

Appendix A

Comments Received from BMBC (30 November 2022)



Robert Jackson [REDACTED]

RE: 2021/1089 & 1090 - MU1 Technical Note

1 message

Adam Smout [REDACTED]

7 December 2022 at 13:37

To: "Lake, Wayne (GROUP LEADER HDC)" [REDACTED]

Cc: Paul Irwin [REDACTED] Robert Jackson [REDACTED]

Hi Wayne,

Thank you for your comments. We'd welcome a discussion with you in the first instance, before we prepare and submit any revised information. If you could let us know your availability before the Xmas break it would be appreciated - an hour should be more than sufficient.

Many thanks in advance

Adam Smout
Associate



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----- Forwarded message -----

From: Lake , Wayne (GROUP LEADER HDC) [REDACTED]

Date: Wed, 30 Nov 2022 at 16:23

Subject: 2021/1089 & 1090 - MU1 Technical Note

To: James Brierley [REDACTED]

Cc: Jenkinson , Joe (HEAD OF PLANNING,POLICY & BUILDING CTRL) [REDACTED], Ward , Elaine (SENIOR PLANNING OFFICER)
[REDACTED]

Good afternoon James,

Further to your attached e-mail (and provision of the technical note) please find my comments below:

Scope of Assessment – Network Extents

In responding to BMBC officers comments in relation to the study area and lack of coverage for operational assessment purposes, reference is made to a 2019 scoping note, provided to BMBC which set out the proposed scope and input parameters to the Transport assessment to be submitted as part of the then forthcoming planning applications for the MU1 site. Within this scoping note, the scope of assessed junctions was included and your response states that this was subsequently agreed with the Council. However, as stated in the Highway response from October 2021, whilst this was considered acceptable to inform the network assessment for the two access roundabout applications 2020/0027 and 2020/0028, as these two applications were not seeking approval for further development, wider network assessment was not required at that stage. Further to this no subsequent scoping exercise was undertaken prior to the submission of the two development related applications 2021/1089 and 2021/1090.

It is stated that notwithstanding this the development impacts at the edge of the agreed study area have been presented in the updated TA. However having reviewed the sections referred to, this only presents quantified wider impacts through the provision of PCU values within each peak hour for development trips and development trips

(including spine road reassignment) with a summary statement to the effect that the impact of the new spine road results in reductions in traffic flows at a number of key locations although there are a couple of locations where traffic increases. The information presented for the key locations appear to be links not junctions. However no operational assessment modelling has been undertaken which was the basis of the comments provided in HDC's initial comments. There is a need to understand the impact on the operation of the local highway network where junctions experience an increase of 30 or more two way development related trips and as such this work remains outstanding.

Trip Generation and Distribution

Comments made by HDC in respect of the expansion of the approach to include at least one additional MSOA and that a check and confirmation of the approach for assignment purposes may be necessary. This was noted by yourselves and the revised TA updated to reflect distribution based on Barnsley 012 and 018 MSOA. However cross reference with the updated TA indicates 019 MSOA (Dodworth) logical rather than 018 (Stairfoot) as stated within the note.

Comments made by HDC in respect of pass by and linked trips and were given including school related journeys. In response, information has been presented and included within the revised TA in this regard. Whilst the approach taken in respect of school based trips is considered appropriate, clarification is sought on what the assumption for a 1.5 primary school pupil occupancy rate is based. Is there empirical evidence to confirm this is an appropriate figure? Furthermore, clarification is sought on whether the 73 trips originating within the development (considered as pass by trips) are additional to the overall development vehicle trips or contained within the full residential generation. It is noted that the technical note states that Figure 61 of the revised TA shows the school drop off trips are now included for the AM peak hour, it appears that the 11 trips originating off site are not shown. Again clarification is sought n that point.

Comments made by HDC in respect of NMU movements has been addressed in the technical note, with further information presented in the revised TA. As such this is noted, subject to a full review of the revised TA.

Assessment Scenarios

Comments made by HDC in respect of investigation of Saturday peak periods has been responded to in respect of the use of AM / PM peak periods and reference made to an ATC on Hermit Lane indicating peak hour flows being higher in the AM and PM than the Saturday peak. Whilst this is noted, clarification is sought on the location of the ATC – was this on Hermit Lane or Higham Lane? Hermit Lane would not necessarily be representative of the correlation between midweek and weekend peak period flows. In addition it is considered prudent to undertake a sense check on development related trip generation in the Saturday peak period to ensure the AM and PM peaks do represent the “periods of greatest traffic impact”.

Comments made by HDC in respect of phasing and scenario testing has been clarified however it is noted that Section 5 of the revised TA still refers to 1531 dwellings rather than the 1585 confirmed by the technical note and will therefore require amending. Furthermore, it is acknowledged that the assessment scenarios have been defined in more clarity within the updated TA. Notwithstanding this however, I understand that given the multi-disciplinary approach to scenario testing for the access roundabout applications a

2026 (with new spine road) test was undertaken although this is not replicated within the TA for these two applications. As such it is considered prudent for this additional scenario to be included to replicate the previous modelling (this may be required by colleagues in considering air quality and noise impacts).

Comments made by BMBC in respect of HGV proportions and phasing / assumptions was responded to by explanation of the relationship between Phase 1a and the Phase 1 scenario. It is noted that the TA has been amended and that the assessment scenarios have now been clearly separated out.

Committed Development

Comments made by HDC in respect of committed developments with reference to TAG guidance has been responded to in the technical note with reference to local plan allocations and TEMPRO growth factors which is considered to be a logical approach and will avoid any potential "double counting". However, the tech note also refers to the meeting of 1 November where it was agreed for BMBC to provide further additional committed developments within the study area and that no such developments have been identified. Whilst this may be correct, the final study area is yet to be defined (See comments above Scope of Assessment – Network Extents) and as such confirmation will be provided in respect of additional committed developments once the final study area has been agreed.

Spine Road Delivery

Comments made by HDC in respect of the delivery of the spine road and reference to partial delivery with the TA document have been responded to in the tech note by a statement that the 2026 scenario (Phase 1 comprising 229 dwellings applied for under application ref 2021/1090 and full employment development applied for under 2021/1089) represents the maximum number of residential dwellings and employment development that is being applied for in advance of the completion of the spine road. However I understand that the final quantum of development that could be introduced prior to the delivery of the spine road in full has yet to be agreed and therefore there may be a need for further scenario assessment to be undertaken which reflects the final agreed partial link road delivery scenario.

The above comments are made without prejudice to any further that may be forthcoming following a full review of the revised TA.

Kind Regards

Wayne

Wayne Lake MSc MCIHT

Group Leader - Highways Development Control

Transport

Growth and Sustainability

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----- Forwarded message -----

From: James Brierley [REDACTED]
To: "Lake , Wayne (GROUP LEADER HDC)" [REDACTED]
Cc: "Thomas , Jason (GROUP LEADER TRANSPORT)" [REDACTED] Paul Irwin [REDACTED] Adam Smout
[REDACTED]
Bcc:
Date: Mon, 22 Aug 2022 12:55:29 +0000
Subject: Barnsley West Technical Note

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Hi Wayne and Jason,

Please find attached the technical response note which sits alongside the updated TA.

I mentioned in the meeting the text around the double counting of trips due to the SATURN model methodology. This is outlined in Section 6.5.1 of the updated TA, in particular Table 27. The focus here is on the impact at J37 however clearly this also affects the rest of the study network.

Feel free to give me a call to discuss anything as and when you're reviewing things.

Kind regards

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James Brierley
Senior Transport Planner



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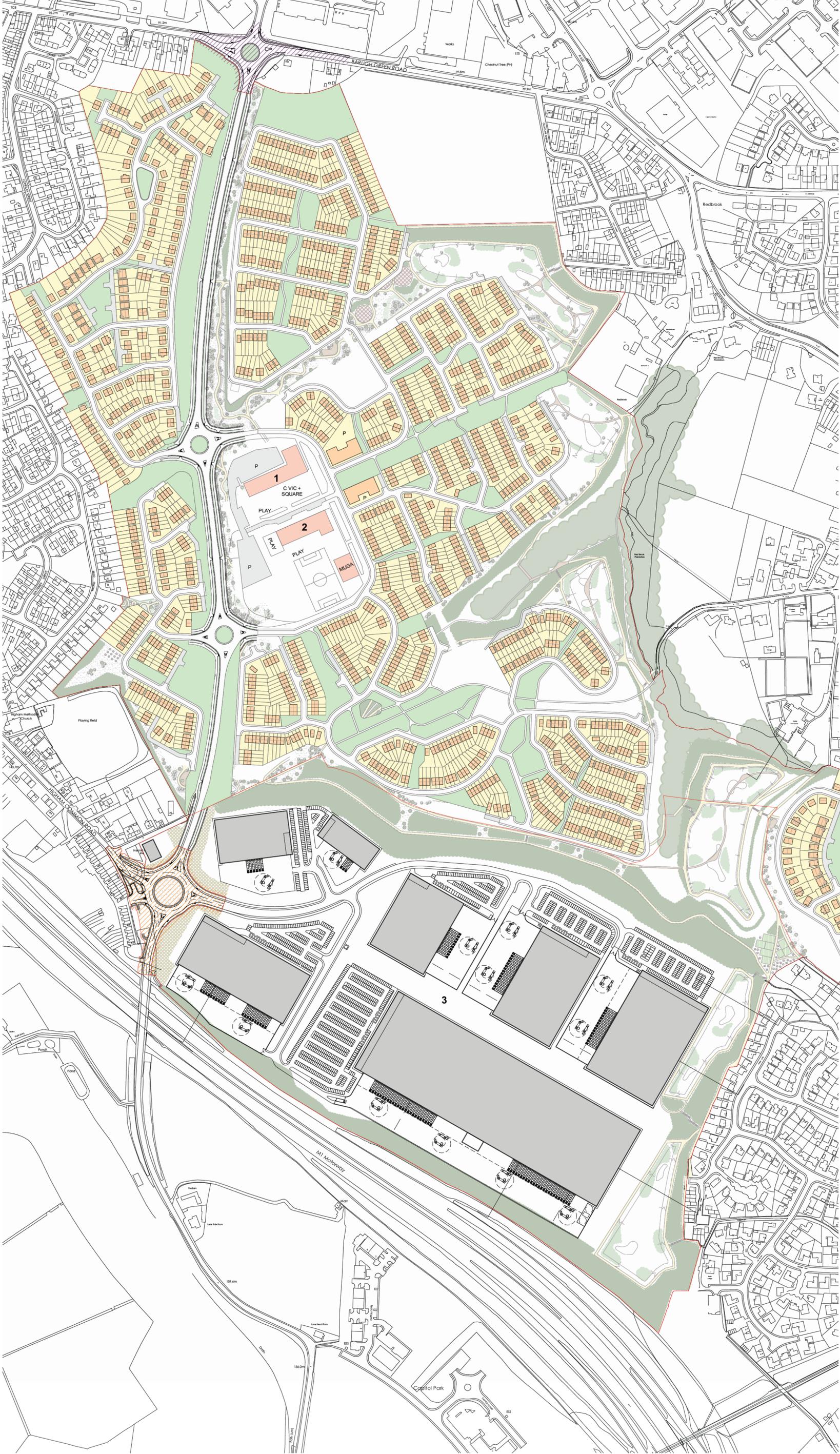
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Appendix B

Proposed Site Layout Plans



Key Plan

Site Area: 116.50 ha

Key

- Application Boundary
- Approved Northern Roundabout
- Approved Southern Roundabout
- Private Garden
- Public Landscape
- Highway Roads & S de Walk
- Homezone
- Formal Play
- Informal Play
- Existing Pedestrian Access
- Proposed Pedestrian Access
- 1 Commercial
- 2 School
- 3 Employment Zone

0 20 40 60 80 100 120m
1:2500

Note:
 The drawing is based upon survey information provided by others, no guarantee of its accuracy can be given.

LANDSCAPING TO BE REVISED TO SUIT PROPOSED LAYOUT

| | | | |
|-----|---|----|-------------|
| P11 | Revised layout for review | AM | 20/09/23 |
| P10 | Revised layout for review | AM | 18/09/23 |
| P09 | Revised layout for review | AM | 18/04/23 |
| P08 | Revised layout for review | AM | 06/04/23 |
| P07 | Revised layout for review | AM | 24/11/22 |
| P06 | Updated to revised landscape information. | AS | TR 25/05/21 |
| P05 | Consultation issue. | AS | TR 12/05/21 |
| P04 | Consultation issue. | YF | TR 11/05/21 |
| P03 | Revised layout to suit proposed levels | AG | TR 11/09/19 |
| P02 | Consultation issue | AG | TR 12/08/19 |
| P01 | First issue | AM | TR 02/08/19 |

| rev | description | drawn | checked | date |
|-----|-------------|-------|---------|------|
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Barnsley West Masterplan

Proposed Indicative Site Plan

| | |
|--|--|
| Originator project ref 19028 | Purpose of Issue CONSULTATION |
| Scale(s) 1:2500 | Status S2 SUITABLE FOR INFORMATION |
| Paper size A1 | Revision P11 PRELIMINARY |

| | | | | | | | | |
|------------|------------|-----------|-----------|-----------|----------|-------------|-----------|------------|
| project | originator | volume | level | type | role | number | status | revision |
| BWM | BBA | ZZ | XX | DR | A | 1004 | S2 | P11 |