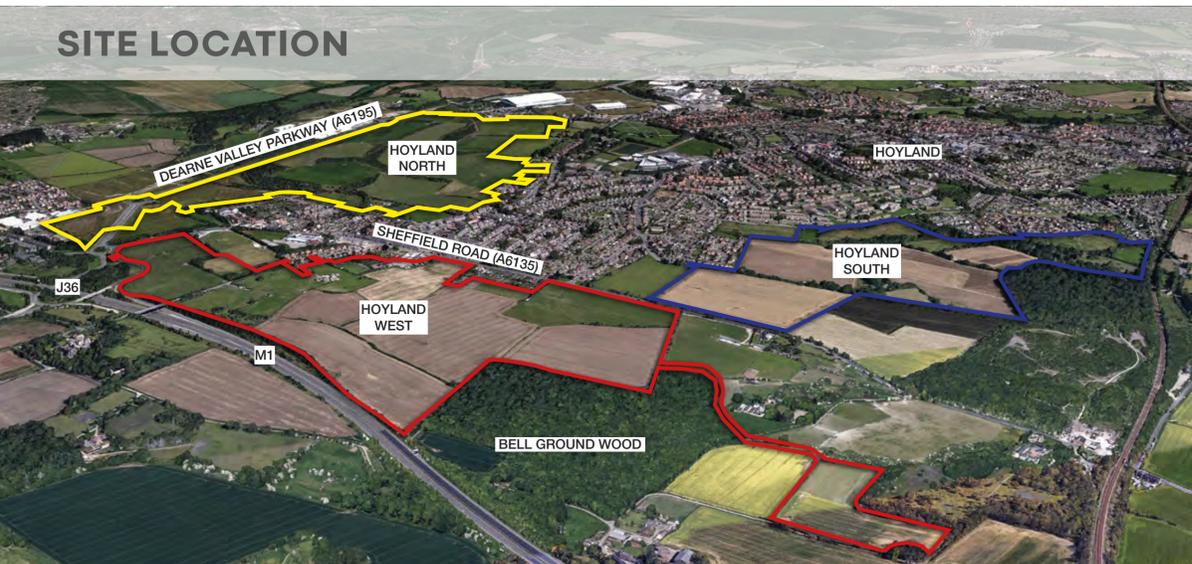


INTRODUCTION



SITE LOCATION



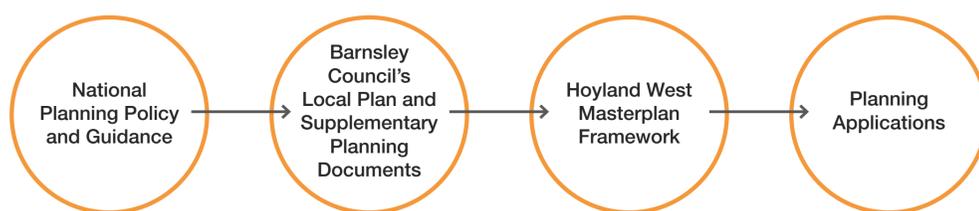
VISION:

To create a sustainable, high-quality development on the western edge of Hoyland, providing a pleasant environment in which to live and work. The employment-led development would deliver 49ha of offices, light industry, warehousing and distribution units, along with around 100 new homes, and associated infrastructure. The proposed spine road will connect Hoyland West to the strategic road network, while providing additional benefit to existing Hoyland residents and businesses by reducing traffic along Sheffield Road. The proposals will respond positively to the surrounding environment, and will be set within Green Infrastructure.

What is a Masterplan Framework and why is it required?

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 site allocations are brought forward in a sustainable way that secures inclusive growth that reflects each of the Council's corporate priorities.

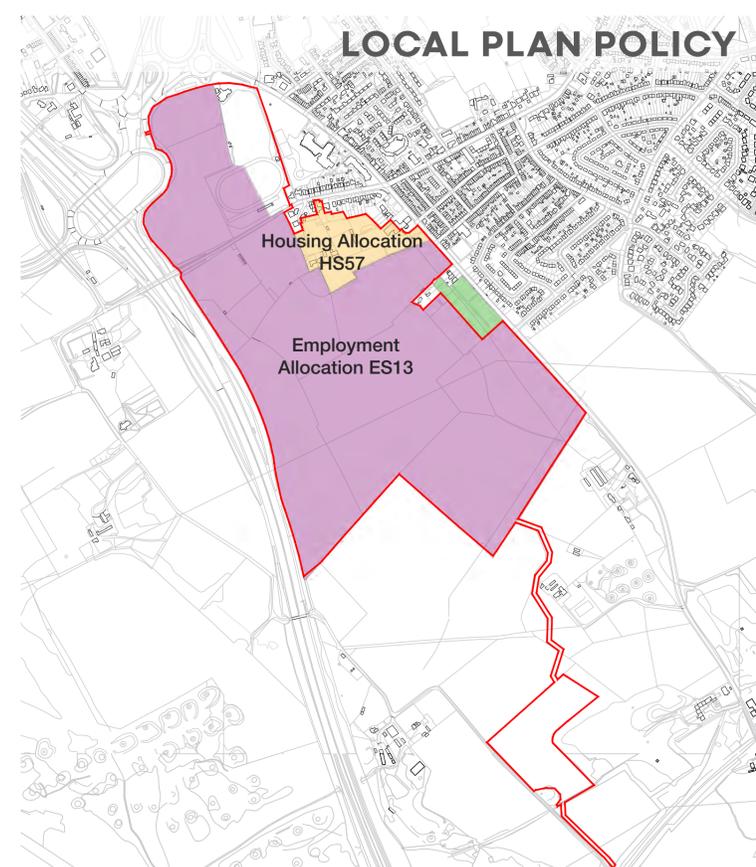
The Masterplan Framework is a strategic document that sits beneath the Local Plan and will inform future planning applications.



The Masterplan Framework consultation enables 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 will be 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.



Who is involved?

Barnsley Council are working in collaboration with Cushman & Wakefield, developers and land agents. Newland Developments Ltd and Hoyland Developments Ltd 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.

Background Work

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.



Masterplan Framework Area

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.

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 Site is predominantly surrounded by woodland. 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.

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 101 dwellings (Policy Reference HS57).

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

LOCAL FACILITIES



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 970m north of the Site.

National Cycle Network

The National Cycle Network Route 67 which connects Chesterfield to Leeds crosses the M1 just south of Hoyland West.

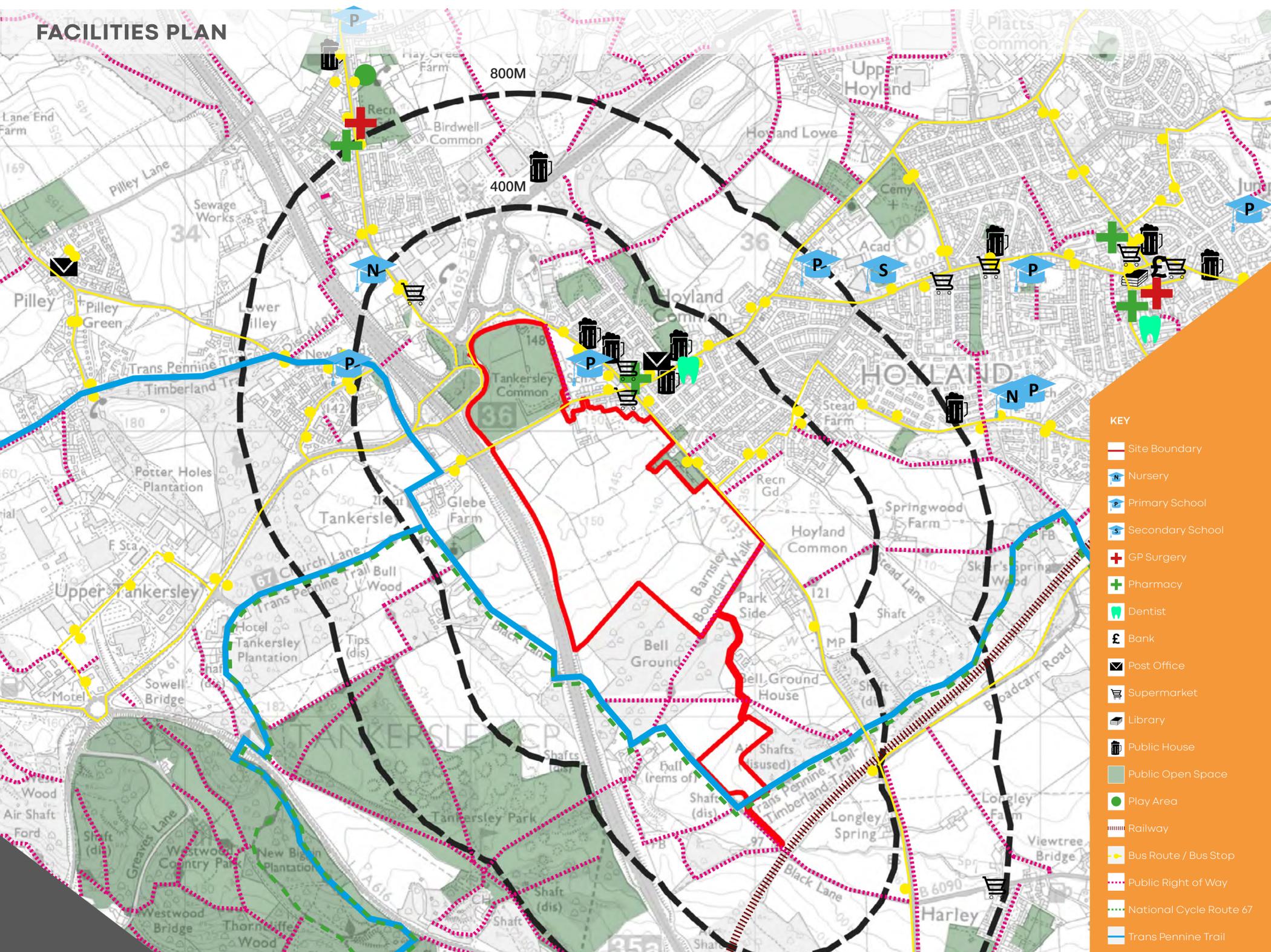
Public Transport

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	0.2km	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

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.

FACILITIES 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

TECHNICAL CONSIDERATIONS



Flood Risk and Drainage

An analysis of the existing drainage, undertaken by RPS, concludes that Hoyland West is formed of three catchments (eastern, western and northern), as identified on the Drainage Assessment plan.

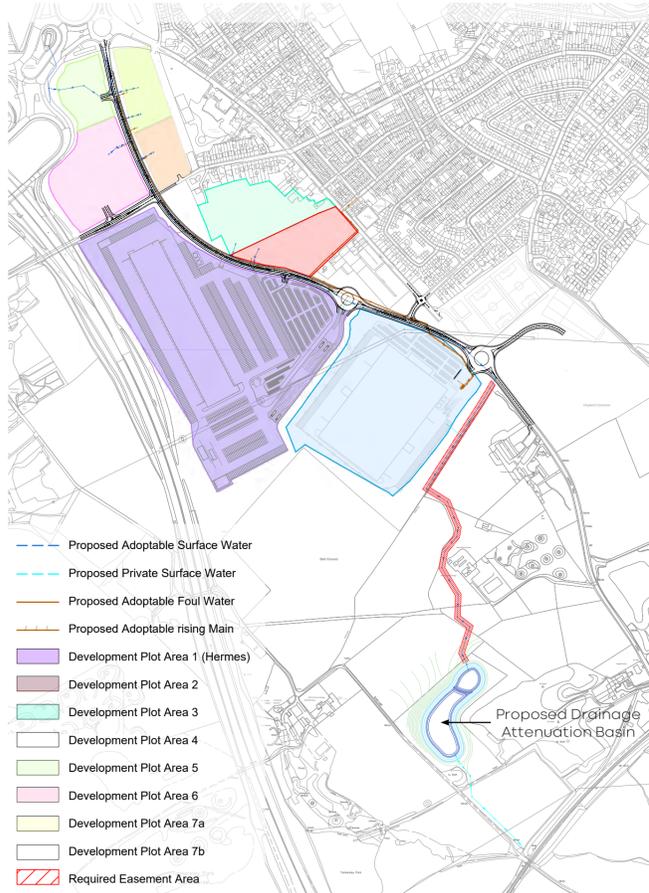
The Eastern catchment collects approximately 26.1 hectares of the proposed development site and connects to the Harley Dike down the eastern edge of the site in an existing Culvert. It is not proposed to re-utilise this outfall, but instead, runoff within this catchment will be diverted to other catchments within the site, as discussed below.

The Western catchment collects approximately 16.55 hectares of Hoyland West; this is currently funnelled into Harley Dike. As this outfall is proposed to be the primary outfall for the development, greenfield runoff calculations have been done, to ensure that proposed runoff rates resulting from the development are not greater than those currently experienced. Early calculations suggest that approximately 43,000 square metres of drainage attenuation is required.

The Northern catchment is split into two outfalls, both appearing to connect to Highway agency drains. As the site is re-levelled it is proposed to connect to the Motorway Drain within the site area. To retain greenfield runoff rates, it is estimated that 7,100 cubic metres of drainage attenuation will be required.

The Drainage Assessment Plan, shown here, identified two potential locations for off-site drainage attenuation basins. Further investigation is being carried out into the suitability of these locations, and further design work will need to be undertaken.

DRAINAGE ASSESSMENT PLAN



Biodiversity

As part of the Local Plan process a number of ecological surveys will be carried out to identify areas of significant value.

A Phase One Habitat survey is currently under way. The areas of the site surveyed to date are considered, for the most part, to be of low value for wildlife dominated by heavily cultivated arable fields. Features such as hedgerows, wet ditches, stone walls and grassland compartments have also been recorded. The Masterplan Framework will look to retain as many areas of significant ecological value as possible.

At the planning application stage a number of protected species surveys are being undertaken including for great crested newts, reptiles, bats, badgers and breeding birds. Winter bird surveys already completed recorded an assemblage of farmland birds and thrushes made up of species that are considered widespread in the UK.

The Masterplan Framework will deliver a Net Biodiversity Gain (improve the current ecological value of the site). On-site mitigation will help to maximise gains through creation of high value habitats such as woodland planting which will buffer and provide connectivity to adjacent (off-site) woodland. Off-site compensation measures may also be an option, helping to improve local wildlife sites around Hoyland.

Trees and Woodland

A comprehensive tree survey has been carried out as part of the Masterplan Framework process to consider the retention value of trees based on their arboricultural quality and condition. Bell Ground woodland to the south of the site, and a veteran tree on the edge of these woods will be protected from any development. Trees on site that are considered to hold significant value will be retained.

Due to the intended development of the site, some vegetation will need to be removed. However, any vegetation lost will be replaced and enhanced by incorporating blocks of native tree planting and new hedgerows. The results of the surveys will inform the design and layout of the new development in order to minimise the impact on retained vegetation.

Land Contamination and Ground Stability

The CMRA has revealed a long and diverse mining heritage at the proposed development site. This has included ironstone mining dating back to the beginning of the 19th century. Coal mining has included recorded mining at shallow depth at the southern margins, with deeper underground mining and extensive opencast mining across 75%

of the site area. It is intended that further surveys are needed in order to understand whether large scale ground stabilisation works will be required.

The preliminary geoenvironmental assessment summarises its findings and states there to be an overall low to medium risk with regards to human health and Controlled Water Receptors. It recommends that a comprehensive ground investigation is required. A series of trial pits, trenches and rotary bore holes will be required to determine the extent of land contamination.

Landscape Character

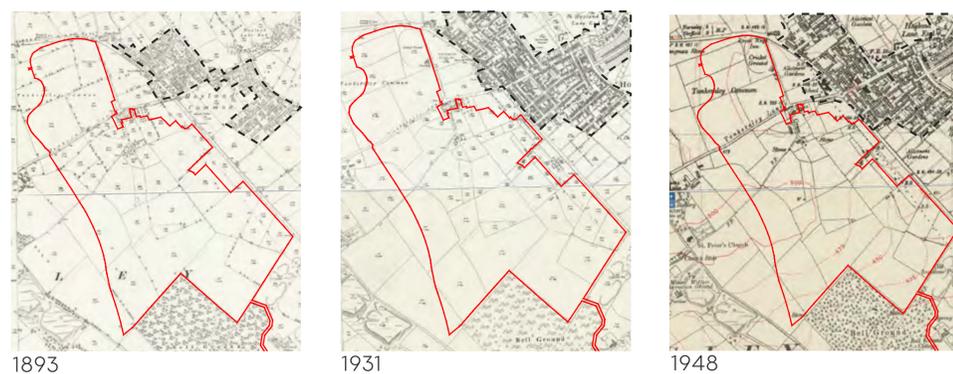
The character of the existing landscape has been much altered over the years, primarily due to mining activity. The site landscape comprises a combination of arable and permanent pasture farmland as well as deciduous woodland blocks of varying sizes. A number of hedgerows and trees are found within the site. The proposed development will result in a loss of open farmland, removal of hedgerows and trees, and a change in character resulting from built development. The loss of existing landscape features will be mitigated through the introduction of significant new native structure planting between development plots. Proposed wide planting belts will help to visually contain the development on the southern and western boundaries.



Heritage and Archaeology

Initial desk-based assessment of the development area has indicated a primary association with the former estate of Tankersley manor, acting as an enclosed deer park during the medieval period. However, much of this heritage is thought to have been considerably diminished, if not entirely removed, by subsequent use of the site for open cast mining during the industrial and modern period and should not prevent future development. Where potential exists, any application will take account of this via appropriate mitigation strategies, possibly involving small scale and targeted investigation, as appropriate.

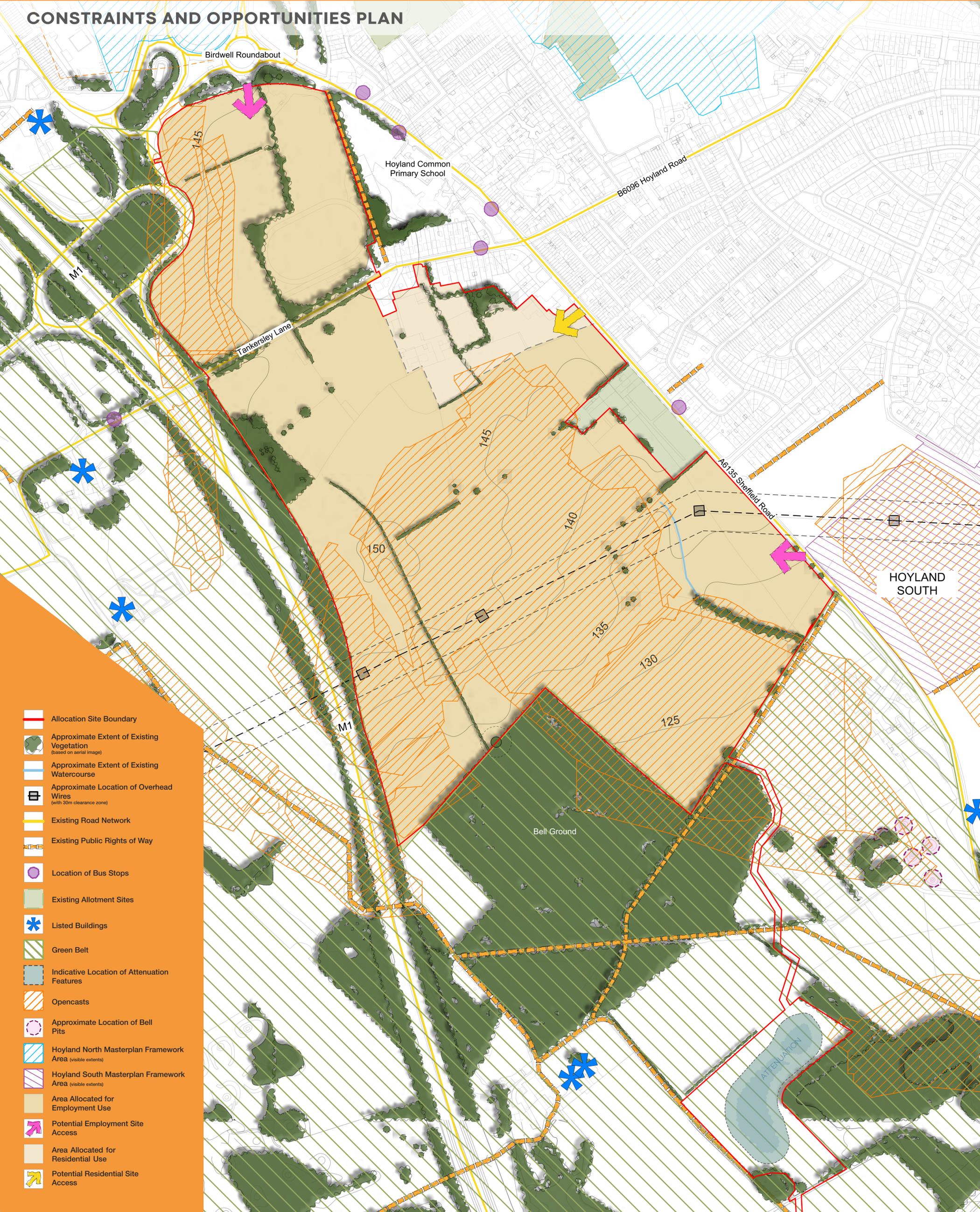
The initial evidence suggests that there are no buried archaeological remains of value, due to open cast mining. Where the ground remains undisturbed there may be archaeological potential, however desktop work suggests that any remains would not be sufficiently significant to prevent future development. At the planning application stage developers will be required to submit an appropriate archaeological investigation, this may include intrusive investigations (trial trenching).



TECHNICAL CONSIDERATIONS



CONSTRAINTS AND OPPORTUNITIES PLAN



- Allocation Site Boundary
- Approximate Extent of Existing Vegetation (based on aerial image)
- Approximate Extent of Existing Watercourse
- Approximate Location of Overhead Wires (with 30m clearance zone)
- Existing Road Network
- Existing Public Rights of Way
- Location of Bus Stops
- Existing Allotment Sites
- Listed Buildings
- Green Belt
- Indicative Location of Attenuation Features
- Opencasts
- Approximate Location of Bell Pits
- Hoyland North Masterplan Framework Area (visible extents)
- Hoyland South Masterplan Framework Area (visible extents)
- Area Allocated for Employment Use
- Potential Employment Site Access
- Area Allocated for Residential Use
- Potential Residential Site Access

DESIGN CONSIDERATIONS



Movement and Transport

Access

There is potential for a range of vehicular and pedestrian access points into the residential and employment areas. A key aim of the Transport Strategy is to direct traffic away from Hoyland Common, particularly the crossroad junction on Sheffield Road. The development will incorporate a new link road to divert traffic around the west of Hoyland between J36 and the Dearne Valley parkway (A6195), down to Sheffield Road to the south. The link road will provide access to the new development plots, although the residential part of the development would be accessed from Sheffield Road.

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.

Public Transport Provision

Barnsley Bus Partnership will be consulted throughout the development of the Masterplan Framework to establish the preferred means of the site being served by public transport. It is envisaged that direct, safe and attractive walking routes to bus stops will be provided to encourage the use of public transport for residents, employees and visitors. At the planning applications stage developers will be required to submit Travel Plans which set out how sustainable travel measures will be implemented, monitored and reviewed over an agreed period.

Transition to Zero Carbon

All built development will be designed to aid the transition to a Net Zero Carbon Borough by 2045, in line with Barnsley's 'Zero45' ambition. The design of the development will be future-proofed by:

- Optimising the form & orientation of buildings to maximise opportunities for natural daylight and solar technologies.
- Prioritising fabric energy efficiency and air tightness to reduce energy demand.
- Where possible, moving away from fossil fuels and install heat pumps (ground or air source).
- Installing active Electric Vehicle charging points to at least 5% of all parking spaces, with potential to extend this further.
- Monitoring energy consumption in line with BMBC Sustainable Energy Action Plan
- Assess the feasibility of battery storage, or provide the appropriate connections and space for future connections, to reduce peak demand.
- Reduce embodied carbon, by using less material, recycled aggregates and steel, and design for flexibility, adaptability and disassembly
- Producing an Energy Statement that will set out measures to demonstrate how the development seeks to reduce carbon emissions.

Utilities and Services

A comprehensive Utility Report is being prepared to identify the existing utility infrastructure and the potential opportunities and constraints associated with the current proposals. A desktop summary has identified the following:

Water

An application has been submitted to Yorkshire Water who have identified a water main on Tankersley Lane as a point of connection.

Gas

Cadent Gas Networks have provided a Point of Connection at Medium Pressure for the capacity requested. This is located on Sheffield Road approximately 200m from the new access roundabout. An additional Gas Governor would be required on site.

Electricity

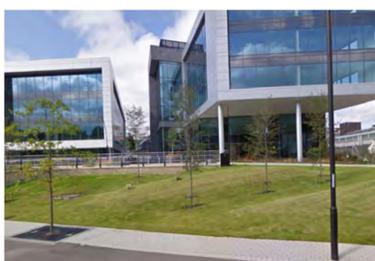
A formal application has been submitted to Northern Powergrid based on a usage of 8 MVA. Northern Powergrid have identified the nearest point of connection to be Elsecar Primary Substation. This would be connected to two spare 11kV circuit breakers. This is approximately 4.8k from site so would involve significant infrastructure reinforcement.

Neighbouring Properties and Uses

There will be design considerations in order to mitigate the impact the development will have on the surrounding landscape which includes; Hoyland Common Primary School, Properties along Tankersley Lane, Properties along Sheffield Road, Allotments, Shell Garage, The Rockingham Centre and various farming settlements.

The Masterplan Framework will seek to integrate within its immediate context, new employment land should strive to lessen impact on the surrounding landscape through well thought out and sensitively designed masterplanning to alleviate pressure upon existing amenity.

In order to integrate employment development and residential it is vital to allow for adequate separation distances with appropriate boundary treatments to prevent loss of privacy and clearly define of the thresholds between character areas.



Placemaking

Delivering design measures to help create a sense of place and distinctive built environment is 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.

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. The office spaces will be designed to BREEAM Very Good and will promote health and wellbeing through a high-quality work climate that promote natural daylight, thermal comfort, air quality, collaborative working and biophilic design.

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.

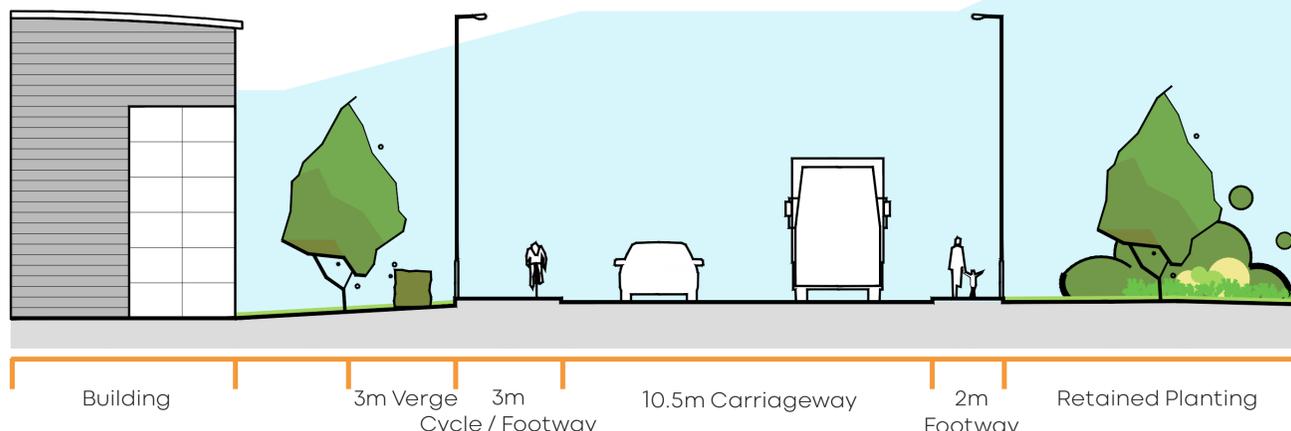
Residential

The proposed housing will face onto Sheffield Road, providing an active frontage that addresses the road. 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 will carefully consider the interface with existing dwellings on Tankersley Lane and Sheffield Road, minimising the effects on visual amenity of existing residents.

Open space will be incorporated within the new housing, providing opportunities for recreation and amenity, while pedestrian and cycle connections will be provided to the wider network, connecting to the existing settlement, and to the countryside beyond. Structural planting and bunding will be used where appropriate to visually separate the new housing from the spine road and employment development beyond.

Typical section through link road



THE CAPACITY PLAN



Tankersley Road Option 1:
Section between link road and dwellings closed to vehicular traffic, and changed to Green Link (cycle and pedestrian access only)

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



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



-  Site Boundary
-  Approximate Extent of Existing Vegetation (based on aerial image)
-  Approximate Location of Overhead Wires (with 30m clearance zone)
-  Existing Public Rights of Way
-  Employment Parcels (approx 34.05ha)
-  Residential Parcel (approx 2.53ha)
-  Proposed Spine Road
-  Access Points
-  Indicative Locations of Attenuation Features
-  Proposed Buffer Planting

THE CONCEPT MASTERPLAN



Greenspace and Recreation Facilities

The Masterplan Framework will be set within comprehensive Green Infrastructure, comprising of retained vegetation, proposed areas of open space, amenity, recreation and drainage attenuation.

Short Term Option

The former Rockingham Centre site has potential to retain the existing cricket pitch. Investment within the existing site could provide potential to allocate an adult sports pitch.

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.

Long Term Option

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



NEXT STEPS



Timeline

- May - June 2020
Consultation on Masterplan Framework & Feedback
- June 2020
Submission of Planning Application
- Early September 2020
Adoption of Masterplan Framework
- September 2020
Determination of Planning Application

Planning Strategy

The adopted Barnsley Local Plan sets out that the 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.

Next Steps

The Masterplan Framework will continue to evolve incorporating technical work as it becomes available. This public consultation is an opportunity for key stakeholders and the local community to provide important feedback on Masterplan Framework themes and to help shape

For all the latest on the Hoyland West Masterplan Framework, including details of how you can submit your comments, please visit:

www.barnsley.gov.uk/hoylandwest

Phasing and Infrastructure Plan

Delivery of infrastructure and phasing of the development will accord with the following principles:

- Infrastructure to be provided in a timely way in order to reduce/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 on the early phases of