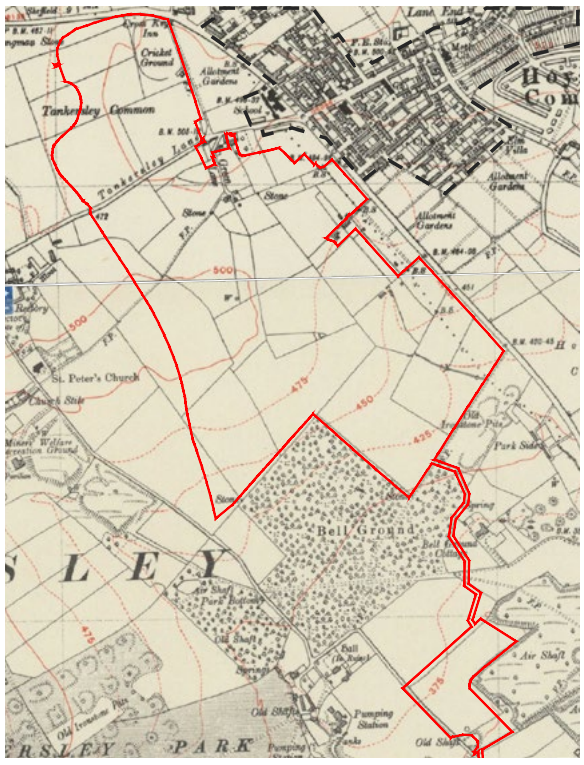
Rockingham Colliery



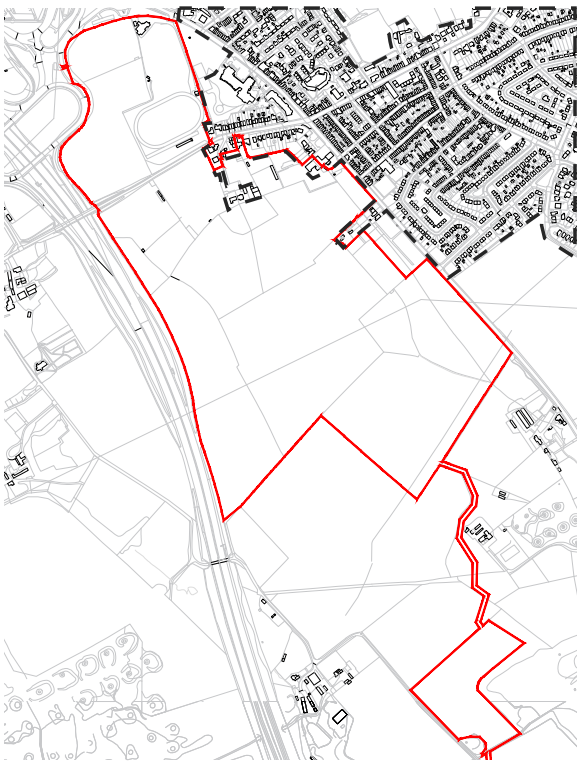
1893



1931



1948



2019

Figure 4
Historic Maps

DEARNE VALLEY PARKWAY (A6195)
STONE BAR FARMHOUSE
FP:12
HOYLAND COMMON PRIMARY SCHOOL
HOYLAND
J36
TANKERSLEY LANE
FP:31
FP:29
FP:30
GLEBE FARM
M1
CHURCH OF ST PETER
FP:24
FP:26
FP:26
BW:25
BELL GROUND WOOD
FP:27
FP:27
TANKERSLEY OLD HALL
OLD HALL FARMHOUSE AND THE COTTAGE
N
NTS

KEY

- Site Boundary
- Public Footpath
- Public Bridleway

Figure 5
Aerial Photograph

Chapter 2.0

UNDERSTANDING THE SITE & CONTEXT

Local Character

Employment Character

Whilst employment development is not characteristic of the immediate site, it is becoming increasingly popular along the M1 corridor. There has also been an increase in the number of large logistics and industrial buildings, particularly alongside the A6195 (Dearne Valley Parkway between Hoyland and Worsbrough and Dearne Towns Link Road between Darfield and Shafton). Most noticeably these include:

- ASOS building at the former Houghton Main Colliery site
- Symphony building on the Ferry Moor former open cast coal mining site at Grimethorpe and associated redevelopment of the Former Grimethorpe Colliery site.
- Ashroyd and Shortwood Business Parks at Hoyland
- More recent mixed-use development at Rockingham/ Gateway 36.

Other employment areas in the vicinity include Wentworth Way Industrial Estate at Tankersley, and Thornecliffe Business Park at Chapeltown. Industrial and distribution units are typically clad in combinations of grey and blue, with pitched roofs and little in the way of architectural detailing. Office buildings tend to be predominantly of brick construction, with glazed elements such as 2-storey high entry vestibules.

Scale and Massing

Existing local employment units vary in size, depending on the use, from large warehouses to smaller office units.

Industrial and distribution units are typically clad in combinations of grey and blue, with pitched roofs and little in the way of architectural detailing. Office buildings tend to be predominantly of brick construction, with glazed elements such as 2-storey high entry vestibules.

Thornecliffe Business Park -

SIG - Sheffield Business Park

Thornecliffe Business Park -

DHL - Dearne Valley Business Park

Thornecliffe Business Park -

XPO Logistics - ASOS distribution Centre

Thornecliffe Business Park - Chapeltown

Capitol Park - J37

Residential Character

The built character of the Pre-1950's housing found in the vicinity of the site (primarily the western edge of Hoyland) has a strong character, which is clearly seen when traveling along Sheffield Road. Stone-fronted terraced houses with little or no front gardens are typical of mining towns such as Hoyland. These also feature stone lintels, chimney stacks and tiled roofs. Larger red-brick semis are found along Tankersley Lane, while post 1950's housing is typically red-brick semi-detached houses with little architectural detailing, as found along Parkside Road. Some more-recent housing development, such as that found along Tankersley Lane, has sought to reflect the vernacular character of the area by using stone as the dominant materials for frontages.

Dry stone walls are commonplace in the immediate vicinity of the site, used to mark boundaries along Sheffield Road.


Sheffield Road


Tankersley Lane


St Paul's Way, Tankersley


Tankersley Lane


Sheffield Road


B6096 Hoyland Road


B6096 Hoyland Road


Sheffield Road

Chapter 2.0

UNDERSTANDING THE SITE & CONTEXT

Placemaking

Delivering design measures to help create a sense of place and distinctive built environment in critical to the success of the Masterplan Framework. The future detailed design will consider the arrangement of buildings and positioning of landscaping to consider effects on existing views, and treatment of new key views. The objective is to deliver distinguishable and recognisable places to give residents, employees and visitors a positive experience.

Residential

There is opportunity for these dwellings to incorporate architectural detailing that reflects the vernacular housing found along Sheffield Road. With the introduction of high-quality housing, replacing the existing haulage depot, the new housing will deliver a built character that assimilates well with the existing environment.

The arrangement of housing should carefully consider the interface with existing dwellings on Tankersley Lane and Sheffield Road, minimising the effects on visual amenity of existing residents.

Open space should be incorporated within the new housing, providing opportunities for recreation and amenity, while pedestrian and cycle connections should be provided to the wider network, connecting to the existing settlement, and to the countryside beyond.

Structural planting and bunding should be used where appropriate to visually separate the new housing from the spine road and employment development beyond.

Employment

As shown on the emerging masterplan, the employment element of the Masterplan Framework will be split down into plots of varying sizes. This dictates the end use, with larger plots being more suited to larger storage and distribution units, and smaller plots lending themselves to offices.

Offices and smaller employment units will be located closer to the existing settlement edge, with larger units set further back, closer to the M1. Offices will be set within a landscaped setting, with ornamental planting around parking areas, and opportunity for external seating areas. Significant areas of structural landscaping will be provided around the perimeter of larger units, to help them assimilate with their surroundings. Tree planting will provide a robust Green Belt buffer to the southern edge of the Masterplan Framework area.

Local Facilities

There are a range of local facilities and amenities within a 5 and 10 minute walk of the site (400m and 800m respectively). The facilities plan below illustrates the relationship of the locality with regards to the proximity of the site.

The centre of Hoyland is approximately 1.5km away to the east of the site and approximately a 23 minute walk, however there is ample access to public transport along Tankersley Lane or Hoyland Road which is approximately 7 minutes to Hoyland Centre.

From the 10 minute walking catchment area future residents and employees would have access to Tankersley, Birdwell and the western edge of Hoyland.

Within the 5 minute catchment area to the east of the site lies an array of local shops along Hoyland Road including a Co-op, Post office, Pharmacy and a hair salon. A Spar is also located along Sheffield Road within walking distance from the site.

Hoyland Common Primary School lies within close proximity to the site. There is also Tankersley St Peters Primary School and Chatterbox Day Nursery just outside the 5 minute catchment area whilst West Meadows Primary School sits just within the 10 minute catchment of the site.

The nearest Secondary School is the Kirk Balk Academy just outside of the 800m catchment at approximately 850m to the east of the site.

Birdwell Medical Centre lies to the north of the site within Birdwell just outside of the site catchment area at approximately

Public Transport

970m north of the site.
There are frequent bus services operating from various bus stops surrounding the site. These are within walking distance of the development sites and offer services to Barnsley Town Centre (via Birdwell), Hoyland Town Centre, Chapeltown, Elsecar, Broomhill and Manvers (via Cortonwood).

Bus Stop	Distance from Site	Servicing
At Sheffield Road	0.1km	72 and 72a
Allotts Corner	0.1km	67, 67a and 67c
Adjacent Sheffield Road	0.15km	2, 66, 72, 72a and X2
Near Queen Street	0.2km	2, 66, 67, 67a, 67c and X2
Adjacent Regent Street	0.2km	2, 66, 67, 67a, 67c and X2
Adjacent New Road	0.2kmw	72 and 72a
Opposite New Road	0.15km	72 and 72a
Adjacent Parkside Road	0.1km	67, 67a and 67c
Near Fitzwilliam Street	0.1km	67, 67a and 67c

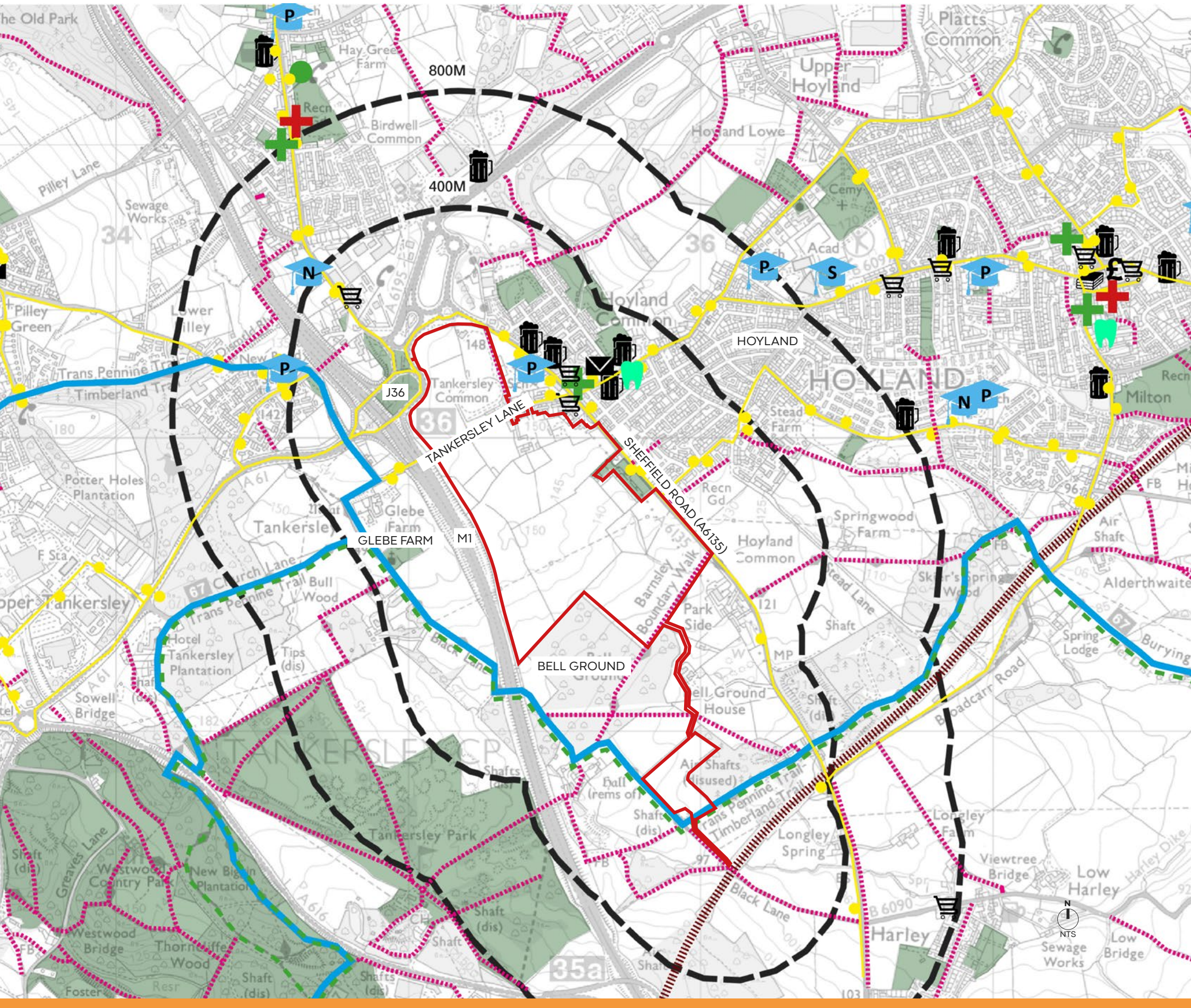
Table 1 - Bus Schedules

Elsecar Rail Station is located approximately 3km east of the site. Rail services operate half hourly between Leeds (via Barnsley) and Nottingham (via Sheffield) Monday to Saturday with a reduced service on Sunday. This allows people to travel to and from the site via rail as part of a combined journey.

National Cycle Network

Circumventing to the south of the site is the National Cycle Network Route 67 which runs from Chesterfield to Leeds.

Figure 6
Facilities & Services Plan



KEY

- Site Boundary
- Nursery
- Primary School
- Secondary School
- GP Surgery
- Pharmacy
- Dentist
- Bank
- Post Office
- Supermarket
- Library
- Public House
- Public Open Space
- Play Area
- Railway
- Bus Route / Bus Stop
- Public Right of Way
- National Cycle Route 67
- Trans Pennine Trail

Chapter 2.0

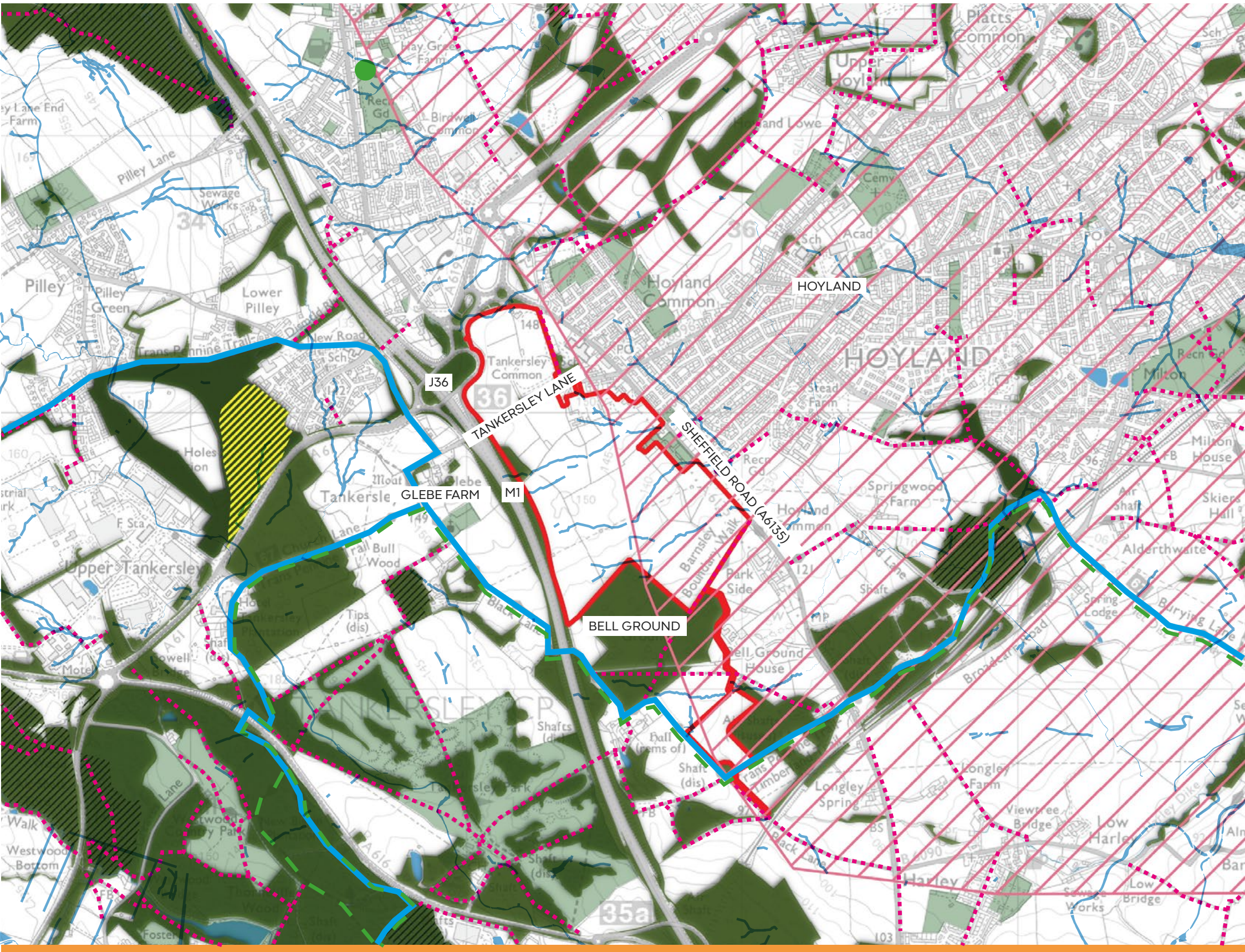
UNDERSTANDING THE SITE & CONTEXT

Existing Green and Blue Infrastructure

The Masterplan Framework area comprises mainly agricultural fields although there are some small scale commercial uses located within the land identified for future housing development adjacent to Sheffield Road. Rockingham Sports Ground is located north of Tankersley Lane, comprising football pitches, cricket ground and archery field. A small area to the north of the allocation boundary comprises of Green Lane Farm.

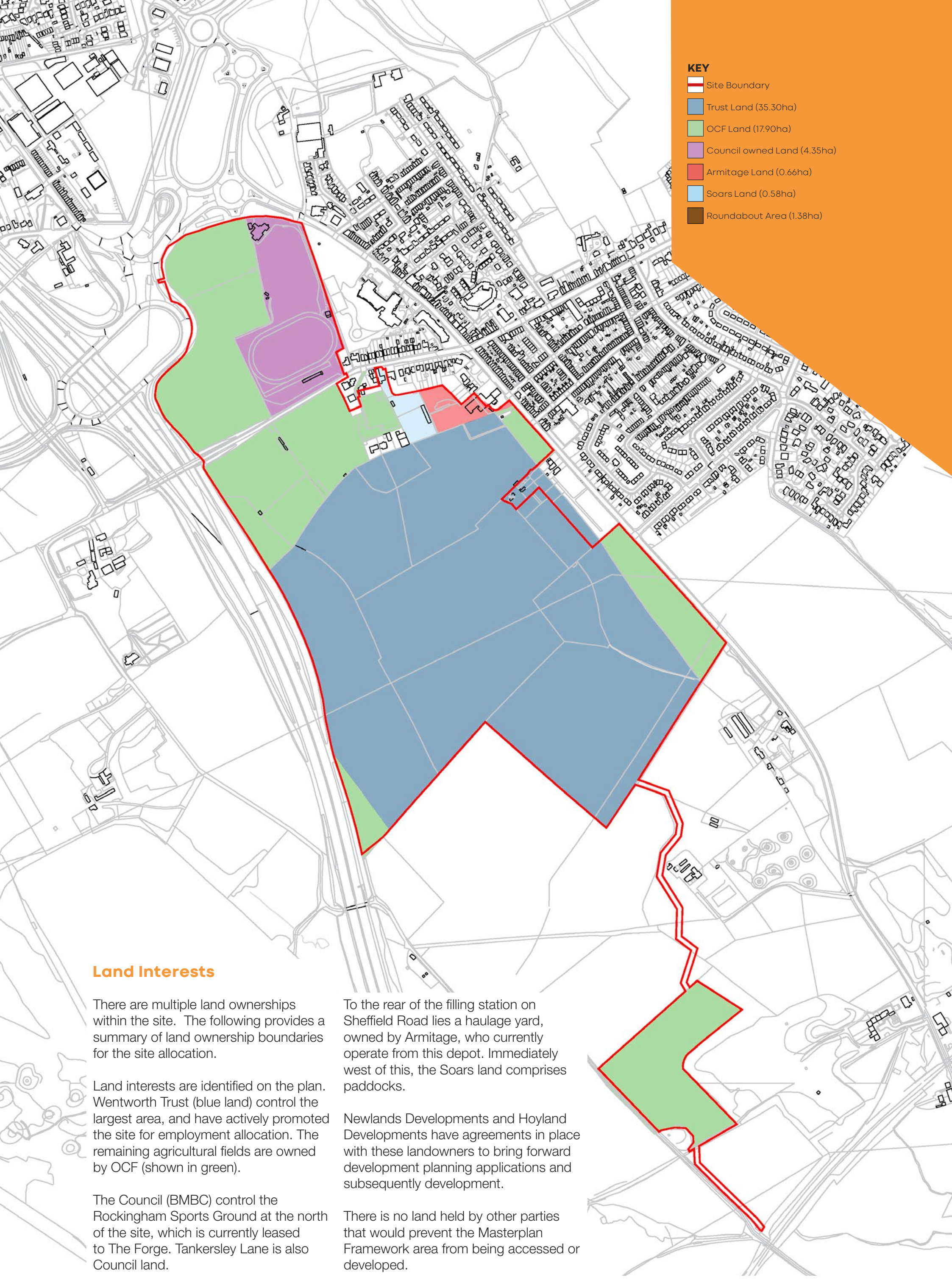
The southern edge of the development is bounded by Bell Ground Wood whilst the western edge consists of a woodland buffer to the M1. The Eastern and Northern edges of the site currently defines the settlement edge of Hoyland. Field boundaries within the site are currently loosely defined by a series of semi-mature scattered hedgerows with the eastern boundary along Sheffield Road comprising of stone walls.

Figure 7
Wider Green & Blue Infrastructure



KEY

- Site Boundary
- Green Space
- Ancient Woodland
- Dearne Valley Green Heart
- Woodland
- Local Nature Reserve
- Water Feature
- Public Right of Way
- National Cycle Route 67
- Trans Pennine Trail



Land Interests

There are multiple land ownerships within the site. The following provides a summary of land ownership boundaries for the site allocation.

Land interests are identified on the plan. Wentworth Trust (blue land) control the largest area, and have actively promoted the site for employment allocation. The remaining agricultural fields are owned by OCF (shown in green).

The Council (BMBC) control the Rockingham Sports Ground at the north of the site, which is currently leased to The Forge. Tankersley Lane is also Council land.

To the rear of the filling station on Sheffield Road lies a haulage yard, owned by Armitage, who currently operate from this depot. Immediately west of this, the Soars land comprises paddocks.

Newlands Developments and Hoyland Developments have agreements in place with these landowners to bring forward development planning applications and subsequently development.

There is no land held by other parties that would prevent the Masterplan Framework area from being accessed or developed.

Site Photography

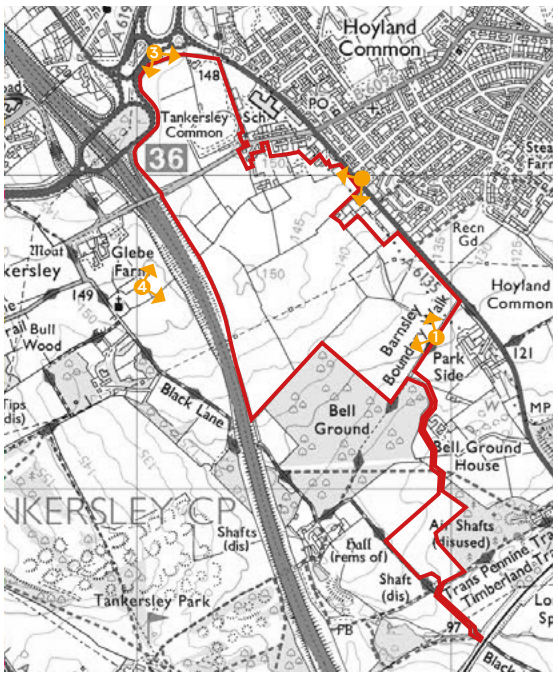


Photo Viewpoint Location Plan

The site is largely well-contained by a combination of vegetation, buildings and topography, therefore limiting the visual envelope of the site (i.e. locations from where the site or future development may be visible). Highway vegetation associated with the M1 limits visibility from visual receptors further west, whilst Bell Ground Woods helps to provide visual enclosure to the southwest. Existing buildings along Sheffield Road prevent visibility of the site from any visual receptors further east.

Future development of the site would result in the most noticeable change to visual receptors in close proximity to the site, including residents, users of public footpaths, road users, and those at Parkside Farm. Users of Barnsley Boundary Walk (long-distance footpath) traveling west will experience a change to the view as result of development seen in fairly close proximity, and likewise users of Tankersley Lane. Other receptors are set further back from the proposed built elements, and therefore effects on the existing views will be reduced by a combination of distance and intervening screening elements.

Well-designed Green Infrastructure that incorporates structural planting would help to filter views to future build development, however this vegetation will take time to establish.

A full visual assessment has been undertaken by FPCR to inform the masterplanning process. A Landscape and Visual Impact Assessment will be included as part of any forthcoming planning applications.

Photo Viewpoint 1: View north west from Footpath (Tankersley CP 26)

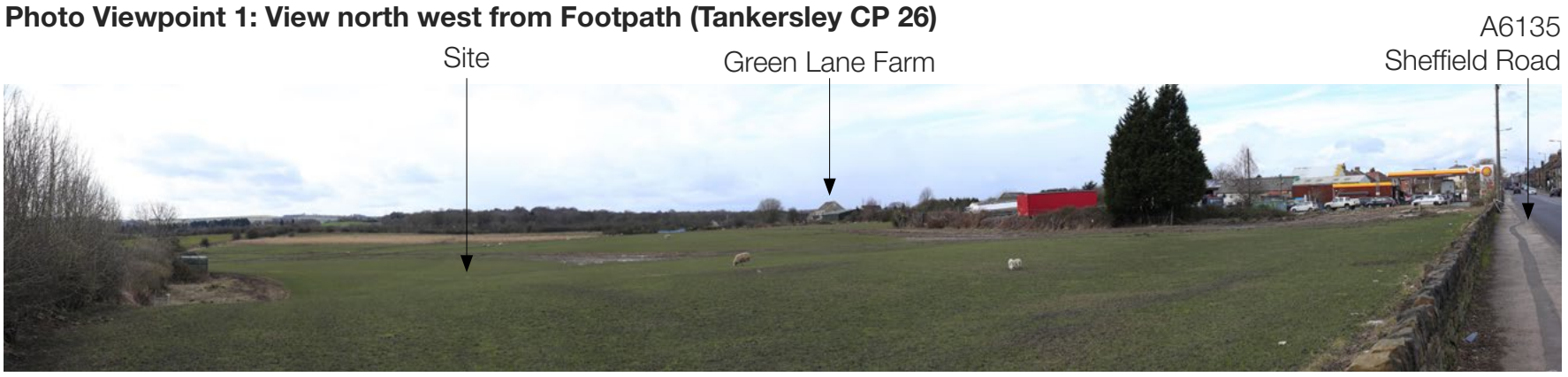


Photo Viewpoint 2: View west from Sheffield Road A6135

Photo Viewpoint 3: View south from A6195

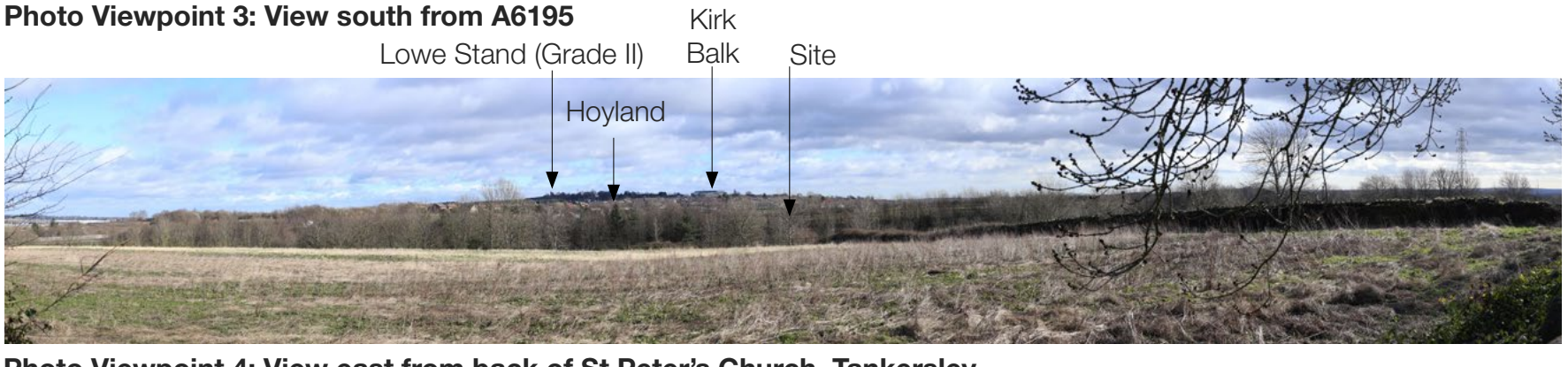


Photo Viewpoint 4: View east from back of St Peter's Church, Tankersley

Figure 9
Photo Viewpoints

Chapter 3.0

REVIEW OF PLANNING POLICIES

Introduction

The section sets out planning policy (current at the time of writing) that has been considered in the preparation of the Masterplan Framework, and that should be considered by any future development on the site.

Barnsley Local Plan

Barnsley's statutory development plan consists of the Local Plan, the joint Waste Plan, the Oxpring Neighbourhood Development Plan and the Penistone Neighbourhood Plan. The Council have also adopted a number of Supplementary Planning Documents, such as 'Trees and Hedgerows' and 'Parking'.

The Hoyland West Masterplan Framework area was designated in the Barnsley Local Plan, adopted in January 2019. The purpose of such a Framework is to ensure that sites can be developed in a comprehensive manner, taking into account all infrastructure requirements. This will ensure that strategic site allocations are brought forward in a sustainable way that secures inclusive growth that reflects each of the Council's corporate priorities.

This Masterplan Framework document has been prepared in accordance with section 6.12 of the adopted Local Plan.

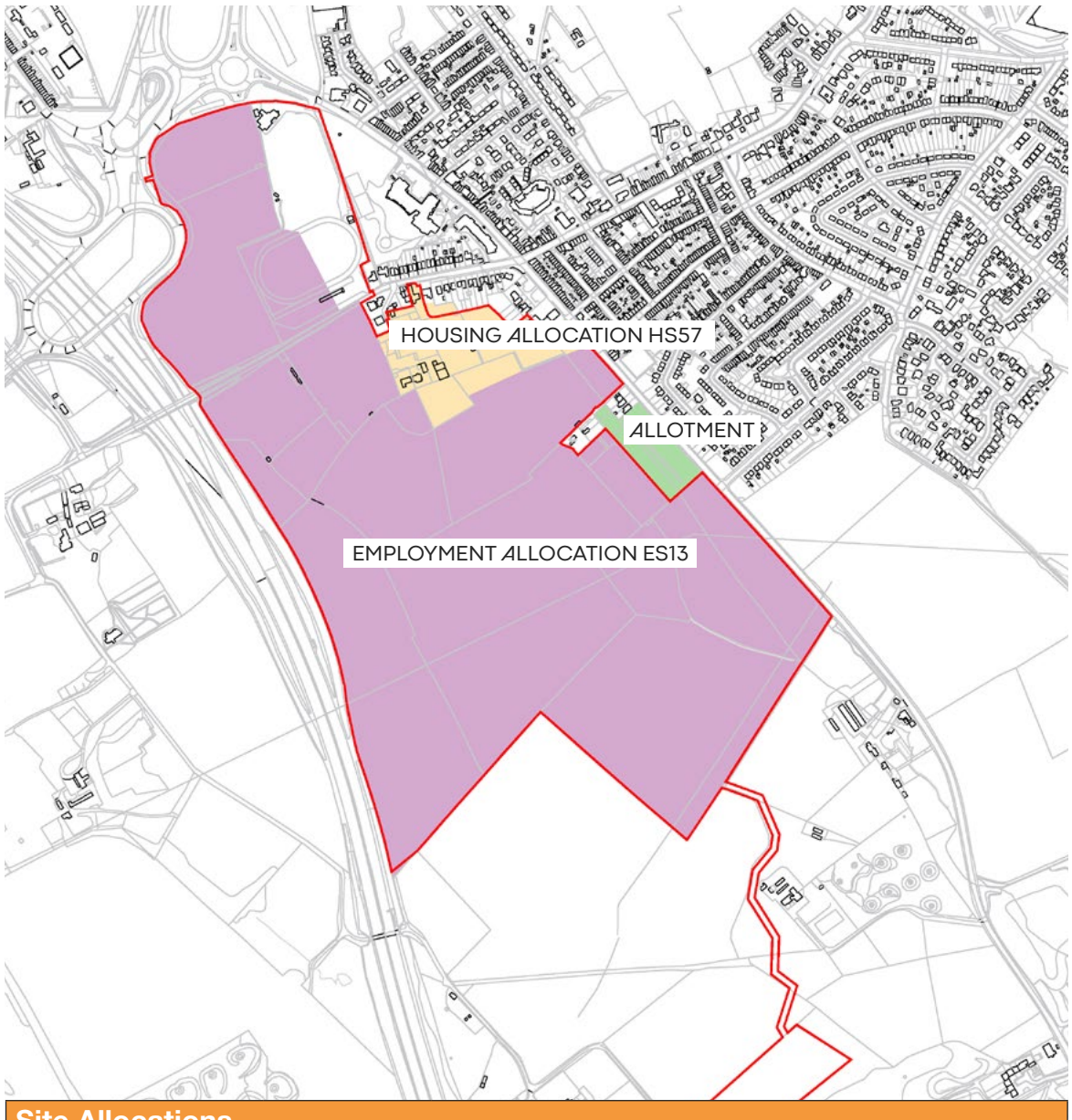
The Masterplan Framework Area identified by Policy ES13 in the Local Plan largely allocates land for employment uses, with a single parcel of land allocated for housing. The policy states:

"Policy ES13 Land West of Sheffield Road 49.3ha
The development will be subject to the production of a Masterplan Framework including housing site reference HS57. The development will be expected to:

- *Provide a link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road;*
- *Relocate the area of Rockingham Sports Ground that falls within the site boundary to an appropriate location within Hoyland Principal Town. The replacement pitch and associated facilities must be constructed and available for use before development on the existing sports ground site commences;*
- *Consider impact on residential amenity and include appropriate mitigation where necessary;*
- *Retain the mature trees and hedgerows;*
- *Provide a buffer strip at least 10 metres wide along the common boundary with the M1;*
- *Ensure that development respects the landscape and wider countryside, and incorporates appropriate mitigation measures to address impacts on the adjacent Green Belt and countryside, including the planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary;*
- *Undertake necessary drainage works; and*
- *Provide air quality assessments in accordance with policy Poll 1.*
- *Archaeological remains are known/ expected to be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including a field evaluation if necessary) that must include the following:*

- *Information identifying the likely location and extent of the remains, and the nature of the remains;*
- *An assessment of the significance of the remains; and*
- *Consideration of how the remains would be affected by the proposed development."*

Figure 10
Barnsley Local Plan



Site Allocations		
Site Reference	**Site Area**	**Proposed Use**
Employment - ES13	49.3ha	Employment: Business, General Industry and Storage and Distribution
Residential - HS57	3.2ha	Residential: 101 dwellings

Table 2 - Site Allocations

"Policy HS57 Land at Tankersley Lane Indicative number of dwellings 101

The development will be subject to the production of a Masterplan Framework covering the entire site and employment site reference ES13. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.
The development will be expected to:

- *Ensure any layout takes account of the relationship between the new development and existing buildings that are not available for redevelopment;*
  Provide a buffer between the site and Skiers Wood Local Wildlife Site;
  Provide a landscape buffer between this site and the employment site ES13; and
- *Produce a detailed ecology report in support of any development proposal.*

Archaeological remains may be present on this site therefore proposals must be accompanied by an appropriate archaeological assessment (including field evaluation if necessary) that must include the following:

- *Information identifying the likely location and extent of the remains, and the nature of the remains;*
- *An assessment of the significance of the remains; and*
  Consideration of how the remains would be affected by the proposed development."

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 124 of the NPPF makes specific reference to good design as a key aspect of sustainable development.

"124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."

Paragraph 127 requires that:

"Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces,building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e)optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development
(including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

National Design Guide

The National Design Guide forms part of the Government's suite of design guidance and should be read alongside national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework.

The National Design Guide outlines the Government's priorities for well-designed places in the form of ten characteristics. The ten characteristics provide an overarching framework which contributes towards themes for good design set out in the National Planning Policy Framework.

The ten characteristics of well-designed places are:

Context - enhances the surroundings.

Identity - attractive and distinctive.

Built form - a coherent pattern of development.

Movement - accessible and easy to move around.

Nature - enhanced and optimised.

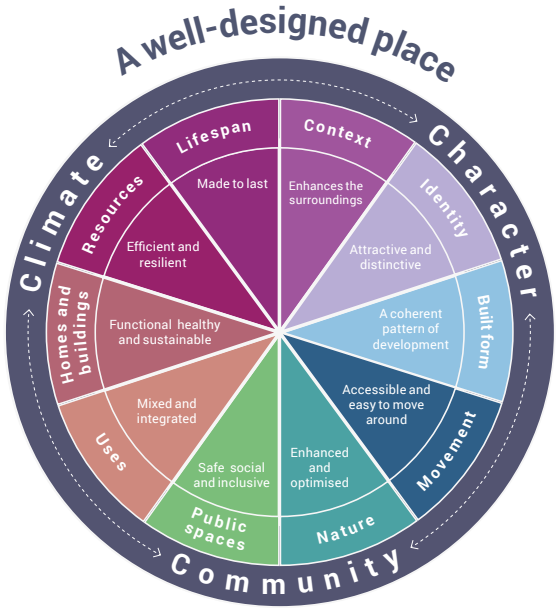
Public Spaces - safe, social and inclusive.

Uses - mixed and integrated.

Homes and buildings - functional, healthy and sustainable.

Resources - efficient and resilient.

Lifespan - made to last.



Chapter 4.0

TECHNICAL BASELINE ANALYSIS

Technical Considerations

Landscape Character

The character of the existing landscape has been much altered over the years, primarily due to mining activity. The Site landscape comprises a combination of arable and permanent pasture farmland as well as deciduous woodland blocks of varying sizes. A number of hedgerows and trees are found within the Site.

Future development is anticipated to result in loss of open farmland, the removal of some hedgerows and trees, and a change in character resulting from built development. The loss of existing landscape features should be mitigated through the introduction of significant new native structure planting between development plots. Wide native planting belts should be proposed to help visually contain future development on the southern and western boundaries.

Nonetheless, even with mitigation in place, development of the site will result in unavoidable harm to landscape character given the need for the site to accommodate larger buildings that generate sufficient value to cover the extensive infrastructure costs.

Visual Amenity

The site is largely well-contained by a combination of vegetation, buildings and topography, therefore limiting the visual envelope of the site (i.e. locations from where the site or future development may be visible). Highway vegetation associated with the M1 limits visibility from visual receptors further west, whilst Bell Ground woods helps to screen views into the site from the southwest. Existing buildings along Sheffield Road prevent visibility of the site from any visual receptors further east.

Future development of Hoyland West would result in the most noticeable change to visual receptors in close proximity to the site, including residents, users of public footpaths, road users, and visitors to Parkside Farm shop. Users of Barnsley Boundary Walk (long-distance footpath) traveling west will experience a change to the view as result of any development seen in fairly close proximity, and likewise users of Tankersley Lane. Other receptors are set further back from the proposed built elements, and therefore effects on the existing views will be reduced by a combination of distance and intervening screening elements.

Consideration will need to be given to the impact of future development on long-distance views experienced from the southeast, especially those from heritage assets (particularly where these are designated). The site is visible from the top and base of Keppel's Column and the top of Hoober Stand (both Grade II* listed). The site is also glimpsed from the edge of Wentworth Conservation Area and from areas within the designated parkland. Where impacts are identified that result in harm to the setting of heritage assets (including minor harm), mitigation strategies that include design, elevational treatments, landscaping and planting should be formulated that ensure any harm is minimised.

Well-designed Green Infrastructure that delivers structural native planting should be incorporated into future proposals to help to filter views to future built development, however this vegetation will take time to establish and is unlikely to fully mitigate visual impact of larger buildings. Detailed consideration should be given to the heights and massing of employment buildings, to avoid any unacceptable harm on visual amenity. Larger buildings should occupy the western extent of the site and should be set back from residential receptors. Employment buildings closer to Sheffield Road should be of a more human scale, with careful consideration given to materials and the way these buildings relate to Sheffield Road.

Building heights should be commensurate with proposed footprints (i.e. smaller footprints are expected to be lower in height). Further guidance on building height is set out in Chapter 6.

Even with mitigation in place, development of the site will impact adversely on visual amenity.

Biodiversity

The Extended Phase 1 Habitats Survey, undertaken by FPCR, has identified that the land is dominated by arable habitat of low ecological value with grazed pasture also forming a significant extent of the habitats. The boundary hedges are native species dominant and considered a priority habitat although many are heavily trimmed with low structural and botanical diversity. Many of the arable field boundaries supported defunct hedgerows or scattered scrub cover. Many of the hedgerows are likely to be lost to facilitate access infrastructure and large commercial units, however none were found to meet the definition of `Important' hedgerow.

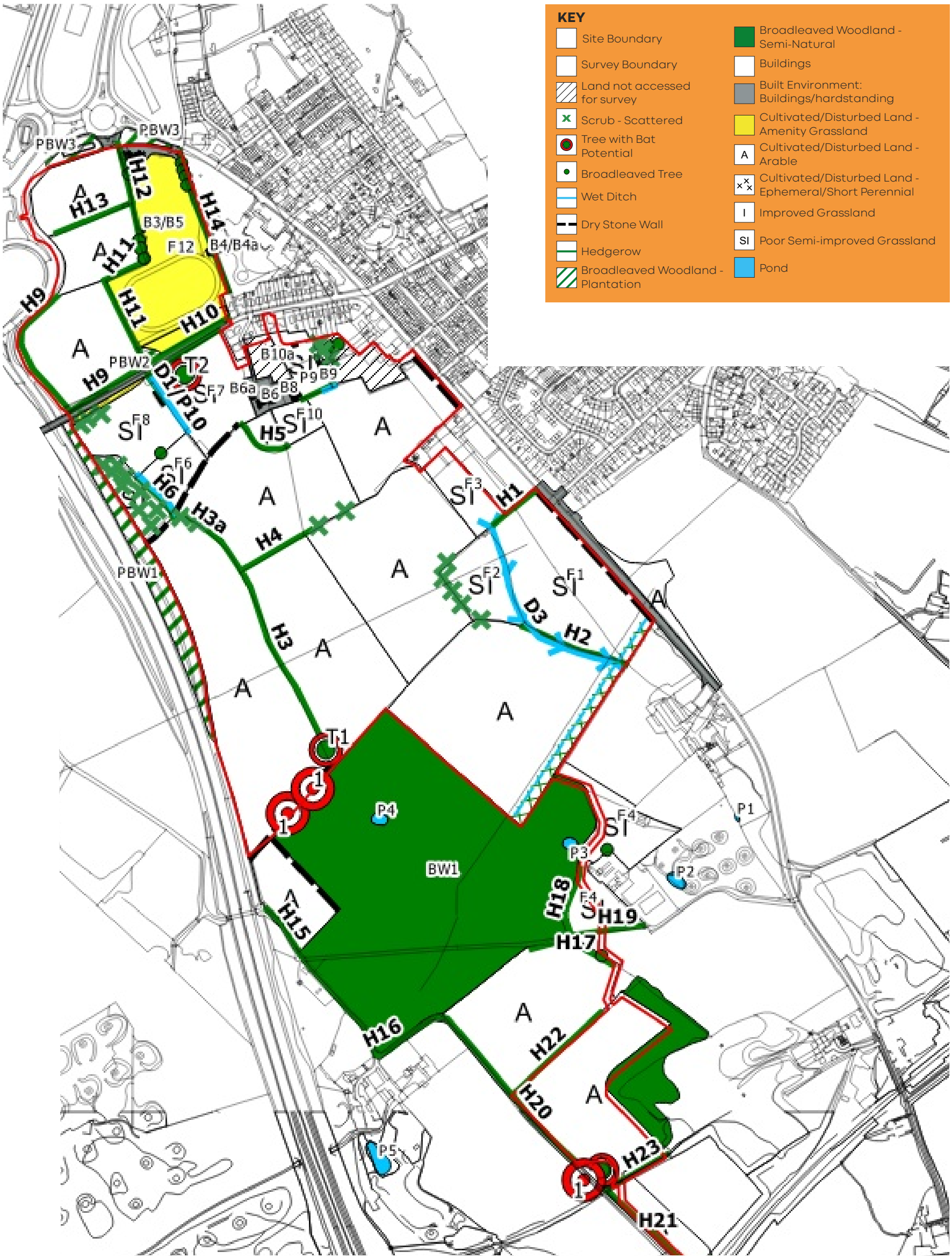
No protected species have found within the vicinity of Hoyland West. A number of notable species of winter birds were recorded, though these were recorded in low numbers.

Extensive native structural planting should be incorporated in any future proposals to provide corridors of movement and retain interest for species associated with scrub and woodland. Proposed Green Infrastructure should be designed to maximise opportunities for creating new habitats, and delivering an overall net gain in biodiversity, in accordance with current policy and legislation.

Proposals should incorporate open habitats such as bare ground, reed beds and/or grassland in association with attenuation features to retain interest for species such as lapwing. Hedgerow removal should be compensated for by new tree and hedgerow planting. Further recommendations include planting as much structural variety as possible (trees, shrubs, grasses, perennial herbs, bulbs, mulch and gravel) and flowers known to provide nectar for pollinators (single blooms).

Any fencing around plots should allow for hedgehog access. Good connectivity is needed for most wildlife (linear corridors or stepping-stone habitats with only small breaks in cover and free from artificial light as much as possible).

Figure 11
Phase 1 Habitat Survey



Chapter 4.0

TECHNICAL BASELINE ANALYSIS

Land Contamination and Ground Stability

Investigations undertaken by Applied Geology have revealed that significant parts of the site are underlain by opencast backfill materials that comprise overburden materials resulting from the opencast operations. These materials are predominantly cohesive soils with varying amounts of gravel to boulder size rock fragments - mudstone, siltstone, sandstone, ironstone and coal. The depth of opencast backfill materials varied, generally increasing to the east up to circ. 15m deep.

The site has also been subjected to deep underground mining of several other seams, however, the Coal Mining Risk Assessment advises that any ground movements due to this deeper mining should have now ceased.

No potential sources of contamination have been identified, other than the possibility of the opencast backfill materials. Contamination testing of the topsoil showed it to be suitable for retention on site. Chemical testing of the groundwater showed no observable impact from typical potential contaminants.

No mine gas was generally identified during the investigation, however, some carbon dioxide was detected in some backfilled opencast areas. Standard basic gas protection measures may be required for some buildings.

The cut and fill works necessary to create level development platforms will seek to retain all soils on site wherever possible. The earthworks shall be undertaken in accordance with a detailed Earthworks Specification to ensure the performance criteria are met. Slopes will need to be designed to take account of the geotechnical parameters of the strata - both within and below the slope, groundwater levels and drainage.

Where necessary, ground improvement will need be undertaken in areas of opencast backfill to reduce predicted settlements to acceptable limits and enable subsequent construction.

Heritage and Archaeology

The initial evidence suggests that there are no buried archaeological remains of value, this is due to the open cast mining of the site.

Prior to any development of the site, sample excavation should take place to record the makeup and profile of deposits and any sub-surface remains associated with the former northern wall of Tankersley deer park and establish its relationship (if any) with adjacent evidence for ridge and furrow agriculture to its north. Whilst the archaeological potential of the ridge and furrow is limited, the area covered by the earthwork remains should be mapped and efforts should be made by the developer to preserve visible earthwork remains in situ, where possible.

The requirement for any further archaeological recording within the Site Area will be decided by the South Yorkshire Archaeology Service.

Flood Risk and Drainage

The site is located within Flood Zone 1 (low risk) and is therefore considered to have less than 1 in 1000 annual probability of fluvial flooding. Some small areas of currently experience surface water flooding.

Initial analysis of the existing drainage concludes that the site is formed of three catchments (eastern, western and northern).

The eastern catchment connects to the Harley Dike down the eastern edge of the site in an existing culvert.

Run-off from the western catchment is currently funnelled into Harley Dike.

The northern catchment is split into two outfalls, both appearing to connect to Highway England drains.

A sustainable drainage system serving future development should provide suitable drainage attenuation for 1 in 100 year flood event plus 30% climate change allowance.

Movement and Transport

Walking

There is currently a good network of footways that connect the edge of the site to Hoyland, including those located on Tankersley Lane, surrounding Birdwell Roundabout, and along Sheffield Road. As shown on the Movement Plan opposite, a number of Public Rights of Way (PRoW) exist in close proximity to the site, including Footpath 26 that runs along the southern site boundary.

These existing paths should connect into the proposed pedestrian cycle routes associated with future development of the site, providing connectivity to the existing settlement, and to the countryside beyond.

Cycling

National Cycle Network Route 67 runs to the west of the Masterplan Framework area along New Road/ Tankersley Lane and can be accessed from Hoyland West via Tankersley Lane. The route provides a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. The route also forms part of the Trans Pennine Trail, which covers a whole network of routes linking the major urban centres of the region.

Public Transport

Bus stops are located within the site along Tankersley Lane, as well as to the east of the site on the A6135 Sheffield Road and to the north along A61 Sheffield Road. Routes 72/72a, 2/ X2, 66, 67/67a/67c and X17 provide connections to Barnsley, Wombwell and Sheffield amongst other locations. Routes following Tankersley Lane may have to be diverted as a result of the proposed development - Barnsley Bus Partnership have been consulted on this.

Whilst the site is not directly served by rail, connections can be accessed at Elsecar station, which is approximately 3.2km southeast of the site.

Figure 12
Movement & Access Analysis Plan

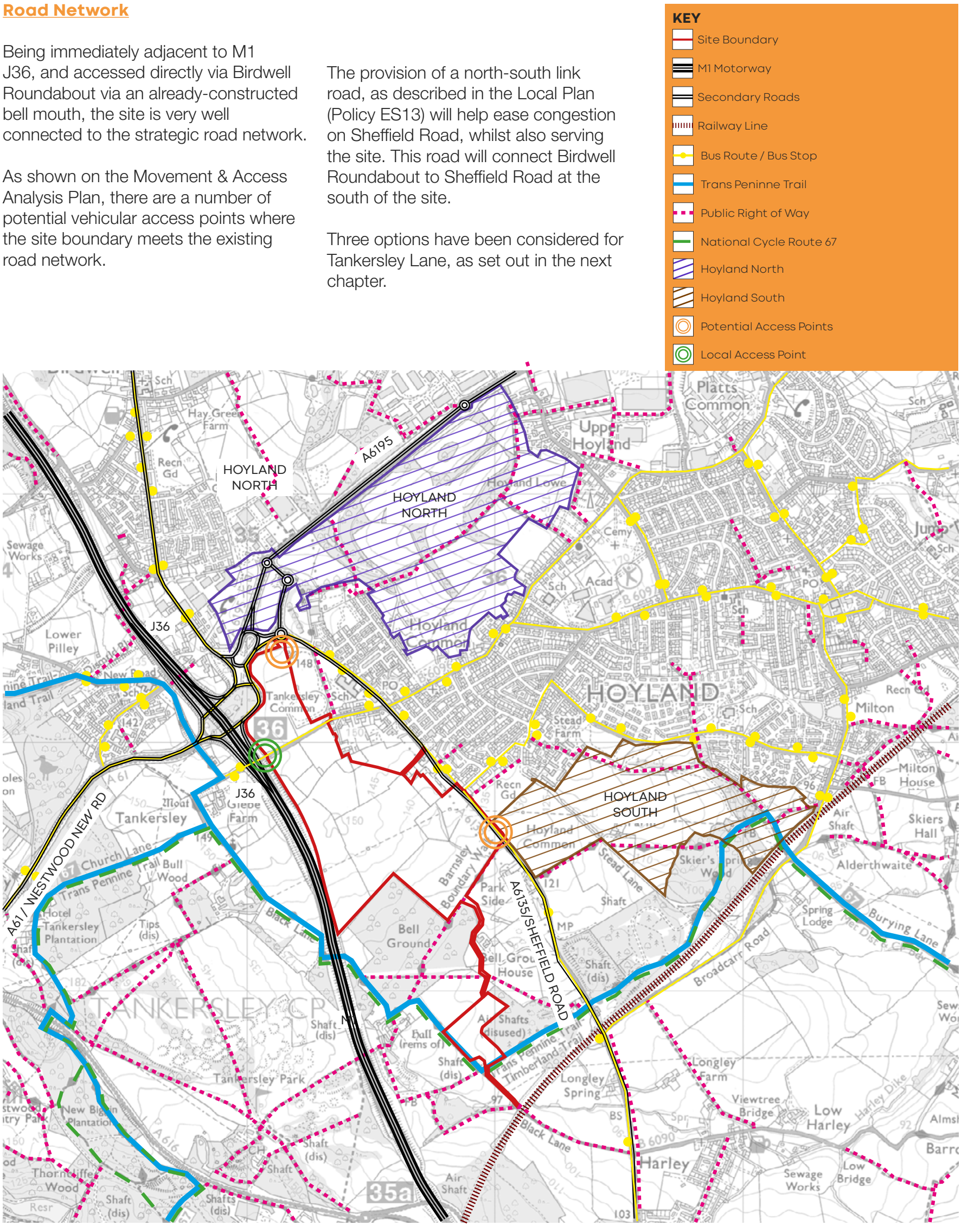
Road Network

Being immediately adjacent to M1 J36, and accessed directly via Birdwell Roundabout via an already-constructed bell mouth, the site is very well connected to the strategic road network.

As shown on the Movement & Access Analysis Plan, there are a number of potential vehicular access points where the site boundary meets the existing road network.

The provision of a north-south link road, as described in the Local Plan (Policy ES13) will help ease congestion on Sheffield Road, whilst also serving the site. This road will connect Birdwell Roundabout to Sheffield Road at the south of the site.

Three options have been considered for Tankersley Lane, as set out in the next chapter.



Chapter 4.0

TECHNICAL BASELINE ANALYSIS

Services and Utilities

Northern Powergrid have identified the nearest point of connection to be Elsecar Primary Substation. This could connect to the site via two spare 11kV circuit breakers. This is approximately 4.8km from site so would involve significant infrastructure reinforcement.

Yorkshire Water have identified 7" CI main on Tankersley Lane as the point of connection from the mains pipe to barrier pipe on site, which is to be laid by the groundworker prior to connection.

Cadent Gas Networks have identified a medium pressure point of connection on Sheffield Road. A Gas Governor would be required on site.

There is a good telecoms network along Tankersley Lane and Sheffield Road, that can be extended into the site.

Trees and Hedgerows

The tree survey, undertaken by FPCR, recorded a low number of Category A trees, with the majority being Category B and C, with a further small number recorded as unsuitable for retention.

Apart from one hedgerow (assessed as Category B), all the hedgerows were recorded at Category C (low quality). Hedgerows across the site have been subjected to intense cutting regimes creating consolidated forms. In places, hedgerows were "gappy" where growth had been damaged and no longer present.

A single veteran tree was recorded on the north side of Bell Ground woodland, which will require the appropriate buffering against development in accordance with the latest standing advice.

Proposals should deliver a significant increase in the amount and arboricultural quality of local tree cover through delivery of new tree planting that will also help to mitigate for the loss of any tree and hedgerow cover.

In accordance with Policy ES13 of the Local Plan, proposals should deliver a buffer strip at least 10 metres wide along the boundary with the M1 - this should comprise tree planting.

Greenspace and Recreational Analysis

In addition to agricultural fields, the site also includes Rockingham Sports Ground the Rockingham Centre, located north of Tankersley Lane. The existing cricket ground will be relocated off-site as part of the Hoyland North proposals. Development proposals for Hoyland West should set out how other facilities will be relocated off-site.

The Council are looking into several options for the temporary relocation of archery, taking into consideration a number of factors including the safety of the public.

Parkside has the capacity to occupy a larger amount of amenities including sports pitches, archery facilities and the potential to accommodate a community building with associated parking.

The site contains little in the way of landscape features, with most vegetation being of little value. Immediately south of the site, Bell Ground woodland provides enclosure to the southwest, while highway planting defines the western boundary with the M1. Field boundaries within the site are currently loosely defined by a series of semi-mature scattered hedgerows with the eastern boundary along Sheffield Road comprising of stone walls.

Health and Well-Being

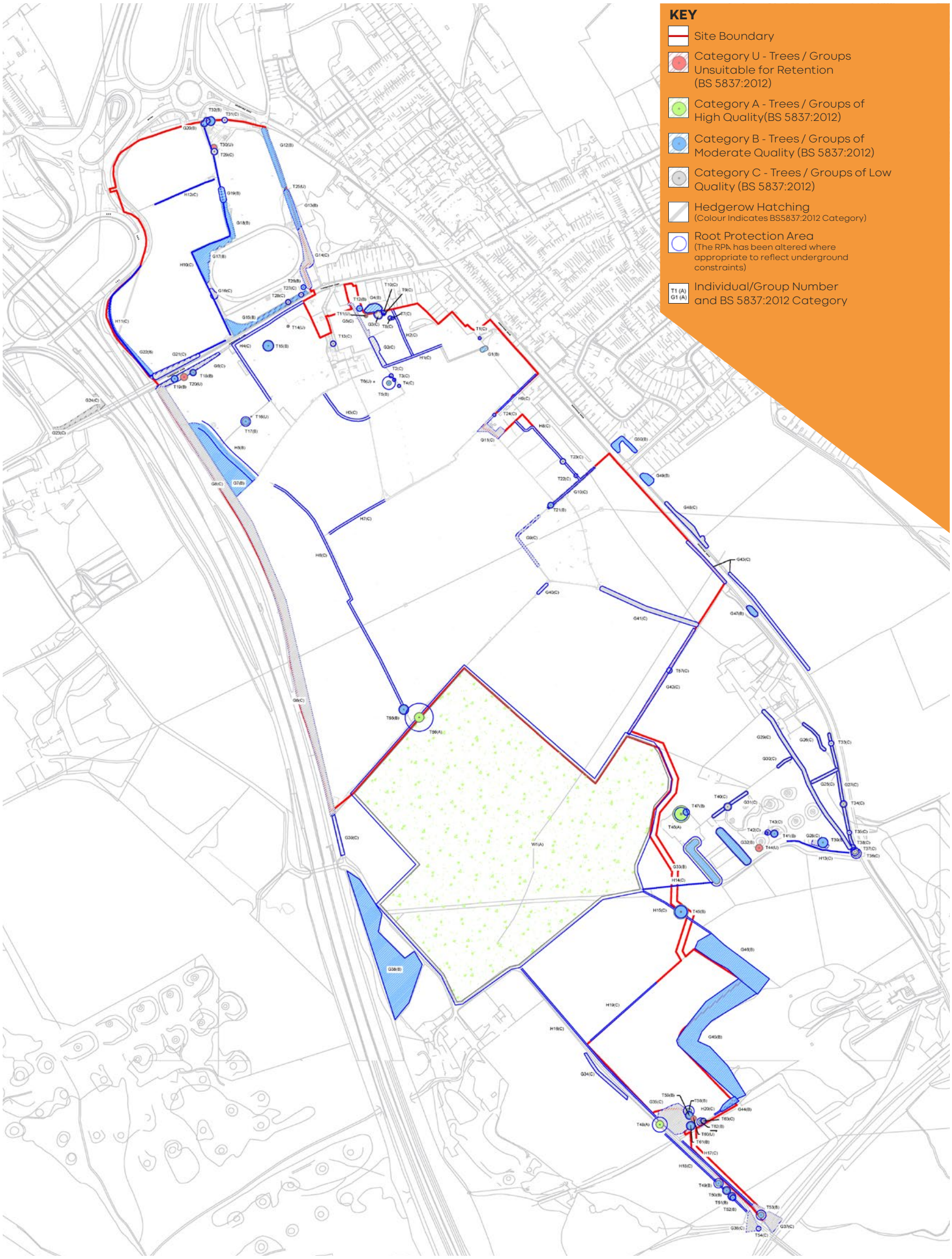
Future development proposals should put forward appropriate health and well-being initiatives that will benefit users of the site and communities within the wider context of Hoyland.

Barnsley Council do not have their own Health Impact Assessment toolkit, and as such the HUDU's Rapid Health Impact Assessment Toolkit should be used to determine the impact of the future development on local health and wellbeing.

The toolkit outlines a number of impacts that should be considered when undertaking a HIA. The potential direct and indirect impacts of the development are summarised below under each heading:

Housing Quality and Design
Access to Public Services and Social Infrastructure
Access to Open Space and Nature
Air Quality, Noise and Neighbourhood Amenity
Accessibility and Active Travel
Crime Reduction and Community Safety
Access to Healthy Food
Access to Work and Training
Social Cohesion and Lifetime Neighbourhoods
Minimising the Use of Resources
Climate Change

Figure 13
Tree Survey Plan



Chapter 5.0

DESIGN PROCESS

The assessment of the site and surrounding area has identified a number of constraints and opportunities in relation to future development.

This chapter broadly explains how these have informed decisions regarding the Masterplan Framework, and how the layout has evolved to take these factors into account.

Constraints

- Green Belt - western and southern site boundaries lie adjacent to the green belt;
- Opencast - made ground and high walls associated with previous mining activity;
- Listed buildings - several listed buildings are in the vicinity of the site;
- Conservation Areas Registered Parks (Wentworth) and other undesignated heritage assets of note are also within the zone of theoretical visibility whose setting may be affected;
- High voltage overhead cables - cross the site from west to east;
- Topography - cut and fill will be required to create development plateaux;
- Veteran tree on northern edge of Bell Ground;
- Drainage - limited outfalls available;
- Relocation of sports and community facilities from Rockingham Sports Ground.

Opportunities

- M1 - close to major road network, with easy access via Junction 36;
- Extensive woodland blocks on or close to site providing visual screening and ecological habitats;
- Attenuation features - potential to create dual-use drainage attenuation features off-site, enhancing local biodiversity;
- New access - located in convenient locations off the existing road network;
- Public transport network - close to the site, providing easy access to Hoyland Centre, Barnsley, Wombwell, Elsecar and Chapeltown;
- Public Rights of Way network - in close vicinity of the site, providing access to the wider countryside;
- Good connections to Rockingham development and Hoyland North.
- New link road will ease congestion on Sheffield Road, thus leading to an overall improvement in air quality.

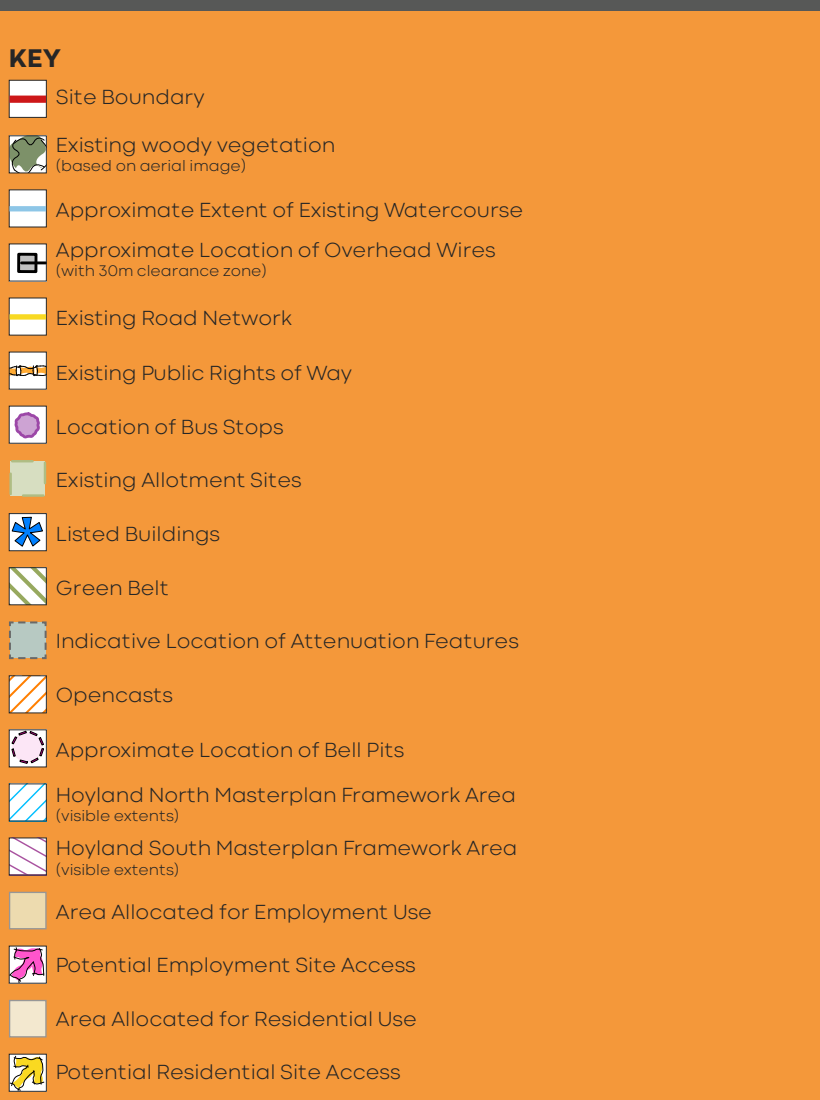


Figure 14
Constraints & Opportunities

Birdwell Roundabout
Hoyland Common Primary School
B6096 Hoyland Road
Tankersley Lane
A6135 Sheffield R
Current speed limit change 50/30mph
HOYLAND SOUTH
M1
Bell Ground
ATTENUATION
145
150
140
135
130
125

Chapter 5.0

DESIGN PROCESS

Key Masterplan Principles and Requirements

The design process has been iterative, and informed by the result of assessment and evaluation work carried out by the consultant team, as summarised in previous sections of this document.

The masterplan has evolved through close collaboration with the consultant team, key stakeholders, and Council officers. The design responds to the Constraints and Opportunities, as previously described.

The design has sought to respond to the site and its surroundings, and provides a considered design response. The character of the wider area should be reflected, where possible, through the use of locally native planting, and entrance features that reflect characteristic landscape elements such as dry stone walls and ridge & furrow.

The design of building elevations should consider how they will be viewed - with grey and blue cladding used where buildings are likely to be seen against the sky. Active façades should face onto the link road, whilst service yards and loading bays should be situated in areas that are less visually prominent

The development principles have been written as a response to the analysis of the site and its surroundings and the outcome of consultation on the emerging proposals.

1. **Design a development that is sympathetic to its surroundings** - all plots should assimilate well within the surrounding context through the use of scale, form and architectural design.

2. **Provide multi-functional Green Infrastructure** - Significant areas of new planting, grassland and drainage attenuation should be provided to enhance biodiversity and provide visual mitigation for future built development. The veteran tree on the boundary with Bell Ground should be incorporated into the proposals

3. Deliver a minimum 10% biodiversity net gain - the loss of agricultural fields, mature trees and hedgerows should be compensated for through the delivery of on-site green infrastructure and off-site habitat.

4. **Provide a network of accessible pedestrian and cycle routes** - various footway/cycleways should be incorporated into the site along the new link road and connecting to existing Public Rights of Way.

5. **Work with the existing topography** - although land modelling will be necessary, the levels should be carefully considered, taking into account the prevailing southern change in topography.

6. **Introduce a gateway to the scheme from the north** - those entering the site from Birdwell Roundabout should be welcomed by landmark office buildings, and high-quality green infrastructure along the link road that seeks to incorporate elements that are characteristic of the wider area (such as dry-stone wall and/or ridge and furrow features).

7. **Carefully considered built design** - massing of larger units should be broken up through the use of a carefully selected palette of colours.

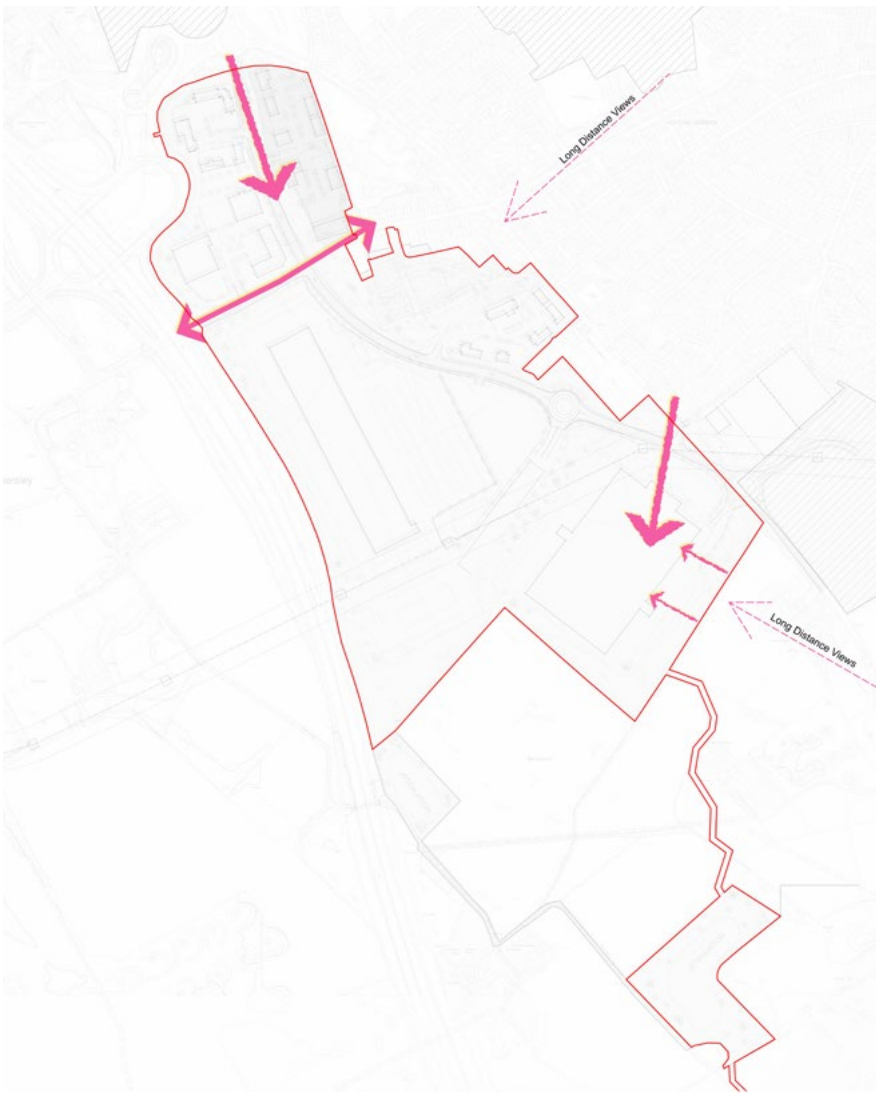
8. **Consider visual amenity of most sensitive receptors on the western edge of Hoyland** - the built development should be located as far west as possible, and significant structural vegetation should be provided in the east and south of the site.

9. **Provide direct connections to the existing settlement of Hoyland** - to encourage commuting by bike and on foot, and allow workers to easily access facilities.

10. **Design a pleasant link road** - the link road will not be designed as a bypass, but it will be integral to the overall layout, set within high quality Green Infrastructure, with active building façades facing onto it.

11. **Develop the site to be innovative & sustainable** - the design of future development should be forward-thinking, meeting current and evolving standards with regard to construction, operation and use of resources.

The following diagrams set out the Design Principles for the Masterplan Framework and how the design should respond to the analysis set out earlier in this document.

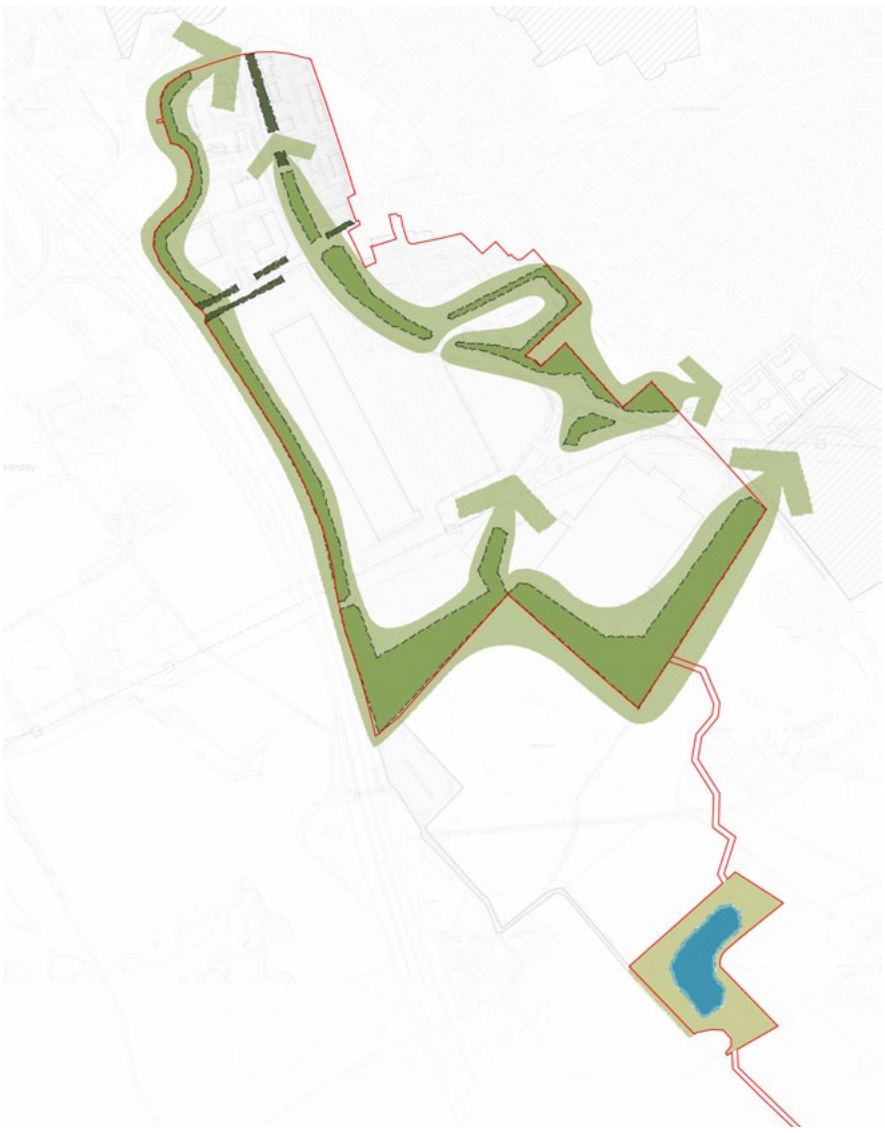


Key Views and Vistas

The combination of the adjacent settlement edge, and established woodland helps to visually contain the site from some directions. The most open views into the site are experienced from Birdwell Roundabout and Tankersley Lane in the north, Sheffield Road (immediately east of the site), Barnsley Boundary walk and Parkside Farm just south of the site, and from more distant viewpoints to the southeast (such as Wentworth).

Where appropriate, gateway features and high-quality landscaping should be used to enhance these views and frame key elements of future development proposals.

Where future built development is likely to result in harm to visual amenity, this should be mitigated through extensive tree planting, in addition to careful consideration of building massing and scale.



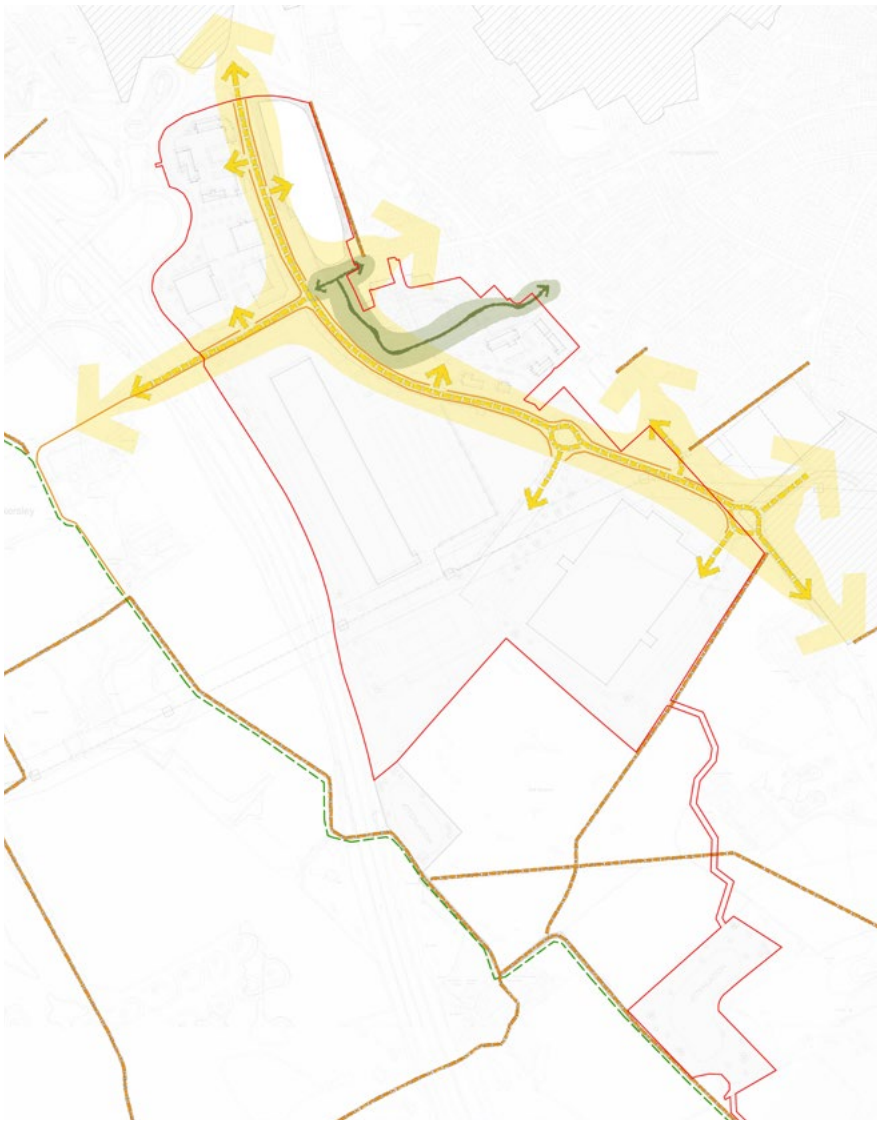
Connected Routes and Functional Greenspace

There are a range of public rights of way in and around the Masterplan Framework area. Opportunities for connections to these existing routes should be maximised, including the delivery of a green link along Tankersley Lane. Where feasible, existing vegetation should be retained and incorporated into the layout. New green infrastructure should be multi-functional, maximising opportunities for amenity, as well as functioning as visual mitigation and biodiversity enhancements.

Entrances to pedestrian and cycle routes should be clearly defined and users should be separated from other forms of transport where possible e.g. changing surface materials and clear signage.

Figure 15a
Key Design Principles

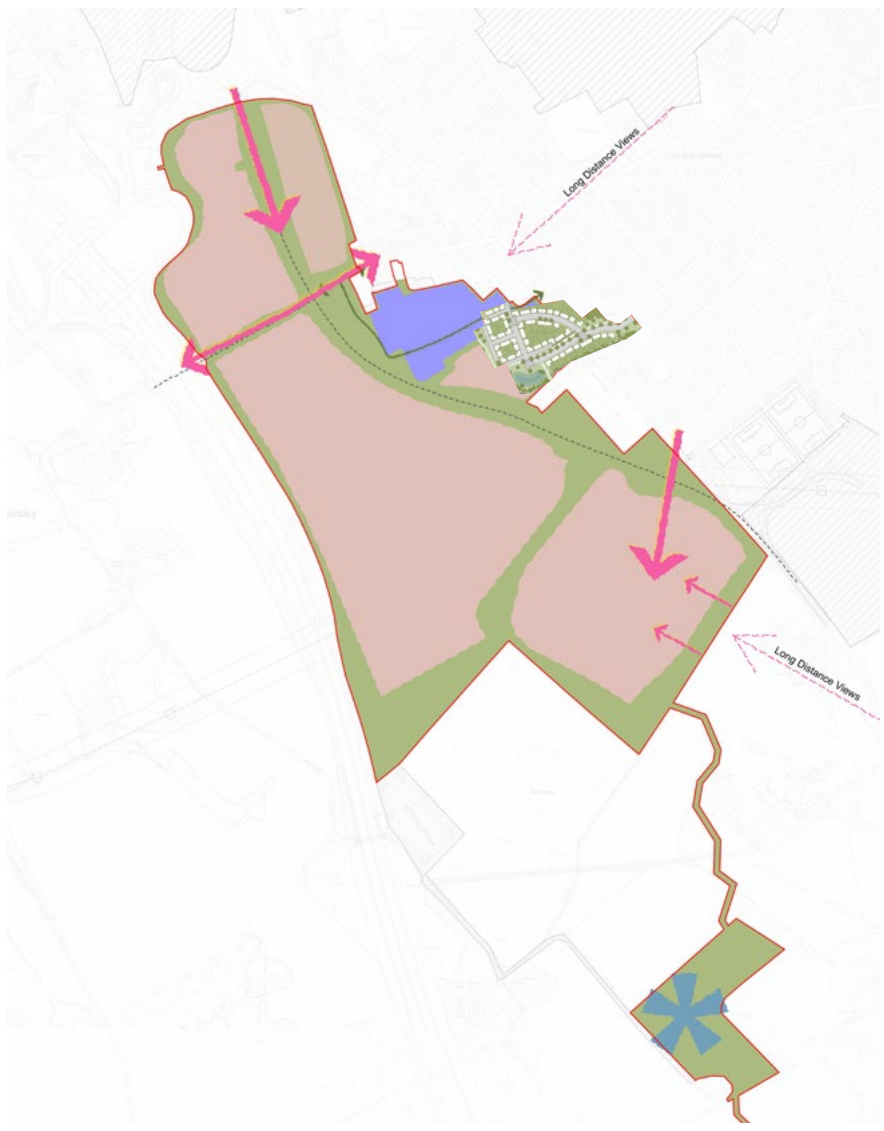
DESIGN PROCESS



Connectivity

The new link road will provide a spine route for future development, connecting Birdwell Roundabout in the north to a new priority junction on Sheffield Road in the south. Each employment plot will be accessed from the new link road.

Opportunities for pedestrian and cycle connections between Hoyland and the site should be maximised (traffic-free where feasible), with crossing points provided where these routes meet the link road.



Integrated Community and Well-being

The built form should be complementary to the existing character of Hoyland Common with tall buildings being located on the western edge of the site. Massing and scale should reduce further east, to help future development integrate with the existing settlement edge.

Pockets of coordinated green infrastructure should improve well-being and linkages throughout the area. Clear and well-maintained signage should be delivered throughout the Masterplan Framework area to direct users to wider destinations including Hoyland town centre.

Figure 15b
Key Design Principles

Design Advisory Panel

Proposals for the Hoyland West Masterplan Framework Area were presented to the Design Panel on 2nd April 2020. This comprises a group of experienced design professionals, such as architects and landscape architects, who are independent from the Council. The emerging Masterplan Framework was very well received by the panel, who provided helpful feedback.

The panel's feedback was largely positive – they stated that the design approach appeared well considered, and there was good evidence of the site's characteristics.

Whilst there were initial concerns that the residential proposals felt relatively isolated and 'homeless,' being surrounded by planting, having heard the reasoning behind this the panel was less concerned. The panel suggested there should be good separation between the residential plot and link road, with visual mitigation and noise protection.

A major concern of the panel is with the design of the large industrial sheds, and the potential visual impact. The panel suggested they need to be thoughtfully designed- with creativity, inventiveness and sensitivity. Adding detail to elevations could bring interest, break down the massing of the buildings and provide a character to a building type that often lacks one, or is 'generic'.

The panel pointed out that the employment units would sit within large yards, and that the design should seek to maximise opportunities for landscaping, and explore opportunities for providing a garden for lorry drivers and shift workers. This contributes positively to health and wellbeing.

The panel made a list of recommendations, which are listed on the following page, along with a design response:

Figure 16
3D Aerial

Table 3 - Design Panel Responses

Recommendations	Design Response
Provide more information about the levels of the site and investigate the presence of high walls, (the latter especially can have a profound impact).	Applied Geology have been appointed by the developers to investigate previous mining activity, and any impact on development.
Look at ways of breaking down the massing of the buildings, bringing interest and providing character, avoiding 'generic boxes.'	Indicative visuals have been prepared to show how horizontal banding can help to break up large elevations, and help it blend with the sky.
Produce long distance views of the site once its populated. Use care and sensitivity in the design of the buildings to help minimise visual and landscape impacts of these large structures on local and long-range views.	Long range views have been considered, including those from the south – Hoober Stand, Keppel's Column, Wentworth and Harley. Visual analysis has been carried out from these viewpoints, and this has been considered in the design of Plot 2 at the south of the scheme.
Illustrate how the northern gateway will make a 'quality statement', (for example by producing photo montages). Special care and attention need to be paid to the design of this interface.	A number of design principles have been established in the following sections of this document. Detailed proposals will come forward at full application or reserved matters stage.
Illustrate the roadside quality of the link road. The characterisation of the link road needs to be distinctive and high quality. For pedestrians it should be a positive experience.	The illustrative landscape proposals have been designed with pedestrians in mind. Amenity planting has been proposed along the link road. Detailed proposals will be submitted with a planning application.
Be mindful of the existing countryside feel of the existing footpath network when developing next to it.	Consideration has been given to visual amenity of footpath users when developing the layout. Structural planting has been proposed along the south of Plot 2, to provide screening.
Do something special with the attenuation ponds so they become more of a feature.	Detailed proposals for attenuation basins will come forward with future planning applications. These should seek to create multi-functional spaces, that provide amenity benefit.
Look again at the current 'left over' spaces as the two roads converge and wrap around existing development to see if they can contain more meaningful land uses.	These spaces are critical to the delivery of landscaping, which enhances the setting for amenity, but also delivers much-needed biodiversity enhancement.

Tankersley Lane

The provision of a north-south link road, as described in the Local Plan (Policy ES13), will dissect Tankersley Lane, requiring some form of intervention to the existing highway layout. Three potential highways schemes have been considered. We have consulted on these three options, and having listened to all statutory consultees,the highway authority and local residents.

Based on a first principles assessment of current and predicted traffic movements alongside consideration for road safety, Option 1 is the preferred option that we will take forward. This option satisfies stakeholders and the most of the public, and would result in the closure of a section of road to traffic, immediately east of the link road, incorporating a 3m wide combined footpath and cycleway. The other two options considered and consulted on were; 2) retaining access for vehicular traffic, and 3) closing the road between the M1 bridge and the existing houses.

As important as it is to maintain local highway connections, the primary objective of a link road is to carry future development traffic and divert some existing through traffic movements away from the current A6135 Sheffield Road. The relationship of a link road with Tankersley Lane would see the link road form the 'major arm' approaches through any junction and the priority of the Masterplan must be to align with the statutory duties of the Highway Authority to keep traffic movement and therefore focus priority on where traffic movements are greatest.

Tankersley Lane Option 1 - Access over M1/

Tankersley Lane Option 2 - Open to traffic
(Ahead only, no access onto Spine Road)

Tankersley Lane Option 3 - Green Link
(Tankerlsey Lane closed to Vehicular traffic between M1 & dwellings)

Figure 17
Tankersley Lane Options

Chapter 5.0
DESIGN PROCESS

Design Evolution

The preparation of the Masterplan Framework has involved significant consultation with council officers, stakeholders and the general public.

The preparation of this Masterplan Framework has been an iterative process. A suite of meetings between Council officers, landowners, potential developers, and the consultant team have provided opportunities for involvement at every stage of the design process.

A number of Technical Workshops were held in March 2020, allowing officers to provide direct feedback on the assessment and design to the consultant team.

Proposals for the Hoyland West Masterplan Framework Area were presented to Design Panel on 2nd April 2020. This comprises a group of experienced design professionals, such as architects and landscape architects, who are independent from the Council. The emerging Masterplan Framework was very well received by the panel, who provided helpful feedback. A further follow-up Design Panel meeting was held on the 5th August, to review the Masterplan Framework, and changes resulting from the initial recommendations.

A further presentation was given to elected members on 17th April, who were briefed on the emerging Masterplan Framework. Concerns were raised about increase in traffic, but members were given assurance that the proposed road infrastructure would provide more than enough capacity to accommodate predicted traffic generated from the development. Members reacted positively to the potential closure of Tankersley Lane to vehicular traffic.

Where appropriate, comments received from these meetings and presentations have since been addressed through the design evolution.

Consultation Exercise

A community consultation exercise has taken place on the wider Hoyland West Masterplan Framework area. A set of consultation boards were prepared to convey the proposals to the public. These were available for the public to view and provide comment on the Council's for a six week period starting in May 2020. The Council has also posted a list of Frequently Asked Questions, and the public were provided with the opportunity to join virtual drop-in sessions online or by phone.

Leaflets were been sent to local businesses and residents within a 250 metre radius of the site boundary to notify them of the consultation, and advise them on how they can have their say. 23 site notices were placed around the site, a Special Notice was published in the Barnsley Chronicle and social media posts were used to inform residents of the consultation.

Comments received through this consultation have been provided to the design team, and fed into the design process. Consideration of the feedback is given on the opposite page.

Consultation Feedback and Design Response

A full set of responses to the consultation exercise are included at Appendix 1. The key results are summarised adjacent.

Figure 18
Consultation Boards

Table 4 - Consultation Feedback

Question	Issues raised by public	Design Response
2 & 4	**Loss of vegetation.**	The design proposed significant areas of planting that more-than compensates for the loss of existing trees and hedgerows. The existing veteran tree beside Bell Ground will be retained.
2	**Impact on wildlife.**	A Phase 1 Habitat Survey has been undertaken and confirms that no protected species are present on site, or within the immediate context. The proposed scheme will seek to enhance biodiversity, through provision of a range of habitats.
2 & 4	**Concerns over visual impact on long distance viewsfrom the from the Green Belt to the south and east aswell as road access along Tankersley Lane and fromPilley and Tankersley Church on Black Lane.**	The iterative design process has assessed potential impact on all the key views mentioned. Long range views have been considered, including those from the south – Hoober Stand, Keppel's Column, Wentworth and Harley. Visual analysis has been carried out from these viewpoints, and this has been considered in the design of Plot 2 at the south of the scheme. The comprehensive Green Infrastructure has been designed to provide a degree of screening to building elevations, reducing their visual impact as planting establishes.A Landscape and Visual Impact Assessment will accompany future planning applications.
2	**Long term proposals for Rockingham Community Centre.**	Replacement sports pitches and community centre will be provided at Parkside. This will be delivered early, so that there is no short-term loss of facilities.
3	**The public were in support of smaller business units /offices to support the local community or the creation of new facilities such as; Retail, GP surgery, dentalpractice, gym or a new police station.**	The allocation only allows for employment uses and housing. The employment development will largely be driven by market demand, but it is envisaged that the northern plot will accommodate office space and industrial units for smaller businesses.
5 & 6	**Layout of Tankersley Lane: Of the three options presented for consultation, there was no clear view on which was favoured by the public. Local residents were largely in favour of no road closure.** **It was the view of Tankersley Parish Council that a route between Tankersley and Hoyland should remain open to traffic, using Tankersley Lane.**	It is acknowledged that there is a range of views from the public and stakeholders. Professional advice from highway consultants has also been factored in when designing the highways scheme. The scheme seeks to place safety at the forefront of the design, whilst maximising connectivity – especially for pedestrians and cyclists. In response to comments received from Highways England and Tankersley Parish Council, the section of Tankersley Lane to the west of the new link road is shown on the proposed layout as being kept open for traffic, while the residential section will become a cul-de-sac, with pedestrian and cycle link through to the link road. The selected preferred option will not sever existing road connections between Tankersley/Pilley and Hoyland. Although the proposed highway route will slightly increase travel time, alternative routes will be provided by a connection to Sheffield Road to the southern end of the future link road. This option will therefore meet the needs of local residents and will provide a safe and efficient way of delivering the link road and ultimately the masterplan.
7	**The public responded positively to the suggestion that measures could be introduced to improve Sheffield Road.**	The high-level Masterplan Framework has not considered detailed interventions at this stage, but these should be taken forward by the Council. Interventions to be considered include the introduction of high quality signage, a new pedestrian crossing, speed limit restrictions, and traffic calming.
8	**The public showed interest in a number of highway alterations to help mitigate the impact of the development.**	The provision of the link road will ease congestion on Sheffield Road. Bus services will be redirected along the link road, and opportunities for pedestrian and cyclist connectivity between Hoyland West and Hoyland Common will be maximised.
9, 10 & 11	**The response to preferred housing types was mixed.**	At this stage, no restrictions are being placed on housing type, size and tenure. This will be agreed at planning stage.

Chapter 6.0

MASTERPLAN FRAMEWORK

Urban Design / Placemaking Framework

Development Framework

The overall layout has been principally informed by the site-specific policy (Local Plan policy ES13), which sets the out some key parameters for the layout:

- Provision of a link road between Birdwell Roundabout at the north, connecting in to Sheffield Road at the south.
- Relocation of Rockingham Sports Grounds
- Provision of minimum 10m buffer strip alongside M1
- Planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary.

The location of a link road against the eastern site boundary creates the most efficient layout, creates the most direct connection between Birdwell Roundabout, and Sheffield Roundabout to the south, and creates opportunities for connections between the link road and the existing settlement edge.

The employment area covers 37.47ha of land across the site. It will include B1, B2 and B8 employment, access roads, proposed green infrastructure and associated services. Principal access to the plots will be accessed via the link road.

The B8 employment plots will be located to the south of the site where the lower topography lends itself to the larger footprints, with blocks of existing vegetation already present. The B1, B2 and smaller B8 employment will be located to the north of the site. The access point from Birdwell Roundabout creates a prominent arrival space to the site, so the B1 Offices are well suited to this location.

The employment area will have a strong landscape framework. The basis of this is the retention of existing planting where feasible, augmented by significant areas of new woodland planting, forming a buffer to the M1, a strong Green Belt boundary, and a buffer to residential areas to the east. In addition, woodland planting will be established on the embankments between development platforms.

The new woodland planting is designed in part to mitigate the visual impact of development. Proposed landscape treatment will help to screen and soften development although the upper sections of buildings may still be visible.

The sustainable urban drainage system incorporates a large attenuation basin to the south of the main site area - explained in more detail later in this Masterplan Framework.

Site Capacity

The overall vision for the site is to provide a sustainable development comprising of up to 37.47ha of employment land and up to 101 dwellings covering an area of 2.53ha allocated to residential, all with associated infrastructure (including Spine Road), and set within comprehensive Green Infrastructure.

The Capacity plan takes heavy influence from the baseline analysis from a range of disciplines and constraints and opportunities identified in the previous section.

Land Use Budget

The site in its entirety accounts for a total of 59.5 ha and includes B1, B2 & B8 Employment and residential plots set in comprehensive greenspace. The breakdown of the different plots is set out below.

Changes to the Use Classes Order are proposed to be implemented in September 2020, and as such class codes mentioned here and elsewhere in this document are subject to change.

Table 5 - Land Use Budget

Plot	Use	Area (ha)
Plot 1	Employment - B8 Storage and Distribution	**18.35 ha**
Plot 2	Employment - B8 Storage and Distribution	**10.47 ha**
Plot 3	Employment - B1 & B2 Offices & General Industry	**4.92 ha**
Plot 4	Employment - B1 & B2 Offices & General Industry	**2.03 ha**
Plot 5	Employment - B1 & B2 Offices & General Industry	**1.70 ha**
Plot 6	Residential	**2.53 ha**

TOTAL
Employment = 37.47 ha
Residential = 2.53 ha

NOTE:
Notwithstanding the amendments made in September 2020 to the 1987 Use Classes Order, which introduced a new `E' Use Class combining classes A1, A2, A3, B1a), b), c), D1 and D2, only business uses (previously B1a, b) and c) will permitted within the Masterplan Framework area.

Birdwell Roundabout

Plot 3
(EMP)
04.92ha

Plot 4
(EMP)
2.03ha

Hoyland Common
Primary School

B6096 Hoyland Road

M1

Tankersley Lane

Plot 6
(RESI)
2.53ha

Plot 5
(EMP)
1.70ha

A6135 Sheffield Road

Potential Access into
Sports & Community
Facilities

Plot 1
(EMP)
18.00ha

Plot 2
(EMP)
10.47ha

Hoyland South
Masterplan Framework Area
(visible extents)

M1

Bell Ground

ATTENUATION

KEY

- Site Boundary
- Approximate Extent of Existing Vegetation (based on aerial image)
- Existing Public Rights of Way
- Employment Parcels (approx 36.19ha)
- Residential Parcels (approx 2.53ha)
- Proposed Spine Road
- Access Points
- Indicative Location of Attenuation Features
- Proposed Buffer Planting
- Indicative Green Link

Figure 19
Capacity Plan

Chapter 6.0

MASTERPLAN FRAMEWORK

Illustrative Masterplan

The Illustrative Masterplan opposite is an indicative plan showing how the various employment plots and residential space could be set out.

Design principles for each development plot is set out in the following pages of this chapter.

It is envisaged that Plot 1 & 2 would each accommodate a single B8 unit, while the other plots comprise a mix of B1 & B2 units, with the potential for smaller B8 buildings where appropriate.

The Illustrative Masterplan shows how the plots could deliver a range of B1, B2 and B8 units. It is envisaged that a larger B2 unit could potentially be delivered at the southern edge of this plot 3, accessed via Tankersley Lane. A number of B2 units are indicated centrally, with further high quality B1 offices in the northern extent of the site, facing onto Birdwell Roundabout and the link road.

Birdwell Roundabout

Hoyland North
Masterplan Framework Area
(visible extents)

B6096 Hoyland Road

PLOT 4
Employment

Hoyland Common
Primary School

PLOT 3
Employment

M1

Tankersley Lane

PLOT 6
Residential

PLOT 5
Employment

A6135 Sheffield Road

PLOT 1
Employment

PLOT 2
Employment

Hoyland South
Masterplan Framework Area
(visible extents)

Bell Ground

ATTENUATION

KEY

Site Boundary

Figure 20
Illustrative Masterplan

Chapter 6.0

MASTERPLAN FRAMEWORK

Urban Design / Placemaking Framework

Arrival Spaces, Site Heritage and Material Palette

Arrival Spaces

In order to create a sense of arrival into the site, built elements with strong landscaping features can be used to emphasise arrival spaces and entrances to plots. Plot 3 lends itself as a key arrival space to the site, being situated beside Birdwell Roundabout.

Other key locations include entrances via a new roundabout along Sheffield Road, and pedestrian access using the new 'green link' along Tankersley lane.

Public art at key arrival points should be considered, although this will need to be carefully designed to ensure that the scale of such features is not dwarfed by the built development. Appropriate space within the landscape proposals should be provided to accommodate future public art at entrances to the site - in-particular at Birdwell Roundabout.

References to Site Heritage

The site and surrounding context has many features that are typical to the surrounding area such as dry stone walls and a 'ridge and furrow' undulating landform. These elements can be incorporated into the site to create a subtle hint back to the site's heritage.

Dry stone walls should be constructed as entrance features to the bell-mouths of each plot accessed from the link road. Similarly dry stone walls should delineate the boundary of the site where it meets Sheffield Road. Soft landscape proposals should be designed appropriately around these features, e.g walls merging into hedges, and no tall planting in front of walls.

Ridge and furrow treatments could be used along the link road to add interest, in the way it has been used at Sheffield Digital Campus.

As mentioned in the site's history, the land was formerly used as a deer park in connection with Tankersley Manor. This theme could be used within the site through the use of sculptures and art work.

The use of such features would help the site to sit well within the landscape and surrounding context, whilst also acknowledging the site's history.

Visually reducing the scale and massing of buildings

The existing setting of Hoyland Common is relatively small scale (predominantly two-storey residential) next to a rural landscape (to the west and south).

The insertion of large-scale employment units into this setting needs to be done with sensitivity and care in their design and layout. There is a need to visually reduce the scale and massing of the employment buildings through modelling, depth, materials and the sensitive use of colour. The use of soft landscaping to help filter views of the buildings is also an essential element.

The same materials and colours should not be used across all the employment buildings as this would create the visual impression of a large-scale business park. The external design of each employment building should be considered in relation to its wider landscape and built form setting.

Larger employment units should seek to blend into the surrounding landscape by using features such as a linear gradient colour blocks. Smaller units should be consistent in their approach but may use a more sophisticated palette of bricks and stone. These finishes are more suitable for the smaller, B1 units to the north of the site.

Generally the colour palette should tend towards naturalistic colours such as neutral greens, browns, beiges.

The sensitive integration of signage into the design of each employment building is very important, as jarring signage does not help to reduce the massing and scale of the buildings. The new residential properties will naturally be of a scale more as existing in Hoyland Common but through depth (eg- window and door recesses) and detail (eg- brick detailing) can add a further richness to the development.

Key Transitions and Movement

The proposed link road that runs through the Masterplan Framework Area is a key piece of infrastructure for the site. The majority of employment units are served via the link road at integral junctions. These locations also serve pedestrians and cyclists, providing crossing points in areas suitable to access the plots.

The link road will cross the existing route of Tankersley Lane. It is likely that the western stretch of Tankersley Lane will remain, retaining access across the M1. The eastern section of Tankersley Lane will be adapted to create a 'Green Link' providing a vehicle free route for pedestrians accessing the site. The residential plot will be served via Sheffield Road.

Green Corridors and Spaces

The linear nature of the site lends itself to creating corridors and green links. The proposed link road provides an opportunity to create blocks of native woodland, hedgerows and standard tree planting running parallel to the road.

A section of Tankersley lane, immediately east of the spine road, would also be converted to a green link, for pedestrians and cyclists.

These features provide a network of green infrastructure linking different parts of the site and create connectivity in visual, landscape and wildlife terms. The green corridors run throughout the masterplan framework area and provide connections to the wider landscape.

Areas of greenspace will be located around the site creating amenity spaces for both residents and visitors. The character of these features will differ based on their location and purpose.

Deer Sculptures

Landscaping at Arrival Spaces

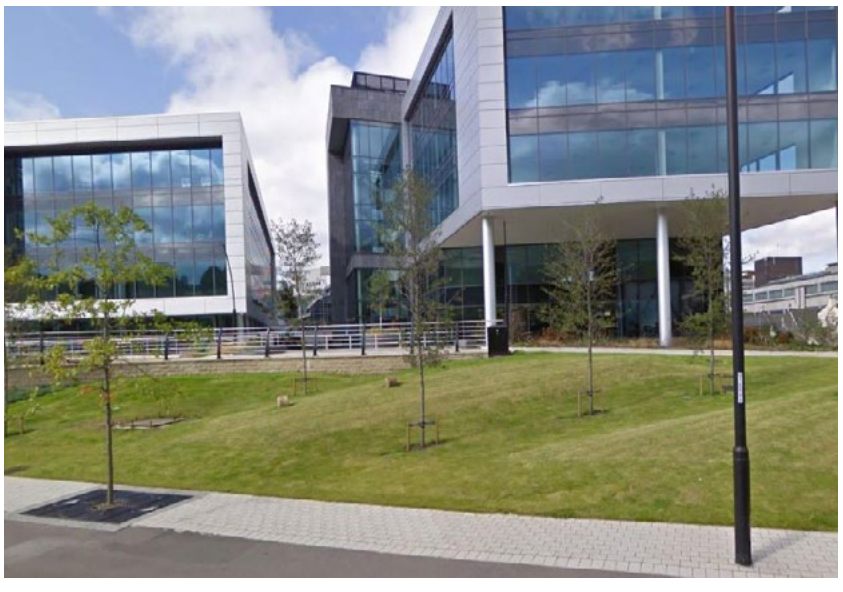
Stone Wall Features

Key Frontages

Dry Stone Walls

Stone Gabion Baskets (J 36)

Entrance Features
(Waverley Business Park)



Ridge & Furrow Features
(Sheffield DC)

Landscape and Green Infrastructure Strategy

Key Principles of the Landscape Strategy

The following principles set out the intended strategy for the site as a whole. The Green Infrastructure proposals take into account the site's constraints, ecological requirements and existing features.

The veteran tree on the edge of Bell Ground should be retained. In order to compensate for the vegetation lost, new areas of native woodland planting will be incorporated into the design including a woodland buffer (min 10m wide) running parallel to the M1 on the western boundary of the site.

Trees and native hedgerows will be planted across the site. In addition, amenity ornamental shrub planting will be located within the plots. Extra heavy standard trees should be planted along the link road.

Due to the size of some of the employment units, a strong landscape framework will be created around the edges and within the site to help mitigate the impact of the development on the site and surrounding area.

Key Principles

- Retention of a veteran tree on the boundary of Bell Ground.
- Mixed native buffer planting to the edges of the employment units. A 10 m wide (min) buffer will be created parallel to the M1.
- A strong landscape framework created along the new link road to include grass verges, standard trees, hedgerows and ornamental planting. This is designed to enhance the pedestrian experience.
- Ornamental shrub and standard tree planting within plots.
- Mixed nectar rich grasslands to be created providing ecological links to a biodiversity zone.

Recreation Provision

Most recreational space will be located around the proposed residential area.

A new 'Green Link' will transform the eastern part of Tankersley Lane and create a connection to the site for pedestrians, avoiding traffic. This green link will extend through the residential parcel providing a further connection to Sheffield Road.

In order to compensate for the facilities at the Rockingham Centre, a section of land to the east will provide new football pitches, archery facilities and a community building.

Ecological Enhancement

Due to the nature of the development, the site lends itself to include a large number of ecological features. Open space around plots will include large areas of native woodland planting, diverse meadow grassland and standard trees, enhancing the site from an ecological perspective.

To the south of the site a new drainage attenuation feature will be created allowing for wetland and marginal planting to be incorporated. This area takes advantage of the secluded setting and focusses strongly on ecological aspects that will benefit the local wildlife. Areas of wildflower meadows and tussock forming grassland provide habitats and foraging opportunities.

New planting and landscape features will help to connect the site and provide ecological links to the wider landscape.

It is acknowledged that the nature of the development set out in this Masterplan Framework would result in the loss of mature trees and hedgerows, contrary to the requirements of the Local Plan policy ES13. As such, development proposals must achieve an overall biodiversity net gain of 10% (minimum) through the delivery of off-site compensatory habitat.

Strategic Flood and Drainage Infrastructure Requirements

A majority of the employment units created on site will require a large footprint and associated hard standing features, and as such it is important that adequate drainage infrastructure is provided.

Drainage attenuation for employment plots will be provided in the form of a newly created drainage attenuation basin beyond Bell Ground. This will provide a natural style drainage feature that will help to provide ecological benefits. The residential plot will also provide a similar feature, on a smaller scale, to deal with the run off and drainage associated with the development. This will also provide an attractive feature and can be incorporated into the greenspace.

Management of Green Infrastructure

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

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

- Opportunities for using the the same management company as Hoyland North and Hoyland South.
- Opportunities to secure biodiversity gains;
- Community engagement to deliver added social value;
- Include management of hard and soft landscaping
- Purpose, power, responsibilities, financial arrangements and internal procedures of the open space owner(s)/manager (management body/entity/organisation);
- Preference for a single management organisation for all areas of green and blue infrastructure unless very special reasons why this cannot be achieved;
- Annual reporting to the council for the first five years of management;
- Incorporation of information boards and signage to educate residents;
- Stewardship on par with those being implemented for garden communities.

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

Birdwell Roundabout

Ordnance Survey base mapping - supplied by client.

Plot 4

Hoyland Common Primary School

Hoyland Road

Plot 3

Plot 6

Plot 5

Sheffield Road

M1

Plot 1

M1

Plot 2

ATTENUATION

KEY

- Site Boundary
- Retained Veteran Tree
- Retained Existing Hedgerows
- New Woodland Planting
- Attenuation Pond
- Nectar-rich Meadow
- Tree Avenue
- Buffer Planting to M1 Motorway
- Standard Trees within Parking Areas
- Thicket Vegetation
- Structural Vegetation
- Feature Planting on Roundabout
- 2m Grass Verge
- Informal Footpath
- Marginal Planting
- Biodiversity Zone
- Existing PRoW

Figure 21
Green Infrastructure Plan

Chapter 6.0

MASTERPLAN FRAMEWORK

Movement Framework - a Connected and Integrated Site

Access

There is potential for a range of access points into the residential and employment areas. A key aim of the Movement Framework is to direct unnecessary through traffic away from Hoyland Common, particularly the Sheffield Road / Hoyland Road crossroad junction. This is defined as those trips without an origin or a destination in the immediate Hoyland West area. The masterplan will therefore provide for the delivery of a new Link Road, connecting from Birdwell roundabout in the north to A6135 Sheffield Road in the south. To provide vehicle access to the various development plots in the Hoyland West allocation site, a number of connections are proposed, both to the proposed Link Road and also to the existing highway network. These are outlined as follows:

- The proposed Hoyland Link Road will connect to the Birdwell Roundabout to the north of the Hoyland West allocation through the addition of a new southern arm.
- The proposed Link Road will connect to the south east of the site through the provision of a new priority junction onto the A6135 Sheffield Road. The layout of the proposed junction will prioritise the north-south through traffic and therefore discourage unnecessary traffic from passing through Hoyland Common.
- The alignment of the proposed Link Road will pass through the site and will bisect Tankersley Lane. A single three arm roundabout south of Tankersley Lane will provide access to the proposed large employment plot to the west of the Link Road. A further roundabout at the south out the site will open up access into Hoyland South.
- A number of priority junctions will be provided on the Link Road to enable vehicular access to be provided to development plots. The proposal is for vehicular traffic to be prohibited from using Tankersley Lane to the east of the internal link road. A Traffic Regulation Order will be required to make this change to the public highway

A point of vehicular access is proposed from the residential development plot HS57 onto the A6135 Sheffield Road. It should be noted that no through-route will be provided connecting development plot HS57 to the Link Road or development plot ES13.

Street Hierarchy

The street hierarchy will seek to provide a series of linked routes designed to reflect the anticipated traffic levels. The development will create high quality, safe and convenient routes for motorists, cyclists and pedestrians. Pedestrian and cycle routes will be linked into the existing network where possible to encourage trips on foot and on bicycle.

Pedestrian and Cycle Links

Appropriate tactile paving, wide footways without obstacles, signage and street lighting will be provided to ensure an attractive pedestrian environment is provided. New pedestrian infrastructure will be provided throughout the site. The new link road will provide appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network.

A new green link will be created connecting to the eastern Tankersley Lane entrance, encouraging pedestrians and cyclists and also linking to existing public rights of way.

Direct connections will be provided between the link road and the existing settlement edge, via Tankerlsey Lane (proposed green link), and via a new connection to Sheffield Road at Parkside Road.

Any works required along existing PROWs should result in a betterment to surfacing. Utilising S106 sustainable travel contributions, the Trans Penine Trail should be enhanced to ensuring it remains fit for purpose for cyclists.

Public Transport Provision

To ensure the long-term sustainability it is vital that future occupants of the development uses, (i.e. employees, visitors and residents), can conveniently access services and amenities, both within the site and the wider area, by modes of travel other than private car.

The existing public transport accessibility of the site is likely to adequately support the development of Hoyland West. Future development should therefore be designed to capitalise on existing bus services, ensuring that pedestrian connections to bus stops are on direct and attractive routes, and supporting new bus stops and upgraded bus stop facilities, where appropriate. Existing bus routes will be diverted along the link road, with new bus stops provided. The identified bus services should be supported by promotion of sustainable travel options for future employees, visitors and residents through implementation of travel planning measures.

Travel Plan

In accordance with national and local policy requirements, a Framework Travel Plan will be prepared for Hoyland West at the initial planning application stage. Implementation of the Travel Plan will encourage trips to the site to be made by sustainable (non-car) modes of transport, where appropriate, and help to mitigate the impact of increased traffic.

In developing the Travel Plan, a robust approach will be taken to identifying, monitoring and reviewing targets, supported by appropriate funding. Targets will be identified to encourage access by sustainable modes of travel and to manage demand for car-based travel. The targets will be quantified and detailed in terms of how the targets will be monitored and what the contingency is if the targets are not achieved. The developer will, consequently, be incentivised to take a long-term approach to the provision of sustainable transport to the development.

The Travel Plan should have a clear action plan with specific actions in the months leading up to the development opening and beyond. This will facilitate the actions required to develop and maintain the Travel Plan. The Framework Travel Plan will establish a mechanism for implementing these measures and actions across the various land uses, and it is likely there will be a separate Travel Plan for the residential plot and for

Hoyland North
Masterplan Framework Area
(visible extents)

Birdwell Roundabout

Plot 3
(EMP)
5.09ha

Plot 4
(EMP)
2.03ha

Hoyland Common
Primary School

B6096 Hoyland Road

Plot 6
(RESI)
2.53ha

Plot 5
(EMP)
1.70ha

A6135 Sheffield Road

Potential Access into
Sports & Community
Facilities

Plot 1
(EMP)
18.35ha

Plot 2
(EMP)
9.02ha

Hoyland South
Masterplan Framework Area
(visible extents)

Bell Ground

ATTENUATION

KEY

- Site Boundary
- Link Road
- Pedestrian/Cycleway
- Green Link
- PROW
- Access
- Existing Road Network

Figure 22
Movement Framework Plan

Chapter 6.0

MASTERPLAN FRAMEWORK

Health Impact Assessment

Due to the high-level stage of this document, an initial Health Impact Assessment has been produced by Cushman and Wakefield to determine the likely effect of the masterplan framework proposals on the site and the wider context.

The Health Impact Assessment will consider proposals against the following principles:

- Housing Quality and Design
- Access to Public Services and Social Infrastructure
- Access to Open Space and Nature
- Air Quality, Noise and Neighbourhood Amenity
- Accessibility and Active Travel
- Crime Reduction and Community Safety
- Access to Healthy Food
- Access to Work and Training
- Social Cohesion and Lifetime Neighbourhoods
- Minimising the Use of Resources
- Climate Change

At this stage the principles have been considered at a high level and the HIA will continue to evolve and be tested with key stakeholders involved as detailed planning applications are brought forward. This will make sure that any negative impacts are addressed, and appropriate mitigation measures are put in place as well as ensuring that the positive effects are maximised to the full.

The initial Health Impact Assessment is provided at Appendix 2.

Sustainability and Energy Usage

The Sustainability Strategy for the development not only conforms to all national and local planning policies, it also aims to achieve the highest viable levels of sustainable design and construction, whilst minimising environmental impacts. The key sustainability features are listed below:

- To provide a high-quality development that is adaptable and resilient to future climate change, with all units built to achieve a BREEAM 'Very Good' rating under the New Construction 2018 scheme;
- To support the move towards a circular economy, by reducing embodied carbon emissions, considering carbon offsetting and eliminating waste to landfill;
- To create a safe and friendly environment that will be flexible to the needs of its occupants, encourages active travel and creates a sense of wellbeing;
- To have a positive impact on the local community by connecting the development with local residents and natural settings through sustainable modes of transport and green spaces, whilst being considerate of local residents during construction;
- To future-proofing the development for the transition to zero carbon, whilst achieving viable reductions in CO_2 emissions with a deliverable and technically appropriate strategy;
- To prioritise biophilic design and nature-based solutions in order to maximise biodiversity net gain, absorb pollutants such as oxides of nitrogen and particulate matter, and provide a sense of wellbeing around the site;
- To create a development that adds significant social value to the area.

Hoyland North
Masterplan Framework Area
(visible extents)

Birdwell Roundabout

Small - Medium Scale
Employment Zone

Plot 4
(EMP)
2.03ha

Plot 3
(EMP)
5.09ha

Small - Medium Scale
Employment Zone

Hoyland Common
Primary School

B6096 Hoyland Road

M1

Housing

Plot 6
(RESI)
2.53ha

Tankersley Lane

Plot 5
(EMP)

Small - Medium Scale
Employment Zone

A6135 Sheffield Road

Potential Access into
Sports & Community
Facilities

Large Scale Employment Zone

Plot 1
(EMP)
18.35ha

Large Scale Employment Zone

Plot 2
(EMP)
9.02ha

Hoyland South
Masterplan Framework Area
(visible extents)

M1

Bell Ground

ATTENUATION

KEY

- Site Boundary
- Large Scale Employment Zone
- Small / Medium Scale Employment Zone
- Housing
- Spine Road

Figure 23
Phasing Plan

Chapter 6.0

MASTERPLAN FRAMEWORK

Character Areas

The following pages set out the intended characters and uses for the plots located across the site. This document breaks down the areas by use;

- Large Scale Employment (B8 Storage & Distribution)
- Small-Medium Scale Employment (B1 & B2 General Industry, Offices & Research)
- Residential (up to 101 dwellings)

The site is largely allocated to employment use with a small area of residential located to the east, accessed via Sheffield Road.

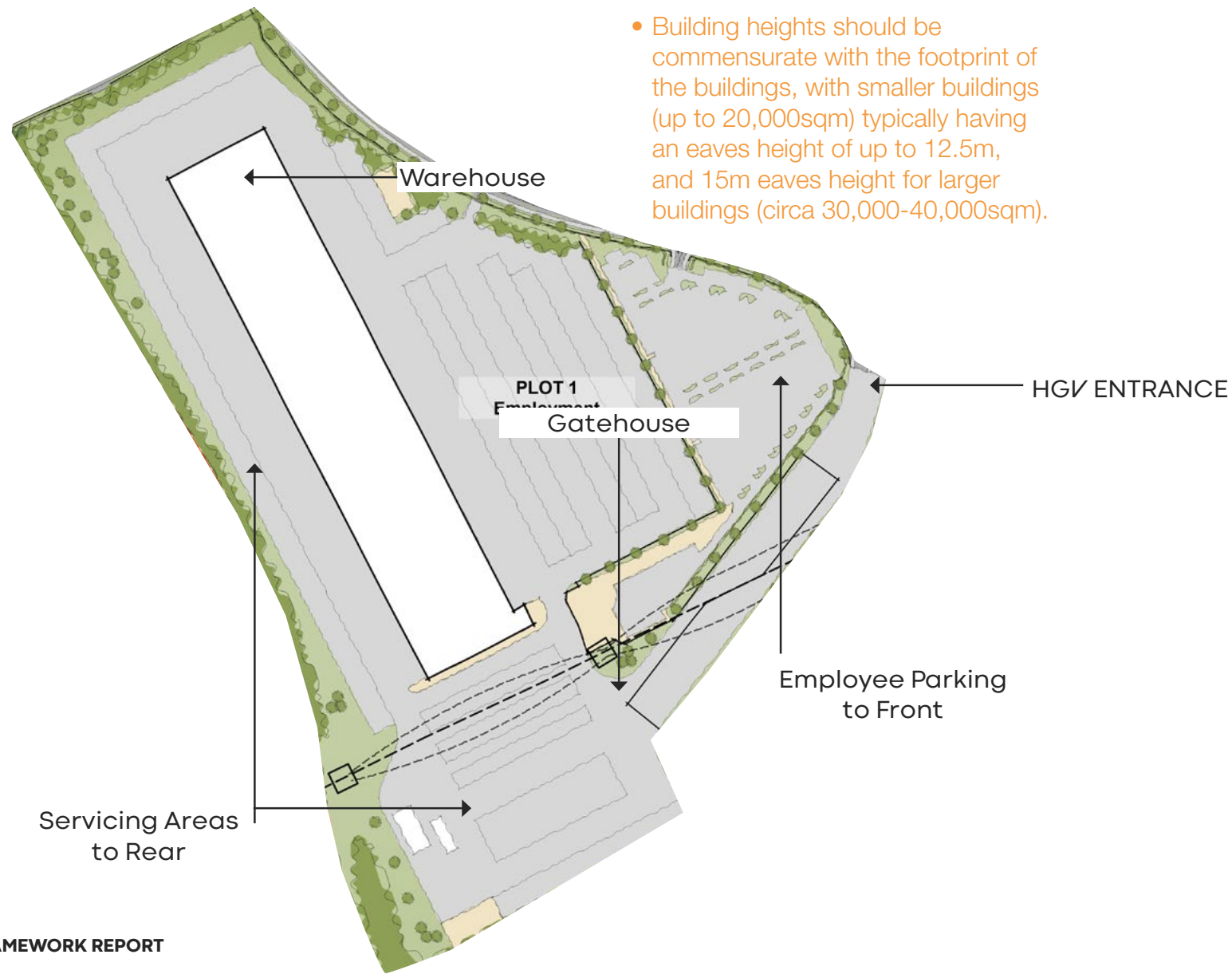
The employment character areas proposed across the site take into account the surrounding landscape and suitability of their locations. The proposals also acknowledge the demand for employment units in the local area and seek to provide adequate building space, suitable for the intended use.

The residential area will provide new housing to the local area within easy access of local amenities, public transport and existing greenspace.

Large Scale Employment (B8)

The site allows for a number of large scale employment units (B8- Storage and Distribution) across plots 1,2 & 3. Future development proposals on these plots should adhere to the following key principles:

- Efficient and logical plot arrangement with regards to the layout of the building, parking, servicing, access and landscape.
- Buildings to be well-designed in terms of arrangement, scale, form and architectural design. Innovative designs should be encouraged.
- Create an accessible, secure and safe environment, with a particular emphasis on the movement of pedestrians and cyclists.
- Adopt an appropriate palette of colours, materials and details to ensure that the built form assimilates well within its surrounding context.
- Explore the use of sustainable building and surface materials, in particular key frontages onto Sheffield Road and the new link road.
- A well-designed movement network in terms of a legible framework of access points, roads, parking, servicing and pedestrian areas.
- Design employee parking to the front of the building and encourage servicing activities to the rear.
- Follow appropriate highway design and parking standards as defined by Barnsley Council, to include the consideration of cycle storage and electric charging points.
- Introduce Green Infrastructure including new native planting and greenspace around the perimeter of the plots to 'soften' and assimilate the built form into its context. Planting at the top of the embankment on the southern perimeter of Plot 2 should include a higher percentage of native evergreen species, such as Pine and Yew, to help maintain a degree of screening during winter.
- Building heights should be commensurate with the footprint of the buildings, with smaller buildings (up to 20,000sqm) typically having an eaves height of up to 12.5m, and 15m eaves height for larger buildings (circa 30,000-40,000sqm).



Birdwell Roundabout

Hoyland North
Masterplan Framework Area
(visible extents)

B6096 Hoyland Road

PLOT 4
Employment

Hoyland Common
Primary School

PLOT 3
Employment

M1

Tankersley Lane

PLOT 6
Residential

PLOT 5
Employment

A6135 Sheffield Road

PLOT 1
Employment

PLOT 2
Employment

Hoyland South
Masterplan Framework Area
(visible extents)

M1

Bell Ground

PLOT 2
General Industry,
Storage & Distribution

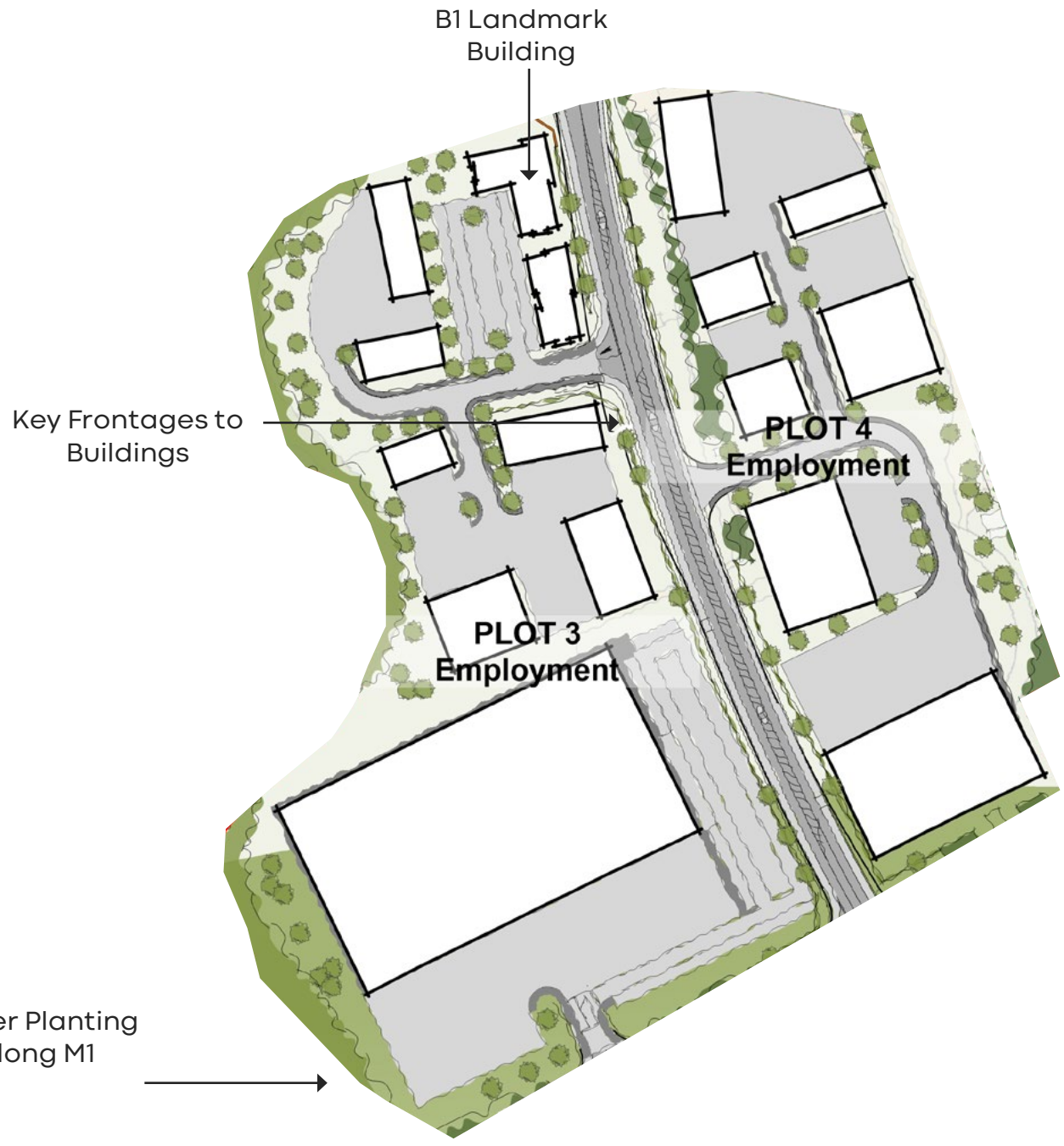
Plot 2:
Alternative Layout Option

Small-Medium Scale Employment (B1 & B2)

The site allows space for areas of small-medium scale employment units (B1 & B2- General Industry, Offices and Research) at plots 3,4 &5.

Future development on these plots should adhere to the following key principles:

- Efficient and logical plot arrangement of the different employment class units (B1 & B2).
- Buildings to be well-designed in terms of arrangement, scale, form and architectural design. Particular emphasis should be made to design an attractive landmark building (B1 class) at the arrival space from Birdwell roundabout - this should be a taller building to give some presence and help create a ‘gateway’.
- Create an accessible, secure and safe environment, with a particular emphasis on the movement of pedestrians and cyclists.
- Adopt an appropriate palette of colours, materials and details to ensure that the built form assimilates well within its surrounding context.
- Explore the use of sustainable building and surface materials, in particular key frontages onto the new link road and at key nodal areas at access points to the plot.
- A well-designed movement network in terms of a legible framework of access points, roads, parking, servicing and pedestrian areas.
- Follow appropriate highway design and parking standards as defined by Barnsley Council, to include the consideration of cycle storage and electric charging points.
- Introduce GreenInfrastructure including new native planting and greenspace around the perimeter of the plots, in particular along the western side of Plot 3 to soften the edge along Junction 36.



Birdwell Roundabout

Hoyland North
Masterplan Framework Area
(visible extents)

B6096 Hoyland Road

Hoyland Common
Primary School

PLOT 4
Employment

PLOT 3
Employment

M1

Tankersley Lane

PLOT 6
Residential

PLOT 5
Employment

A6135 Sheffield Road

PLOT 1
Employment

PLOT 2
Employment

Hoyland South
Masterplan Framework Area
(visible extents)

Bell Ground

ATTENUATION

Chapter 6.0

MASTERPLAN FRAMEWORK

Residential

The site allows for 2.56 ha of residential space, comprising up to 101 dwellings, to the eastern side of the site. The future residential area would be accessed via Sheffield Road and should include a new green link connecting residents and other pedestrians to the wider site and surrounding context. The green link will be set in attractive greespace including extensive new woodland planting, drainage attenuation features and amenity space.

Future residential development on this plots should adhere to the following key principles:

- Create sustainable new housing with easy and convenient access to a range of day-to-day facilities for modern residential living. This should include access to public transport, walking and cycling routes, and green space.
- Ensure that the development responds and relates positively to its landscape and settlement edge setting.
- Locate the built development within a new green infrastructure framework. This should expand upon the site's existing natural assets. Green infrastructure should deliver biodiversity and recreational benefits, as well as helping to address climate change.
- Deliver an interconnected and legible pattern of well-designed streets, routes, paths and green links that provide safe movement around the plot for all.
- Create a bund separating the residential and employment plots, providing noise mitigation alongside extensive new native woodland planting.
- Deliver a new green link connecting the residential area to the wider site and to the surrounding context.
- Consider provision for older persons living.


Birdwell Roundabout
Hoyland North
Masterplan Framework Area
(visible extents)
B6096 Hoyland Road
PLOT 4
Employment
Hoyland Common
Primary School
PLOT 3
Employment
M1
Tankersley Lane
PLOT 6
Residential
PLOT 5
Employment
A6135 Sheffield Road
PLOT 1
Employment
PLOT 2
Employment
Hoyland South
Masterplan Framework Area
(visible extents)
M1
Bell Ground
ATTENUATION

Chapter 6.0

MASTERPLAN FRAMEWORK

Density, Mix, Scale, Layout and Parking

It is anticipated that the dwellings will comprise a mix of 2-4 bedroom units, of which 10% will be affordable. Housing development should provide a mix of housing, to cater for a range of future residents. Due to the small area proposed for housing, the recommended densities have not been broken down into smaller areas, but it is anticipated that larger houses will be situated at the south and west of the housing plot, with density increasing centrally and in the north of this parcel. Density, height and massing should be not be out-of-keeping with the wider residential character of Hoyland.

The architectural design of dwellings should incorporate elements that are characteristic of vernacular housing in the local area, as set out in Chapter 2. Characteristic elements include chimney stacks, tiles roofs, and stone lintels. A material palette should also be reflective of local materials, with stone used as the dominant material in any key facades, such as those facing onto open space.

Dual aspect properties should be located on corners to create active frontages and natural surveillance. On-plot parking and visitor parking spaces should be provided, to avoid a car dominated street scene.

Being located within walking distance of facilities at Hoyland Common Local Centre, the site is suited to older persons accommodation, and as such the provision of this type of accommodation should be considered. This could be provided in the form of apartments, which would also aid the efficient use of land.

Examples Of Good Design

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

1. **Homes overlooking greenspace**, resting places and opportunities for social interaction, swale sits comfortably in the green corridor, with trees breaking down the scale of buildings;

2. **A mix of complimentary facade designs** to create an interesting and engaging street

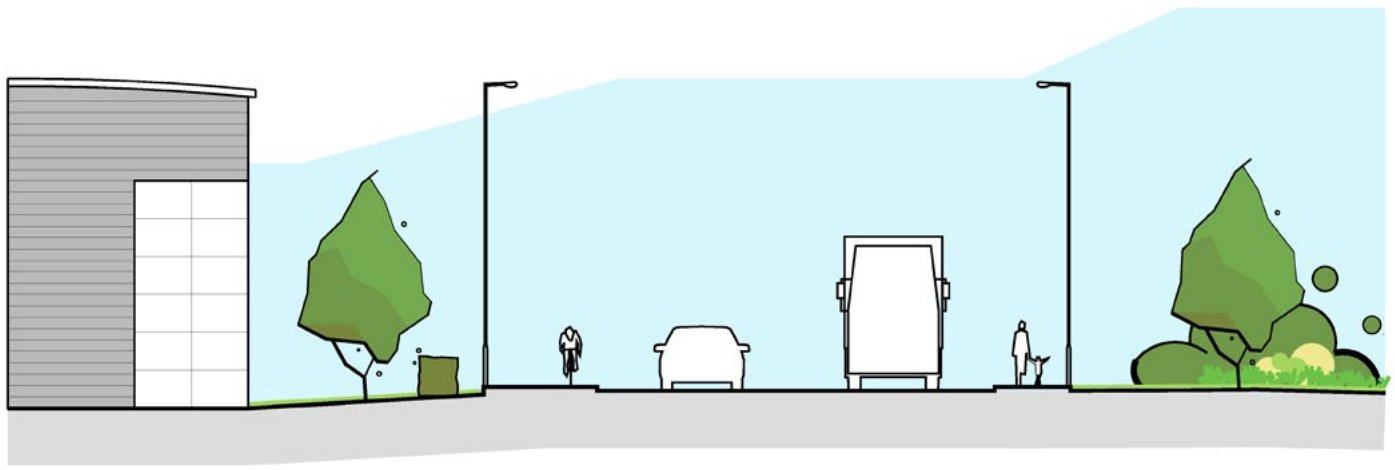
3. **Interesting style of buildings** integrating green corridors with informal/imaginative play and wild-flower meadow;

4. **Attenuation basins are overlooked** with varied roofscape giving visual interest, buildings frame the open space and there is a considered use of a range of high-quality materials;

5. **High-quality landscaping, shared surfaces** help soften transition from built form to greenspace, depth in fenestration, strong front boundary treatment to define private and public space;

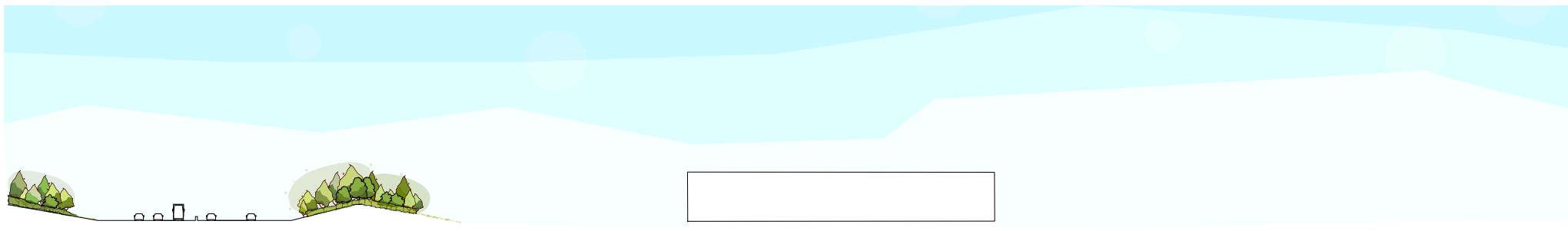
6. **Tree lined road** with swales running along the edge creates an attractive route.

SECTION A-A1 - Link Road



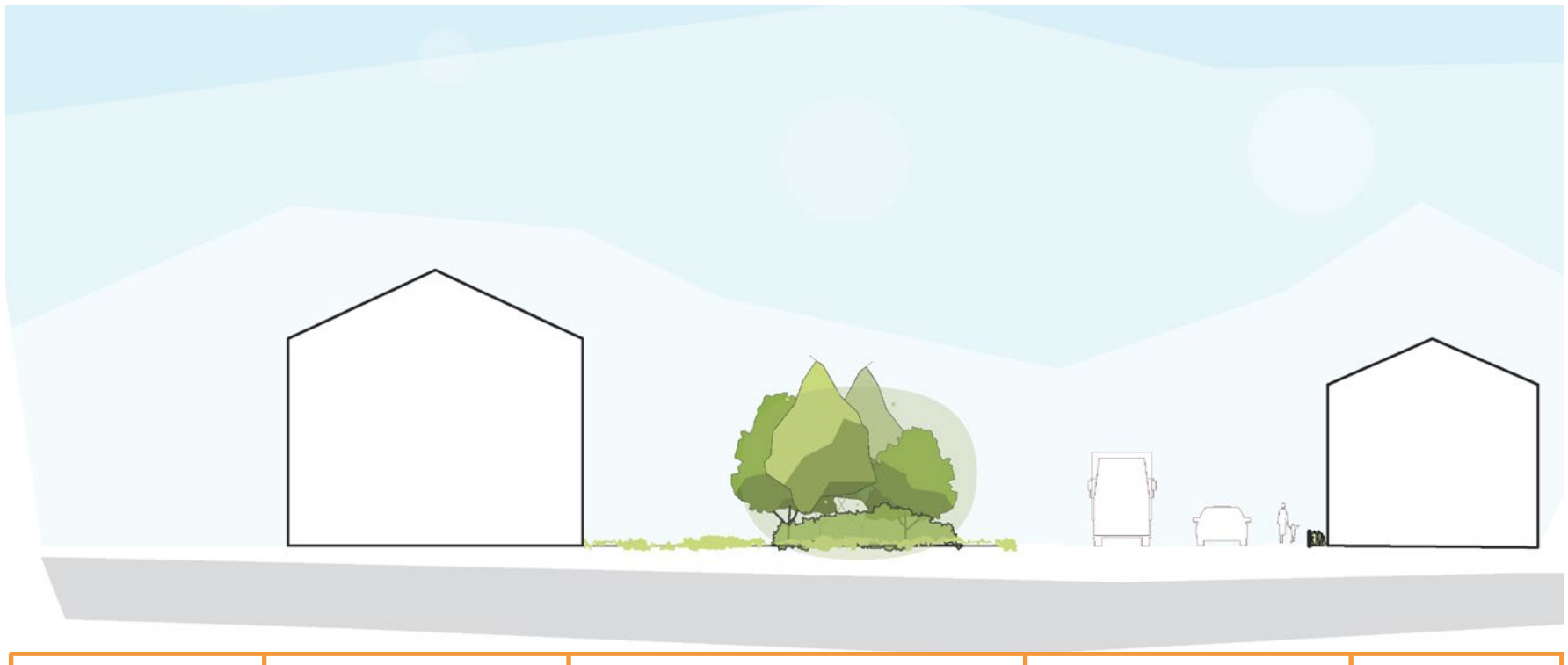
Building | Verge | 10.5m Carriageway | Footway | Retained Planting

SECTION B-B1 - M1 to Proposed Housing



M1 motorway | Exisitng & Proposed Buffer | Plot 1 Employment

SECTION C-C1 - Business Park adjacent to Sheffield Road



Hardstanding | Building | Green verge with structural planting | Sheffield Road | Existing dwelling

SECTION D-D1

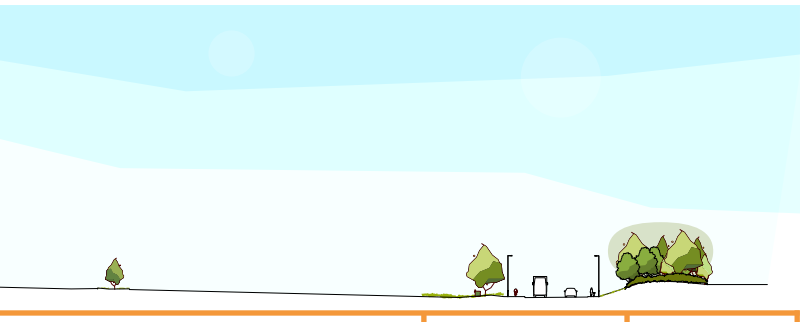


Figure 24
Illustrative Sections

Chapter 7.0

INFRASTRUCTURE REQUIREMENTS

Introduction

As with all Masterplan Framework schemes, the delivery of Hoyland West relies on the provision of key elements of infrastructure. Most obvious is the proposed link road, connecting Birdwell Roundabout in the north, to Sheffield Road in the south. Also critical to the delivery of the scheme is the relocation of the Rockingham sports facilities.

Detailed information regarding electricity, water, broadband connection and foul drainage for each development plot will need to be considered at planning application stage to make sure that it is in step with the requirements of each phase of development and that provision is coordinated between phases.

The on-site infrastructure at Hoyland West will be developer-funded.

Transportation

Highway Improvement Works

The initial transport appraisal has concluded that no significant/major off-site highway works are required.

Link Road

The Framework Plan identifies the proposed route of the new link road, connecting Birdwell Roundabout in the north, with Sheffield Road in the south. The alignment of the route has been through a number of iterations, informed by dialogue with the highways authority. During this process, consideration was given to the treatment of the junction with Tankersley Lane, and the section of this road to the east of the link road. The preferred option for Tankersley Lane is shown on the Movement Framework Plan.

The link road will be delivered as part of the first phase of works, allowing access to all employment development plots.

Sustainable Travel

The closure of Tankersley Lane will require the diversion of existing bus routes, which Barnsley Bus Partnership have been consulted on. Six new bus stops are proposed along the link road, all within walking distance of the proposed development plots, offering frequent services towards Barnsley, Sheffield and other local destinations.

Strategic green infrastructure

The landscape proposals are illustrated in the Green Infrastructure Plan (Figure 21), and explained in the accompanying text. Green Infrastructure should be delivered with each employment plot, and managed by the end occupier. Public open space associated with the housing development will be delivered by the housebuilder, and managed by a management company or trust. Opportinutues for using the the same management company as Hoyland North and Hoyland South should be explored. Landscaping proposed as part of the highways proposals (along the link road and Tankersley Lane) will be delivered early in the scheme, along with the link road, and handed over to BMBC as part of a Section 38 agreement.

Strategic SUDs drainage

SUDS for all employment development plots should be provided in the form of an attenuation basin, south of Bell Ground, as shown on the Green Infrastructure Plan (Figure 21). This basin will also attenuate run-off from the link road. This basin should be constructed early in the development, along with the link road.

It is anticipated that drainage attenuation for the residential element of the Masterplan Framework area will be provided separately, and will be delivered with the residential development.

Strategic foul water

RPS have designed foul water drainage for the employment plots. Foul water will discharge from each plot into a public combined sewer constructed beneath the link road. This design incorporates a pumping station at the southern end of the scheme. This infrastructure will be delivered with the link road.

It is envisaged that the residential development will connect into existing sewer on Sheffield Road, with an additional pumping station likely to be required, due to site levels.

Strategic utilities and services

Gas, electricity and water connections should be delivered early in the scheme, with the link road, and connections provided to each employment plot.

It is anticipated that connections to utilities for the residential element of the development will be provided on Sheffield Road.

The anticipated electricity capacity for the Masterplan Framework takes into account future adoption and integration of new sustainable technologies and includes electric vehicle charging points which have been identified in the Sustainable Travel SPD as:

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

Northern Powergrid have advised that the nearest point of connection for electricity is Elsecar Primary Substation.

Yorkshire Water have identified that a 7” CI main on Tankersley Lane as the point of connection from the mains pipe to barrier pipe on site, which is to be laid by the groundworker prior to connection.

Education strategy

Given the timescales involved in completing a development of this scale, school place capacity will need to be reviewed throughout the development to ensure that contributions are made if there is likely to be inadequate capacity as a result of new demand arising from the residential element of the development.

Figure 26
Sports Facilities

Digital infrastructure delivery

A Utility Desktop Report, prepared by Utility Connections, indicates that Openreach, Virgin media and Zayo Group have local fibre communication networks that could be diverted through Hoyland West. It is envisaged that the network will be extended along the link road, with connection points created at each bell-mouth. A further connection will be required on Sheffield Road, at the entrance to the proposed housing.

All new housing and commercial developments must provide connectivity to the fastest technically available Broadband network. 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.

Formal Sport Facilities

Sports facilities at Rockingham Sports Ground (currently managed by the Forge Community Partnership) are being relocated off-site. A cricket facility is being delivered at Hoyland North, with the remainder of the facilities being delivered at Parkside (just east of Hoyland West).

An indicative layout of sports facilities at Parkside is shown at Figure 24. Sports pitches (4G specification) will be delivered alongside an archery field. A new community centre will incorporate changing rooms and provide parking.

In accordance with policy requirements, the new sports facilitates should be ready for use prior to any development taking place.

Chapter 8.0

IMPLEMENTATION AND DELIVERY

Approach to Development Phasing

No set phases have been determined for the delivery of the development, however development works will have to be sequenced, as described below:

Sports facilities (football and archery) relocated from Rockingham Sports Ground to Parkside (off-site). These new facilities will need to be constructed before the link road, as part of the existing sports pitches are required to accommodate the route of the new road.

1. Link road and associated infrastructure will be constructed, along with bell-mouths to employment development plots. Earthworks associated with this, such as the creation of a bund, will also take place at this stage. Planting and seeding of associated S38 landscape areas will take place, and the proposed drainage scheme (pipeline and attenuation basin) will be delivered.

2. Potentially alongside the enabling works described above, the proposed development plateaux will constructed for the employment plots. As the cut-and-fill calculations have been undertaken on a site-wide basis, the plateau levels for all employment plots will be set out together, early in the development.

3. As an end occupier is already in place for Plot 1 (Hermes), it is anticipated that this will be the first building to be constructed, after the opening of the link road. This is subject to planning consent.

The remainder of the development will come forward as and when agreements are in place with end occupiers, and planning consents are in place.

The early delivery of the link road, and six associated bus stops, will ensure that the development is accessible by bus from the outset. This will also provide a legible network of routes for pedestrians and cyclists. The southern roundabout that provides access to Hoyland South should be delivered with the link road.

There is an opportunity for multiple delivery outlets on site for both housing and employment development. The approach to phasing seeks to maximise this opportunity based on the location, character and size of the development plots.

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

Assumptions around the rate of delivery

The housing element of the Masterplan Framework is anticipated to be delivered at a rate of 30 - 50 dwellings per year, and as such is likely to be complete within 2 - 4 years of commencement.

For the employment uses, it is anticipated that the start on site would be in 2021 following adoption of the Masterplan Framework, and it has been assumed that the rate of delivery would be 10,000sqm per annum2. Given the overall capacity the likely time for completion would be 10 years, however this delivery could be expediated if there is market demand.

Housing Mix Assumptions

The housing mix (size, type and tenure) will seek to cater for the local identified housing need. It is anticipated that these will comprise a mix of 2-4 bedroom dwellings, of which 10% are expected to be affordable.

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

Planning Strategy

The Local Plan site policies for allocations HS57 and ES13 require the production of a Masterplan Framework to guide new development and make sure that the policy objectives are delivered. The Hoyland West Masterplan Framework will be a material consideration in the determination of future planning applications.

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

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

Chapter 9.0

SUMMARY

Masterplan Framework Objectives

The overall goal of this project is to deliver a high-quality, well-designed development. This has been influenced by a series of site-specific development framework objectives:

- Creating cohesive Green Infrastructure, which links to existing footpaths, and provides a recreational resource for future residents and workforce, promoting health and well-being.
- Retaining existing landscape features including; woodland, hedgerows and wetland whilst creating new habitats to maximise opportunity for biodiversity.
- Providing development in a sustainable location in close proximity to local shops and other existing facilities, and with good accessibility to public transport provision.
- Creating housing reflective of existing local character which meets identified housing needs including affordable housing.
- Providing a mix of employment uses to meet market and local needs, and creating a pleasant place to work.
- Creating a robust Green Belt boundary, especially along the southern boundary.
- Providing visual mitigation where appropriate, helping employment buildings to assimilate with their surroundings.
- Integrating development into existing settlement without detriment to the wider landscape character.

Placemaking Strategy

The proposed link road will run through the centre of the scheme, providing connections for all modes of transport. The landscaping associated with this corridor has been designed with pedestrian experience in mind, with grass verges and amenity planting helping to create a pleasant setting all year round. Significant areas of on-plot tree planting will help soften the strong lines of built form.

To create a sense of arrival into the site, built elements with strong landscaping features should be used to emphasise arrival spaces and entrances to plots. Vernacular features such as dry stone walls and reference to ridge & furrow could be used to visually connect the development to the wider setting.

Pedestrian and cycle connectivity should be provided throughout the Masterplan Framework area through the creation of green corridors, such as that proposed along Tankerlsey Lane. A further green link should be delivered, to connect the link road to Sheffield Road, via the proposed housing. Dwellings should face onto this green link and an area of public open space.

Landscape Strategy

Other than a veteran tree (that should be retained), there is little of value in terms of landscape features, and the creation of development plateaux will result in the removal of existing vegetation. So the focus of the landscape design should be on creating new multi-functional Green Infrastructure to maximise opportunities for habitat creation, sustainable drainage, amenity, recreation and visual mitigation.

Movement Strategy

The link road is critical to the success of the scheme – this will not only connect the employment development to the strategic highway network, but it will reduce traffic congestion on Sheffield Road, and improve air quality in the residential area of Hoyland Common. Only the residential element of the scheme will be accessed directly from Sheffield Road.

New pedestrian and cycle links will connect the development to Hoyland Common, and create a highly legible framework, with good access to a wide range of services and facilities.

The scheme will deliver excellent access to public transport, with bus routes diverted through the site, and six new bus stops provided on the proposed link road.

A travel plan will look at further opportunities to encourage sustainable forms of travel by workers and residents.

Highway Strategy

Initial traffic appraisals have been undertaken to quantify the peak traffic volumes generated by the proposed development. This has concluded that the provision of the link road would reduce traffic movement on Sheffield Road, and that major off-site highway works are not required as a result of the development. The proposed highway network also creates an access for Hoyland South.

SUMMARY

Implementation and Delivery

Although the proposals have not been broken down into identified phases, the development works will have to be sequenced. Key assumptions have been informed by the technical constraints, access requirements, proposed cut & fill, as well as market and delivery factors:

- Relocation of sports facilities from Rockingham Sports Ground to Parkside will take place at the outset of the works.
- Enabling works are likely to commence in 2020, comprising creation of plateaus for employment plots and delivery of the link road. The construction of the link road will bring with it access to each employment plot as well as the provision of services and utilities.
- With a build-rate of 30 - 50 dwellings per year, it is anticipated that the housing development would be completed within 4 years.
- It is assumed that for the employment element that 103,000sqm will be delivered within a 10-year period.

All timescales are subject to the necessary planning consents being granted.

Planning Strategy and the Way Forward

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

Conclusions

The Hoyland West Masterplan Framework provides a firm foundation for Barnsley Council and developers to create a high quality, sustainable development in which to live and work. Hoyland West will deliver a range of jobs and will increase demand for local services and facilities, benefitting the local economy as a result.

Housing will meet the local identified need in terms of size, type and tenure. Built development will be set within a comprehensive Green Infrastructure, that maximises opportunities for habitat creation, amenity, recreation, and visual mitigation. The masterplanning has sought to deliver a legible network of routes with good connectivity for pedestrians and cyclists, and a scheme that is well-served by public transport.

HOYLAND WEST

MASTERPLAN FRAMEWORK REPORT

APPENDICES

APPENDIX 1

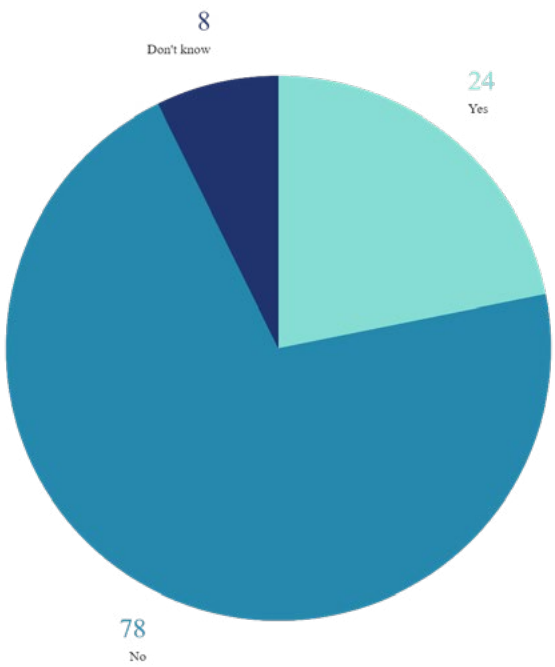
PUBLIC CONSULTATION

Public Consultation Responses

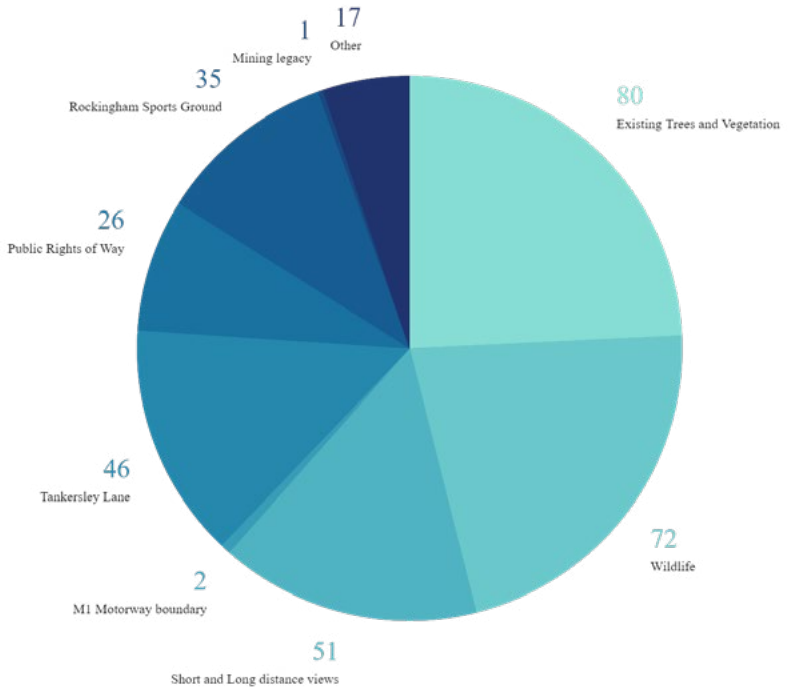
A Questionnaire has been prepared and released to the general public to garner feedback in response to the developing Masterplan Framework proposals.

The responses to these

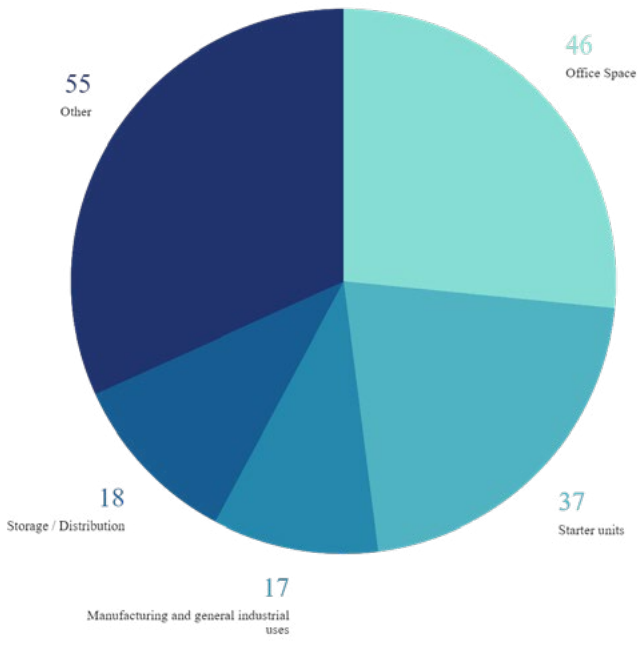
1. Do you agree with the vision of the Masterplan Framework which seeks to create a sustainable and inclusive community with high-quality design and landscaping?



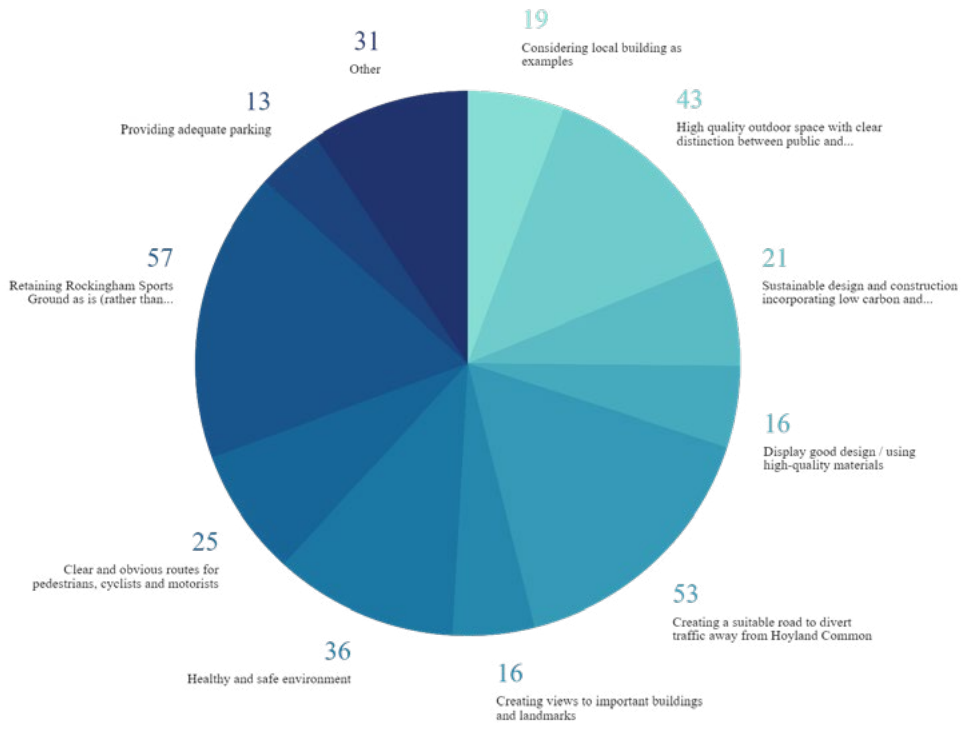
2. What do you think are the most important features of the existing site?



3. The draft masterplan framework proposes a variety of employment uses for the site. What employment uses do you think that the development should provide?

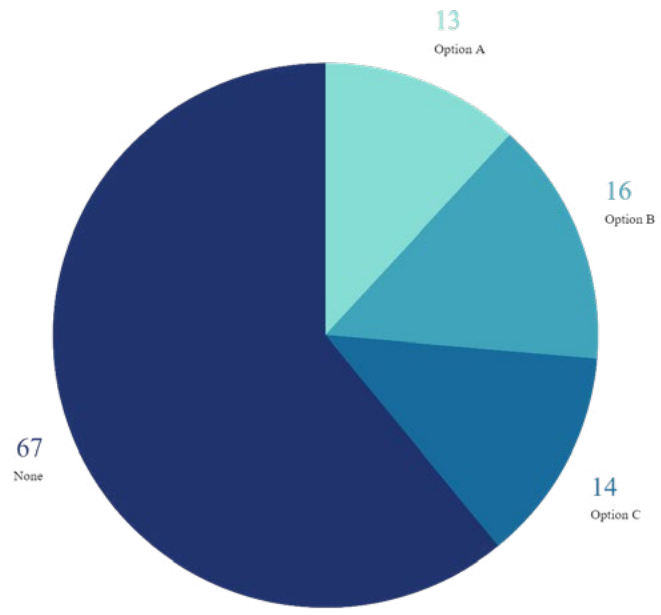


4. What do you consider to be the most important points for guiding the design of the new development?

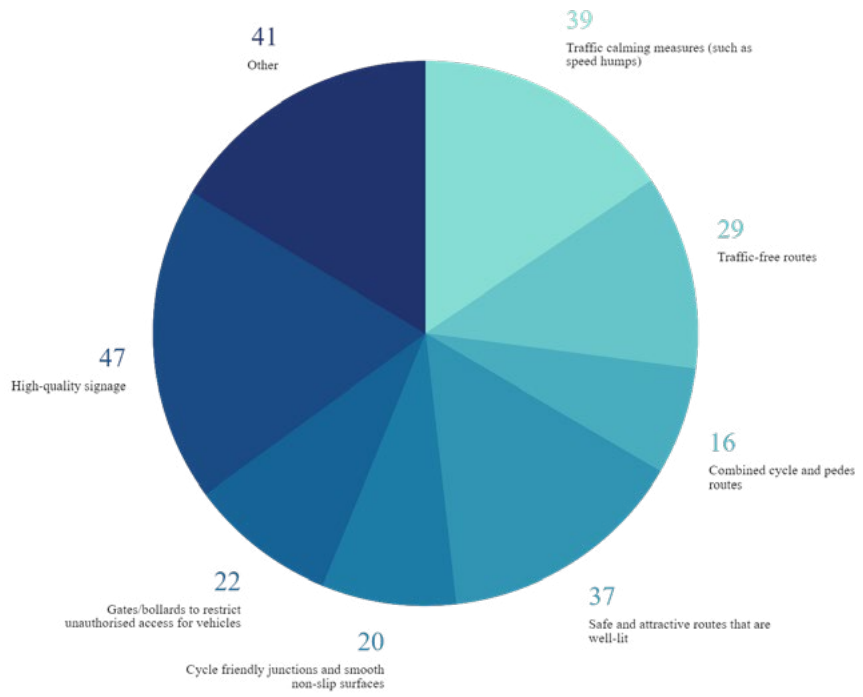


PUBLIC CONSULTATION

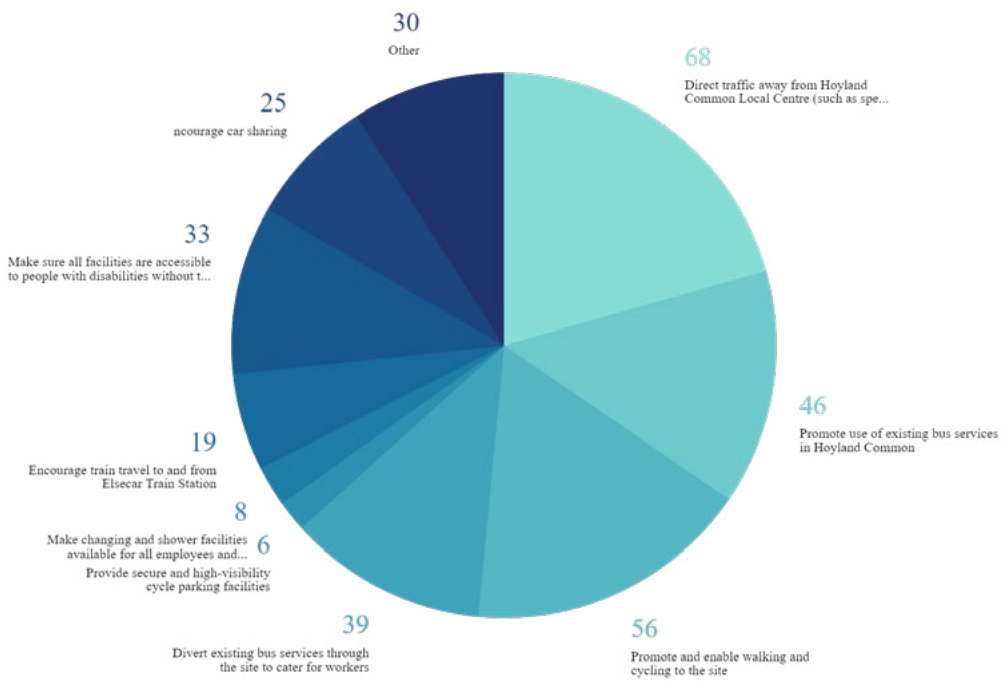
5. The consultation seeks your views on options for traffic at Tankersley Lane. Which layout do you prefer - Option A, Option B, Option C, or none?



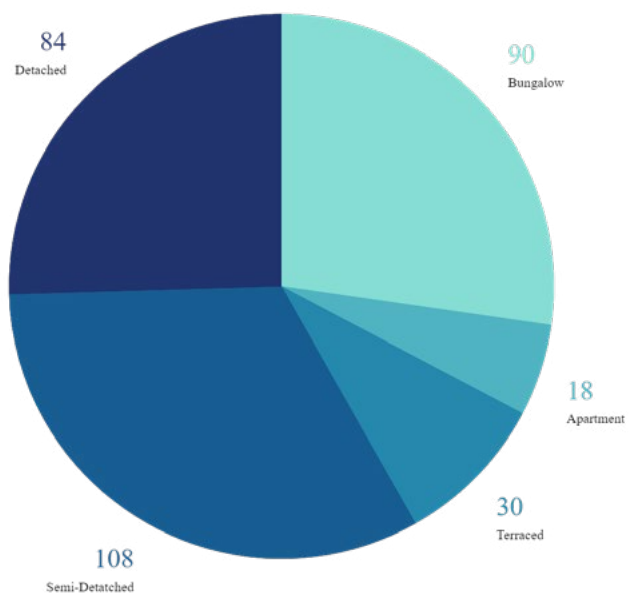
7. The masterplan framework proposed a new road to divert traffic away from Hoyland Common crossroads. If Sheffield Road is to be downgraded what design features would make this road more user friendly?



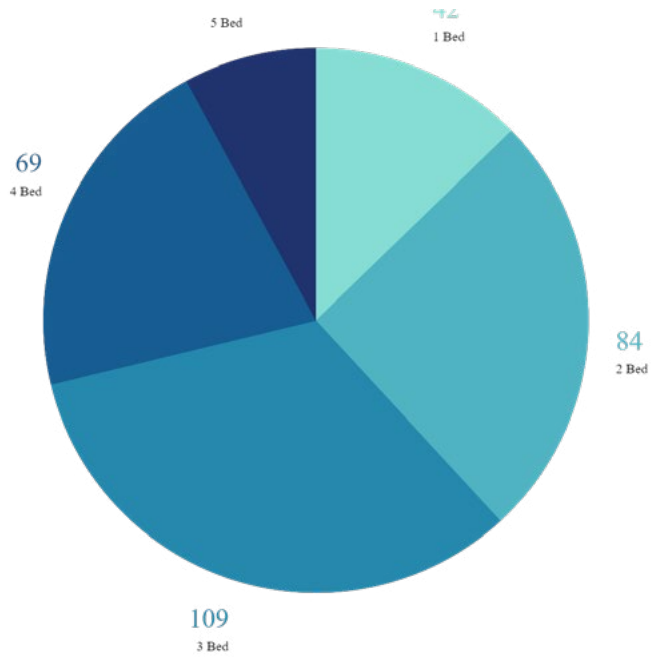
8. The Masterplan Framework will look at the impact of new development on the existing highway network. What measures could help to reduce the impact?



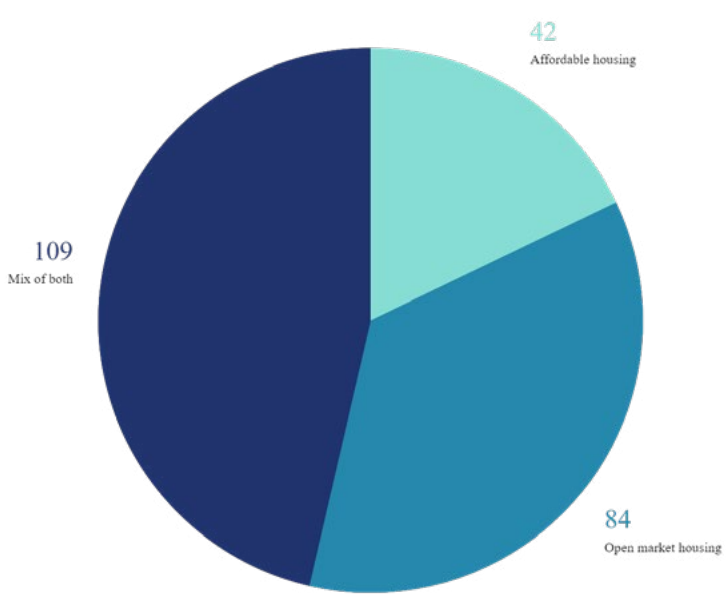
9. The council will assess planning applications to make sure an appropriate mix of housing is delivered. What TYPE of homes do you think the new development should provide?



10. The Council will assess planning applications to make sure an appropriate mix of housing is delivered. What SIZE of homes do you think the new development should provide?

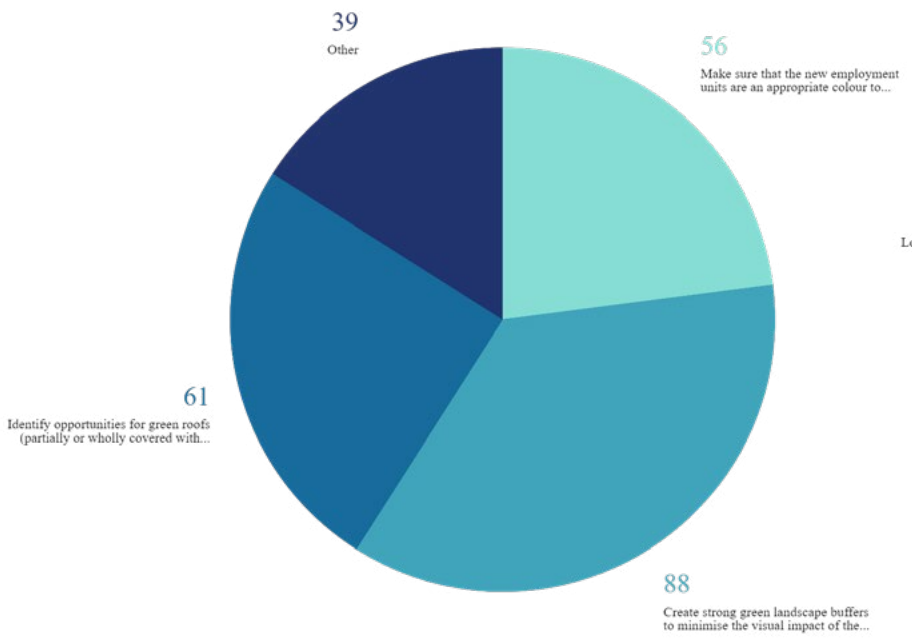


11. The Council will assess planning applications to make sure an appropriate mix of housing is delivered. What TENURE of homes do you think the new development should provide?

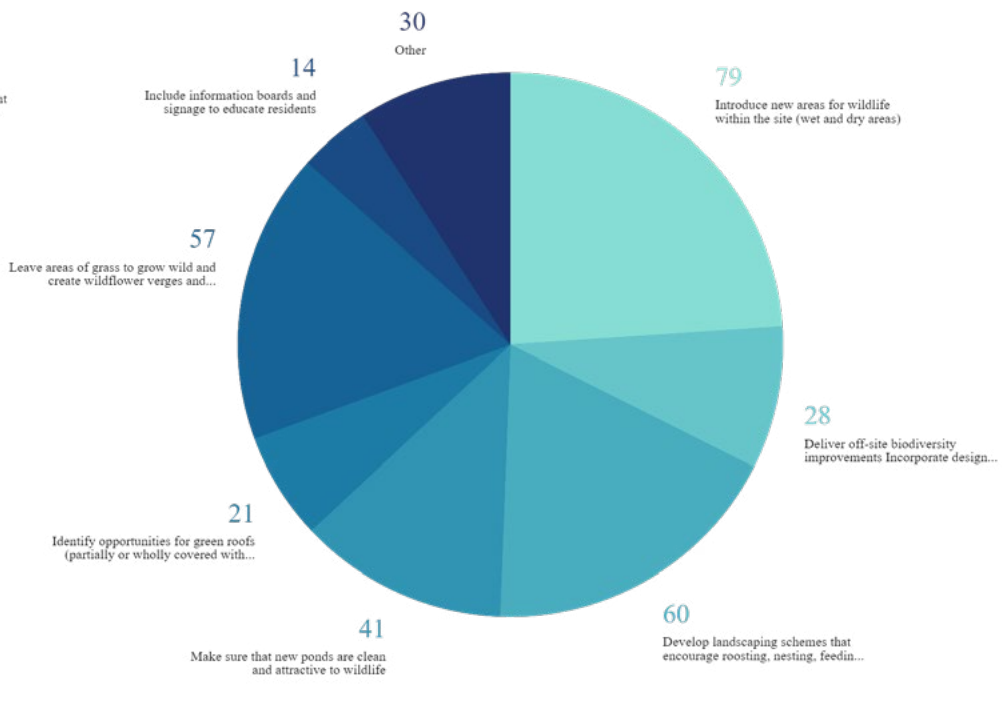


PUBLIC CONSULTATION

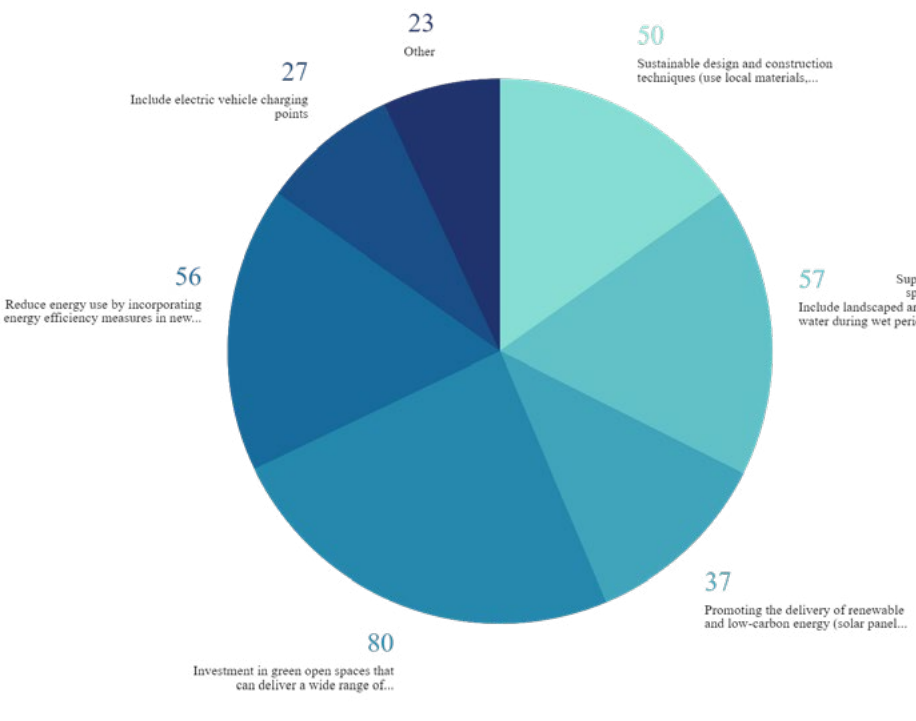
12. How can the impact of development be minimised when viewed from the wider landscape?



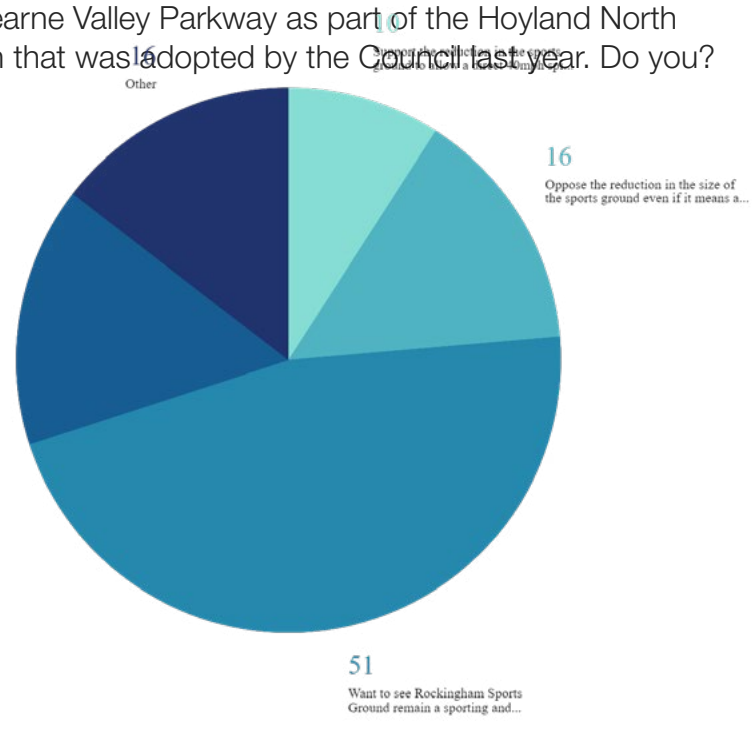
13. How can the impact of development be minimised on existing biodiversity features?



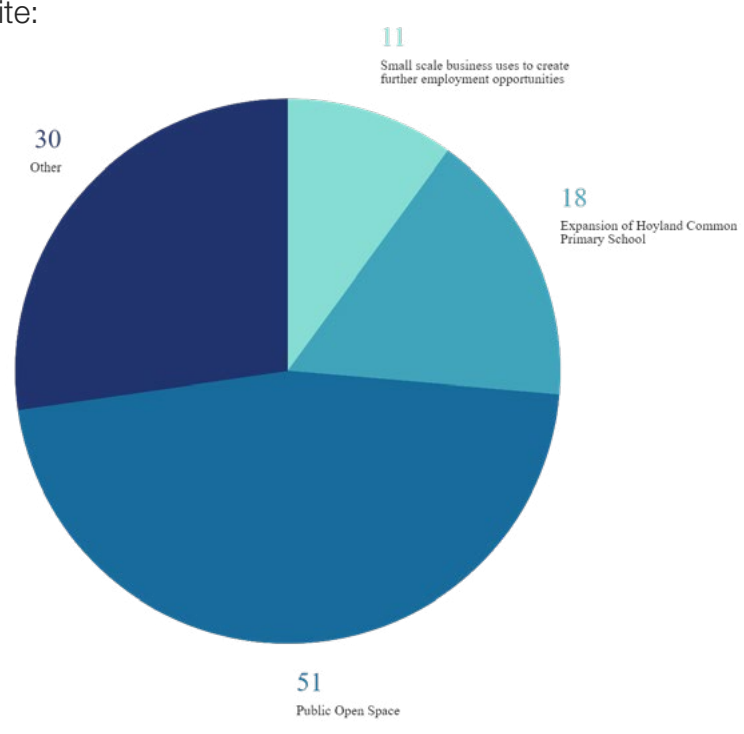
14. What areas do you consider to be important in achieving sustainable development and reducing future impacts on climate change?



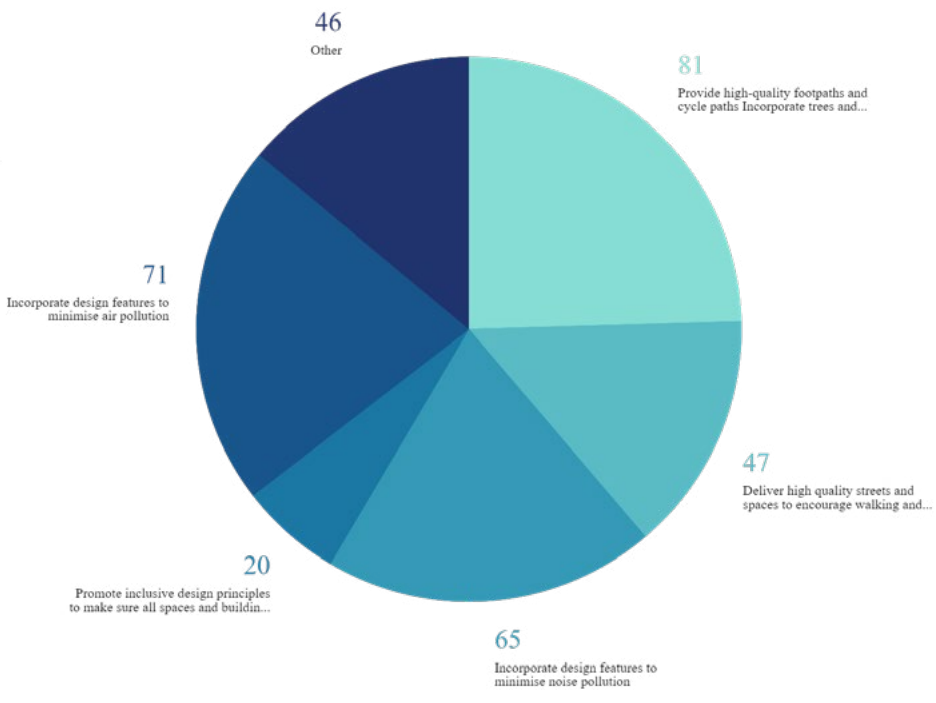
15. The masterplan proposes to reduce the size of Rockingham Sports Ground to create a direct road that would divert traffic away from Hoyland Common and to reconfigure the sports ground pending its eventual relocation to land at Parkside. This would be in addition to the new cricket facility proposed on the land between Hoyland Common and the Dearne Valley Parkway as part of the Hoyland North Masterplan that was adopted by the Council last year. Do you?



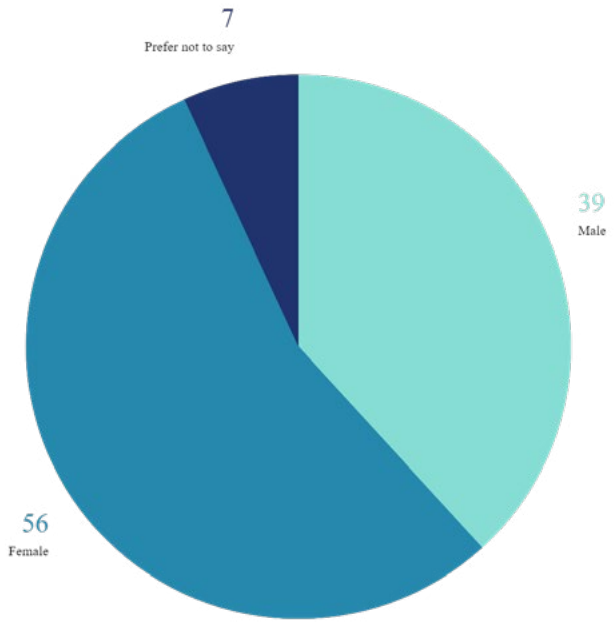
16. If Rockingham Sports Ground is relocated to land at Parkside what uses would you like to see on the Sports Ground site:



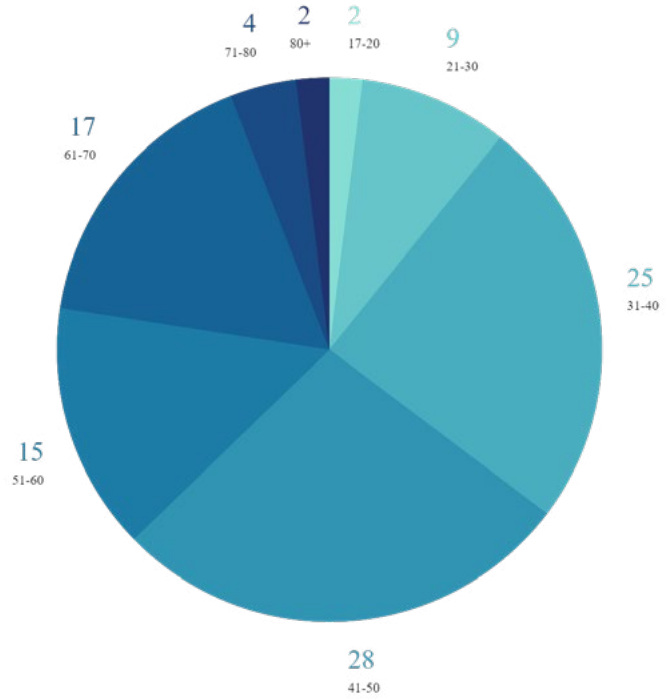
17. How do you think the proposed development could improve your health?



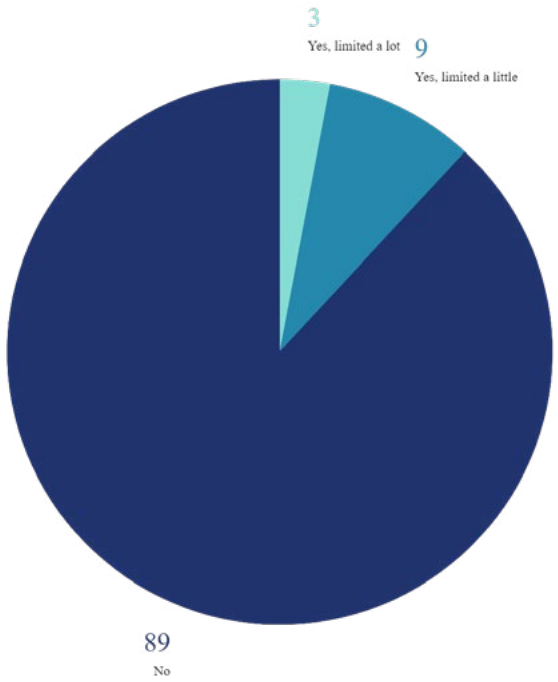
19. Gender



20. Age



21. Disability Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?



22. Ethnicity