


**STATEMENT OF COMMON GROUND
ON HIGHWAY MATTERS**

Appeal Reference:	PINS reference APP/R4408/W/25/3359917
LPA Reference:	2024/0122
Date of Inquiry:	10 June 2025
Site Address:	HEMINGFIELD ROAD, HEMINGFIELD, BARNSELY
Description of Development	RESIDENTIAL DEVELOPMENT
Appellant:	HARGREAVES LAND LIMITED, G N WRIGHT, M M WOOD, M J WOOD, and J D WOOD
Local Highway Authority:	BARNSELY METROPOLITAN BOROUGH COUNCIL

This statement addresses the following areas of common ground:

1. Proposed Development
2. Pre Application and Application Process
3. Assessment Year
4. Peak Hours of Assessment
5. Trip Generation
6. Trip Distribution
7. Traffic Modelling and Operational Assessments
8. Horizontal Design of Site Access
9. Site Sustainability
10. Highway Matters still under discussion

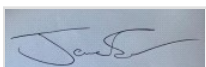
Agreed on behalf of the Appellant by

Stuart Wilkins 
13 May 2025

Position: Director
Bryan G Hall Consulting Engineers

On behalf of Appellant

Agreed on behalf of Local Highway Authority

Jamie Turner  ...
13 May 2025

Position: Senior Engineer Highways
Development Control

**On behalf of Barnsley Metropolitan Borough
Council**

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1.0 INTRODUCTION

- 1.1 This Highways Statement of Common Ground (HSoCG) has been prepared with regard to planning appeal ref. no. APP/R4408/W/25/3359917 submitted in relation to a residential development at Hemingfield Road, Hemingfield, Barnsley (the Appeal Site). The development was refused planning permission by Barnsley Metropolitan Borough Council on 11th December 2024. The reasons for refusal do not include matters relating to highways and/or transportation. It is agreed the proposed development is acceptable in relation to highways and transportation matters. However, it is considered helpful to summarise the key relevant issues, in the context of third-party submissions to the planning application/appeal.
- 1.2 Except where stated otherwise, the content of this HSoCG has been agreed by the Appellant, and Barnsley Metropolitan Borough Council Highways Development Control team as Local Highway Authority.

2.0 PROPOSED DEVELOPMENT

- 2.1 The proposed development comprises the following key elements relevant to highways and transportation. The highway access proposals are shown on Drawing No 23/160/SKH/007 Rev E within Technical Note 23.160.004.04 (CD 3.27):
- Residential development with an upper estimate of 180 units;
 - a new ghost island right turn lane priority 'T' junction on Hemingfield Road to provide access to the site;
 - the provision of two new bus stops (replacing and upgrading existing bus stops) located on either side of Hemingfield Road, adjacent to the residential development;
 - new footway provision on the east side of Hemingfield Road to the north of the new access; and
 - Section 106 contributions.

3.0 PRE APPLICATION AND APPLICATION PROCESS

- 3.1 Prior to the planning application being submitted, the Council and the Appellant actively engaged to discuss the proposed development, and the scope of assessment required in relation to all relevant highways and transportation matters. This resulted in robust and comprehensive submissions, including additional assessments and analysis, which were requested by the Council. As well as addressing the highway network and agreeing the approach to assessing highway impacts, it included the assessment of the impacts of the scenario of the wider safeguarded land being developed. It is agreed that the appellant's submissions at planning application stage are comprehensive and robust and demonstrate that there is no reason in terms of highways and transportation to withhold planning permission. This includes taking into account the effects of the appeal proposal in relation to the residual safeguarded land.

4.0 ASSESSMENT YEAR

- 4.1 As set out in the Transport Assessment 23.160.001.03 (CD 3.25) the future assessment year is agreed to be 2029 and the only relevant extant planning permission to be reflected in the analysis as committed development is development at the former Wombwell School site, planning application number 2019/0089 for a residential development of 235 dwellings approved in April 2020.

5.0 PEAK HOURS OF ASSESSMENT

- 5.1 As set out in the Transport Assessment 23.160.001.03 (CD 3.25) it was identified from the traffic survey data that the weekday morning peak hour occurred between 8:00am and 9:00am and the weekday evening peak hour occurred between 4:00pm and 5:00pm. These periods are used to assess the operational impact of the development traffic, and it is agreed that the peak hours used within the operational assessments are satisfactory for the purpose of assessing the impact of the development on the local highway network.

6.0 TRIP GENERATION

- 6.1 It is agreed that the adopted peak hour trip generation rates and, as such, the estimate of traffic demand for the Appeal scheme, the development at the former

Wombwell School site and potential further development on the full area of safeguarded land, which the appeal site forms part of, as set out in the Transport Assessment 23.160.001.03 (CD 3.25), Technical Note 23.160.004.04 (CD 3.27) and the Highways Proof of Evidence 23.160.011.03 (CD 8.3 A), are satisfactory in relation to assessing the trips generated by the proposed development.

7.0 TRIP DISTRIBUTION

- 7.1 It is agreed that the trip distribution used, as also set out in the Transport Assessment 23.160.001.03 (CD 3.25), Technical Note 23.160.004.04 (CD 3.27) and the Highways Proof of Evidence 23.160.011.03 (CD 8.3 A), is satisfactory in relation to distributing the trips generated by the proposed residential development onto the local road network.

8.0 TRAFFIC MODELLING AND OPERATIONAL ASSESSMENTS

- 8.1 It is agreed that operational assessments using the computer programme Junctions was appropriately undertaken to determine the impact of the vehicular trips associated with the total safeguarded land at three junctions, namely the site access junction with Hemingfield Road, the Hemingfield Road Roundabout on the Dearne Valley Parkway and the Hemingfield Road/Cemetery Road/School Street junction. This has been done for the development scenarios set out below and all the outcomes are considered acceptable in terms of traffic impact; both capacity and safety.
- 8.2 It is agreed that for junctions further afield (i.e. those along the Dearne Valley Parkway), the impact of the development related vehicular trips will be minimal and acceptable. It is also agreed that beyond the Hemingfield Road Roundabout, a development trip percentage assessment is the appropriate means of assessment, comparing baseline flows on the Dearne Valley Parkway with development generated traffic, to assess whether the effect of development traffic is within the range of normal daily variation. The assessment subsequently carried out demonstrates that the traffic generated in each of the scenarios below is within the range of normal daily variation and has an acceptable effect in terms of capacity and safety. In relation to Briery Meadows there is no requirement to assess the impact of

development traffic on the Hemingfield Road/Briery Meadows junction. The latter junction operates and will continue to operate satisfactorily with the development proposals and the development of all the adjacent safeguarded land.

8.2 The TRL Software ARCADY and PICADY was used to assess the performance of the junctions forming the network to be considered as part of the Transport Assessment. It is agreed that the ARCADY and PICADY model structures indicated in the Transport Assessment 23.160.001.03 (CD 3.25), Technical Note 23.160.004.04 (CD 3.27) and the Highways Proof of Evidence 23.160.011.03 (CD 8.3 A) are satisfactory for the purpose of assessing the impact of the proposed development on the local highway network.

8.3 It is agreed that the modelling results, also indicated in the Transport Assessment 23.160.001.03 (CD 3.25), Technical Note 23.160.004.04 (CD 3.27) and the Highways Proof of Evidence 23.160.011.03 (CD 8.3 A), for a number of development scenarios are agreed.

The modelling scenarios assessed include full development of the Appeal site; all of the residual part of the Safeguarded Land designation (including sensitivity test at upper limit of development); and full development at the Wombwell School site, and can be summarised as follows:

Development Scenario 1

1. 180 Units on the appeal site
2. 235 Units on Wombwell School site

Development Scenario 2

1. 430 Units on the appeal site and wider safeguarded land
2. 235 Units on Wombwell School Site

Development Scenario 3

1. 520 Units on the appeal site and wider safeguarded land
2. 235 Units on Wombwell School Site

9.0 DESIGN OF SITE ACCESS

- 9.1 The design of the proposed ghost island right turn lane T-junction access with Hemingfield Road and that part of the internal site access road from the Hemingfield Road, shown on Drawing No 23/160/SKH/007 Rev E within Technical Note 23.160.004.04 (CD 3.27), is agreed to be both safe and acceptable in capacity terms to accommodate all the scenarios tested.

10.0 SITE SUSTAINABILITY

- 10.1 It is agreed that the site is accessible to a sufficiently wide range of facilities using sustainable modes of transport, such as walking, cycling and public transport. The site is well located to promote trips on foot and bicycle to local amenities, including a nearby primary school. It is agreed that the site is in a sufficiently sustainable location for housing development.

11.0 HIGHWAY MATTERS STILL UNDER DISCUSSION

- 11.1 It is agreed that there are no highway or transportation matters of disagreement between the Appellant, and Barnsley Metropolitan Borough Council. The appeal proposals have been subject to robust, comprehensive and up to date assessment, which has addressed all issues raised by the Council at this outline stage with layout not being considered in this application and demonstrated the proposed development is acceptable in terms of highways and transportation. It is further agreed that in all highways matters the development of the appeal site will not harm or prejudice the development of the rest of the safeguarded land site with regard to access design and layout, traffic capacity on the wider highway network, safety, and internal connections (subject to planning conditions and future reserved matter applications).