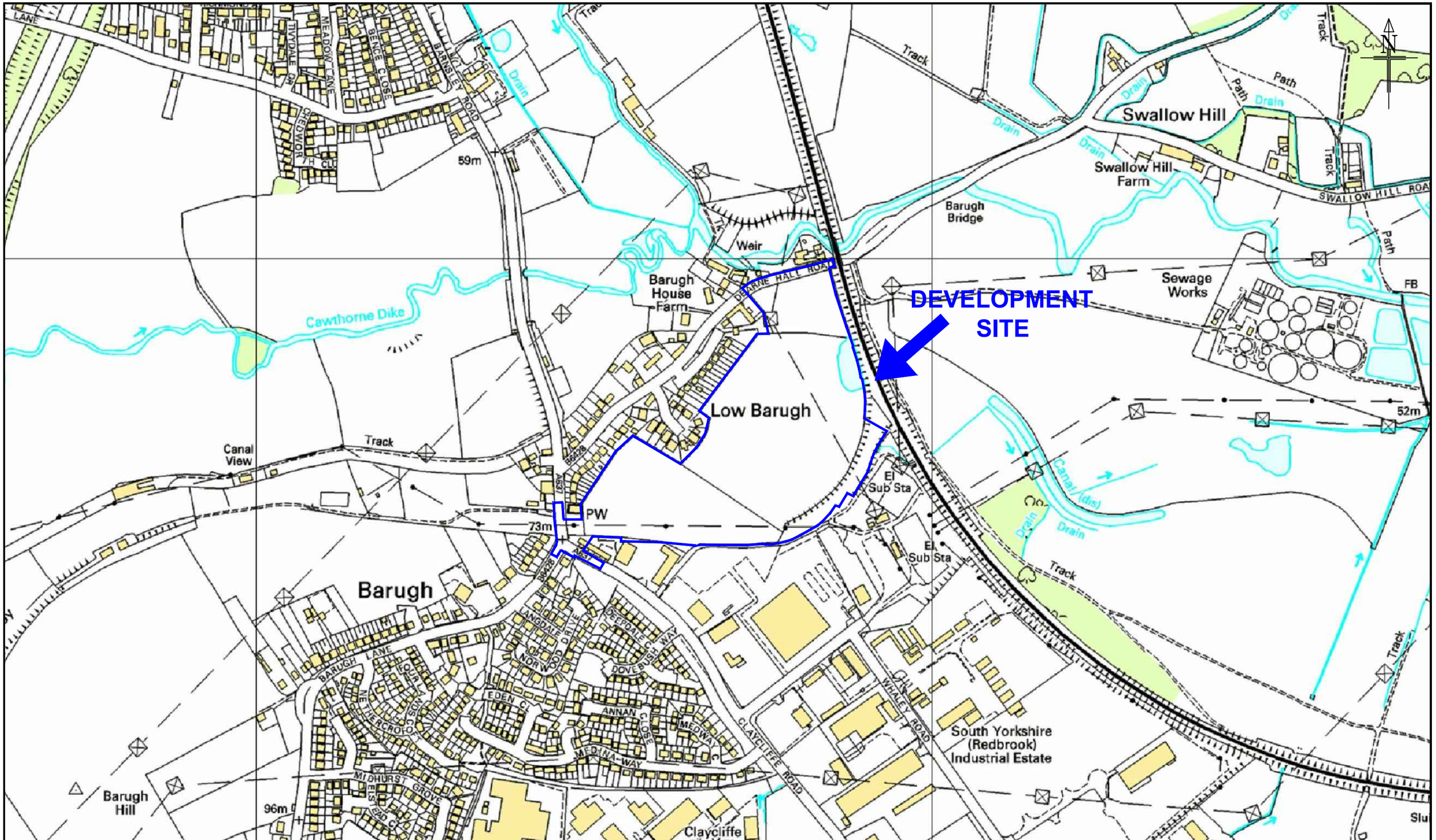
APPENDIX BGH 1



Client	CEP Ltd and Hallam Land Management
Project	PROPOSED RESIDENTIAL DEVELOPMENT LAND AT DEARNE HALL ROAD, BARUGH GREEN
Title	SITE LOCATION

BRYAN · G · HALL
consulting civil & transportation planning engineers

Bryan G Hall Ltd.
Suite E8 Joseph's Well
Hanover Walk
Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale NTS	Date March 2013	Doc Sheet No
Drawn RD	Checked MC	Approved SCW
Job No 08–241	Drawing No Appendix – BGH1	Rev

APPENDIX BGH 2

Martin Crabtree

From: Andrew Cooper
Sent: 21 May 2012 15:28
To: 'barbarawilson@barnsley.gov.uk'
Cc: Stuart Wilkins
Subject: Scoping Note for Transport Assessment - Low Barugh, Barnsley
Attachments: 08-241-001.1 TA Scoping Report and Appendices.pdf

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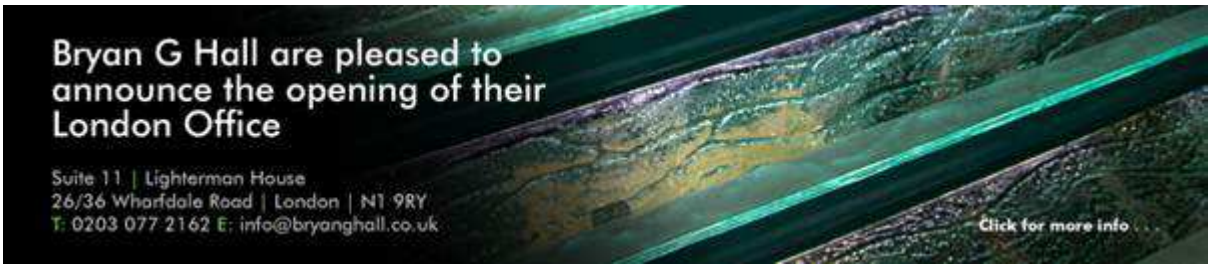
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From: Andrew Cooper
Sent: 11 October 2012 10:19
To: 'barbarawilson@barnsley.gov.uk'
Subject: RE: Scoping Note for Transport Assessment - Low Barugh, Barnsley

Barbara

I have still not heard from you regarding the Scope of the TA. Can I assume therefore that you are happy with that proposed?

Also when we last talked we discussed the principles of MFS with regard to the link road. We discussed construction of a 6.5m wide carriageway which again you were to consider in principle. Can I push you please for thoughts on this matter.

Regards

Andy Cooper
Senior Engineer

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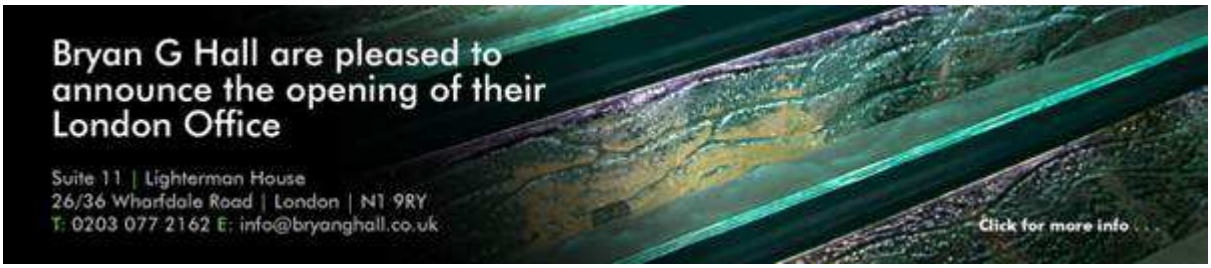
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PROPOSED RESIDENTIAL DEVELOPMENT
DEARNE HALL ROAD,
LOW BARUGH
BARNSLEY

SCOPING REPORT FOR TRANSPORT ASSESSMENT

Bryan G Hall
Consulting Civil & Transportation
Planning Engineers
Suite E8
Joseph's Well
Hanover Walk
Leeds
LS3 1AB

May 2012 Ref: 08-241-001.01

V1

Scoping Report prepared by ..... Andrew Cooper

Scoping Report checked by ..... Stuart Wilkins

May 2012

Ref: 08-241-001.01

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1.0 INTRODUCTION 1

2.0 DEVELOPMENT PROPOSALS 2

3.0 TRANSPORT ASSESMENT CRITERIA 3

1.0 INTRODUCTION

1.1 Background

Bryan G Hall has been appointed by Commercial Estates Group to prepare a Transport Assessment (TA) to accompany a planning application which will seek permission to develop an area of land known as Low Barugh, Dearne Hall Road, Barnsley for residential use.

1.2 This Scoping Report seeks to define the extent of the TA and has been prepared for discussions with officers of the Local Planning and Highway Authority.

1.3 The TA will deal comprehensively with all transport issues raised by the scheme and will be based on national guidance set out in the Department for Transport (DfT) document entitled *'Guidance on Transport Assessment'* (March 2007) and have regard to local transport policy.

1.4 The *'National Planning Policy Framework document'* (NPPF) prepared by Communities and Local Government (March 2012) will be considered as part of the TA.

1.5 The TA will provide the necessary information to assist the Local Highway Authority (Barnsley Metropolitan Borough Council - BMBC) to assess the planning application.

1.6 The TA will consider the transport implications of the proposals, consider travel by other sustainable modes than that of the private car and identify any residual impacts together with appropriate mitigation measures.

2.0 DEVELOPMENT PROPOSALS

2.1 The development land is known as Low Barugh. The site is located some 4 kilometres to the north-west of Barnsley town centre and is identified in relation to the existing local highway network on the location plan at **Enclosure 1**.

2.2 The land is currently un-developed agricultural land and is bounded by Dearne Hall Road to the north, by the Hallam Line railway line to the east, by Claycliffe Road/Barnsley Road to the west and existing industrial development served from Whaley Road to the south.

2.3 The development proposals at this current time are for some 200 residential dwellings.

2.4 Vehicular access to the development is likely to be achieved by way of two purpose built junctions. The junction types are still to be considered in detail. Access to the development will be from the sites boundary with Dearne Hall Road to the north and Claycliffe Road to the west. The two access roads are likely to be linked. The final and most practicable solution will ultimately be decided through detailed transport modelling and assessment work and through discussions with BMBC.

2.5 **Pedestrian/Cycle Access**

Pedestrian/cycle access to the development will be carefully considered to ensure maximum linkages with the adjacent local highway network. Good pedestrian permeability will also encourage linkages to nearby public transport stops. The nearest bus stops are located on Barnsley Road, some 300 metres to the west.

3.0 TRANSPORT ASSESMENT CRITERIA

3.1 As noted at paragraph 1.3, the TA will be based on guidance set out in the DfT's document entitled *'Guidance on Transport Assessment'* dated March 2007.

3.2 **Public Transport**

The TA will consider total person trips to/from the site. Based on local surveys and existing travel to work information from the 2001 Census the TA will estimate the likely proportion of trips by public transport to/from the development site. As a consequence the TA will then go on to assess the public transport provision and its adequacy in the vicinity of the development site to determine travel by this mode and consider the demand/need for any improvements to maximise its use.

3.3 **Accessibility for Pedestrians and Cyclists**

The Transport Assessment will also consider pedestrian and cyclist access to the development with particular reference to local transport strategies to determine the likely proportion of trips by cycle and on foot.

3.4 **Study Area**

An assessment of the current usage of the local highway network, in the vicinity of the development site, will be based upon the results of traffic surveys and queue/delays surveys to be undertaken on a neutral weekday between the hours of 07:00-10:00 and 15:30-18:30. Surveys will be undertaken avoiding school/public holidays and within the last 3 years. The extent of the proposed scope for the application will cover the following junctions listed below and shown on the map at **Enclosure 2**. The scope is subject to agreement with BMBC:-

A - Dearne Hall Road/Spark Lane/Swallow Hill Road
B - Dearne Hall Road/Barnsley Road
C - Barnsley Road/Barugh Lane/Claycliffe Road

3.5 **Accident Analysis**

The record of personal injury accidents that have occurred on the local highway network (within the above defined study area) during the last five years, will be obtained from the local Highway Authority. The records will be analysed to determine any relevant accident patterns and if appropriate recorded appropriate mitigation/improvement measures.

3.6 **Committed Developments**

The TA will include traffic movements likely to be generated by committed development which effect the defined study area. Details are to be advised by the Local Planning Authority.

3.7 The development proposals will be assessed at future years as per the guidance contained within *'Guidance on Transport Assessment'.* The development will be assessed at:

- 2012 - Year of registration,
- 2017 - Five year assessment of the local highway network

3.8 **Traffic Growth**

Traffic growth will be based upon National Trip End Model (NTM) adjusted by Tempro local and regional growth factors (Dataset set 6.2 AF09) for the Darton wards (Ref: 00CC4).

3.9 **Sustainable Transport Measures**

The application will include a Travel Plan Framework that will be developed and agreed with the Local Highway Authority.

3.10 **Hours of Assessment**

The hours of assessment will be identified from the traffic surveys to be undertaken in due course.

3.11 **Traffic Generation**

In order to identify a relevant weekday residential person trip rate, the TRICS database (v 2011b.v.6.8.2) has been used. The TRICS database has been interrogated and the person trip rates to be used as part of the TA are outlined in the table below along with the proposed modal splits. The outputs are attached at **Enclosure 3**. These are to be agreed with BMBC prior to preparation of the TA:-

Proposed Residential Person Trip Rate

Trip Rate	In	Out	Total
AM Peak	0.258	0.807	1.065
PM Peak	0.602	0.397	0.999

Proposed Modal Splits

Mode	AM Peak	PM Peak
Pedestrians	22.7 %	13.7 %
Cyclists	2.3 %	1.7 %
Public Transport Users	3.1 %	1.7 %
Vehicle Occupants	71.9 %	82.9 %
Total	**100 %**	**100 %**

3.12 The proposed modal split will also be compared against the 2001 Special Workplace Census data.

3.13 **Traffic Distribution**

Traffic distribution will be established through Special Workplace Statistics from the 2001 Census. The appropriate wards which form the basis for assessment are to be agreed with the local Highway Authority, however it is suggested to use a cumulative average (so eliminate any weighting towards a particular ward) of the following:-

- Darton West Ward, and
- Darton East Ward.

3.14 **Assessment Methods**

The TA will assess both the existing surveyed peak hours and the predicted future year traffic flows which will include committed development and the traffic likely to be generated by the proposed development. The impact of the proposed development will be based upon the net increase in traffic flows on the surrounding highway network.

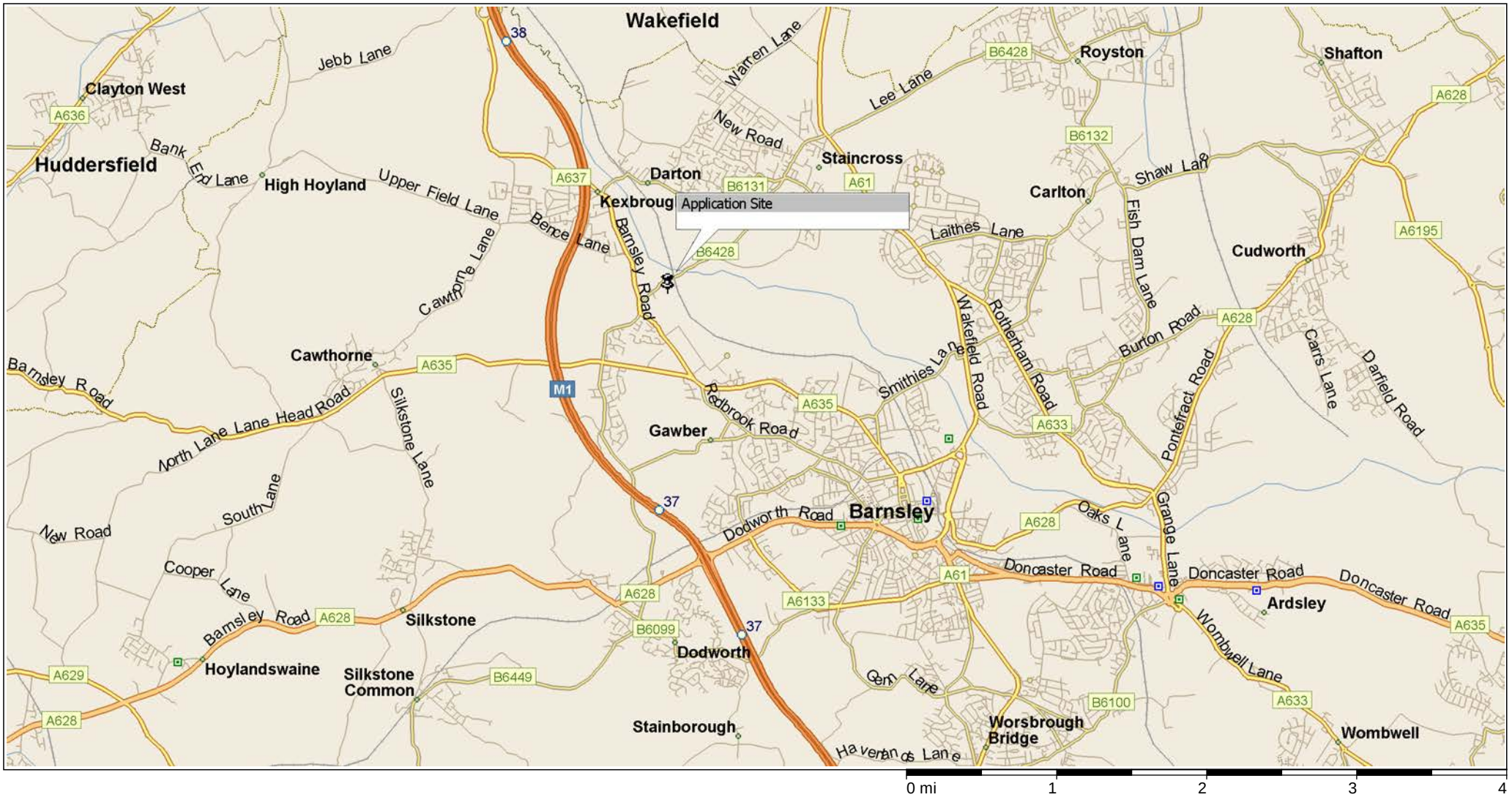
3.15 The impact will be assessed using industry recognised computer programs, in conjunction with specific DfT guidance.

3.16 **Mitigation Measures**

The Transport Assessment will consider the need for off-site mitigation measures and identify appropriate improvements if needed.

APPENDIX BGH 1

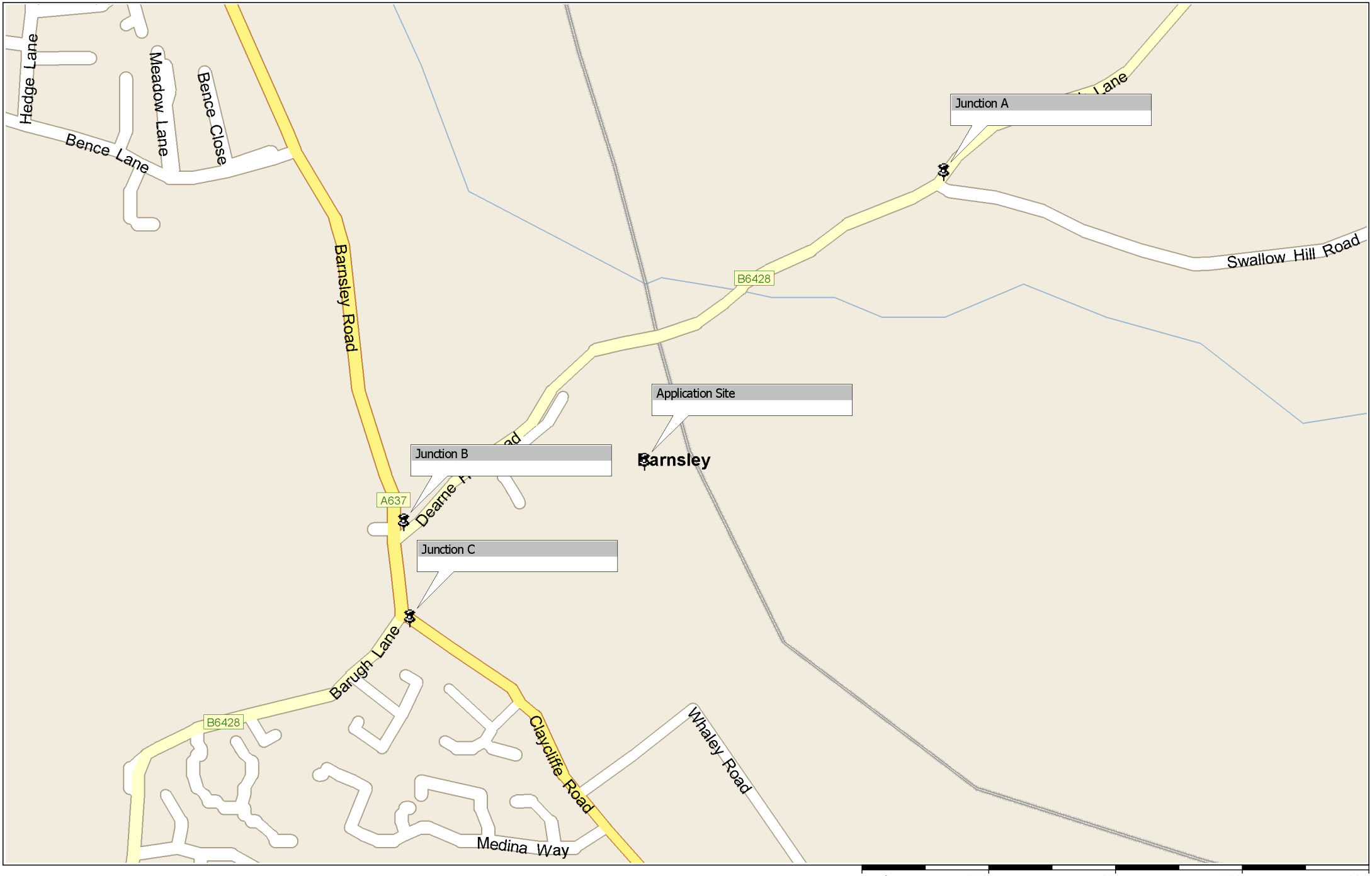
Barnsley, England, United Kingdom



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APPENDIX BGH 2

08-241 Junction Locations



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APPENDIX BGH 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	2 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
11	SCOTLAND		
	FI	FIFE	1 days
	HI	HIGHLAND	1 days
	SR	STIRLING	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 52 to 372 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 13/05/11

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	4 days
Friday	3 days

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	14
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Residential Zone	12
No Sub Category	3

LIST OF SITES relevant to selection parameters

1 BD-03-A-01 SEMI DETACHED, LUTON BEDFORDSHIRE
NEW BEDFORD ROAD

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 131
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

2 BD-03-A-02 SEMI DETACHED, LUTON BEDFORDSHIRE
RIDDY LANE

LUTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 82
Survey date: TUESDAY 06/07/04 Survey Type: MANUAL

3 CH-03-A-06 SEMI-DET./BUNGALOWS,CREWE CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

4 CW-03-A-02 SEMI D./DETATCHED, TRURO CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

5 FI-03-A-02 SEMI DETACHED, GLENROTHES FIFE
WAROUT ROAD

GLENROTHES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 58
Survey date: MONDAY 16/05/05 Survey Type: MANUAL

6 HI-03-A-14 SEMI-DETACHED, INVERNESS HIGHLAND
CALEDONIAN ROAD
DALNEIGH
INVERNESS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: FRIDAY 13/05/11 Survey Type: MANUAL

7 LN-03-A-02 MIXED HOUSES, LINCOLN LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 MS-03-A-01 TERRACED, RUNCORN MERSEYSIDE
PALACE FIELDS AVENUE

RUNCORN
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 372
Survey date: THURSDAY 06/10/05 Survey Type: MANUAL

9 NY-03-A-01 MIXED HOUSES,NORTHALLERTON NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: TUESDAY 25/09/07 Survey Type: MANUAL

10 SF-03-A-01 SEMI DETACHED, IPSWICH SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

11 SH-03-A-04 TERRACED, SHREWSBURY SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

12 SR-03-A-01 DETACHED, STIRLING STIRLING
BENVIEW

STIRLING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: MONDAY 23/04/07 Survey Type: MANUAL

13 TV-03-A-01 MIXED HOUSES/FLATS, HARTLEPL TEES VALLEY
POWLETT ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 225
Survey date: THURSDAY 14/04/05 Survey Type: MANUAL

14 WM-03-A-01 TERRACED, COVENTRY WEST MIDLANDS
FOLESHILL ROAD
FOLESHILL
COVENTRY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 79
Survey date: FRIDAY 03/02/06 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

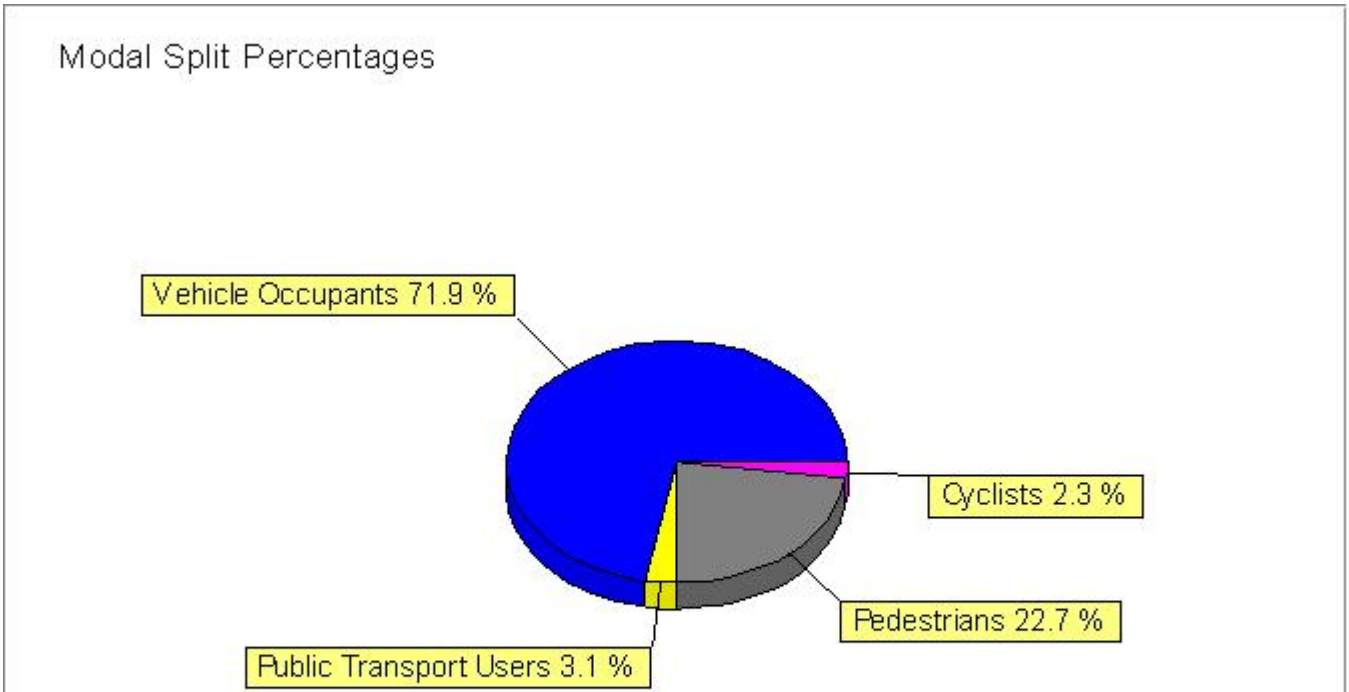
15 WO-03-A-03 DETACHED, KIDDERMINSTER WORCESTERSHIRE
BLAKEBROOK
BLAKEBROOK
KIDDERMINSTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 138
Survey date: FRIDAY 05/05/06 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

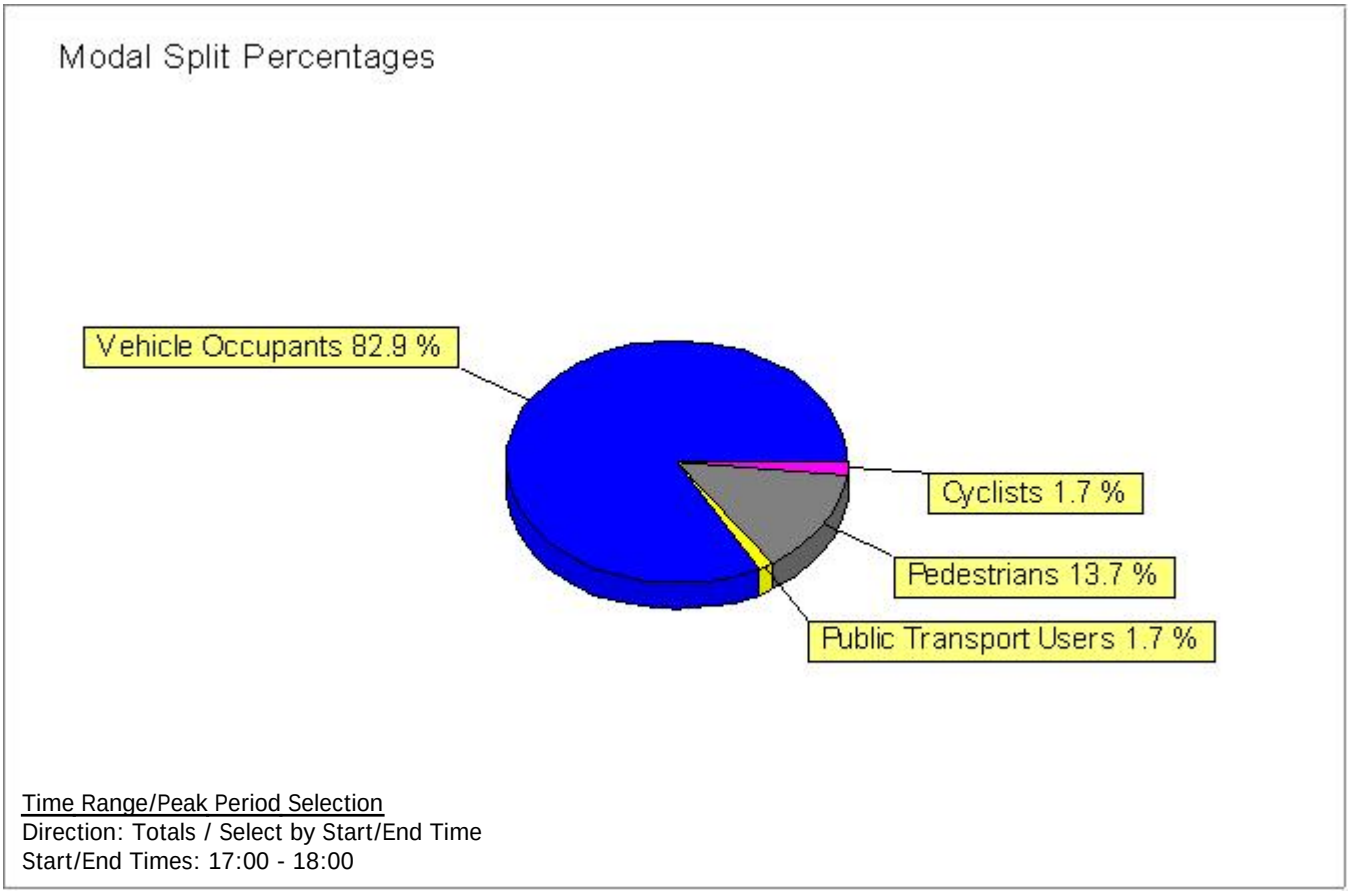
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	15	127	0.109	15	127	0.391	15	127	0.500
08:00 - 09:00	15	127	0.258	15	127	0.807	15	127	1.065
09:00 - 10:00	15	127	0.261	15	127	0.345	15	127	0.606
10:00 - 11:00	15	127	0.243	15	127	0.282	15	127	0.525
11:00 - 12:00	15	127	0.279	15	127	0.293	15	127	0.572
12:00 - 13:00	15	127	0.288	15	127	0.297	15	127	0.585
13:00 - 14:00	15	127	0.284	15	127	0.306	15	127	0.590
14:00 - 15:00	15	127	0.303	15	127	0.320	15	127	0.623
15:00 - 16:00	15	127	0.564	15	127	0.378	15	127	0.942
16:00 - 17:00	15	127	0.538	15	127	0.347	15	127	0.885
17:00 - 18:00	15	127	0.602	15	127	0.397	15	127	0.999
18:00 - 19:00	15	127	0.458	15	127	0.387	15	127	0.845
19:00 - 20:00	1	73	0.000	1	73	0.000	1	73	0.000
20:00 - 21:00	1	73	0.000	1	73	0.000	1	73	0.000
21:00 - 22:00	1	73	0.000	1	73	0.000	1	73	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.187			4.550			8.737

Parameter summary

Trip rate parameter range selected:	52 - 372 (units:)
Survey date date range:	01/01/03 - 13/05/11
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0



Time Range/Peak Period Selection
Direction: Totals / Select by Start/End Time
Start/End Times: 08:00 - 09:00



Time Range/Peak Period Selection
Direction: Totals / Select by Start/End Time
Start/End Times: 17:00 - 18:00

APPENDIX BGH 3

N

Millers Inn

ACCESS TO REAR OF DWELLINGS MAINTAINED

ACCESS MAINTAINED TO PUBLIC HOUSE

(PH)

83

87

Weir

Water Mill Court

71

67

69

65a

Shelter

4.5m VISIBILITY SPLAYS

FORWARD VISIBILITY ENVELOPE

FORWARD VISIBILITY ENVELOPE

3.0m

3.0m

3.0m

55.0

56.0

57.0

58.0

59.0

130

142

118

114

Pylon

6.5m WIDE CARRIAGEWAY WITH 2.0m FOOTWAYS

MP 25

River Dearne

B 6428

Bridge Pier

Abutment

0.1m

Drawing Number: 08/241/TR/003

Revision: D

Notes

Do not scale this drawing

Rev	Date	Amendments	Drn	Chk	App
D	07/03/2013	MINOR AMENDMENTS	MC	NA	SCW
C	04/09/2012	RESIDENTIAL ROAD WIDTH AMENDED TO 6.5m	JP	AC	
B	12/09/2011	MINOR AMENDMENTS	RIS	SCW	SCW
A	07/09/2011	ACCESS TO PUBLIC HOUSE AND RESIDENTIAL PROPERTIES ADDED	RIS	SCW	SCW

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consulting civil & transportation planning engineers

Status	PRELIMINARY
Client	COMMERCIAL ESTATES GROUP
Project	BARUGH GREEN BARNSLEY
Title	PROPOSED ACCESS ARRANGEMENT DEARNE HALL ROAD

Drawing No.	08/241/TR/003	Revision	D
Scale	1 : 500	Job No. 08-241	Date 07/04/08
A2 – 420 x 594	Drawn IE	Checked DJP	Approved SCW

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Bryan G Hall Ltd

Suite E8 Joseph's Well
Hanover Walk
Leeds LS3 1AB
Tel No: 0113 246 1555
Fax No: 0113 234 2201

N

C.E.G Ownership

325

320

Church

Access Ramp

Curch Car Park

post & rail fence

overhead power lines

overhead power lines

grass area

243

241

Grass

Grass

Grass

Hedge

Footpath

1

11

19

2

4

Garage

Client	COMMERCIAL ESTATES GROUP LTD
Project	PROPOSED RESIDENTIAL DEVELOPMENT BARAUGH GREEN, BARNSLEY
Title	PROPOSED COMPACT ROUNDABOUT

BRYAN • G • HALL
consulting civil & transportation planning engineers

Bryan G Hall Ltd.
Suite E8 Joseph's Well
Hanover Walk
Leeds,
LS3 1AB
Tel: +44(0)113 246 1555
Fax: +44(0)113 234 2201

Rev	Amendments	Drawn	Chkd	Appr	Date

Scale 1:500	Date 06.03.13	Doc Sheet No
Drawn JP	Checked SW	Approved SW
Job No 08-241	Drawing No 08/241/TR/026	Rev