



Proposed Residential Development

Land East of Woolley Colliery Road, Darton

Travel Plan

March 2026

PROPOSED RESIDENTIAL DEVELOPMENT
WOOLLEY COLLIERY
DARTON

HOMES BY HONEY AND KEITH WIKE AND BRENDA WIKE OF MANOR
HOUSE FARM, BLOOMHOUSE LANE, DARTON, BARNLEY S75 5AS AND
CHRISTOPHER WIKE AND SHARON WIKE OF 23 HUDDERSFIELD ROAD,
DARTON, BARNLEY S75 5ND

TRAVEL PLAN

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1.0 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Bryan G Hall (BGH) of on behalf of Homes By Honey and Keith Wike and Brenda Wike of Manor House Farm, Bloomhouse Lane, Darton, Barnsley and Christopher Wike And Sharon Wike Of 23 Huddersfield Road, Darton, Barnsley to support a planning application for a proposed residential development of 119 dwellings, on land to the east of Woolley Colliery Road, Darton.

Site Location and Development Proposals

1.2 The site is located between the villages of Darton to the south and Woolley Colliery to the north and occupies an area of undeveloped agricultural land totalling some 4.1 hectares. The site is bound to the east and south by Woolley Colliery Road, to the north by a commercial unit and Bloomhouse Lane, and to the east by existing agricultural fields. A plan showing the site location relative to the surrounding highway network is provided at Figure 1.1.

Figure 1.1: Site Location



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1.3 The development proposals seek to provide a new residential development which will comprise of 119 dwellings. A site layout plan is attached at **Appendix TP1**. Vehicular and pedestrian access will be provided from Woolley Colliery Road at the western boundary of each site via the formation of a new priority controlled T junction.

1.4 The site is identified by Barnsley Metropolitan Borough Council (BMBC) as land for residential development within the Barnsley Local Plan (Adopted 2019) under the site reference HS25 known as ‘Land to the east of Woolley Colliery Road’. This allocation states an indicative capacity of 118 dwellings for the site and sets a clear precedent for residential development of the site.

Travel Plan Objectives

1.5 In line with the National Planning Policy Framework (NPPF), the following objectives have been identified for this TP:

- To minimise the number of single occupant car trips to and from the site, particularly by petrol and diesel vehicles;
- To increase awareness of the advantages and potential for travel by environmentally friendly modes of transport; and
- To encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site.

1.6 This TP represents a long-term commitment to reducing reliance on the private car. All prospective residents will be made aware of the TP and the associated commitments from the outset. Through the provision of this TP, the applicant is committed to ensuring that the outlined measures will support sustainable travel for residents at the site.

1.7 A TP is not a static document; it evolves over time and adapts to reflect new guidance and emerging best practice. This TP will be updated by the Travel Plan Coordinator (TPC) to incorporate additional measures and best practice where appropriate.

1.8 This TP has been prepared in accordance with national transport planning policy, including the NPPF and the Department for Transport’s Planning Practice Guidance (PPG).

Report Structure

1.9 Following this introduction, the TP is divided into the following sections:

Table 1.1 Travel Plan Report Structure

Section	Title	Description
2.0	Access by Sustainable Transport	This section describes the opportunities to travel to and from the site by sustainable modes of transport
3.0	Travel Plan Coordinator	This section outlines the role of the TPC and sets out their responsibilities.

4.0	Targets and Monitoring	This section sets out the existing modal split for the area in the vicinity of the site, sets out appropriate targets for the site and explains how the TP will be monitored.
5.0	Travel Plan Measures and Action Plan	This section provides a package of initial measures for the site to promote sustainable travel, and an associated action plan.

2.0 ACCESS BY SUSTAINABLE TRANSPORT

2.1 The national and local transport policies summarised in Section 2.0 seek to reduce the need to travel by private car and to promote travel by sustainable means. A review of the accessibility of the site by walking, cycling and using public transport has been undertaken as follows.

Walking

2.2 With regard to pedestrian provision at new developments, guidance is set out within the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (March 2015) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.

2.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 2.1.

Table 2.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys (Retail/Shopping)
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

2.4 Table 2.1 show that the preferred maximum walking distance for 'commuting / school' journeys is 2,000 metres (2.0 kilometres) and the preferred maximum walking distance for other journeys is 1,200 metres (1.2 kilometres). A walking catchment plan which illustrates the destinations accessible within a maximum 2.0

kilometres walking distance from the centre of the site, has been prepared using TRACC accessibility software and is attached at **Appendix TP2**.

- 2.5 Pedestrian access to the site will be provided from Woolley Colliery Road via footways to both sides of the vehicular site access which will tie into the existing shared footway / cycleway to the eastern side of Woolley Colliery Road. This provision continues to the north into the village of Woolley Grange, to the south, the shared footway / cycleway continues for approximately 60 metres to the south where this provision terminates. Dropped kerbs and tactile paving are provided here to access the footway to the south-western side of Woolley Colliery Road.
- 2.6 As part of planning application reference 2024/0867, it is proposed to provide a new 3.0 metre shared footway / cycleway along the approximate 80 metre section of Woolley Colliery Road that currently does not benefit from footway provision along the sites southern boundary. This will extend the existing provision to the northern side of Woolley Colliery Road and tie into existing provision in the vicinity of its junction with Bloomhouse Lane.
- 2.7 There is an existing Bridleway which passes through the site which is known as Darton UD 45. This bridleway runs on a broad north to south alignment between Bloomhouse Lane to the north and Woolley Colliery Road to the south, passing directly through the eastern extents of the proposed development site. The alignment of the existing Bridleway will be maintained through the proposed development with an appropriate crossing point provided where it crosses the link road.
- 2.8 The walking catchment plan attached at **Appendix TP2** shows that all of Darton is accessible within the preferred maximum 2.0 kilometre walking distance, along with a large area of Mapplewell to the east of the site, Woolley Colliery and Woolley Grange to the north of the site and Kexborough to the south-west of the site.
- 2.9 Table 2.2 summarises the walking distances from the centre of the site to each of the nearest key amenities in the vicinity of the site. It is noted that should residential development come forward on site HS11 on the land to the east of the site be constructed, an additional pedestrian link will also be available to Station Road to the south-east, through the construction of the proposed link road. This will reduce the walking distances to some of the facilities as set out in Table 2.2.

Table 2.2: Walking Distances to Amenities

Amenity	Location	Approximate Walking Distance from Centre of Site
Darton Railway Station	Station Road	310 metres
The Royal Spice (Hot Food Takeaway)	Station Road	320 metres
May's Thai Takeaway (Hot Food Takeaway)	Church Street	420 metres
Co-Op Foodstore	Church Street	470 metres
Darton Tap (Public House)	Church Street	500 metres
Darton Community Centre	Church Street	560 metres
Darton Village Hall	Church Street	560 metres
Anvil Arms (Public House)	Barnsley Road	650 metres
Darton Park	Barnsley Road	650 metres
Darton Primary School	Station Road	790 metres
Darton Business Park	Barnsley Road	1,300 metres

2.10 Table 2.2 shows that there are a number of local amenities which are within the preferred maximum walking distance of 2,000 metres. It also shows that Darton Primary School is within the desirable walking distance for school journeys of 800 metres.

2.11 The nearest secondary school to the site is Darton Academy, which is located circa 2.6 kilometres walking distance to the west of the site. It can also be accessed by a combined walking and bus journey, via the 95 bus service (approximately 23 minute journey time including walking time).

Cycling

2.12 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) states that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance to cycle for most people.

- 2.13 It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.
- 2.14 An 8 kilometre cycling catchment plan has been prepared using the TRACC accessibility software and is shown at **Appendix TP3**.
- 2.15 This shows that Darton, Mapplewell, Royston, Athersley, Silkstone and Barnsley town centre are accessible within an 8 kilometre cycle distance, where a large number of key employment, leisure and retail facilities are available. Key employment areas, such as Zenith Business Park to the south of the site and Carlton Business Park to the east of the site, are also within an 8 kilometre cycle.
- 2.16 The proposed spine road through the site will feature a 3.0 metre wide shared footway/cycleway, which will tie into the existing shared footway / cycleway to the eastern side of Woolley Colliery Road. The shared footway/cycleway along the spine road will also link through to Station Road via site HS11 to the south-east in the future, subject to a future planning application being granted planning permission and constructed.
- 2.17 The West Yorkshire Cycle Route is located approximately 2.7 kilometres to the north of the site and provides a mixture of on and off carriageway cycle routes around the perimeter of West Yorkshire. Locally, it provides access to several cycle routes that form part of the National Cycle Network, namely NCN route 67 and 627.

Public Transport

Bus

- 2.18 The closest bus stops to the site are located on Woolley Colliery Road to the north of its junction with Fountain Close, approximately 300 metres walking distance to the south from the centre of the site via the vehicular access with Woolley Colliery Road, or an approximate 200 metre walk utilising Bridleway Darton UD 45 which passes through the site. These bus stops are therefore located within the recommended maximum walking distance of 400 metres.
- 2.19 The bus stops on Woolley Colliery Road are served by the 93, 95a and 97 number bus services. The stop is marked by a flag to the eastern side of the carriageway only which states that buses stop in both directions here. The bus stop also provides timetable information and a seating area for passengers. It is understood that as part of planning application reference 2024/0867 enhancements to these bus stops

will be implemented. Table 2.3 summarises the bus services available from the stops.

Table 2.3: Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Weekdays	Saturday	Evenings & Sunday
93	Barnsley Interchange – Woolley Grange	Hourly	Hourly	No Service
95a	Barnsley Interchange – Woolley Grange	3 evening services per day	3 evening services per day	Hourly
97	Wakefield Bus Station – Woolley Grange	1 service towards Wakefield during AM 2 services towards Woolley during PM	No Service	No Service

2.20 Table 2.3 shows that there are regular services from these local bus stops to key destinations including Barnsley town centre. These areas provide a wide range of key employment, leisure and retail opportunities that future residents can access using the bus services. The 95a service provides several late evening and Sunday services to ensure that bus travel from the site can be utilised outside of peak times.

2.21 Based on the above, it is considered that bus travel will be a convenient and attractive travel mode for future residents of the site.

2.22 This section of the TA describes the existing bus provision in the vicinity of the site, but it should also be noted that the proposed spine road which will pass through the site has been designed to a standard that is able to accommodate buses.

Rail

2.23 The closest railway station to the proposed development site is Darton Railway Station, which is located around 330 metres walking distance to the south of the site. The railway station is accessible via the shared footway / cycleway adjacent to Woolley Colliery Road and the footpath that links Woolley Colliery Road to Darton Railway Station. The station is also accessible within an approximate 2 minute cycle ride. At the station, there are 18 sheltered cycle parking spaces which are protected by CCTV.

- 2.24 The station offers hourly services in each direction between Leeds and Sheffield which also stop at other key local stations within South and West Yorkshire such as Barnsley, Wakefield and Castleford. From these stations connections can be made to access national destinations including Manchester, Liverpool, Newcastle, Edinburgh, and London.

Sustainable Transport Summary

- 2.25 This section has shown that there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy particularly reducing vehicle trips during the peak hour periods.
- 2.26 It is considered that the site is well located to promote trips on foot to local amenities. The provision of the shared use footway/cycleway to the east of Woolley Colliery Road will also help to encourage cycling journeys, along with the provision of a shared footway / cycleway internally within the site.
- 2.27 Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key leisure, employment and transport hubs in the area, including Barnsley Interchange. Darton Railway Station is located within a short walking distance from the site, which offers a frequent local service between Leeds and Sheffield, and an opportunity to connect to national services.
- 2.28 The evidence provided in this section therefore demonstrates that the site is accessible using sustainable modes of transport, including walking, cycling and the use of public transport.

3.0 TRAVEL PLAN COORDINATOR

3.1 It is widely recognised that a TPC plays a key role in the success of any TP. The TPC will be responsible for the overall management and implementation of the TP including establishing the measures contained in this report, travel surveys, future monitoring and the review process.

3.2 The TPC will be in place before the site is marketed, so that travel information can be prepared and included in promotional literature to prospective residents. It is acknowledged that the TPC may change from time to time as the site moves from initial marketing through to implementation and then during the early years of occupation. If the TPC changes, Barnsley Metropolitan Borough Council (BMBC) will be advised of the relevant changes and contact details.

3.3 The TPC will work closely with BMBC to ensure a partnership approach is adopted and the TP accords with the requirements set out by the authority.

Budget

3.4 A dedicated budget will be made available for the TPC to cover the cost of implementing the measures outlined within the TP. The ongoing cost of providing a TPC will be funded by the site developer throughout the TP implementation period.

Contact Details of the TPC

3.5 At this stage Bryan G Hall will be the primary contact for this TP, during the interim period prior to the formal appointment of the TPC. The contact details for the interim TPC are as follows:

Travel Plan Coordinator
(ref: 25-331 Land East of Woolley Colliery Road, Darton)
Bryan G Hall
Suite E15, Josephs Well, Hanover Walk, Leeds, LS3 1AB
Email: tpc@bryanghall.co.uk
Telephone: 0113 246 1555

4.0 TARGETS AND MONITORING

- 4.1 The primary objective of this TP is to achieve a reduction in dependence on private car journeys (particularly single occupancy journeys) to the site. In order to determine the impact of the TP, challenging but realistic targets must be established. These targets will be set and monitored using resident travel surveys and the results of an initial multi-modal travel survey.

Multi-Modal Counts

- 4.2 Multi-modal traffic counts will be undertaken at the site access junction six months after first occupation, to establish baseline travel patterns. The results of this survey will be utilised to establish site specific baseline travel patterns and will be used to inform the targets associated with the TP, alongside the results of a resident travel survey as detailed below.

Resident Surveys and Modal Split Targets

- 4.3 The baseline resident travel surveys will be undertaken within the first six months of occupation, at the same time as the multi-modal counts. The travel surveys will ask residents where and when they are going to travel, how they intend to travel and what would encourage them to consider sustainable modes of travel. A suitable target response rate will be agreed with BMBC, but an initial response rate of 50% will be sought.
- 4.4 The travel surveys will be used alongside the results of the baseline multi-modal traffic counts to establish a baseline modal split, against which realistic travel targets will be set. Thereafter, the surveys will be undertaken annually as part of the monitoring process. A suitable length of time over which the TP monitoring period will be implemented is to be agreed with BMBC, and this will take into account the amount of time it will take to construct the proposed development.
- 4.5 Prior to the collection of baseline travel data, it is common practice to examine census data for the area within which the development is located. As described within the accompanying TA, the development is located within the Barnsley 005 middle super output area (MSOA).
- 4.6 It is noted that data from the 2021 National Census data has been released recently and this can be interrogated to determine the likely travel patterns of residents in the local area. However, it is also noted that the 2021 Census was undertaken at a time when various travel restrictions were in place throughout England due to the Covid-19 pandemic. On the official survey date of 21st March 2021, England was in

its third national lockdown with a 'stay at home' order in place for non-essential travel. Obtaining modal split data from the 2021 Census data would therefore not be representative. Modal split data has instead been obtained from the 2011 Census data as the other available data source.

4.7 As previously discussed, an initial resident survey will ascertain the true baseline position and this will be updated in future monitoring reports. The modal split results from the 2011 census are summarised in Table 4.1.

Table 4.1:
National Statistics Census 2011 Data for Barnsley 005 MSOA
Method used to travel to work

Travel Mode	% Modal Split
Train	3%
Bus	5%
Taxi	0%
Motorcycle	1%
Car/Van Driver	79%
Car/Van Passenger	6%
Bicycle	1%
On foot	5%
Other	0%
Total	100%

4.8 The modal splits shown in Table 4.1 will be used to inform a discussion with officers at BMBC, so that target reductions in car usage can be agreed and appropriate targets for alternative modes of transport for the site can be identified.

4.9 An initial target of a 10% reduction in single occupancy vehicle trips (i.e. from 79% to 71.1%) from the baseline over a five-year period will be adopted, which is indicated in Table 4.2. This will be informed by the results of the baseline residential

travel survey and agreed with BMBC. As detailed previously, these targets will also reflect any findings of the multi-modal traffic counts.

**Table 4.2:
Target Modal Splits**

Modal Split	% Split	Target
Car (single occupancy)	79%	71.1%
Train	3%	Additional 7.9% split between other modes.
Bus	5%	
Taxi	0%	
Motorcycle	1%	
Car/Van Passenger	6%	
Bicycle	1%	
On foot	5%	
Other	0%	
Total	100%	100%

Monitoring

- 4.10 Baseline travel surveys will be carried out after a period of six months after first occupation of the development or when 50 dwellings are occupied, whichever is first. As set out previously, a suitable length of time over which the TP monitoring period will be implemented will be agreed with BMBC.
- 4.11 As part of monitoring and review, a review of occupation to date and a site visit will be undertaken to coincide with the annual travel surveys. The TPC will review onsite parking, the condition of footways and cycleways and identify any areas for concern within the development. Any notable findings will be highlighted within the monitoring report and discussed with the developer.

Other Targets

- 4.12 Whilst the primary objective of this TP will be to achieve a reduction in dependence on private cars, and particularly single occupancy journeys, a less direct objective will be to increase the awareness of residents of the advantages and the potential for more environmentally friendly modes of travel.
- 4.13 In addition to the modal split targets outlined previously, the objectives of this TP will be actively pursued as the TP is implemented to:
- Minimise the number of single occupant car trips to and from the site;
Target – that residents utilise the existing and future facilities within the local area.
Measure – through travel surveys
 - Increase awareness of the advantages and potential for travel by environmentally friendly modes of transport;
Target - to ensure that awareness of the health, financial and environmental benefits of sustainable modes of travel increase each year.
Measure – through travel surveys
 - Encourage residents to adopt sustainable modes of travel for most of their journeys to and from the site;
Target – that residents are choosing sustainable modes of travel where reasonably practicable for most of their journeys.
Measure – through travel surveys
- 4.14 The TP will strive to achieve these objectives through the measures described in Section 5.0. The objectives and targets will be refined following the initial travel surveys and adjusted accordingly. The targets will be agreed in consultation with BMBC following the first survey.
- 4.15 Awareness is harder to measure. One indicator will be the general response to the introduction of the TP measures which can be monitored through feedback from residents as the strategy evolves. Information gathered through informal feedback will be recorded and used in subsequent reviews.

5.0 TRAVEL PLAN MEASURES AND ACTION PLAN

- 5.1 It is an important principle that the implementation of the TP can establish a pattern of travel behaviour, favouring sustainable modes of travel from the inception of the development.
- 5.2 The following measures have been selected to make existing sustainable modes of travel to the site more attractive. By introducing a variety of measures, residents can pick and choose the most appropriate. It is unlikely that a single measure will ever address all transport needs. Therefore, having a range of measures enables users to choose the most appropriate to them, thus providing flexibility to choose different measures at different times.
- 5.3 The TP is not a static document. It will be developed further once approved and baseline travel surveys have been collected. The measures outlined below are not exhaustive and as the TP evolves, they will include emerging best practice and measures. It will also respond to local changes, as and when appropriate. It will be subject to change in light of progression and completion of the development and will remain responsive to change in line with the findings from future travel surveys and the on-site multi-modal traffic counts.

Measures to encourage sustainable modes of travel through site design

The development has been designed in accordance with relevant design guidance and standards, ensuring that the development promotes and encourages walking and cycling, use of public transport and to reduce the dependence on the private car. Footways are provided throughout the site which provide a permeable and well-connected development, ensuring there are no barriers to walking trips.

Measure 1 - Site Specific Travel Guide

A site specific travel guide will be prepared and shared with prospective residents via the marketing suite. Providing this information ahead of first occupation can assist in site wide recognition and cooperation with the plan and aspirations for resident travel. The guide will include maps showing walking routes and facilities, locations and routes to bus stops, cycle routes and other places of interest in the local areas. The maps will be annotated to show distances and average walk/cycle times.

Similarly, up-to-date information on electric bikes and electric cars will be included in the Travel Guide and will be updated accordingly in future newsletters.

Measure 2 - Personalised Travel Planning

All first occupiers will be contacted within one month of occupation to be offered the opportunity for personalised travel planning with the TPC. It is anticipated that one month post occupation, residents will have had time to deal with any issues associated with moving house and may be in a position to consider their travel options and travel initiatives in more detail.

The process of personalised travel planning can help guide people through their potential travel options and alleviate some of the pressure regarding journey planning, for example, identifying where the closest bus services travel to, and local walking and cycling options.

Through discussion with residents the TPC will establish the preferred method of communication going forward. This will allow the TPC to tailor the approach to suit the residents at the development and ensure that the information provided is accessible. This measure will be available on a face-to-face basis for those residents that choose this option.

Measure 3 - Periodic Travel Newsletter

As a means of updating residents of national and local events and periodic campaigns, travel newsletters will be prepared and distributed. The travel newsletter will be produced and distributed at least twice per year, or more frequently if required, in order to report any travel related items of interest. The letter will also advertise events such as resident meetings and will request feedback in order to judge demand for such events.

The newsletter could include, but not be limited to, the following:

- Latest government advice regarding walking, cycling and use of public transport;
- Walking and cycle routes within the vicinity of the site;
- Details of local cycling groups;
- Associated health, wellbeing and financial benefits of adopting active modes of travel;
- Promotion of local Car Share scheme
- Bus timetables (which will be reviewed regularly to ensure that they are up to date, especially over holiday periods);

- Links to websites and apps which allow users to get regular travel updates in real time; and
- National and local sustainable travel initiatives such as Bike Week/Walk to Work Week / National Liftshare Week

Measure 4 - Sustainable Travel Voucher

A free public transport ticket will be offered to residents within the travel guide. This will likely be for one month's travel (area and time to be agreed with BMBC) and allows residents to trial using the bus as a form of sustainable transport.

If residents already travel by bus, or would prefer a cycle voucher, residents will be offered a cycle voucher for the equivalent cost of the taster ticket. This provides some help towards purchasing a new bike or accessories. Residents therefore have the choice to choose which incentive is best for them.

Measure 5 - Sustainable Travel to Schools

The TPC will promote sustainable travel to school options, such as walking, cycling and public transport. One example of how this could be promoted is through encouraging participation in national and local events such as Walk to School Week. There may also be the opportunity for the TPC to liaise with the local school regarding the sustainable travel options available, to help identify which of these would benefit residents of the proposed site and where potential improvements could be made.

Measure 6 - Cycle User Group

The TPC will promote and arrange a resident's cycle user group to encourage cycling.

This will consist of information regarding bicycle maintenance, local cycle routes and general cycle advice. It will also allow residents to connect with other residents who are interested in cycling.

The cycle user group will meet every 6 months and will be promoted within the resident newsletter and travel guide prior to each meeting.

Measure 7 - Measures to encourage car sharing

The TPC will promote car sharing through the newsletters and travel guide. The TPC will inform residents of the web-based Liftshare scheme for the local area of Darton. Car sharing is often considered to be a relatively convenient form of sustainable travel with the associated convenience of car travel. Consideration will be given to

setting up a site-specific car share scheme, whereby residents of the development can share with other residents, with journey matches facilitated by the TPC.

5.4 The following are other potential measures that the TPC could explore, should residents express interest in additional measures:

- Contact a nearby cycle store to discuss options for providing discounts to future residents, for the purchase of bicycles, clothing and other accessories;
- Contact a nearby cycle store to discuss holding a bicycle maintenance event at the site; and
- Contact a nearby sportswear store to discuss options for providing discounts to future residents, for the purchase of walking, running and other sports clothing accessories which may help residents to travel via sustainable modes.

5.5 An initial action plan has been prepared to guide the implementation of this TP, as shown in Table 5.1. The action plan summarises the TP measures, identifies the associated timescales for implementation and identifies the person responsible for undertaking this action.

Table 5.1: Initial Action Plan

Action	Date	Responsibility	Progress to Date
Appoint Travel Plan Coordinator	Prior to marketing of the sites	Developer	Bryan G Hall appointed as interim
Pedestrian links to be built	During construction, in line with development proposals	Developer	Design ongoing
Prepare Travel Guide	For residents prior to first occupation	Travel Plan Coordinator in conjunction with BMBC	To be completed prior to occupation
Undertake personalised travel planning	Within 1 month of occupation	Travel Plan Coordinator	To be offered within one month of occupation
Prepare travel newsletter	Every 6 months	Travel Plan Coordinator	To be completed within six months of occupation
Sustainable Travel Voucher	Within 1 month of occupation	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Promote sustainable travel to schools	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Provide measures to encourage walking	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel guide and newsletters
Provide measures to encourage cycling (Cycle User Group)	During construction and on first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	Design ongoing, promotion to be included in travel guide and newsletters
Provide measures to encourage car sharing	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters
Advise residents on reducing the need to travel/working from home	On first occupation to be promoted within site specific travel guide and newsletters	Travel Plan Coordinator	To be promoted in travel guide and newsletters

Action	Date	Responsibility	Progress to Date
Undertake travel surveys/multi-modal count	Baseline survey and multi-modal count to be undertaken within 6 months of first occupation. This will be repeated annually for a suitable time period to be agreed with BMBC.	Travel Plan Coordinator	To be completed within six months of occupation or occupation of the 50th dwelling depending on which is first
Review Travel Plan/Action Plan	Annually	Travel Plan Coordinator in conjunction with BMBC	Ongoing throughout the monitoring period

APPENDIX TP 1



BLOOMHOUSE LANE DARTON 25-5808-01									
AFFORDABLE									
NAME	TYPE	BED	STOREY	SO FT	PARKING	NO PLOTTED	TOTAL SO FT	%	
2B4P	MID	2	2	786	PS	1	786		
2B4P	END	2	2	789	PS	7	5523	50	
2B4P	END	2	2	870	PS	4	3480		
3B4P	MID	3	2	928	PS	1	928		
3B4P	END	3	2	931	PS	4	3724	50	
3B4P	MID	3	2	1009	PS	1	1009		
3B4P	END	3	2	1012	PS	1	1012		
OREGANO	DET	3	2	1311	PS	5	6555		
							24	23017	100
OPEN MARKET									
NAME	TYPE	BED	STOREY	SO FT	PARKING	NO PLOTTED	TOTAL SO FT	%	
AVOCADO	END	2	2	754	PS	8	6032	8	
CHESTNUT	END	3	2	923	PS	16	14768		
CLOVER	END	3	2	964	PS	3	2892		
CLOVER	DET	3	2	967	PS	7	6769	40	
DANDELION	END	3	2	1008	PS	2	2016		
DANDELION	DET	3	2	1008	PS	4	4032		
EUCALYPTUS	DET	3	2	1054	PS	5	5270		
EUCALYPTUS	DET	3	2	1311	PS	1	1311		
JARRAH	DET	4	2	1209	SDG	4	4836		
MAGNOLIA	END	4	3	1214	PS	12	14658		
LAVENDER	DET	4	2	1239	INT	7	8673		
LINDEN	DET	4	2	1274	SDG	8	10192	52	
PRIMROSE	DET	4	2	1290	SDG	4	5160		
POPPY	DET	4	2	1329	INT	8	10632		
ROSEMARY	DET	4	2	1369	SDG	6	8154		
							95	105305	100
							119	128322	
		SDM	Hb	ACRES					
GROSS AREA	41161	4.1	10.2						
NET AREA	32383	3.2	8.0	COVERAGE		16046			
POS	3647	0.4	0.9	DFH		37			
AFFORDABLE									
							20	%	
							6		
							9		

PLANNING LAYOUT LAYERS KEY:

- 2000mm BRICK SCREEN WALL
- 1800mm BRICK WALL & FENCE
- 1800mm TIMBER FENCE
- 2000mm ACOUSTIC FENCE
- 450mm KNEE HIGH RAIL
- APPLICATION BOUNDARY
- UTILITIES EASEMENT
- LOCKABLE GATE
- AFFORDABLE / AFFORDABLE RENT
- INFORMAL VISITOR PARKING

Criteria	Location	Who's At Risk	Consequence	Mitigation
Trenches and excavation	Whole Site	Construction Staff	1. Risk of collapsing excavation 2. Falling objects or equipment 3. Risk of being struck by falling objects	Contractor to determine safe methods of working in confined spaces, where necessary. Contractor to provide appropriate protection barriers. Workers to wear high visibility clothing.
Working Adjacent to Live Traffic	Site boundaries adjacent to Woolley Colony Road	1. General Public 2. Construction Staff	1. Risk of Obstruction/Blocking Passing Vehicles 2. Risk of being struck by Plant machinery	Contractor safe method of working, implementation of signing and traffic control measures. Contractor to provide appropriate protection barriers. Workers to wear high visibility clothing.
General Public / Children trespassing on site	Whole Site, specifically PROCV running North to South	1. General Public	Risk of public injury on site from slips, falls, falling from height, uncovered manholes / benches	Ensure the site is properly secured and inform the surrounding public of site location and boundaries. Give advance warning of the start of construction. Contractor to consider and put in place methods to protect PROCV through the site, and maintain its use unless alternative has been agreed prior to construction.
Effects of noise, dust or vibration of construction works	Whole Site	1. General Public 2. Adjacent Properties 3. Construction Staff	1. Annoyance to General Public 2. Risk of health problems to General Public 3. Risk of health problems to Construction Staff	Contractor to determine safe methods of working through construction methods/sequences. Site staff to be provided with appropriate PPE relative to their nature of work. Work may also be undertaken at specific times, in sensitive areas to minimise disruption to adjacent properties.
Contaminated Ground	Whole Site	Construction Staff	Health risks to Construction Staff	It is always possible that contaminated land may be uncovered during the construction phase. The contractor should determine safe methods of working if contaminated land is encountered.
Retained Trees	Whole Site	1. General Public 2. Construction Staff	Risk of serious injury from falling branches.	The survey required to establish condition of trees and recommended works. All recommended works to be carried out with high priority works on unsafe trees carried out as soon as is reasonably practicable.
Low-level Electric/Overhead Power Lines	Intersecting site at various points	1. General Public 2. Construction Staff	1. Risk of death or serious injury from electrocution.	Contractor to produce a plan of work that where possible eliminates the danger by avoidance of work and site staffs at or near the overhead lines. If the danger cannot be eliminated, the risk must be managed by controlling access to, and work beneath overhead power lines.
Water Mains	Intersecting site at various points	1. General Public 2. Construction Staff	1. Risk of serious injury.	Contractor to produce a plan of work that where possible eliminates the danger by diverting the water mains or by avoidance of work and site staffs at or near the water mains.

A 11.03.26 LAYOUT UPDATED FOLLOWING CONSULTATION RESPONSES JP VS

Rev Date Description Drawn Check

CLIENT:
HOMES BY HONEY

PROJECT:
BLOOMHOUSE ROAD, DARTON

DRAWING:
SITE LAYOUT

DRAWING NUMBER:
25-5808-01-A

SCALE @ A1:
1:500

DRAWN: JP
CHECKED: VS

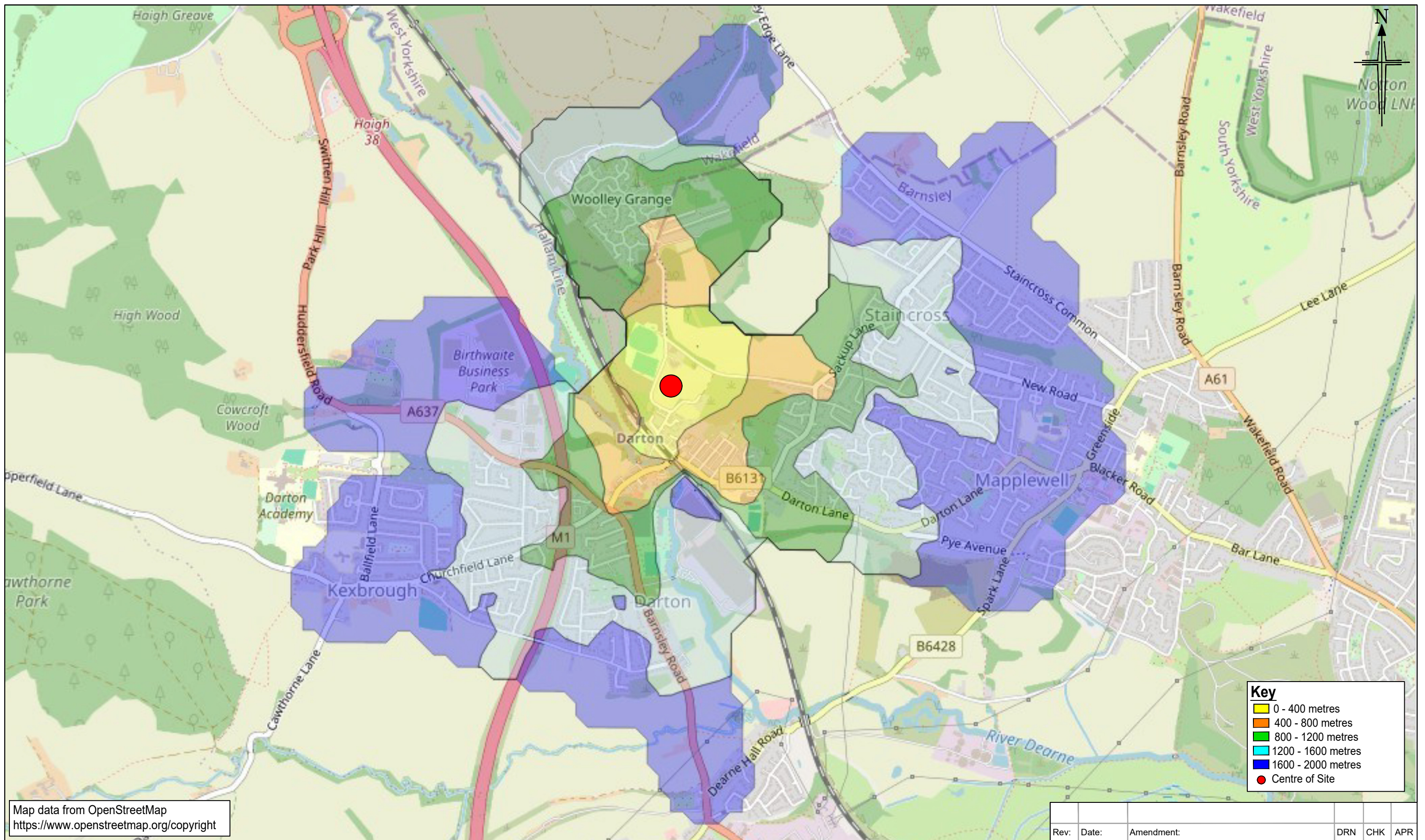
DATE: FEB '26
DATE: FEB '26

Architecture Planning Urban Design Landscape

01 / SITE LAYOUT

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APPENDIX TP 2



Map data from OpenStreetMap
<https://www.openstreetmap.org/copyright>

Key	
Yellow	0 - 400 metres
Orange	400 - 800 metres
Green	800 - 1200 metres
Light Blue	1200 - 1600 metres
Dark Blue	1600 - 2000 metres
Red Dot	Centre of Site

Rev:	Date:	Amendment:	DRN	CHK	APR

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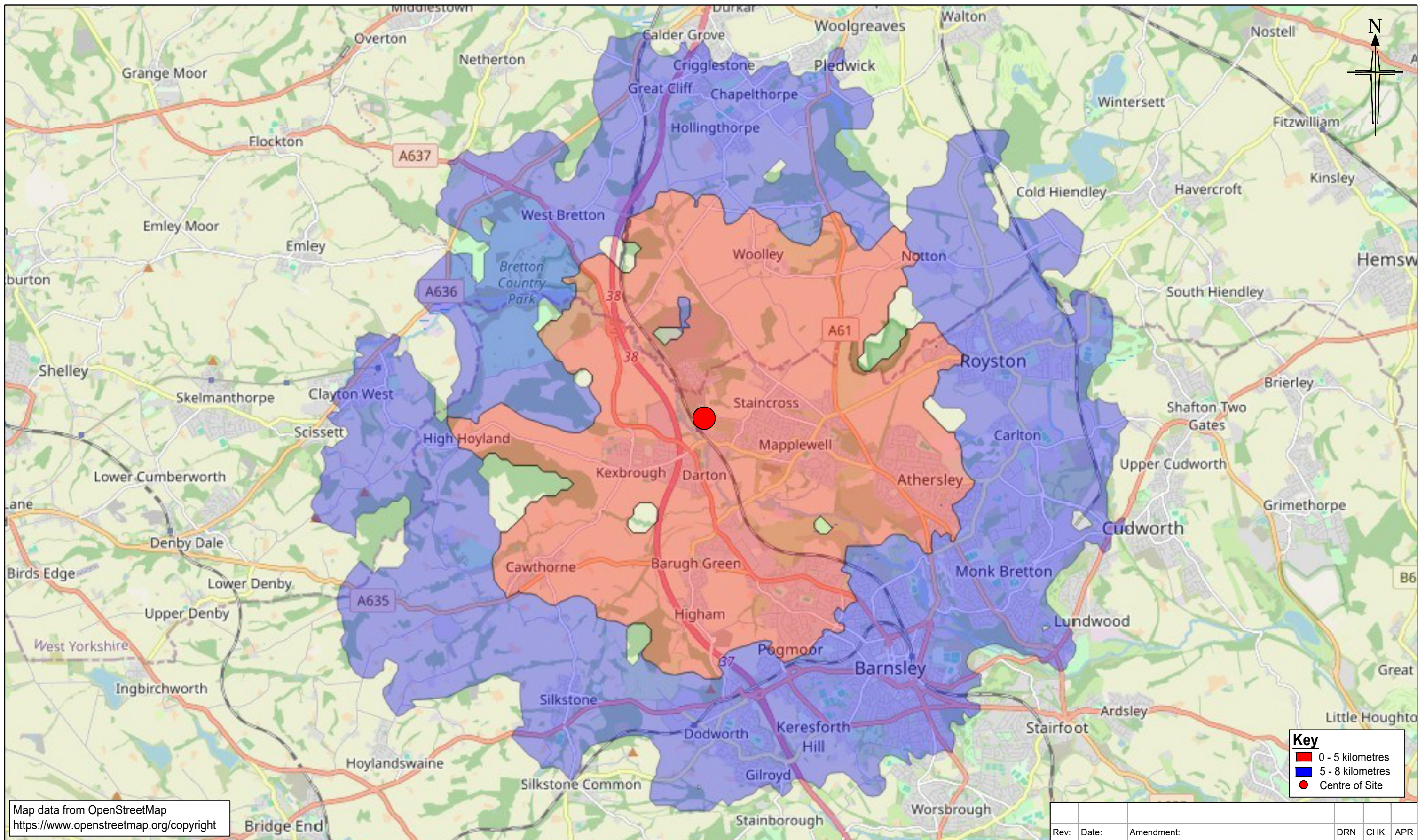


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 Title: TRACC 2km Walking Catchment Plan
 Status: Planning
 Scale: N.T.S.
 Size: A3 - 420 x 297
 Drawn: LD Chkd: MC Appvd: MC

Client: Homes by Honey
 Project: Woolley Colliery, Darton
 Drawing No: 25/331ACC/001
 Job No: 25-331
 Revision: -
 Date: 17/03/2026

APPENDIX TP 3



Map data from OpenStreetMap
<https://www.openstreetmap.org/copyright>

Key

- 0 - 5 kilometres
- 5 - 8 kilometres
- Centre of Site

Rev:	Date:	Amendment:	DRN	CHK	APR
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Title: TRACC 8km Cycling Catchment Plan

Status: Planning

Scale: N.T.S.
 Size: A3 - 420 x 297

Drawn: LD Chkd: MC Appvd: MC

Client: Homes by Honey

Project: Woolley Colliery, Darton

Drawing No: 25/331/ACC/002
 Job No: 25-331

Revision: -
 Date: 17/03/2026

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