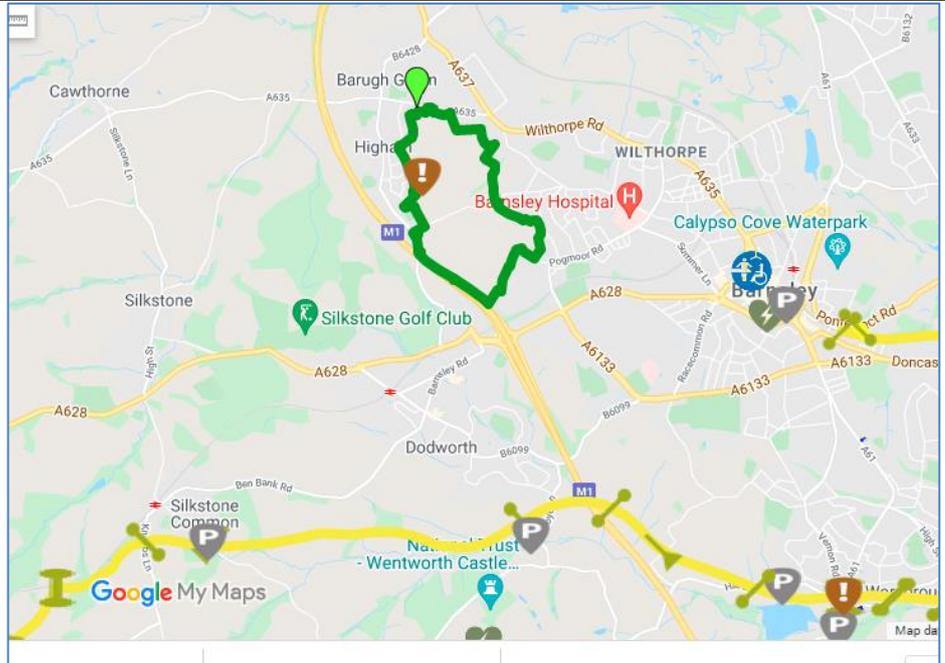




## Planning Application Response

<b>Local Authority:</b>	Barnsley
<b>Detail:</b>	MU1 –Hybrid application for residential development of 1,760 dwellings, construction of link road, Phase 1 residential development of 229 dwellings, outline permission for 1,531, primary school, shops and community facilities
<b>Planning Ref:</b>	2021/1090 - Residential
<b>Deadline:</b>	20 <sup>th</sup> October 2021
<b>Submitted by</b>	Trans Pennine Trail Officer
<b>Response to:</b>	<a href="mailto:DevelopmentControl@barnsley.gov.uk">DevelopmentControl@barnsley.gov.uk</a>
<b>Submitted:</b>	15 <sup>th</sup> October 2021
<b>Summary</b>	<p>The Trans Pennine Trail national office welcomes the opportunity to respond to this planning application.</p> <p>Whilst the TPT is not directly impacted by the site it is imperative to recognise the essential links needed to the Trail to enhance the sustainable transport offer of the site.</p> <p>There are many areas within the documentation provided where it isn't clear what footways / multiuser refer to – this was noted in our original consultation response. To enable consultees and developers to have a clear understanding of what will be delivered in terms of sustainable transport it is imperative that all users are correctly noted, ie walkers, cyclists or horse riders.</p> <p>For provision of new walking and cycling routes, LTN1/20 must be taken into consideration.</p> <p>Further information is provided below.</p>
<b>Detailed Information:</b>	The plan below details the site in relation to the Trans Pennine Trail. The Yellow line is the TPT:



©Google Maps

At this point the Trans Pennine Trail is also part of the National Cycle Network (NCN 62) and the long-distance walking route E8. The Trail is also full multi-use (walkers, cyclists and horse riders).

**Illustrative Masterplan Drg:**

The key shows no indication of including cyclists within the development:



The Masterplan should be amended to clearly identify all cycle routes and access / egress locations.

Location of cycle parking facilities should also be clearly indicated on the plan.

**Landscape Masterplan Drg key:**

Formal Path: gradients must be compatible with the Equalities Act and no more than 1:10 to ensure routes are accessible for all. Clarification is sought as to the term 'multi-user path', does this mean full multi-user (walkers, cyclists and horse riders) or just walkers and cyclists.

Informal Path: 'Non multi-user' – presume this is for walkers only.

Steps: There should be no areas that are accessible by stepped access only. All stepped areas should also provide ramped options to ensure access for all.

**Design & Access Statement:**

1.4	Noes only footways and cycleways. Discussion should be held with Barnsley Public Rights of Way to determine that no bridleways are impacted by these proposals.
2.6	There is no clear indication if the current routes are footways, cycleways or bridleways. It is important for the agent / developer to provide clear detail as this will impact on the user type for the public rights of way (as noted above).
2.7	Pg 19 - The map on the left-hand side indicates Darton at the southern end – this is Dodworth, not Darton.
2.7	Pg 20 – As above
2.9	The map / key only indicates 'right of way' – there needs to be some clarification to stipulate if these relate to footpaths, cycleways or bridleways. The new pedestrian and cycleways should be designed to a minimum of LTN1/20 standards.
2.10	The map / key only indicates 'right of way' – there needs to be some clarification to stipulate if these relate to footpaths, cycleways or bridleways. The text states existing pedestrian networks could be enhanced to accommodate cyclists – this will necessitate the upgrading the legal status of the footpaths. This cost and process should be undertaken by the developer and not the Local Authority.
4.6	Illustrative View 2: Central Squares – illustration does not show provision of a cycle route as part of this development. This is not designed to LTN1/20 standards
4.7	Illustrative View 3: Velvet Village – illustration does not show provision of a cycle route as part of this development. This is not designed to LTN1/20 standards
4.8	Illustrative View 4: Pogmoor Edge - illustration does not show provision of a cycle route as part of this development. This is not designed to LTN1/20 standards
4.9	Illustrative View 5: Employment Area B - illustration does not show provision of a cycle route as part of this development. This is not designed to LTN1/20 standards

4.11	The Site Section drgs do not show a sustainable transport scheme adjacent to the Link Road. There should be a sustainable transport scheme, compliant to LTN1/20 standards, provided on both sides of the link road. This should be represented in all printed material.
5.2	Drg references pedestrian entrance points only – no reference to cycling. This should be amended.
5.5	LTN1/20 guidance should be followed regarding suitable widths for joint walking and cycling schemes.
5.10	Secondary streets – the width provision for a shared walking and cycling route should be a minimum of 3m.

### **Environmental Statement – Non-Technical Summary**

18.	Green corridors throughout the site should include accessible walking and cycling routes. No stepped only provision should be provided.
19.	Notes impact on footpath network only. There are also local bridleways that will be impacted, not just footpaths.
24.	All major roads within the site should provide a safe walking and pedestrian route that meets with the Government’s LTN1/20 standards. Road crossings should also provide priority for those using sustainable transport modes.
59.	The developer should ensure that safe routes to schools (by walking and cycling modes) are provided for all primary and secondary children as part of the new development.

### **Environmental Statement – Appendix 8.2 – Framework Residential Travel Plan**

2.1	Notes intention to make sustainable travel practical and attractive but yet the Illustrative and Landscape Master Plan Drgs do not indicate any cycling provision.
2.9	Should clearly indicate who is responsible for undertaking annual travel surveys.
3.1.2	Bridleways should also be mentioned as these can be used by walkers and cyclists.
3.2.1	The Trans Pennine Trail is over 370 miles in length and goes from Southport to Hornsea – Barnsley is centrally located on the north / south and east / west spurs, providing route options to Leeds, Chesterfield and Kirkburton. <a href="http://www.transpenninetrail.org.uk">www.transpenninetrail.org.uk</a>

		<p>It should also be clearly indicated that sections of the National Cycle Network 62 and 67 are also part of the Trans Pennine Trail.</p> <p>The Trans Pennine Trail national website also provides details of all local walking groups:  <a href="https://www.transpenninetrail.org.uk/walkers/walking-groups/">https://www.transpenninetrail.org.uk/walkers/walking-groups/</a></p>
	3.2.2	<p>The Trans Pennine Trail national website also provides details of all local cycling groups:  <a href="https://www.transpenninetrail.org.uk/cyclists/cycling-user-groups/">https://www.transpenninetrail.org.uk/cyclists/cycling-user-groups/</a></p>
	4.2	<p>All drawings should clearly indicate access points and routes for walkers and cyclists. This is currently not the case on the Illustrative and Landscape Masterplan drgs noted earlier.</p> <p>Clear signage is paramount for sustainable transport users. Signs should include user symbols and destination distances. Routes to the wider network should also be signed.</p> <p>Link Road: the walking and cycling provision should meet LTN1/20 standards as a minimum. Detail should be provided on the types of crossings proposed for the link road for walkers and cyclists.</p> <p>Phase 1: refers to pedestrian access points – such access points should be provided for both walkers and cyclists.</p> <p>Development Plots: Notes new pedestrian infrastructure and then notes cycle parking. This section needs to be amended to state walking and cycling, not just one mode.</p> <p>Table 4:  1 – Notes pedestrian routes will be provided – routes should be for walkers and cyclists not just pedestrians.  4 – Cycle parking should include facilities for cycles of all abilities.  8 – Why are attack alarms only to be provided for those wishing to walk to work and not all staff?</p>
	<p><b>Environmental Statement – Appendix 8.3 – Workplace Framework Travel Plan</b></p>	
3.1.1	<p>It should also be noted that the Barnsley section of the Trans Pennine Trail / National Cycle Network 62 is also located 3.5km to the south of the site.</p>	

		<p>The Trans Pennine Trail website includes a map for walkers:  <a href="https://www.transpenninetrail.org.uk/walkers/map-for-walkers/">https://www.transpenninetrail.org.uk/walkers/map-for-walkers/</a></p> <p>The Trans Pennine Trail national website also provides details of all local walking groups:  <a href="https://www.transpenninetrail.org.uk/walkers/walking-groups/">https://www.transpenninetrail.org.uk/walkers/walking-groups/</a></p>
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	4.2	<p>All drawings should clearly indicate access points and routes for walkers and cyclists. This is currently not the case on the Illustrative and Landscape Masterplan drgs noted earlier.</p> <p>Clear signage is paramount for sustainable transport users. Signs should include user symbols and destination distances. Routes to the wider network should also be signed.</p> <p>Link Road: the walking and cycling provision should meet LTN1/20 standards as a minimum. Detail should be provided on the types of crossings proposed for the link road for walkers and cyclists.</p> <p>Table 4:  1 – Notes pedestrian routes will be provided – routes should be for walkers and cyclists not just pedestrians.  4 – Cycle parking should include facilities for cycles of all abilities.  6 – Why are free attack alarms only being considered for those staff who regularly walk to work and not all staff?</p>

**Environmental Statement – Appendix 14.1 - Health Impact Assessment:**

P10	Recommendation for both walking and cycling should be to maximise impact
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As part of the sustainable transport offer of the site the agent and developers are asked to incorporate safe regular resting areas for both residents and employees. This has come through as a strong theme in the Trans Pennine Trail partnership meetings and Barnsley Council PROW team are working with Age UK Barnsley, internal and external partners to form the Age Friendly Barnsley Partnership and it is the partnership who have picked up the challenge of the Take a Seat Campaign. Seating and picnic tables should also be designed to be fully accessible.

Such facilities will also improve the health and wellbeing of the local residents and workforce and encourage those with health issues to try to travel further knowing that they have regular stopping places.

It is recommended that signage is included to / from the TPT to provide residents with the opportunity to use the TPT network and other rights of way nearby for utility and recreational journeys.

The application references Barnsley West Link Road. Will there be a fully accessible segregated walking and cycling route along both sides of the carriageway? This should be designed to a minimum of LTN1/20 standards and safe crossing points should be included for sustainable transport users, ie minimum of Toucan or Parallel Crossing (Cycling Zebra).