Hoyland South Masterplan Framework

Masterplan Framework and Design Code

BARNSLEY Metropolitan Borough Council

ARUP GILLESPIES

November 2020

Contents

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

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

Glossary of Acronyms

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

Glossary of Terms

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

1. Introduction

1.1 Background

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

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

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

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

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

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

1. Introduction

1.2 Overview

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

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

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

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

1.3 Use of this Document

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

The Masterplan Framework Compliance Statement shall set out:

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

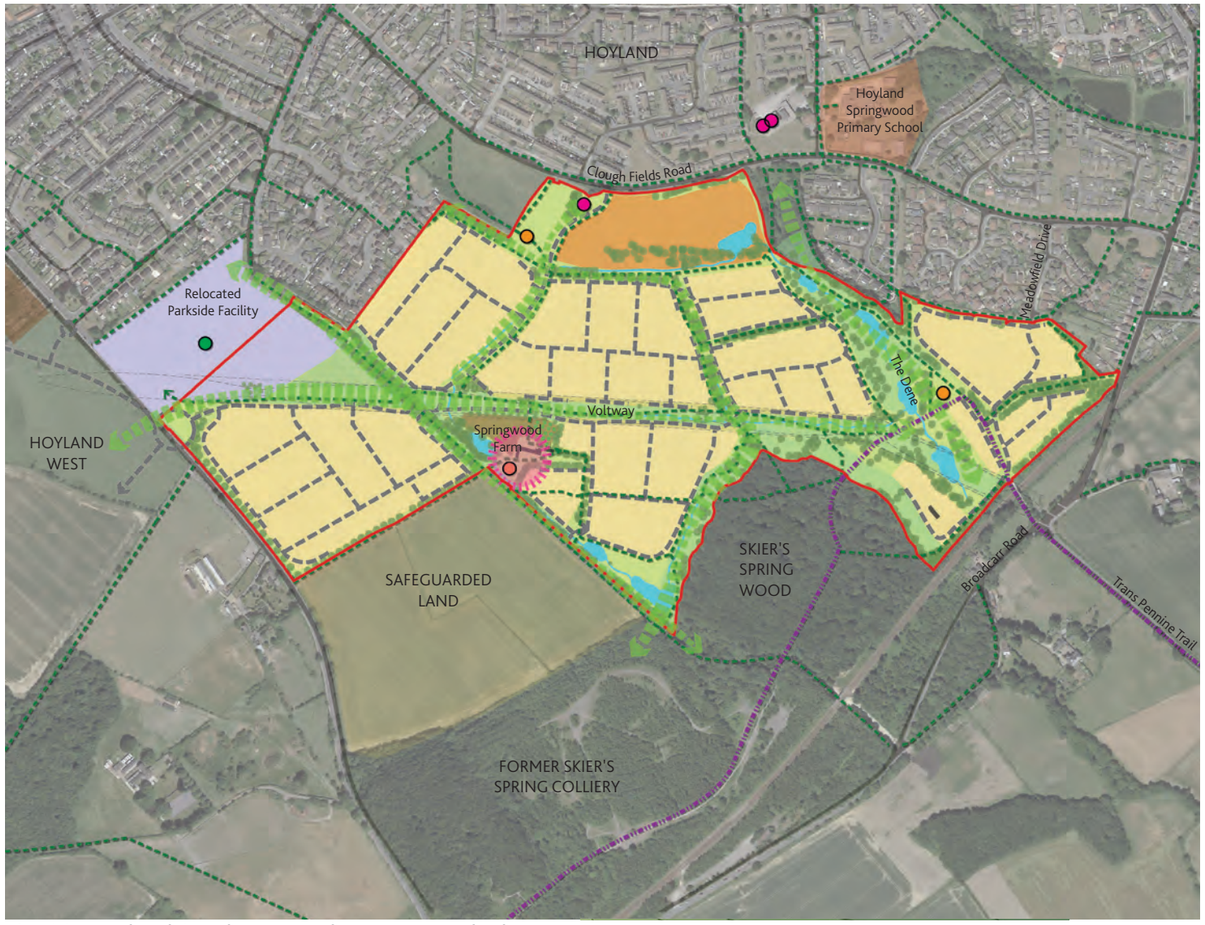


Fig. 02: Hoyland South Masterplan Framework Plan

2. Placemaking Principles

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

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

Placemaking *For Hoyland South*

Design quality and local character

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

Sustainable and active travel

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

Deliverability

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

Engagement and stewardship

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

Housing mix and neighbourhood

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

Sustainability and carbon zero

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

Facilities - local shop, Community hub and recreation

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

Landscape, open space and wildlife

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

Design quality and Local character - Derwenthorpe, York

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

Facilities and Local hub - Lightmoor Community Hub

Engagement and Stewardship - Community allotment garden

Sustainable and Active travel - Green pedestrian and cycleways

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

Fig. 03: Placemaking Concept for Hoyland South Masterplan area

3. Site Constraints and Opportunities

3.1 Context

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

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

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

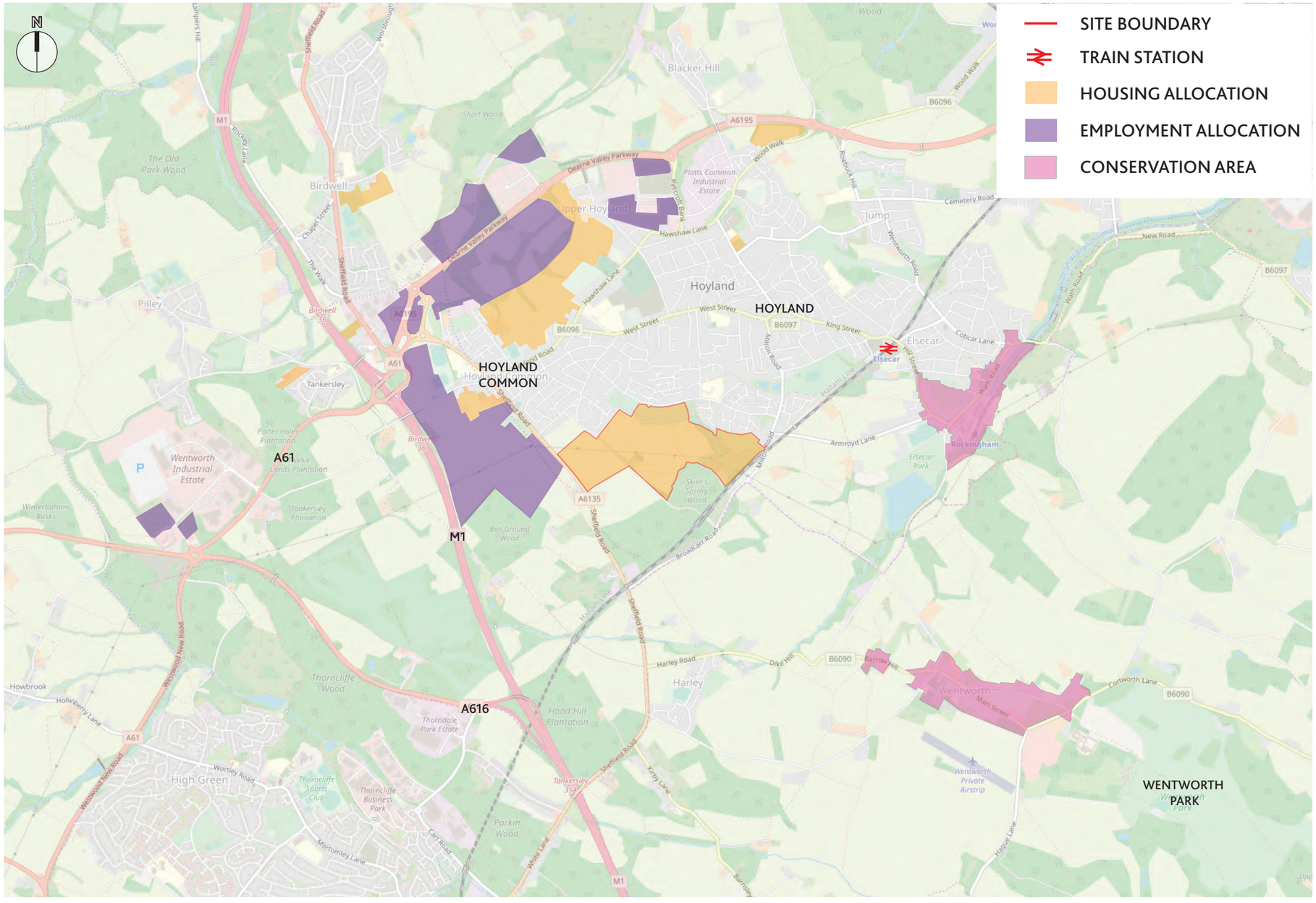


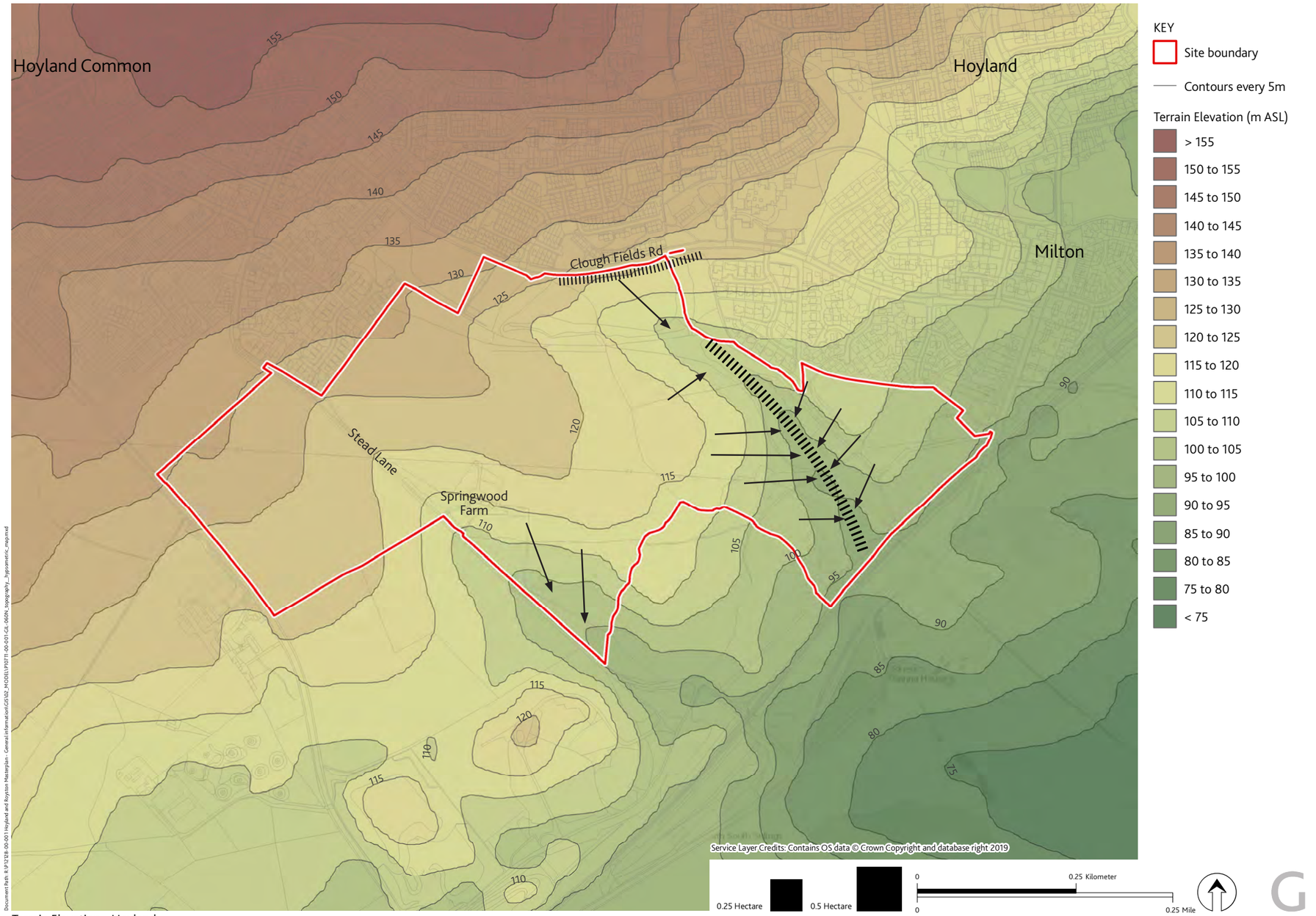
Fig. 04: Wider Context Plan for Study Area (Contains information from Esri)

3.2 Topography

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

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

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

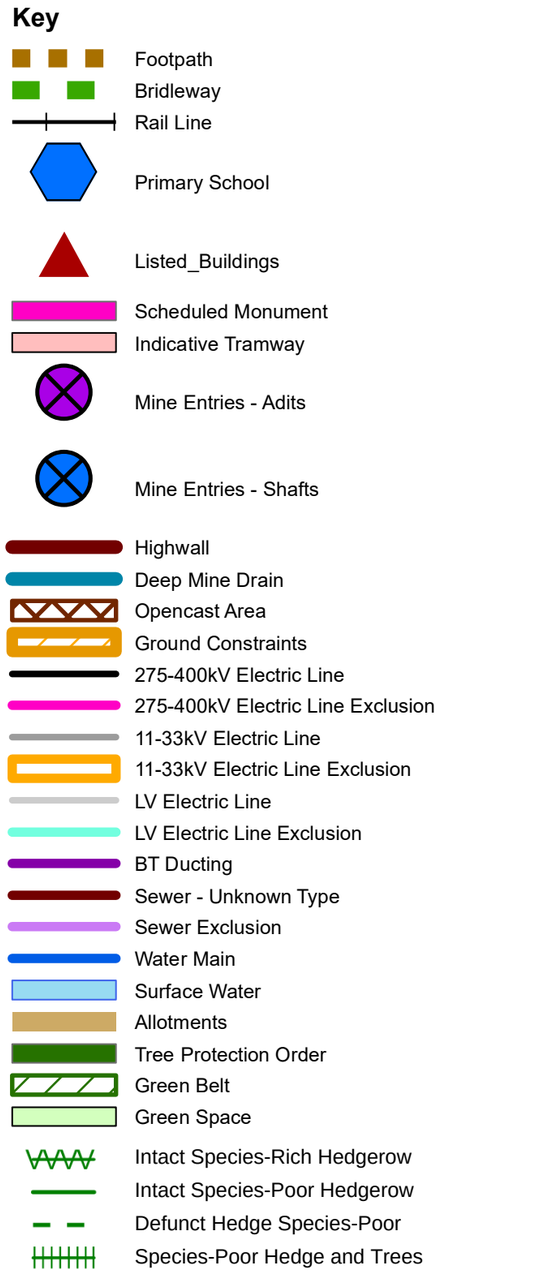


Terrain Elevation - Hoyland

Fig. 05: Topography

3.3 Key Constraints

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



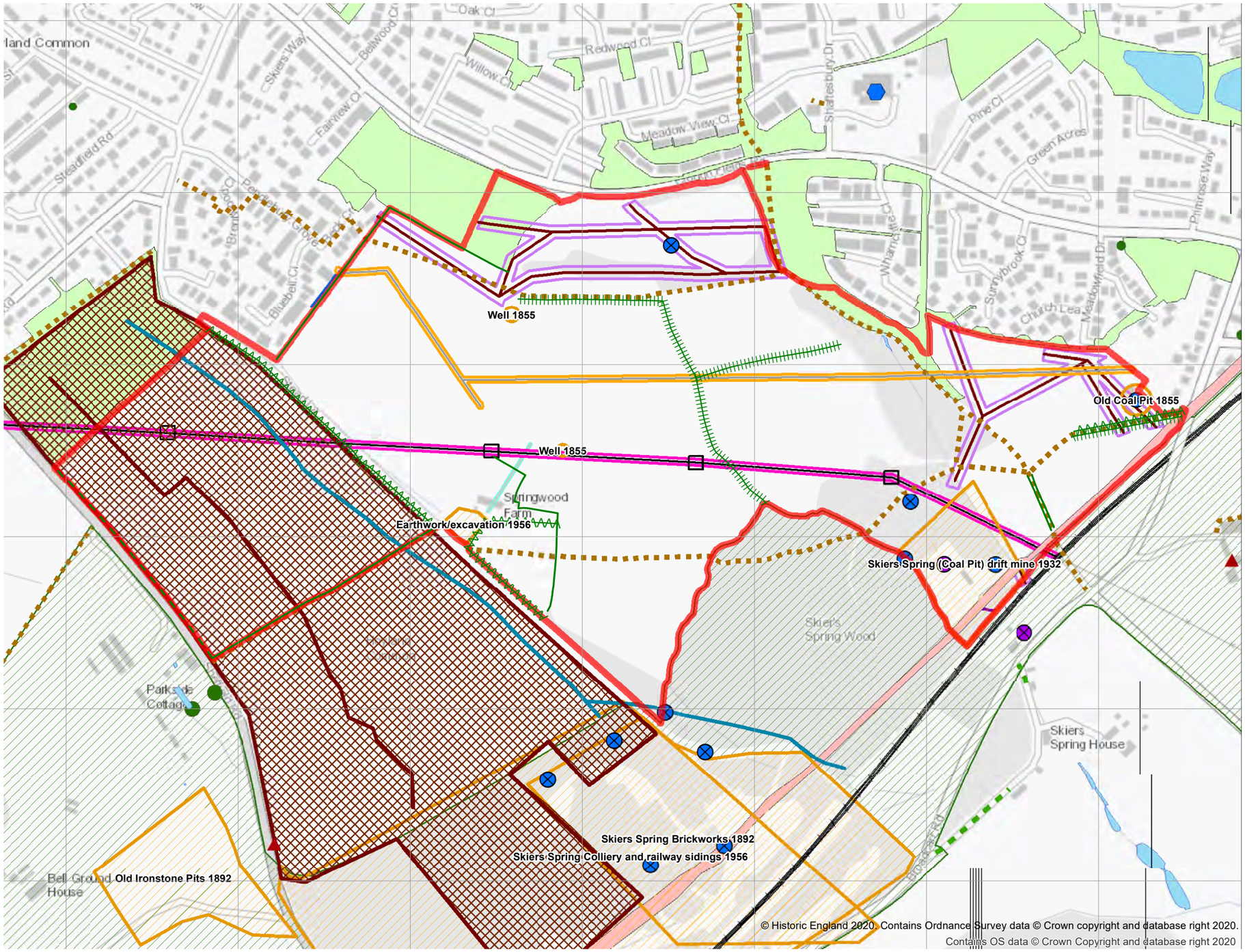
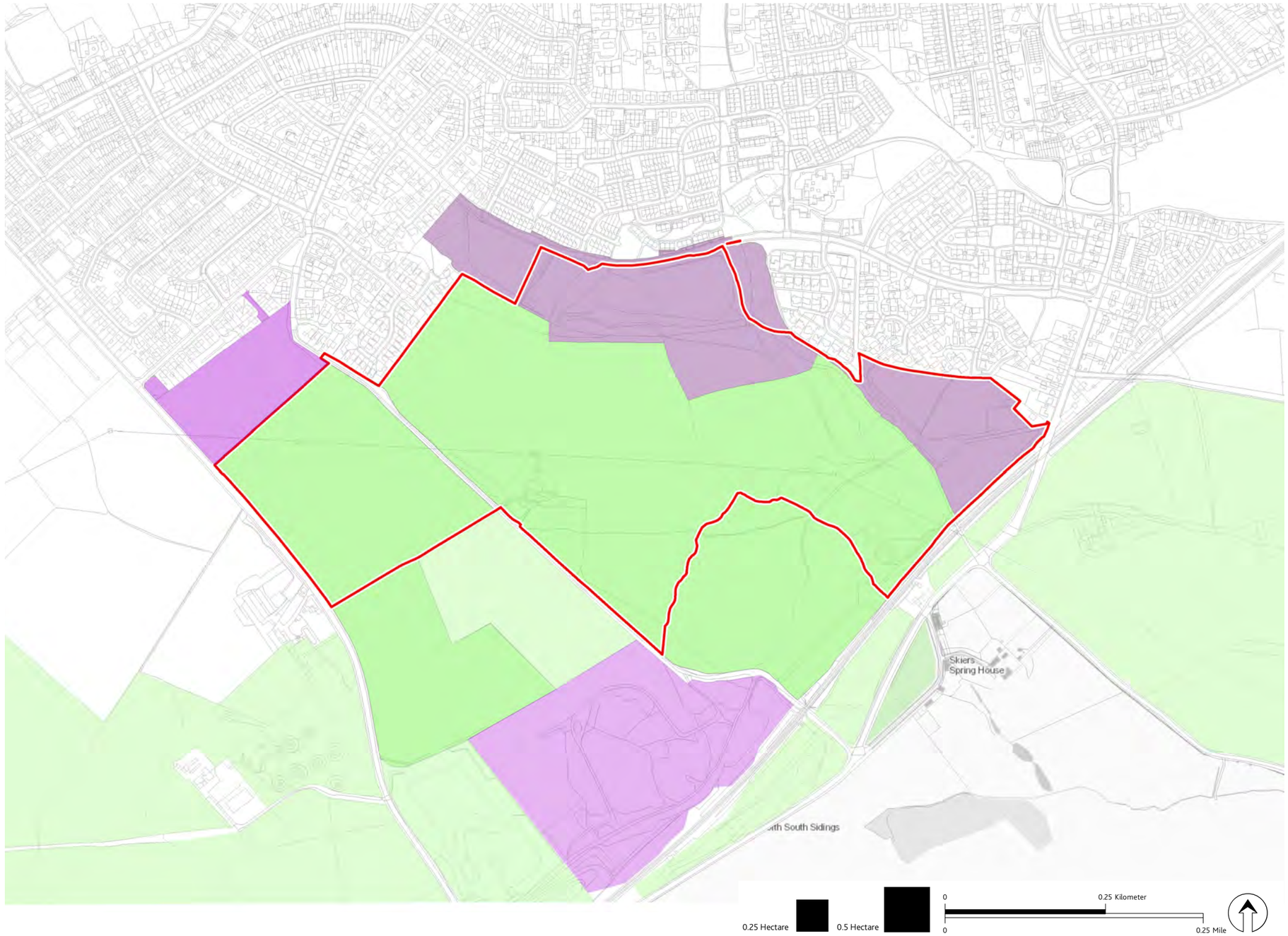


Fig. 06: Constraints Mapping

3.4 Site Ownership

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



KEY

Site boundary

Land Ownership

Barnsley Metropolitan Borough Council

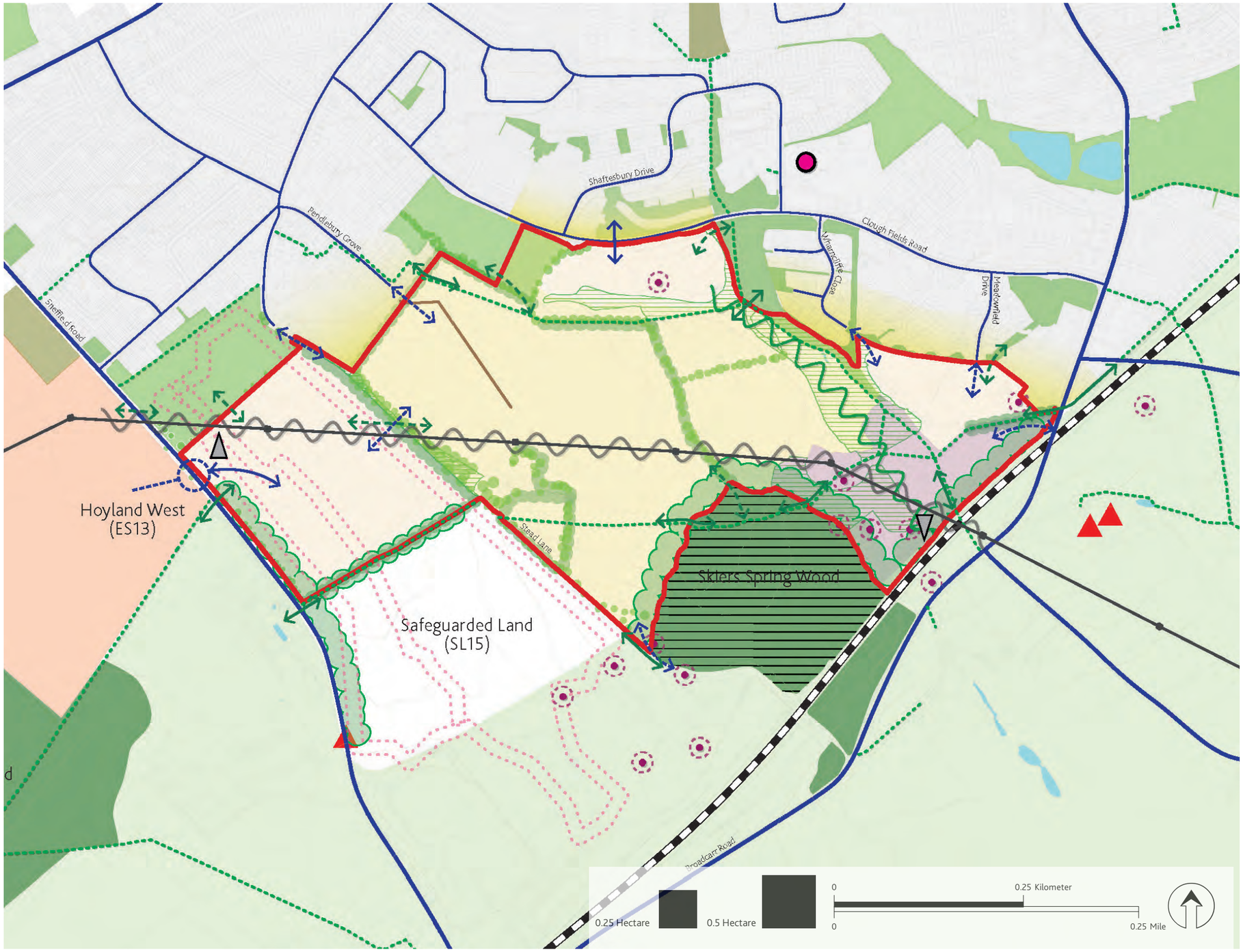
Wentworth Trustee Company Limited

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

3.5 Urban Design Diagram

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

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



Site Boundary
Green Belt
Local Nature Reserve
Ancient Woodland
Existing Woodland
Green Space
Allotment
Water Body
Existing Built Form
Overhead Line and Pylons
11-33kV Electric Line
Listed Building / Structure
Primary Road
Local Road
Public Rights of Way (PRoW)
Existing Landscape Strip/ Hedgerow retained
Steep Ground
Landscape Buffer for Pylons and Overhead Lines

Main Vehicle Access
Possible Vehicle Access
Existing Public Footpath / Bridleway
Possible Public Footpath / Bridleway
High Point
Low Point
Existing School
Existing Settlement Edge
Landscape Buffer to the Green Belt
Proposed New Roundabout
Contour Lines (5m interval)
Indicative Exclusion Zone to Former Opencast High Walls
Mine Entries
Indicative Exclusion Zone to Mine Entries
Possible Archaeological Area 1
Possible Archaeological Area 2
Hoyland West Employment Allocation ES13
Safeguard Land Allocation SL15

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

3.5 Urban Design Analysis

Townscape Characters Review

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

1 Hoyland local centre

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

2 Hoyland Common

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

3 Skier's View

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

4 Springwood

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

5 Nether

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

6 Royston Hill

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

7 Greenfields

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

8 King Street

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

9 Cobcar Lane

Residential area of Elsecar predominantly of municipal housing.

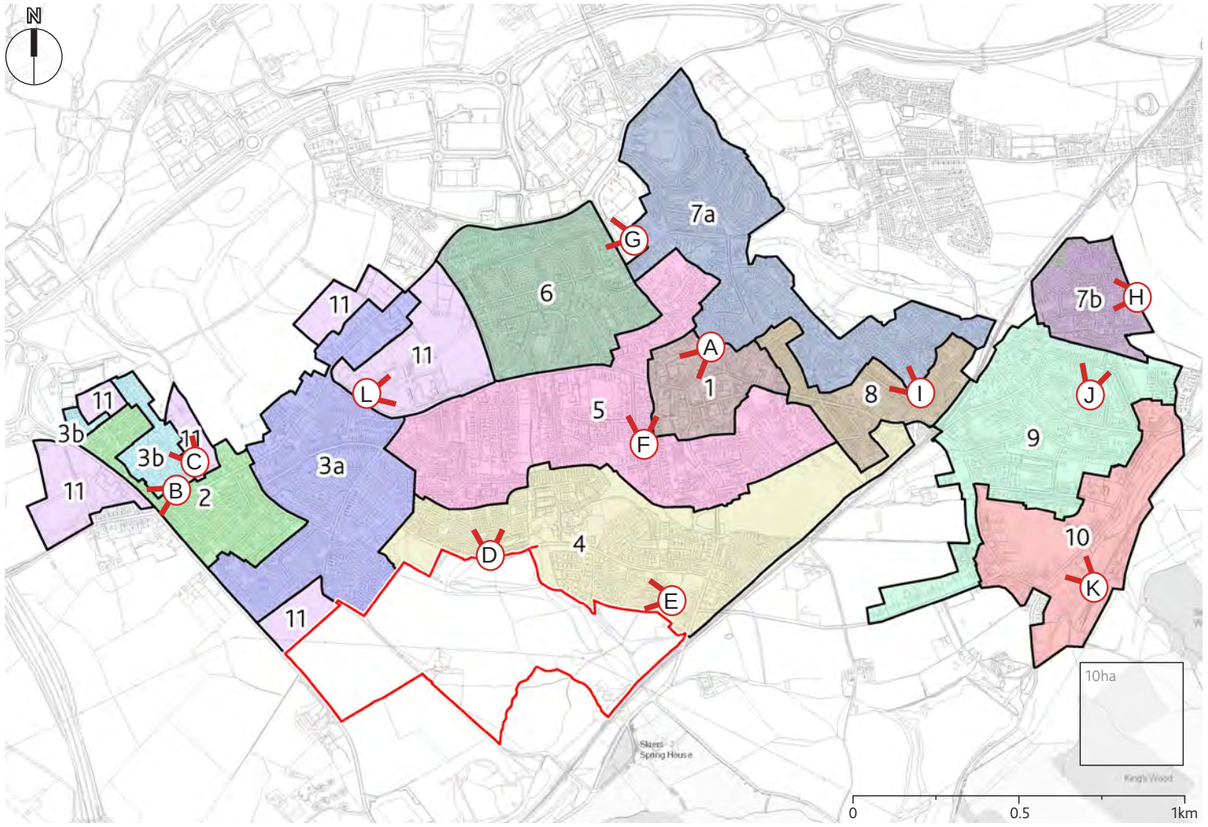


Fig. 09: Urban Character Areas (Contains OS Data © Crown copyright)

10 Elsecar Conservation area

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

11 Education / Recreation

Conclusions

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

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

3.5 Urban Design Analysis

Fig. 10: Hoyland Site Photos

3.5 Urban Design Analysis

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

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

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

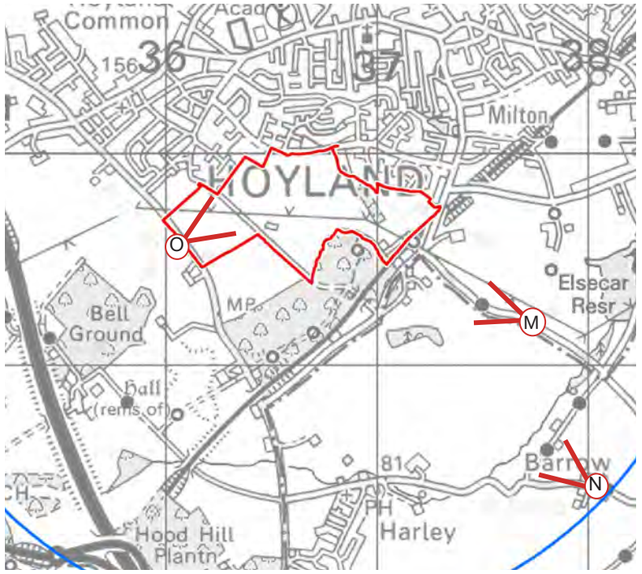


Fig. 14: Photograph Locations (Contains OS Data © Crown copyright)

3.6 Baseline Conclusions

Initial Land Take Estimates

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

Site Area — Circa 42.6 ha

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

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

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

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

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

Summary Opportunities

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

Summary Issues

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

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4. Options Review

4.1 Three Concept Options

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

Option 1

Key elements of this option include:

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

Option 2

Key elements of this option include:

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

Option 3

Key elements of this option include:

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

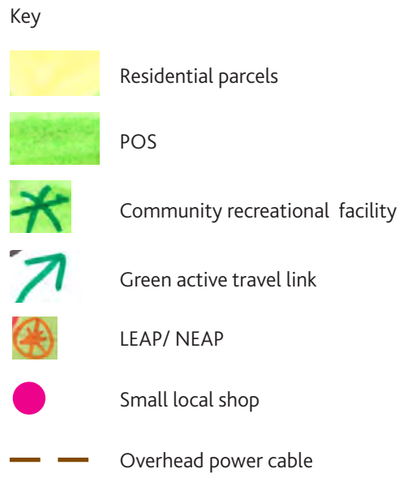


Fig. 15: Hoyland South Framework Spatial Options

4.2 The Preferred Option

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

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

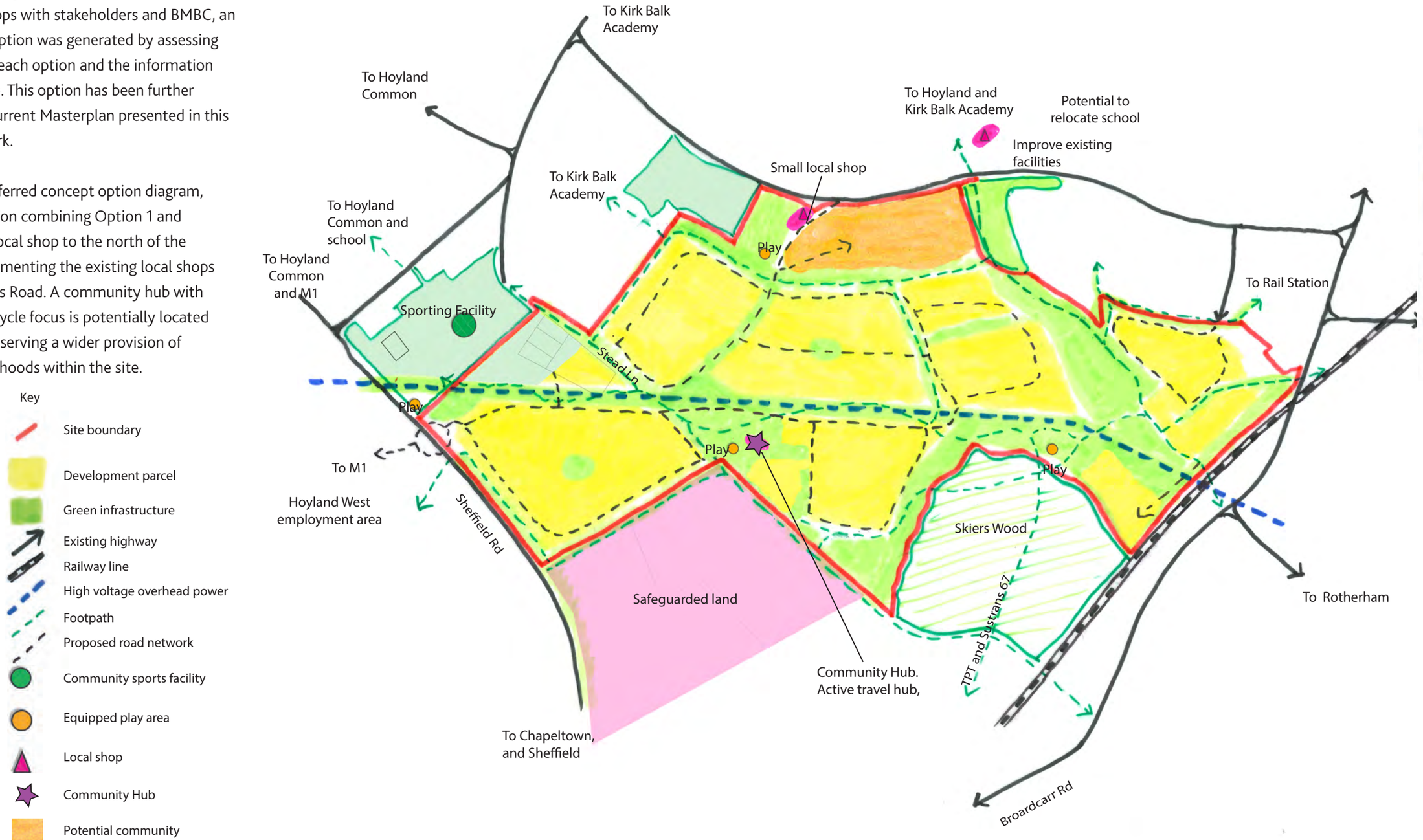


Fig. 16: South Hoyland Emerging Preferred Option

5. Masterplan Framework

5.1 The Masterplan

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

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

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

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

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

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

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

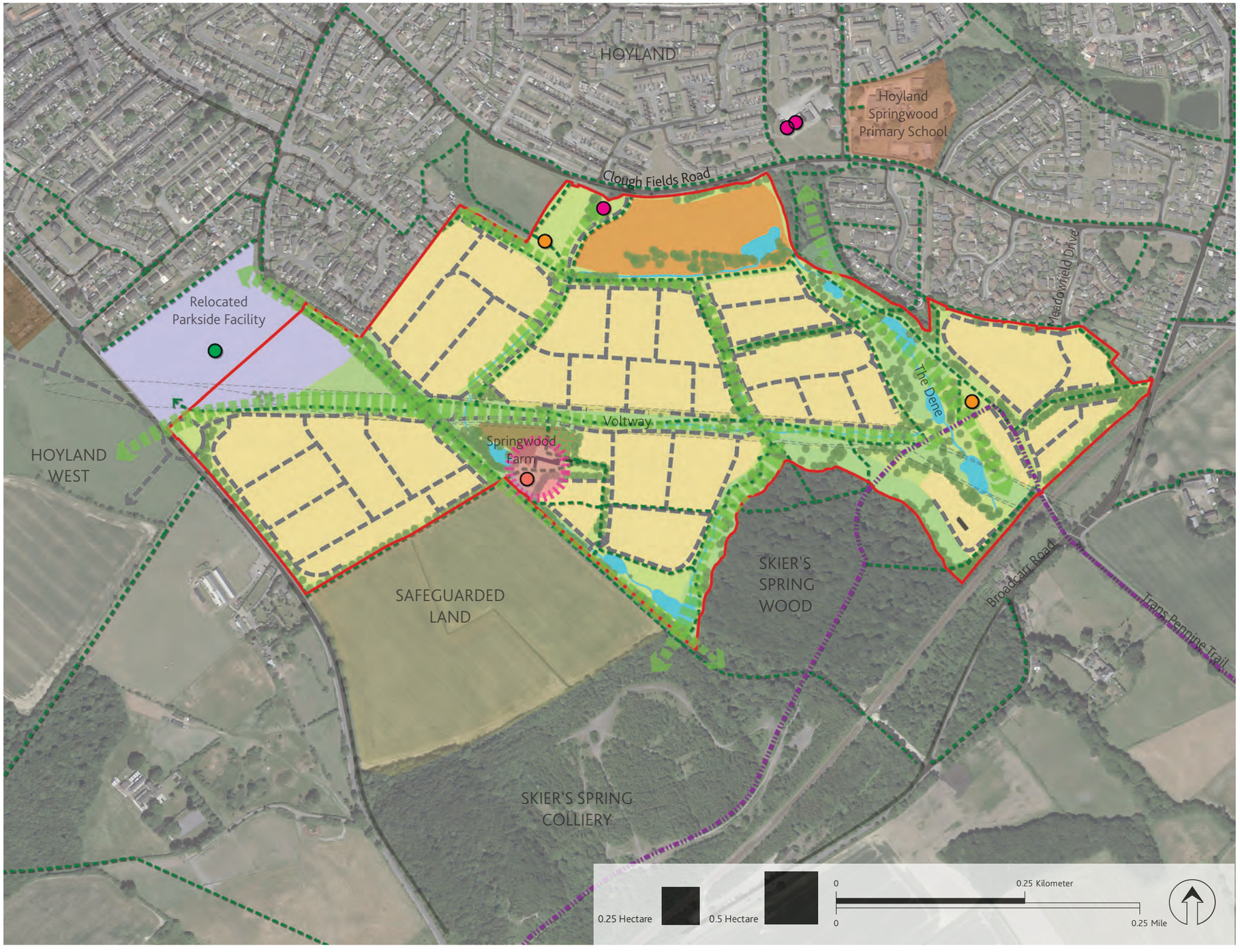
An integrated SuDS network will mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change.

Fig. 17: Placemaking Concept for Hoyland South

5.1 The Masterplan

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

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



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

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

5. Masterplan Framework

5.1 The Masterplan

Land use quantum are as follows:

	42.6 ha
	27.5 ha @ 40 DPH = 1,100 as indicated by Local Plan
	Below potential uses were not included within the Local Plan and will impact housing provision. - Education/ Community use 2.6 ha - Parkside recreation 1.5 ha - Community Hub 0.5 ha Result, **23.4 ha for residential = 958 homes** Average residential density: **41 dph**
	Circa 0.5 ha
	2.6 ha (420 place primary school assumed) To be confirmed (If provision for school is provided off site, this would provide space for an additional 104 homes to the 958)
	9.6 ha (Approx 22.5 per cent)*
	Circa 1.3 ha (included in open space)
	Parking 0.2ha
	2.7 ha

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

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

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

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

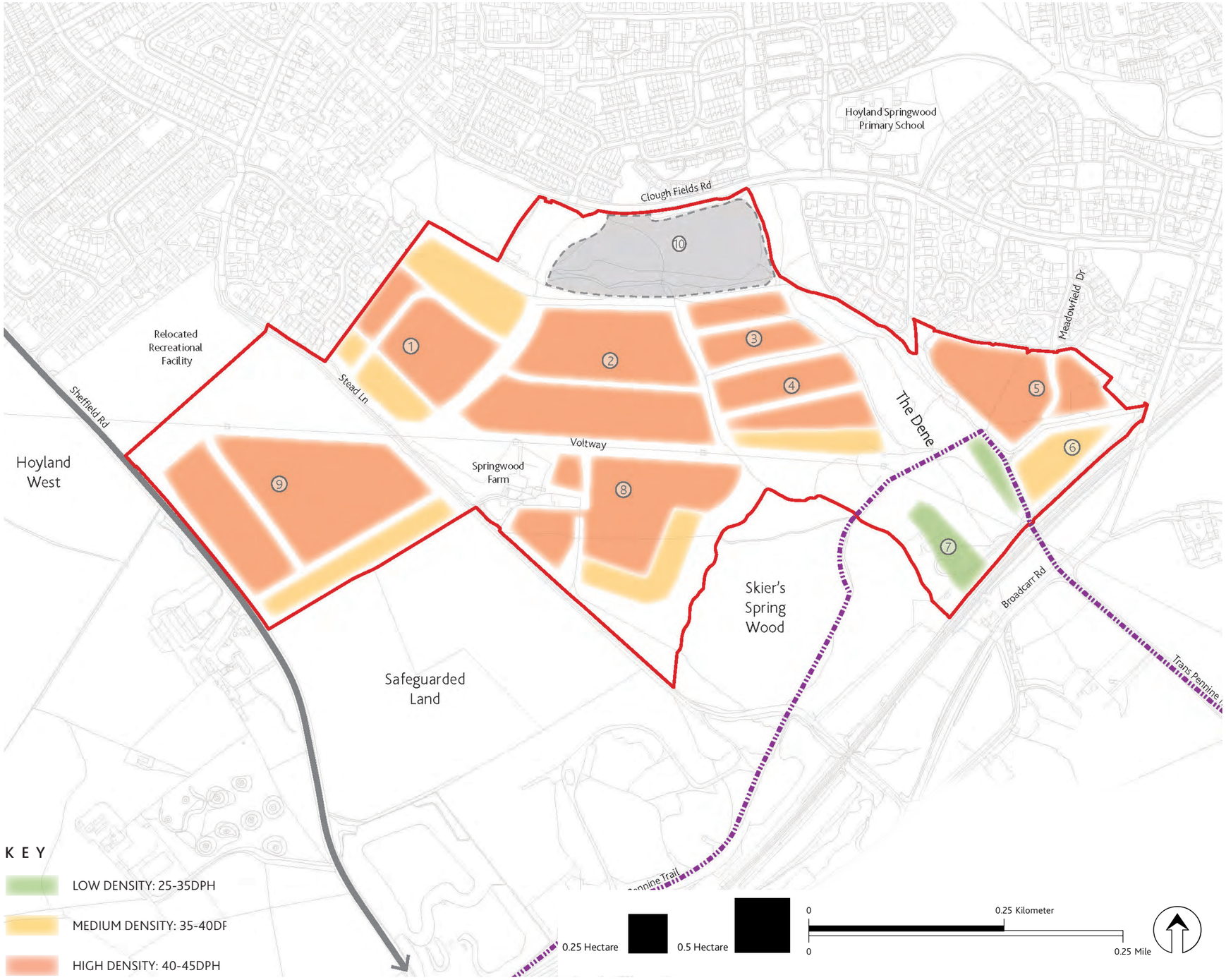


Fig. 19: Residential Density Plan (Contains information from Esri)

5.1 The Masterplan

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

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

Housing

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

Education

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

Open Space

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

Local Shop

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

Movement Strategy

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

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

Proposed green active travel routes throughout the development

Community grow garden as part of the local and community hub

5. Masterplan Framework

5.2 Movement Framework

Hierarchy of Routes

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

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

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

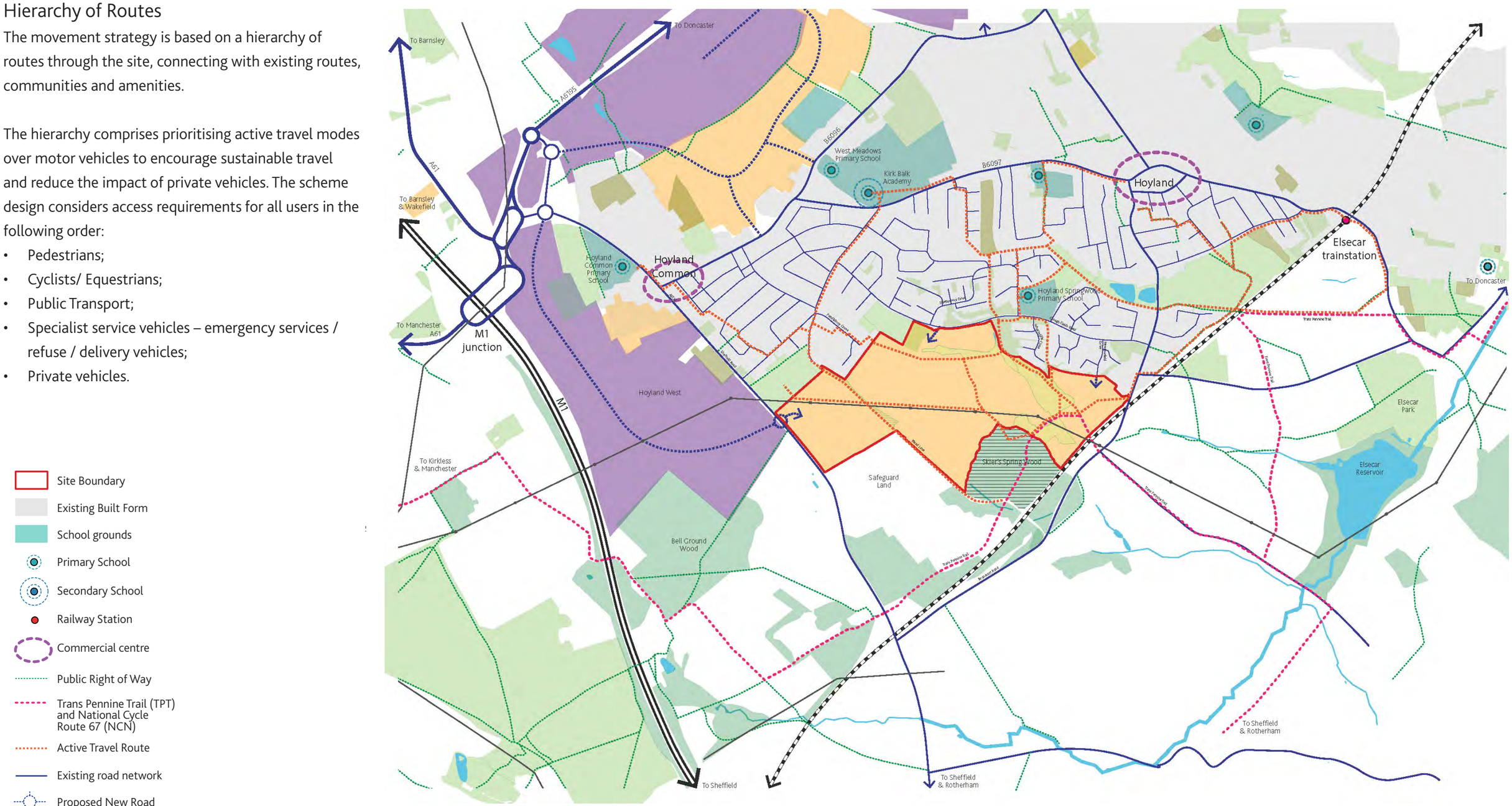


Fig. 20: Active Travel Movement Connections (Contains information from Esri)

5.2 Movement Framework

Existing Connections

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

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

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

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

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

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

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

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

Movement Framework

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

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

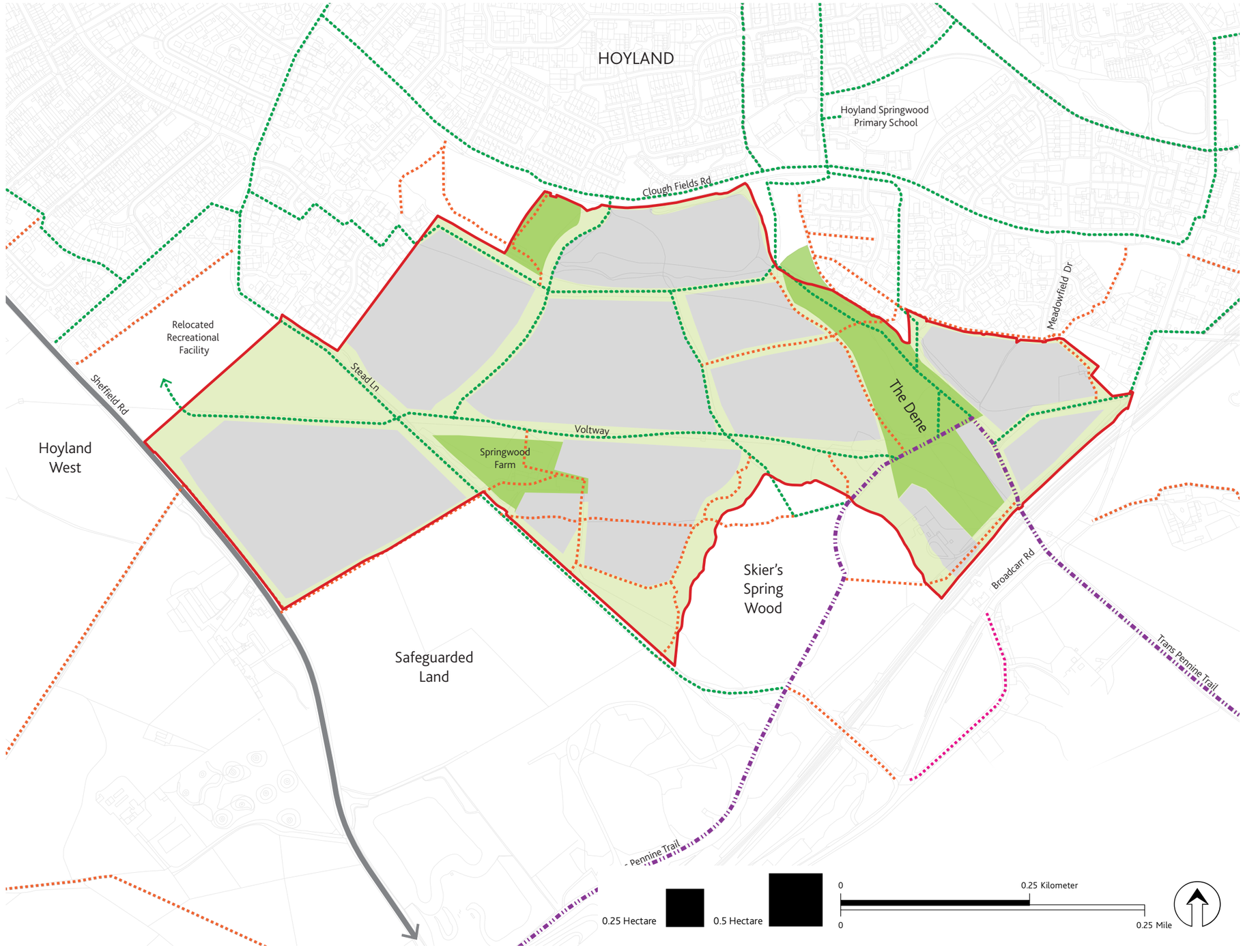
Further detail of these routes is located below, with information provided based on available guidance and best practice. The South Yorkshire Residential Design Guide provides some specification with respect to street design, although dated 2011, has been superseded in places by recent best practice.

5. Masterplan Framework

5.2 Movement Framework

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

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



KEY

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

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

5.2 Movement Framework

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

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

Path widths should be a minimum as follows:

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

Landscaped Active Travel Routes

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

Pedestrian Links

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

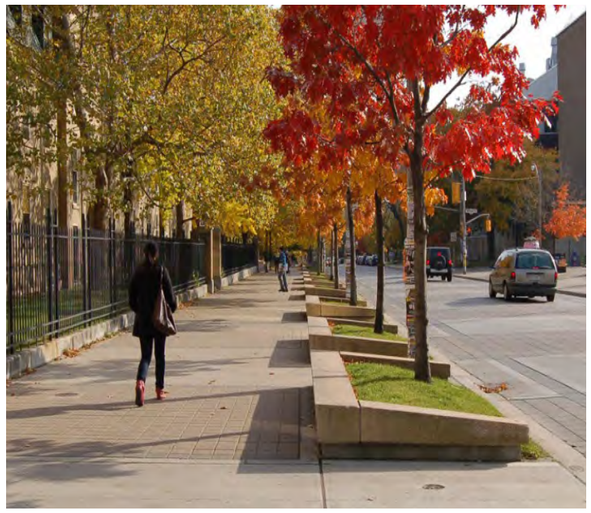
Regular crossings shall be provided to link the pedestrian routes. A toucan crossing is proposed over Sheffield Road to link the existing and future communities within Hoyland to the proposed Hoyland West commercial development.

Cycle Links

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

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

Street trees and green planters alongside pedestrian footpath and crossing points



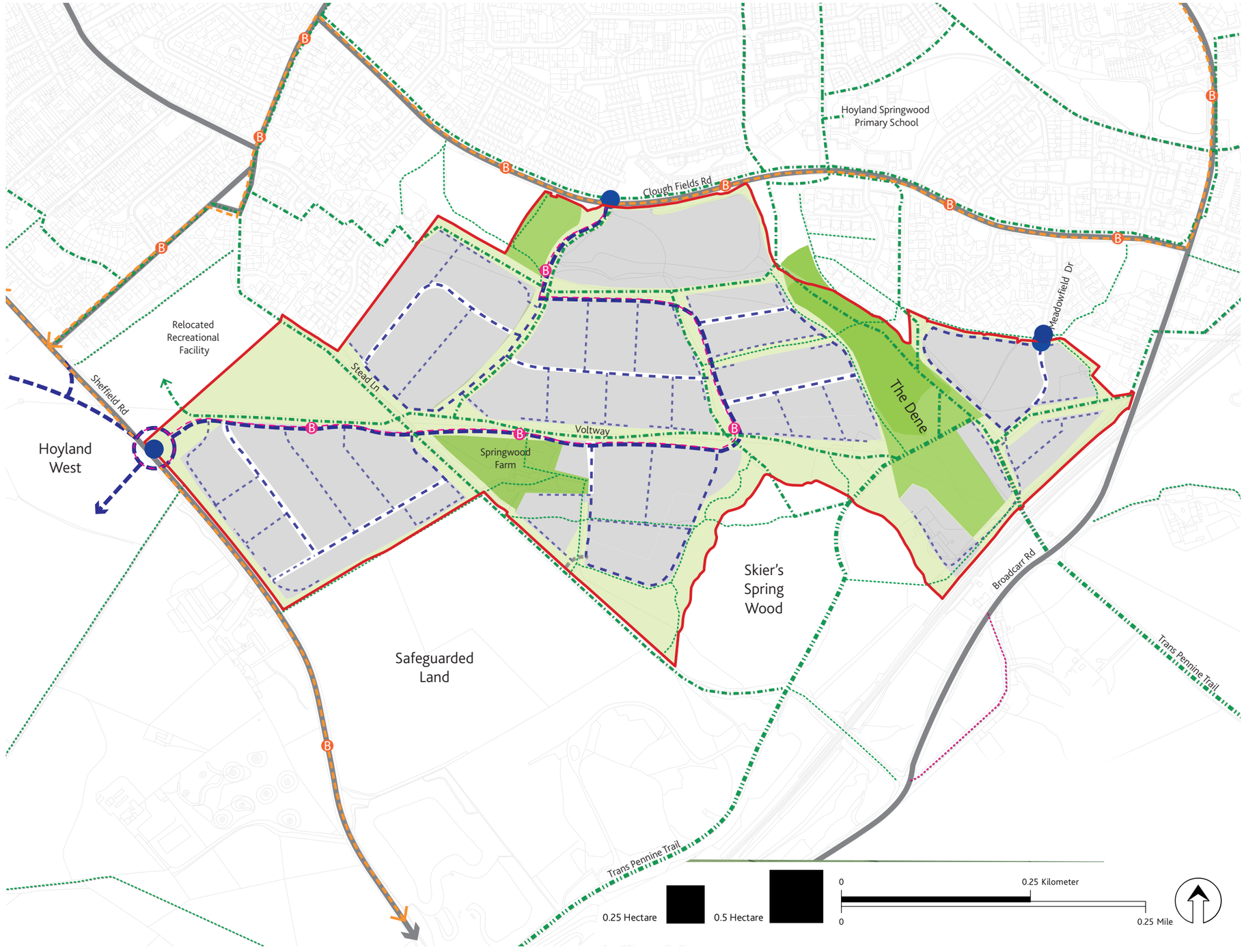
Street trees alongside pedestrian footpaths to provide shading and green streetscape throughout the development

Designated cycle path with landscape segregation from vehicular route

5. Masterplan Framework

5.2 Movement Framework

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



KEY

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

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

5.2 Movement Framework

Principal Streets

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

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

The Primary Route shall provide a Bus Route through the site to link with existing services on Sheffield Road and Clough Fields Road. The Bus Route should follow the loop through the site. Early liaison with Barnsley Bus Partnership stakeholders is required to develop proposals, and could include a range of bus service types such as M1 express services as well as local services. Design – For bus routes, a preferred dimension of 6.75m desirable minimum but is subject to, but not limited to, details of development layout, parking provisions (dwelling and visitor) and internal highway geometry. Bus stops are to be provided at regular intervals to ensure all dwellings are within 400m walking distance, preferably 300m. Guidance indicates bus stops to be provided on street, however SYPTE/operators have indicated a preference for lay-bys – this to be confirmed as the Masterplan is progressed in further stages. Bus stops should include raised kerbs, seating, CCTV and real time information. Pedestrian footways to be min 3m at bus stops to cater for additional pedestrian movements. Bus stops should be connected to footways / cycleways through the site to provide good links between bus and active travel modes.

The Primary Route will be adopted by BMBC.

Local Streets - Secondary and Tertiary Routes

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

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

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

5. Masterplan Framework

5.3 Character Area Framework

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

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

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

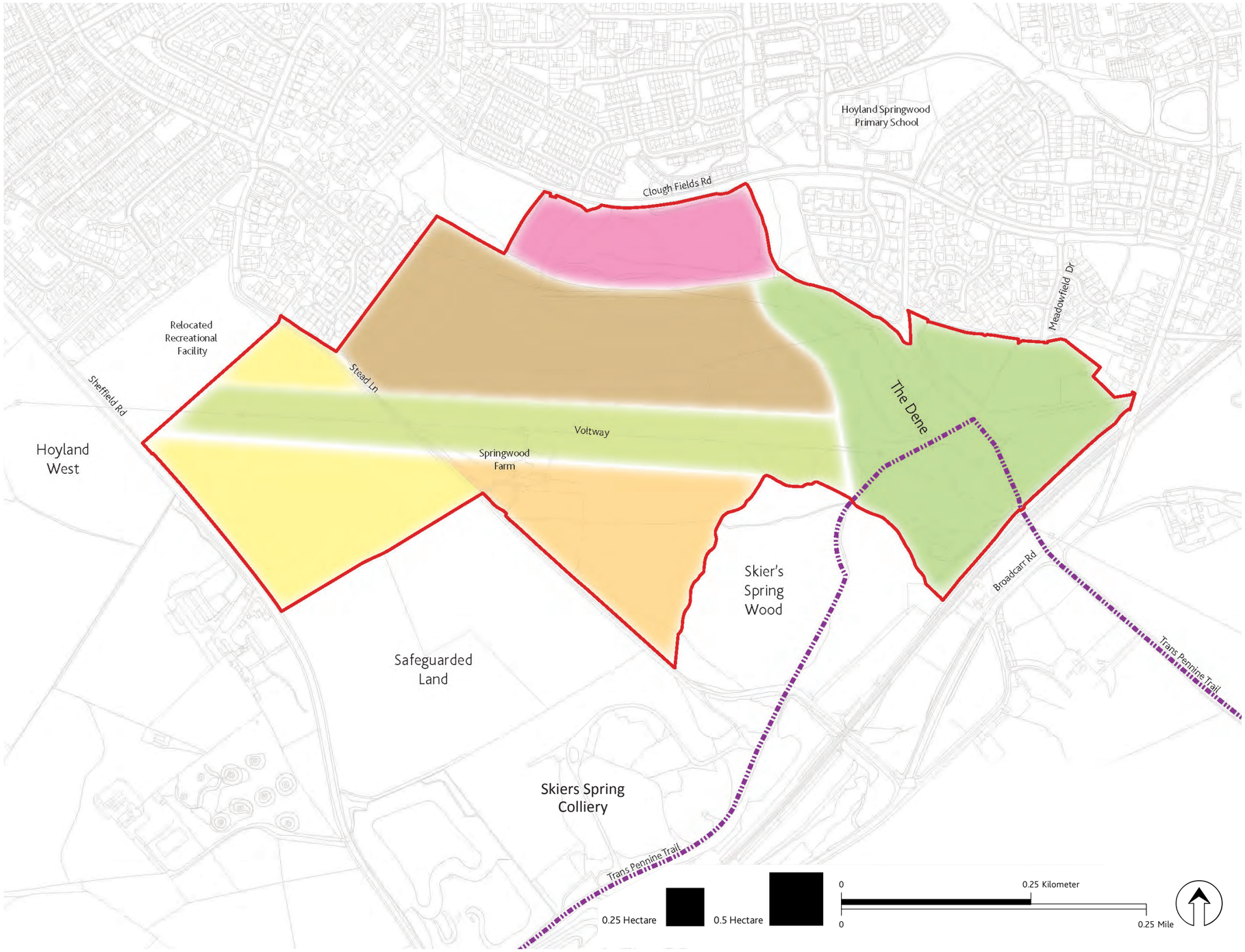


Fig. 23: Character Areas Plan (Contains information from Esri)

5.3 Character Area Framework

1 Community Neighbourhood

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

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

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

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

2 Family Neighbourhood

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

3 Green Neighbourhood

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

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

Community neighbourhood example - Kirkmichael Primary School


Community neighbourhood example - The Croppings, Lightmoor Telford

Family neighbourhood example - Lovedon Fields, Kings Worthy, Winchester

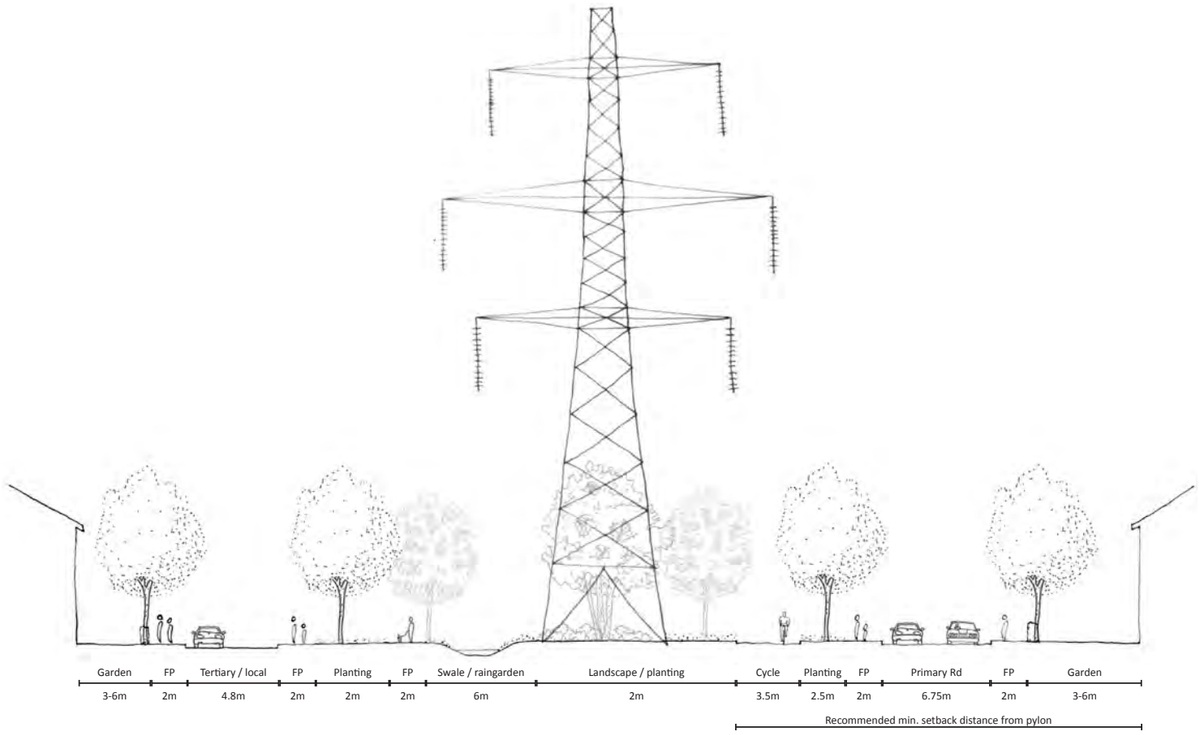
Green neighbourhood example - Croppings Park, Lightmoor Telford

5.3 Character Area Framework

4 Voltway

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

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



Voltway example - Fairford Lays Way, Aylesbury

Voltway example - Colourful cladding installations on pylons

5.3 Character Area Framework

5 Springwood Park

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

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

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

6 Parkside

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

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

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

Springwood park example - Derwenthorpe, York

5. Masterplan Framework

5.4 Placemaking/ Urban Design Framework

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

KEY

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

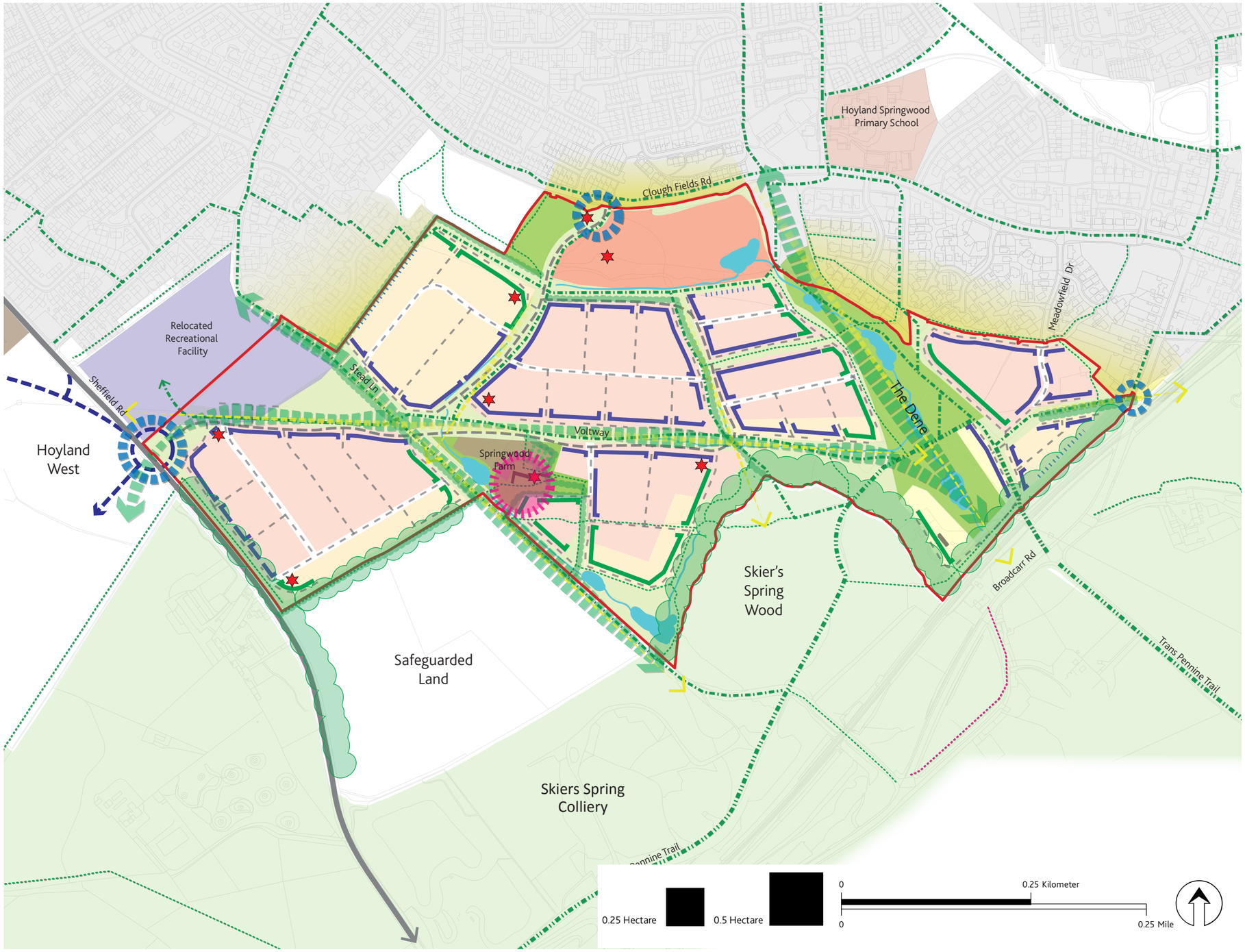


Fig. 24: Placemaking/ Urban Design Strategy Plan (Contains information from Esri)

5.4 Placemaking/ Urban Design Framework

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

Local Distinctiveness

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

Legibility

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

Walkability and Connectivity

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

Integrated neighbourhoods

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

Desirable neighbourhoods

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

Public realm

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

Gateways and Vistas

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

Edges and Frontages

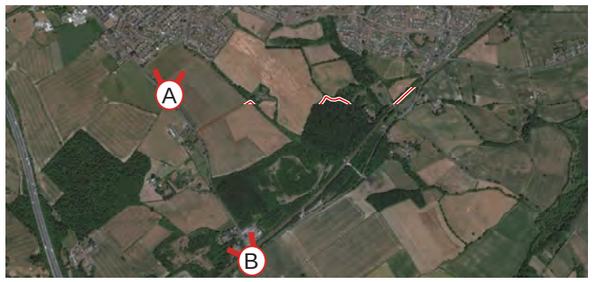
There should be a contextual use of edge treatments across the development. Some outer areas shall adopt a soft rural edge to integrate sensitively into the surrounding landscape, whilst other areas should show urban frontage and interact with key routes throughout.

Community Hub and Allotment

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

Character Areas

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




View A - View east from Sheffield Road within the site


View B - Local character reference - Listed building


Integrated and diverse neighbourhoods - Great Kneighton Housing, Cambridge


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


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


Landscaped active travel routes throughout the development

5. Masterplan Framework

5.5 Green Infrastructure / Public Realm Framework

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

KEY

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

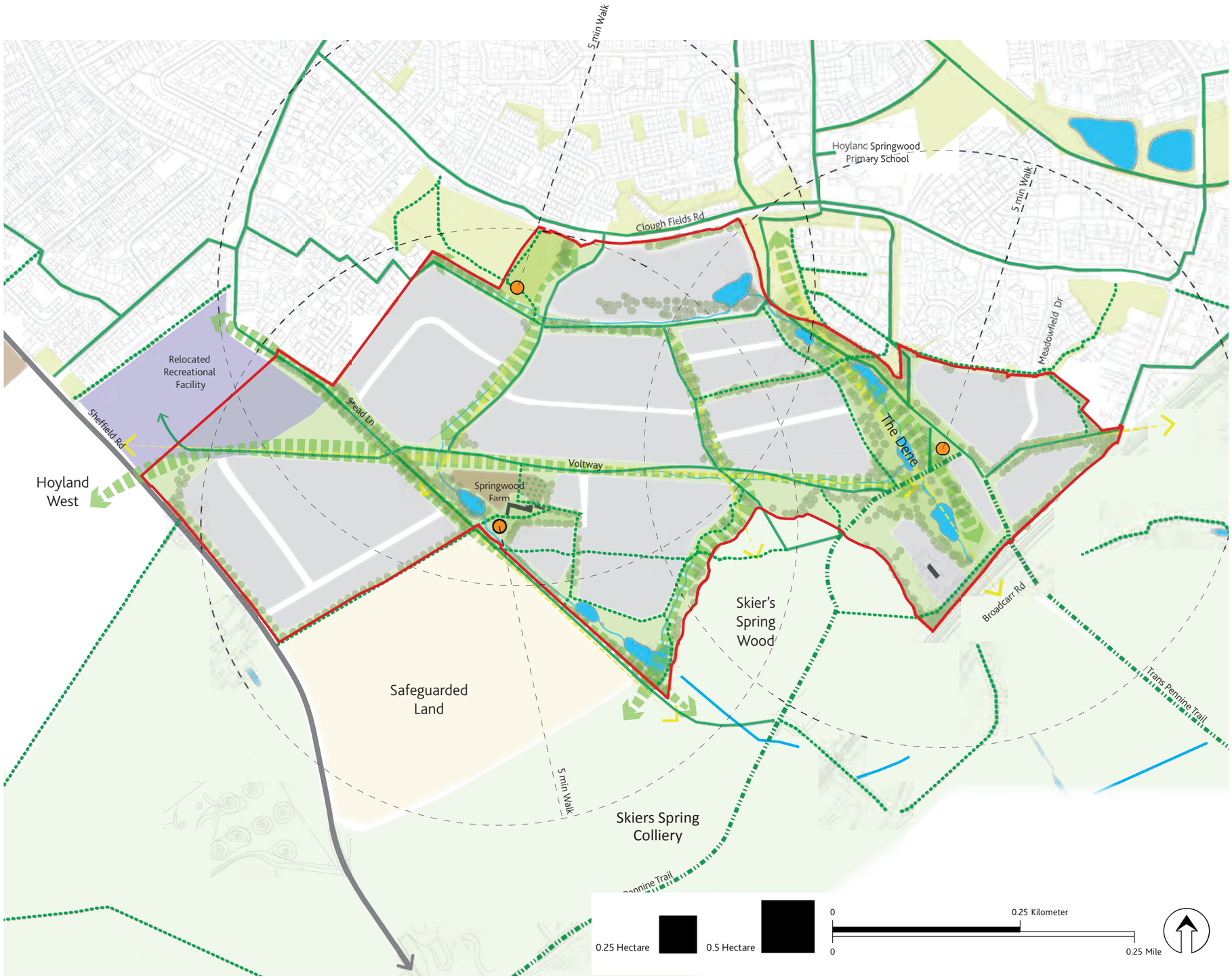


Fig. 25: GI/ Public Realm Strategy Plan (Contains information from Esri)

5.5 Green Infrastructure / Public Realm Framework

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

Key drivers of the GI strategy are as follows:

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

Open Space Provision

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

Green Corridors

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

Play and Recreation

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

Neighbourhood Green Space

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

Biodiversity Net Gain

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

Management and Stewardship

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

The likely option shall be for the new residents to enter into a service charge arrangement run by the Land Trust and Yorkshire Wildlife Trust (YWT) who specialise in maintaining open space provision, detention basins and swales. When determining the management arrangement structure, consideration should be given to the following:

- Making sure that there should be opportunities to secure biodiversity gains;
- Community engagement shall deliver added social value;
- Include management of hard and soft landscaping;
- Purpose, power, responsibilities, financial arrangements and internal procedures of the open space owner(s)/manager (management body/entity/ organisation);
- Annual reporting to the council for the first five years of management;
- Incorporation of information boards and signage to educate residents;
- Stewardship on par with those being implemented for garden communities.

This approach shall be subject to further work including assessing the scope and management required and the feasibility of management models, funding sources and legal structures.

Developers should engage with the Land Trust and YWT at an early stage so that they can input into the design of green and blue infrastructure.

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

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

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

Green active travel routes to be implemented across the site

5. Masterplan Framework

5.6 Landscape/ Ecology Framework

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

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

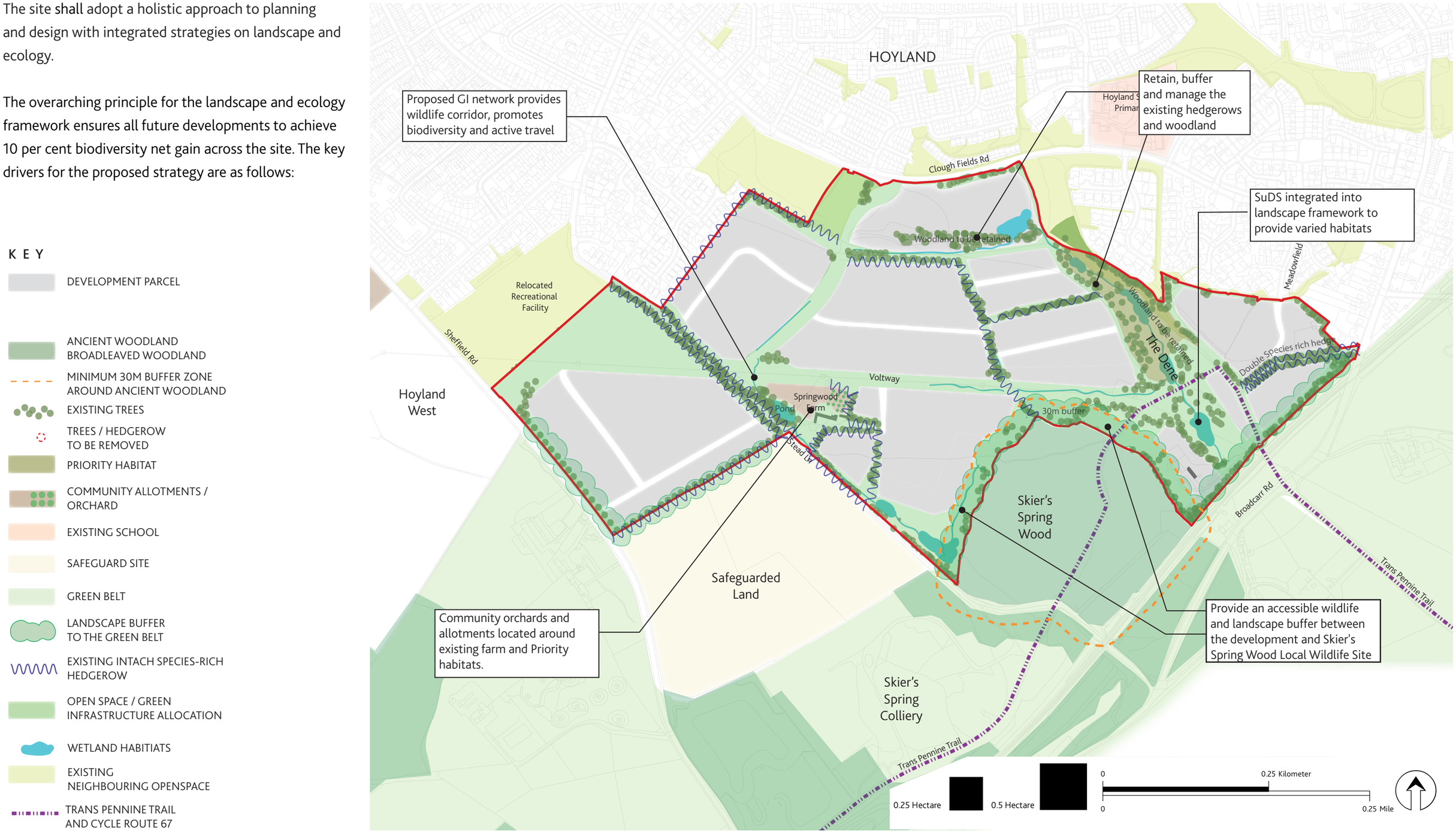


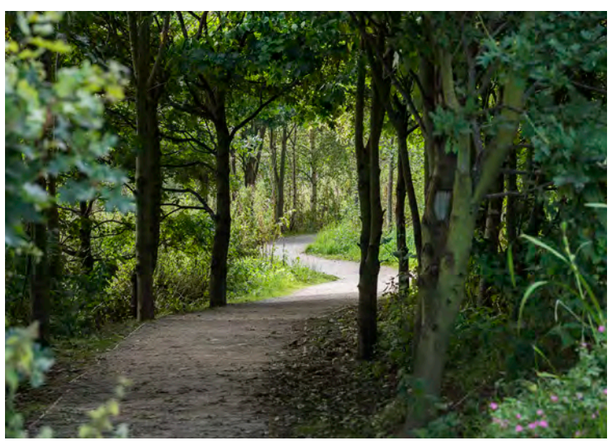
Fig. 26: Landscape Strategy Plan (Contains information from Esri)

5.6 Landscape/ Ecology Framework

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

View A - Existing site from Cloughfields road

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



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

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

5. Masterplan Framework

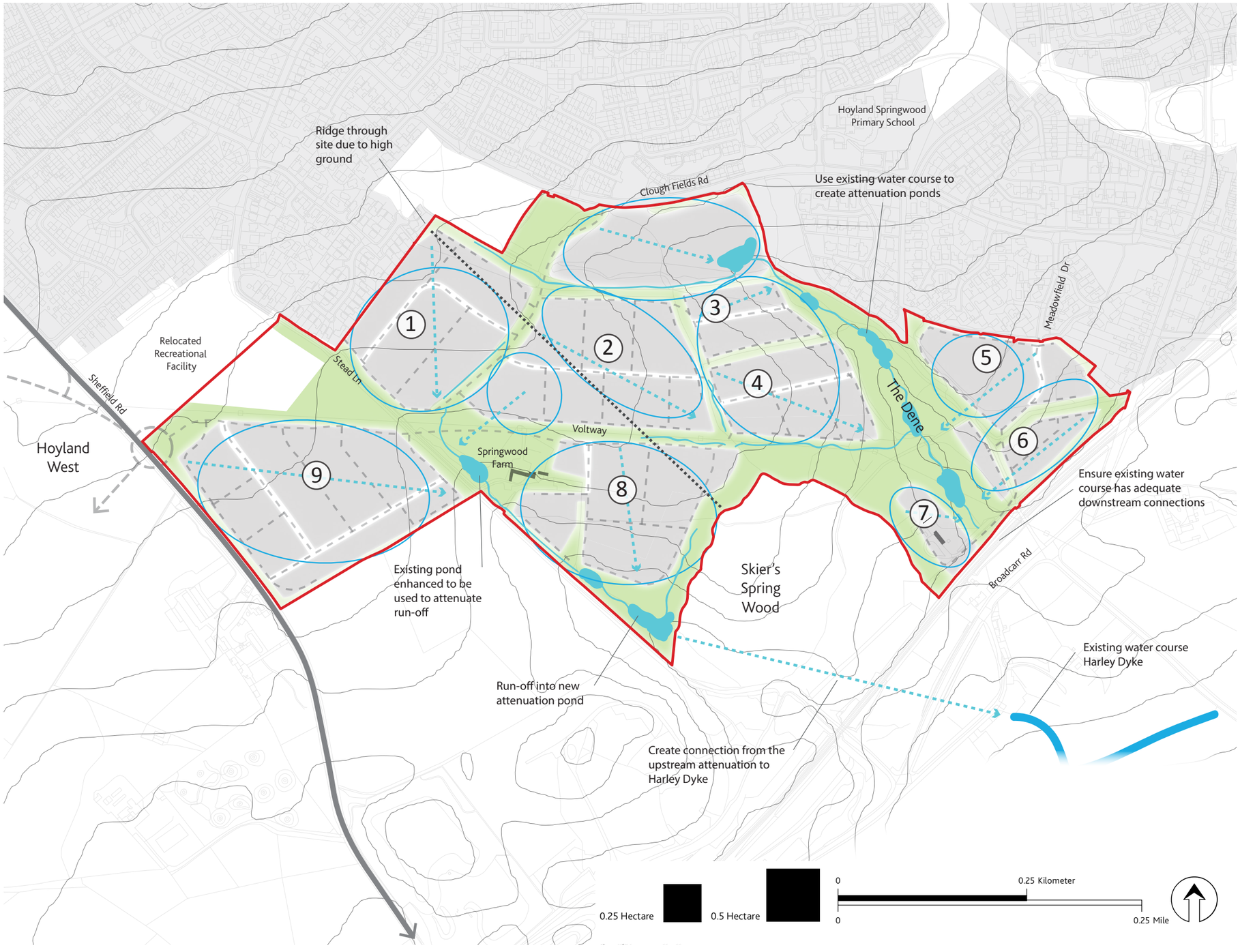
5.7 Blue Infrastructure Framework

The site shall adopt a holistic approach to planning and design with integrated blue infrastructure strategies - including the provision of natural features and SuDS throughout and around the development.

The blue infrastructure should provide amenity value to people and the designs should also enhance biodiversity, including native aquatic and marginal planting.

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

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



KEY

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

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

5.7 Blue Infrastructure Framework

Hierarchy for Discharging Surface Water

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

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

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

Investigate the potential for infiltration

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

Discharge into existing watercourses

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

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

Discharge into YW Sewers

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

High-level Drainage Strategy

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

1. Plan the site layout to assist surface water management

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

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

2. Maximise the use of source control features

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

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

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

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

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

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

Estimated Attenuation Volumes

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

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

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

Future Planning Applications

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

Foul Water Drainage Strategy

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

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

5. Masterplan Framework

5.8 Heritage

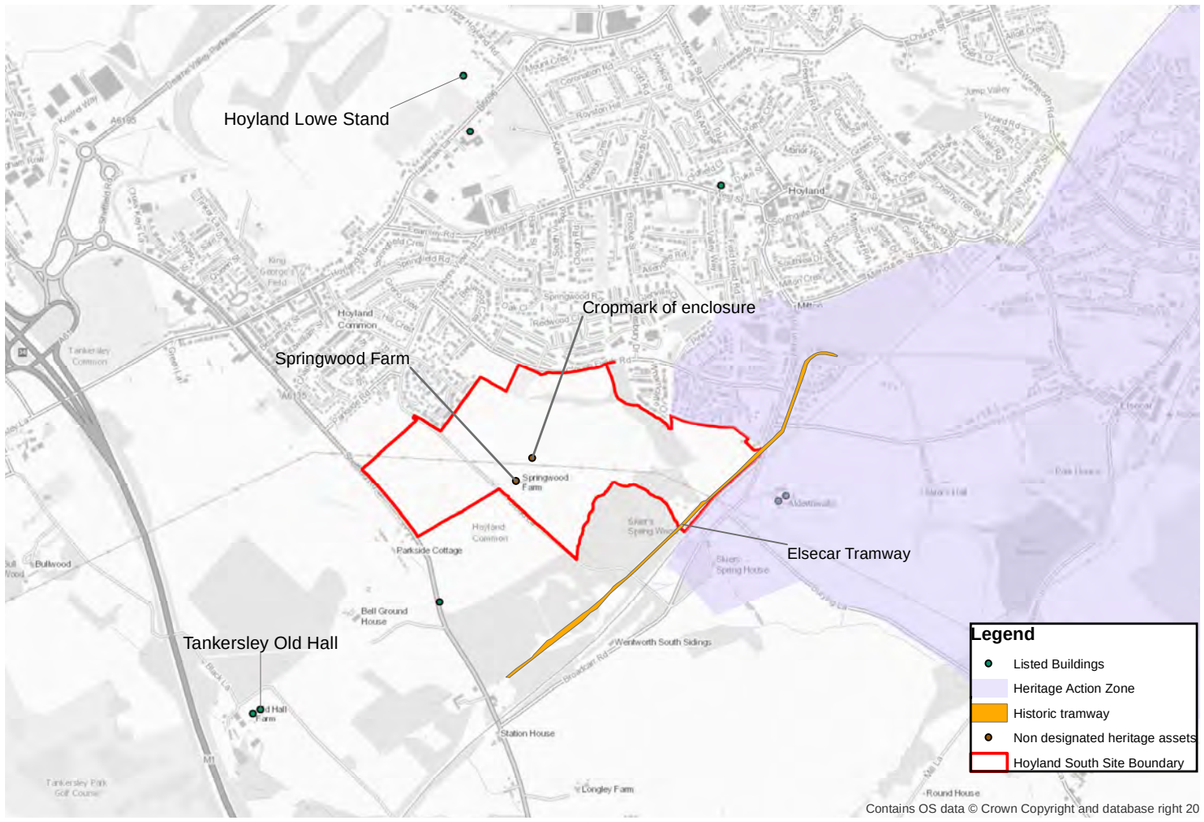
Hoyland South is located in an area which has been agricultural land since the medieval period, with the eastern and western-most edges remaining unenclosed commons until the early 19th century. While there has been opencast mining to the west of Stead Lane, meaning that there is little archaeological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

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

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

Further work, which may be required, includes:

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



5. Masterplan Framework

5.9 Health and Wellbeing

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

- Housing design and quality – providing space, screening and buffers to reduce noise and encourage peacefulness. Promotion of sustainable development and net zero carbon development.

- Access to healthcare services and social infrastructure – clear access routes and links to the existing healthcare services and shops within the Hoyland Milton ward. Provision of a small local shop within the site to cater for the wider community.

- Access to open space and nature – opportunities for spaces to exercise, provision of recreational facilities for all users to have fun and de-compress. A strong landscape strategy reflecting the rural boundaries of the site and allowing people to connect with nature and appreciate biodiversity encouraging mindfulness.

- Air quality, noise, and neighbourhood amenity - improving air quality both outdoors through encouraging use of sustainable transport and low emission vehicles, and indoors through use of modern building systems.

- Accessibility and active travel - encouraging people to move more with the mental and physical health benefits this brings. Access to wider Hoyland Milton Ward to encourage a feeling of rootedness and belonging.

- Crime reduction and community safety – safe routes for school children that are legible and well lit.

- Access to healthy food – opportunities for allotments and community food growing projects, encouraging all ages to be involved.

- Access to work and training – digital connections for people to work and learn at home, whilst also allowing them to connect with family and loved ones. Access to both local and regional employment opportunities – offering the potential for financial security, personal fulfilment and purposefulness.

- Social cohesion and lifetime neighbourhoods - defined hubs and focal points, potentially including a school, within the Masterplan Framework that will allow the community to come together, encouraging belonging and togetherness and helping those in need while connecting with the wider ward.

5. Masterplan Framework

5.10 Sustainability and Energy Usage

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

Sustainable Travel

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

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

Digital Communications Infrastructure

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

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

Developers should engage with infrastructure suppliers at an early stage to confirm that gigabit-capable full-fibre broadband can be delivered to all new development in a timely manner. Developers should consider the infrastructure requirements of the wider Masterplan Framework area in order to avoid prejudicing future infrastructure delivery and creating a need for retrospective works. Occupiers should be able to access broadband (ideally from a choice of at least two providers) upon occupation of the premises. Developers should also consider their ability to upgrade infrastructure in the future in order to minimise disruption to occupiers/users.

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

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

Sustainable Construction

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

Energy Strategy

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

Building Fabric Performance

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

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

Energy Supply and Distribution

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

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

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

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

In 2045, it is estimated the development will emit 135 tonnes CO2e combined. This could be reduced through implementation of further emission reduction approaches, with further detail on this provided in the Energy Strategy report. For Barnsley to reach its net

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

Sustainable Drainage

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

Future Applications

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

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

Table 2: Recommended fabric performance standards for dwellings

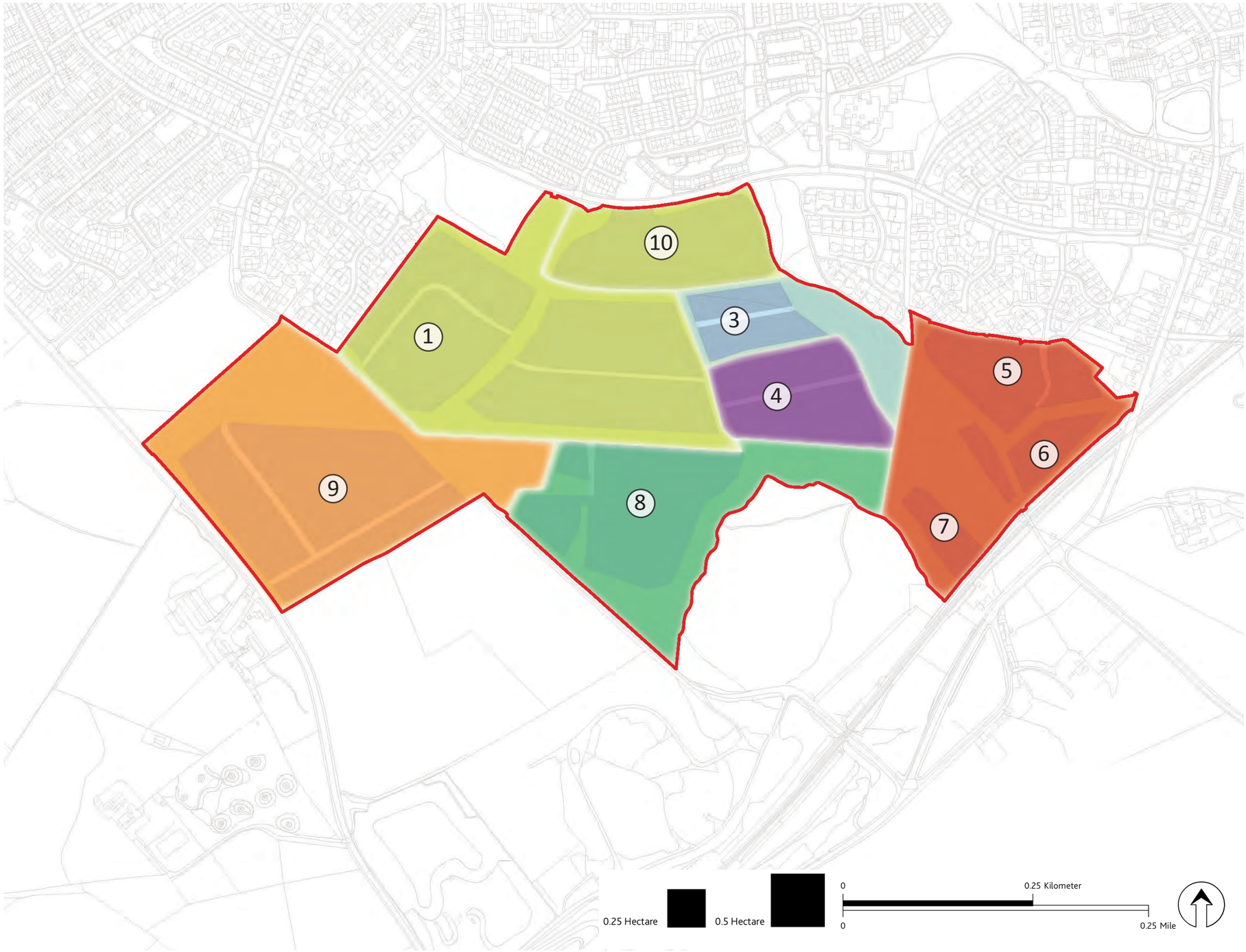
Timeframe	CO_2e emissions (tonnes)	
	Preferred Pathway	Counterfactual Scenario
During estimated construction period (2022-2033)	5,000	14,900
Operation from estimated site completion to 2045 (2034 -2045)	2,400	17,500
Total	**7,400**	**32,400**

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

6. Phasing and Delivery

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

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



KEY

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- 1 AREA NUMBER

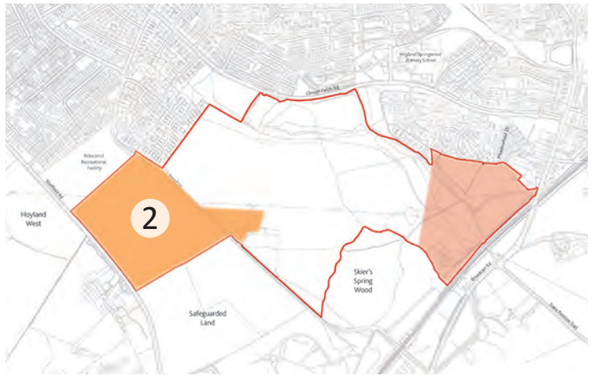
Fig. 28: Phasing Strategy Plan (Contains information from Esri)

Phase 1

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

Phase 2

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

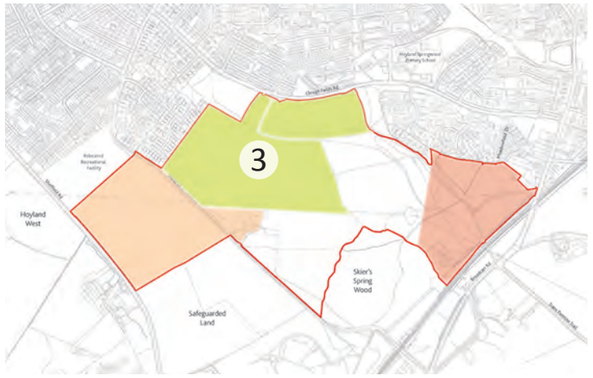


Phase 3

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

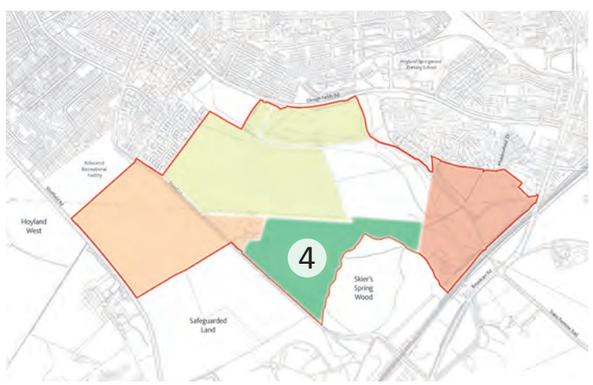
The recreation area off Clough Fields Road should be upgraded in this phase, with provision of a LEAP/NEAP and small local shop.

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



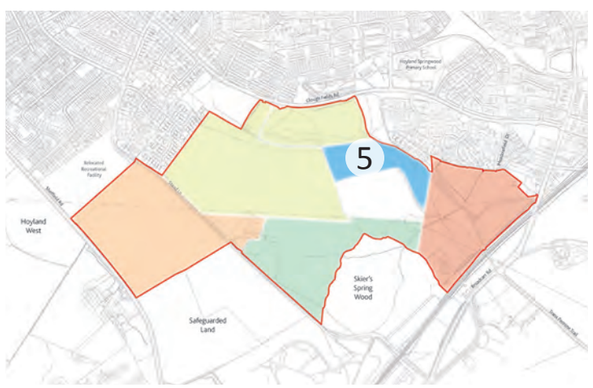
Phase 4

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



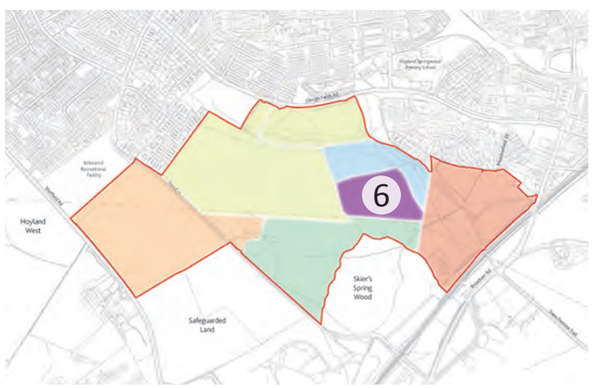
Phase 5

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



Phase 6

Plot 4 shall be developed in the final phase.



7. Design Code

Purpose of the Design Code

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

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

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

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

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

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

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

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

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

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

7. Design Code

7.1 Character

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

1. Existing factors - Topography, buildings and existing GI

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

1.1 Topography

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

Buildings and GI that work with Topography

1.2 Buildings and Historical influences

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

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

Locally, the dominant historic building material is sandstone walls and stone slates and this gives settlements a rugged, but appealing character. Walls tend to be either rubble (slightly random) coursed or square coursed sandstone which is often quite fine and can vary from light buff to grey and brown. Other locally used materials include red smooth faced brick (often to side and rear of properties) but these are not predominant in historic properties. Welsh blue slates are often in evidence that sometimes replaced earlier stone roofs. Chimneys are common, often in stone but sometimes appear in red or buff brick following historic repair or replacement. Invariably chimneys are topped with a terracotta or buff pot. Roofs are predominantly pitched or hipped and frequently include coping where the roof meets the gable end. Windows are often sash or sometimes casement and are set well back in the openings from the face of the wall. Render is occasionally used, but is not typical and likely to be a repair or later in date so should be used sparingly. Due to the affect these materials and methods have on the quality of views and the character they lend, they should make up the majority of the materials pallet for the proposed development.

Use local precedents to define and enhance local character

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

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

1.3 GI and Landscape

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

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

2. Locally inspired identity and characters

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

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

7.1 Character

3. Landscaping traditions and boundary treatments

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

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

4. Density, built form and appearance

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

Towards the south and east of the site, adjacent to habitat / landscape designations, the density should generally be lower, between 25 and 40 DPH, with a more informal built form and a more varied palette of natural materials.

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

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

Boundary treatments that reflect local traditions

Design Code Summary - Character

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

7. Design Code

7.2 Urban Form

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

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

1. Development blocks

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

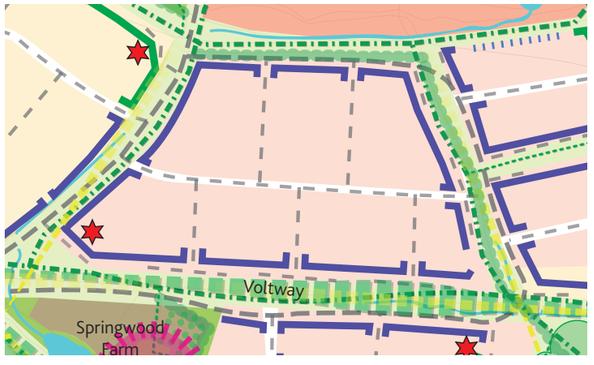
The use of perimeter blocks must be consistent throughout the Hoyland South development. Their sizes and shapes should respond to the use, existing landscape features, topography, character and density. Fig. 30 (Hoyland South framework placemaking/ urban design strategy) shows the different configurations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

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

2. Fronts and backs

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

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



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

7.2 Urban Form

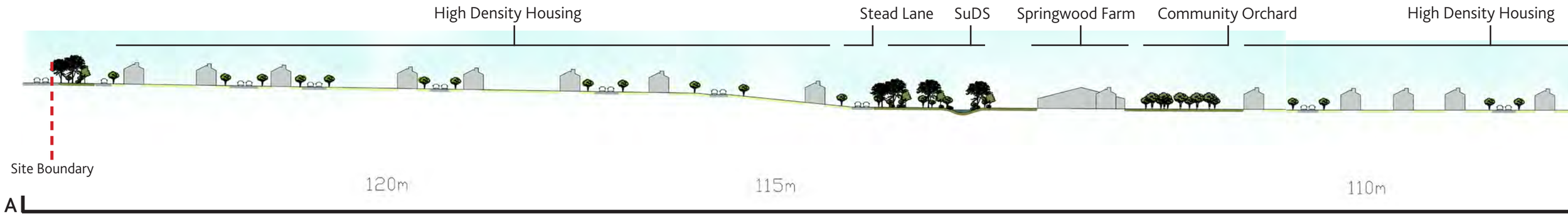
3. Edges

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

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

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

Fig. 31. Sections and Layouts Locations



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

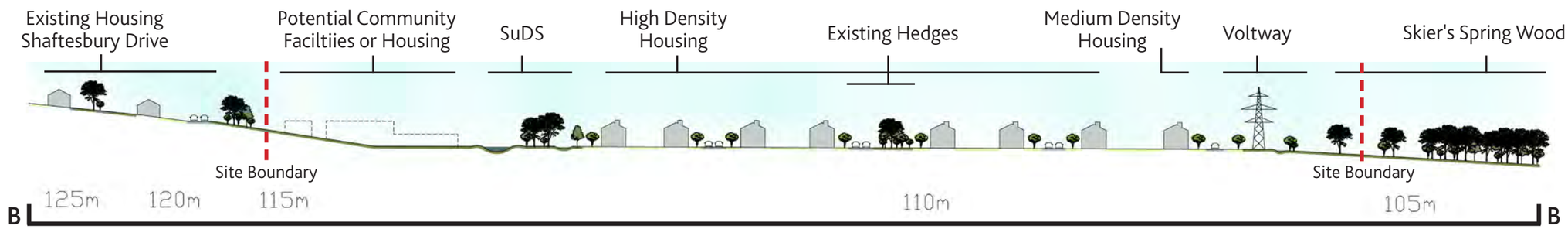
7.2 Urban Form

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

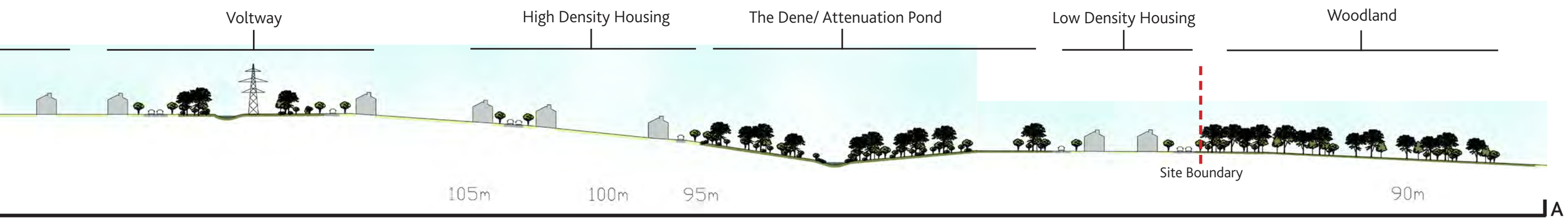
2. Voltway. Strong buildings lines create a feeling of enclosure.

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

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



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



7.2 Urban Form

4. Building lines and setbacks

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

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

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

5. Well-defined public and private space

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

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

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

6. Corner treatment

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

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

Design Code Summary - Urban form

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

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

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

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

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7. Design Code

7.3 Homes

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

1. A suitable housing mix

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

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

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

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

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

2. Type and tenure

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

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

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

3. Tenure-blind neighbourhood

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

4. House types

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

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

Design Code Summary - Homes

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

7. Design Code

7.4 Facilities and Services

Facilities and Services

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

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

Small Local Shop

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

Community Hub

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

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

Parking

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

Play

The existing play facility on Clough Fields Road should be improved with additional equipment for all ages.
In addition, two new areas of LEAP should be provided:

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

Play features

Open space provides opportunities for wildlife and informal play

Community orchards and allotments

Local shop

Community Hub / active travel hub

Design Code Summary - Facilities and Services

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

7. Design Code

7.5 Connections

Connections

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

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

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

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

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

3. Improved connectivity to nearby centres and surrounding facilities

For this new community to integrate with the existing neighbourhoods, it is essential to ensure strong connection with existing centres and facilities as well as provide new facilities for existing residents. New vehicle access shall be provided off Clough Fields Road and Sheffield Road, linking through the site, providing a primary route for traffic. The existing footpath and bridleway network should be retained and improved to promote active travel within and around the site. A key new route should be provided through the site along the line of the pylons, linking the site with the proposed Hoyland West Employment area and Parkside recreation facility.

4. Landmarks, vistas and focal points

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

4.1 Focal points

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

4.2 Landmarks

Landmarks are used to emphasise the hierarchy of a place and are often related to focal points, to create a visual guide to help users navigate through places and reinforce the sense of identity. They are not limited

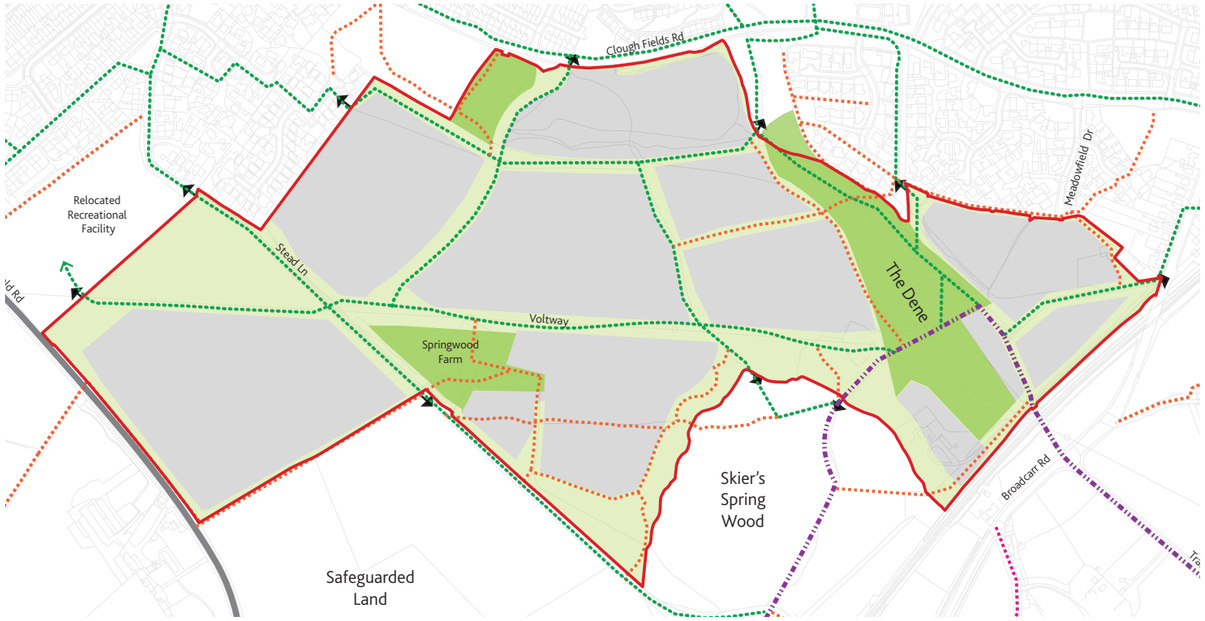
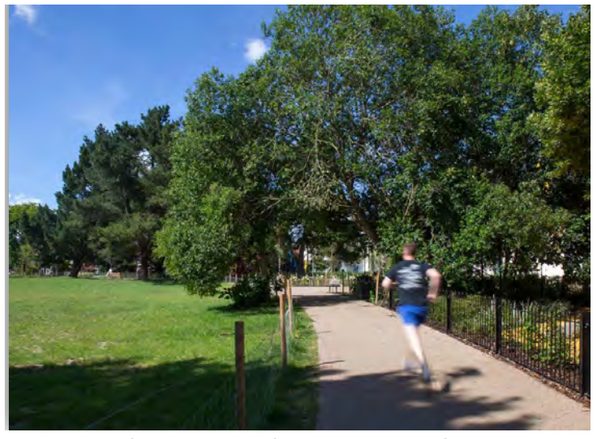


Fig. 33: Active travel links to surrounding facilities and services as established in the Hoyland South Active Travel Links Strategy Plan (Contains information from Esri)



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

Vistas between developments provide visual connections and aid way finding

to taller or large scale buildings. Public art, a tree with a distinctive quality, a strong landscape with quality materials and/or rich planting, an architectural element or an ornament on a building can be a landmark.

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

4.3 Vistas

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

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

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

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

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

Design Code Summary - Connections

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

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

7. Design Code

7.6 Streets

Streets

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

1. Permeable and interconnected street network

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

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

2. Active frontages

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

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

3. Street Design

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

3.1 Primary Route

- Design requirement = min 5.5m (6.75m where it is a Bus Route – see Fig. 36), 20mph design speed.
- Pedestrian footways – min 2m width.
- Where on street parking is proposed, it should be in designated parallel bays maximum 5 bays long. Where on street parking is proposed it should be in combination with street trees at not more than 5 bays apart.
- The car parking provision will comprise a mix of curtilage and on street parking to break up the linear nature of street design and act to reduce vehicle speeds.
- Generally the street height to width ratio should be 1:3 - 1:4. For illustrative typical street section, see Fig. 36.

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

Primary Route

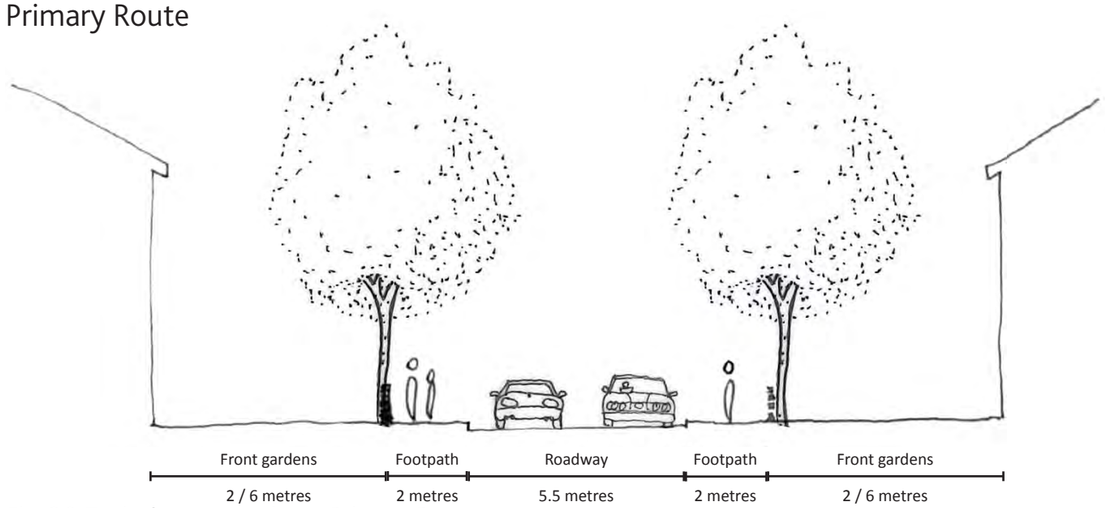


Fig. 36: Typical street section - Primary Route

3.2 Bus Route

- Design requirement = preferred 6.75m min width for buses. Bus stops are to be provided at regular intervals to ensure all dwellings are within 400m walking distance, preferably 300m. Guidance indicates bus stops to be provided on street, however SYPTE/operators have indicated a preference for laybys – this is to be confirmed as the Masterplan Framework is progressed. Pedestrian footways to be min 3m at bus stops to cater for additional pedestrian movements.
- Shelters, CCTV and raised pavements should be provided to improve acceptability and security. Infrastructure should also be included at bus stops to allow for real time information.
- Where on street parking is proposed, it should be in designated parallel bays, maximum 5 bays long. Where on street parking is proposed it should be in combination with street trees at not more than 5 bays apart.
- The car parking provision will comprise a mix of curtilage and on street parking to break up the linear nature of street design and act to reduce vehicle speeds. Generally the street height to width ratio should be 1:3 - 1:4. For illustrative typical street section see, Fig. 37.

3.3 Secondary Route

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

Bus Route

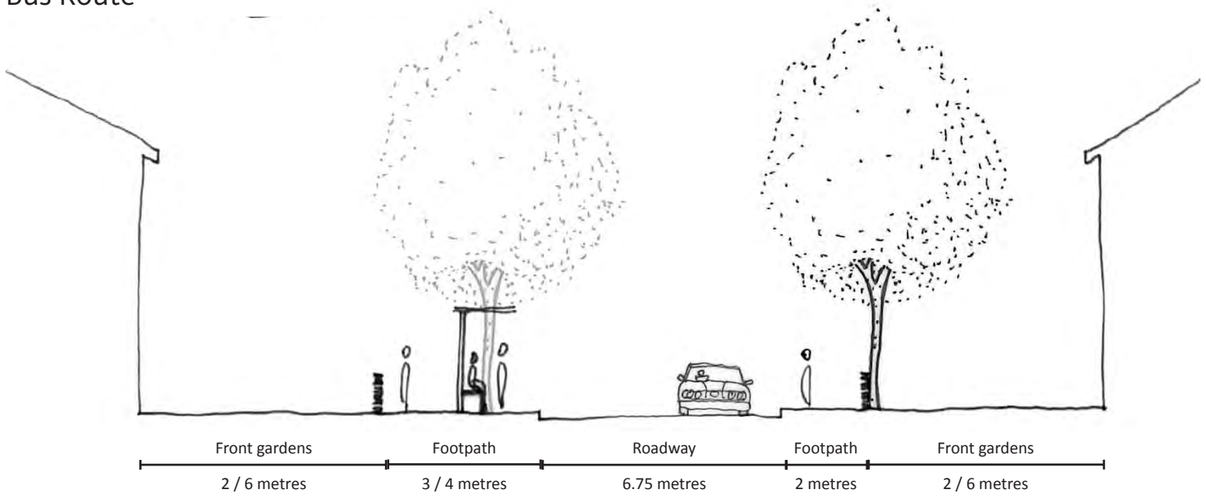


Fig. 37: Typical street section - Bus Route

Secondary Route

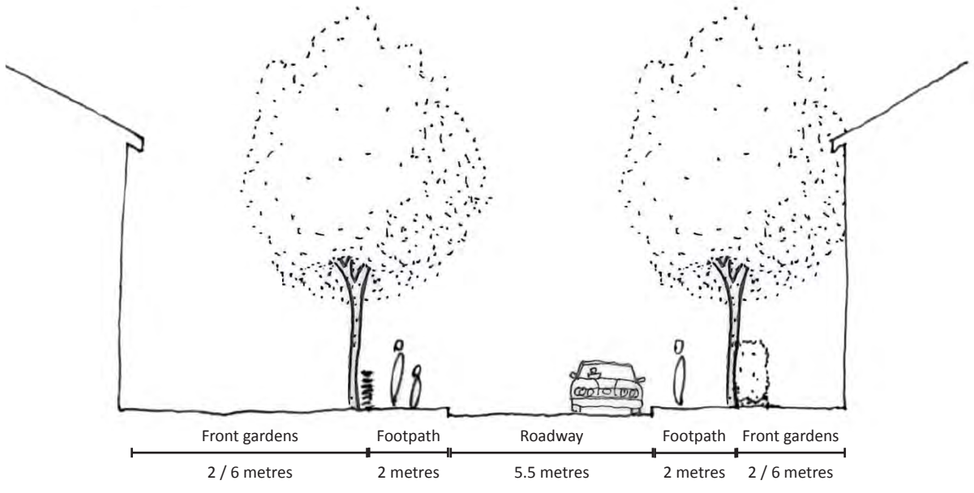


Fig. 38: Typical street section - Secondary Route

Integrated parking and landscape help soften the street scene

Safe streets offer opportunities for play

Green links and active travel routes separate from roads

Private drives as single sided development onto open space.

3.4 Tertiary Route / Local Access

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

Tertiary Route / Local Access

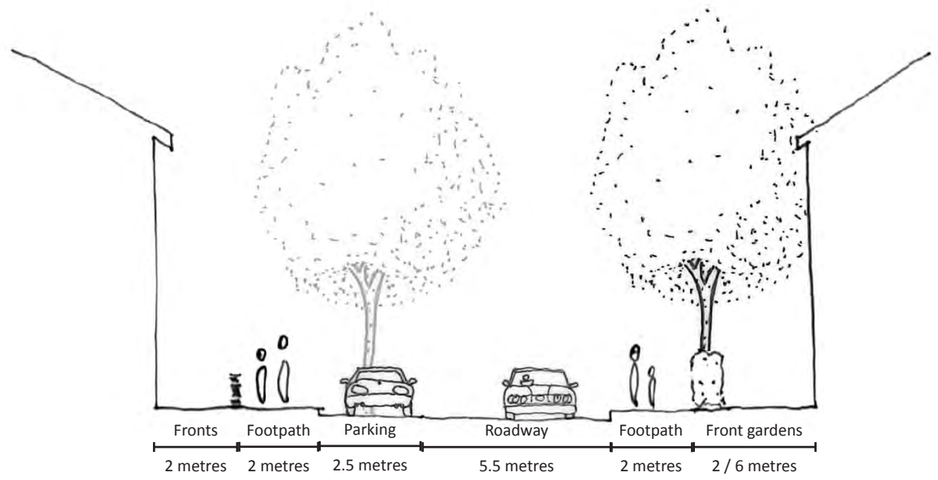


Fig. 39: Typical street section - Tertiary Route

3.5 Single sided development

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

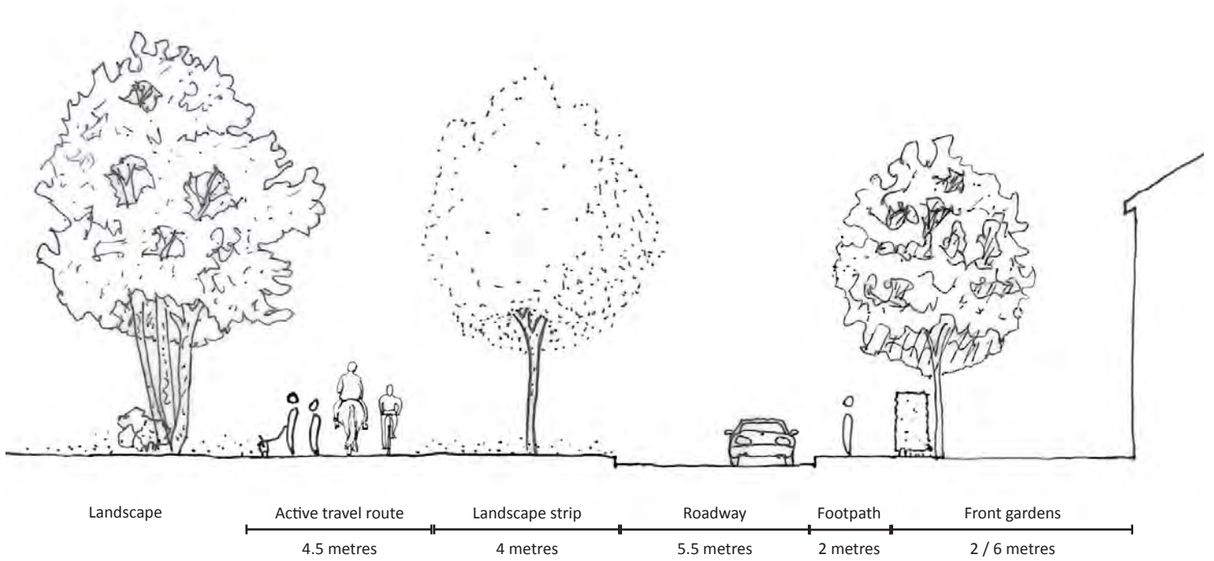


Fig. 40: Typical street section - Single Sided Development

3.6 Voltway

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

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

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

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

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

7.6 Streets

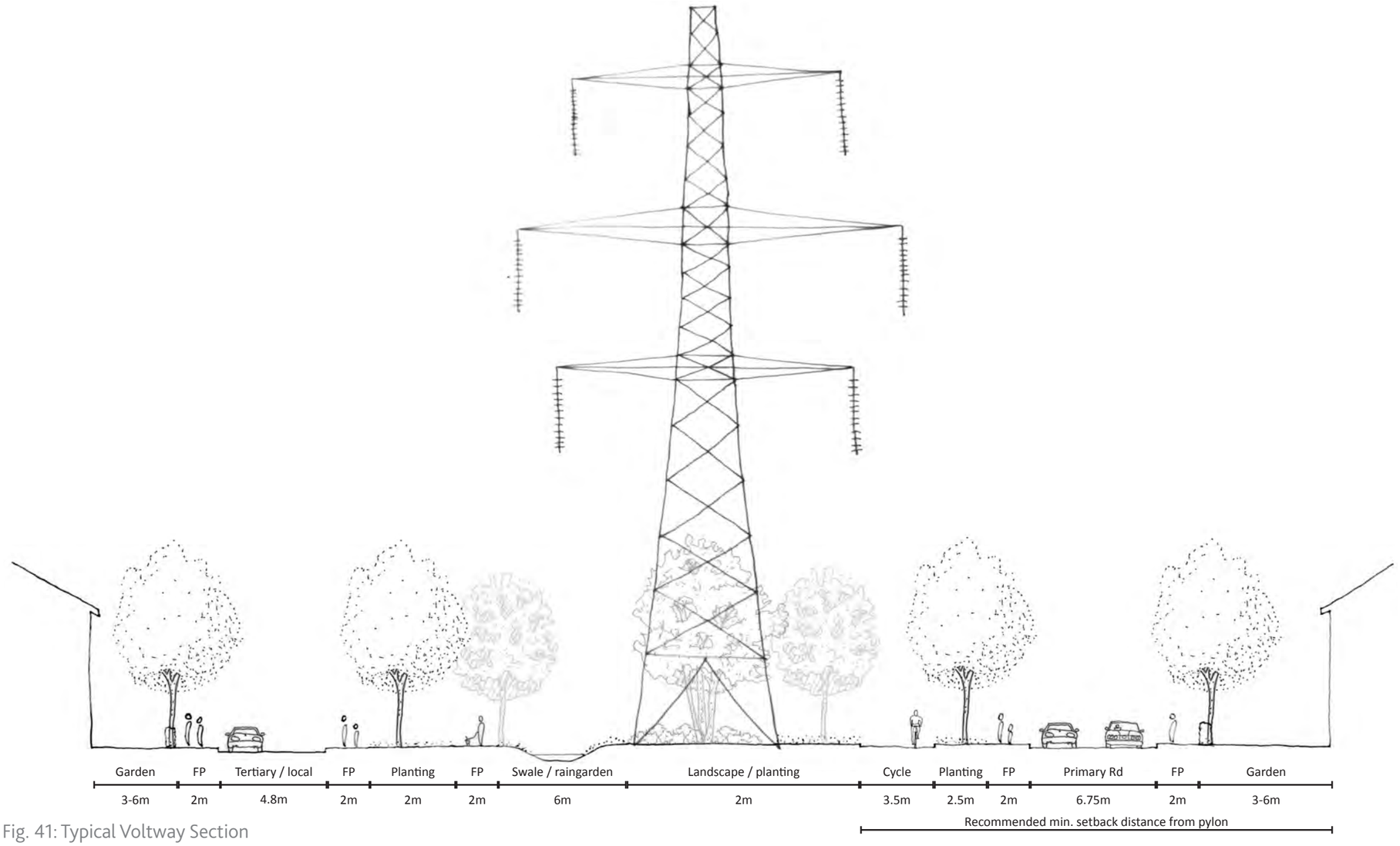


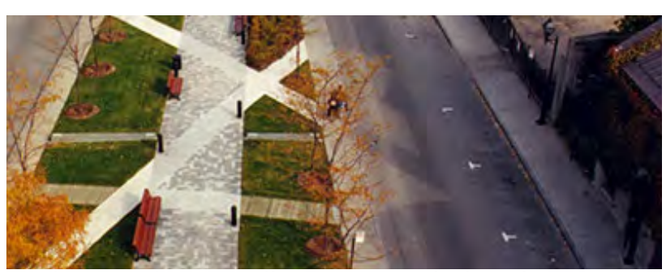
Fig. 41: Typical Voltway Section

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

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

Public art options could be explored

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



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

Design Code Summary - Streets

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

7. Design Code

7.7 Landscape and Public Realm

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

1. Strategic green / wildlife links

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

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

2. Sustainable urban drainage

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

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

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

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

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

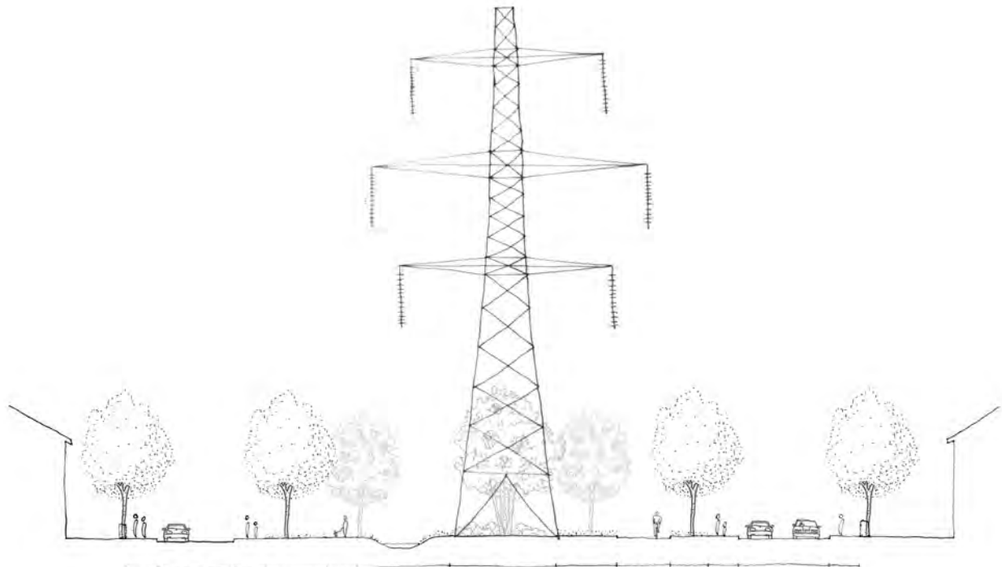


Fig. 43: Typical Voltway Section

7.7 Landscape and Public Realm

3. Neighbourhood open spaces

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

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

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

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

4. Neighbourhood parks

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

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

- All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced with improved management.
- New trees, grassland and shrubs to be planted to supplement existing vegetation. Planting mixes to be based on the species identified for the character area.
- Habitats to be enhanced through appropriate management and habitat creation.
- Wildlife corridors to be continued through the parks and green links and connected to corridors and habitats off site.
- SuDS features to be integrated into landscape and native aquatic and marginal planting in attenuation ponds to increase habitat diversity.
- Footpaths, benches, signs and other furniture including low level lighting to be installed to make accessible for all. Lighting shall be designed to consider sensitive adjacent habitats.
- Provide cycle parking in secure locations.
- Provide a small designated car parking area for the community informal recreational area.

5. Play areas

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

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

NEAP – Design Principles:

- A NEAP is an unsupervised site, equipped mainly for older children.
- NEAP to be located within 15 minutes walking time from every home (1,000m walking distance).
- An activity area of a minimum of 1,000m2 to be provided.
- A 30m minimum buffer zone to be created between it and the boundary of the nearest residential property, to minimise any disturbance to nearby houses.
- A kick-about area and opportunities for wheeled play to be incorporated.

LEAP – Design Principles:

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

7. Design Code

7.7 Landscape and Public Realm

6. Gardens and green roofs

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

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

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

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

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

Play opportunities with well designed SuDS and wildlife planting

View and vistas through development

7. Allotment gardens

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

8. High quality public realm

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

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

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

7.7 Landscape and Public Realm

9. Lighting

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

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

Fig. 45: Voltway Layout

GI integrated with street scene.

SuDS integrated into street / active travel routes

Community allotments and orchards bring people together

Pocket planting and street trees reduce the dominance of the car

SuDS integrated into the landscape and GI

DESIGN CODE SUMMARY - LANDSCAPE AND PUBLIC REALM

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

7. Design Code

7.8 Ecology and Biodiversity

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

Preliminary Ecological Appraisal (PEA)

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

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

Biodiversity Net Gain (BNG)

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

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

Design Code Summary - Ecology and Biodiversity

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

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7. Design Code

7.9 Parking and Accessibility

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

Parking provision

1.1 Policy compliance

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

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

1.2 On street parking

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

1.3 On plot parking

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

1.4 Integral parking

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

1.5 Electric Vehicle Charging

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

1.6 Cycle Parking

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

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

Example of on plot parking for terrace housing

Example of dwellings with well-designed integral parking space

7.9 Parking and Accessibility

2. Legibility and Wayfinding

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

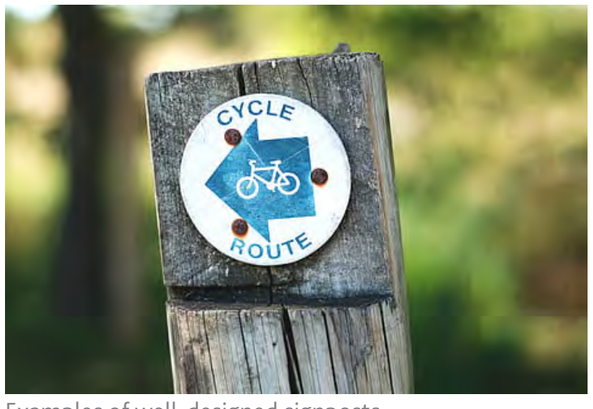
The Hoyland South development should have a clear and straight forward urban layout, enabling residents and visitors to easily navigate to where they live or work. It should contain memorable and recognisable landmark buildings, places and open spaces. Landmarks, gateways and focal points should be clearly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

Residential areas should be designed around a series of nodal points, and variety in the types of articulations should help them to be more memorable. Landmarks should be created around gateways and centres by using taller buildings and distinctive architectural elements. The quality of signage at the centres on shops and other non-residential premises should contribute to the identity and legibility of the areas.

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

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

Fig. 46: Established gateways, landmark buildings and visual links, Hoyland South Placemaking/ Urban Design Strategy Plan



Examples of well-designed signposts

Design Code Summary - Parking and Accessibility

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

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