



PARKSIDE SPORTS AND COMMUNITY CENTRE

TRANSPORT STATEMENT

AUGUST 2023

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TRANSPORT STATEMENT

Barnsley Metropolitan Borough Council

Planning Issue

Report no: 22153-001

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Barnsley Metropolitan Borough Council (BMBC) to produce this Transport Statement (TS) in connection with the development of a sports and community centre, including archery range, football pitches and a community building comprising approximately 730sqm of floor space on land to the east of Sheffield Road, Barnsley.
- 1.1.2 The development proposals seek to reprovide the existing facilities at The Rockingham Sports Centre which are being lost as a result of the development at Hoyland West. The proposals involve community facilities that will be used by the local community and thus do not represent a proposal of regional or national scale.
- 1.1.3 The site is located approximately 6.6km south of Barnsley, within the town of Hoyland and currently comprises open fields. The site is bound by residential dwellings to the north, beyond which is Parkside Road, a track off Stead Lane and residential dwellings to the east, open agricultural land to the south and Sheffield Road to the west. The site location is shown indicatively at **Figure 1**.
- 1.1.4 Given the size and nature of the proposals and the anticipated transport impacts, a detailed Transport Assessment is not considered to be necessary as part of the planning application, as discussed during the pre-application stage with BMBC Highways Officers. Instead, this TS has been prepared to provide BMBC, as the Local Planning and Highway Authority (LP&HA), with the necessary information to determine the planning application.
- 1.1.5 This TS demonstrates the site is in an accessible location with good access to sustainable transport modes, in accordance with the National Planning Policy Framework (NPPF). It also demonstrates that the vehicle trips generated as a result of the relocation proposals would not be material.

1.2 PLANNING HISTORY

- 1.2.1 The site sits adjacent the Hoyland West Masterplan Framework, which comprises a significant level of residential and employment development to the west of Hoyland. The Masterplan comprises of two allocated sites: ES13 which will deliver employment land and HS57 which will deliver approximately 101 dwellings. A summary of the proposed development is provided below:
- ▶ 36.19ha employment land (B1, B2 and B8);
 - ▶ 2.53ha residential land;
 - ▶ Link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road; and
 - ▶ Relocation of Rockingham Sports Ground which falls within the site boundary to an appropriate location within Hoyland Principal Town.

- 1.2.2 Planning permission was granted in 2020 (Ref: 2020/0647) for “Hybrid planning application for a development up to 103,086sqm of employment uses (use classes B1/B2 and B8) and associated works including access roads, drainage and landscaping, a) Outline seeking approval over means of access and scale across 2 development plots (plots 2&3) of up to 71,515sqm floorspace; and b) full application for the development of plot 1 (31,571sqm floorspace for use B8), associated earthworks and creation of access points including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58,HS6, SL5)”.
- 1.2.3 Further planning permission was granted in 2021 for the site in which this report relates to (Ref: 2020/0999) for “Earthworks to create plateaus for the creation of football pitches and an archery range and associated changing facilities, vehicular access, car parking, drainage works and boundary treatments”.
- 1.2.4 Transport reports were prepared by Fore Consulting Ltd to support both of the above applications, which assessed the transport impacts of the proposals. Both concluded that the proposals were acceptable from a transport and highways perspective.
- 1.2.5 Of particular note, the Transport Statement for application 2020/0999 assessed the impact of relocating the existing football pitches and archery range from the existing Rockingham Centre to the proposal site. No highway objections were raised to these proposals and planning permission was granted. As such, it is considered that the principle of this element of the development has been accepted.

1.3 REPORT STRUCTURE

1.3.1 The structure of the report is set out as follows:

- ▶ **Section 2** – describes in detail the site location and the local highway network in the vicinity of the proposed development;
- ▶ **Section 3** – describes the sustainable transport infrastructure in and around the proposed development site;
- ▶ **Section 4** – sets out the development proposals, including the proposed access / egress, servicing arrangements and car parking;
- ▶ **Section 5** – sets out the estimated traffic generation of the proposed development, including an assessment of the anticipated impact of the development on the local highway network; and
- ▶ **Section 6** – provides a summary and conclusions.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

2.1.1 The site is located approximately 6.6km south of Barnsley, within the town of Hoyland and currently comprises open fields. The site is bound by residential dwellings to the north, beyond which is Parkside Road, a track off Stead Lane and residential dwellings to the east, open agricultural land to the south and Sheffield Road to the west. The site location is shown indicatively at **Figure 1**.

2.2 LOCAL HIGHWAY NETWORK

2.2.1 The site will take access from Sheffield Road to the south, via a simple priority junction which has already been implemented as part of the wider masterplan development. The road is a single carriageway two-way road, subject to a 30mph speed limit and provided with a footway on its northern side. This road forms a no-through-route, providing access to the development site only.

2.2.2 Immediately northwest of the site, Sheffield Road connects with Parkside Road at a four-arm mini roundabout junction. From here, Sheffield Road continues northwest to connect with Tankersley Road and Hoyland Road at a four-arm signalised junction before continuing to connect with the A6195 and the A6135 Olympus Way at Cross Keys Roundabout, which sits adjacent to Birdwell Roundabout.

2.2.3 Birdwell Roundabout is a signalised, elongated roundabout located to the west of the site. This junction provides access to the A61, the A6195 and Tankersley Roundabout via the A61, which forms junction 36 of the M1.

2.2.4 From the Birdwell Roundabout, Sheffield Road continues as the A61 north through the village of Birdwell and into Barnsley.

2.2.5 Immediately northwest of the site, Parkside Road routes in a general northeast / southwest alignment and forms a single carriageway, two-way road. Parkside Road is subject to a 30mph speed limit and is provided with lit footways on both sides of the carriageway. A shared use pedestrian / cycle route is provided on the southern side of the road, with signage towards Elsecar Railway Station.

2.2.6 To the south it connects with the A6135 Olympus Way at a priority junction with right-turn facility. To the northeast Parkside Road connects with Skiers View Road and Stead Lane at a simple priority junction.

2.2.7 Skiers View Road continues northwards and connects with the B6097 West Street at a simple priority junction. The B6097 routes in a general east / west alignment, connecting with Hoyland Road and Hawshaw Lane at a priority junction with right-turn facility to the west and routeing into Hoyland town centre to the east, ultimately connecting with Milton Road and High Street at a simple priority junction.

2.2.8 The A6135 Olympus Way is a new road, which has been constructed to accommodate the planned growth in west and south Hoyland. Olympus Way is a two-way single carriageway road subject to a 40mph speed limit and provided with lit footways on both sides of the carriageway. It connects Cross Keys Roundabout in the west to Sheffield Road in the east.

2.2.9 The M1 can be accessed at junction 36, to the west of the site. The M1 provides a strategic route connecting London with Leeds.

2.2.10 It is therefore considered that the site is well located for access to the local, regional and strategic highway networks.

2.3 PERSONAL INJURY COLLISIONS

2.3.1 The local road network has changed significantly in recent times. As such, the latest collision data is not representative of the current highway network. Nevertheless, consideration has been given to the latest five-years of data available from the Crash Map database for the road network surrounding the site.

2.3.2 In total, two incidents were recorded within the vicinity of the site, both classified as 'slight' in severity. These incidents were recorded close to the Parkside Road / Sheffield Road junction, which at the time was a simple priority-controlled T-junction. Both incidents involved collisions between a car and a motorcycle.

2.3.3 In summary, the incidents recorded within the vicinity of the site occurred close to a junction which has now been upgraded to form a mini roundabout. As such, it is not considered that there are any existing road safety issues that would be impacted by the proposed development.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

3.1.2 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 WALKING ACCESSIBILITY

3.2.2 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

3.2.3 This walking catchment has been used in the consideration of the accessibility of the site. A plan showing the 2km walking catchment from the centre of the site is attached in **Figure 2**.

3.2.4 A significant residential catchment can be accessed within an appropriate walking distance of the site, meaning that staff members and users will have the opportunity to travel to the site on foot.

3.2.5 The roads within proximity to the site are provided with footways and adequate street lighting. Immediately west of the site Sheffield Road is provided with a footway on its northern side, tying into existing provision along Parkside Road (north). An uncontrolled pedestrian crossing comprising dropped kerbs and tactile paving is provided some 25m west of the proposed access, facilitating convenient pedestrian movements across Sheffield Road. Here, a footway commences on the southern side of Sheffield Road which ties into the provision along Parkside Road (south).

3.2.6 Three arms of the Sheffield Road / Parkside Road mini roundabout junction are provided with dropped kerb crossings and tactile paving. Additionally, a dropped kerb crossing with tactile paving is provided over Parkside Road at its T-junction with Olympus Way. A pedestrian refuge island is also provided on Olympus Way, comprising dropped kerbs and tactile paving, which facilitates pedestrian movements to the southern side of the carriageway.

3.2.7 A number of Public Rights of Way (PRoW) also operate within close proximity of the site. Footpath 30 runs along the northern boundary of the site and connects Sheffield Road with Stead Lane. Footpath 33 routes to the north of the site connecting Skiers View Road to Footpath 28 and Clough Fields Road. Footpath 26 can be accessed from Sheffield Road to the south, which connects with Burying Lane via Skier's Spring Wood to the north and a wider network of PRoWs to the south.

3.3 CYCLING ACCESSIBILITY

3.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77)

- 3.3.2 The cycling catchment is shown in **Figure 3** and demonstrates that the entirety of Hoyland can be accessed, as well as neighbouring settlements such as Chapeltown, Thorpe Hesley, Wentworth, Tankersley and Hemingfield.
- 3.3.3 Parkside Road (south) is provided with a shared footway/cycleway on both sides of the carriageway which continues along Olympus Way in both directions. This provides a traffic-free connection to National Cycle Network (NCN) Route 67 at Tankersley Lane. NCN Route 67 runs to the south of the site and can be accessed via the Sheffield Road / Lidgett Grange junction. The route provides a mixture of traffic-free and on-road routes north towards Barnsley and south towards Sheffield and Rotherham. The route forms part of the Trans Pennine Trail. Local cycling infrastructure can be viewed on **Figure 4**.
- 3.3.4 The local road network is considered conducive to on carriageway cycling, particularly given that Sheffield Road has been downgraded within the vicinity of the site.
- 3.3.5 In addition, the A6135 Hoyland Common to Elsecar Park & Ride route runs adjacent to the northern boundary of the site, providing a cycle route between Parkside Road and Elsecar Railway Station.

3.4 PUBLIC TRANSPORT

Bus

- 3.4.1 The nearest bus stops are located on Sheffield Road and Parkside Road, which can be accessed within a short walking distance of the site via existing pedestrian infrastructure. The stops accessible within a 400m walk of the site are demonstrated at **Figure 5**, and the services calling at these stops are summarised in **Table 3-1**.

Table 3-1 Local Bus Services

No.	Route	Approximate Frequency per Hour		
		Mon-Fri	Saturday	Sunday
2a	Sheffield – Barnsley – Walton – Green Farm Circular	6 per day	6 per day	6 per day
67/67a/67c	Barnsley Interchange - Wombwell	30 mins	30 mins	Hourly
72/72a	Chapeltown - Manvers	Hourly	Hourly	-

- 3.4.2 As can be seen, future staff and visitors will benefit from a frequency of 3 buses per hour during weekdays and Saturdays, reducing to an hourly service on Sundays, in addition to the Sheffield – Green Farm circular bus which provides 6 services per day.

Rail

- 3.4.3 Elsecar Railway Station is located approximately 2.3km northeast of the site, and can be accessed via a 35-minute walk, 29-minute bus ride or an 11-minute cycle. From here, regular services depart to destinations including Sheffield, Barnsley, Leeds and Huddersfield. The station comprises a ticket office, ticket machines, 9 sheltered cycle stands with space for 18 cycles and waiting shelters on both platforms.

3.5 SUMMARY

- 3.5.1 It has been demonstrated that the site is well connected to the surrounding pedestrian, cycling and public transport networks and through its location provides ample opportunities for encouraging the take up of sustainable modes of travel for journeys to and from the site.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

4.1.1 The development proposals comprise the relocation of the existing facilities at Rockingham Sports Centre to the proposed site, enabling the Hoyland West Masterplan to come forward. The development site will accommodate football pitches, an archery range and a sports / community centre with a floor area of 730sqm. The PRow located along the northern boundary of the site will be retained as part of the development proposals. The proposed site layout is included at **Appendix A**.

4.1.2 It should be noted that The Rockingham Centre currently comprises of a function hall with stage, a fully licensed bar and lounge, a kitchen equipped for catering and 4 changing rooms. The centre currently caters for a wide variety of functions and events including conferences, wedding receptions, disco's, birthday parties, concerts, pantomime, gymnastics, aerobics and martial arts classes. It is anticipated that the majority of these functions and events will continue to be catered for by the proposed sports / community centre, which comprises the following elements:

- ▶ 2 x activity spaces;
- ▶ 2 x studios;
- ▶ 2 x changing rooms and 2 x unisex changing rooms;
- ▶ A locker area including 3 toilets; and
- ▶ A reception / café area and kitchen (a licenced bar will not be available on site).

4.1.3 The proposals are unlikely to generate new car-based trips. Instead, the proposals aim to provide replacement facilities for the benefit of the surrounding local community. The opening hours are anticipated to be as follows:

- ▶ Monday to Friday 06:30-22:00 (06:30-17:00 Off Peak); and
- ▶ Saturday to Sunday 06:30-22:00.

4.1.4 It is anticipated that 5 members of staff will be employed at the site

4.1.5 Given the proposed uses on site, it should be noted that the majority of trips will take place outside the critical weekday AM and PM peak hours.

4.2 ACCESS, VISIBILITY AND SERVICING ARRANGEMENTS

4.2.1 Vehicular access to the site will be achieved from a simple priority-controlled T-junction connecting with Sheffield Road to the south western boundary of the site. This junction has already been constructed, as approved under application 2020/0999, and will be modified to accommodate the proposals through the reconfiguration of the existing fences and gates. This access has been permitted through the previous application at the site.

4.2.2 Pedestrian / cycle access will also be gained from the vehicular access to the site, with 2m wide footways provided either side of the access road linking to existing infrastructure along Sheffield Road.

- 4.2.3 Given the low level of traffic expected on the stretch of Sheffield Road serving the site, it is considered that traffic levels will be very low. Nevertheless, consideration has been given to the visibility that can be achieved from the site access. To the east, the road does not continue and as such no traffic is expected to be approaching the access from this direction. To the west, a visibility splay of 2.4m x 39.7m can be achieved, when taken to the Parkside Road / Sheffield Road junction. This is considered suitable given the low speeds at which vehicles will manoeuvre this junction. It should be noted that the existing stone wall is to be taken down and re-erected to facilitate this visibility splay prior to the site being brought into operation. Visibility is shown at **Appendix B**.
- 4.2.4 Swept path analysis has been undertaken, which demonstrates that two cars can pass when entering and exiting the site. Tracking also shows that a refuse vehicle can enter and turn within the site, exiting in a forward gear. Tracking drawings are included at **Appendix C**.
- 4.2.5 During pre-application scoping discussions, consideration was given to whether a coach would need to access the site. Given the nature of the facilities, which are expected to be used by individuals rather than sports teams, it is not considered necessary for a coach to be able to access the site.

4.3 PARKING PROVISION

- 4.3.1 The current development proposals cater for 64 car parking spaces, with an additional 30 spaces provided in an overspill car park for occasional use. This includes 6 accessible car parking bays, 4 Electric Vehicle Charging Points (EVCPs) and space for 2 motorcycles. Additionally, infrastructure for future EVCPs will be provided to allow for growth in the use of Electric / Hybrid vehicles.
- 4.3.2 The car parking standards for new developments within Barnsley are contained within Table 1 of the Barnsley Supplementary Planning Document (SPD) Parking (2019). There are two standards which could be considered relevant to the proposals:
- ▶ Assembly and Leisure – one space per 22-25sqm (above 2,500sqm); and
 - ▶ Sports Facilities – generally one space per 200sqm (all development less than 2,500sqm).
- 4.3.3 However, it is not considered that either of these standards directly relates to the proposals in this situation, given the mixed-use nature of the scheme. Car parking provision at community and sports centres can vary from site to site. Generally, town centre sites have fewer parking spaces because the overflow can be absorbed by nearby public car parks whilst edge of town or suburban sites tend to have more on-site parking provision.
- 4.3.4 For times when the site is operating at maximum capacity, likely to be on occasional weekends when a function / event is taking place at the community centre whilst the football pitches and archery range are also in use, the overspill car parking area will likely be required, which can accommodate an additional 30 cars. The overspill car park is accessed from the main vehicle route to the eastern end of the site and will be controlled via a barrier.
- 4.3.5 2 secure, sheltered cycle storage spaces will be provided for staff members in addition to 8 covered Sheffield Stands catering for 16 cycles for visitors. Additional cycle parking is located near to the football pitches for use by visitors to the football pitches and archery range, as shown on the site layout plan provided at **Appendix A**.

4.4 PARKING ACCUMULATION

4.4.1 In order to demonstrate that the proposed level of parking will be sufficient to accommodate the vehicles associated with the proposed development, a parking accumulation exercise has been undertaken using the TRICS outputs detailed in Section 5. There are no TRICS surveys associated with an archery use and as such, the vehicles associated with this use will be considered based on expected use. The results of this exercise are summarised in Table 4-1, 4-2 and 4-3.

Table 4-1 Weekday Parking Accumulation Associated with Community Centre

Time	Arrivals	Departures	Accumulation
06:00-07:00	0	0	0
07:00-08:00	8	0	8
08:00-09:00	3	3	8
09:00-10:00	5	3	10
10:00-11:00	5	6	9
11:00-12:00	3	2	11
12:00-13:00	4	4	11
13:00-14:00	4	4	11
14:00-15:00	2	4	9
15:00-16:00	6	2	12
16:00-17:00	3	6	10
17:00-18:00	1	2	8
18:00-19:00	2	7	3
19:00-20:00	0	0	3
20:00-21:00	0	0	3
21:00-22:00	0	0	3
22:00-23:00	0	0	3
23:00-24:00	0	0	3

Table 4-2 Weekday Parking Accumulation Associated with Football Pitches

Time	Arrivals	Departures	Accumulation
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	1	0	1
09:00-10:00	0	1	0
10:00-11:00	0	0	0
11:00-12:00	1	1	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	1	1	1
15:00-16:00	1	1	1
16:00-17:00	3	1	3
17:00-18:00	6	3	6
18:00-19:00	12	4	15
19:00-20:00	14	7	22
20:00-21:00	8	10	20
21:00-22:00	3	18	6
22:00-23:00	1	7	0
23:00-24:00	0	1	0

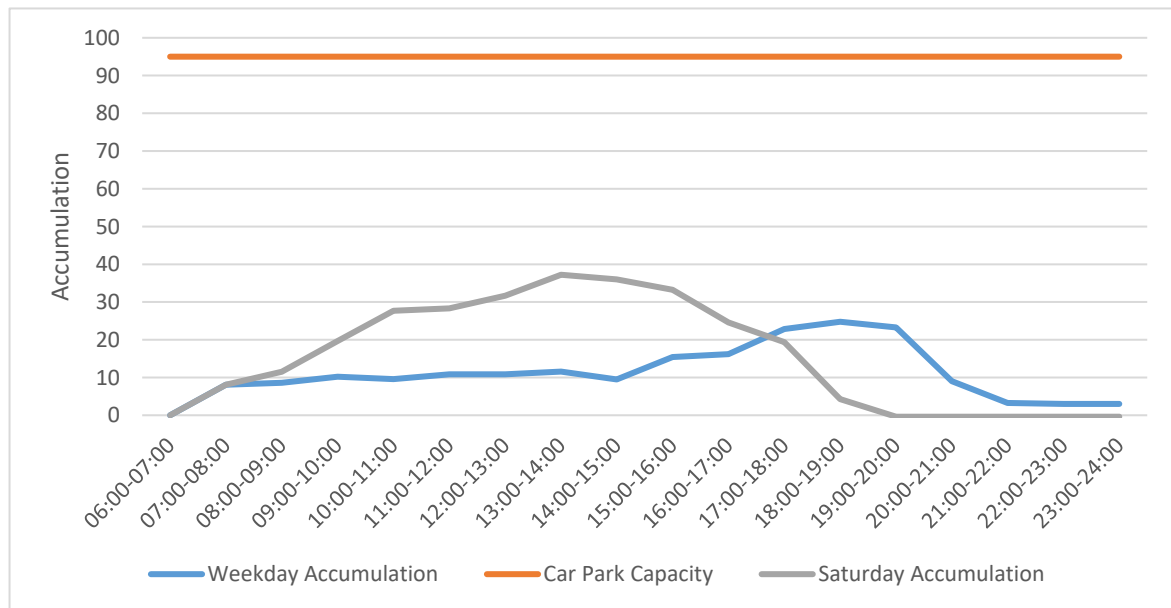
Table 4-3 Saturday Parking Accumulation Associated with Football Pitches

Time	Arrivals	Departures	Accumulation
06:00-07:00	0	0	0
07:00-08:00	1	1	0
08:00-09:00	6	2	3
09:00-10:00	10	3	10
10:00-11:00	17	9	18
11:00-12:00	16	17	18
12:00-13:00	18	15	21
13:00-14:00	19	14	27
14:00-15:00	14	13	27
15:00-16:00	10	16	21
16:00-17:00	9	15	15
17:00-18:00	4	8	11
18:00-19:00	7	17	1
19:00-20:00	1	5	-3
20:00-21:00	0	0	-3
21:00-22:00	0	0	-3
22:00-23:00	0	0	-3
23:00-24:00	0	0	-3

4.4.2

As noted, the proposals incorporate 94 parking spaces. Figure 4-1 below illustrates the total expected accumulation for the football pitches and community centre for a weekday and a Saturday – note no community centre TRICS data is available for a Saturday, therefore, for robustness the weekday daily flows have been considered.

Figure 4-1 Parking Accumulation Assessment



4.4.3 **Figure 4-1** demonstrates that the proposed level of parking is sufficient to meet the demands of the site. It is considered that the spare capacity is more than adequate to also accommodate any demand arising from the archery use, which is not expected to exceed 20 to 30 users at any one time (potentially resulting in a further 10-15 vehicles in a worst-case scenario). The proposals will therefore not lead to any overspill parking on the local highway network.

4.4.1 The traffic generation and parking demand associated with the existing facilities at The Rockingham Centre is unknown, however, it is noted that space for 27 vehicles is currently provided, which is shared between users of the football pitch and archery centre, as well as the cricket pitch and other community events / functions. The permitted use at the site (which included the football pitches and archery range, but not the community building) proposed 20 parking spaces, which was considered acceptable by BMBC. The main car park is, therefore, considered suitable to meet the typical demands of the site, with the over spill car park available on those maximum capacity occasions where additional car parking may be required.

5 POTENTIAL DEVELOPMENT IMPACTS

- 5.1.1 The proposals involve the partial relocation of the existing facilities at The Rockingham Sports Centre. As such, journeys to the existing facilities will be diverted a short distance along Sheffield Road to the proposed development site. On this basis, it is not considered that the development would represent a significant impact on the operation of the highway network in the local area, as the development effectively caters for existing journeys.
- 5.1.2 The impact of the proposals has been accounted for within the assessments associated with the wider masterplan development and their associated planning applications. Furthermore, the principal of this development, and its associated impact on the local road network was accepted under planning permission 2020/0999.
- 5.1.3 Nevertheless, in order to provide an estimate of the number of vehicle trips that could be expected to be generated by the proposed development, the TRICS database has been interrogated for 5 a Side Football Pitches and Community Centres, with the following parameters selected:
- ▶ Land Use: 07 Leisure / L Football, Parameter: Number of Pitches, Date Range: 01/01/15 – 24/07/23, Location: Edge of Town / Suburban Area; and
 - ▶ Land Use: 07 Leisure / Q Community Centre, Parameter: Gross Floor Area, Date Range: 01/01/15 – 18/07/23, Location: Edge of Town / Suburban Area.
- 5.1.4 The vehicular trip rates and resultant vehicle trip generation are summarised in Table 5-1 below, whilst the full TRICS outputs are provided at Appendix D.

Table 5-1 Vehicular Trip Rates and Resultant Vehicle Trip Generation

Land Use		AM Peak		PM Peak		Saturday	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
5 a Side Football	Trip Rate	0.063	0.125	3.375	1.625	4.077	4.231
	Trips	0	1	14	7	16	17
Community Centre	Trip Rate	1.111	0	0.424	0.763	No surveys available within the TRICS database	
	Trips	8	0	3	6		
Total Vehicle Trips		8	1	17	13	16	17

- 5.1.5 As can be seen, the proposals would generate 9 trips in the morning peak hour, 30 trips in the evening peak hour and 33 trips in the Saturday peak hour. As previously discussed, these vehicle trips are considered to be existing journeys on the local highway network which will divert from The Rockingham Centre to the proposed development. This level of vehicle trip generation is not considered to be significant and therefore will not result in a material impact on the wider highway network.
- 5.1.6 To ensure the impact of the proposals is minimised as far as possible, a Travel Plan has been prepared, which seeks to encourage travel by sustainable modes, and reduce the level of single occupancy vehicle trips. Therefore, the proposals could result in a net benefit in trip terms when compared with the existing situation.

6 SUMMARY

6.1.1 AMA have been commissioned by Barnsley Metropolitan Borough Council to produce this Transport Statement in connection with the development of a sports and community centre, including archery range, football pitches and a community building comprising approximately 730sqm of floor space on land to the east of Sheffield Road, Barnsley.

6.1.2 The following summarises the key points:

- ▶ The site sits adjacent to the Hoyland West Masterplan Framework, which comprises a significant level of residential and employment development to the west of Hoyland, including two allocated sites: ES13 which will deliver employment land and HS57 which will deliver approximately 101 dwellings. This scheme included the relocation of the existing Rockingham Centre to the proposed site;
- ▶ Planning permission was granted in 2020 (Ref: 2020/0647) and in 2021 (Ref: 2020/0999) in relation to the above, and both transport reports concluded that the proposals were acceptable from a transport and highways perspective;
- ▶ Future users of the development would have the opportunity to travel by modes other than the private car, including walking, cycling and public transport;
- ▶ An analysis of the latest personal injury collision data suggests that there are no trends in collisions that might be exacerbated by the addition of development-related traffic;
- ▶ The proposals are anticipated to generate 9 trips in the morning peak hour, 30 trips in the evening peak hour and 33 trips in the Saturday peak hour. These vehicle trips are considered to be existing journeys on the local highway network which will divert from The Rockingham Centre to the proposed development;
- ▶ The proposed level of parking is sufficient to meet the demands of the site and the proposals will therefore not lead to any overspill parking on the local highway network;
- ▶ The existing stone wall along Parkside Road will be taken down and re-erected to facilitate a 2.4m x 39.7m visibility splay to the west prior to the site being brought into operation;
- ▶ Swept path analysis has been undertaken to demonstrate that two cars can pass when entering and exiting the site and that a 10.3m refuse vehicle can suitably enter and exit the site in forward gear; and
- ▶ A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

6.1.3 This TS has demonstrated that the traffic associated with the development proposals can be accommodated on the surrounding highway network without having a severe impact in accordance with the National Planning Policy Framework.

6.1.4 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

FIGURES

Figure 1 - Indicative Site Location Plan

Figure 2 - 2km Walking Catchment

Figure 3 - 5km Cycling Isochrone

Figure 4 - Cycle Route Map

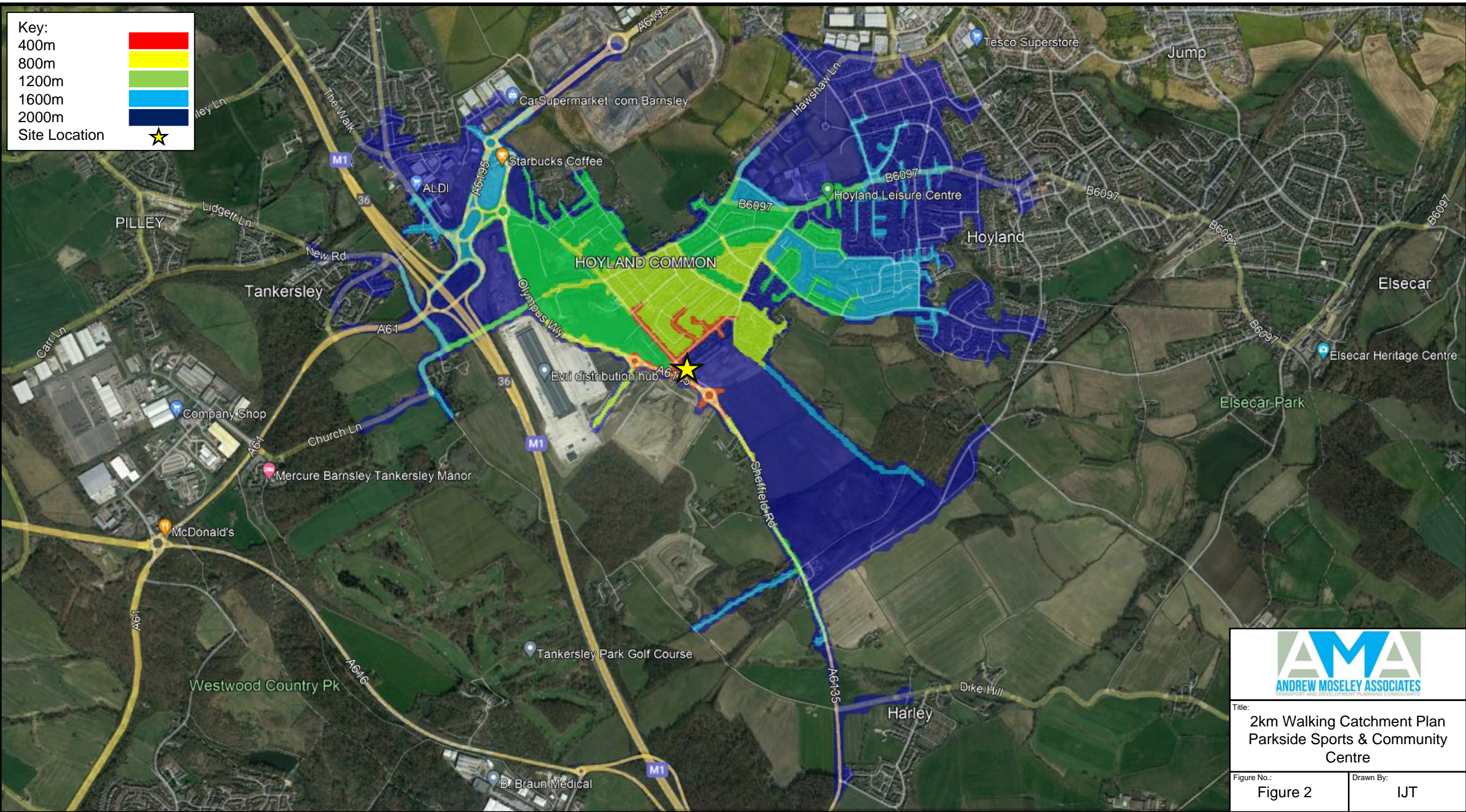
Figure 5 - Bus Stop Locations Plan

Key:
Site Location




Title:
Indicative Site location Plan
Parkside Sports & Community
Centre

Figure No.: Figure 1
Drawn By: IJT



Key:

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Site Location



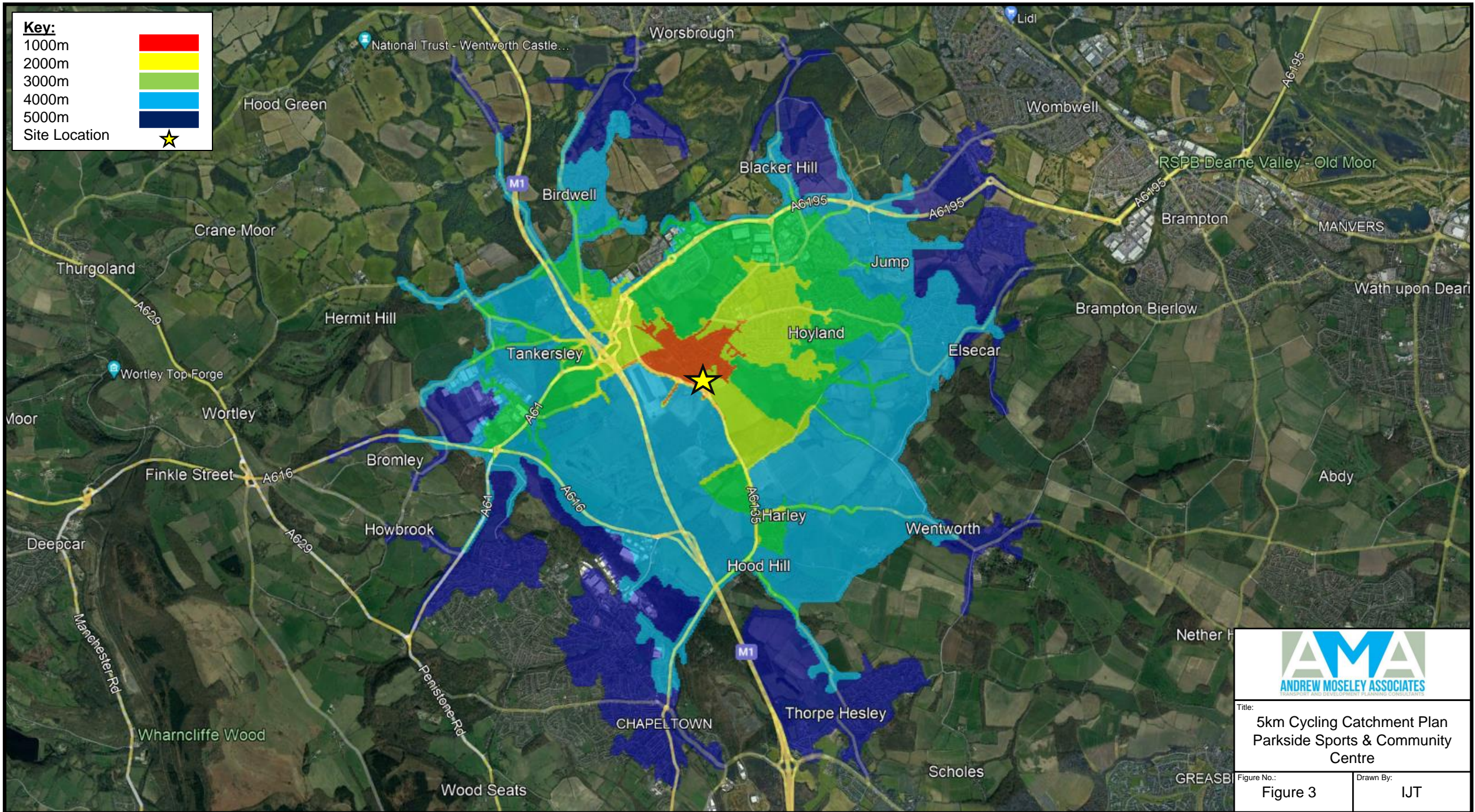
AMA
ANDREW MOSELEY ASSOCIATES
PLANNING AND DEVELOPMENT PLANNING CONSULTANTS

Title:
**2km Walking Catchment Plan
Parkside Sports & Community
Centre**

Figure No.: **Figure 2** Drawn By: **IJT**







Key:

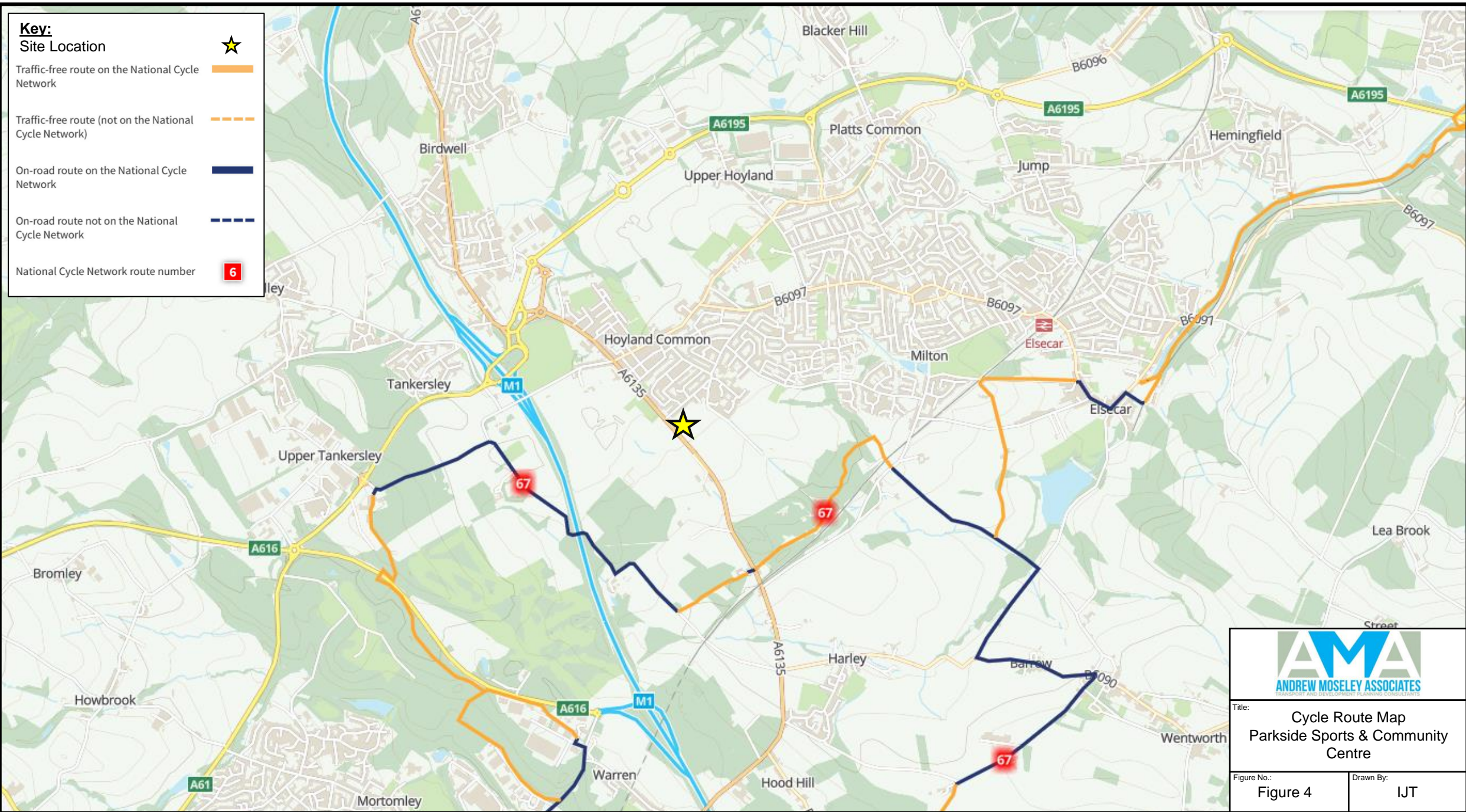
- 1000m 
- 2000m 
- 3000m 
- 4000m 
- 5000m 
- Site Location 




Title: 5km Cycling Catchment Plan Parkside Sports & Community Centre	
Figure No.:	Drawn By:
Figure 3	IJT

Key:

- Site Location 
- Traffic-free route on the National Cycle Network 
- Traffic-free route (not on the National Cycle Network) 
- On-road route on the National Cycle Network 
- On-road route not on the National Cycle Network 
- National Cycle Network route number 





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ANDREW MOSELEY ASSOCIATES
PLANNING AND DEVELOPMENT CONSULTANTS

Title:	Cycle Route Map Parkside Sports & Community Centre
Figure No.:	Figure 4
Drawn By:	IJT

Key:
Site Location
Bus Stops



Title:
**Bus Stop Locations Plan
Parkside Sports & Community
Centre**

Figure No.: **Figure 5** Drawn By: **IJT**

APPENDICES

[Appendix A Proposed Site Layout](#)

[Appendix B Visibility](#)

[Appendix C Swept Path Analysis](#)

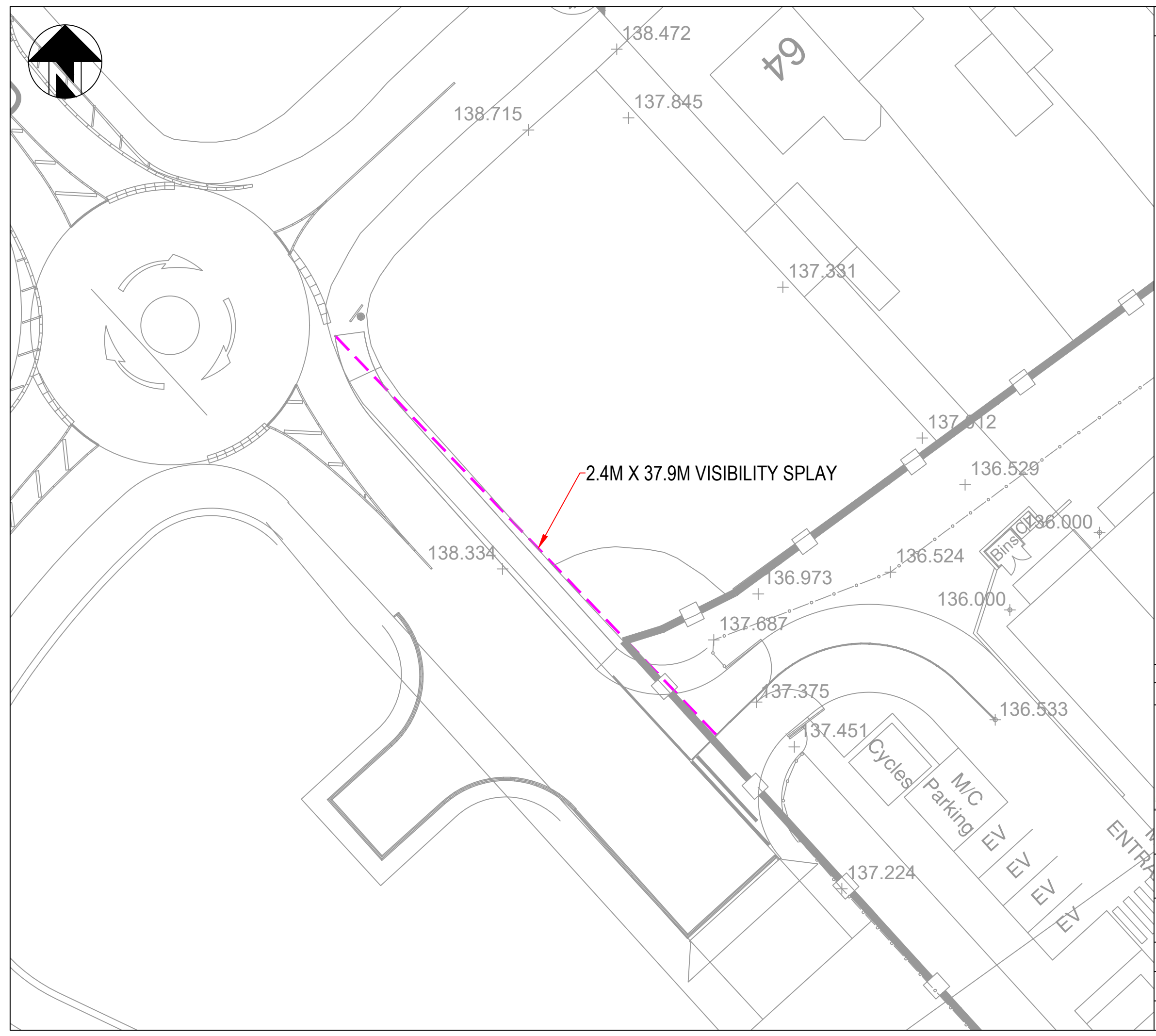
[Appendix D TRICS Data](#)

Appendix A

PROPOSED SITE LAYOUT

Appendix B

VISIBILITY



Notes

P01	First Issue	DD/MM/YY	-
Rev	Description	Date	By



Project: Parkside Sports and Community Centre

Client: Barnsley Council

Drawing: Visibility Splay Analysis

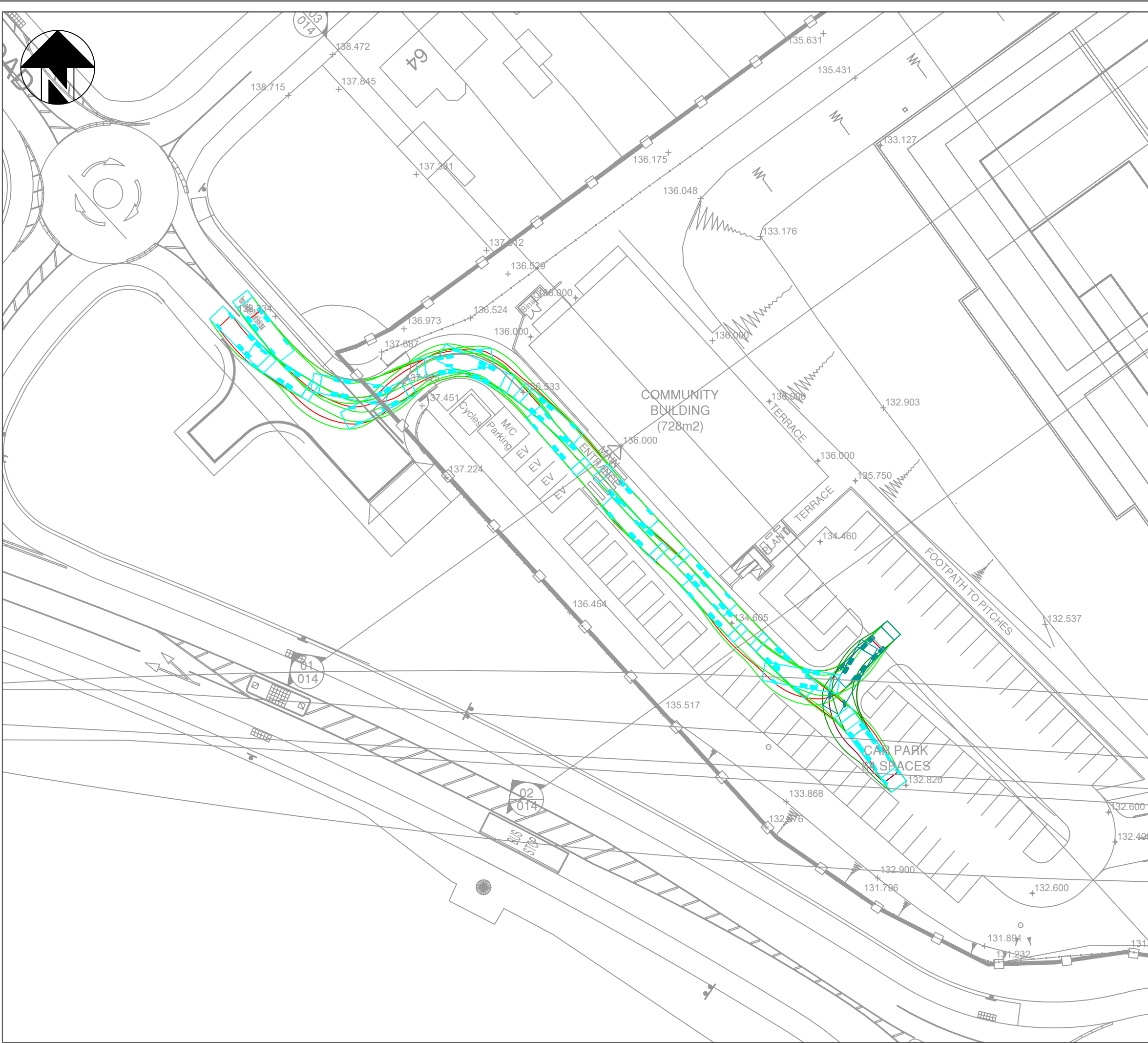
Drawn By: SD Date: 07/08/2023

Checked By: JF Scale: 1:250 Paper size: A3

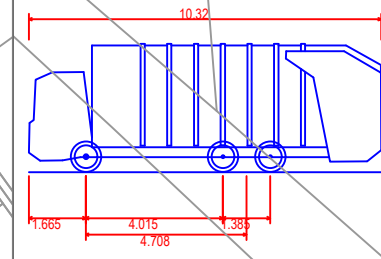
Drawing No. AMA/22153/SK/001 Rev. -

Appendix C

SWEPT PATH ANALYSIS



Notes



Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis)

Overall Length	10.320m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m

P01	First Issue	DD/MM/YY	-
Rev	Description	Date	By



Project: Parkside Sports and Community Centre

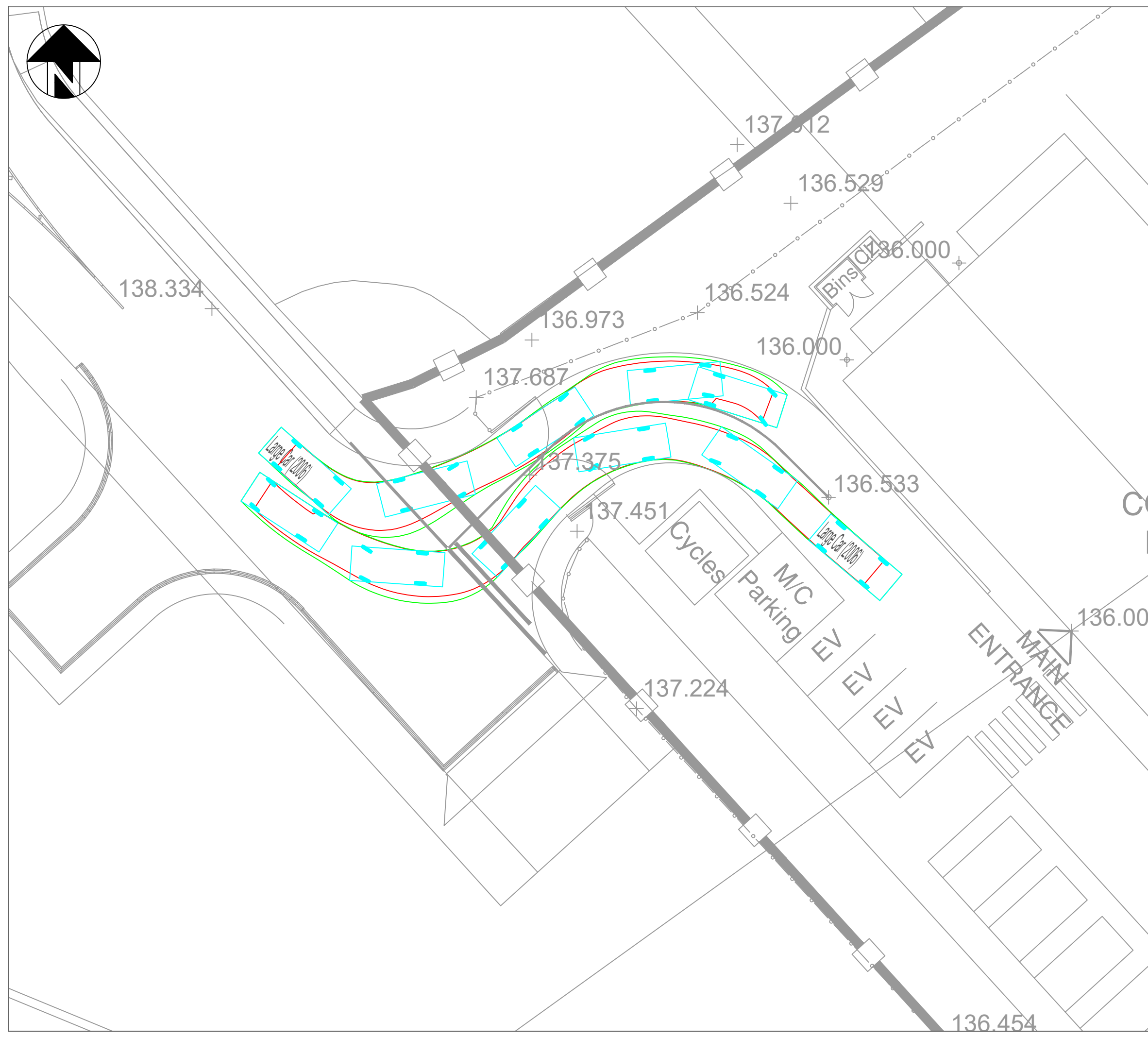
Client: Barnsley Council

Drawing: Large Refuse Vehicle Swept Path Analysis

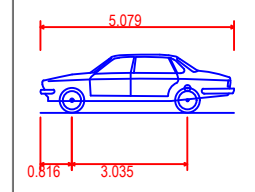
Drawn By:	MSF	Date:	07/08/2023
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Checked By:	SD	Scale:	1:500	Paper size:	A3
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Drawing No.	AMA/22153/ATR/004	Rev.	-
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Notes



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

P01	First Issue	DD/MM/YY	-
Rev	Description	Date	By



Project: Parkside Sports and Community Centre

Client: Barnsley Council

Drawing: Large Car Access / Egress Swept Path Analysis

Drawn By: MSF Date: 07/08/2023

Checked By: SD Scale: 1:200 Paper size: A3

Drawing No: AMA/22153/ATR/005 Rev: -

Appendix D

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days

Primary Filtering selection:

Parameter: Number of pitches
 Actual Range: 6 to 7 (units:)
 Range Selected by User: 1 to 10 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 24/07/23

Selected survey days:

Saturday 2 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1

Selected Location Sub Categories:

Residential Zone 2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

Population within 5 miles:

250,001 to 500,000 1 days

500,001 or More 1 days

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	BR-07-L-01	FIVES SOCCER CENTRE	BRISTOL CITY
	WEST TOWN LANE		
	BRISTOL		
	BRISLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	7	
	<i>Survey date: SATURDAY</i>	<i>24/09/22</i>	<i>Survey Type: MANUAL</i>
2	NG-07-L-01	ASTRO KINGS	NOTTINGHAM
	WIGMAN ROAD		
	NOTTINGHAM		
	BILBOROUGH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	6	
	<i>Survey date: SATURDAY</i>	<i>14/07/18</i>	<i>Survey Type: MANUAL</i>

AMA - Leeds

Licence No: 710001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	7	0.143	1	7	0.143	1	7	0.286
08:00 - 09:00	1	7	1.429	1	7	0.571	1	7	2.000
09:00 - 10:00	1	7	2.429	1	7	0.857	1	7	3.286
10:00 - 11:00	2	7	4.308	2	7	2.154	2	7	6.462
11:00 - 12:00	2	7	4.077	2	7	4.231	2	7	8.308
12:00 - 13:00	2	7	4.538	2	7	3.692	2	7	8.230
13:00 - 14:00	2	7	4.846	2	7	3.462	2	7	8.308
14:00 - 15:00	2	7	3.385	2	7	3.231	2	7	6.616
15:00 - 16:00	2	7	2.462	2	7	4.077	2	7	6.539
16:00 - 17:00	2	7	2.154	2	7	3.692	2	7	5.846
17:00 - 18:00	2	7	1.077	2	7	1.923	2	7	3.000
18:00 - 19:00	1	6	1.667	1	6	4.167	1	6	5.834
19:00 - 20:00	1	6	0.167	1	6	1.333	1	6	1.500
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.682			33.533			66.215

Parameter summary

Trip rate parameter range selected: 6 - 7 (units:)
 Survey date date range: 01/01/15 - 24/07/23
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days

Primary Filtering selection:

Parameter: Number of pitches
 Actual Range: 7 to 9 (units:)
 Range Selected by User: 1 to 10 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 24/07/23

Selected survey days:

Wednesday 2 days

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1

Selected Location Sub Categories:

Industrial Zone 1
 Retail Zone 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 2 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 20,001 to 25,000 1 days

Population within 5 miles:

25,001 to 50,000 1 days
 250,001 to 500,000 1 days

Car ownership within 5 miles:

1.1 to 1.5 2 days

Travel Plan:

No 2 days

PTAL Rating:

No PTAL Present 2 days

LIST OF SITES relevant to selection parameters

1	EA-07-L-01 QUEENS DRIVE KILMARNOCK	SOCCERWORLD		EAST AYRSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone			
	Total Number of pitches:		9	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
2	WM-07-L-01 PARK ROAD HALESOWEN	POWERLEAGUE		WEST MIDLANDS
	Edge of Town Industrial Zone			
	Total Number of pitches:		7	
	<i>Survey date: WEDNESDAY</i>		<i>29/11/17</i>	<i>Survey Type: MANUAL</i>

AMA - Leeds

Licence No: 710001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	8	0.125	2	8	0.000	2	8	0.125
09:00 - 10:00	2	8	0.063	2	8	0.125	2	8	0.187
10:00 - 11:00	2	8	0.063	2	8	0.063	2	8	0.124
11:00 - 12:00	2	8	0.125	2	8	0.125	2	8	0.250
12:00 - 13:00	2	8	0.063	2	8	0.063	2	8	0.124
13:00 - 14:00	2	8	0.313	2	8	0.125	2	8	0.437
14:00 - 15:00	2	8	0.125	2	8	0.188	2	8	0.313
15:00 - 16:00	2	8	0.750	2	8	0.188	2	8	0.938
16:00 - 17:00	2	8	1.500	2	8	0.688	2	8	2.188
17:00 - 18:00	2	8	3.000	2	8	0.875	2	8	3.875
18:00 - 19:00	2	8	3.375	2	8	1.625	2	8	5.000
19:00 - 20:00	2	8	2.000	2	8	2.375	2	8	4.375
20:00 - 21:00	2	8	0.813	2	8	4.375	2	8	5.187
21:00 - 22:00	2	8	0.188	2	8	1.625	2	8	1.813
22:00 - 23:00	2	8	0.063	2	8	0.125	2	8	0.187
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			12.560			12.563			25.123

Parameter summary

Trip rate parameter range selected: 7 - 9 (units:)
 Survey date date range: 01/01/15 - 24/07/23
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : Q - COMMUNITY CENTRE
 TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
13	MUNSTER	
	TI TIPPERARY	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 160 to 750 (units: sqm)
 Range Selected by User: 100 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/07/23

Selected survey days:

Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	3
------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	3 days
-------	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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Secondary Filtering selection (Cont.):

Travel Plan:

No 3 days

PTAL Rating:

No PTAL Present 3 days

LIST OF SITES relevant to selection parameters

1	GM-07-Q-01 MOODY STREET STANDISH	COMMUNITY CENTRE	GREATER MANCHESTER
	Edge of Town Residential Zone Total Gross floor area:		
		270 sqm	
	<i>Survey date: THURSDAY</i>	<i>28/04/22</i>	<i>Survey Type: MANUAL</i>
2	TI-07-Q-01 ORMOND DRIVE NENAGH TYONE	COMMUNITY CENTRE	TIPPERARY
	Edge of Town Residential Zone Total Gross floor area:		
		160 sqm	
	<i>Survey date: THURSDAY</i>	<i>13/10/22</i>	<i>Survey Type: MANUAL</i>
3	TW-07-Q-03 ASKEW ROAD W GATESHEAD TEAMS	COMMUNITY CENTRE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		
		750 sqm	
	<i>Survey date: FRIDAY</i>	<i>24/05/19</i>	<i>Survey Type: MANUAL</i>

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TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	1	270	1.111	1	270	0.000	1	270	1.111
08:00 - 09:00	3	393	0.424	3	393	0.424	3	393	0.848
09:00 - 10:00	3	393	0.678	3	393	0.424	3	393	1.102
10:00 - 11:00	3	393	0.678	3	393	0.763	3	393	1.441
11:00 - 12:00	3	393	0.424	3	393	0.254	3	393	0.678
12:00 - 13:00	3	393	0.593	3	393	0.593	3	393	1.186
13:00 - 14:00	3	393	0.593	3	393	0.593	3	393	1.186
14:00 - 15:00	3	393	0.254	3	393	0.508	3	393	0.762
15:00 - 16:00	3	393	0.847	3	393	0.339	3	393	1.186
16:00 - 17:00	3	393	0.424	3	393	0.763	3	393	1.187
17:00 - 18:00	3	393	0.085	3	393	0.339	3	393	0.424
18:00 - 19:00	2	215	0.233	2	215	0.930	2	215	1.163
19:00 - 20:00	2	215	0.000	2	215	0.000	2	215	0.000
20:00 - 21:00	1	160	0.000	1	160	0.000	1	160	0.000
21:00 - 22:00	1	160	0.000	1	160	0.000	1	160	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.344			5.930			12.274

Parameter summary

Trip rate parameter range selected: 160 - 750 (units: sqm)
 Survey date date range: 01/01/15 - 18/07/23
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0



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