

ASK FOR: Nick Soucek (Planning Officer)
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DATE: 17th April 2023

LPA Ref: 2021/1405

Dear Leah Wright,

Thank you for consulting South Yorkshire Mayoral Combined Authority (SYMCA) on planning application 2021/1405:

Re: *Reserved matters (appearance, landscaping, layout and Scale) application for development of 97 homes, structural planting and landscaping, surface water attenuation and associated infrastructure in connection with outline planning permission 2017/1718 (Outline planning for up to 102 homes) (Amended Plans)*

At: *Former William Freeman Site, Wakefield Road, Mapplewell, Barnsley, S75 6DN*

Introduction

SYMCA has not previously provided comments regarding reserved matters application 2021/1405 or outline application 2017/1718 to which this application relates. It is our understanding that no transport enhancements have been agreed at this point in time.

The applicant's *Transport Assessment* (January 2018) submitted in support of the outline planning application (2017/1718) states that the site is considered to be accessible by sustainable modes of transport including walking, cycling and public transport.

In order to achieve the mayor's *Transport Vision* (2018)¹ for a safe, reliable, clean, and affordable transport system that works for everyone, it is essential that new development is appropriately serviced by public transport and active travel infrastructure in the right place.

Bus Infrastructure

Buses are a critical element of the South Yorkshire transport network and they have a vital role to play in driving economic growth and social inclusion, reducing congestion, revitalising our communities and cities, and cutting our carbon emissions. As set out in *Bus Service Improvement Plan* (2021)² we are working towards a better bus experience through investment in new on-street infrastructure including real-time displays and improved information available to travellers.

With regards to the application site the nearest inbound bus stop to the site is 50411 on Bar Lane, adjacent south of the Eastfield Arms, which is serviced by route 1 every 20 minutes at its most frequent, destined for Barnsley town centre. Stop 50411 infrastructure presently comprises a pole and raised curb.

The nearest outbound bus stop is 50412 on Bar Lane across from stop 50411. Stop 50412 infrastructure also presently comprises a pole and raised curb.

Whilst we would seek in the first instance contributions towards the provision of shelters at stops 50411 and 50412, following initial investigations there appears to be insufficient space to install shelters. On this point we would ask Barnsley council if they could confirm where the public

¹ <https://southyorkshire-ca.gov.uk/Mayor-Transport-Vision>

² <https://southyorkshire-ca.gov.uk/explore/transport>

highway boundary is in relation to the existing hedge adjacent stop 50411 in case accommodation can be made for a shelter.

The above notwithstanding there is scope to improve stops 50411 and 50412 by installation of e-ink real-time displays; these would benefit residents of the proposed development as well as other public transport users within the locality. Installation of the displays would also require installation of new poles that are more deeply set in order to meet the structural requirements of the displays. The costings for the proposed improvements are set out in Annex 1.

These contributions will be secured by way of a S106 agreement conditioned to the planning permission, to be triggered prior to occupation of the development.

Pedestrian movement

The *SCR Active Travel Implementation Plan (2020)*³ sets out that to increase the levels of walking and cycling we need to consider the interventions required to make active travel the natural choice for short journeys alongside improving public transport links.

The submitted *Proposed Site Layout* (drawing no.: PO8 4145 01H) identifies a new pedestrian link to Wakefield Road at the southern end of the site. We welcome the segregated pedestrian access, however we would invite clarification of how this access links to the wider pedestrian infrastructure and in particular the safe crossing of Wakefield Road, which during peak times can be very busy, in order to reach the nearest inbound (50411) and outbound (50412) bus stops.

Statutory traveller obligations

If BMBC have not done so already we would advise BMBC to identify which 11-16yr school catchment the proposals would fall within. If the school is Darton Academy, for instance, then due to the school's distance from the site exceeding 3 miles there will be a requirement to accommodate the needs of statutory travellers. If the school is Outwood Academy then due to the school's distance from the site exceeding 2 miles low income families will be statutory travellers.

If an obligation to statutory travellers is identified by the BMBC education transport team then BMBC may choose to fund this through S106 agreements with the developer. SYMCA will not be responsible for transport provision for statutory travellers generated by this development, and any additional school buses or costs to provide transport will have to be met by BMBC over and above the current levy.

Yours Sincerely

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³ https://southyorkshire-ca.gov.uk/Explore_Active-Travel

Annex 1 – Proposed public transport improvement S106 developer contributions

Infrastructure type	Stop references	Works	Cost	Trigger
Bus	Stop 50411	Replacement pole and installation	c. £1,000	Prior to occupation
	Stop 50411	Cost of the display unit, installation, text to speech, and 10 years operation (including 2 battery changes)	£8,427.13	Prior to occupation
	Stop 504112	Replacement pole and installation	c. £1,000	Prior to occupation
	Stop 50412	Cost of the display unit, installation, text to speech, and 10 years operation (including 2 battery changes)	£8,427.13	Prior to occupation
Total Cost (no VAT payable)			c. £18,854.26	