GLEESON HOMES AND REGENERATION

PROPOSED
RESIDENTIAL DEVELEOPMENT
LAND OFF LOWFIELD ROAD, BOLTON ON DEARNE. PHASE 3

ADDENDUM TRANSPORT ASSESSMENT

WESTGATE CONSULTING (LEEDS) LIMITED
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GUISELEY
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LS20 8HJ

Ref: Job No. 38 v 3

Date: August 2019

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INTRODUCTION

1 This Addendum Transport Assessment forms part of planning application 2019/0623 by Gleeson Homes to develop 97 residential units, on land off Lowfield Road, Bolton upon Dearne. The application site is approximately 14.0 kilometres to the south-east of Barnsley town centre and is within the Dearne South ward.

BACKGROUND INFORMATION

2 In 2008, outline application no. 1599 was approved to develop an adjacent plot of land. The TA by Halcrow which formed part of the application, assumed that the site would be developed for 50 residential units including 40 houses and 10 apartments served by way of a new priority junction onto Lowfield Road.

3 In 2011, detailed application no. 11/0963 was granted for some 60 residential units on the same plot of land, including a mix of two, three and four bed houses as shown on the plan at **Addendum Appendix TA1**, and served by way of the same new priority junction with Lowfield Road that was approved previously. (Referred to as Bolton on Dearne Phase 1).

4 In May 2015, detailed application no. 13/0960 was approved for some 58 residential units on the adjacent plot of land, again including a mix of two, three and four bedroom houses (referred to as Bolton on Dearne Phase 2), as shown on the site layout plan at **Addendum Appendix TA2**.

5 In June 2015, Gleesons submitted application 2015/0725 to develop land adjacent to Phase 2 (referred as Bolton on Dearne Phase 3) again with access by way the arrangements permitted as part of approval 11/0963. A copy of the proposed site layout is shown on the plan at **Addendum Appendix TA3**.

6 Application 2015/0725 included a Transport Assessment by Westgate Consulting, a copy of which is at **Addendum Appendix TA4**. The Transport Assessment considered the transport implications of the proposals to achieve a sustainable development. Based upon national guidance and locally

determined traffic generation rates, it considered the access arrangements and likely transport impact on the surrounding highway network. It concluded that the network would continue to operate in a satisfactory manner, with and without the development. Off-site, the application included a financial contribution of some £210,00 to fund the cost of introducing traffic signals on the existing humpback bridge over the railway on Lowfield Road.

7 When consulted on the application, the Local Highway Authority, responded:-

> "Highways object to the specification of the proposed private drives and parking areas as the proposed specification is ineffective at preventing loose material from being deposited onto the public highway as evidenced by the applicants existing developments elsewhere in the Borough which indicate a widespread and consistent problem. Concerns are raised that the loose stones would pose a safety hazard for users of the highway including vehicles, cycles, motor bikes, wheelchair users, elderly people and people with pushchairs."

8 The application was refused for 5 reasons including:-

> "2 The proposed driveway specification is considered to be contrary to the interests of highway safety and convenience of highway users. The proposal will not prevent loose material (gravel) from being deposited onto the public highway, posing a safety hazard and inconvenience for users of the highway especially cyclists, wheelchair users and pedestrians who are particularly vulnerable. As such the proposed driveway design would be contrary to requirements of Core Strategy Policy CSP26 "New Development and Highway Improvement" which require new developments to be served with safe and convenient access arrangements.
>
> 3 The proposed driveway specification, with consequential displacement of loose material will be detrimental to visual amenity. The development would therefore have an unsightly appearance that would detract from the overall quality, appearance and finish of the

development. As such the development is also considered to be contrary to the requirements of Policy CSP 29 'Design'."

The refusal was the subject of Appeal ref. App/R4408/W/17/3170851 which was dismissed. The main issues at the Appeal considered 5 main issues including (ii) the effect of the proposed driveway surfacing upon the safe and convenient use of pavements and roads; (iii) the effect of the proposed driveway surfacing upon the character and appearance of the area

The traffic impact of developing phase 3 on the surrounding highway network was not a matter of disagreement at the Appeal.

10 In May 2017, Gleesons submitted application 2017/0638 again to develop Phase 3 with the same site layout as application 2015/0725 but with a different driveway specification which included two rows of paving flags access with crushed aggregate between and on either side.

1 Application 2017/0638 was subsequently refused for two reasons which read:

1. "The proposed driveway specification is considered to be contrary to the interests of highway safety and convenience of highway users. The proposal will not prevent loose material from being deposited onto the public highway, posing a safety hazard and inconvenience for users of the highway especially two wheeled motorised vehicles, cyclists, wheelchair users and pedestrians who are particularly vulnerable. As such the proposed driveway design would be contrary to requirements of Core Strategy Policy CSP26 'New Development and Highway Improvement' which require new developments to be served with safe and convenient access arrangements, the Council's Designing New Housing Development and Parking SPD's and the South Yorkshire Residential Design Guide."

12 The refusal was the subject of Appeal ref. App/R4408/W/18/3212127 which was dismissed. The main issues at the Appeal were the effect of the

aggregate driveway surfacing on highway safety and appearance of the area. Again, the traffic impact of developing application 2017/0638 on the surrounding highway network was not a matter of disagreement at the Appeal.

PROPOSED DEVELOPMENT

13 The planning application 2019/0623 by Gleeson Homes to develop 97 residential units, on land off Lowfield Road, Bolton upon Dearne is all but identical to application 2017/0638, except for the private and shared driveway specifications which are shown at **Addendum Appendix TA5**. Both specifications will comprise two layers of dense bitumen laid on 250mm of stone sub-base with concrete edgings.

14 Contrary to the reason for refusal for application 2017/0638, the revised specifications will prevent loose material from being deposited onto the public highway and therefore they will satisfy the requirements of Core Strategy Policy CSP26 'New Development and Highway Improvement', the Council's Designing New Housing Development and Parking SPD's and the South Yorkshire Residential Design Guide.

15 The layout of the proposed development is all but identical to applications 2015/0725 and 2017/0638, again with access by way the arrangements permitted as part of approval 11/0963. As noted above, application 2015/0725 included a Transport Assessment that concluded that the local highway network would continue to operate in a satisfactory manner. This conclusion was accepted by the Local Highway Authority and therefore it must follow that the local highway network will continue to operate in a safe manner traffic following the construction of application 2019/0623.

16 Consistent with previous applications, application 2019/0623 by Gleeson Homes include a financial contribution of £210,000 to fund the cost of introducing traffic signals on the existing humpback bridge over the railway on Lowfield Road.

SUMMARY AND CONCLUSIONS

17 This Addendum Transport Assessment forms part of planning application 2019/0623 by Gleeson Homes to develop 97 residential units, on land off Lowfield Road, Bolton upon Dearne.

18 Previously, applications 2015/0725 and 2017/0638 were submitted to develop the same site, also for 97 houses but these were refused because they proposed to surface private driveways with aggregate material. Application 2015/0725 included a Transport Assessment which demonstrated that the Local Highway Network would continue to operate in a safe manner, and this was accepted by the Local Highway Authority. It must follow therefore that the local highway network will continue to operate in a safe manner traffic following the construction of application 2019/0623.

19 Application 2019/0623 is all but identical to applications 2015/0725 and 2017/0638, except for the private and shared driveway specifications which will now include a bound tarmac surfacing. The revised driveway specifications will satisfy the requirements of Core Strategy Policy CSP26 'New Development and Highway Improvement', the Council's Designing New Housing Development and Parking SPD's and the South Yorkshire Residential Design Guide.

20 Consistent with the previous applications, application 2019/0623 includes a financial contribution of £210,00 to fund the cost of introducing traffic signals on the existing humpback bridge over the railway on Lowfield Road.

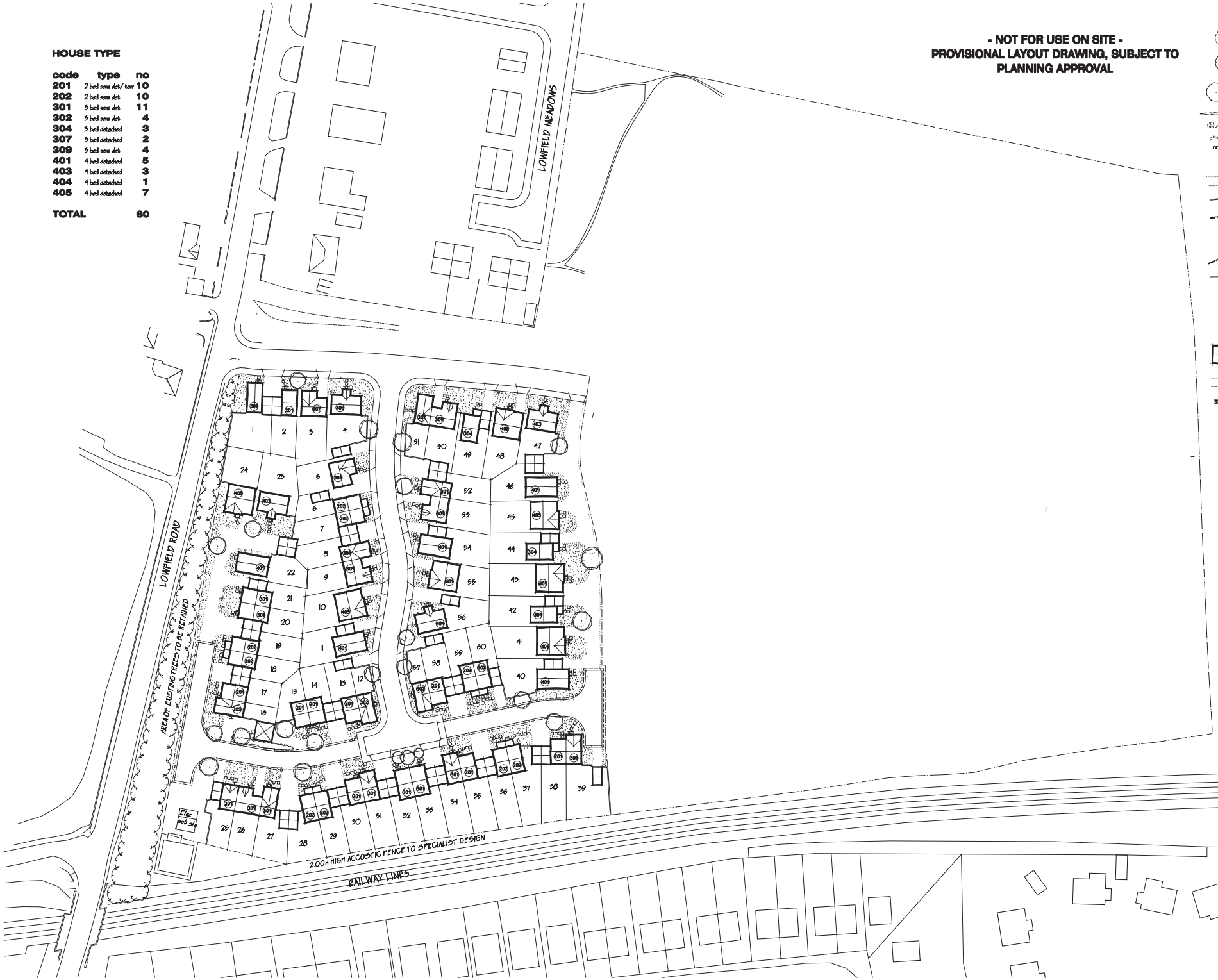
21 It can be concluded therefore that there are no highways or transportation reasons which should prevent the proposed development being granted planning consent.

Addendum Appendix TA 1

HOUSE TYPE

code	type	no
201	2 bed semi det/ terr	10
202	2 bed semi det	10
301	3 bed semi det	11
302	3 bed semi det	4
304	3 bed detached	3
307	3 bed detached	2
309	3 bed semi det	4
401	4 bed detached	5
403	4 bed detached	3
404	4 bed detached	1
405	4 bed detached	7
TOTAL		60

- NOT FOR USE ON SITE -
PROVISIONAL LAYOUT DRAWING, SUBJECT TO PLANNING APPROVAL



Existing tree to be removed

Existing tree to be retained and protected during construction to British Standard 5837:1991.

Areas of new tree planting see schedule for species

New shurbs/ ground cover planting

Grass to front garden

Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1in 12 for maximum 5.00m length

Private drives

1.80m high screen wall

S.W. boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 3No. 75 x 38mm rails, 100 x 100mm posts @ 1.875m centres).

As above, height reduced to 1.20m

Plot division fence, post & wire

House type code reference number

Plot number

Material code reference refer to schedule

Garages location.

Parking bays

Proposed floor levels subject to a tolerance of + / - 0.5m

gleeson

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LOWFIELD ROAD
BOLTON ON DEARNE

planning layout

GLEESON
HOMES & REGENERATION

A	Additional land & surrounding detail added.	29.07.11

Scale
1:500 at A1

Date
18.07.11

Dwg No
344/2A

Addendum Appendix TA 2

- NOT FOR USE ON SITE -
PROVISIONAL LAYOUT DRAWING, SUBJECT TO PLANNING APPROVAL

0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

- Existing tree to be removed
- Existing tree to be retained and protected during construction to British Standard 5837:1991.
- Areas of new tree planting see schedule for species
- New shurbs/ ground cover planting
- Grass to front garden
- Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1in 12 for maximum 5.00m length
- Private drives
- 1.80m high screen wall
- S.W. boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 3No. 75 x 38mm rails, 100 x 100mm posts @ 1.875m centres).
- As above, height reduced to 1.20m
- Plot division fence, post & wire
- (201) House type code reference number
- 8 Plot number
- ba Material code reference refer to schedule
- Garages location.
- Parking bays
- 33.500 Proposed floor levels subject to a tolerance of + / - 0.5m

HOUSE TYPE

code	type	no
201	2 bed semi det/ terr	9
202	2 bed semi det.	8
301	3 bed semi det.	14
302	3 bed semi det.	9
303	3 bed semi det.	2
304	3 bed detached	5
309	3 bed semi det.	13
310	3 bed detached	2
400	4 bed detached	2
403	4 bed detached	3
406	4 bed detached	2
TOTAL		**69**

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LOWFIELD ROAD
BOLTON ON DEARNE 2

planning layout

GLEESON HOMES & REGENERATION

Scale	1:500 at A1
Date	02.11.12
Dwg No	373/2-

Addendum Appendix TA 3

- NOT FOR USE ON SITE -
PROVISIONAL LAYOUT DRAWING, SUBJECT TO PLANNING APPROVAL

0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

- Existing tree to be removed
- Existing tree to be retained and protected during construction to British Standard 5837:1991.
- Indicative Areas of new tree planting see schedule for species
- New hedge planting
- New hedge planting & fence to detail
- Grass to front garden
- Paving slab access paths to level threshold for principle entrance. Gradient not to exceed 1in 12 for maximum 5.00m length
- Private drives.
- 1.80m high screen wall
- S.W. boarded vertical screen fence 1.80m high (100 x 22mm boards with 22mm gaps, 3No. 75 x 38mm rails, 100 x 100mm posts @ 1.875m centres).
- Plot division fence, post & wire
- (201) House type code reference number
- 10 Plot number
- Garages location.
- Parking bays
- 169.000 Proposed finished floor level + / - 0.5m

HOUSE TYPE

code	type	no
201	2 bed semi det/ terr	18
202	2 bed semi det	10
301	3 bed semi det	13
302	3 bed semi det	12
303	3 bed semi det	6
304	3 bed detached	7
307	3 bed detached	8
309	3 bed semi det	11
311	3 bed semi det	3
403	4 bed detached	1
404	4 bed detached	4
405	4 bed detached	4
TOTAL		97

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LOWFIELD ROAD
BOLTON ON DEARNE 3

planning layout

GLEESON HOMES & REGENERATION

G	P215 changed to 304 type.	01.03.19

A	Type 406 omitted, types 307 and 311 added, various plot substitutions.	19.12.14
B	AO1-1 & AO1-2 odour contours added.	12.10.15
C	Parking arrangements increased across the development, Plots 124, 130-159, 141, 146, 155-158, 170, 171, 174-176, 178-198, 203, 204, 207, 208, 213-219 revised. Road from P172-176 & p152-155 revised.	06.01.16
D	Drive spec to schedule revised.	25.08.16
E	Landscape buffer to open space added.	09.01.17
F	P120,125 & 146 type 307 substituted for original 310, driveway spec revised. Plot 121 type changed to 304. 122-124, 161-164, 165-167 revised to accommodate gap either side of type 405's	05.04.17

Scale: 1:500 at A1

Date: 28.11.14

Dwg No: 449/3G

Addendum Appendix TA 4

GLEESON HOMES AND REGENERATION

PROPOSED
RESIDENTIAL DEVELEOPMENT
LAND OFF LOWFIELD ROAD, BOLTON ON DEARNE. PHASE 3

TRANSPORT ASSESSMENT

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Ref: Job No. 38 v4

Date: July 15

CONTENTS

LIST OF APPENDICES

1.0 INTRODUCTION AND BACKGROUND INFORMATION

1.1 This Transport Assessment forms part of a planning application submitted by Gleeson Homes & Regeneration to develop 97 residential units, in an area of land off Lowfield Road in the Bolton upon Dearne area of Barnsley. The application site is approximately 14.0 kilometres to the south-east of Barnsley town centre and is within the Dearne South ward.

1.2 In 2008, outline application no. 1599 was approved to develop an adjacent plot of land. The TA by Halcrow which formed part of the application, assumed that the site would be developed for 50 residential units including 40 houses and 10 apartments served by way of a new priority junction onto Lowfield Road.

1.3 In 2011, detailed application no. 11/0963 was granted for some 60 residential units on the same plot of land, including a mix of two, three and four bed houses as shown on the plan at **Appendix TA1**, and served by way of the same new priority junction with Lowfield Road that was approved previously. (Referred to as Bolton on Dearne Phase 1).

1.4 In May 2015, detailed application no. 13/0960 was approved for some 58 residential units on the adjacent plot of land, again including a mix of two, three and four bedroom houses (Referred to as Bolton on Dearne Phase 2), as shown on the site layout plan at **Appendix TA2**.

1.5 The proposed development, to be referred as Bolton on Dearne Phase 3, will form an extension to the Phase 1 and Phase 2 schemes with access onto Lowfield Road by way of the arrangements permitted as part of approval 11/0963. A copy of the proposed site layout is at **Appendix TA3** and a composite plan showing all three phases is at **Appendix TA4**.

1.6 This Transport Assessment will provide the necessary information to assist the Local Planning and Highway Authority to assess the planning applications.

1.7 This Transport Assessment will consider the transport implications of the proposals to achieve a sustainable development and identify any residual impacts together with appropriate mitigation measures. In particular, based upon national guidance and locally determined traffic generation rates, it will consider the access arrangements and likely transport impact on the surrounding highway network

1.8 It will be demonstrated that that the site can be satisfactorily accessed and that the traffic likely to be generated by the development proposals can be accommodated safely and satisfactorily on the local highway network. The site is also well located to encourage trips by more environmentally friendly modes of travel than the private car.

1.9 A separate Residential Travel Plan has been produced in conjunction with this Transport Statement both of which demonstrate the development will accord with Local and Central Government advice.

1.10 This Transport Assessment will conclude that there are no highways or transportation reasons which would prevent the proposed development being granted planning consent.

2.0 TRANSPORT POLICY CONSIDERATIONS

National Planning Policy Framework, March 2012

2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which the document indicates should be seen as a 'golden thread' running through the decision making process.

2.2 Within the overarching roles that the planning system ought to play the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:

- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focussing significant development in locations which are or can be made sustainable.

2.3 Paragraph 32 of NPPF states that:-

> All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
>
> - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
> - safe and suitable access to the site can be achieved for all people; and
> - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.4 NPPF indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests that a key tool to facilitate this will be a Travel Plan. The

application includes a separate Residential Travel Plan prepared by TPS on behalf of Gleeson Homes and Regeneration.

South Yorkshire's Transport Plan 2011 – 2015 (LTP3)

2.6 South Yorkshire's third Local Transport Plan (LTP3) has three component parts: the Transport Strategy, the Implementation Plan and the Annual Delivery Programme which sets out in detail the agreed prioritised delivery programme for the next financial year as well as briefly outlining the proposed four year programme.

2.7 The Transport Strategy has four main goals. The primary goal is to support the economic growth of the City Region. At the same time it aims to enhance social inclusion and health, reduce greenhouse gas emissions and maximise safety.

2.8 In translating the Transport Strategy into action, it follows four cross-cutting principles:-

- **Squeeze more from existing assets**– in the current funding climate this principle will ensure assets are well managed and maintained and used to their fullest potential, minimising the need for major infrastructure work. It is key to this first Implementation Plan. Efforts will be targeted on the routes, locations, customer groups and issues we have identified from our evidence base as being particularly important;
- **Make our growth sustainable** – it will look to achieve economic growth while minimising the impact on the environment, reducing emissions wherever possible;
- **Give people choice** – it will enable people to make informed choices about whether and how they travel, through providing a range of transport links and services to match varying lifestyles; and
- **Encourage a change in travel culture** - facilitating a shift from car dependency to more active and sustainable travel modes.

2.9 Relevant Transport strategy policies include:

- To improve connectivity between major Settlements;
- To focus new development along key public transport corridors and in places adjacent to existing shops and services;
- To apply parking policies to promote efficient car use, while remaining sensitive to the vulnerability of urban economies;
- To develop public transport that connects people to jobs and training in both urban and rural areas;
- To develop user-friendly public transport, covering all parts of SCR, with high quality of integration between different modes;
- To ensure public transport is accessible to all;
- To encourage active travel and develop high-quality cycling and walking networks; and
- To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices.

3.0 THE LOCAL HIGHWAY NETWORK AND ITS CURRENT USAGE

The Application Site

3.1 The development site is located some 14.0 kilometres to the southeast of Barnsley town centre. It is bounded to the north by land that is currently being developed under approvals 2011/0963 & 2013/0960, to the east by residential dwellings, to the south by green field land and to the west by the Sheffield – Leeds railway line.

3.2 The site comprises a large agricultural field.

3.3 The site and the adjacent housing development now under construction, were previously served by an informal access off the southern kerb line of Lowfield Road. This was replaced by the approved access onto Lowfield Road and the informal access was closed. As noted at paragraph 1.5, the approved access will also serve the proposed development site and hence there will be not be a net increase in the number of accesses onto the public highway. The location of the application site in relation to the highway network is shown on the plan attached at **Appendix TA5.**

The local highway network

3.4 The site is located within Bolton upon Dearne, a predominantly residential area approximately 14.0 kilometres to the south east of Barnsley town centre. The only vehicular access to the development will be from approval 2011/0963 and Lowfield Road.

3.5 Approval 2011/0963 comprises some 60 houses that will be accessed from internal residential roads comprising 5.5m wide carriageways and 2m wide footways on both sides. Approval 2013/0960 was granted for some 58 residential houses comprising of two, three and four bedroom houses.

3.6 Lowfield Road is a cul-de-sac some 670 m long that runs in an easterly direction from its junction with Station Road. Lowfield Road also provides access to other residential streets such as Woodside View, Lowfield Meadows, Lowfield Grove and Crane Well View. The road is lit, is subject to a 30mph

speed limit but is not marked with centre line road markings. It provides access to a station car park that is located on the north side of Lowfield Road and to existing residential development, of which some 112 houses are located to the east of the site access. Typically, Lowfield Road has a carriageway some 6-6.5m wide, which is more than adequate for two way traffic flow. In the vicinity of the development site, there is a far side footway typically 1.2-1.5 m wide and a nearside verge.

3.7 Approval 11/0963 was subject to a number of planning conditions including widening the footway on the far side of Lowfield Road on the length from the site access to the railway bridge to achieve a uniform width of 2.0m. This work, which is shown on the plan at **Appendix TA6,** will be undertaken prior to completion of the Phase 1 development and prior to starting phase 2.

3.8 Approval 13/0960 was subject to a number of planning conditions including no.7 which requires the implementation of the following highway works, as shown on the plan at **Appendix TA7**.

a) Provision of 2 vehicle activated signs
b) Any necessary signing/lining
c) Measures to control parking and loading
d) Provision of high friction coloured surfacing
e) Provision of LED street lighting on the bridge and the approaches to the bridge.
f) Provision of/any necessary changes to highway drainage
g) Resurfacing/reconstruction as necessary

3.9 Some 175m west of the approved site access, Lowfield Road crosses the Sheffield – Leeds railway line by way of a bridge where the road comprises a carriageway some 6 m wide, and a single footway some 1 m wide on the northern side. In addition, a separate 2m wide pedestrian footbridge has been constructed over the railway line on the northern side of the road immediately adjacent to the railway bridge and this provides safe and convenient pedestrian links to both the station and across the railway line.

3.10 The forward visibility along Lowfield Road at the railway bridge falls short of the new construction standard of 43m for a road subject to a 30 mph speed

limit. However, a survey of the speed of traffic using Lowfield shows that the 85th %ile wet weather journey speed of traffic at the bridge is some 24 mph in both directions, which equates to a design speed of 40kph. The speed survey results are set out at **Appendix TA8.**

3.11 Lowfield Road becomes Station Road at the junction with Calder Road, some 55.0 metres west of the bridge. Station Road forms a ghost island priority junction with B6098 Station Road and Angel Street which forms main route through Bolton upon Dearne. The B6098 provides a link between the A635 and the A623 which in turn provides a direct route to Mexborough, A630 and Rotherham town centre. A635 performs the function of a primary distributor type of road providing links to Barnsley town centre, the A1(M), the M1 Motorway at Junction 37 and the A19 and Doncaster town centre. Accessibility to the site by car is therefore considered to be excellent due to its close proximity with Barnsley, Rotherham and Doncaster town centres and the national motorway network.

Usage of the local highway network

3.12 Traffic surveys of the usage of the following junctions were undertaken by Westgate Consulting on Tuesday 6 January 2015 & Thursday 8 January 2015 between the hours 07:00 - 09:30 and 16:00 – 18:30:

Site access/Lowfield Road priority T-junction

Station Road/Angel Street ghost island priority T-junction

3.13 The survey results, which are attached at **Appendix TA9**, show that the peak usage of the network occurred between 8:15 am to 9:15 am in the morning and between 4:00 pm to 5:00 pm in the evening. Diagrams showing the flows on the network during these two periods are at **Appendix TA10.**

3.14 During the AM Peak hour Lowfield Road, in the vicinity of the site access, carried a maximum 2-way flow of 86 vehicles during the morning peak hour and 93 vehicles during the evening peak hour. This confirms that the traffic

flows on Lowfield Road at the railway bridge are very low i.e a maximum of one vehicle every 40 seconds.

3.15 Computer analyses of the peak hour performance of the Station Road/Angel Street ghost island priority T-junction junction has been undertaken using the programme PICADY. The results which are attached at **Appendix TA11** and summarised in table 3.1 below, show that the junction currently operates with significant reserve capacity during both peak periods and this is confirmed by site observations. It can be concluded therefore that the computer model reasonably represents actual site conditions.

Table 3.1

Movement	2015 Existing Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.45	1	0.26	0
Angel Street to Station Road	0.05	0	0.12	0

Public Transport

3.16 B6098 Station Road is also a bus route for services 216, 224 and 226 which together provide connections with a 30 minute frequency to Barnsley and Doncaster, as detailed at **Appendix TA12.** The 216 route is a bus service that runs from Wombwell to Grimethorpe and also stops at West Melton, Wath upon Dearne, Golthorpe, Thurnscoe and Middlecliffe. The 216 bus service runs at frequency of 3 services per day with one morning, one daytime and one evening service. The 224 route locally diverts from Angel Street onto High Street whereas the 226 route runs from Station Road onto High Street**.** Bus stops for the 226 service are located at the Station Road/ Angel Street junction, some 300 m from the edge of the development site. For the 224 service, the nearest bus stops are located on High Street near the junction with Angel Street, some 400 m from the edge of the development site.

3.17 Bolton upon Dearne railway station is located some 210m from the site access as shown on the plan at **Appendix TA14.** It provides a 60 minute frequency to Leeds and Sheffield, as detailed at **Appendix TA12.**

Accident Record

3.18 The record of personal injury accidents that have occurred on the local highway network during the period 1 January 2009 to 31 December 2013 has been obtained from the Local Highway Authority. A plot of the locations and summary of accidents within the study area are attached at **Appendix TA13.** The record can be summarised as follows.

3.19 A total of four personal injury accidents occurred within the study area, all of which were recorded as 'slight' in severity. There were no personal injury accidents recorded on Lowfield Road in the vicinity of the site access junction or along its length. Barnsley Highway ref no's are shown on the plan, also at **Appendix TA13**.

3.19.1 One of the 'slight' accidents (ref:B-00168-09) was recorded at the Station Road/ B6098 priority junction. The accident occurred when a vehicle travelling in wintery conditions collided with rear of another vehicle that was stationary and waiting to use the junction. The weather was described as "snowing" and the road surface was considered to be "frosty and icy".

3.19.2 The second 'slight' accident(ref:B-00757-09) occurred on Station Road west of the priority junction with B6098 and east of School Street when a car collided with the rear of a vehicle that was waiting to use the junction. The weather or road surface did not contribute to this accident as conditions were described as "fine".

3.19.3 The third 'slight' accident(ref:B-00886-10) occurred at the junction of Station Road and B6098 when a vehicle travelling north from Angel Street attempted to overtake a pedal cyclist on the cycle's nearside but swerved into the path of cyclist. The road surface was dry and weather was not a contributory factor.

3.19.4 The fourth ‘slight’ accident(ref:B-00552-13) also occurred at the junction of Angel Street and Station Road, when a car emerged travelling west from the Station Road junction failed to see the cyclist travelling north from Angel Street and drove into the path of a pedal cycle causing the cyclist to swerve to avoid a collision and fall off .

3.20 The accident record show that the accidents within the study area were disparate in nature, with there being no junction layout or highway characteristics which have led to recurring causation factors and thus materially adversely affect road safety.

4.0 ACCESS TO THE DEVELOPMENT SITE BY SUSTAINABLE FORMS OF TRANSPORT

4.1 Current national planning policy set out in NPPF places significant emphasis on the availability and use of alternative means of access to the private car to developments.

4.2 The site is located within 800 metres of key services such as bus stops and a train station.

Accessibility on foot

4.3 As regards walking to local facilities, the Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot sets out the following suggested acceptable walking distance to and from the development for commuting and other journeys.

IHT Recommended Walking Distances

	Trip Purpose	
	Commuting/School	Other Journeys
Desirable Maximum Distance	500 metres	400 metres
Acceptable Maximum Distance	1,000 metres	800 metres
Preferred Maximum Distance	2,000 metres	1200 metres

Table 4.1

4.4 Furthermore 'Better Places to Live - A Companion Guide to PPG3' states that residents can access comfortably on foot facilities within an 800.0 metre walking distance. Also, PPG13 advises that ".....walking is the most important mode of travel at local levels and offers greatest potential to replace short car trips, particularly under 2.0 kilometres".

4.5 The proposed development will provide a number of convenient pedestrian links to the surrounding residential areas that will encourage walking trips. The plan at **Appendix TA!$** shows the 800 metre, 1,200 metre and 2,000 metre

walking catchment areas from the centre of the application site. Within the 800 metre catchment area lie the Bolton Upon Dearne railway station and bus stops.

Accessibility by Cycle

4.6 Cycling has clear potential to substitute for short car trips, particularly those under 5km and up to 8km, and to form part of a longer journey by public transport. The plan at **Appendix TA15** shows that within 8.0 km the whole of Bolton Upon Dearne is accessible by cycle. Surrounding areas such as Thurnscoe, Wombwell, Mexborough and Darfield are also accessible by cycle.

Accessibility by Bus

4.7 The Institution of Highways and Transportation publication, Guidelines for Planning for Public Transport in Developments advises that the maximum walking distance to a bus stop should not exceed 400.0 metres. As outlined in paragraph 3.15, bus stops are located at the Station Road/ Angel Street ghost island priority T-junction and on High Street near the junction with Angel Street, and the walk distance to the stops is less than the acceptable threshold.

Accessibility by Rail

4.8 The railway station at Bolton upon Dearne, which has its own car park, is located some 210 m from the site, as shown on the plan at **Appendix TA14.** It provides rail links with Leeds, Wakefield, Rotherham and Sheffield and therefore the site will be highly accessible by train users.

Summary

4.9 It is concluded that the application site is in a sustainable location and offers a wide opportunity for sustainable travel, hence reducing reliance on the private car.

5.0 THE PROPOSED DEVELOPMENT

5.1 The planning application by Gleeson Homes & Regeneration seeks full planning permission to build a further 97 houses on land off Lowfield Road, in the Bolton upon Dearne, Barnsley, as shown on the site layout plan at **Appendix TA3.**

5.2 The proposed development will form an extension to the approved schemes ref: 2013/0960 and 2011/0963, as shown on the plan showing Appendix **TA4**, with access onto Lowfield Road by way of the arrangements approved as part of 2013/0960.

5.3 The proposed development will include both car and cycle parking spaces consistent with relevant national and local policies. The proposed development will link into existing roads and footways.

5.4 The planning application also includes a separate Framework Travel Plan prepared by Travel Plan Services (TPS) which reflects changes in national and local transport policy and sets out a package of measures aimed at promoting sustainable travel.

6.0 TRIP GENERATION AND MODAL SPLIT

Trip Generation

6.1 Planning Application 2013/0960 included a Transport Assessment that was based upon traffic generation rates determined from traffic surveys of the existing 112 houses located to the east of the site access on Lowfield Road. The surveys showed the houses generate some 85 and 73 two way trips during the morning and evening peak periods respectively, which equate to .76 and .65 trips per dwelling respectively.

6.2 The TA also compared these rates with those obtained for the TRICS database and showed that the locally determined rates were higher. As a result, The TA was based on the locally determined rates to ensure that the analyses were robust.

6.3 The same trip rates have therefore been used in the analyses for Phase 3, again to ensure robustness.

6.4 The Phase 2 TA also included an assessment of the likely distribution of generated traffic based upon the 2001 census journey to work data for the Dearne South ward. Again, to ensure a robust analysis and consistency, the same traffic distribution has been used for the Phase 3 analyses and the resultant generated peak hour flows on shown on the diagrams at **Appendix TA16**.

6.5 It is likely that development will commence in 2017 and take some 3 years to complete and therefore, the traffic impact of the development has been assessed at 2020. The diagrams at **Appendix TA17** show growthed peak hour flows at 2020 which have been derived by applying NTM factors (which have been adjusted using Tempro local growth factors) at **Appendix TA18**, to the existing peak hour flows at **Appendix TA10.**

Committed Development

6.6 The "existing" peak hour flows shown at **Appendix TA10** do not include all the traffic that will be generated by permission 11/0963 (Phase 1) which is still under construction and by permission 2013/0960 (Phase 2). The diagrams at **Appendix TA19** have been replicated from the TA that accompanied the Phase 2 application 2013/0960 and are included as committed developments. These have been added to the growthed peak hour flows shown at **Appendix TA17** to give 2020 base peak hour flows at **Appendix TA20.**

Predicted Flows

6.7 The generated peak hour development traffic shown on the diagrams at **Appendix TA16** have been added to the base flows shown at **Appendix TA20** to give predicted traffic flows on the network as a result of the proposed development and these are shown on the diagrams at **Appendix TA21.**

6.8 Based upon the previously validated computer model, analyses of both the base and predicted 2020 peak hour performance of the Station Road/Angel Street junction have been undertaken. The results, which are at **Appendix TA22** and are summarised in tables 6.5 – 6.6 below, confirm that the junction will continue to operate with reserve capacity, both with and without the development.

Table 6.5

Movement	2020 Base Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.68	2	0.39	1
Angel Street to Station Road	0.07	0	0.19	0

Table 6.6

Movement	2020 Predicted Flows			
	Morning Peak Hour		Evening Peak Hour	
	RFC	Queue	RFC	Queue
Station Road to B6098	0.83	4	0.47	1
Angel Street to Station Road	0.09	0	0.23	0

6.9 The diagrams at **Appendix TA21** show that the proposed development will increase the two way traffic flow on Lowfield Road at the hump back bridge by some 66 and 64 vehicles during the morning and evening peak periods respectively. These increases equate to a maximum of one extra vehicle every minute at peak times which will not be noticeable, at other times of the day the increases will be even less.

6.10 The analyses show that, following completion of the proposed housing development, the local highway network will continue to operate in a safe and satisfactory manner. It is therefore considered unnecessary to introduce further highway mitigation measures over and above those approved under permissions 11/0963 (Phase 1) and 2013/0960 (Phase 2).

7.0 SUMMARY AND CONCLUSIONS

7.1 This Transport Assessment forms part of a planning application submitted by Gleeson Homes & Regeneration to develop 97 residential units, in an area of land off Lowfield Road in the Bolton upon Dearne area of Barnsley. The application site is approximately 14.0 kilometres to the south-east of Barnsley town centre and is within the Dearne South ward.

7.2 In 2008, outline application no. 1599 was approved to develop an adjacent plot of land. The approval also included a detailed priority junction access onto Lowfield Road.

7.3 In 2011, detailed application no. 11/0963 was granted for some 60 residential units on the same plot of land as 08/1599 to be served by way of the same previously approved access onto Lowfield Road. This development is currently under construction (referred to as Phase 1). Off site, the development includes widening the footway on the far side of Lowfield Road on the length from the site access to the railway bridge to achieve a uniform width of 2.0m.

7.4 In May 2015, detailed application no. 13/0960 was approved for some 58 residential units on the adjacent plot of land, again including a mix of two, three and four bedroom houses (referred to as Phase 2). Off-site, this phase includes the introduction of traffic calming/road safety measures on the nearby railway bridge.

7.5 The proposed development (referred as Phase 3) will form an extension to the Phase 1 and Phase 2 schemes with access onto Lowfield Road by way of the arrangements permitted as part of approval 11/0963

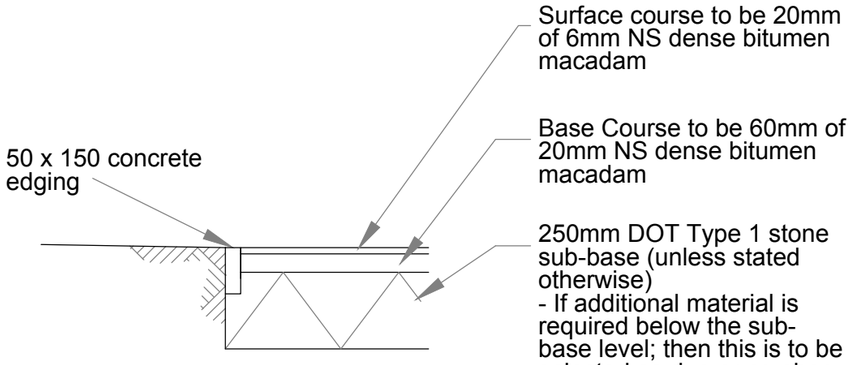
7.6 A separate Residential Travel Plan has been produced in conjunction with this Transport Statement both of which demonstrate the development will accord

with Local and Central Government advice. The site is also well located to encourage trips by more environmentally friendly modes of travel than the private car.

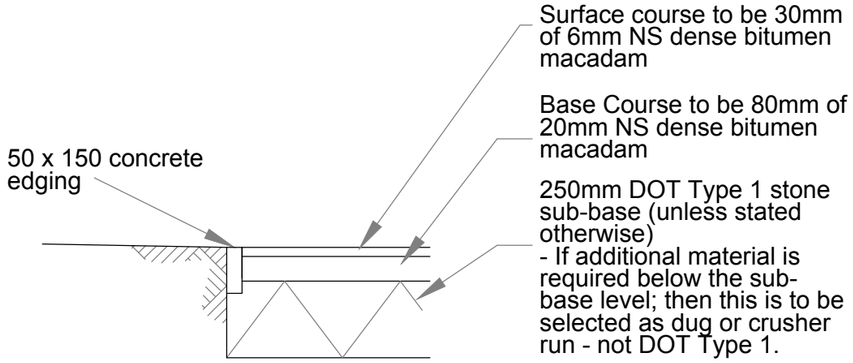
7.7 This Transport Assessment has considered the transport implications of the proposals to achieve a sustainable development. Based upon national guidance and locally determined traffic generation rates, it has considered the access arrangements and likely transport impact on the surrounding highway network. It has concluded that it will continue to operate in a satisfactory manner, with and without the development and therefore there is no need to introduce further off-site mitigation measures.

7.8 It can be concluded therefore that there are no highways or transportation reasons which should prevent the proposed development being granted planning consent.

Addendum Appendix TA 5



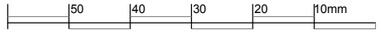
Tarmac Private Drive Section (1:20)



Shared Drive Section (1:20)

Notes:
Sketch schemes may be based on plan information of unknown origin and is subject to verification and survey.
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Building areas are liable to adjustment over the course of the design process due to ongoing construction detailing developments.

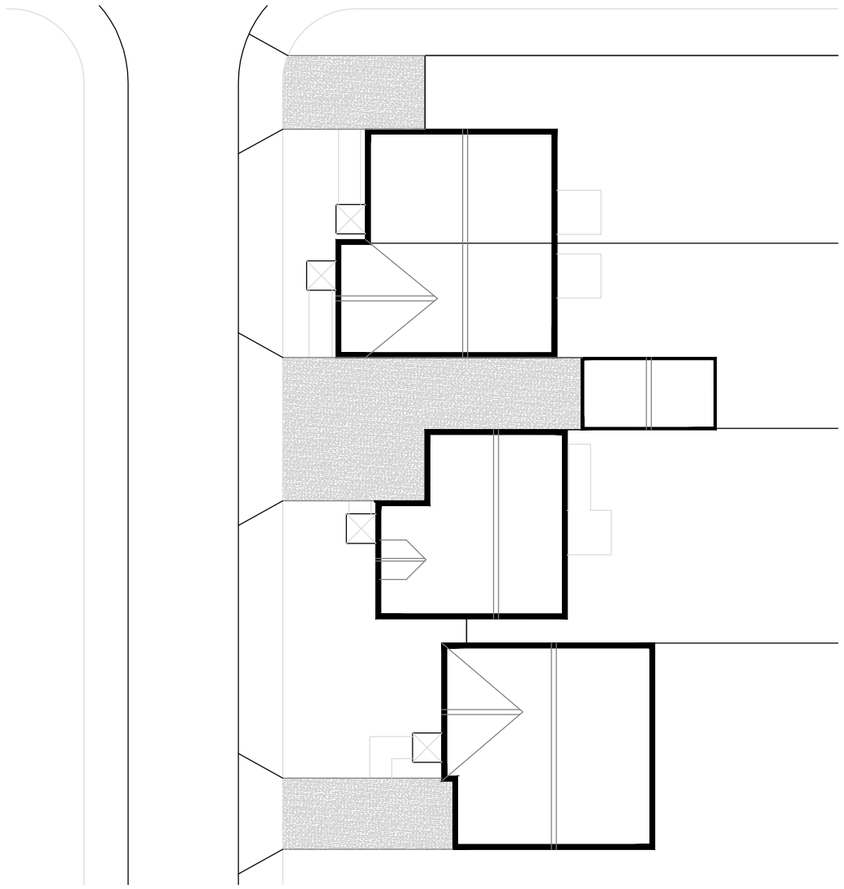
Subject to statutory approvals and survey.



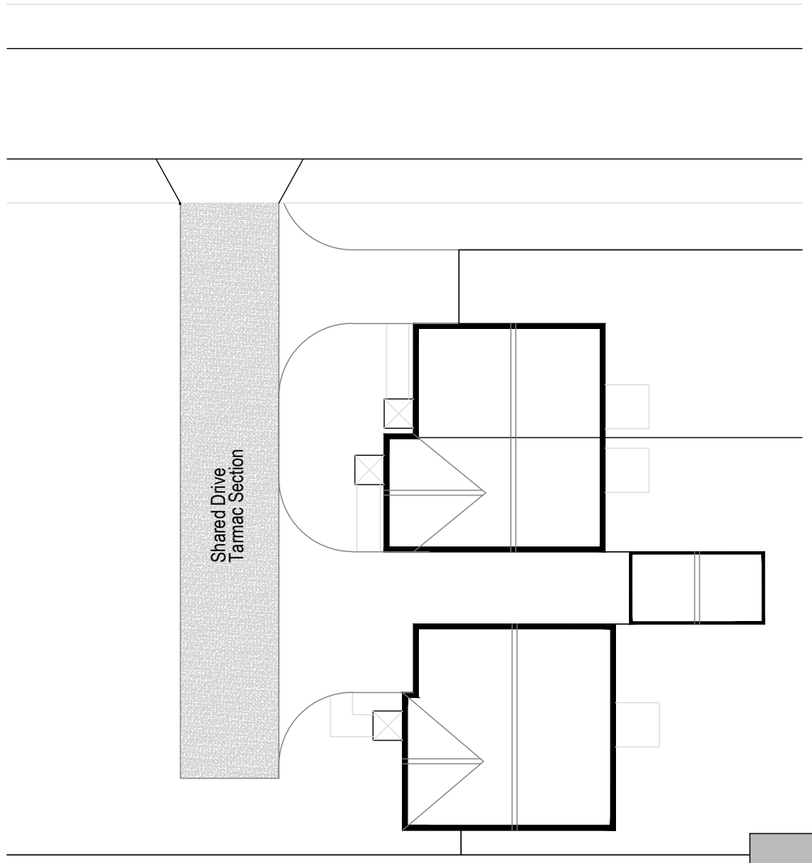
NOTE - Where garages are not constructed; footprint to be crushed aggregate with timber edge & 1800mm screen fence to be erected on line of rear garage wall.

Where double driveways are plotted; no demarcation required between driveways.

NOTE - Prior to Surface Course being laid all edge restraints are to be fully backed with topsoil to prevent over-turning / bowing



Typical Tarmac Private Drive Plan (1:250)



Typical Shared Drive Plan (1:250)

revisions
status -

project Bolton on Dearne 3
client Gleeson Homes & Regeneration
title Tarmac Drive and Shared Drive Details

drawn djr checked ms date 020819 scale 1:20/250@A3
job no 0282 drawing no BOD710 rev -