

Newlands Developments
Relocation of Rockingham Sports Centre, Hoyland

Transport Statement

28 August 2020
Version 1.0
Issue





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1 Introduction

1.1 Commission

Fore Consulting Ltd has been commissioned by Newlands Developments to prepare a Transport Statement for submission with a forthcoming full planning application to relocate existing football pitches and archery centre at the Rockingham Centre, to land just south of Parkside Road and east of the A1635 Sheffield Road.

This Transport Statement report sets out the transport and highways impacts to be considered by Barnsley Metropolitan Borough Council (BMBC), as the Local Planning and Highway Authority, when determining the planning application. This Transport Statement has been prepared in accordance with the National Planning Policy Framework, the associated Planning Practice Guidance and discussions with BMBC highways officers at the pre-application stage.

1.2 The Site and Surrounding Area

The application site is on the south-east boundary of Hoyland Common, Hoyland, and currently comprises open fields / agricultural land. The site is bound by Parkside Road and residential dwellings to the north, a track off Stead Lane and open fields to the east, and the A1635 Sheffield Road and open fields to the south and west.

The location of the site is demonstrated in Figure 1.

1.3 Structure of the Report

The report is structured as follows:

- Chapter 2 provides the existing conditions on the local transport network.
- Chapter 3 provides an overview of the national and local transport planning policy context in relation to the site and the development proposals.
- Chapter 4 sets out the proposals, describes in detail the access arrangements by all modes, and describes the transport impacts of the development.
- Chapter 5 summarises and concludes the report.

2 Existing Situation

2.1 Pedestrian and Cycle Accessibility

2.1.1 Pedestrian Catchment and Facilities

Acceptable walking distances used to describe short, medium and long walks to development are 0.5km, 1.0km and 2.0km respectively¹. Figure 2 presents an isochrone from the centre of the site for the distance thresholds assuming only formal crossings and designated footways / footpaths and bridleways are used.

Within close proximity to the site, all roads which provide key walking routes to the site have footways with adequate street lighting. Where appropriate, road crossings are characterised by either being signal controlled or uncontrolled with dropped kerbs. Pedestrian facilities in the immediate vicinity of the site include:

- On the A6135 Sheffield Road, footways provide a continuous walking route on the western side of the road. Running north towards Hoyland Common, footways exist adjacent to both sides of the road from the A1635 Sheffield Road / Parkside Road junction. A signalised crossing is also present on the A1635 Sheffield Road, 80m north from the A6135 Sheffield Road / B6096 Hoyland Road / Tankersley Lane junction.
- On Parkside Road, the B6096 Hoyland Road and Tankersley Lane, footways are adjacent to both sides of the road. On the B6096 Hoyland Road, a signalised crossing is present 65m east of the crossroad junction.
- A mixture of both signalised and uncontrolled crossings exist at the Cross Keys, Birdwell, Fitzwilliam and Rockingham Roundabouts, with footways generally adjacent to all arms.

A number of Public Rights of Way (PRoW) also exist within close proximity to the site, as below:

- Footpath 30 runs along the northern boundary of the site and links the A1635 Sheffield Road to Stead Lane.
- Footpath 33 to the north of the site connects Skiers View Road to Footpath 28 and Clough Fields Road through open fields.

¹ The Chartered Institution of Highways and Transportation (CIHT), 'Guidelines for Providing Journeys On Foot', 2000.

- Footpath 26 can be accessed along the A1635 Sheffield Road to the south. Running north, the route connects to Burying Lane via Skier's Spring Wood. Running south the path connects to a network of several paths through open fields including Footpath 27 and Bridleway 25.

Given the above, a significant residential catchment north of the site at Hoyland Common would be located within a convenient walking distance of the site, and area beyond in Hoyland and parts of Birdwell would be within a walking distance of 2.0km (representing a walk of 20 to 25 minutes). As such, there is clear potential for local residents to walk to the development.

2.1.2 Cycle Access

An 8.0km cycling isochrone from the site is demonstrated in Figure 3, a distance that is generally accepted to travel by cycle. The isochrone demonstrates that Hoyland, Tankersley, Worsborough, Barnsley, Wombwell, Wentworth, Chapelton, High Green and Dodworth are all within the catchment.

Cycle infrastructure in close proximity to the site is described below:

- National Cycle Network Route 67 runs to the south of the site and can be accessed at the A1635 Sheffield Road / Lidgett Grange junction, approximately 950m from the site. The route provides a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. The route also forms part of the Trans Pennine Trail, which covers a whole network of routes linking the major urban centres of the region.
- The A6135 Hoyland Common to Elsecar Park & Ride B6097 route runs adjacent to the northern boundary of the site, providing a cycle route between Parkside Road and Elsecar rail station.

2.2 Public Transport

2.2.1 Bus Services

Several bus stops are located close to the site and can be found on the A1635 Sheffield Road, Tankersley Road and Hoyland Road. Stops also exist on Parkside Road, but provide the same services as on Sheffield Road. Stops located on the A1635 Sheffield Road and Hoyland Road are sheltered with seating, with the stops on Tankersley Road consisting of bus stop posts.

The location of the bus stops and routes are shown in Figure 4, with a summary of the service frequency and destinations served outlined in Table 1.

Table 1: Bus Services and Frequency

No.	Operator	Destinations Served	Approx. Daytime Frequency		
			Weekday	Saturday	Sunday
A1635 Sheffield Road					
67/67a/67c	Stagecoach	Barnsley - Wombwell	60mins		120 mins (from 18:50)
Hoyland Road					
2	Stagecoach	Barnsley Centre - Sheffield Centre	60 mins		
66		Barnsley Centre - Elsecar Circular	30 mins		
Tankersley Lane					
72/72a	Stagecoach	Chapelton - Manvers	60 mins		No service

2.2.2 Rail Services

Whilst the site is not directly served by rail, connections can be accessed at Elsecar station, which is approximately 2.8km east of the site. Bus services 2, 66, 67 and 72 all stop within close proximity of the site and provide connections to the station.

The station is situated on the Hallam and Penistone lines served by Northern Rail. At peak times, the station provides two direct services per hour to Barnsley and Sheffield, and intermediate local stations, plus one direct hourly service to Leeds.

2.3 Local Highway Network

The local highway network comprises a number of key links and junctions which are described in the following section and shown on Figure 5.

A6135 Sheffield Road

The A6135 Sheffield Road runs adjacent to the south-west boundary of the site. The road is a single-lane carriageway that serves as a local distributor road, linking Junction 36 of the M1 with the western fringes of Hoyland. Past Hoyland, the road runs towards the villages of Harley and Hood Hill to the south. In the vicinity of the site, the speed limit changes from 50mph to 30mph speed limit within the built-up area in Hoyland.

The A6135 Sheffield Road forms the northern and southern arms of a four-arm signalised junction with the B6096 Hoyland Road and Tankersley Lane. Waiting restrictions, in the form of double yellow lines, are present along all four approach arms of the junction. Controlled pedestrian crossings are provided across the northern A6135 Sheffield Road and

B6096 Hoyland Road arms, located approximately 80m and 65m back from the stoplines respectively. Additionally, uncontrolled pedestrian crossings with dropped kerbs are provided across all four arms of the junction located in front of the stop lines.

Parkside Road

Parkside Road runs adjacent to the northern boundary of the site and connects the A6135 Sheffield Road to the Stead Lane / Skiers View Road junction, providing a route towards Hoyland.

A shared use pedestrian / cycle route is provided on the southern side of the road, with signage towards Elsecar rail station.

The road is a single carriageway, subject to a 30mph speed limit.

B6096 Hoyland Road

The B6096 Hoyland Road is a single carriageway located to the north-west of the site. In the vicinity of the site, a 30mph speed limit is in operation. From a junction with the A6135 Sheffield Road, the road provides a local connection through Hoyland towards Wombwell.

Tankersley Lane

Tankersley Lane forms the western arm of the four-arm signalised junction with the A6135 Sheffield Road and the B6096 Hoyland Road. Tankersley Lane serves as a local road connecting the B6096 Hoyland Road and A6135 Sheffield Road with Church Lane and the A61. The road heads westwards over the M1, becoming Church Lane beyond a junction with Black Lane.

The road is subject to a 30mph speed limit, which increases to the national speed limit approximately 210m west of the signalised junction with the A6135 Sheffield Road / B6096 Hoyland Road. Within the 30mph limit the road is lit and footways are provided on both sides of the road.

Cross Keys Roundabout

The Cross Keys Roundabout is a 4-arm roundabout located to the north-west of the site. All arms are single carriageways of approximately 9m in width. Pedestrian islands are provided on all arms, except the western arm (A6195) which is segregated into entry and exit lanes and provides no pedestrian crossing facilities.

Fitzwilliam Roundabout

Fitzwilliam Roundabout follows the same alignment as the Cross Keys Roundabout, except that pedestrian islands are provided on all arms of the roundabout. To the north, the roundabout connects towards the Rockingham Roundabout services and the A6195 Dearne Valley Road. The southern arm of roundabout provides access towards the A6135 Sheffield Road.

A6195 Dearne Valley Parkway

The A6195 is a two-lane dual carriageway with the national speed limit in operation, located to the north-west of the site. The road links directly to Junction 36 of the M1 via a four-arm roundabout with the A61 / A6135 Sheffield Road. The A6195 Dearne Valley Parkway serves as the northern bypass to Hoyland, connecting to a number of local distributor roads via a series of three-arm and four-arm roundabouts.

A61 Sheffield Road

The A61 Sheffield Road provides a local connection towards Birdwell and Worsborough, as well as Barnsley town centre to the north. To the west of the M1 Junction 36, the A61 continues westward towards Tankersley and beyond to Sheffield.

A61 Sheffield Road / A6195 Dearne Valley Parkway - Birdwell Roundabout Junction

Birdwell Roundabout is an elongated roundabout located to the north-west of the site connecting the A6195 and A61, and incorporating Junction 36 of the M1.

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.

The A6195 eastern arm is separated into segregated entry and exit lanes. The exit lane is 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 a shared pedestrian / cycleway on the nearside lane.

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.

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.

2.4 Road Safety

Personal injury accident data has been obtained from www.crashmap.co.uk for the highway network in the vicinity of the site for the most recently available five year period between 1 January 2015 and 31 December 2019 (most recent five year period available). This confirms the following:

- Two accidents resulting in slight injuries were recorded in the vicinity of the A6135 Sheffield Road / Parkside Road junction, on the northern approach to the junction and the Parkside Road approach. Both involved collisions between two vehicles.
- One accident occurred on the A6135 Sheffield Road adjacent the site. This was similarly a collision between two vehicles, resulting in slight injuries.
- One accident occurred on the A6135 Sheffield Road to the south of the site. This was a collision between two vehicles, but resulting serious injuries.

Notwithstanding the accident resulting in serious injuries, the accident record indicates that all accidents are isolated in nature, and as such it is considered there is no evidence of an existing safety issue in the vicinity that the development will materially exacerbate.

3 Transport Planning and Policy

3.1 National Policy

3.1.1 National Planning Policy Framework

A revised '*National Planning Policy Framework*' (NPPF)² was published by the Ministry of Housing, Communities and Local Government (MHCLG) on 19 February 2019. It sets out national planning policy for England and in particular how the planning system is to contribute to achieving sustainable development through the following interdependent objectives:

- An economic objective, contributing to building a strong, responsive and competitive economy through ensuring that land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity.
- A social role, supporting strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
- An environmental role, protecting and enhancing the natural, built and historic environment through making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change.

The NPPF sets out a presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay. Where there are no relevant development plan policies or the most important policies for determining the application are out-of-date, permission should be granted unless policies in the NPPF provide a clear reason for refusing the development proposed, or any adverse impacts of approving a development would demonstrably outweigh the benefits when assessed against the NPPF as a whole.

Specifically, in relation to transport, the NPPF states that the planning system should manage patterns of growth to address potential impacts of development on transport networks; realise opportunities from existing or proposed transport infrastructure and technology; promote walking, cycling and public transport; identify and assess the

² *National Planning Policy Framework*, Department of Communities and Local Government, 2019.

environmental impacts of traffic; and integrate transport consideration into the design of schemes.

In relation to considering development proposals, the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment to ensure the likely impacts of development are assessed.

Paragraph 108 of the NPPF states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be - or have been - taken up depending on the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and,*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Paragraph 109 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

3.1.2 Planning Practice Guidance

Planning Practice Guidance (PPG)³ was launched by the Department for Communities and Local Government on 6 March 2014. It provides advice on when Transport Assessments and Transport Statements are required and what they should contain :

“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).”

Furthermore, it states that:

³ *Planning Practice Guidance*, Department of Communities and Local Government, 2014.

“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”

Furthermore, it states that:

“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”

And:

“The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts.”

3.2 Local Policy

3.2.1 Barnsley Local Plan 2019

Barnsley’s Local Plan⁴ was adopted by the Council on 3 January 2019, this document, together with the Joint Waste Plan prepared with Doncaster and Rotherham and adopted in March 2012, are the Statutory Development Plan.

The Barnsley Local Plan considers the future use of all land within the borough, including Barnsley town centre, and establishes policies and proposals up to the year 2033. The Local Plan is used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley.

The following policies within the Barnsley Local Plan are of relevance to the development from a transport perspective:

Policy GD1 General Development

Policy GD1 states that proposals for development will be approved if, amongst other things, adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes and to provide appropriate vehicular and pedestrian link throughout the site and into adjacent areas.

Policy LG2 The Location of Growth

Policy LG2 states that priority will be given to development to specific locations which include Hoyland (a Principle Town). the Principal Towns will be expected to accommodate

⁴ *Barnsley Local Plan*, Barnsley Metropolitan Borough Council, 2019.

significantly more growth than the villages, to accord with their place in the settlement hierarchy.

Policy T1 Accessibility Priority

Policy T1 states that developers will work with city region partners and other stakeholders transport investment will be set out in Transport Strategy programmes focused on development-transport corridors to:

- A. Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns.
- B. Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc.
- C. Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including provision for car parking and enhancing the non-car role of the transport corridor shown on the Accessibility Priorities diagram as 'potential enhanced road based public transport corridor'.
- D. Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham.
- E. Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.

Hoyland is highlighted within the strategy for 'potential enhanced road based public transport corridor'.

Policy T3 New Development and Sustainable Travel

Policy T3 states that new development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document.

Provide a Transport Statement or Assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a Travel Plan Statement or a Travel Plan in accordance with guidance set out in National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

The policy goes on to explain that where levels of accessibility through public transport, cycling and walking are unacceptable, developers will be expected to take action or make financial contributions, secured through a planning obligation or planning condition.

Policy T4 New Development and Transport Safety

Policy T4 states that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. The policy goes on to explain that if a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, developers will be expected to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead.

Policy GS2 Green Ways and Public Rights of Way

Policy GS2 identifies that where development affects an existing Green Way or Public Right of Way it must either protect the existing route within the development or include an equally convenient and attractive alternative route. Where new development is close to a Green Way or Public Right of Way it may be required to:

Provide a link to the existing route; and/or

Improve an existing route; and/or

Contribute to a new route.

In some cases, developers will be asked to make a financial contribution to meet these requirements.

3.3 Summary

The development site is well situated in relation to existing public transport and walking and cycling networks, ensuring sustainable access within the district and beyond. The development therefore accords with national and local planning policy guidance.

4 Development Proposals

4.1 Land Use

The development proposals involve the relocation of existing football pitches (14,151sqm) and archery centre (approx. 4,200sqm) at the Rockingham Sports Centre, currently adjacent to the Cross Keys Roundabout and accessed off the A6135 Sheffield Road.

The sports facilities are to be relocated to land south of Parkside Road, west of the A1635 Sheffield Road.

The layout of the site is shown in Appendix A.

4.2 Vehicular Access

As part of the Hoyland West Masterplan, the provision of a new strategic link road has been proposed to divert traffic around the west of Hoyland, linking the Cross Keys Roundabout to the A1635 Sheffield Road via Tankersley Lane. Once constructed, the link road will run adjacent to the site. As part of the link road proposals, the A1635 Sheffield Road / Parkside Road junction is to be upgraded to a four-arm roundabout, with the addition of a southern arm connecting the link road to the existing road network.

Given the wider link road proposals, access to the development is proposed as follows:

- Before the link road is constructed, access will be directly taken from the A6135 Sheffield Road. A new access junction would be provided to serve the development at a point approximately 40m of the existing junction with Parkside Road. As such, adequate junction spacing would be accommodated.
- When the link road is completed and operational, the development would be accessed by an access road, which would effectively be formed of the current alignment of the A6135 Sheffield Road north of the point where it is severed to continue as the link road.

Drawings demonstrating the geometric layout of the access arrangements and visibility splays are demonstrated on the drawings provided at Appendix A.

Swept path analysis of proposed arrangements have been undertaken and presented in drawings Appendix A. This demonstrates that satisfactory movement of services vehicles entering and exiting the site can be achieved.

4.3 Car Parking

No information is held regarding traffic generation and car parking associated with the existing facilities.

Space for 20 vehicles would be accommodated on the site. Space for 27 vehicles is currently provided at the existing Rockingham centre, shared between users of the football pitch and archery centre, as well as the cricket pitch and other community events within the Centre. Provision of 20 spaces at the development site for users of the football pitch and archery centre is therefore in line with the existing provision.

4.4 Sustainable Access

Access to the site for pedestrians and cyclists will be via the proposed vehicle access junction on the A1635 Sheffield Road. A footway is currently only provided along the western side of the A1635 Sheffield Road, therefore it is proposed that a footway is to be built on the eastern side to link the site access to the existing pedestrian facilities at the A1635 Sheffield Road / Parkside Road junction.

This arrangement would be incorporated as part of the access arrangement with the wider link road proposal in place.

4.5 Trip Generation

The proposals involve partial relocation of the existing facilities at the Rockingham Sports Centre. As such, journeys to the existing facilities are diverted a short distance along the A6135 Sheffield Road. On this basis it is considered that the development would not represent a significant impact on the operation of the wider network in the local area, as the development effectively caters for existing journeys.

On this basis, detailed assessment of the proposals on the operation of the highway network is not considered to be necessary.

5 Summary

This Transport Statement has been prepared to accompany a forthcoming planning application for the relocation of the existing football pitches and archery centre at the Rockingham Sports Centre, Hoyland.

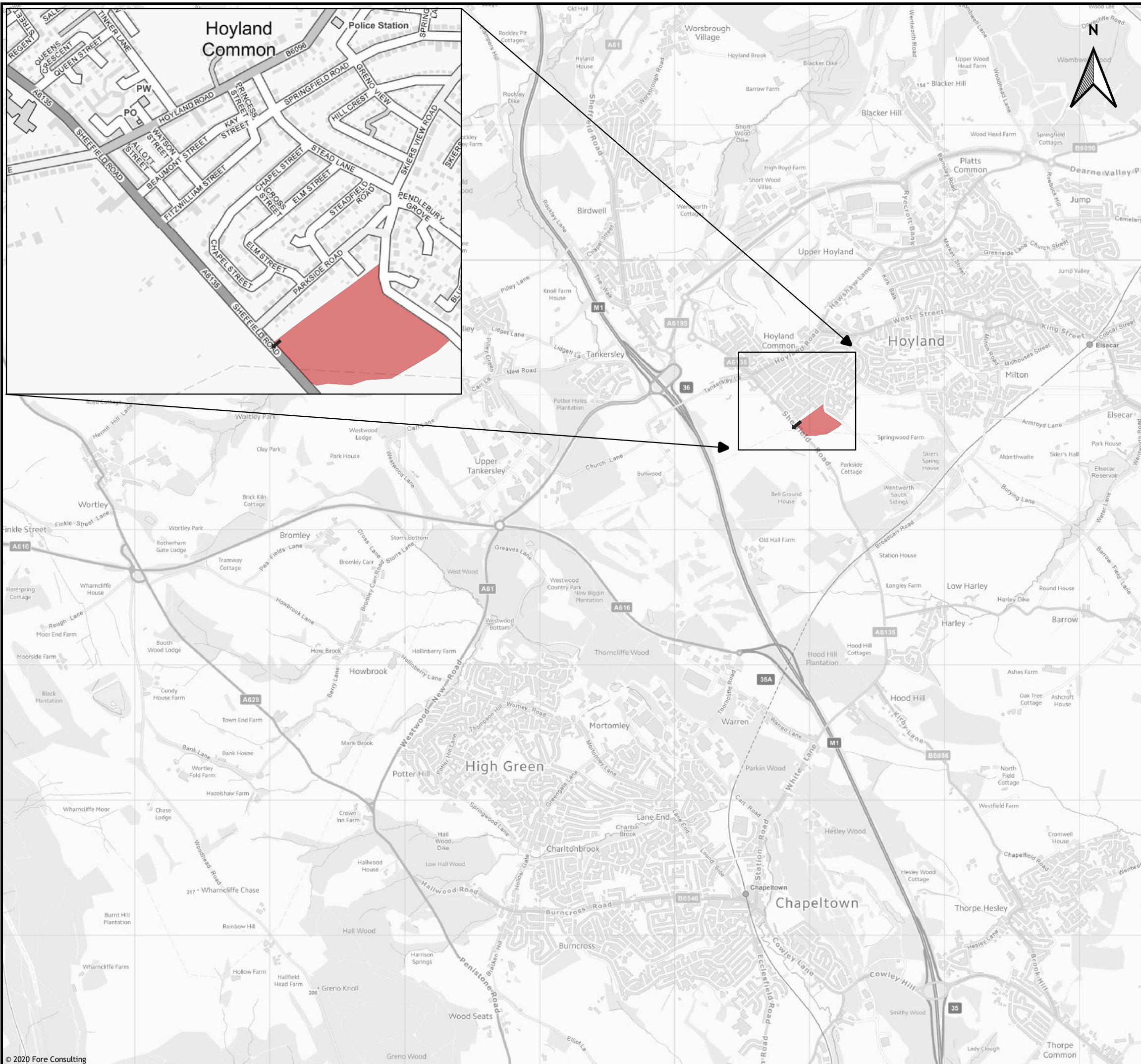
The report has examined the existing local transport network and accessibility by all modes, considered relevant national and local transport policy, described the access arrangements for the proposed relocation site, and determined the resulting impacts on the local transport network.

It is considered that:

- The development accords with both national and local transport planning policy.
- Opportunities are available to travel to the site by modes other than by car, including walking, cycling and public transport. In particular, the site is well served by public transport with several bus stops within a convenient walking distance, providing services to Barnsley city centre and Sheffield city centre.
- Safe and satisfactory vehicular access can be provided off the A1635 Sheffield Road for both scenarios before and after the construction of the proposed link road.
- The traffic impact of the development is not considered to be significant, given that the proposals involve partial relocation of the existing sports centre.

Considering all of the above, it is concluded that the development proposals can be supported from a transport and highways perspective.

Figures



Key:

- Indicative Site Boundary
- Indicative Site Access

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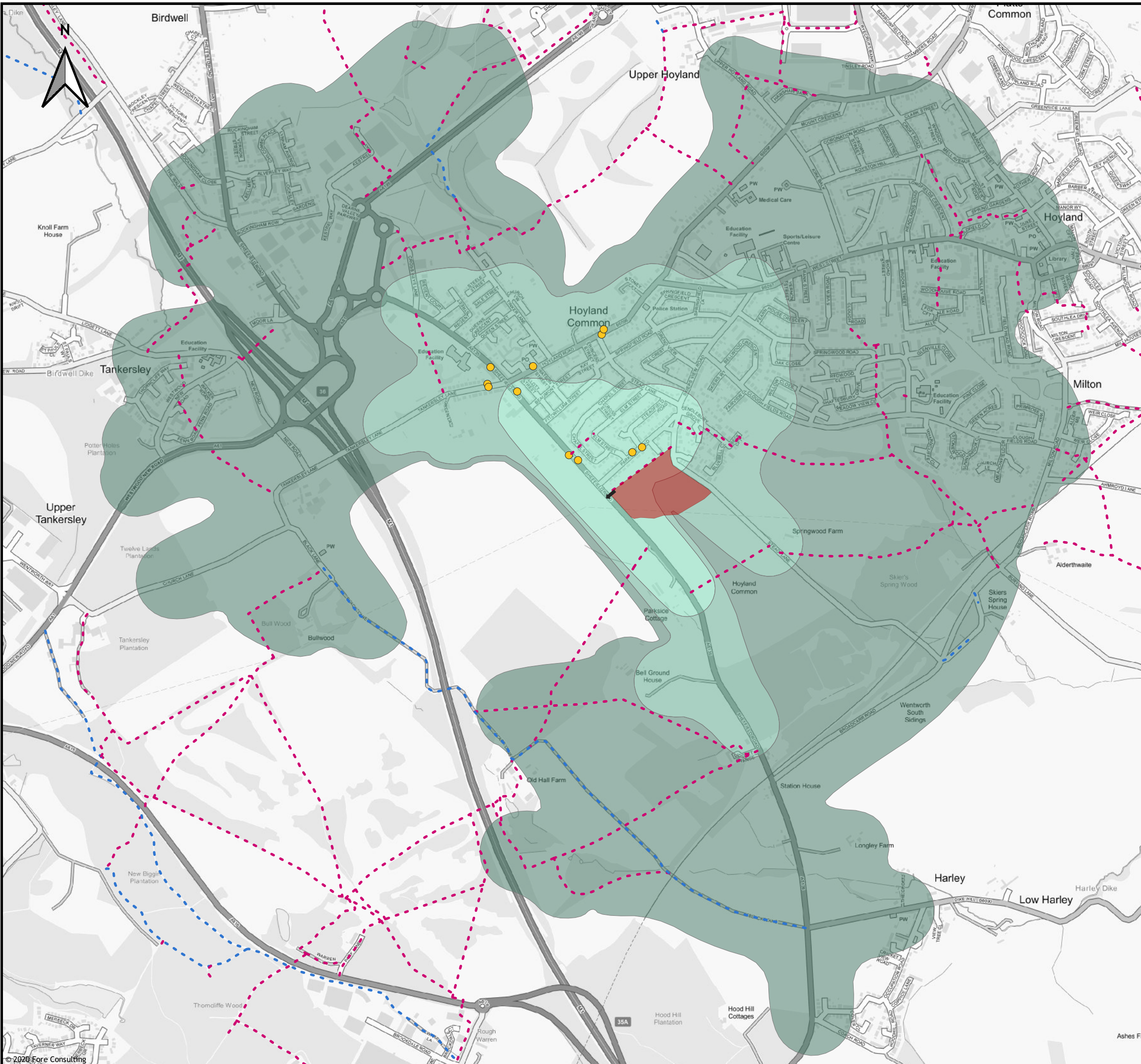


Client:
Newlands Developments

Project:
Relocation of Rockingham Sports Centre, Hoyland

Figure Title:
Site Location

Scale: 1:28000	Figure Status: Issue
Job Number: 3560	Figure Number: Figure 1



Key:

- Indicative Site Boundary
- Indicative Site Access
- Bus Stops

Walking Catchment

- 500m
- 1.0km
- 2.0km

Public Rights of Way

- Bridleway
- Footpath

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Figure Title:
 Walking Catchment and Public Rights of Way

Scale: 1:12300	Figure Status: Issue
Job Number: 3560	Figure Number: Figure 2



- Key:**
- Indicative Site Boundary
 - Indicative Site Access
 - 8.0km Cycling Catchment
 - A6135 Hoyland Common to Elsecar Park & Ride
 - National Cycle Network Route 67

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Figure Title:
 Cycling Catchment and Long-distance Cycle Routes

Scale: 1:50000	Figure Status: Issue
Job Number: 3560	Figure Number: Figure 3



- Key:**
- Indicative Site Boundary
 - Indicative Site Access
 - 400m Walking Catchment
 - Bus Stops
 - Bus Routes

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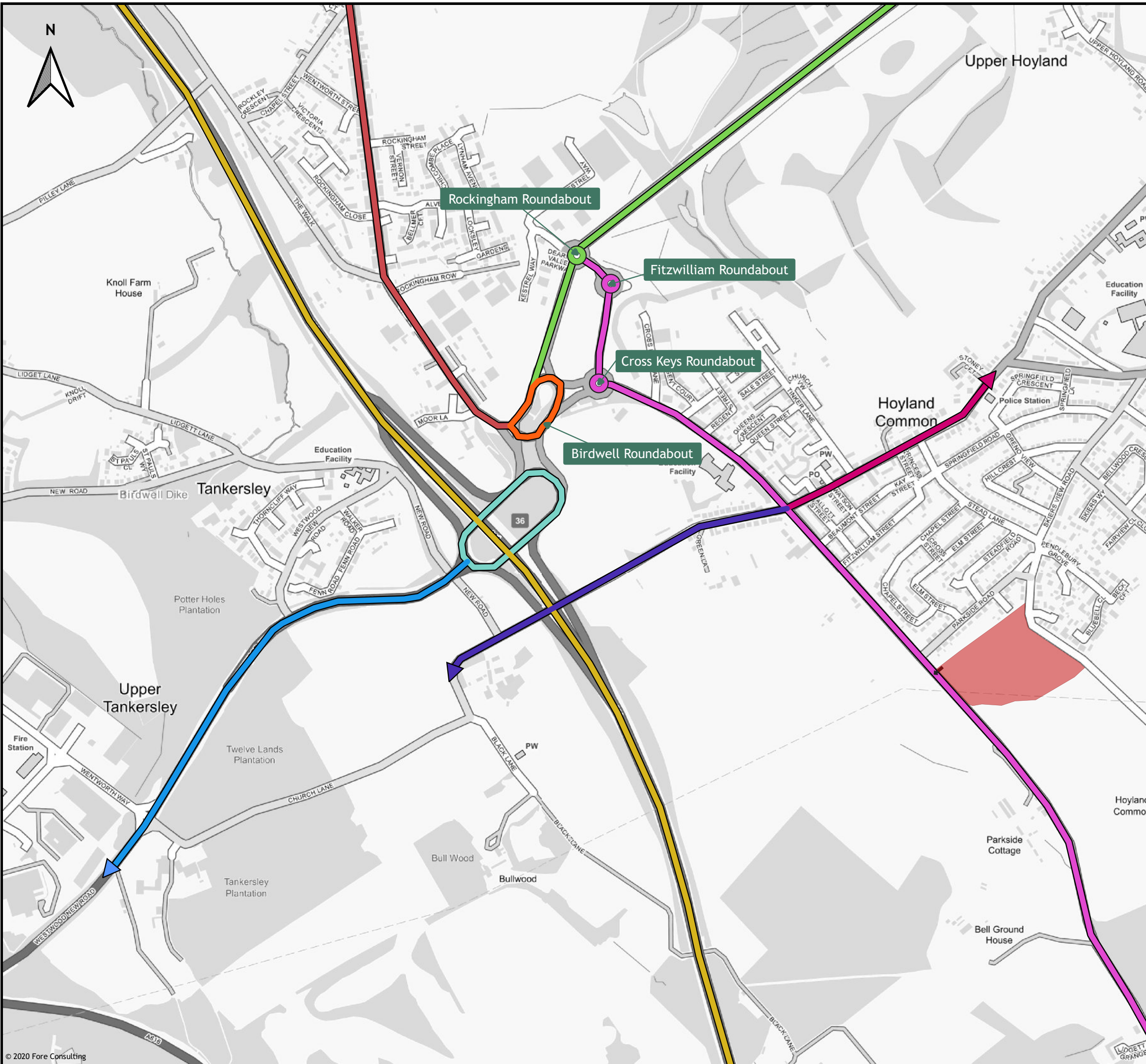


Client:
 Newlands Developments

Project:
 Relocation of Rockingham Sports Centre, Hoyland

Figure Title:
 Public Transport Network

Scale: 1:4100	Figure Status: Issue
Job Number: 3560	Figure Number: Figure 4



Key:

- Indicative Site Boundary
- Indicative Site Access

Local Highway Network

- Birdwell Roundabout
- A6195 Dearne Valley Parkway
- A61 Sheffield Road
- A61 Westwood New Road
- A6135 Sheffield Road
- M1 Junction 36
- B6096 Hoyland Road
- Tankersley Lane
- M1

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Client:
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Project:
Relocation of Rockingham Sports Centre, Hoyland

Figure Title:
Strategic and Local Highway Network

Scale: 1:8500	Figure Status: Issue
Job Number: 3560	Figure Number: Figure 5

Appendix A

Development Proposals



2.4m high Paladin (weldmesh) Fencing
Dark Green RAL.6005, to boundary

Notes;

To enable the archery club to have a continuous use it is proposed to undertake the works as indicated in two phases.

Phase 1 will comprise;

- Undertake site clearance to form new entrance off Sheffield Road;
- Provide a temporary surfaced access way and car park area;
- Undertake earthworks and re-modelling to create plateaus for new archery zone area and sports pitches.
- Subject to the timing of the land exchange the archery area is proposed to be part turfed (to the archery runs) and part grass seeded to the remainder.
- The provision of new archery zone will be located on the lower plateau.
- Provide container storage.

Phase 2 will comprise;

- Finalise clearance and earthworks re-modelling to create required level plateau for sports pitches
- playing areas to be left with a topsoil surface ready to receive seeding/turf as part of BMBC phase of works;
- Form new permanent entrance off Sheffield Road together with underground electricity and surface and foul water supplies to serve the future community building;



existing public right of way maintained

Phase 2.
finalise levels and
topsoil surface pitches

Phase 1.
earthworks plateauing

Phase 2.
form permanent access, electricity, foul
and surface drainage supplies, capped off
as necessary for future connection

Phase 1.
existing drains to remain

Plot redline
area 4.38ha

Phase 1.
temporary surfaced
access and parking area

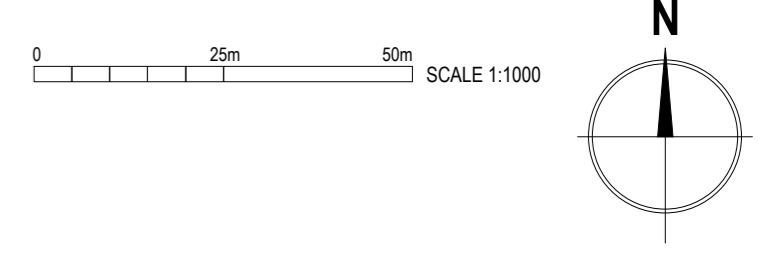
Phase 1.
provide container storage and
temporary portakabin type
changing/toilets

Phase 1.
turf/seeding of archery zone
(pink dotted line area 0.988ha)

Phase 1.
perimeter fencing

indicative overhead
electricity cable zone

Revision:		
P1	first issue	12aug2020 PL
P2	boundary fence type noted	18aug2020 PL
P3	updated as required	19aug2020 PL



Hoyland Common
Barnsley M1, J36



php Architects
www.peter-haddon.com
Land for Sports Facilities
Proposed Phase 1 and Phase 2 works
Drawing Status: Preliminary
CAD Reference: 4400-001
Drawn: PL
Date: feb2020
Scale @A1: 1/1000
Project No: 4400
Drawing No: SP002
Rev: P3

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See planning application
documents for highway
access drawings

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