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Ref: 2025/O997

Development Management

Barnsley Metropolitan Borough Council

Sent by email only: developmentmanagement@barnsley.gov.uk

To whom it may concern,

Please see below comments on behalf of South Yorkshire Mayoral Combined Authority (SYMCA) regarding the following planning application - please note that these comments represent the views of officers and do not represent the formal views of SYMCA unless this is specifically stated:

Description: *Demolition of existing structures and outline planning application for up to 200 dwellings with associated infrastructure and open space. All matters except for means of access to, but not within, the site to be reserved.*

Location: *Low Valley Farm, Pitt Street, Darfield, Barnsley, S73 8AX*

Reference: *2025/O997*

SYMCA places an emphasis on the importance of connecting residents to services, facilities, and employment opportunities via high-quality public transport and active travel (walking, cycling and wheeling), and this approach should be integrated within any new development.

Site & Proposal

The application site extends circa 7.2 hectares of land currently in agricultural use. The site is located on the western side of Darfield, north of Wombwell. The proposals seek outline planning permission for up to 200 dwellings.

The application is supported by a *Transport Assessment* (TA) which estimates 157 AM and 148 PM two-way peak-hour movements (see Figure 1 below); no daily total movements are provided. The TA states that it has based its estimates on TRICS data for 250 dwellings, we can infer that trip generation for a 200 dwelling development would be proportionately lower.

5.1.3 The table at Figure 12 shows the 85th percentile trip rates and generations for 250 dwellings. The TRICS output can be found at Appendix E.

Trip rate value per 1 dwells	Arrivals		Departures		Totals	
	Trip Rate	Traffic Gens	Trip Rate	Traffic Gens	Trip Rate	Traffic Gens
AM Peak (08:00 – 09:00)	0.165	41.25	0.462	115.5	0.627	156.75
PM Peak (17:00 – 18:00)	0.444	111	0.149	37.25	0.593	148.25

Figure 12 Proposed trip rate and traffic generations

Figure 1: (Extract from 2025 Transport Assessment p. 28)

The TA provides estimates for “the various modes of travel”, including pedestrians, cyclists, public transport users, and ‘vehicle occupants’ (which we assume includes drivers of single occupancy vehicles as well as passengers of multi-occupancy vehicles) (see Figure 2 below). According to these figures 86% of trips are likely to be made by private car.

Mode of Travel	Trip Rate	Generations (250 dwellings)
Pedestrians	0.667	167
Cyclists	0.102	26
Public Transport	0.201	50
Vehicle Occupants	6.101	1525
Overall People Trips	7.073	1768

Figure 13 TRICS Multi-modal traffic daily generations

Figure 2: (Extract from 2025 Transport Assessment p. 29)

The Travel Plan (TP) submitted in support of the proposals sets out initiatives to promote public transport including ensuring residents are able to access real-time travel information, how to plan journeys via public transport, and facilitating the provision of discounted travel cards to assist with the promotion of using buses and rail to access the site.

In our experience occupants of new residential developments tend to establish their travel practices from the outset, and the most effective interventions are those that are designed into the development. It is essential that the ‘whole journey’ for travel via sustainable modes of travel is facilitated from the outset; this includes modern public transport facilities, reliable public transport services, and legible and attractive active travel routes in-between.

Public transport links

The closest pairs of bus stops to the application site are detailed below:

- Pitt Street:
 - **Stop 55083** (George Street/Pitt Street) (inbound - towards Barnsley)
 - Pole and flag [Figure 3]
 - **Stop 50207** (George Street/Pitt Street) (outbound – towards Wombwell)
 - 3-bay cantilever P2 solar [Figure 4]
 - Served by 27/27a/27b (route to Barnsley via Grimethorpe, journey time approx. 1hr)
- Upperwood Road:
 - **Stop 50209** (Upperwood Road/Burnham Way) (inbound – towards Barnsley)
 - 2-bay Abacus shelter [Figure 5]
 - **Stop 55340** (Upperwood Road/Roundwood Way) (outbound – towards Wombwell, Doncaster)
 - 2-bay P1 shelter [Figure 6]
 - Served by 27/27a/27b, AND 219/219a (219 is the most direct service to Barnsley with journey time approx. 20 mins)
 - Access to stops requires pedestrian permeability through application site at north-eastern corner

Most proposed dwellings in the application site are likely to be within 800m of one of the above pairs of bus stops. The bus stops on Upperwood Road are likely to be preferred for people travelling to Barnsley as the travel time is in the region of 20 minutes via the 219/219A compared with 60 minutes via the 27/27a which route via Grimethrope, Brierley, and Cudworth.



Figure 3: 55083 (inbound) – Pole and flag (Image source: Google, July 2025)

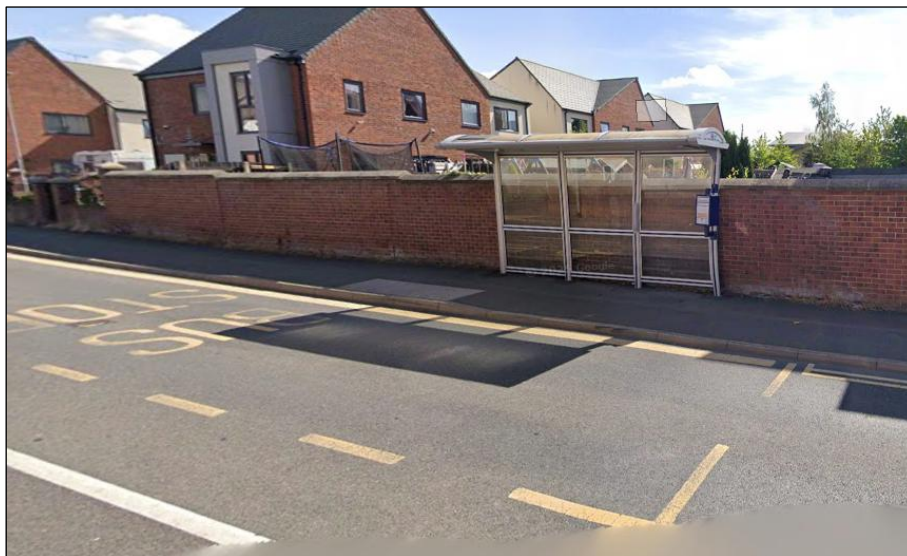


Figure 4: 50207 (outbound) – 3-bay cantilever P2 solar (Image source: Google, July 2025)



Figure 5: 50209 (inbound) - 2-bay Abacus shelter (Image source: Google, July 2025)



Figure 6: 55340 (outbound)- 2-bay P1 shelter (Image source: Google, July 2025)

Promoting sustainable travel

SYMCA's Transport Strategy (2019) sets out that improving people's quality of life can be achieved by integrating sustainable transport considerations into the design of all new development, with emphases on enabling sustainable and active travel choices, and ensuring safety and security.

As set out in SYMCA's *Bus Improvement Plan* (2021), a high-quality bus network can play a role in incentivising modal shift away from private vehicles and therefore reduce car use, decrease congestion, reduce emissions and improve air quality. Research by Transport Focus¹ suggests that the top three priorities for many people when deciding how to travel are safety, direct travel, and convenience. Bus services need to be supported by high quality infrastructure - the availability of waiting shelters, seating, and passenger travel information at bus stops is key to providing a comfortable and convenient experience.

It is SYMCA's policy to bring bus stops where possible up to modern standards; this includes installation or replacement with modern waiting shelters with seating, installation of Real-Time Passenger Information Displays (R-T PID), as well as to bring bus stop pavement works up to modern accessibility standards including tactile paving and raised kerbs, as required. The

¹ <https://www.transportfocus.org.uk/insight/bus-passenger-survey/>

enhancement of public-facing infrastructure (e.g. bus waiting shelters and accessible real-time information displays) are preferred over the provision of travel cards to new residents.

As set out in the previous section there are two primary sets of bus stops that are well-related to the application site, these are summarised below:

- Stop 55083 (inbound)
 - Pole and flag, no pavement works or clearway marking/signage
 - Likely preferred stop for travel to Grimethorpe/Cudworth
- Stop 50207 (outbound)
 - 3-bay cantilever P2 solar, tactile paving, raised kerb, and clearway marking (no clearway signage)
 - Likely preferred stop for travel to Wombwell
- Stop 50209 (inbound)
 - 2-bay Abacus shelter, no pavement works or clearway marking/signage
 - Likely preferred stop for travel to Barnsley
- Stop 55340 (outbound)
 - 2-bay P1 shelter, no pavement works or clearway marking/signage
 - Likely preferred stop for travel to Doncaster

We request that the applicant provides the costs for bringing these bus stops up to modern standards as set out in Table 1 below:

Table 1: Public Transport Infrastructure Enhancements

Bus Stop ID	Description of Works	Cost
55083	Bus stop assets: Supply and installation of new solar powered 3-bay bus waiting shelter (Incl. 10 years maintenance). Supply & installation of battery-powered e-Paper Real-Time Passenger Information Display (incl. 10 years advanced CMS)	£26,358
55083	Highway works: Platform for shelter installation, raised kerb/ tactile paving/ bus stop clearway marking & signage (as required)	arranged by applicant
50207	Bus stop assets: Supply & installation of battery-powered e-Paper Real-Time Passenger Information Display (incl. 10 years advanced CMS)	£11,358
50207	Highway works: Bus stop clearway signage	arranged by applicant
50209	Bus stop assets: Removal of existing shelter. Supply and installation of new solar powered 3-bay bus waiting shelter (Incl. 10 years maintenance). Supply & installation of battery-powered e-Paper Real-Time Passenger Information Display (incl. 10 years advanced CMS)	£26,358
50209	Highway works (pavement): Platform for replacement shelter installation, raised kerb/ tactile paving/ bus stop clearway marking & signage (as required)	arranged by applicant
55340	Bus stop assets: Removal of existing shelter. Supply and installation of new solar powered 2-bay bus waiting shelter (Incl. 10 years maintenance). Supply & installation of battery-powered e-Paper Real-Time Passenger Information Display (incl. 10 years advanced CMS)	£26,358
55340	Highway works (pavement): Raised kerb/ tactile paving/ bus stop clearway marking & signage (as required)	arranged by applicant
Total Cost		£90,432

The e-ink Real-Time Passenger Travel Displays (R-T PIDs) replace existing paper timetables. These units are battery powered, updated remotely so that the timetables are always up to date, show real-time bus arrival times, and have accessibility features including text to speech and large buttons so that they can be navigated by a range of users with different accessibility needs. Indicative designs of the modern e-paper real-time passenger information displays are shown in Annex 1.

The public transport enhancements requested above are proportionate in scale to the proposed development, well related to the proposed development, are a key part of encouraging a modal shift to sustainable modes of transport, and are required in order that the proposals are acceptable in planning terms.

Developer Contribution Agreement Advisories

Advisory 1: The developer contributions set out in Table 1 should be managed by way of a Section 106 agreement, planning condition, and/or S278, with the **contribution trigger specified as “prior to first occupation”**. This will help to ensure that the public transport enhancements are delivered early in the development.

Advisory 2: The developer contributions set out in Table 1 are correct on the date of this letter. Due to the timeframes involved between the date of this letter and, subject to planning permission being granted, the date of the signing of the S106 agreement or similar, these costs may change. We ask that an **updated schedule of costs is requested** prior to the signing of any relevant agreements.

Advisory 3: The relevant agreement(s) should specify that the agreed costs for infrastructure enhancement are **index-linked** to capture any increase in costs due to inflation.

Statutory traveller obligations

If BMBC have not done so already we would advise them to identify which 11-16 school catchment the proposals would fall within. If the school's distance from the site exceeds 3 miles there will be a requirement to accommodate the needs of statutory travellers. If the school's distance from the site exceeds 2 miles low-income families will be statutory travellers.

If an obligation to statutory travellers is identified by the BMBC education transport team then BMBC may choose to fund this through S106 agreements with the developer. SYMCA will not be responsible for transport provision for statutory travellers generated by this development, and any additional school buses or costs to provide transport will have to be met by BMBC over and above the current levy.

Active travel

SYMCA's recently published Walking, Wheeling and Cycling Strategy outlines our commitment to work with South Yorkshire's strong communities to build safer neighbourhoods that people feel proud to call home. We will make it easier to get to work and learning opportunities, especially by walking to buses, trams and trains.

Crossing of Pitt Street

We would like to see a controlled crossing, for both pedestrians and cyclists, of Pitt Street conditioned as part of the development. This is a key desire line from the proposed site to the key trip generator of Netherwood Academy, as well as to the Trans Pennine Trail/National Cycle Network route 62 (see below). SYMCA have previously raised concerns about the unsafe crossing of Pitt Street in relation to a separate planning application (2024/0580) to the north which links to the school via traffic free paths west of the Low Valley Farm site. We reiterate our position that a safe, controlled crossing of Pitt Street should be provided for pedestrians and cyclists to aid school and other journeys by active modes.

Walking

The walking route towards Darfield is narrow and will be difficult to navigate for those with pushchairs or using wheeled mobility devices; it is below the 2.0m minimum width outlined in Inclusive Mobility (4.2). This is exacerbated by the presence of pavement parking, which is a key focus area that SYMCA wish to address, as mentioned in our Wallking, Wheeling and Cycling Strategy. The route into Darfield is deemed particularly vital as it is the main walking route to the local primary school, Outwood Primary Academy Darfield. Consideration should be given to addressing this as part of the development.

Linking to Trans Pennine Trail/National Cycle Network Route 62

The bridleway which runs to the west of Netherwood Academy provides a direct, low-traffic route from Pitt Street to the Trans Pennine Trail/National Cycle Network route 62, which provides onward connections to Wombwell, Worsbrough and Barnsley. The section of route from Worsbrough to Wombwell has recently been upgraded by Barnsley Metropolitan Borough Council, and whilst unlit, provides an otherwise accessible route for local journeys, with the surfacing improved and access control barriers redesigned. It is therefore desirable that the aforementioned bridleway can be accessed safely from the site, and as above, a pedestrian and cycle crossing should be provided across Pitt Street. Consideration should also be given as to how cyclists will travel along Pitt Street either side of this crossing, and an LTN 1/20 compliant route should be provided from the site to achieve this.

Site Permeability and Public Transport

A pedestrian/cycle link northwards to Lombard Crescent is deemed essential to providing site permeability with the wider area, and allowing residents to access bus services on Upperwood Road. A link should be safeguarded at this stage. In addition, a pedestrian/cycle link eastwards to the neighbouring development site should also be provided to enable local walking, wheeling and cycling journeys to Darfield.

Cycle Parking

Use of the Barnsley SPD parking guidance of 1 space per dwelling is considered acceptable, however SYMCA would encourage the applicant to go beyond these minimums to provide 1 space per bedroom where possible as outlined in LTN 1/20 11.3. In developments that provide homes for families, enough cycle parking should be provided to allow all members of a family space to store their own bike.

Summary

In this consultation response SYMCA has requested a financial contribution towards public transport enhancements with the reasoning and justification that the requested developer obligations are related to and in proportion to the proposals, will help towards maximising the potential sustainability of the site from a transport perspective in line with the purposes of the NPPF (2024), and are required to make the proposed development acceptable in planning terms.

If you require any further information, please do not hesitate to contact SYMCA's Planning Officer Nick Soucek at SYMCA.Planning@southyorkshire-ca.gov.uk.

Yours faithfully,



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Annex 1: Bus stop infrastructure



Figure 1: Real Time Passenger Information – Accessible 4-button battery-powered e-Paper display