mosodi

Proposed Commercial Development at Gateway 36 for Harworth

TRANSPORT ASSESSMENT
FEBRUARY 2026

Quality Management

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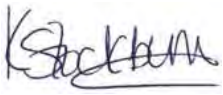
Signature				
Checked by	F Daniels			
Signature				
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1. Introduction

1.1.1 This Transport Assessment (TA) has been prepared by Mosodi on behalf of Harworth Group to support the reserved matters application for Plot 6 of the Gateway 36 development.

1.1.2 The Site layout is available in Appendix A, and comprises the following:

- One main unit (2,857m^2);
- 128 car parking spaces, of which:
  - 5 are disabled spaces (1 EV);
  - 13 standard EV charging spaces; and
  - 7 car share spaces.
- Two external visitor cycle parking spaces;
- 26 employee cycle spaces;
- Eight employee motorcycle spaces;
- Two visitor motorcycle spaces;
- 127 van parking spaces, of which 70 are EV charging spaces; and
- Associated landscaping.

1.1.3 The Site is situated within the wider Gateway 36 development, the location of which is shown in Figure 1 attached.

1.1.4 Outline planning permission was granted on 23rd December 2019 for a hybrid application for a development of up to 102,193sqm of employment uses (classes B1/B2 and B8) with associated works, including provision of internal access roads, drainage, and landscaping. The consent comprises: a) an Outline application with all matters reserved apart from means of access; and b) a full application for associated earthworks and creation of access points, including a new roundabout to access Local Plan allocation Site ES15 (2019/1573).

1.1.5 For clarity, throughout this report, the proposed development will be referred to as the "Site", and the wider development as "Gateway 36".

1.1.6 It covers a variety of topics which are set out in the following chapters:

- Chapter 2 – describes the Site and the existing transport conditions;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services;
- Chapter 5 – sets out the proposed trips generated by the development proposals;
- Chapter 6 – summarises and concludes the report.

2. Existing Site

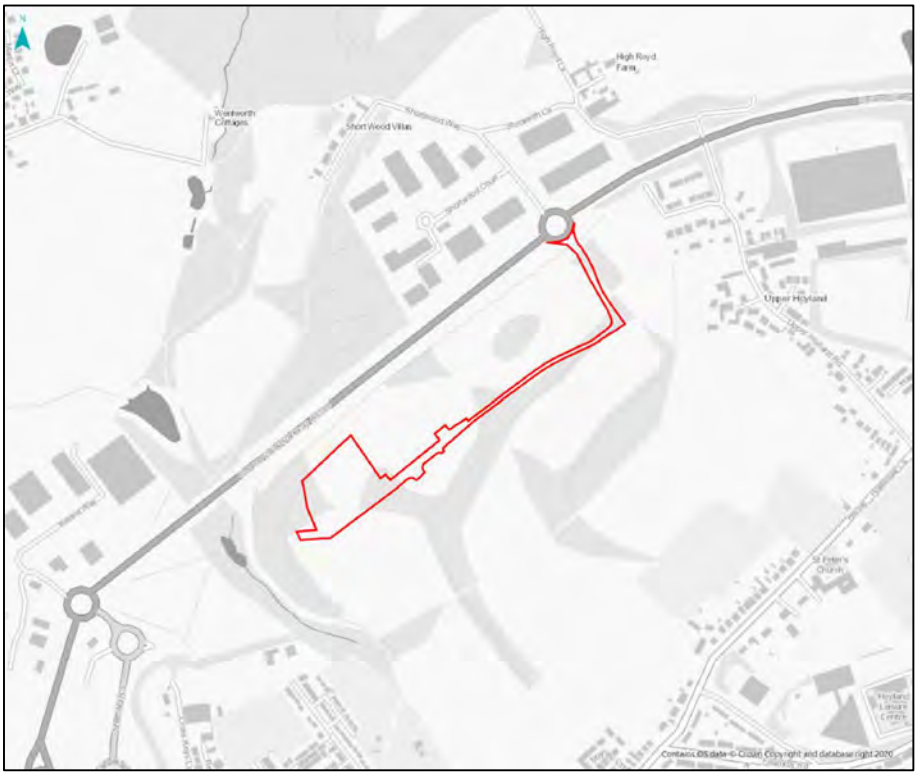
2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes.

2.2 Existing Site

2.2.1 The development Site is located within and adjacent to the Hoyland North Masterplan area and forms part of the Gateway 36 mixed use development.

2.2.2 The location of the Site in relation to the local area is available in Figure 1, an extract of which is shown in Image 2.1.

IMAGE 2.1 SITE LOCATION



2.2.3 The development is located to the south of the A6195 Dearne Valley Parkway and forms part of Phase 2 (ES17) of the Hoyland North Masterplan. The Site is approximately 5.3km south of Barnsley and 11km northwest of Rotherham. It lies to the east of the M1 and is located approximately 1 km journey from Junction 36.

2.2.4 The land south of the development is allocated for residential use, with employment uses to the east and north and a mixture of retail and employment uses to the west.

2.3 Existing Local Highway Network

A6195 Dearne Valley Parkway / A61 Sheffield Road / Kestrel Way – Rockingham Interchange

2.3.1 The A6195 Dearne Valley Parkway runs on an east-west axis to the north of the development. It is an adopted dual carriageway road subject to the national speed limit as it passes the site frontage. Approximately 500m west of the Site the A6195 joins with Sheffield Road via Rockingham Interchange.

2.3.2 The eastern Sheffield Road arm has provisions for a shared footway / cycleway on either side of the highway.

2.3.3 Kestrel Way on the western arm also has the provisions of a shared footway / cycleway on either side of the highway and has a pedestrian splitter island.

2.3.4 The A6195 northbound and southbound arms are dual carriageway with two lanes in each direction, separated by a central reservation. It has a shared footway / cycleway on both sides of the carriageway to the south. No footway is currently provided to the north of the roundabout; however, there is a Public Right of Way (PRoW) which is set back from the carriageway that can provide a traffic free route.

2.3.5 Recent improvements to the highway network between the Rockingham Roundabout and J36 of the M1 have taken place in order to accommodate the predicted growth in traffic associated with the Hoyland North Masterplan, amongst other developments. These improvements have been implemented and are shown in Image 2.1 (extract from Google maps).

IMAGE 2.2 RECENTLY IMPROVED HIGHWAY NETWORK (EXTRACT FROM GOOGLE MAPS)

A61 Sheffield Road / A6195 Dearne Valley Parkway – Birdwell Junction

2.3.6 Located approximately 900m to the west of the development Site, the Birdwell Junction is an elongated roundabout connecting the A6195 and the A61. The existing layout of this junction is shown in Image 2.2.

2.3.7 The A6195 Dearne Valley Parkway northern arm is separated into segregated entry and exit-only arms, both of which are signal controlled and provide pedestrian crossing facilities. There is a shared footway / cycleway on the nearside lanes on both the northbound and southbound carriageways.

2.3.8 Similarly, the A6195 eastern arm is separated into segregated entry and exit lanes. The exit lane is a single carriageway approximately 5m in width with a shared cycleway / footpath on the nearside of the carriageway. The A6195 entry lane is a dual carriageway approximately 10m in width; the approach to the roundabout is controlled by a signalised pedestrian crossing. There is also a shared cycleway / footway on the nearside lane.

2.3.9 The A61 southbound arm is separated into two segregated entry lanes and one exit lane. The entry left-only lane is a single carriageway, and the ahead lane is a dual carriageway. Access onto the roundabout for all movements is signal controlled. The exit carriageway is exit-only and has no pedestrians or cyclist provision in order to restrict access to J36 of the M1.

2.3.10 The A61 Sheffield Road westbound arm has a triple entry carriageway and a single exit carriageway. Access onto the roundabout is signal controlled. There is a shared pedestrian / cycleway on the westbound carriageway.

Shortwood Roundabout

2.3.11 The Shortwood Roundabout is a four-arm roundabout located approximately 350m to the northeast of the Site and will provide access into the Site. The layout is shown in Image 2.2.

IMAGE 2.3 SHORTWOOD ROUNDABOUT (GOOGLE MAPS EXTRACT)

2.3.12 The A6195 is a two-lane dual carriageway with a central barrier which routes through the junction; no provisions for pedestrians or cyclists are provided on either the eastbound or westbound carriageway.

2.3.13 Shortwood Way is the northern arm, which is subject to a 30mph speed limit and has a shared pedestrian/cycleway on both sides of the highway. A pedestrian crossing is provided by a splitter island approximately 10m from the roundabout entrance.

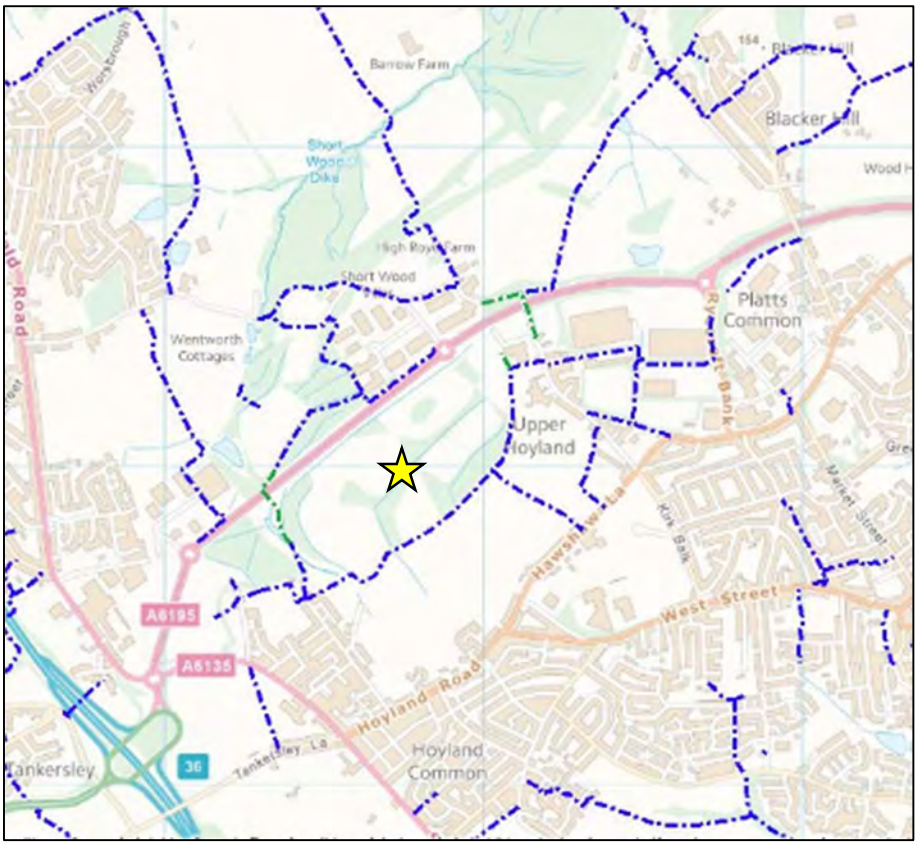
2.3.14 Newton Road is the southern arm, which provides access to the site from the Dearne Valley Parkway. The road is subject to a 30mph speed limit and has a shared pedestrian/ cycleway on both sides of the highway. A pedestrian crossing is provided by a splitter island approximately 10m from the roundabout entrance.

2.4 Public Rights of Way

2.4.1 In addition to the footways and cycle facilities that form part of the adopted highway network, there are numerous public rights of way that route through the proposed development connecting to and from the road network.

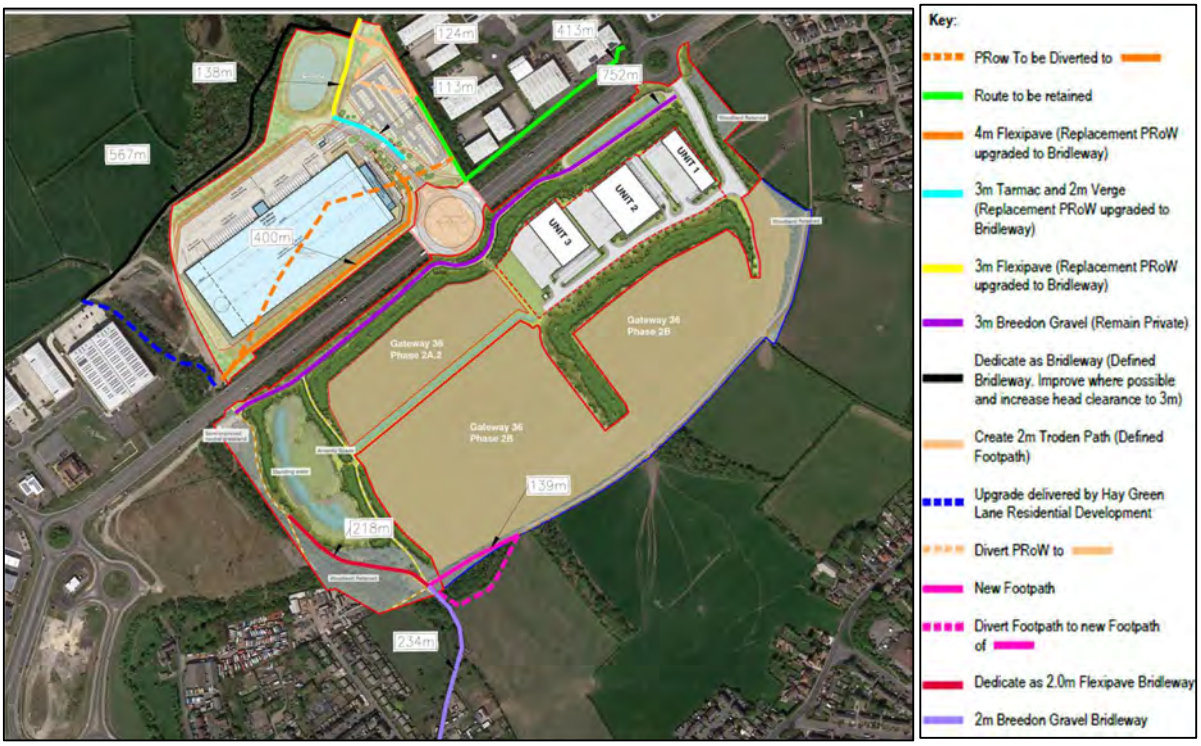
2.4.2 The image below shows an image of the extract of the Public Rights of Way map taken from Barnsley Metropolitan Borough Council's (BMBC) website. Footpaths are shown in blue, and bridleways in green.

IMAGE 2.4 BMBC PUBLIC RIGHTS OF WAY EXTRACT



2.4.3 It should be noted however, that Image 2.5 does not show the sections of PRoW that have been realigned to allow for the development of the Gateway 36. As such, Image 2.6 below shows the PRoW's that have been realigned within the immediate vicinity of the Site.

IMAGE 2.5 PROW DIVERSION ROUTES THROUGH GATEWAY 36



2.5 Accessibility by Bus

2.5.1 There are numerous bus services operating within the vicinity of the site, with the most accessible stops being located on the A61 Sheffield Road to the west of the Site. The entirety of the Site is within a 15-minute walk of the nearest bus stops.

2.5.2 Further services are also available from bus stops located to the south of the Site on Hoyland Road/Hawshaw Lane, which are accessible via the existing public right of way network. Tables 2.1 and 2.2 summarise the existing bus services within the vicinity of the Site.

TABLE 2.1 EXISTING BUS SERVICES ON SHEFFIELD ROAD

SERVICE	ROUTE	DAY OF OPERATION	ONE WAY SERVICE FREQUENCY*	COMMENTS
2	Sheffield to Barnsley	Weekday	05:59 and 07:12 then every hour to 20:45 and an additional service at 22:58	
		Saturday	07:19 then every hour to 20:30 and an additional service at 22:58	
		Sunday	06:58 then every 2.5 hours to 21:57	
2	Barnsley to Sheffield	Weekday	05:23 then every hour to 21:30 and an additional service at 23:49	
		Saturday	06:30 and 07:00 then every hour to 21:15 and an additional service at 23:44	
		Sunday	07:44 then every 1.25 hours to 22:44	
66	Barnsley to Barnsley via Elsecar	Weekday	05:39 then every 20-30 minutes to 20:33, then hourly to 00:17	This service is a loop
		Saturday	07:00 then every 20-30 minutes to 20:34, then hourly to 00:13	
		Sunday	09:09 then every 30-40 minutes to 20:29, then hourly to 00:25	
67 / 67a / 67c	Barnsley to Wombwell	Weekday	05:20 then every 50-60 minutes to 21:51	
		Saturday	05:16 then every hour to 19:51 and an additional service at 21:46	
		Sunday	07:47 then every two hours to 21:50	
	Wombwell to Barnsley	Weekday	05:38 then every hour to 19:25, then two additional services at 21:16 and 23:15	

67 / 67a / 67c		Saturday	05:33 then every hour to 19:34, then two additional services at 21:16 and 23:16	
		Sunday	09:15 then every two hours to 23:16	
X17 Gold	Barnsley to Sheffield via Meadowhall	Weekday	07:09 then every hour to 19:42	
		Saturday	07:25 then every hour to 20:57	
		Sunday	09:54 then every hour to 17:54	
X17 Gold	Sheffield to Barnsley via Meadowhall	Weekday	06:25 then every hour to 19:08	
		Saturday	06:51 then every hour to 20:57	
		Sunday	09:04 then every hour to 17:10	
Total		**Weekday**	**6 per hour each way**	
		Saturday	**6 per hour each way**	
		Sunday	**5 per hour each way**	

TABLE 2.2 EXISTING BUS SERVICES ON HOYLAND ROAD

SERVICE	ROUTE	DAY OF OPERATION	ONE WAY SERVICE FREQUENCY*	COMMENTS
2	Sheffield to Barnsley	Weekday	05:59 and 07:12 then every hour to 20:45 and an additional service at 22:58	
		Saturday	07:19 then every hour to 20:30 and an additional service at 22:58	
		Sunday	06:58 then every 2.5 hours to 21:57	
2	Barnsley to Sheffield	Weekday	05:23 then every hour to 21:30 and an additional service at 23:49	
		Saturday	06:30 and 07:00 then every hour to 21:15 and an additional service at 23:44	
		Sunday	07:44 then every 1.25 hours to 22:44	
66	Barnsley to Barnsley via Elsecar	Weekday	05:39 then every 20-30 minutes to 20:33, then hourly to 00:17	This service is a loop
		Saturday	07:00 then every 20-30 minutes to 20:34, then hourly to 00:13	
		Sunday	09:09 then every 30-40 minutes to 20:29, then hourly to 00:25	
72 / 72A	Chapeltown to Manvers	Weekday	05:35 then every hour to 19:42	
		Saturday	05:35 then every hour to 19:31	
		Sunday	No service	
72 / 72A	Manvers to Chapeltown	Weekday	06:32 then every hour to 19:39	
		Saturday	06:31 then every hour to 19:28	
		Sunday	No service	
Total		**Weekday**	**5 per hour each way**	
		Saturday	**5 per hour each way**	
		Sunday	**3 per hour each way**	

2.5.3 During the weekday, the services set out above combine to provide an overall hourly frequency of 7 buses in each direction. Similarly, on a Saturday there are 7 buses in each direction within close proximity to the Site.

2.5.4 These services operate for the vast majority of the day commencing from 05:20 and running through until 00:25.

2.5.5 On a Sunday the services combine to provide an overall hourly frequency of 5 buses in each direction.

2.5.6 It is considered that the frequency available from the services on both Hoyland Road and Sheffield Road offer excellent connectivity for a development where many of the employees will work fixed shift patterns.

2.5.7 The bus services provide regular connections to Sheffield Interchange, Barnsley, Elsecar and Wombwell. Further connections to the rest of the region and beyond are available from these destinations.

2.6 Accessibility by Rail

2.6.1 Elsecar station is located some 2.7km to the southeast of the Site. It is situated on the Hallam and Penistone Line and is within a 15-minute cycle of the Site.

2.6.2 Trains from Elsecar serve destinations including Barnsley, Wakefield, Sheffield, Leeds and Huddersfield.

2.6.1 Elsecar station benefits from cycle storage, ticket machines, CCTV and step-free access.

2.6.2 A summary of the available services is contained in Table 2.3.

TABLE 2.3 ELSECAR WEEKDAY TRAINS SERVICE SUMMARY

ORIGIN/DESTINATION	FIRST ARRIVAL	LAST DEPARTURE	JOURNEY TIME (MINUTES)	FREQUENCY (MINUTES)
Barnsley	05:45	23:36	10	20 – 30
Wakefield Kirkgate	06:15	23:36	30 – 45	30
Sheffield	05:35	00:02	20	20 – 40
Huddersfield	06:54	22:56	60 – 80	60
Leeds	06:39	22:49	50 - 65	30

Source – www.nationalrail.co.uk

3. Development Proposals

3.1.1 This section of the report provides details of the proposed development scheme including the access arrangements.

3.2 Development Proposals

3.2.1 The Site layout is available in Appendix A, and comprises the following:

- One main unit (2,857m^2);
- 128 car parking spaces, of which:
  - 5 are disabled spaces (1 EV);
  - 13 standard EV charging spaces; and
  - 7 car share spaces.
- Two external visitor cycle parking spaces;
- 26 employee cycle spaces;
- Eight employee motorcycle spaces;
- Two visitor motorcycle spaces;
- 127 van parking spaces, of which 70 are EV charging spaces; and
- Associated landscaping.

3.3 Vehicular Site Access

3.3.1 Vehicular access is proposed via an extension to the existing Newton Road to the south of the Site.

3.3.2 It is proposed that Newton Road is extended from its current alignment West to provide access into the Site via two simple priority junctions. The eastern most access is proposed to be the access into the car park and the western most access is for the service yard access.

3.3.3 Vehicular swept path drawings have been undertaken and are shown in drawing 25065.ATR.02 Rev B, attached in Appendix B. This demonstrates that the proposed access into the service yard is appropriate for a 16.4m long articulated vehicle.

3.3.4 No dedicated taxi drop off area is to be provided, however they are permitted to enter the car park and pick up passengers from there.

3.4 Pedestrian/Cycle Access

3.4.1 Pedestrian and cycle access is proposed via the extension to Newton Road. A 3m shared pedestrian/cycleway is provided along both flanks of Newton Road adjacent to the Site.

3.4.2 A zebra crossing is also provided to the west of the car park access to enable the safe crossing of Newton Road for pedestrians.

3.4.3 To further enhance inclusivity, the proposals include primary circulation routes designed for universal accessibility, with changes in surface material to demarcate between vehicle and pedestrian priority and dropped kerbs to facilitate access. This will ensure that the development will be accessible for the visually impaired as well as for a varying level and type of disability.

3.4.4 Landscaping will be provided as a border surrounding the Site, with lighting provided to the front of the Site onto Newton Road.

3.4.5 A breakout area is also provided to the front of the building with seating and shelter, which can be used for employees who are waiting to be picked up. Alternatively there will be internal seating within the reception area should the employee wish to wait inside the building.

3.5 Site Characteristics

3.5.1 The proposed future use of the Site is expected to have a total of 250 employees, split into two shift patterns – 06:30-15:30 and 12:00-20:00.

3.5.2 It is projected that approximately 120 private vehicles will access the Site per day, with the operational peak periods between 06:00-07:00 and 15:00-16:00 that does not coincide with the network peak hours.

3.5.3 In addition, approximately four articulated lorries will arrive and depart per day between the following times:

- 00:00-01:00;
- 05:00-06:00;
- 06:00-07:00; and
- 11:00-12:00.

3.5.4 Approximately three 7.5t vehicles will access the site per day during the following hours:

- 00:00-01:00;
- 06:00-07:00; and
- 07:30-08:30.

3.5.5 The estimated mode split for employees accessing the Site is as follows:

- Car – 60%
- Van – 15%
- Public Transport – 10%
- Cycling – 10%
- Walking – 5%

3.5.6 As part of the future use of the Site, approximately 127 operational vans will leave the Site between 09:00-10:00 and return between 14:00-15:00, these vans will all be fully electric and fitted with reverse warning alarms.

3.6 Car Parking Provision

3.6.1 A total of 128 car parking spaces is proposed, of which 5 are disabled spaces (1 EV), 13 are standard EV charging spaces and 7 are car share spaces. It is noted that this provision is higher than that outlined in the BMBC Parking Standards (set out in the Supplementary Planning Document – Parking, 2019) which states that 1 space per 30m^2 is recommended which would result in a total of 95 car parking spaces. However, as is noted above, approximately 120 private vehicles will access the Site per day. As such, to avoid overspill car parking, the quantum of car parking spaces is considered appropriate.

3.7 Cycle and Motorcycle Parking

3.7.1 A total of 28 cycle storage spaces are provided throughout the Site via Sheffield Stands, ten of these are long stay employee spaces and two are designated for visitors.

3.7.2 The BMBC Parking Standards (set out in the Supplementary Planning Document – Parking, 2019) state that as a minimum 1 long stay space is to be provided per 40 employees and a further 1 short stay space per 1,000m^2 for visitors. Taking this into account, a total of 9 cycle parking spaces would be required as minimum. As such, this development will be in excess of the minimum parking standards set out by BMBC.

3.7.3 Sheffield Stands allow for the parking of a variety of cycles, including electric and accessible cycles. In addition to this, facilities such as showers and lockers will also be provided within the development.

3.7.4 Ten motorcycle parking spaces are provided as part of the proposals, eight of which are for employee use and the remaining two for visitors. This provision is in line with the BMBC Parking Standards (set out in the Supplementary Planning Document – Parking, 2019) which states that one space should be provided per 20 car parking spaces, with an absolute minimum of one motorcycle space.

3.8 Servicing Provision

3.8.1 Refuse collection will occur from the western most access. The bin storage area is located approximately 26.9m from this access. It is proposed refuse vehicles will enter through the security gate, then reverse back utilising the turning head to the southwest of the development.

4. Site Accessibility and Measures to Promote Sustainable Travel

4.1 Introduction

4.1.1 This chapter describes the accessibility of the Site by non-car modes and sets out how the additional improvements and measures proposed will further enhance accessibility and minimise car trips. The measures proposed accord with policy objectives contained within national and local documentation:

- National Planning Policy Framework (NPPF);
- Manual For Streets; and
- South Yorkshire Local Transport Plan 2011-2026.

4.2 Pedestrian Accessibility

4.2.1 It is generally considered that an acceptable walking distance from home to a place of work is 2km.

4.2.2 The IHT document Guideline for Providing for Journeys on Foot recommends various thresholds for desired, acceptable and preferred maximum distances to various services as shown in Table 4.1.

TABLE 4.1 ACCESSIBILITY BY FOOT

	TOWN CENTRES (M)	SCHOOL/WORK (M)	ELSEWHERE (M)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.2.3 Using GIS software, typical walk times (up to 30 mins) from the proposed Site centre are shown on Figure 2. This figure demonstrates that:

- The Site is within the preferred maximum walk distance to the residential areas of Hoyland Common, Hoyland, Birdwell and Tankersley;
- The local and district centres of Hoyland Common and Hoyland are within the preferred maximum walk distance and contain amenities which staff could use;
- There are numerous cafes, fast food outlets and dining options around Rockingham Roundabout within a 10-minute walk of the Site; and
- There are 5 supermarkets within a 25-minute walk of the Site.

4.2.4 It is therefore concluded that the Site is accessible for the local residents of Hoyland and future employees of the Site by foot. It is also considered that the more active employees will choose to walk further than this guideline distance.

4.2.5 Furthermore, the travel planning measures proposed in the travel plan will have a positive influence on the sustainable travel choices made by employees of the development Site.

4.3 Accessibility by Cycle

4.3.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software, typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- The Site is within a 5-minute cycle time of Birdwell, Hoyland Common, Upper Hoyland and Tankersley;
- The Site is within a 10-minute cycle time of Hoyland and Upper Tankersley;
- Elsecar Station is within a 10-minute cycle time of the Site;
- Wombwell Station is within a 15-minute cycle time of the Site;
- The Site is within a 15-minute cycle time of Worsbrough and Hemmingfield;
- The Site is within a 20-minute cycle time of Wombwell, High Green and Worsbrough Common;
- The NCN Route 67 is within a 5-minute cycle ride of the Site; and
- A further 2 stations are within a 30-minute cycle of the Site.

4.3.2 It is also considered that the more active employees will choose to cycle further than this guideline distance.

4.3.3 Table 4.2 below shows the accessibility to various amenities as required by the BRE.

TABLE 4.2 ACCESS TO AMENITIES (BREEAM)

AMENITIES	DISTANCE TO
Appropriate supermarket	1km
Appropriate hot food takeaway	340m
Access to cash	518m
Access to an outdoor open space (public or private, suitably sized and accessible to building users)	Adjacent
Access to recreation or leisure facility for fitness or sports	1.15km
Publicly available postal facility	799m
Community facility	784m
Over the counter services associated with pharmacy	830m
Public sector GP or general medicine centre	1.5km
Childcare facility or school	1.74km

4.4 Accessibility by Bus

4.4.1 As detailed in Chapter 2 there are several bus services offering frequent services along Hawshaw Lane to the south of the Site and the A61 Sheffield Road to the west. A summary of the existing service times is shown in Tables 2.1 and 2.2.

4.4.2 The nearest bus stops are shown on Figure 4 and are provided on Hawshaw Lane approximately 800m to the south of the Site and provide access to the Site from the following destinations:

- Wombwell – 40-minute journey every half an hour;
- Barnsley Town Centre – 15-minute journey every 10 minutes; and
- Chapeltown – 15-minute journey every 60 minutes.

4.4.3 The existing bus services on the A61 Sheffield Road will provide users of the site with access to/from Sheffield, Barnsley, Wombwell and Chapeltown within a short journey time, whilst connecting to public transport interchanges in Barnsley and Sheffield and Sheffield Meadowhall.

4.4.4 It is therefore concluded that the proposed Site is accessible by bus from the local and surrounding residential areas.

4.4.5 Overall it is clear that employees and visitors alike will have an opportunity to access the Site by public transport, and this will reduce the reliance on the private car.

4.4.6 Furthermore, the travel planning measures will have a positive influence on the sustainable travel choices made by users of the development Site.

4.5 Accessibility by Rail

4.5.1 The nearest train station to the Site is situated at Elsecar on the Hallam and Penistone Line, some 2.7km to the southeast of the Site. It is located an approximate 10-minute cycling distance from the Site as shown in Figure 3.

4.5.2 Trains from Elsecar serve destinations including Barnsley, Leeds, Wakefield, Huddersfield and Sheffield. Connections to Sheffield are frequent, thus connecting Elsecar to the wider UK train network, including London.

4.5.3 Elsecar Station benefits from cycle storage, ticket machines, CCTV and step free access.

4.6 Public Transport Accessibility Index

4.6.1 To assess the public transport accessibility index the HQM tool has been used, which has identified a score of 1.831; the full outputs are available in Appendix C.

5. Traffic Impact

5.1.1 This chapter will outline the expected traffic impact generated from the proposed development.

5.2 Trip Generation

5.2.1 As is mentioned in Chapter 3 it is expected that approximately 120 private vehicles will access the Site per day, with the peak periods being between 06:00-07:00 and 15:00-16:00.

5.2.2 In addition, as part of the future use of the Site, approximately 127 operational vans will leave the Site between 09:00-10:00 and return between 14:00-15:00.

5.2.3 The Transport Assessment produced by Mosodi in 2019 for the approved outline permission on the wider Gateway 36 development identified the peak travel periods as being between 07:15-08:15 and 16:30-17:30. This was based on robust traffic counts at a number of local junctions.

5.2.4 The traffic expected to be generated by the proposed Site will enter the network outside of the peak hours. Therefore, the development will not materially impact the operation of the local junctions or highway network.

5.2.5 As such, no further traffic impact assessment is required.

6. Summary

6.1.1 Mosodi have been appointed to produce this Transport Assessment in support of a planning application for full detailed consent for Plot 6 of the wider Gateway 36 development.

6.1.2 The Site layout is available in Appendix A, and comprises the following:

- One main unit (2,857m^2);
- 128 car parking spaces, of which:
  - 5 are disabled spaces (1 EV);
  - 13 standard EV charging spaces; and
  - 7 car share spaces.
- Two external visitor cycle parking spaces;
- 26 employee cycle spaces;
- Eight employee motorcycle spaces;
- Two visitor motorcycle spaces;
- 127 van parking spaces, of which 70 are EV charging spaces; and
- Associated landscaping

6.1.3 The report has identified what measures will be taken to deal with any anticipated impacts of the scheme proposals and has defined what improvements and initiatives will be implemented to improve accessibility to the Site by all modes of travel.

6.1.4 The proposed development is also supported by a robust Travel Plan.

6.1.5 A detailed assessment of the accessibility of the site has been completed in Chapter 4 concluding the following:

- The Site is within the preferred maximum walk distance to the residential areas of Hoyland Common, Hoyland, Birdwell and Tankersley;
- The local and district centres of Hoyland Common and Hoyland are within the preferred maximum walk distance and contain amenities which staff could use;
- There are numerous cafes, fast food outlets and dining options around Rockingham Roundabout within a 10-minute walk of the Site;
- There are 5 supermarkets within a 25-minute walk of the Site;
- The Site is within a 5-minute cycle time of Birdwell, Hoyland Common, Upper Hoyland and Tankersley;
- The Site is within a 10-minute cycle time of Hoyland and Upper Tankersley;
- Elsecar Station is within a 10-minute cycle time of the Site; and
- Wombwell Station is within a 15-minute cycle time of the Site.

6.1.6 It is therefore concluded that the proposed Site will provide good accessibility by foot, cycle and public transport to a vast range of services, facilities and residential areas.

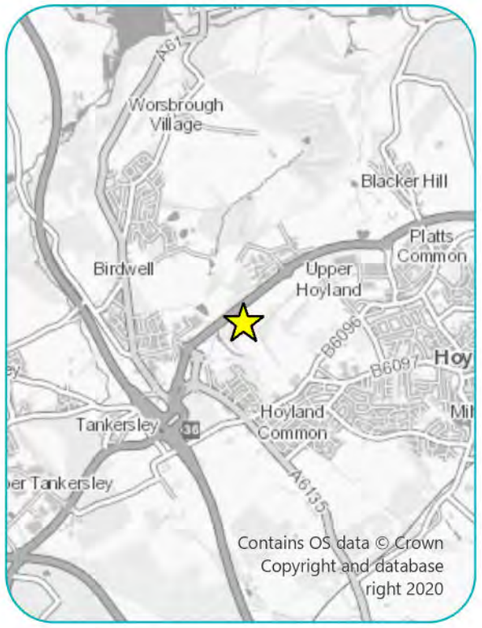
6.1.7 The trip generation chapter has highlighted that the vehicular movements generated by the proposed development will enter the local highway network outside of the peak hours identified in the TA submitted as part of the approved outline permission (2019/1573). As such, it is considered that the development will have no material impact on the local highway network.

6.1.8 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission

Figures

Key

- Site Location
- Indicative Site Boundary



Proposed Commercial Development
Rockingham
Site Location Plan

Figure 1

Scale @ A3 1:5,000

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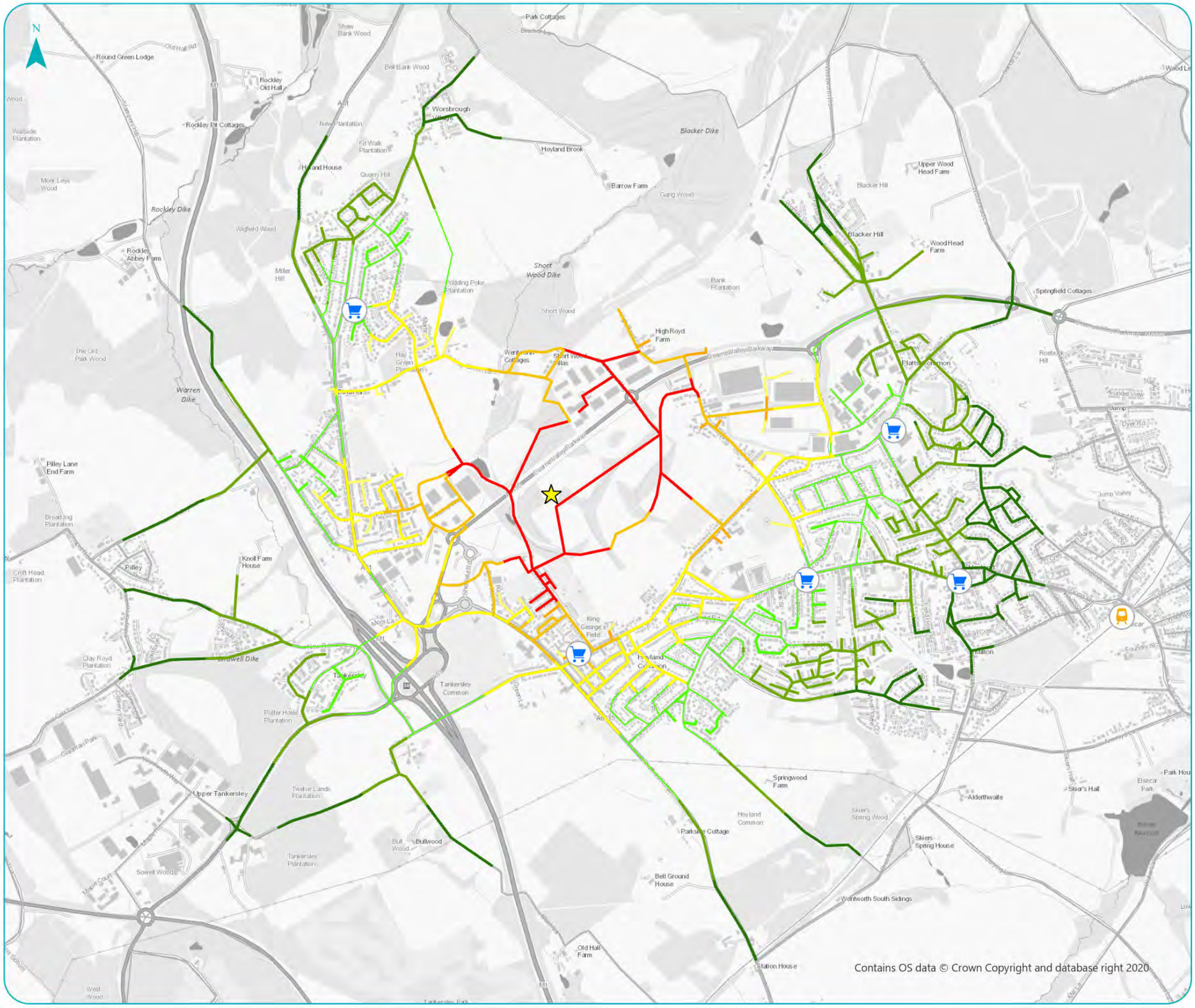
mobility solutions through design and innovation



Key

- Site Location
- Railway Stations
- Supermarkets

Pedestrian Accessibility (4.8kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

Proposed Commercial Development
Rockingham
Pedestrian Accessibility

Figure 2

Scale @ A3 1:17,000

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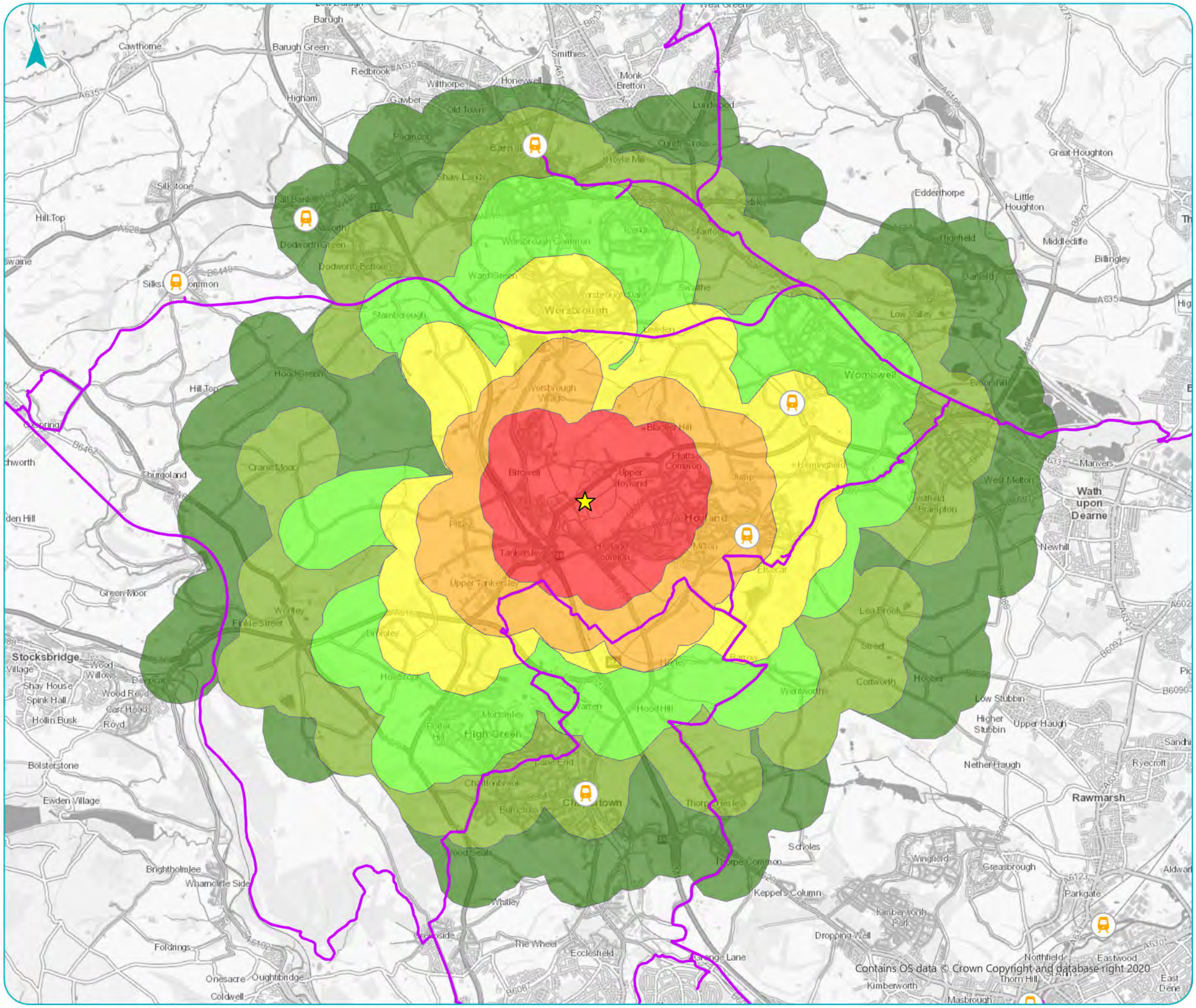

Key

- Site Location
- Railway Stations
- National Cycle Network

Cycle Accessibility (16kph)

- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

Proposed Commercial Development
Rockingham
Cycle Accessibility

Figure 3

Scale @ A3 1:60,000

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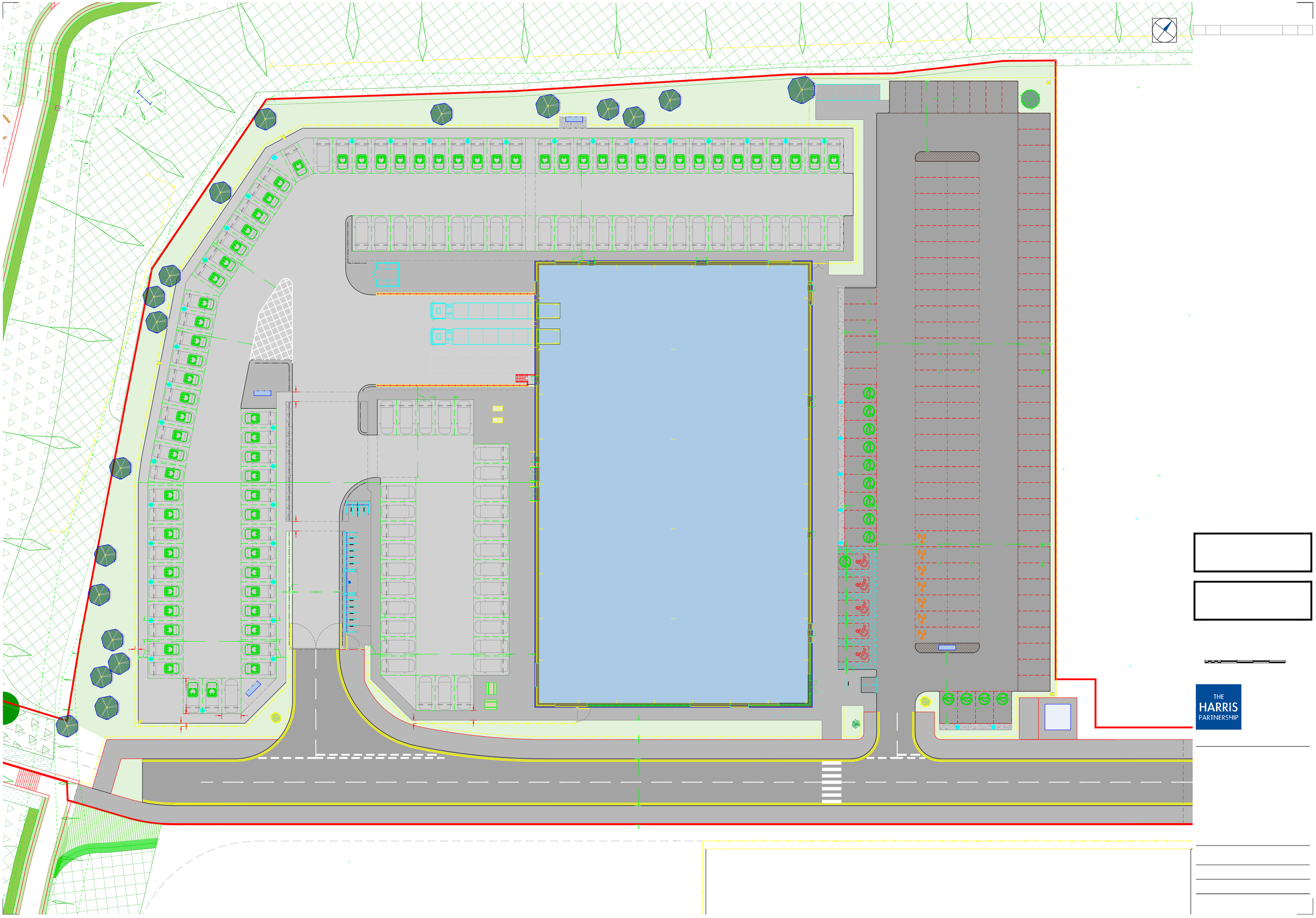
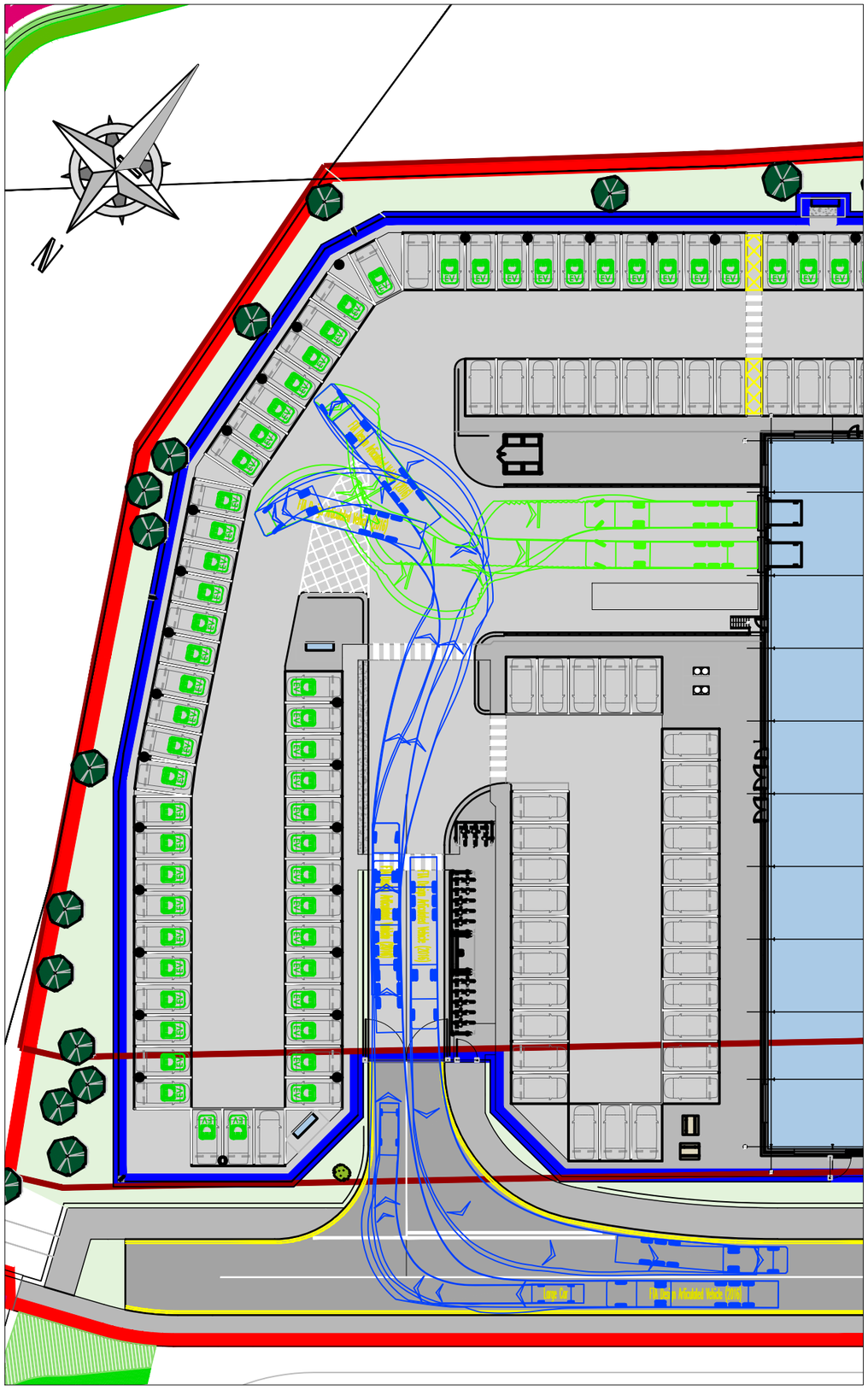
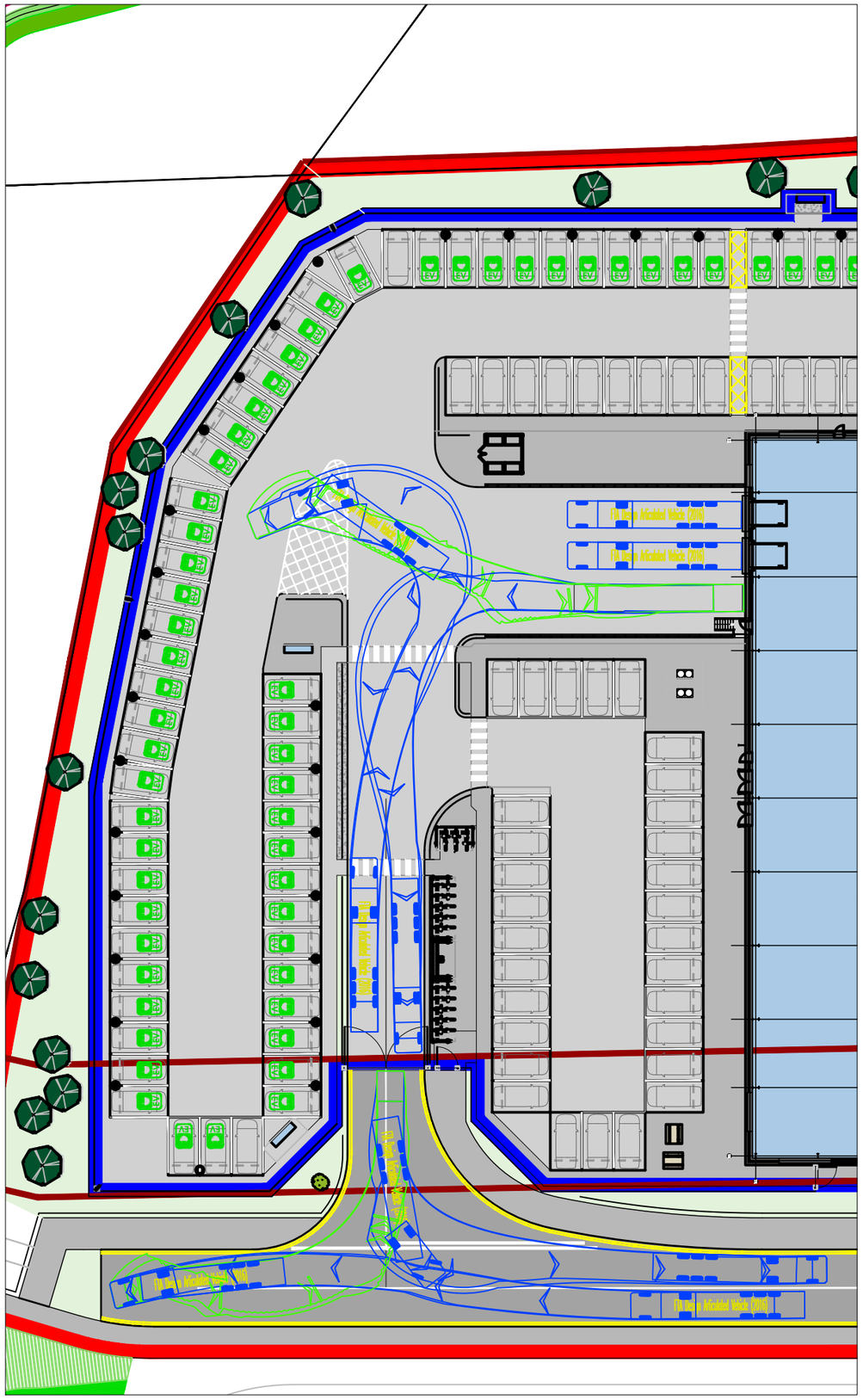
Appendices

Appendix A
Masterplan


THE
HARRIS
PARTNERSHIP

Appendix B
Swept Path Drawing

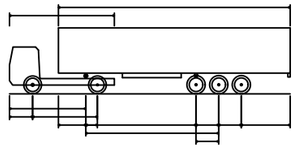




Notes:

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.

Key:



Rev:	Date:	Status/Amendments:	By:
B	17.11.25	VEHICLE TRACKING AMENDS	FD
A	13.11.25	ARCHITECTURAL BASE PLAN AND VEHICLE TRACKING UPDATED	FD
-	30.09.25	INITIAL ISSUE	AE

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Client:

Project:

Drawing Title:

Drawn By:	*Checked By:*	*Approved By:*
Scale:	*Paper Size:*	*Date Created:*
Drawing Number:		*Drawing Revision:*

Appendix C
Public Transport Accessibility Index

Tool Overview Details

		Assessor notes
Assessor		
BRE - Assessment Reference Number		
Project Name	Proposed Commercial Development, Gateway 36	
Dwelling Reference		
Assessment stage		

Tool Specific Details

		Assessor notes
Site Context (urban location)	Urban	
Please select the Accessibility index (A.I) Calculator being used.	Calculated Accessibility Index in this tool	

Results

Accessibility Index (AI)	1.831

Public Transport Availability Accessibility Index Tool

Crit 1 & Crit 2

* Example (High Street Bus Stop)	* Select from drop-down	* Example (7.3)	* Select from drop-down. Example (m)	* Example (Bus 10A to town)	* Example (4) i.e every 15 mins		
Node ID / Name	Public transport type	Distance to node	Distance units	Service Number	Average frequency per hour	Assessors notes	Help
Example Node 1 - High Street Bus Stop	bus	970.0	m	2, 66, 67, 67a, 67c	5		✓ Row complete
Example Node 1 - High Street Bus Stop	bus	1032	m	7	1		✓ Row complete

Compliant Public Transport Nodes

Location of Development	Urban

Press Tab within the last cell of the last row in the table to insert another row in this table

Compliant public transport node*	Transport	Number of on peak service		Number of off peak service weekday		Number of off peak service weekend/bank holiday
		06:30 to 09:30	1600 to 1900	0900 to 1600	1900 to 0630 **	0630 to 1900
Sheffield Road	Bus	14	15	35	21	168
Hesford Road	Bus	15	22	35	21	168

*Please refer to the definitions and guidance in the technical manual for compliant transport nodes and urban/rural

** For rural locations services between midnight and 5am are exempt from this requirement