

Technical note

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1. Introduction

Hydrock Fore are commissioned by Equites Newlands (Goldthorpe) Ltd in relation to a hybrid planning application for a proposed employment development on land to the south of Dearne Valley Parkway, near Goldthorpe, Barnsley. The commission includes the preparation of a Transport Assessment (TA) and Framework Travel Plan (FTP) for submission with the planning application to Barnsley Metropolitan Borough Council (BMBC).

This note sets out a consolidated response to consultations from BMBC Highways Development Control on the above planning application in February and May 2024, in accordance with subsequent discussions between the applicant team and BMBC officers.

2. Response to Consultation

2.1 Layout

2.1.1 BMBC Comment

4.5m x 90m visibility splays are achieved; these are commensurate with the requirements for a 30mph road in the DMRB. Whilst there is some concern with the splays traversing the opposite verge of an internal junction, the retention of this section of public highway being kept free from obstruction can be secured by condition.

Response

It is understood that the splays that traverse the opposite verge relate to the forward visibility splays assuming a 30mph design speed. It is agreed that the necessary visibility splays can be secured through a suitably worded planning condition.

2.1.2 BMBC Comment

Although in the swept path analyses submitted the HGV does not maintain a 0.5m gap from the edge of the carriageway in INSET 3, it is apparent that this is easily achievable. As such, the layout is acceptable in terms of vehicles being able to enter and exit the site in a forward gear.

Response

Noted and agreed.

2.1.3 BMBC Comment

As layout of the buildings is not part of the full permission element of the application, the required parking provision cannot be calculated at this time. It is expected that the off-street parking will be commensurate with the guidance set out in the council's Parking SPD and this will have to be demonstrated when full permission is sought.

Response

Parking will be addressed as part of a future planning application for reserved matters, when occupiers are confirmed and their specific requirements are known.

2.1.4 BMBC Comment

Details of public rights of way are only shown indicatively on Phasing Plan 2 of 2 appended to the Transport Statement. The applicant is intending to only provide full details of vehicular access as part of the full application element of this hybrid submission. However, Highways DM would contend that all access methods should be provided in detail at this stage to ensure that it is feasible to provide suitable access and that the provision is such that it will encourage commuters to use sustainable transport methods to bring about the 10% reduction in private car use cited in the Travel Plan.

Response

Details of access into the site, as well as site-wide infrastructure (comprising access roads and earthworks to create development platforms and bunding, drainage and culvert works, flood compensation areas, and strategic landscaping) are submitted for approval as part of the full element of the application at this stage.

Revised drawings demonstrating access routes by pedestrians and cyclists are submitted to BMBC. These comprise:

- » Proposed improvements to Footpath 15, and connection to the internal access road within the development site, to allow shared use by pedestrians and cyclists and support its use as an active travel connection to the development from Carr Field Lane / Billingley View, for potential future staff travelling between the site and residential areas in Goldthorpe and Bolton upon Dearne.
- » Access routes to the A635 to the north of the site, including a new section of footway along the southern edge of the carriageway to the westbound bus stop on the A635, and crossing provision over the splitter island on the western A635 arm of the roundabout (linking to the shared use footway / cycleway on the northern edge of the A635).

In addition, the developer is proposing to make financial contributions to support bus service improvements (as requested by SYMCA) and travel planning will be implemented at the development (in line with the Framework Travel Plan submitted).

A summary of the proposed package of active travel and public transport measures is appended to this note. The range of works and measures proposed is considered to be sufficient to support the target reduction in journeys to the site made by car as part of the Travel Plan.

2.1.5 BMBC Comment

It is noted that there are ongoing discussions regarding covenanted land and a proposed footpath in the north-western corner of the site. Highways DC would prefer to see a footway provided contiguous with the A635 which can be adopted and maintained in perpetuity. This should extend from the new roundabout to the bus stop approximately 150m to the west.

Response

This connection is demonstrated on revised drawings submitted to BMBC.

2.1.6 BMBC Comment

Additionally, the Council's Transportation and PROW departments are likely to provide further comment both on this outline explanation of improvements to the public footpath and to the anticipated detailed layout of the proposals.

Response

The above works demonstrated on the drawings submitted to BMBC accord with ongoing discussions with Transportation and PROW officers.

2.2 Transport Assessment

2.2.1 BMBC Comment

It is anticipated in the Transport Assessment that two thirds of commercial traffic will head west towards Barnsley on the A635, and all modelling has been produced on this assumption. Approximately 550m east of the proposed access is another roundabout serving industrial units off Dudley Drive. It was noted in pre-application correspondence that manual surveys of this junction and other local industrial zones would give a more accurate prediction of the vehicle movements from the site access.

The surveys carried out on 21/06/22 show significantly more heavy good vehicles travelling east on the A635 towards the Doncaster boundary than travel westwards towards Barnsley. This is especially the case when only considering the largest OGV2-classified vehicles. As such, although it is acknowledged that it is difficult to make any precise calculation at this outline stage, the assumption that most HGVs will turn left out of the site seems unfounded. This is corroborated by on-site observations taken on the morning of 31/01/24 by HDC Officers. It is noted that National Highways wish to see further justification for using a 'population-based' gravity model to derive HGV trip distribution.

Although the occupants of the site are still unknown, it would still seem likely that results from observed local traffic habits would be the best gauge to predict likely HGV distribution from this site. As such, the figures in the Transport Assessment (and therefore all junction modelling) do not appear to be supported by the actual recorded driver behaviour.

Response

At this stage of the planning process and given the nature of the hybrid planning application, the proposed buildings on site are not fixed and the operators of the proposed development (and the related activities associated with their operational use) are not known. Likely patterns of HGV vehicle movements (which in practice are specific to the supply chain requirements of individual occupiers) cannot therefore be confirmed with certainty.

Consequently, for the purposes of the Transport Assessment work submitted with the planning application, a population-based gravity model was used. This is on the basis that population centres are generally located close to potential generators of HGV traffic, including ports, airports and major distribution centres, and therefore a population-based gravity model is a reasonable proxy for the distribution of HGV trips on the wider highway network. Briefly, the gravity model approach results in:

- » The majority of HGV trips (circa 67%) are predicted to utilise the strategic road network junctions to the east and west of the site (A1(M) Junction 37 and M1 Junction 36).
- » The remaining trips (circa 33%) are predicted to utilise local primary routes between the site and other regional destinations, including the A635 Doncaster Road, the A633 and the A6195 Park Spring Road. Such routes are 'A'-category routes of appropriate standard for HGV use and therefore this assumption is considered reasonable.

In lieu of specific information from future operators that will locate at the development (who, as above, are not confirmed at this stage of the planning process, and on this basis it is not possible in the context of this planning application to be definitive about the distribution of HGV trips that may be generated), the resulting

distribution provides a reasonable assessment of potential routing patterns of HGVs to/from the proposed development, reflecting a suitable balance of local, regional and national journeys.

The principle of using a gravity model-type approach in this way (to assess HGV trip distribution effectively as a proxy for specific information from a future operator) is commonly accepted practice. It is noted that such an approach was used as part of the transport assessment work undertaken for a comparable development at Hoyland on behalf of Newlands Developments (approximately in 2020 and 2021), as well as by Hydrock Fore for other, similar developments elsewhere in the region. Furthermore, specific routing parameters and assumptions underpinning the gravity model were discussed in detail and agreed with BMBC highways officers through the preparation of the planning application, including at meetings on 24 October and 7 November 2023.

Following submission of the planning application, and in response to discussion and consultation to the application by National Highways, a sensitivity test assuming use of 'workplace population', rather than 'resident population' as the basis for the gravity model, was undertaken to validate the approach. In response to this sensitivity test, National Highways (in their consultation dated 27 March 2024) confirmed that the approach taken to estimate HGV traffic to the site as set out in the submitted Transport Assessment is appropriate, and the resulting traffic impacts assessed are agreed. Similarly, in their formal consultation to the planning application (dated 22 April 2024), the City of Doncaster Council has similarly accepted the methodology and resulting traffic impacts as assessed.

Consequently, the approach taken for the purposes of the submitted Transport Assessment and its related conclusions in respect of the distribution of HGV trips on the network is considered to be appropriate and robust.

Notwithstanding the above, and as specifically requested by BMBC, a further survey of HGV traffic travelling between the M1 (via Dearne Valley Parkway) and A1(M) (via Hickleton) routes and existing commercial development off Dudley Drive / Commercial Road (approximately east of the site, comprising the existing Aldi regional distribution centre) and Park Spring Road (the existing Asos distribution centre, to the north of the site) has been undertaken. Briefly, the survey was an origin-destination survey undertaken using automatic numberplate recognition (ANPR) technology, allowing HGVs using identified routes to be counted. The survey was undertaken during the AM and PM peak periods consistent with the periods assessed for the purposes of the submitted Transport Assessment on Tuesday 12 March 2024, as a representative weekday. As such, the ANPR survey represents a 'snapshot' of HGV movements on one day, as an indication of typical HGV route patterns for comparison purposes. No incidents occurred that were observed to affect the results.

The results of the survey are summarised in Table 1.

Table 1: Summary of Surveyed 'Snapshot' of HGV Distribution

Route	Areas off Dudley Drive / Commercial Rd					Park Spring Road					Assumed for Dev. Traffic
	AM Peak		PM Peak			AM Peak		PM Peak			
	07-08:00	08-09:00	15-16:00	16-17:00	17-18:00	07-08:00	08-09:00	15-16:00	16-17:00	17-18:00	
Observed HGVs											
A635 E (via Hickleton)	33	29	34	19	18	6	1	0	0	2	n/a
A635 W / A6195	12	15	21	7	3	1	3	3	3	1	n/a
% Observed HGVs by Route											
A635 E (via Hickleton)	73.3%	65.9%	61.8%	73.1%	85.7%	85.7%	25.0%	0.0%	0.0%	66.7%	34.0%
A635 W / A6195	26.7%	34.1%	38.2%	26.9%	14.3%	14.3%	75.0%	100%	100%	33.3%	66.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Notwithstanding that the ANPR survey indicates a 'snapshot' of HGV route patterns at peak times on a typical day, the results confirm that:

- » Routing of operational HGVs varies significantly, both in absolute and proportional terms, by respective operators given their specific requirements and supply chains.
- » HGV traffic distribution patterns can be expected to vary significantly through the course of a typical day.

Consequently, assuming HGV traffic patterns for the development based on existing occupiers is not considered to be a reasonable basis on which the traffic impacts of the proposed development can be definitively confirmed.

However, the HGV routing assumptions used for the submitted assessment is within the range of HGV traffic patterns observed locally, and therefore the results of the ANPR survey appropriately validate the assessment approach.

2.2.2 BMBC Comment

The Junctions 10 modelling of the A635/Red Hill Lane/Hickleton Road crossroads reveals that there is presently a 2-minute delay at peak times on Red Hill Lane, and whilst a 'do minimum' prediction sees this increase to over 10 minutes, the introduction of the proposed development sees vehicles queueing for over 23 minutes (1417 seconds). A delay such as this would dramatically affect driver behaviour both in terms of risk-taking exiting the junction and also using other routes to avoid the crossroads altogether. This is the most extreme example of situations throughout the network that will suffer from queueing and capacity issues but are dismissed as "not considered to be significant and there is sufficient stacking space to accommodate the modelled queue without impacting on upstream junctions". Whilst stacking space may be available on the existing network, it is not desirable to cause significant delay and no justification or mediation is provided within the submitted documents.

Response

The assessment of the operation of this junction and related mitigation is confirmed as accepted by the City of Doncaster Council in their formal consultation to the planning application, as the respective local highway authority.

2.2.3 BMBC Comment

It is stated in document Chapter 13 ES Transport and Access that “whilst the predicted HGV component increase could be considered to be significant in terms of severance i.e. resulting in either slight or moderate changes to severance (in accordance with the IEMA guidelines), it is considered that the links highlighted above (the A635 and the A6195) are of low sensitivity with regards to severance. This is due to the primary nature of the routes and the absence of built-up areas along both sides of the routes. Pedestrian flows across these roads are likely to be low. Where there are built up areas on both sides of the road e.g. along the A1695 around Brampton, crossing facilities are provided on the Wath Road and Broomhill Roundabouts in the form of dropped kerbs with tactile paving. Pedestrian refuge is provided on the roundabout splitter islands”. However, there is an expectation that a baseline rate of 14.5% of all journeys will be taken on foot and a commitment in the Travel Plan to increase this to 16.1%. It is noted that the walking catchment area only includes Billingley on the opposite side of the A635, but crossing facilities should also be suitable for those arriving from the west by bus and to overcome a step increase in severity of both pedestrian severance and fear. Some empirical evidence that no further work is required to overcome these issues should be submitted (i.e. that the site does not meet criteria for a formal crossing).

Response

As highlighted above, it is proposed that pedestrian crossing facilities will be provided on the western A635 arm of the access roundabout, via the splitter island.

This crossing would be on the desire line for those walking (or cycling) to the development from Billingley and other residential catchments to the north and west of the development site, or using the bus stops on the A635.

Although 'PV²' is no longer recommended for assessing the need for pedestrian crossing facilities, (in favour of more subjective framework-based approaches), it remains useful as a 'high level' assessment of whether further consideration should be given to providing formal pedestrian crossing facilities. A PV² exercise has therefore been undertaken based on the modelled traffic flows for the 2028 'with development' peak hours, and pedestrian, cycle and public transport-related trips undertaken on foot.

For the purposes of this exercise, it is assumed that:

- » 25% of pedestrian trips, and 50% of cycle trips would use the crossing at the access roundabout (i.e. this represents staff or visitors travelling to Billingley or beyond).
- » All public transport trips involve crossing at this location. In practice this will overstate the pedestrian crossing demand, given that a proportion of users will by nature use the bus stop on the south side of the A635 (which does not require crossing at this location), or catch / alight buses from Carr View Way).

In all scenarios, the resulting PV² is less than 0.2, which represents the threshold for which consideration of formal crossing facilities would be recommended. On this basis, the anticipated crossing demand at this location does not warrant formal provision.

Table 2: Summary of PV² Assessment

Time	2-way Traffic Flow on A635 (2028 With Development)	Person Trips by Mode (Target Mode Share)			Pedestrian + Cycle Flow 'In Scope' to Crossing A635	PV ² (/10 ³)
		Pedestrian	Cycle	Bus		
AM Peak Hour	2,956	79	14	37	64	0.12
PM Peak Hour	2,927	86	15	40	69	0.14
Average						0.13

2.3 Travel Plan

2.3.1 BMBC Comment

A 10% reduction in car trips is suggested; as noted by National Highways, there is a lack of numerical detail to show how the modal shift will be achieved or what alternative measures there are should initial initiatives fail. The Goldthorpe Masterplan requests that "the targets will be quantified and detailed in terms of how the targets will be monitored and what the contingency is if the targets are not achieved". This additional detail should therefore be submitted.

As mentioned in the comments on the layout, it should be demonstrated at this stage how pedestrian facilities will be improved to encourage sustainable travel methods including Designated Footpath no. 15 which runs through the site.

Response

A revised Travel Plan has been prepared in accordance with discussions with BMBC officers and representatives of National Highways. This includes quantified targets and appropriate monitoring arrangements.

The proposed access arrangements (as highlighted above) and infrastructure to be provided with the site are sufficient to ensure that active travel or public transport are realistic options for future staff and visitors travelling to the site. Combined with measures set out in the Travel Plan to support such travel choices, the targets are considered achievable.

2.3.2 BMBC Comment

SYMCA have requested Section 106 contributions of £67,607 for improvements to existing bus stops and £459,825 for the enhancement of the 219E bus service for three years. A commitment to fund these measures and a plan showing detailed improvements to the pedestrian routes into the site will be required.

Response

The funding requested by SYMCA to support improvements to bus stops and bus services are noted and agreed. This can be addressed as part of the s106 agreement.

The relevant pedestrian routes are demonstrated on drawings submitted to BMBC.

2.4 Contributions

2.4.1 BMBC Comment

There does not appear to be an agreed level of contribution from the developer for any improvements to the A635, not least for the section of the A635 connecting Hickleton to the A1M. A proportion of Section 106 moneys from this development would be transferred to Doncaster as the Highway Authority for the section of road.

Previous attempts at coming to an agreed figure have included built-out developments. Retrospective contributions could not be sought from these applicants and should not be included in any contribution calculations despite them still being relevant to cumulative traffic impact/generation assessments.

The calculation should also demonstrate the methodology behind anticipated vehicle movements with PCUs being used rather than simple vehicle numbers to ensure equity between this employment scheme and developments of a residential nature.

Response

In accordance with the relevant statutory tests (regulation of the 2010 CIL Regulations, as amended by the 2011 and 2019 Regulations, and as policy tests in the National Planning Policy Framework), planning obligations are required to be:

- » necessary to make the development acceptable in planning terms;
- » directly related to the development; and
- » fairly and reasonably related in scale and kind to the development.

Consequently, it remains the view of the applicant that the development cannot be responsible for mitigating cumulative traffic impacts of development permitted historically. While the applicant does not object to the principle of making a financial contribution to support improvements to the A635 (as mitigation for the impacts of the development), any such contribution is to relate reasonably to the specific impacts of the development.

2.5 Off-Site Works (from LHA Response 2, dated May 2024)

2.5.1 BMBC Comment

1) Improvements to Definitive Footpath 15 to provide a shared-use path with a minimum width of 3.0m to allow use by pedestrians and cyclists.

This element has been requested by Active Travel England, and the Council's Active Travel and PROW departments. It is also noted in National Highways formal response that the path is presently too narrow to cater for anything other than pedestrians. The improvements will require a detailed design to be submitted to be assessed by the Council's Traffic and PROW engineers.

Response

It is proposed that the section of Footpath 15 and the proposed connection to the internal network of pedestrian / cycle routes within the site is improved, to accommodate a minimum width of 3.0m width and support shared use by pedestrians and cyclists as requested. This is demonstrated on drawings submitted to BMBC.

A financial contribution is to be made to BMBC as part of the section 106 agreement to deliver the improvements to Footpath 15.

2.5.2 BMBC Comment

2) A shared-use path contiguous with the existing carriageway from Hollygrove Roundabout to the bus stop on the southern kerbline of the A635 to the west of the site entrance.

A new roundabout was constructed to enable access into the ES10 site and facilitate the building out of the large employment site. Application no. 2021/1511 allowed construction to go ahead, and in order to complete the work in a timely manner, the layout was designed to allow vehicular access without impinging on the ES10 site itself or prompting a full hydraulic assessment by the Environment Agency. This allowed construction of a roundabout that could accommodate any traffic associated with the site regardless of the ultimate incumbents. However, it was acknowledged at the time that sustainable travel routes into the site would have to be addressed when an application to build out the site was submitted. The officer report for 2021/1151 stated both that "any future planning applications into the designated site ES10 are to be considered on their own merits at the time of submission" and that "the application is ultimately to facilitate access to an allocated future employment site to the south of the A635. As part of any future applications the Council will carefully consider how accessible the site is by sustainable modes, including provision of bus stops. It is accepted that the proposed design does not prejudice the need to secure necessary infrastructure as part of any subsequent application to develop the site". It should be noted that the roundabout and some

elements of shared-use footway have already been constructed as part of application no. 2021/1511 with the only benefit of the scheme being that this cost was not borne by a future developer.

With this in mind, the Council's Active Travel team have requested that the first phase of a route from the site to Goldthorpe town centre is funded by the developer and tactile crossings added to the arms of the roundabout where they have not already been supplied. The proposed enhancement allows the development to conform to LTN 1/20 and DfT Circular 01/22. JSJV noted that whilst the development is located within a reasonable cycling distance to local amenities and residential areas, the cycling infrastructure surrounding the development site appears unattractive for commuters and that a 10% reduction in car trips anticipated in the Travel Plan is unlikely unless improvements are made to pedestrian and bus access. The SYMCA Active Travel team agree that the provision of a 3.0m shared path with 0.5m verge separation conforms to LTN 1/20 and should be provided to meet the sustainable travel targets set out in the Travel Plan submitted by Fore (now Hydrock).

Response

The applicant team has reviewed the feasibility of the requested works.

As part of the internal layout of the development, it is proposed to provide a shared use route along the eastern edge of the access road within the site from the ES10 Roundabout. This connects to the existing shared use route north of the A635, via the crossing provided on the splitter island east of the ES10 Roundabout.

It is considered feasible to provide a footway along the southern edge of the A635 west of the ES10 Roundabout to link to the westbound bus stop on the A635 (discussed at section 2.5.3 of this response), and it is proposed to provide an informal crossing (in the form of dropped kerbs and tactile paving) on the splitter island west of the ES10 Roundabout. This will provide a suitable connection for staff and visitors using the eastbound bus stop on the A635 (or travelling beyond via the existing shared use route along the northern side of the A635).

Consideration has been given to the feasibility of providing a new shared use route along the southern edge of the A635 between Hollygrove Roundabout and the ES10 Roundabout. At this location, the A635 is either in cutting or on an embankment, and therefore it is anticipated that considerable engineering work will be required to the existing verge and embankment. Such works are also likely to affect the structure accommodating Carr Dyke adjacent to the ES10 Roundabout, and are considered to be outside the scope of the planning application to resolve.

Consequently, an alternative is proposed, in which the applicant delivers improved crossing facilities and shared footway / cycleway provision at the western A635 and Dudley Drive approaches at Hollygrove Roundabout to facilitate the first phase of the identified active travel route to Goldthorpe town centre.

The above proposed arrangements are demonstrated on Hydrock drawings (reference 23451-HYD-XX-XX-DR-D-0105 and 23451-HYD-XX-XX-DR-D-0106, which are submitted to BMBC.

2.5.3 BMBC Comment

3) On the A635, two new bus stops with full length laybys positioned as close to the new roundabout approaches as possible. Each should be fitted with 3-bay full-end shelters with real-time passenger travel information displays.

This layout is a requirement put forward by SYMCA. Following consultation with the Council's Traffic Department, the introduction of laybys is considered the safest option from a highway safety perspective. As the road is subject to the declassified national speed limit of 60mph, the intention to take buses out of the live traffic lanes is expected to reduce potential dangerous overtaking manoeuvres. Consideration should also be given to the design of the bus stop to reduce potential interactions between cyclists and pedestrians who need to cross the path of cyclists to board or alight the bus, LTN 1/20 chapter 6 provides guidance on this. SYMCA have asked to be consulted on the design of this provision.

Given the requirement to ensure good sustainable travel links into the site, the proposal to construct two bus laybys, sustainably linked to the site and complying with Design Manual for Roads and Bridges CD169, should be investigated by the applicant.

Response

The applicant team has reviewed the feasibility of the requested works.

It is not feasible for the applicant to deliver a layby along the northern edge of the A635 within the extent of the existing adopted highway. Consequently, an alternative arrangement has been identified, in which a bus stop will be located at the point at which the eastbound carriageway flares to 2 lanes approaching the access roundabout. This will allow for vehicles to safely pass a bus waiting at the stop, without using the oncoming (westbound) lane of the A635.

It is proposed that the existing bus stop on the A635 serving buses in the westbound direction (reference 37056004) is relocated approximately 100m to the east. This would allow the redundant former A635 alignment to be reconfigured to accommodate a layby.

The above proposed arrangements achieve the intended aim of the Council to achieve sustainable travel connections, and are demonstrated on Hydrock drawings (reference 23451-HYD-XX-XX-DR-D-0105 and 23451-HYD-XX-XX-DR-D-0106, which are submitted to BMBC.

Noting SYMCA's consultation to the planning application, it is proposed that the bus stop laybys are delivered by means of the s106 agreement, such that a financial contribution is made to SYMCA and BMBC to deliver the works.

Proposed Transport Works and Measures

Requested Item		Notes	Delivery Mechanism	To be Provided (Y/N)?	
Active Travel Measures	Improvements to Footpath 15 east of site to Billingley View . <i>Ref LHA consultation 1 (February 2024)</i>		s106	Y	
	Connection of Footpath 15 to internal shared use footway / cycleway. <i>Ref LHA consultation 1 (February 2024)</i>		s278	Y	
	Adoptable footway along southern edge of the A635, from the ES10 roundabout to the bus stop approximately 150m to the west. <i>Ref LHA consultation 1 (February 2024)</i>		s278	Y The footway would connect to the bus stop on the south side of the A635, which is proposed to be relocated east, to accommodate a layby by reconfiguring the existing redundant section of A635. (See below)	
	Informal crossing on western splitter island of ES10 roundabout, to provide pedestrian / cycle connection to existing route on the north side of the A635.		s278	Y	
	Phase 1 of BMBC Goldthorpe 'Active Travel' scheme. <i>Ref. LHA consultation 2 (May 2024)</i>		s106	N	
	Connection of Phase 1 Goldthorpe Active Travel scheme to ES10 roundabout. <i>Ref. LHA consultation 2 (May 2024)</i>		s106	N	
	Changes to pedestrian crossing on Dudley Drive arm of Hollygrove Roundabout to allow future shared pedestrian / cycle use (widening of footway to 3.0m, changes to dropped kerbs and tactile paving arrangement)		s106	Y	
	Changes to splitter island on A635 approach to Hollygrove Roundabout to provide shared pedestrian / cycle crossing to existing pedestrian / cycle route along north side of A635 (new dropped kerbs / tactile paving)		s106	Y The option identified by BMBC is in cutting or on an embankment, and requires extension to the ES10 roundabout, which would affect the Cam Dyke structure. As a result it may not be possible to install the active travel route identified by BMBC without considerable engineering works that are outside the scope of the planning application. An alternative option has been identified, which is considered deliverable as part of the planning application.	
	Widening of footway between A635 and Dudley Drive arms of Hollygrove Roundabout, to allow future shared pedestrian / cycle use.		s106	Y	
Informal crossing on eastern splitter island of ES10 roundabout, to provide pedestrian / cycle connection to existing route on the north side of the A635.		s106	Y		
Public Transport measures	Funding to support bus service improvements during evenings and Sundays, to accommodate shift patterns. <i>Ref. SYMCA response (dated 25 January 2024)</i>		s106	Y	
	Full length bus stop laybys on A635 eastbound and associated bus stop infrastructure (including shelter, real time info display) <i>Ref. SYMCA response (dated 25 January 2024) / LHA consultation 2 (May 2024)</i>	Civils	Full length layby, raised kerb, tactile paving, bus stop clearway road markings	s106	Y It is not feasible to deliver a bus stop layby within the existing highway boundary at the location of the existing bus stop.
		RTI / Power		s106	Y An alternative has been identified: bus stop is provided on the A635 carriageway, at the point where the eastbound lane flares approaching the ES10 roundabout.
		Shelter (new)		s106	Y
	Full length bus stop laybys on A635 westbound and associated bus stop infrastructure (including shelter, real time info display) <i>Ref. SYMCA response (dated 25 January 2024) / LHA consultation 2 (May 2024)</i>	Civils	Full length layby, raised kerb, tactile paving, bus stop clearway road markings	s106	Y It is proposed that this bus stop is relocated east, to allow for a layby to be provided by reconfiguring the redundant section of the A635. To be delivered through s106 (financial contribution), rather than s278.
		RTI / Power		s106	Y
		Shelter (new)		s106	Y
	Bus stop infrastructure improvements at stop on Carr Field Lane (50245), including replacement bus shelter and provision of real-time info display) <i>Ref. SYMCA response (dated 25 January 2024)</i>	Civils	Raised kerb, tactile paving, bus stop clearway road markings	s106	Y To be delivered through s106 (financial contribution), rather than s278.
		Shelter	Replacement of existing shelter with new (solar-powered) shelter, and disconnection of mains power connection	s106	Y
		RTI	Battery-powered RTI	s106	Y
Bus stop infrastructure improvements at stop on Billingley View (55109), including provision of raised kerbs, tactile paving and clearway road markings. <i>Ref. SYMCA response (dated 25 January 2024)</i>	Civils	Raised kerb, tactile paving, bus stop clearway road markings	s106	Y To be delivered through s106 (financial contribution), rather than s278.	
Other Measures	Wayfinding for level access route / alternative to Footpath 15 <i>Ref. SYMCA response (dated 25 January 2024)</i>		s106	Y	
	Wayfinding to Goldthorpe station		s106	N Not considered necessary in planning terms.	
	PROW diversion around Zone 2 plateau		s106	Y	
	Contribution to CDC in respect of Hickleton bypass	As discussions with CDC / BMBC to date	s106	Y	
Implementation of Framework Travel Plan		Developer / Occupiers	Y		