



Barnsley Metropolitan Borough
Council

**Hoyland South Masterplan
Framework**

Delivery Strategy

Issue | 17 November 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

The purpose of this document is to set out the proposed delivery strategy for the Hoyland South Masterplan Framework.

It sets out the roles and responsibilities of the various landowners, land promoters and developers involved in the scheme alongside Barnsley Metropolitan Borough Council (BMBC) as both the Local Planning Authority (LPA) and Highway Authority.

The following issues are considered:

1. Partnering & Development Strategy.
2. Planning Strategy.
3. Phasing Strategy.
4. Infrastructure Requirements.
5. Infrastructure Delivery.

2 Partnering & Development Strategy

2.1 Partnering Arrangements

It is noted that there are two landowners within the Hoyland South site; BMBC and the Wentworth Trustee Company (hereafter referred to as the “Wentworth Trust”). Refer Figure 1.

The Wentworth Trust has appointed Hoyland Developments Limited (HDL) as their land promoter and it is noted that HDL may ultimately take responsibility for bringing the site forward for development and may form part of any partnering agreements. This is for the Wentworth Trust and HDL to determine, and therefore for the sake of simplicity the parties with interest in the Wentworth Trust land are simply referred to as “Wentworth Trust”.

It is proposed that BMBC and the Wentworth Trust will enter into a partnership arrangement to facilitate development of the site in a collaborative and coordinated manner. The exact form of this partnership is to be determined by the parties involved. As a minimum it is expected to comprise a Memorandum of Understanding. However, further arrangements could be considered including a formalised joint venture partnership through a special purpose vehicle, or similar.

Such a partnering arrangement would support delivery of site infrastructure, including transport and utility infrastructure, the proposed networks for which cross the property of both landowners. It should also expedite the planning application process and permit efficiencies to be achieved (e.g. survey and application preparation costs). The submission of a single outline planning application by BMBC and the Wentworth Trust may be considered.

2.2 Development Strategy

It is assumed that each landowner will be responsible for bringing forward development within their respective landholdings. Assumptions relating to how this development is brought forward are set out below. There remains flexibility in this approach, however it is expected that where a different approach is adopted the respective landowners will put in place measures to ensure the principles and approach set out in this Delivery Strategy are adopted by their successors.

2.2.1 Wentworth Trust Land

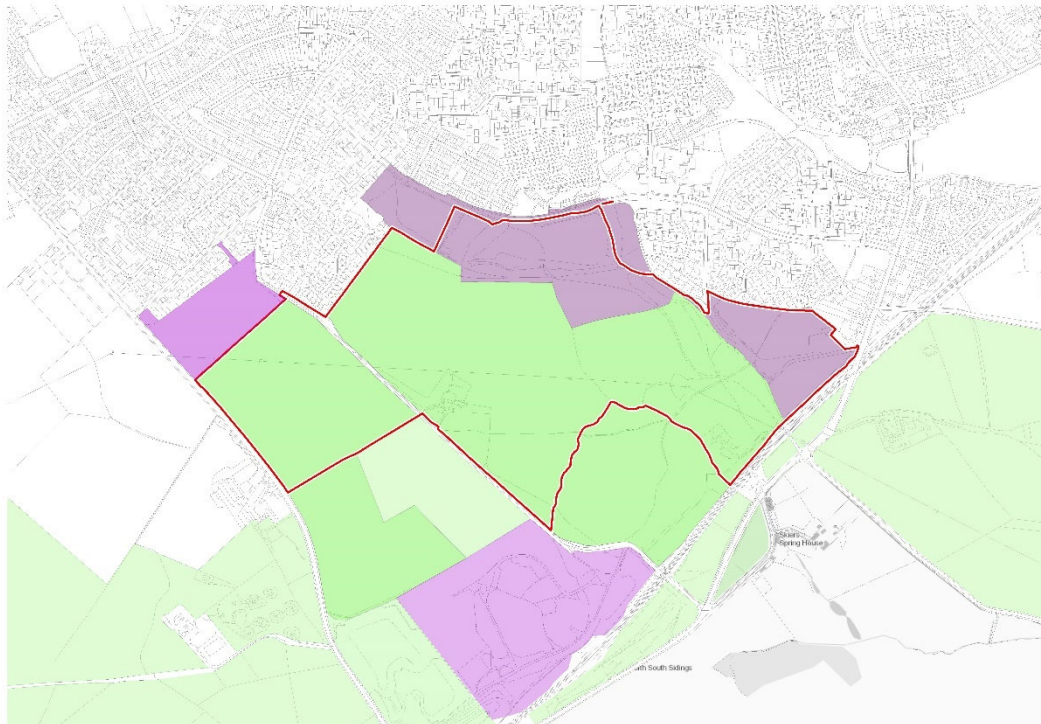
Based on discussions with the Wentworth Trust it is assumed that they, or their appointed land promoter, will act as a master developer for their landholdings. This is assumed to comprise securing outline planning permission, providing infrastructure to form serviced plots, and disposal of these to housebuilders.

2.2.2 BMBC Land

A primary school is to be provided on land to the south of Clough Fields Road. This will be procured by BMBC through the academy or free school presumption route and will replace the existing Hoyland Springwood Primary School.

In the case of the remainder of BMBC landholdings, including land to the west of Meadowfield Drive, it is assumed that this will be retained by BMBC until planning permission for new housing has been secured at which point it will be disposed of.

Figure 1 Land Ownership



3 Planning Strategy

The combined Local Plan allocations (HS58, HS61, HS62, HS65 & HS68) across the Hoyland South site provide for up to 1,116 new homes. Of these, the Masterplan Framework suggests there is indicative capacity for 958 dwellings on the site should a primary school also be provided within the site.

Given the size of the Wentworth Trust ownership and stated desire of their appointed land promoter to act as master developer, it is assumed that development of this area will be brought forward through an outline planning application.

In the case of the BMBC landholdings, these could be considered as discrete parcels for different land uses (i.e. school and residential dwellings) and brought forward through full applications. Or, an outline or hybrid application strategy could be pursued.

Alternatively, given the size of the site, relatively straightforward nature of land ownership, and reported willingness of the landowners to collaborate to achieve development, one outline planning application could be brought forward jointly by the two landowners. This would help to ensure coordination of key infrastructure elements.

It is expected that outline / hybrid applications will be accompanied by annexes to the Masterplan Framework Design Code, building on that contained in the Masterplan Framework, which will provide further detail including materials palettes, wayfinding strategy etc. for development parcels and infrastructure including highways, landscape and public realm elements. This will ensure consistency across the site as subsequent reserved matters applications are brought forward by different parties for both infrastructure and plot development. The topics and content for these annexes should be agreed between the applicants and the LPA.

4 Phasing Strategy

It is expected that development of the site will come forward in a series of phases. There is flexibility on how phases may come forward and illustrative phasing is depicted in Figure 2. An indication of the potential build-out profile by phase is provided in Table 1, and by Local Plan allocation in Table 2.

It is noted that phases may not necessarily be delivered sequentially, however the delivery of certain phases will 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:

Phase 1

The first phase is assumed to come forward off Meadowfield Drive (Area 5). This area can be essentially viewed as a “serviced plot” requiring little in the way of infrastructure to enable delivery. Areas 6 & 7 would follow, with access facilitated through development of Area 5. This phase would see the first part of the eastern Landscape Active Travel Route being implemented, along with blue and green infrastructure 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, will provide access to Hoyland South from the west. This will open up Area 9 for development. The first section of the east-west Landscape Active Travel Route would be created at this time, along with the central LEAP/NEAP.

Phase 3

Areas 1 & 2 would come forward in Phase 3. This would 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 would be created at this time, along with the remainder of the east-west Landscape Active Travel Route. Development of these areas would progress away from the primary movement route (i.e. east to west in Area 1, and west to east in Area 2).

The recreation area off Clough Fields Road would be upgraded in this phase, with provision of a LEAP/NEAP and convenience retail store.

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

Phase 4

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

Phase 5

Area 3 would be developed next, allowing completion of the eastern Landscape Active Travel Route.

Phase 6

Area 4 would be developed in the final phase.

Figure 2 Illustrative Phasing Strategy

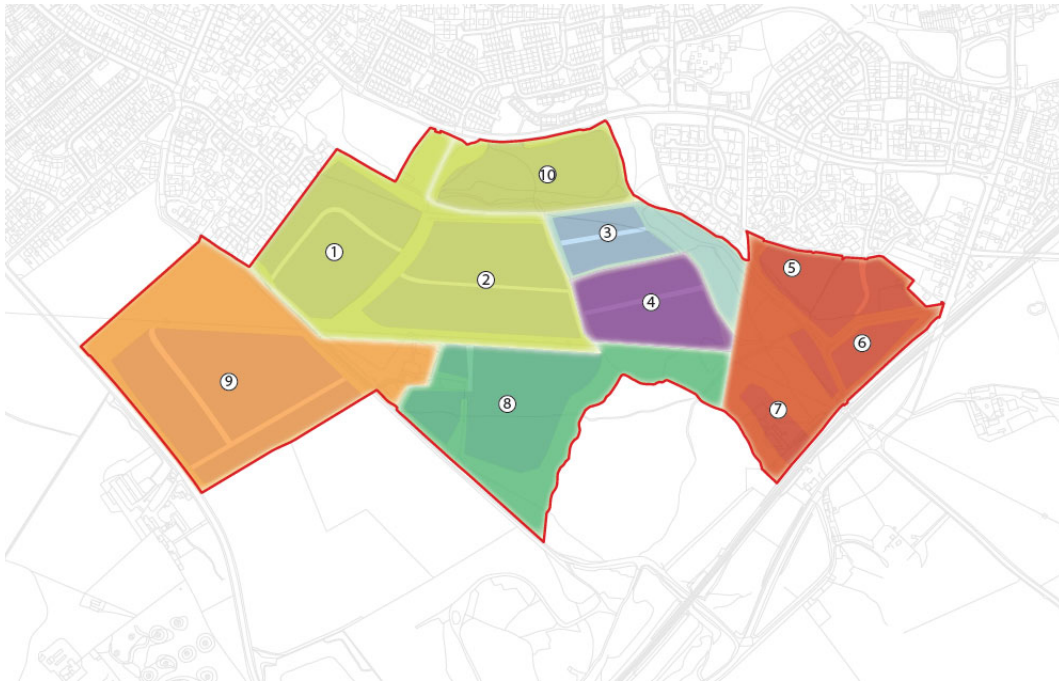


Table 1 Illustrative Build-out Profile, by Phase

Phase	LP Allocation	Year												Total	
		'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	'32	'33		
1a	HS62	50	30											80	
1b	HS58		20	32										52	
2	HS68			50	50	50	50	27						227	
3	HS65				80	80	80	78						318	
4									50	50	44			144	
5												25	25		50
6													50	37	87
Total		50	50	82	130	130	130	105	50	50	69	75	37	958	

Notes:

1. Assumes maximum of three outlets, notional sales rate 1 plot per outlet per week.

Table 2 Illustrative Build-out Profile, by Local Plan allocation

LP Allocation	Year												Total
	'22	'23	'24	'25	'26	'27	'28	'29	'30	'31	'32	'33	
HS62	50	30											80
HS58		20	32										52
HS68			50	50	50	50	27						227
HS65				80	80	80	78	50	50	69	75	37	599
Total	50	50	82	130	130	130	105	50	50	69	75	37	958

5 Levies & Charges

5.1 Overview

A brief overview of applicable levies and charges that could be used to fund infrastructure is provided below.

5.2 Infrastructure Funding Statement

5.3 Section 106

Section 106 (“S.106”) allows for funding to mitigate local impacts caused by development. They must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

5.4

The ‘Planning for the Future’ White Paper² consultation proposes reforms of the planning system to streamline and modernise the planning process. It is noted that this remains at an early stage in the legislative process and is likely to change before it becomes primary legislation, however it sets out a direction of travel for securing contributions to infrastructure through the planning process.

As part of this there are proposals for CIL and planning obligations to be reformed as a nationally set, value based flat rate charge called ‘the infrastructure levy’. The levy would:

- Be charged on the final value of a development based on the applicable rate at the point planning permission is granted;
- Be levied at point of occupation;
- Include a value-based minimum threshold below which the levy is not charged. Therefore if the value of development is below the threshold then no levy would be charged, but where the value is above the threshold, the levy

² Planning for the Future – White Paper (MHCLG, August 2020)

would only be charged on the proportion of the value that exceeded the threshold;

- Apply to all uses.

The levy also allows local authorities to borrow against Infrastructure Levy revenues so that they could forward fund infrastructure.

The Infrastructure Levy will deliver affordable housing provision and local authorities would be able to use funds raised through the levy to secure affordable housing. This could be secured through in-kind delivery on-site and under this approach a provider of affordable housing could purchase the dwelling at a discount from market rate. The difference between the price at which the unit was sold to the provider and the market price would be offset from the final cash liability to the Levy.

It is currently unknown how on-site facilities such as schools and road infrastructure will be secured through the proposed new Infrastructure Levy.

Where infrastructure is identified as being needed to support the Masterplan Framework it is proposed that any future Infrastructure Levy contributions generated from the Hoyland South site will be ringfenced for use for this site, and/or will make use of surplus Infrastructure Levy funds generated from elsewhere in the Borough.

6 Infrastructure Requirements

6.1 Overview & Terminology

To deliver the Hoyland South site, a range of infrastructure provision is required across multiple infrastructure sectors; namely:

- Transport;
- Green infrastructure;
- Public open space;
- Blue infrastructure;
- Utilities;
- Foul sewerage;
- Primary school (potentially);
- Small local shop; and
- Housing.

In the following sections the following terminology applies:

- The term “developer” is used to denote the legal entity responsible for carrying out development on the site under an approved planning consent.
- The term “utilities” encompasses electricity, potable water and a choice of telecommunications provider.
- The term “general parcel infrastructure” refers to infrastructure elements delivered by developers as an intrinsic part of their scheme.
- The term “common infrastructure” refers to those infrastructure elements which will have a wider benefit across the Hoyland South site.

6.2 General Parcel Infrastructure

Some infrastructure elements will be delivered by developers as an intrinsic part of their scheme, as set out in Table 3.

Table 3 General Parcel Infrastructure

Transport	Site roads that fall within development parcels.	Relevant developer except where set out in Table 4.
	Access junctions from existing roads that enter development parcels.	To be delivered as per requirements in Section 6.4.
	Access to site from Sheffield Road.	
	Active travel routes that fall within development parcels, including: <ul style="list-style-type: none"> • Landscaped Active Travel Link – East/West ('Voltway') • Stead Lane • Landscaped Active Travel Link – North/South (western) • Landscaped Active Travel Link – North/South (central) • Landscaped Active Travel Link – North/South (eastern via 'The Dene') 	
Bus stop infrastructure that falls within development parcels.		
Green Infrastructure	Green Infrastructure	Relevant developer except where set out in Table 4. To be delivered as per requirements in Section 6.4.
Public Open Space	Public open space including: <ul style="list-style-type: none"> • Area adjacent to proposed Parkside Sports Facility. • Area around Springwood Farm. • Improvements to Skiers Spring Wood including buffer zone. 	Relevant developer except where set out in Table 4. To be delivered as per requirements in Section 6.4.

	<ul style="list-style-type: none"> • 'The Dene' 	
Blue Infrastructure	Blue infrastructure including Sustainable Drainage Systems	Relevant developer except where set out in Table 4. To be delivered as per requirements in Section 6.4.
Utilities	Utility networks required to serve development parcels. Note that provision of gas has not been considered in line with the aspiration to achieve net zero carbon development.	Relevant developer, taking account of requirements set out in Section 6.4.
Foul sewerage	Foul sewerage network required to serve development parcels.	Relevant developer, taking account of requirements set out in Section 6.4.
Small local shop	Small local shop in line with Local Plan Policy TC5	Developer of parcel ref. BC01.
Housing	<ul style="list-style-type: none"> • General and affordable housing mix required to meet housing needs in accordance with 2020 SHMA (or updated version) noting Local Plan density of 40dph • Affordable housing provision to be delivered on each development parcel / plot • Inclusion of specialist older persons accommodation and level access accommodation to help meet the needs of the borough • 6% of new dwellings to be built to wheelchair accessible and adaptable M4(3) standard and 25% of all new dwellings built to M4(2) accessible and adaptable standards • Inclusion of PRS accommodation to meet the needs set out in the 2020 SHMA and emerging Housing Strategy 	Relevant developer and BMBC (where landowner)

Figure 3 Reference Plan – General Parcel Infrastructure including Parcel Refs.

[See over for plan – key as below]

K E Y



BMBC Parcel 1



Wentworth Parcel 2



BMBC Parcel 3



BMBC Parcel 4



BMBC Ownership



Wentworth ownership



FOOTPATH



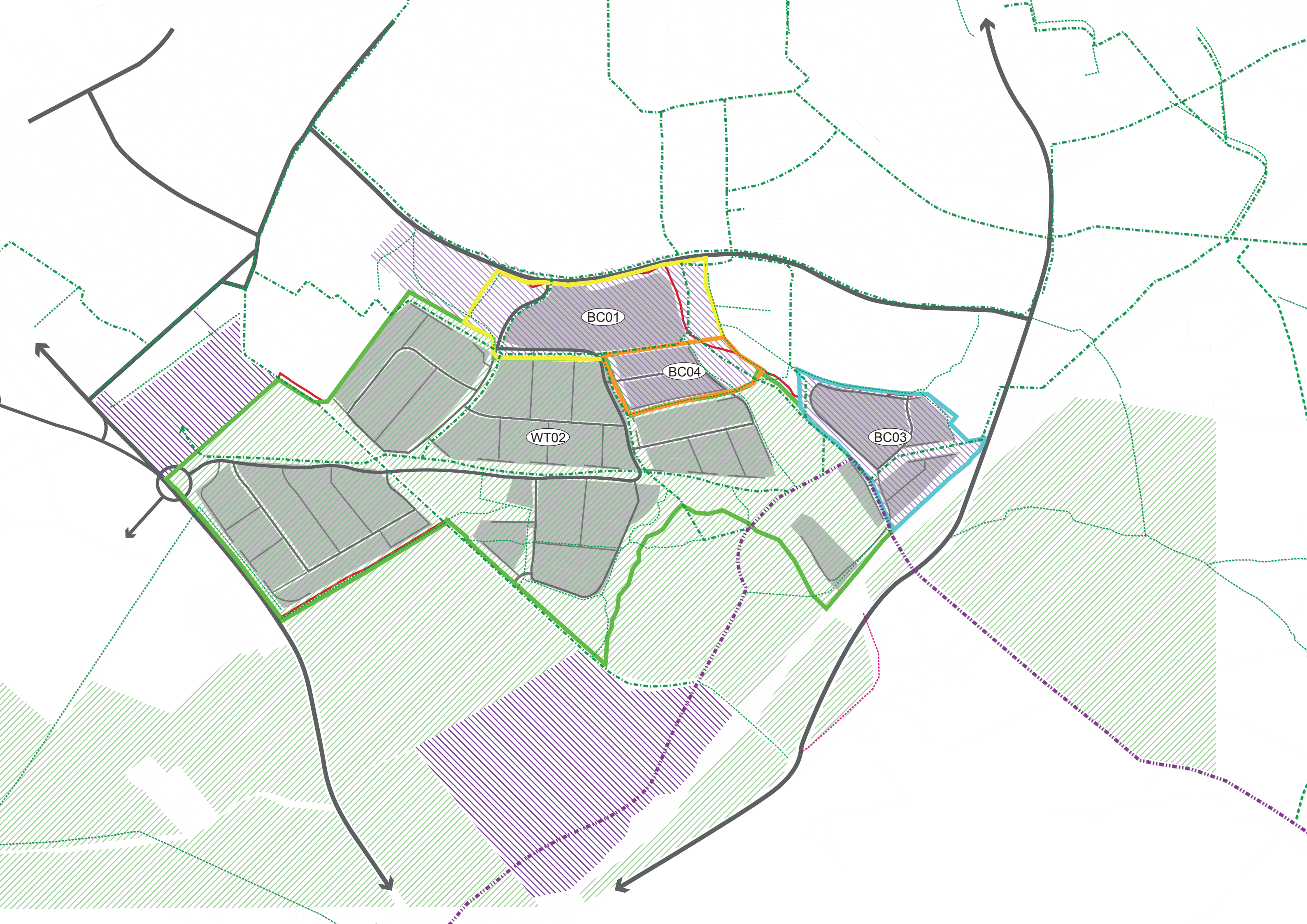
ACTIVE TRAVEL LINK
TO LOCAL FACILITIES AND SERVICES



TRANS PENNINE TRAIL (TPT) AND
NATIONAL CYCLE ROUTE 67 (NCN)



BRIDLEWAY



6.3 Common Infrastructure

Certain infrastructure elements will have a wider benefit across the Hoyland South site and in these cases can be termed “common infrastructure”. A schedule of common infrastructure for Hoyland South is set out in Table 4.

Table 4 Common Infrastructure

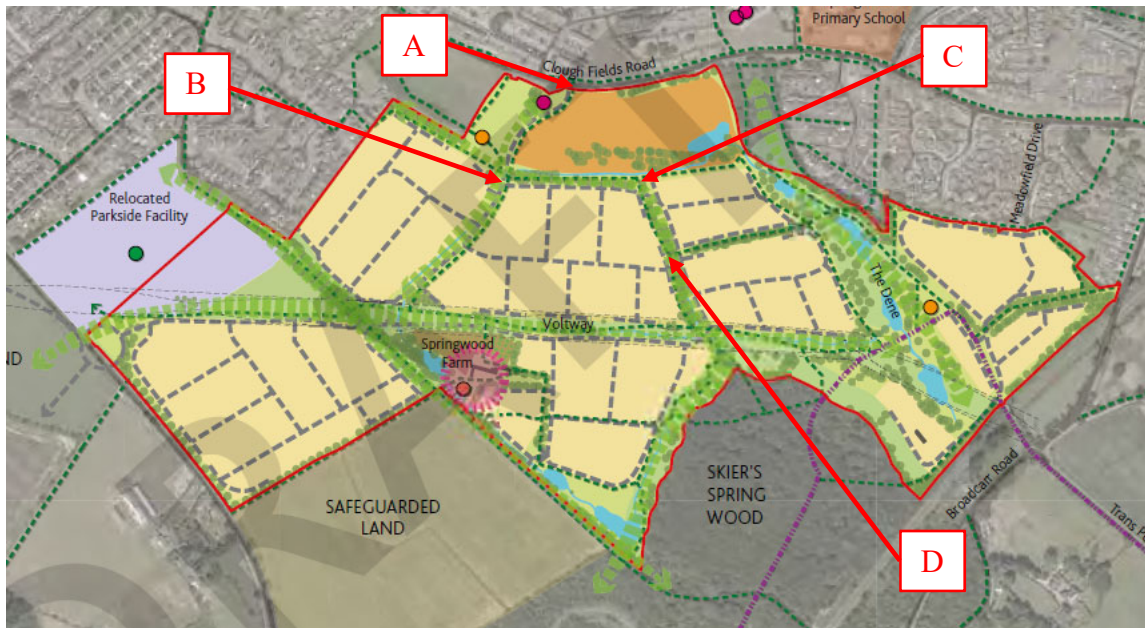
Public Open Space	POS001	Cloughfields Play Area	BMBC	S.106. Refer Section 7.
Primary School	SCH001	420 place primary school	BMBC via academy or free school presumption route	S.106. Refer Section 7.
Community Infrastructure	COM001	Parkside Phase 2	BMBC	S.106 through Formal Recreation contribution. Refer Section 7.

6.4 Specific Infrastructure Delivery Requirements

Specific infrastructure delivery requirements are set out below. These are not necessarily exhaustive and further requirements may be conditioned through the planning process.

A plan is provided in Figure 4 for reference. Points A, B, C & D are of note as they reflect key interface points on the boundaries of the site and between BMBC and Wentworth Trust land ownerships.

Figure 4 Reference Plan - Specific Infrastructure Delivery Requirements



6.4.1 Parcel Ref. BC01 - Council Owned Land off Clough Fields Road

Specific requirements to be placed on land parcel ref. BC01 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority between Points A and C via Point B on Figure 4 in coordination with the developer of parcel ref. WT02.

It is noted that this could either be:

- Funded and provided by the developer of parcel ref. BC01; or
- Funded by the developer of parcel ref. BC01 and delivered by the developer of parcel ref. WT02 through a licence agreement or similar, the exact form of which could be determined through the proposed partnering arrangements (refer Section 2).

Reason: to provide means of access and egress to the remainder of the development scheme in line with the Masterplan Framework, including the ability to provide bus services through the site.

- To provide the Landscape Active Travel Link between Points A and C via Point B on Figure 4 in coordination with the developer of parcel ref. WT02.

It is noted that this could be:

- Funded and provided by the developer of parcel ref. 01; or
- Funded by the developer of parcel ref. BC01 and delivered by the developer of parcel ref. WT02 through a licence agreement or similar, the exact form of which could be determined through the proposed partnering arrangements (refer Section 2).

Reason: to promote active travel as part of the development scheme.

- In planning, designing and installing the section of new highway infrastructure between Points A and C via Point B on Figure 4 the developer shall make provision for a new water supply from a point of connection in Hawshaw Lane (Grid Ref. 436412, 400911)³ which shall be of sufficient capacity to meet peak potable water demand for parcel refs. BC01, WT02 & BC04⁴ and to provide sufficient flow for fire fighting purposes.

Reason: to ensure that development parcels can be provided with a potable water supply.

- In planning, designing and installing the section of new highway infrastructure between Points A and C via Point B on Figure 4 the developer shall make provision for electricity infrastructure to serve parcel refs. BC01, WT02 & BC04.⁵

Reason: to ensure that development parcels can be provided with an electricity supply.

- The developer shall provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site and shall make available infrastructure to permit provision of these services to adjacent parcels.

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

- In planning, designing and installing the foul sewerage provision to parcel ref. BC01, the developer shall make provision for foul sewerage to parcel refs. WT02 & BC04 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.

Reason: to ensure that development parcels can be provided with foul sewerage.

6.4.2 Parcel Ref. WT02 – Wentworth Trust Land

Specific requirements to be placed on land parcel ref. WT02 in relation to infrastructure delivery are as follows:

- To provide a new access junction off Sheffield Road in coordination with the Hoyland West development scheme in a form to be agreed with the Highway Authority.

Reason: to provide means of access and egress to the remainder of the development scheme in line with the Masterplan Framework.

³ Sourced from Hoyland Masterplan Utility Services Report (Silcock Leedham, October 2019)

⁴ It is assumed that parcel ref. BC03 will be served off Meadowfield Drive. This should be verified.

⁵ As above.

- To provide highway infrastructure for adoption by the Highway Authority between Sheffield Road and Point C via Point D on Figure 4 in coordination with the developers of parcel refs. BC01 & BC04.

Reason: to provide means of access and egress to the remainder of the development scheme in line with the Masterplan Framework, including the ability to provide bus services through the site.

- To provide Active Travel Links within parcel ref. WT02 as shown on the Masterplan Framework and coordinate these with the developers of parcel refs. BC01, BC03 & BC04 at parcel interfaces.

Reason: to promote active travel as part of the development scheme.

- In planning, designing and installing the section of new highway infrastructure between Points C and D on Figure 4 the developer shall make provision for a new water supply which shall be coordinated with that installed in parcel ref. BC01 and shall be of sufficient capacity to meet peak potable water demand for parcel refs. WT02 & BC04 and to provide sufficient flow for fire fighting purposes.

Reason: to ensure that development parcels can be provided with a potable water supply.

- In planning, designing and installing the section of new highway infrastructure between Points C and D on Figure 4 the developer shall make provision for electricity infrastructure to serve parcels BC01, WT02 & BC04.

Reason: to ensure that development parcels can be provided with an electricity supply.

- The developer shall provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site and shall make available infrastructure to permit provision of these services to adjacent parcels.

Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

- The surface water drainage system provided in parcel ref. WT02 shall also cater for surface water runoff from parcel refs. BC01, BC03 & BC04 based on a surface water runoff rate of 5l/s/Ha, or a runoff rate agreed between the respective developers and the relevant statutory bodies.

Reason: to ensure that surface water can be drained from parcel refs. BC01, BC03 & BC04 in line with the surface water drainage strategy presented in the Masterplan Framework.

6.4.3 Parcel Ref. BC03 – Council owned land off Meadowfield Drive

Specific requirements to be placed on land parcel ref. BC03 in relation to infrastructure delivery are as follows:

- To provide highway infrastructure for adoption by the Highway Authority between Meadowfield Drive and parcel ref. WT02 via parcel ref. BC03 in coordination with the developer of parcel ref. WT02.
Reason: to provide means of access and egress to the remainder of the development scheme in line with the Masterplan Framework.
- The developer shall provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site and shall make available infrastructure to permit provision of these services to adjacent parcels.
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.
- In planning, designing and installing the foul sewerage provision to parcel ref. BC03, the developer shall make provision for foul sewerage to parcel ref. WT02 for residential dwellings assuming an upper bound density as set out in the Masterplan Framework.
Reason: to ensure that development parcels can be provided with foul sewerage.

6.4.4 Parcel Ref. BC04 – Council Owned Land

Specific requirements to be placed on land parcel ref. BC04 in relation to infrastructure delivery are as follows:

- The developer of parcel ref. BC04 shall work collaboratively with the developers of parcel refs. BC01 and BC02 to coordinate the provision of highway and utility infrastructure to serve parcel ref. BC04.
Reason: to provide means of access and egress to the parcel in line with the Masterplan Framework and to ensure that the development parcel can be provided with utility and drainage connections.
- The developer shall provide occupiers with a choice of telecommunications operator including Openreach and Virgin Media who both have apparatus in the vicinity of the site and shall make available infrastructure to permit provision of these services to adjacent parcels.
Reason: to ensure opportunity for high speed fibre broadband connections, provide market choice and promote competition.

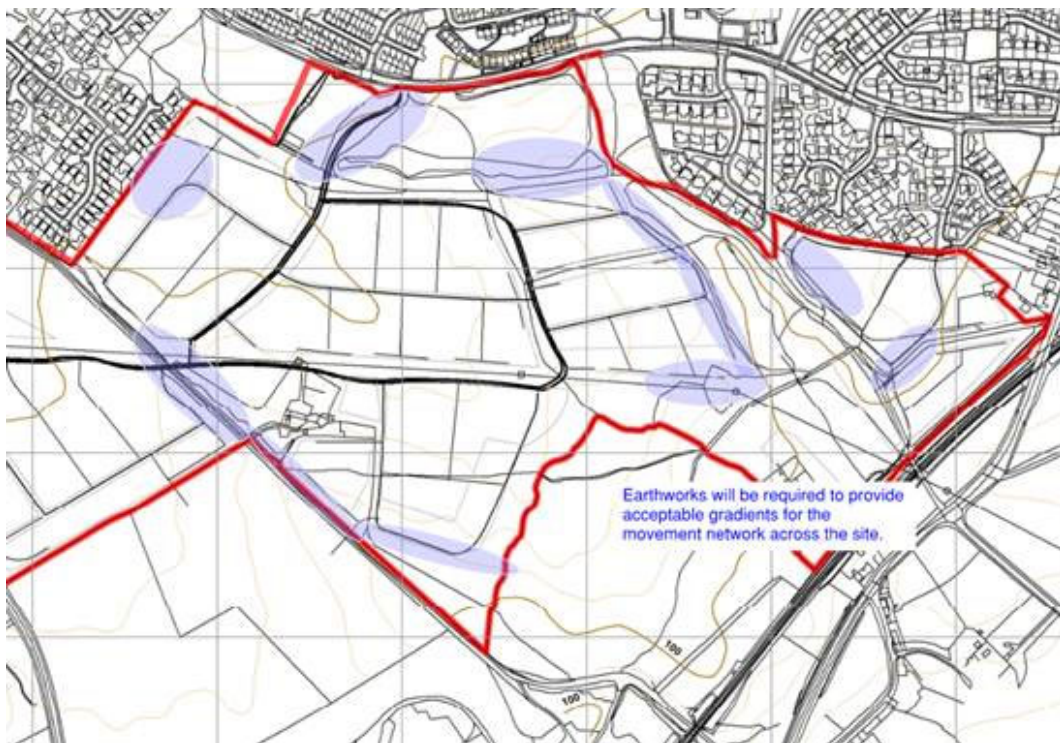
6.5 Practical Considerations

General

It is noted that where infrastructure crosses land ownership boundaries, the coordination of this in line and level will need to be ensured through the planning process. This includes consideration of earthworks required in certain areas of the site to provide acceptable gradients on the movement network – some of these areas are indicatively shown in Figure 5.

Developers should make reasonable endeavours to coordinate the design and delivery of infrastructure elements where these interface with other development parcels at parcel boundaries.

Figure 5 Indicative Areas where Earthworks Required (non-exhaustive)



Public Open Space

It is noted that the majority of public open space sits within parcel ref. WT02. BMBC and the Wentworth Trust are encouraged to reach agreement on joint funding of this public open space through the proposed partnering arrangements (refer Section 2), on a proportional basis relative to the number of proposed dwellings in the relevant development parcels.

Blue Infrastructure

To suit project phasing it is noted that either temporary discharge arrangements to the watercourse in The Dene may be required from parcel refs. BC01, BC03 & BC04, or a phased approach will be needed to the provision of attenuation ponds in this area, depending on phasing of works within parcel ref. WT02. It is assumed that BMBC and the Wentworth Trust would work collaboratively

together to achieve this including adoption of these featured by Yorkshire Water and/or a landscape management company as set out in the Masterplan Framework.

Discharge from the overall site is assumed subject to greenfield runoff rate of 5l/s/Ha. Attenuation on plot is part of the blue infrastructure strategy. However, there may be efficiencies to be gained in allowing plot runoff to exceed 5l/s/Ha provided this can then be managed within the on-site infrastructure included within public open space etc., e.g. surface attenuation features. Developers are encouraged to work together collaboratively to establish the strategy for this.

Utilities

Potable Water

It is noted that the point of connection to the Yorkshire Water potable water network is proposed at an off-site location and that coordination of the design of this network across the various development parcels will be required. BMBC and the Wentworth Trust are encouraged to reach agreement on joint funding of this through the proposed partnering arrangements (refer Section 2), on a proportional basis relative to the number of proposed dwellings in the relevant development parcels.

Electricity

Arrangements for provision of electricity supplies to the site are not yet known.

It is noted that an 11kV overhead line crosses the site from west to east through parcel refs. WT02 & BC03. This could be ducted underground and diverted to suit the proposed highway layout and could offer a source of electricity supply, depending on available network capacity and site demand.

Alternatively, the Silcock Leedham report⁶ suggests there is available capacity at the Elsecar and Worsbrough Park Primary Substations and that these could supply the site.

It is recommended that BMBC and the Wentworth Trust jointly commission either an independent distribution network operator (iDNO) or Northern Powergrid to establish an electricity supply arrangement for the site along with budget costs.

BMBC and the Wentworth Trust are encouraged to reach agreement on joint funding of this through the proposed partnering arrangements (refer Section 2), on a proportional basis relative to the number of proposed dwellings in the relevant development parcels.

Foul Sewerage

It is recommended that BMBC and the Wentworth Trust jointly commission Yorkshire Water to undertake a capacity study to understand options for discharge of foul water from the site, to allow the design and implementation of this network to be undertaken in a coordinated manner across the site and to inform cost sharing in line with the proposed partnering arrangements.

⁶ Hoyland Masterplan Utility Services Report (Silcock Leedham, October 2019)

7 Section 106 Contributions

In the absence of a CIL charging structure and noting that the proposals on the Infrastructure Levy remain at White Paper stage, it is proposed that S.106 contributions will be pooled by BMBC and utilised to fund the common infrastructure elements and other facilities and services within the Borough.

The basis for calculating S.106 contributions is set out below. This applies at the time of writing and it is noted that this may be subject to change in light of changes to legislation or the infrastructure needs that are established in further detail as planning applications come forward.

7.1 Basis for Calculating S.106 Contributions

7.1.1 Transport

Off Site Junction Improvements

There are no known requirements for off site junction improvements, aside from the proposed roundabout on Sheffield Road which is understood to be already being delivered as part of the Hoyland West scheme.

Public Transport & Active Travel

Financial Contributions towards Public Transport and Active Travel will be required as set out in the Supplementary Planning Document: Sustainable Travel⁷.

7.1.2 Public Open Space

Equipped Children's Play Areas

Financial contributions will be required towards one LEAP/NEAP facility to be provided at Cloughfields Play Area. This will be delivered by BMBC. The cost of this provision will be calculated by BMBC and divided by the proposed number of dwellings within the scheme to determine the contribution required on a per dwelling basis.

Other equipped children's play areas within the site are to be provided by developers.

Informal Play Space and Informal Landscaped Areas

Financial contributions will be required towards general upgrading of the Cloughfields Play Area. This will be delivered by BMBC. The cost of this provision will be calculated by BMBC and divided by the proposed number of dwellings within the scheme to determine the contribution required on a per dwelling basis.

⁷ Supplementary Planning Document: Sustainable Travel (BMBC, November 2019).

Other informal play space and informal landscaped areas within the site are to be provided by developers.

Formal Public Recreation Areas

Financial contributions will be required towards formal public recreation areas, as set out in the Supplementary Planning Document: Open Space Provision on New Housing Developments⁸.

7.1.3 Schools

Financial contributions towards primary and secondary school places will be required as set out in the Supplementary Planning Document: Financial Contributions to Schools.⁹

⁸ Supplementary Planning Document: Open Space Provision on New Housing Developments (BMBC, May 2019).

⁹ Supplementary Planning Document: Financial Contributions to Schools (BMBC, May 2019).