APP/SCW/8.3 A
PINS reference **APP/R4408/W/25/3359917**
Local Planning Authority Reference **2024/0122**

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Proposed Residential Development Land North of Hemingfield Road, Hemingfield, Barnsley

Proof of Evidence of Stuart C Wilkins, I Eng MCIHT

May 2025

PROPOSED RESIDENTIAL DEVELOPMENT
HEMINGFIELD, BARNSLEY

HARGREAVES LAND LIMITED, G N WRIGHT, M M WOOD, M J WOOD and J D WOOD

PROOF OF EVIDENCE of Stuart C Wilkins, I Eng MCIHT

Proof of Evidence prepared by: Stuart C Wilkins, I Eng MCIHT

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Ref: 23-160-011.05

May 2025

QUALIFICATIONS AND EXPERIENCE

1.1 My name is Stuart Charles Wilkins and I am a Member of the Chartered Institution of Highways and Transportation and an Incorporated Engineer. I have been engaged in all aspects of highway and traffic engineering for over 44 years, 32 years of which I have spent in consultancy, prior to that I worked in Local Government.

1.2 I am a Director of Bryan G Hall, Consulting Civil and Transportation Planning Engineers, having joined the practice in May 2011; formerly I was Head of Development Planning (North of England) at Transport Consultants Steer. Throughout my professional career on behalf of industrial, commercial and residential developers, land owners, public bodies, community groups and private individuals, I have been involved in highways and traffic related matters connected with development projects and highway improvement schemes.

1.3 I have advised both the public and private sector on a full range of highway and transport issues for all types of development, and I have been involved in the preparation and presentation of evidence at planning inquiries on numerous occasions.

1.4 Bryan G Hall was initially instructed in relation to this project by the appellant in 2023 to consider the transport issues of the development proposals and I am familiar with the site and the surrounding highway network for the purposes of giving evidence at this Inquiry.

Declaration of Truth

1.6 The evidence which I have prepared and provided in this Proof of Evidence is true and to the best of my knowledge correct. I can confirm that the opinions expressed are my true and professional opinions as a Member of the Chartered Institution of Highways and Transportation and an Incorporated Engineer.

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1.0 INTRODUCTION

Background

1.1 I have prepared this Proof of Evidence in respect of Barnsley Metropolitan Borough Council's (BMBC's) decision to refuse an outline planning application submitted on behalf of the appellant in relation to land north of Hemingfield Road, Hemingfield, Barnsley. My Proof of Evidence has been prepared to present the findings of the highways and transport work carried out in support of the outline planning application. The outline planning application, local planning authority reference 2024/0122, sought planning permission for the demolition of existing structures and erection of residential dwellings with associated infrastructure and open space on land between Hemingfield Road and the A6195 Dearne Valley Parkway in Hemingfield, Barnsley. As part of the application all matters were reserved except for means of access into, but not within the site.

1.2 The planning application for this scheme was submitted to BMBC and validated on 9th February 2024. The application was refused on 11th December 2024 for two reasons. Whilst neither of the reasons expressly related to highways matters, the second reason for refusal referred to the potential impact of the proposals on the comprehensive development of the residual part of the designated safeguarded land, which the site forms part of. This is potentially relevant to highways matters. It is important to note that I specifically addressed this point with BMBC's Highways Development Control (HDC) officers during the application. In my Proof of Evidence, I also address comments made by third parties, where they relate to highway issues.

1.3 I addressed the potential traffic impact of the development on the residual part of the designated safeguarded land as part of the application for outline planning permission, as part of an iterative process with BMBC HDC officers. Where additional information and analysis was sought by officers, it was provided to them, as required. No such requests were left outstanding.

1.4 The information submitted during the course of the application comprised the Transport Assessment in support of the development, Reference 23-160-001.03 (Core Document (CD) 3.25), the Residential Travel Plan, Reference 23-160-002.04 (CD 3.26), the Road Safety Audit Brief for the proposed site access with Hemingfield Road, Reference 23-160-003.02 (CD 3.28), the Technical Note responding to HDC Consultation Comments, Reference 23-160-004.04 (CD3.27), the Stage 1 Road Safety Audit in relation to the propose site access with Hemingfield Road,

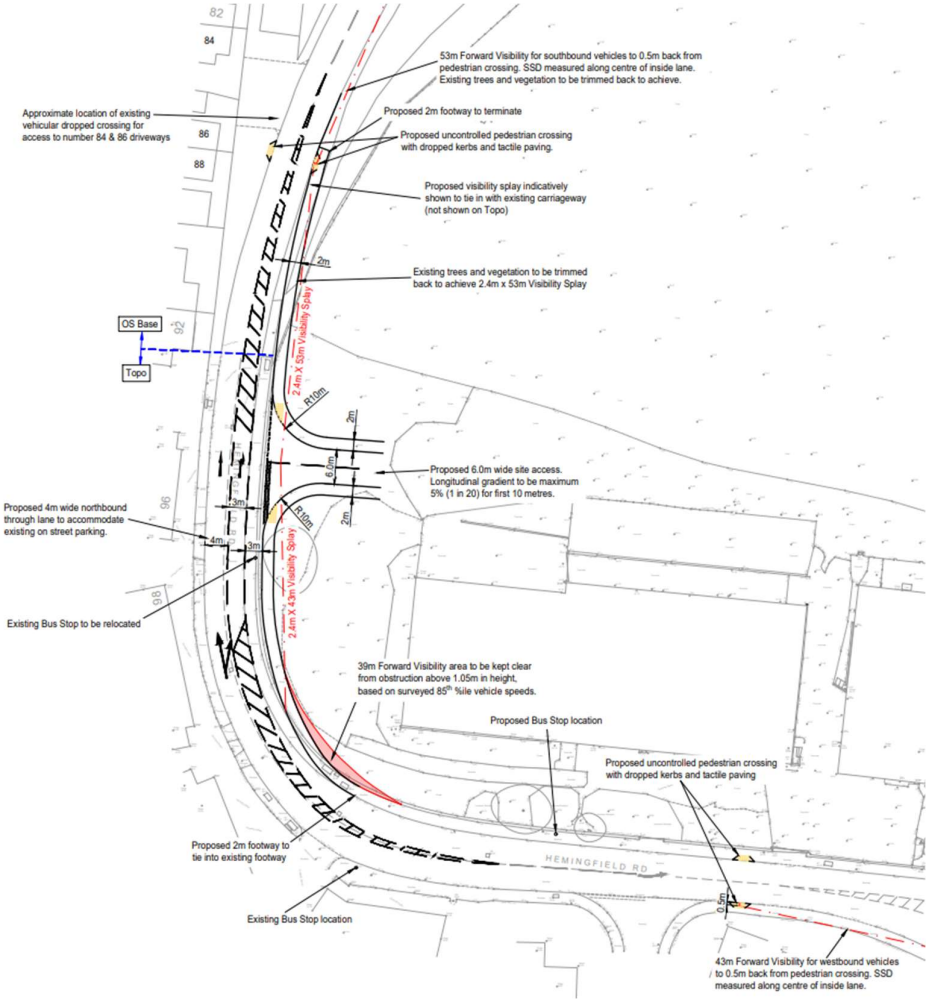
Reference 23-160-005.01 (CD 3.28) and the Stage 1 Road Safety Audit Designers Response, Reference 23-160-006.03 (CD 3.28).

1.5 As well as demonstrating that the site could be accommodated on the local highway network, I also demonstrated, to the highway authority's satisfaction, that the proposals would not prejudice the future development of the safeguarded land adjacent to the appeal site. The planning officer's report (CD 2.1) notes that the application was assessed by BMBC HDC, who provided no objection to the proposed development in their responses (CD 4.19A & B), subject to conditions and a Section 106 Agreement to secure financial contributions to highways works.

1.6 A number of highway improvements were pro-actively proposed to BMBC HDC officers during pre-application discussions and discussions were held about these highway improvements during the consideration of the application. It is proposed that the provision of the following highway improvements, shown on Figure 1.1 below, would be secured and these improvements are supported by BMBC's HDC officers:

- The construction of a new access to the site via a new priority ghost island right turn lane T-junction from Hemingfield Road, with the existing vehicular accesses to the site to be closed, secured by Planning Condition subject to Section 278 Agreement.
- Provision of a 2.0 metre wide footway to be provided on the site side of Hemingfield Road to the north of the proposed site access, and pedestrian crossing points with dropped kerbs and tactile paving provided on Hemingfield Road to the north of the site access junction and on the sites southern frontage to the east of Mellwood Grove, secured by Planning Condition subject to Section 278 Agreement.
- Creation of a new development platform for the southbound bus stop on Hemingfield Road. The existing stop to be relocated as part of the access proposals for the site, in order to allow the installation of the relocated bus waiting shelter including raised kerbs, tactile paving and Bus Stop Clearway markings for Bus Stop ID 50030, secured by Planning Condition subject to Section 278 Agreement.
- Provision of raised kerbs, tactile paving and Bus Stop Clearway markings for Bus Stop ID 50031, the northbound bus stop on Hemingfield Road, secured by Planning Condition subject to Section 278 Agreement.

Figure 1.1: Proposed Highway Improvements



1.7 In addition, following the receipt of the responses from BMBC HDC and the South Yorkshire Mayoral Combined Authority (SYMCA) response dated 17th March 2024 (CD 4.12), it is proposed that the following financial contributions would be provided:

- A contribution of £44,374.00 towards ongoing bus provision to the application site towards bus service routes 67 and 72 over a period of 3 years, secured by Section 106 planning obligation.
- A contribution of £45,626.00 in order to provide Public Transport Infrastructure Enhancements including the relocation of the bus stop, supply and installation of a new shelter, supply and installation of real time passenger display and new mains

connection at stop 50030, and the supply and installation of a new shelter, supply and installation of real time passenger information display, and new mains connection at bus stop 50031, secured by Section 106 planning obligation.

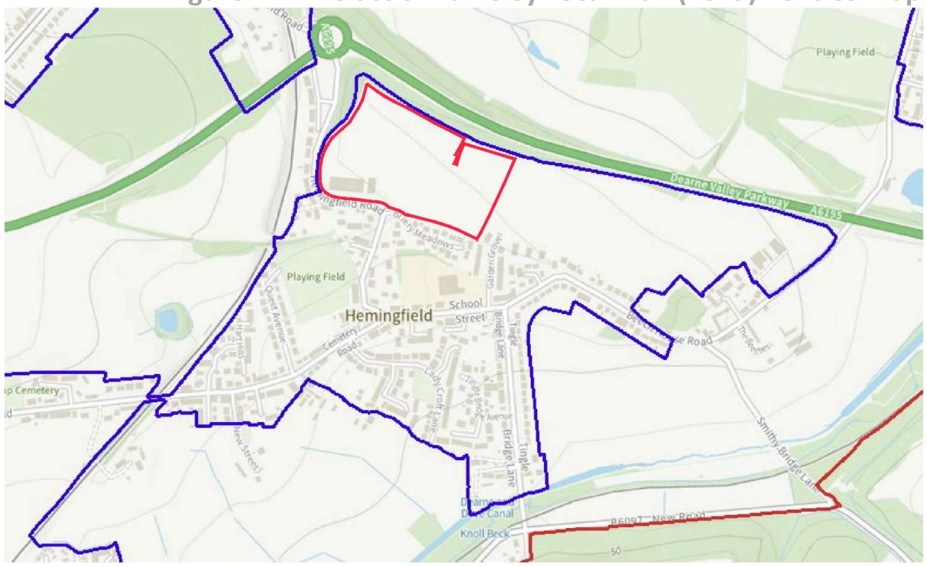
1.8 My Proof of Evidence has been prepared to present the information that was submitted to BMBC HDC as part of the planning application and as part of post-submission discussions with highways officers. It is based on the Transport Assessment – document reference 23-160-001.03, dated 6th February 2024 (CD 3.25). It is also based on the subsequent Technical Note (TN - document reference 23-160-004.04, dated 22nd August 2024 (CD 3.27) submitted to BMBC during the consideration of the application and also refers to the Travel Plan (TP – document reference 23-160-002.04, dated 6th February 2024 (CD 3.26) that was also submitted alongside the planning application.

Site Location and Development Proposals

1.9 The site is located approximately 6.5 kilometres to the south-east of the centre of Barnsley. At present, the site is mostly undeveloped land which is used for agricultural purposes. In the south-western corner of the site are agricultural buildings associated with Hilltop Farm and the former Billy's Hill Farm Shop. The site is bound to the north by a band of mature trees and the A6195 Dearne Valley Parkway, to the east by existing undeveloped agricultural land, to the south by Hemingfield Road and Briery Meadows and to the west by Hemingfield Road and a further line of trees. There are two existing Public Rights of Way (PRoW) which pass through the site and further detail on these is provided in Section 3.0 of my Proof of Evidence.

1.10 The site is within Hemingfield, which forms part of the Principal Town of Hoyland as defined in the Barnsley Local Plan Settlement Hierarchy. The extent of Hemingfield's defined settlement boundary is shown on the extract of the Local Plan Policies Map in Figure 1.2 which includes the proposed development site.

Figure 1.2: Extract of Barnsley Local Plan (2019) Policies Map



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1.11 A site location plan is provided at Figure 1.3 and is also attached at **Appendix SCW1**.

Figure 1.3: Site Location

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1.12 The development proposals seek to provide new residential development on the site, with associated infrastructure and open space. The outline application was for the erection of residential dwellings and identified the means of access into the site. At this stage only the access drawing No. 23/160/SKH/007 Rev E (CD 3.40) showing access into the site is for approval. The layout within the site itself will be

considered later at reserved matters stage, subject to the Parameters Plan Reference 2344.PP.01 Rev A, dated December 2023 (CD 3.37).

1.13 Vehicular access to the site would be provided via a new right turn ghost island priority T junction on Hemingfield Road at the western site boundary. There will also be a pedestrian access point onto Hemingfield Road at the southern site boundary, together with further pedestrian accesses from Briery Meadows and Garden Grove via the existing PRoW and also a pedestrian access via the underpass beneath Dearne Valley Parkway to the north. A drawing showing an illustrative masterplan, for the appeal site, drawing No. 2344:01 Rev D (CD 3.36), is provided at **Appendix SCW2** whilst a wider safeguarded land illustrative concept plan dated May 2025 is also provided at **Appendix SCW2**.

1.14 As I indicated earlier, the site forms part of a wider area of land which is identified in the Barnsley Local Plan as safeguarded land for future development. The safeguarded land (which includes the appeal site) is known as site SL6 'Land North East of Hemingfield', with an area of 18.2 hectares. The appeal site is located within the western part of the safeguarded land.

Application Discussions

1.15 The appellant submitted a pre-application advice request to BMBC in November 2023. Subsequently, a pre-application meeting was held with officers of BMBC on 13th December 2023, which was attended by a HDC officer and a PRoW officer. The highways issues discussed during the meeting can broadly be summarised as follows:

- The proposed site access arrangement, including the provision of a 4 metre wide northbound lane to accommodate existing parking on Hemingfield Road;
- The need to survey vehicle speeds on Hemingfield Road to determine the appropriate visibility splays at the proposed site access;
- The junction survey scope for the Transport Assessment for the outline application, noting that the need for operational assessment should be based on a threshold of 30 additional two-way trips through a junction;
- The site specific design principles to be considered for the internal layout in the future;
- Confirmation of refuse vehicle dimensions for swept path analysis to be considered for the site access and for the internal layout in the future; and,
- The retention of the two existing PRoWs through the site.

1.16 Following the initial pre-application meeting and the submission of the planning application on 9th February 2024, the development of the site was discussed extensively with BMBC HDC officers as part of the planning application consultation process. The first Highways Consultation Response was provided on 14th March 2024 (CD 4.19A) and a meeting was held with BMBC HDC Officers on 19th April 2024 to discuss the consultation response, the key points of which can be summarised as follows:

- Detailed design of proposed site access junction – it was agreed with HDC officers that the detail submitted as part of the application was acceptable, subject to an additional note regarding the gradient of the site access road being a maximum of 1 in 20 for the first 10 metres, which is achievable;
- Provision of a Stage 1 Road Safety Audit (RSA) – it was confirmed that a Stage 1 RSA of the proposed site access was required;
- Consideration of pedestrian and cycle access through the site – it was noted this should adhere to the guidance in LTN 1/20, although it was clarified by the appellant that only approval of the means of access to, but not within the site, was being considered as part of the outline application, with the layout within the site to be addressed at a future reserved matters stage; and
- Consideration of the safeguarded land – the BMBC HDC officer subsequently confirmed that the impact of the safeguarded land on the highway network should be considered.

1.17 A further meeting was held with BMBC HDC on 13th May 2024, to discuss the scope of the assessment required to assess the impact of trips generated by the safeguarded land. An email was sent to BMBC HDC on 13th May 2024 following the meeting, **Appendix SCW3**, confirming the following:

- Operational assessments using the computer modelling software "Junctions" would be required to determine the impact of the vehicular trips associated with the safeguarded land at three junctions, namely, the proposed site access junction on Hemingfield Road, the Hemingfield Road Roundabout and the Cemetery Road/Hemingfield Road/School Street priority T-junction; and
- Along the Dearne Valley Parkway, given the minimal impact of the development related vehicular trips beyond the Hemingfield Road Roundabout, it was agreed that only a development trip percentage impact assessment was required.

1.18 BMBC HDC confirmed that this approach to the assessment of trips generated by the safeguarded land was satisfactory in an email dated 31st May 2024, also contained at **Appendix SCW3**. Subsequently, a Technical Note (document reference 23-160-004.04, dated 22nd August 2024 (CD 3.27) was prepared to address the matters raised in the BMBC HDC consultation response, reflecting the relevant discussions held. The Technical Note included the following:

- A Stage 1 RSA, Reference 23-160-005.01 (CD 3.28), of the proposed site access arrangement, for which the audit brief, Reference 23-160-003.02 (CD 3.28), was agreed with BMBC HDC in advance of the audit taking place. A Designer's Response to the Stage 1 RSA, Reference 23-160-006.03 (CD 3.28) was also provided, along with a revised site access drawing No. 23/160/SKH/007 Rev E (CD 3.40) which was amended to satisfactorily address the minor issues identified in the Stage 1 RSA, and to confirm that the gradient of the site access road would be no greater than 5% (1 in 20) for the first 10 metres;
- The results of a sensitivity test to assess the impact of trips generated by a total of 430 dwellings on the safeguarded land (including the upper estimate of 180 dwellings likely to be accommodated on the appeal site). This 430 dwelling figure was derived by apportioning the upper estimate of 180 dwellings for the appeal site to the estimated developable area for the safeguarded land. The developable area was estimated based on the same principles as for the appeal site and taking account of planning policy (such as the need to provide public open space and biodiversity net gain requirements), land take to meet drainage requirements (such as attenuation basins), a typical housebuilder's mix of dwellings inclusive of policy compliant affordable housing in terms of quantum, mix and tenure, as well as known constraints. I considered this sensitivity test provided a robust assessment of the impact that the development of the safeguarded land would have on the local highway network and this has been confirmed by the work that has been undertaken in relation to the safeguarded land which indicates a yield across the safeguarded land of some 430 dwellings. This sensitivity test showed that the proposed site access junction, the Hemingfield Road Roundabout and the Cemetery Road/Hemingfield Road/School Street priority T-junction would have sufficient capacity to accommodate the additional trips from the safeguarded land. Assessment also showed that the percentage impact of trips on the Dearne Valley Parkway would be minimal and would not have a material impact on the operation of the junctions on the Dearne Valley Parkway either side of the Hemingfield Road Roundabout. Indeed, BMBC's HDC officers considered

the assessment and were satisfied with the results as evidenced in their consultation response (CD 4.19B); and

- Updated swept path analysis of the proposed site access using a refuse vehicle to the dimensions specified by BMBC HDC, which demonstrated that the refuse vehicle would be able to safely access and egress the site from Hemingfield Road (see Section 5.0 of this Proof for further details).

1.19 As part of the preparation of the Technical Note, a further meeting with BMBC HDC was held on 2nd August 2024 to discuss the outcome of the Stage 1 RSA, specifically the assessment of the southbound movement of large vehicles on Hemingfield Road through the proposed site access junction. The approach provided by the Designer's Response to this point, essentially the provision of full height kerbs on the inside kerbline through the bend to the south of the new access, was subsequently agreed in principle by BMBC HDC via email on 9th August 2024, and BMBC's HDC agreement to the Designer's Responses in relation to all the minor issues raised in the Stage 1 RSA was confirmed through the return of the Designer's Response countersigned by BMBC HDC on 16th October 2024 Reference 23-160-006.03 (CD 3.28) which included swept path Drawing No. 23/160/ATR/003 Rev A (CD 3.39).

1.20 The final consultation response from BMBC HDC was received on 28th November 2024 (CD 4.19B) and recommended 'no objection' to the development subject to a number of conditions and the planning obligations outlined earlier in my Proof of Evidence.

1.21 My Proof of Evidence sets out that the development proposals accord with relevant national and local transport planning policy, that the site is situated in a sustainable location within Hemingfield and that the traffic generated will have no severe residual cumulative impact on the operation of the local highway network, and in fact the impact is far from anything that could be considered severe. I have also demonstrated that the way in which the proposals have been brought forward will not prejudice the delivery of the residual part of the designated safeguarded land. Additional analysis, requested by BMBC's HDC officers, has been undertaken and concluded the proposed development would not prejudice the delivery of the safeguarded land. Indeed, it is capable of facilitating its delivery in the longer term, should it be developed. Furthermore, while the sensitivity test undertaken and considered by the highways officers was considered robust (and this is explained later in my Proof of Evidence), my Proof of Evidence presents an updated sensitivity test which assesses a further worst-case scenario. As with the earlier sensitivity test, this scenario assumes just a single point of access to the site (the proposed site access at the western boundary to the site). It may be that the delivery of the

safeguarded land would include the provision of an access to that area at the eastern boundary to the site. As can be seen from the illustrative designated site wide plan for the appeal site (CD 3.36) its development would not preclude the delivery of an eastern access to the site, indeed development of the appeal site has no bearing on the delivery of an access to the eastern side of the designated area of safeguarded land.

1.22 The planning application for the site was supported by a Travel Plan (TP) (CD 3.26) for the residential units. The TP sets out a series of measures to be adopted by the developer of the site, to assist with the commitment to minimising the number of single occupancy car trips associated with the development and encouraging travel by more sustainable means.

Proof of Evidence Structure

1.23 My Proof of Evidence is based on the Transport Assessment and the subsequent Technical Note that were prepared in support of the development proposals, which in turn were prepared with reference to the Government's web-based resource 'Planning Practice Guidance' (PPG) (CD 6.2) and consistent with the approach of the National Planning Policy Framework (NPPF) (CD 6.1) (in particular, section 9, Promoting Sustainable Transport). The Transport Assessment (CD 3.25) considered the current usage of the local highway network and assessed its suitability to accommodate traffic that is likely to be generated by the proposed development, taking into account all reasonable future scenarios, including the full development of the safeguarded land.

1.24 The Transport Assessment considered the historic road safety record of the highway network in the vicinity of the site and showed that the site is in a safe and sustainable location, which will provide access by modes other than the private car, i.e. active travel and public transport. It also provided information on the proposed site access, and a commitment in relation to future servicing arrangements and on-site parking provision.

1.25 Following this introduction, my Proof of Evidence is split into the following sections:

Section 2: sets out the relevant transport-related planning policies and guidance;

Section 3: provides a description of the site and the highway network in the vicinity of the proposed development. This section also summarises the consideration I gave to current traffic use and road safety characteristics of the local highway network;

Section 4: describes the accessibility of the site in terms of sustainable and active modes of transport;

Section 5: describes the development proposals and the means of access;

Section 6: considers the derivation of the vehicle trips likely to be generated by the development proposals, taking into account all reasonable future scenarios and describes how these trips were distributed onto the local highway network;

Section 7: sets out how the forecast background traffic growth was calculated, taking into account committed development;

Section 8: presents the assessment of the impact of the traffic generated from the proposed development on the local highway network in the vicinity of the site including the sensitivity testing of the impact of the safeguarded land;

Section 9: considers transport issues raised by third parties in representations on the planning application or in response to the inquiry; and

Section 10: provides a summary of the Proof of Evidence and presents the conclusions of the highways and transport work I undertook in relation to the site.

2.0 RELEVANT NATIONAL AND LOCAL POLICY

2.1 The overall planning policy context to the application proposal is set out in Mr Lees Planning Proof of Evidence on behalf of the appellants. The purpose of this section of the evidence is to briefly outline the relevant sections of the specific National and Local Policies relevant to the development proposals.

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) (CD 6.1) was most recently published in December 2024. It sets out the Government's planning policies for England and how these should be applied.

2.2 Paragraph 115 of the NPPF states that:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
> *b) Safe and suitable access to the site can be achieved for all users;*
> *c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
> *d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.3 Paragraph 116 of the NPPF states that:

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.4 Paragraph 117 of the NPPF goes on to state:

> *"Within this context, applications for development should:*
>
> *a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as*

possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.5 Paragraph 118 states that developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment, so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance (PPG)

2.6 The PPG covers Transport in two sections, the first being 'Transport evidence bases in plan making' (CD 6.2) and the second being 'Travel plans, transport assessments and statements in decision taking' (CD 6.2). The latter refers to Transport Assessments, Transport Statements and Travel Plans as ways of assessing and mitigating negative transport impacts of development, to promote sustainable development.

Manual for Streets

2.7 Although they do not form part of planning policy, Manual for Streets (2007) (CD 6.3) and Manual for Streets 2 (2010) (CD 6.4) provide national guidance on the design, construction, adoption and maintenance of urban streets, particularly residential streets. This guidance is referred to within the submitted Transport Assessment for the site, particularly in relation to visibility provision for the proposed site access arrangements.

Active Travel England

2.8 Active Travel England is the Government's executive agency responsible for improving active travel. The Active Travel England Standing Advice Note: Active Travel and Sustainable Development was considered in the production of the

Transport Assessment report and the supporting Travel Plan. Active Travel England were consulted during the application process, they raised no objections to the development, and their response referred BMBC to their standing advice.

Local Policy

Barnsley Local Plan 2019-2033

2.9 The following key policies set out within the Barnsley Local Plan 2019-2033 (CD 5.1) are relevant to the highways and transport aspects of the proposed development:

- Policy SD1 Presumption in favour of Sustainable Development – this policy reflects the positive approach set out in the NPPF.

- Policy GD1 General Development – sets out, inter alia, that development proposals will be approved if adequate access and internal road layouts are provided, and appropriate vehicular and pedestrian links are provided through the site and into adjacent areas.

- Policy T3 New Development and Sustainable Travel – sets out that new development will be expected to be designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists, including the provision of suitable cycle parking. Policy T3 notes that a Transport Statement or Assessment and Travel Plan should be provided in line with the NPPF.

- Policy T4 New development and Transport Safety – sets out that new development should be designed to provide all transport users within and surrounding the site with safe, secure and convenient access and movement.

- Policy GS2 Green Ways and Public Rights of Way – sets out that where development affects an existing Public Right of Way, it must protect the existing route within the development or include an equally convenient and attractive alternative route.

2.10 I consider that the proposed residential development at Hemingfield is consistent with the key policies, given it is an application for outline planning permission, and the contents of the Transport Assessment and Travel Plan provide the information required to confirm the development accords with the applicable BMBC local planning policies. Clearly, given that it is an application for outline planning permission, further detail in relation to the development would be provided at a subsequent reserved matters stage. Where there are specific policies affecting

highways matters, requirements could be secured by imposing appropriate conditions on the outline planning permission.

Barnsley's Transport Strategy (2020 – 2030)

2.11 Barnsley's Transport Strategy outlines BMBC's commitment to improve transport options and reduce the negative impacts of travel on the borough. It identifies key improvements needed for the 10 year period from 2020 to 2030 to help deliver BMBC's vision, many of which relate to improvements which facilitate active travel and reduce motor vehicle dominance.

Active Travel in Barnsley (2019 – 2033)

2.12 Barnsley's Active Travel strategy aims to make active travel modes an attractive and realistic choice for short journeys, involving the development and promotion of accessible, safe and well planned active travel opportunities.

Barnsley's Supplementary Planning Documents

2.13 Following the adoption of the Local Plan in 2019, BMBC produced a number of Supplementary Planning Documents (SPDs). Clearly some of the guidance in these SPDs details how a site should be developed, and many of the points contained in the guidance are those that would need to be addressed at detailed design stage as part of the approval of Reserved Matters and discharge of conditions. However, the following SPDs were considered pertinent as part of the preparation of the Transport Assessment and the accompanying Travel Plan for the site, to ensure that the development will be consistent with the detailed guidance contained within these policies:

- Design of Housing Development (adopted July 2023) – sets out the principles that apply to planning applications for new housing development, including the design of streets, parking and public rights of way. The SPD frequently refers to design guidance provided in the South Yorkshire Residential Design Guide (CD 5.13) and Manual for Streets (CD 6.3).

- Sustainable Travel (adopted July 2022) (CD 5.9) – supplements the sustainable travel related policies of the Local Plan to ensure that accessibility of new development via public transport, walking and cycling is acceptable.

- Parking (adopted November 2019) – sets out the parking standards applied to new development in Barnsley.

South Yorkshire Residential Design Guide (2011)

2.14 Although not forming part of planning policy, the South Yorkshire Residential Design Guide 2011 (CD 5.13) provides guidance on the design of residential development, and is referred to within the Transport Assessment, as appropriate.

2.15 The illustrative designated site wide plan included with the application is consistent with the design guidance in the South Yorkshire Residential Design Guide. The illustrative layout for the safeguarded land shows that the whole site can be developed in accordance with the guidance within the Design Guide. Further details of the anticipated dimensions of the internal access arrangements, and how these will be capable of serving both the appeal site and future development on the adjacent site, are provided in Section 5.0 of my Proof of Evidence. Any reserved matters submission will be capable of addressing other relevant guidance through the detailed design process.

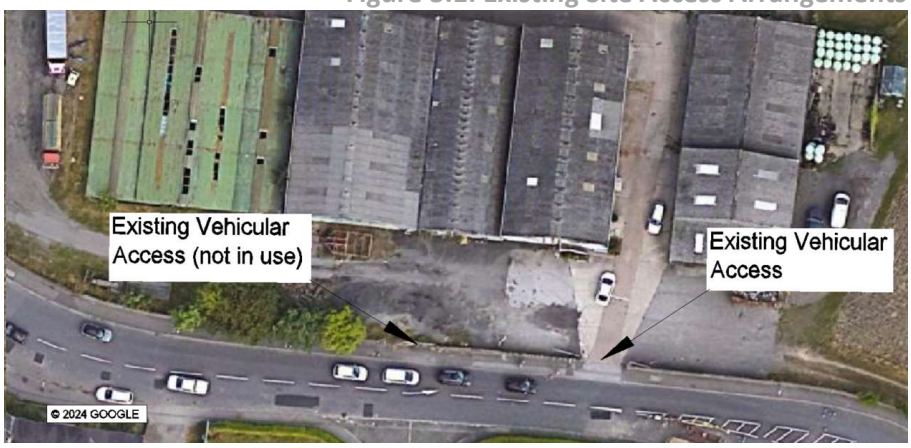
3.0 THE APPLICATION SITE AND EXISTING HIGHWAY NETWORK

Existing Access to the Application Site

3.1 There is currently one main existing vehicular access to the existing agricultural buildings and former farm shop on the site, which is from Hemingfield Road on the southern site boundary. The access is in the form of a vehicular dropped crossing over the footway on the northern side of Hemingfield Road, which provides access to the site via a 5.9 metre wide gated gap in the existing stone wall, which runs along the site boundary in this location.

3.2 A second existing gated vehicular access to the site is located around 25 metres to the west of the main access. This is also a vehicular dropped crossing over the footway on the northern side of Hemingfield Road, which provides access to the site via a 4.3 metre wide gated gap in the existing stone wall. However, at present the second access is gated and obstructed and not currently in use. The location of these accesses is shown in Figure 3.1.

Figure 3.1: Existing Site Access Arrangements



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The Existing Highway Network

3.3 The existing highway network I considered within the Transport Assessment for the site is illustrated below in Figure 3.2.

Figure 3.2: Existing Highway Network Considered by TA

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3.4 Hemingfield Road is a two-way, single carriageway road which runs in part in an east to west alignment along the southern site boundary. In the vicinity of the existing site access points, the carriageway is a minimum of 7.3 metres wide, with footways on both sides of the carriageway which are typically around 2 metres wide. The road has a speed limit of 30mph and street lighting is in place in the vicinity of the site.

3.5 To the west of the main site access, Hemingfield Road provides frontage access to residential dwellings on the southern side of the carriageway, as well as access to two small cul-de-sacs. The first cul-de-sac, Mellwood Grove, forms a junction with Hemingfield Road around 25 metres to the west of the existing main site access. The second cul-de-sac is also known as Hemingfield Road and meets the main Hemingfield Road around 50 metres to the west of Mellwood Grove.

3.6 Approximately 80 metres to the west of the main site access, in the vicinity of the Hemingfield Road cul-de-sac, the main Hemingfield Road curves to the north, continuing on a north to south alignment along the western site boundary. After the bend, Hemingfield Road continues to provide frontage access to dwellings on

the western side of the carriageway. Some on street parking associated with these dwellings takes place on the western side of the carriageway in front of the properties. The footways initially continue around the bend along both sides of Hemingfield Road. The footway on the eastern site side continues for around 80 metres to the north of the Hemingfield Road cul-de-sac, where it terminates and is replaced by verge and trees. An uncontrolled pedestrian crossing point with dropped kerbs is provided in this location to allow pedestrians to continue north using the footway on the western side of Hemingfield Road.

3.7 Approximately 115 metres to the north of the point where the footway on the eastern side of the carriageway terminates, Hemingfield Road forms the major arm at a priority T-junction with a further road named Hemingfield Road, located on the western side of the carriageway, as illustrated in Figure 3.3.

Figure 3.3: Hemingfield Road/Hemingfield Road Junction

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3.8 Following a short east/west link around 25 metres long, the minor arm of this junction, runs into a further road also known as Hemingfield Road as shown in Figure 3.3, which runs north/south parallel to the main Hemingfield Road. This section of Hemingfield Road provides access to further residential properties on the west side of the carriageway, and a footway is provided along this section. Around 55 metres to the south of the east/west link, the carriageway of this section of Hemingfield Road terminates, however, the footway continues and links with the

existing footway along the western side of the main Hemingfield Road providing pedestrian access between the two.

3.9 Around 60 metres to the north of the east/west link, this section of Hemingfield Road terminates for vehicles. To the north of this point, there are bollards in place to prevent vehicle access whist maintaining cycle access alongside the pedestrian footway beneath the A6195 Dearne Valley Parkway via a lit underpass, on the western side of Hemingfield Road Roundabout.

3.10 Returning to the T-junction with the main Hemingfield Road, approximately 90 metres to the north of the junction, Hemingfield Road meets the A6195 Dearne Valley Parkway at the Hemingfield Road Roundabout. A footway continues along the western side of Hemingfield Road between the T-junction and the roundabout. Hemingfield Road serves as the southern arm of the four arm Hemingfield Road Roundabout. The A6195 Dearne Valley Parkway forms the eastern and western arms and the continuation of Hemingfield Road forms the north-western arm. Uncontrolled pedestrian crossing points with dropped kerbs and splitter islands are provided on all four arms. There is no footway provision on the A6195 Dearne Valley Parkway to the east and west of Hemingfield Road Roundabout.

3.11 The A6195 Dearne Valley Parkway (which forms part of the local highway network) is a dual carriageway road that runs in an east / west alignment and serves as a link between the M1 Junction 36, located approximately 4.7 kilometres to the south-west of the site, and areas to the south-east of Barnsley, including Hemingfield. The A6195 Dearne Valley Parkway includes several at-grade roundabouts, is subject to the national speed limit, and street lighting is in place in the vicinity of the Hemingfield Road Roundabout.

3.12 Between the Hemingfield Road Roundabout and M1 Junction 36, the A6195 Dearne Valley Parkway provides direct connectivity to large employment areas such as Shortwood and Ashroyd Business Parks. To the east of Hemingfield Road Roundabout, the A6195 Dearne Valley Parkway provides access to towns and villages such as Brampton and the southern part of Wombwell. It also provides access to Cortonwood Shopping Park around 1.5 kilometres to the east of the site. These employment and shopping areas are shown on Figures 3.4 and 3.5 below.

Figure 3.4: Employment Areas to the West

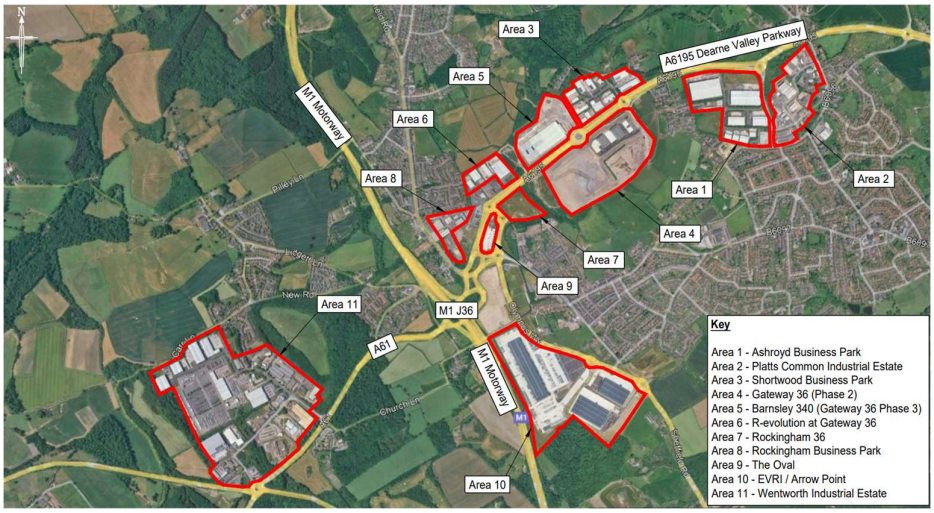

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Figure 3.5: Cortonwood Shopping Park Location

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3.13 Returning to the Hemingfield Road Roundabout, Hemingfield Road continues to the north-west in the form of a single carriageway road, initially subject to the national speed limit but reducing to a 30mph speed limit with street lighting in place. Around 25 metres to the north-west of the roundabout, the footway/cycleway which passes under the A6195 Dearne Valley Parkway to the west of the roundabout, joins the footway on the south-western side of Hemingfield Road (North), with a dropped kerb provided for cycle access to and from the carriageway.

3.14 After a further 15 metres, Hemingfield Road (North) passes over the Hallam and Penistone railway line via a bridge, where the speed limit reduces to 30mph. Immediately after the Hemingfield Road Roundabout, there is a footpath on the western side of the road. However, approximately 25 metres to the north of the railway bridge, a footway is also provided on the north-eastern side of Hemingfield Road (North), where a pedestrian crossing point with dropped kerbs and tactile paving is provided. Hemingfield Road (North) provides a connection to the town of Wombwell to the north of the site, including Wombwell railway station, which is located around 500 metres to the north-west of the Hemingfield Road Roundabout.

3.15 Returning to the main existing site access with Hemingfield Road, on the southern site boundary, around 30 metres to the east of this point, Hemingfield Road curves to the south. On the outside of this bend, Hemingfield Road forms the major arm of a priority T-junction with Briery Meadows, which includes a right-turn lane for traffic turning into Briery Meadows. Briery Meadows is a residential access road that runs along the southern site boundary, broadly in an east to west alignment. It is a cul-de-sac which terminates after around 150 metres.

3.16 Approximately 200 metres to the south of the junction with Briery Meadows, Hemingfield Road curves to the east and meets Cemetery Road by way of a priority T-junction located after the curve, with Cemetery Road forming a T-junction on the southern side of the carriageway. Hemingfield Road becomes School Street immediately to the east of the Cemetery Road junction, forming a further priority T-junction with Tingle Bridge Lane around 230 metres to the east of Cemetery Road and continuing as Beech House Road out of Hemingfield to the east, passing under the A6195 Dearne Valley Parkway towards the southern extents of Wombwell.

3.17 The speed limit of Hemingfield Road through Hemingfield is 30mph and street lighting is provided. Hemingfield Road, School Street and Cemetery Road have footways to both sides of the carriageway and provide access to properties on both sides, including direct frontage access and further access to residential development via culs-de-sac. Cemetery Road also provides access to various local shops and amenities in Hemingfield, and continues to the south-west, providing access to the neighbouring village of Jump.

Public Rights of Way

3.18 There are two existing PRoW which pass through the site, as shown by the blue dashed lines in the screenshots of BMBC's online PRoW map at Figures 3.6 and 3.7. The site boundary has been added to the screenshots for context and is shown by the red line.

Figure 3.6: Public Rights of Way in the immediate vicinity of the Site

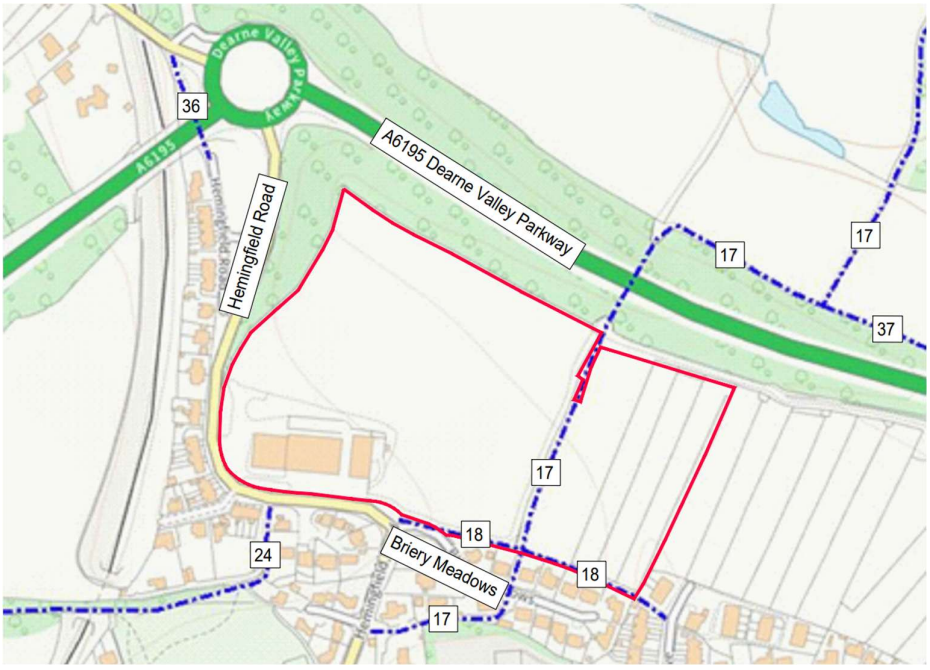
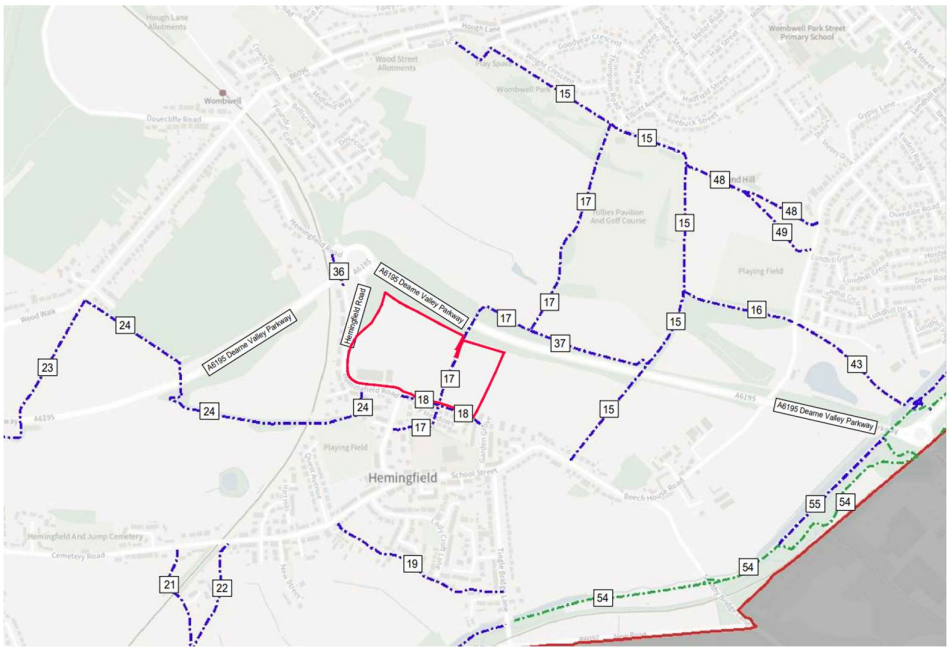


Figure 3.7: Public Rights of Way in the vicinity of the Site – Wider Area



3.19 The first PRoW (Footpath No. 17) traverses directly through the proposed development site along a north to south alignment. At the northern site boundary, Footpath No. 17 passes under the A6195 Dearne Valley Parkway via an underpass. This provides an alternative pedestrian access route to Wombwell to the north of the site and Cortonwood Shopping Park to the east, via other connecting PRoW. The underpass also provides private vehicular access to the fields on the northern side of the A6195 Dearne Valley Parkway, and the footpath network stretches approximately 700 metres to the south-east of the underpass and provides a circular leisure walking route back into Hemingfield via the pedestrian footbridge over the A6195 Dearne Valley Parkway located to the east.

3.20 At the southern site boundary, Footpath No. 17 meets Footpath No. 18, a further PRoW which runs along the southern site boundary along an east to west alignment, facilitating pedestrian access between Hemingfield Road/Briery Meadows and Garden Grove to the east. Footpath 17 continues beyond the site boundary onto and across Briery Meadows and then through to Ellis Court to the south of the site.

3.21 Both existing PRoWs through the site are to be retained along their current alignment and enhanced as part of the development proposals. A scheme will be submitted (secured by condition), which will provide for improvements to the public rights of way within the site. This will include improvements in relation to their surfacing and the potential for their widening where achievable, within the site.

Traffic Surveys

3.22 In order to determine the peak hour usage of the local highway network, traffic surveys were commissioned which were undertaken on Tuesday 27th June 2023 between the hours of 7:00am – 10:00am and 2:00pm - 7:00pm. These time periods, which represented normal operating conditions outside of the school holidays as per the advice in PPG, were chosen to ensure that the weekday morning and evening peak hours were fully captured for consideration in the Transport Assessment. The surveys recorded fully classified turning counts in 15-minute intervals at the following junctions, as illustrated on the survey location plans at **Appendix SCW4**:

1. Hemingfield Road Roundabout;
2. Briery Meadows/ Hemingfield Road priority T-junction; and,
3. Cemetery Road/ School Street priority T-junction.

3.23 The traffic survey data identified 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. Traffic flow diagrams showing the 2023 existing peak hour traffic flows on the local highway network are attached at **Appendix SCW5**.

3.24 Two Automatic Traffic Counters (ATCs) were also deployed to collect traffic and speed data, for 7 days from Tuesday 9th January 2024 to Monday 15th January 2024. The locations of the two ATCs are also shown on the survey location plans at **Appendix SCW4**. The ATC data was used to determine 85th percentile vehicle speeds on Hemingfield Road on the approach to the site access which were used to assess the required visibility splays at the proposed site access junction.

2023 Existing Operational Assessment

3.25 The impact of development traffic was assessed on the Hemingfield Road Roundabout, as this was the only junction, other than the future site access, where the proposed development generated trips were estimated to exceed 30 additional two-way trips in the peak hours. This is the threshold for assessment which was agreed with BMBC HDC during the pre-application meeting.

3.26 The traffic conditions at the roundabout during the peak time periods identified above were assessed within the Transport Assessment, and the results demonstrated that the Hemingfield Road roundabout is providing a satisfactory level of provision within the peak hours.

Personal Injury Collisions

3.27 As part of the Transport Assessment, the record of personal injury collisions (PICs) that have occurred on the local highway network for the most recent 5 year period available at the time were requested from BMBC. The data that was provided was for the 69 month period from 1st January 2018 to 17th September 2023 and the information supplied is attached at **Appendix SCW6**.

3.28 For this Proof of Evidence, I have obtained an update of the PIC data from BMBC and the records provided cover the period from 1st September 2023 to 27th September 2024. This covers the most recent records that BMBC hold and the additional data is also attached at **Appendix SCW6**.

3.29 The PPG document '*Travel Plans, Transport Assessments and Statements*' suggests that PIC data analysis should cover the most recent 3 year period, or 5 year period if it is considered within a high accident area. While the site is not considered to be within a high accident area, from the 7 years worth of data that has been supplied

by BMBC during the course of the project I have analysed the most recent 5 year period from 1st October 2019 to 27th September 2024.

3.30 The combined data shows that during the 5 year period from 1st October 2019 to 27th September 2024, there were a total of five PICs within the study area, three of which were classified as slight in severity, one as serious, with one fatality. The location plans supplied by BMBC with the PIC data are included at **Appendix SCW6** and shown in Figures 3.8 and 3.9, noting that 1 of the slight PICs at the Hemingfield Road Roundabout shown in Figure 3.8 occurred in February 2019, outside of the 5 year period considered in this PIC data analysis.

Figure 3.8: PIC Location Plan (2018 to 2023)

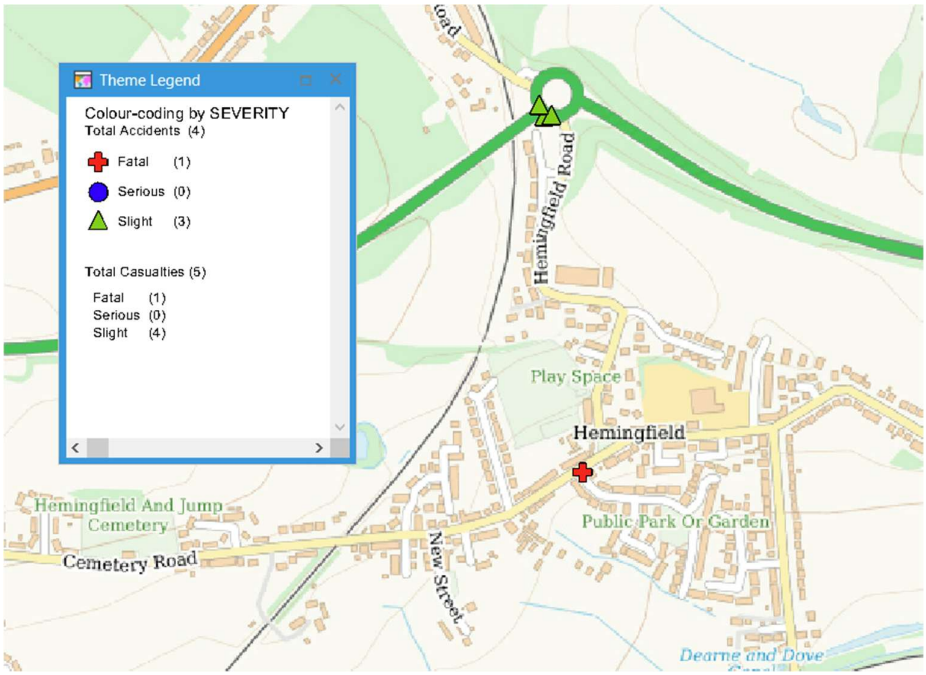
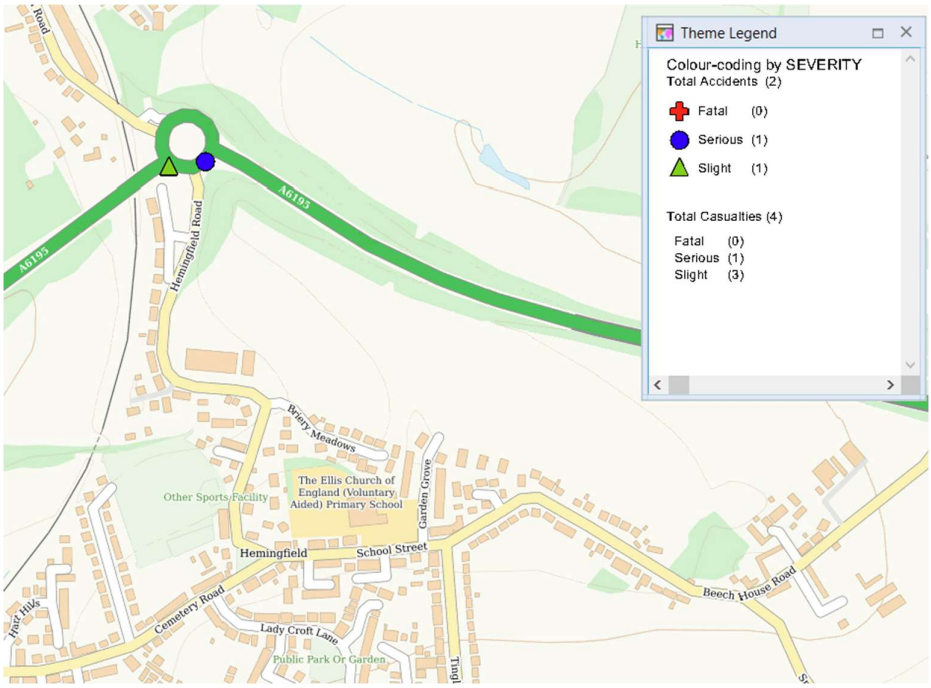


Figure 3.9: PIC Location Plan (2023 to 2024)



Cemetery Road

3.31 The PIC data shows that one fatal PIC was recorded on Cemetery Road during the study period, at the junction with Lady Croft Lane. This involved a collision between a motorcycle travelling ahead on Cemetery Road south-westbound and a car turning right into Lady Croft Lane.

3.32 While of course any PIC is regrettable, it appears as though this was an isolated incident and so does not indicate that there are any inherent road safety issues with the operation of the Lady Croft Lane/Cemetery Road junction, relevant to the proposed development.

Hemingfield Road Roundabout

3.33 Four PICs were recorded at the Hemingfield Road Roundabout, one of which was classed as serious and three of which were classed as slight. The serious PIC occurred when a car entered the roundabout and collided with a motorcycle which was already on the roundabout circulatory carriageway.

3.34 The first slight PIC occurred when a driver travelling along the A6195 Dearne Valley Parkway (eastern arm) towards the Hemingfield Road Roundabout suffered a medical episode at the wheel. The car subsequently travelled onto the roundabout and collided with another vehicle.

3.35 The second slight PIC took place on the A6195 Dearne Valley Parkway (eastern arm) approach to the Hemingfield Road Roundabout, when a goods vehicle changed lanes to overtake a car which had not set off on the approach to the roundabout, resulting in a collision with another car.

3.36 The third slight PIC involved two cars travelling westbound on the A6195 Dearne Valley Parkway, with the PIC occurring when the car in the nearside lane attempted to continue around the roundabout to the third exit, but the car in the offside lane was leaving the roundabout at the second exit.

Proposed Site Access

3.37 The PIC data showed that no PICs were recorded on Hemingfield Road in the vicinity of the proposed site access junction, which is approximately 210 metres to the south of the Hemingfield Road Roundabout.

Summary

3.38 The analysis of the accident data indicates that in the 5 year period considered, five recorded PICs occurred on the road network in the vicinity of the site, equating to on average one PIC per year. While the data shows that four PICs occurred at Hemingfield Road Roundabout during the 5 year period, one of which involved a motorcycle, these PICs were all different in nature and so do not indicate that there are any inherent road safety issues at the junction.

3.39 The review of the PIC data for the highway network in the vicinity of the site, demonstrates that the highway network is operating satisfactorily at present with no recurring causation factors associated with PICs. The analysis does not indicate any existing road safety issues which would be exacerbated by the proposed development traffic. The BMBC HDC consultation responses to the outline planning application did not raise any concerns with the PIC data analysis, and therefore I consider that BMBC HDC officers agree with these conclusions.

4.0 ACCESS BY SUSTAINABLE TRANSPORT

4.1 The national and local transport policies I refer to in Section 2.0 of my Proof of Evidence seek to reduce the need to travel by private car and to promote travel by other means. A review of the accessibility of the site by walking, cycling and using public transport was undertaken within the Transport Assessment and I present an updated version of that assessment below.

Walking

4.2 In relation to pedestrian provision at new developments, guidance is set out within the Chartered Institution of Highways and Transportation (CIHT) document 'Planning for Walking' (March 2015) (CD 6.5) and describes how approximately 80% of all journeys, shorter than 1 mile (1.6 kilometres), are made wholly on foot. If destinations are within a convenient walking distance, people are more likely to walk if it is safe, comfortable, and the surrounding environment is attractive. Walking is also regarded as an essential part of public transport travel, as bus stops are usually accessed on foot.

4.3 Further guidance within the earlier CIHT Publication 'Guidelines for Providing for Journeys on Foot' (2000) (CD 6.6) sets out the suggested acceptable walking distances for pedestrians without any mobility impairment. The recommended desirable, acceptable and preferred maximum walking distances for commuting/school and other journeys, such as retail/shopping, are shown in Table 4.1.

Table 4.1: Recommended Walking Distances

	Trip Purpose	
	Commuting/School	**Other Journeys (Retail/Shopping)**
Desirable	500 metres	400 metres
Acceptable	1,000 metres	800 metres
Preferred Maximum	2,000 metres	1,200 metres

4.4 Table 4.1 show that the preferred maximum walking distance for 'commuting / school' journeys is 2.0 kilometres and the preferred maximum walking distance for other journeys is 1.2 kilometres. A walking catchment plan which illustrates the destinations accessible within a maximum 2.0 kilometres walking distance from the

centre of the site, in 400 metre intervals, was prepared using the TRACC accessibility software, and the walking catchment plan is attached at **Appendix SCW7.**

4.5 The walking catchment plan reflects the four proposed points of pedestrian access to the site. Pedestrian access to the site will be provided from Hemingfield Road via footways along both sides of the proposed vehicular site access with a separate pedestrian only access on the southern boundary. In addition, further pedestrian access to the site will be provided through the retention of the existing PRoW connections into the site from Briery Meadows and Garden Grove.

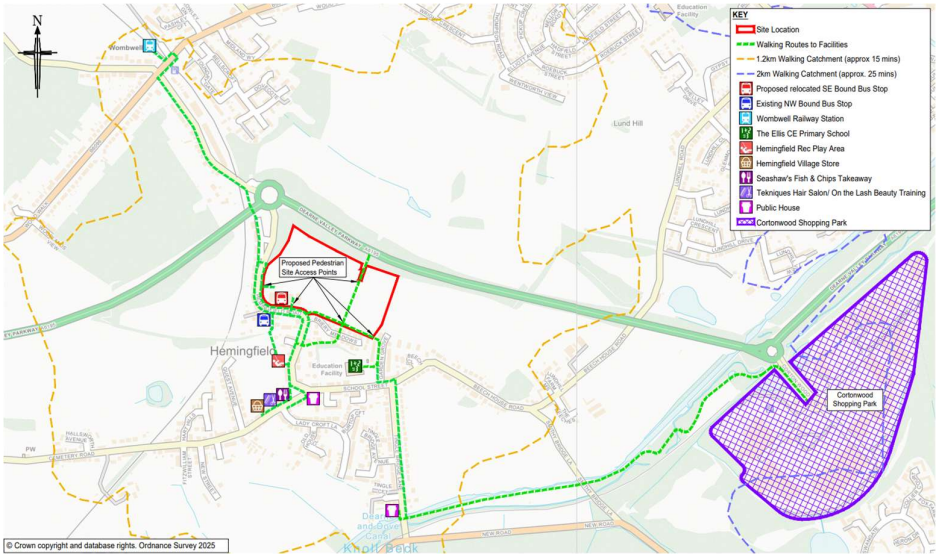
4.6 The walking catchment plan shows that all of Hemingfield is accessible within the preferred maximum 2.0 kilometre walking distance, along with a large area of Wombwell to the north of the site, Jump to the south-west and Cortonwood Shopping Park, the latter via a PRoW, to the east of the site.

4.7 Table 4.2 summarises the walking distances from the centre of the site to each of the nearest key facilities in Hemingfield, along with Wombwell railway station and the Cortonwood Shopping Park. The location of these relative to the site are shown on Figure 4.1 overleaf and drawing No. 23/160/LOC/010 at **Appendix SCW8**.

Table 4.2: Walking Distances to Facilities

Amenity	Trip Purpose	
	Location	Approximate Walking Distance from Centre of Site
The Ellis C E Primary School	School Street/Garden Grove	410 metres
Hemingfield Recreation Ground (Childrens' Play Area)	Hemingfield Road	390 metres
Seashaw's Fish and Chips (Hot Food Takeaway)	Cemetery Road	470 metres
The Albion Inn (Public House)	Cemetery Road	490 metres
Tekniques Hair Salon	Cemetery Road	520 metres
'On the Lash' Beauty Training	Cemetery Road	530 metres
Hemingfield Village Store	Cemetery Road	540 metres
Wombwell Railway Station	Hough Lane	1.0 kilometre
Cortonwood Shopping Park	Dearne Valley Parkway	2.0 kilometres (via Trans Pennie Trail)

Figure 4.1: Local Facilities



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4.8 Table 4.2 shows that there is a range of local facilities in the vicinity of the appeal site and within the preferred maximum walking distance for retail/shopping journeys of 1,200 metres. It also shows that Wombwell railway station is accessible within an approximate 1 km walk, from which further facilities in the centre of Barnsley can be accessed. Cortonwood Shopping Park is also accessible within a 2.0km walk from the centre of the site via the Trans Pennine Trail route to the south-east of the site, where there is a large Morrisons supermarket and a number of other food and retail/shopping facilities that can be accessed from the site on foot via an attractive route.

4.9 Table 4.2 also shows that the Ellis C E Primary School is within the desirable walking distance for school journeys of 500 metres. While the school address refers to School Street, where there is a pedestrian access to the school, the main entrance for pedestrians and vehicles is from Garden Grove to the south-east of the site. This can be accessed via the existing PRoW which runs through the site onto Garden Grove, as illustrated in Figure 4.2.

Figure 4.2: PRoW links to Garden Grove

4.10 Garden Grove itself has footways either side of the carriageway and is street lit. The existing PRoW within the site is to be retained and will be improved as part of the development proposals and will provide a direct walking route to the school from the site. The section of the PRoW between the site and Garden Grove (from which access to the school is gained) is lit and will provide a suitable and safe route.

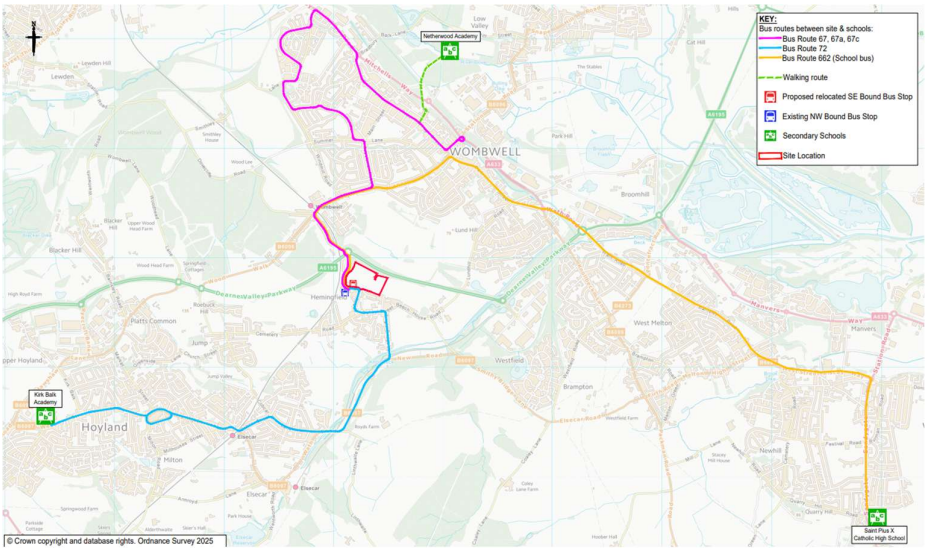
4.11 The nearest Secondary Schools to the site are shown on Figure 4.3 and drawing No. 23/160/LOC/011 at **Appendix SCW9**. The Kirk Balk Academy is located to the south-west of the site within around 3.8 kilometres of the site. It can also be accessed by a combined walking and bus journey via the number 72 bus service, which stops at the nearest bus stops to the site on Hemingfield Road and directly outside Kirk Balk Academy (approximately 15 minutes journey time including walking time).

4.12 The Netherwood Academy is located around 3.2 kilometres to the north-east of the site. It can be accessed by a combined walking and bus journey, via the 67/67a/67c bus, which stops at the nearest bus stops to the site on Hemingfield Road and around 800 metres walking distance from Netherwood Academy (approximately 35 minutes journey time including walking time).

4.13 A further secondary school, Saint Pius X Catholic High School, is located in Wath-upon-Dearne around 6.75 kilometres to the south-east of the site. It is accessible from the site via the 662 bus which stops at the nearest bus stops to the site on Hemingfield Road and directly outside the school (approximately 25 minutes

journey time including walking time). Wath Academy is also located in Wath-upon-Dearne to the south-east of the site.

Figure 4.3: Secondary School Location Plan



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Cycling

4.14 Guidance in the Department for Transport's (DfT) 'Cycling and Walking Investment Strategy' (April 2017) (CD 6.7) and 'Cycle Infrastructure Design' (LTN 1/20 – July 2020) (CD 6.8) sets out that two out of every three personal trips are within 5 miles (8 kilometres), which is an achievable distance for most people to cycle.

4.15 It is also generally accepted that the bike is an ideal mode of transport for journeys under 8 kilometres and that cycling has clear potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.

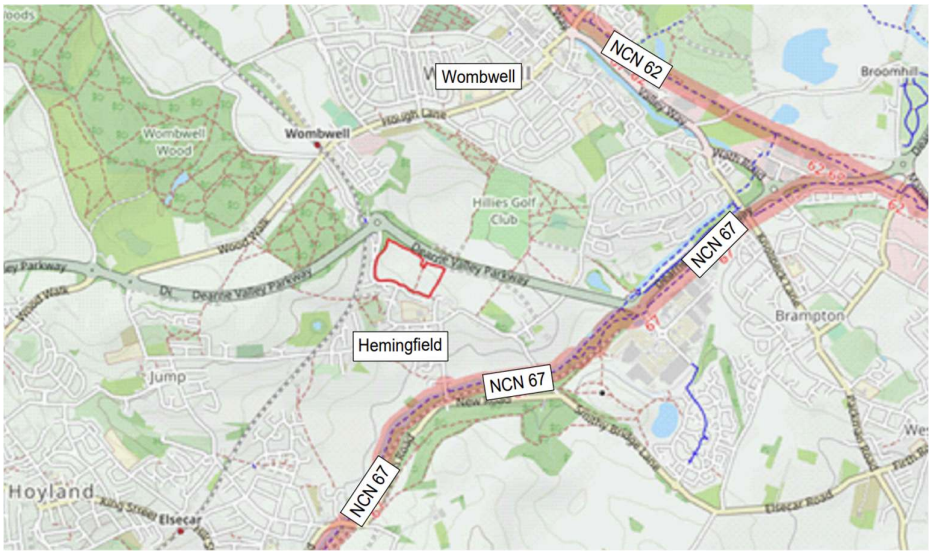
4.16 A 5 and 8 kilometre isochrone cycling catchment plan has been prepared using the TRACC accessibility software and is included at **Appendix SCW10**. This shows that Hemingfield, Wombwell, Darfield, Brampton, Jump, Elsecar and Hoyland are accessible within a 5 kilometre cycle distance. Birdwell, Tankersley, Wath upon Dearne, Bolton-upon-Dearne, Worsborough and other areas to the south-east of the centre of Barnsley are accessible within an 8 kilometre cycle distance.

4.17 Key employment areas, such as Cortonwood Shopping Park to the east of the site and Shortwood Business Park to the west of the site, are also within a 5 kilometre cycle.

4.18 The cycle route beneath the A6195 Dearne Valley Parkway, via a lit underpass as described in Section 3.0 of my evidence, provides a cycle link which allows cyclists to travel between the site and Wombell, without needing to use the Hemingfield Road Roundabout.

4.19 The Wortley to Brampton Cycle Route (Route Number 67), which is part of the National Cycle Network (NCN), runs in an east to west alignment at the southern extents of Hemingfield. This NCN route can be accessed from the site via Hemingfield Road, School Street and Tingle Bridge Lane, some 950 metres from the centre of the site to the south-east. The route provides access to both Wortley and Brampton, as well as other towns such as Hoyland and Wombwell, with a large proportion of the route being traffic free.

Figure 4.4: National Cycle Network Route 67



©OpenStreetMap

4.20 The Wortley to Brampton Cycle Route also forms part of the Trans Pennine Trail, which is a combination of local cycle routes that provide mostly traffic free access to various locations. As part of the Trans Pennine Trail, a largely traffic free route is provided to areas further afield, such as Doncaster to the east, and Barnsley to the north.

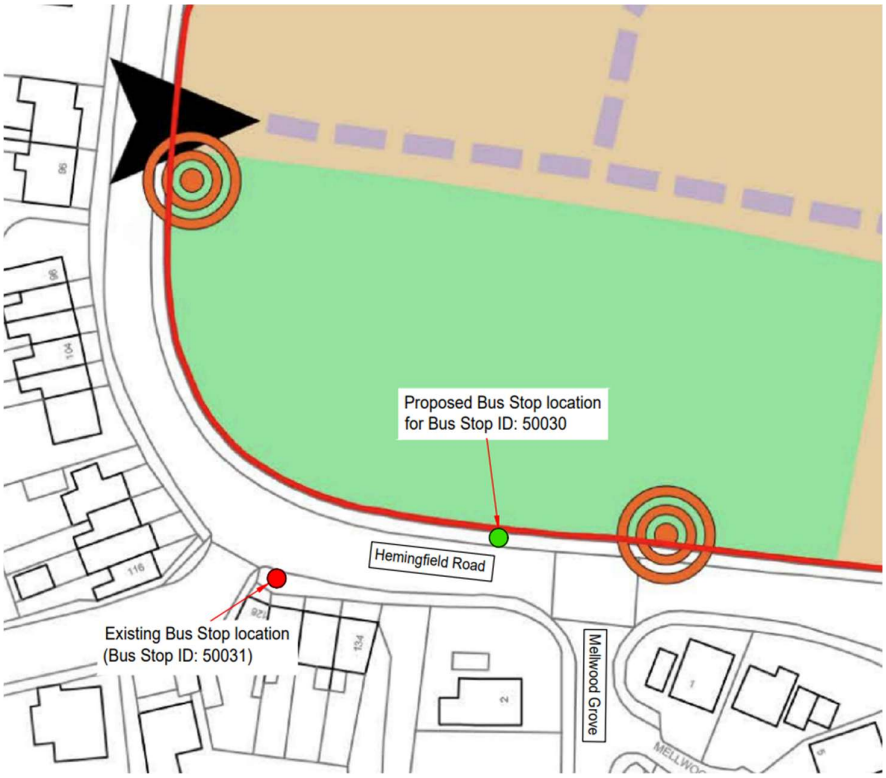
Public Transport

Bus

4.21 The closest bus stops to the site are located on Hemingfield Road, adjacent to the appeal site, with the northbound bus stop located around 260 metres walking distance from the centre of the site, on the southern site boundary. The southbound bus stop is currently located on the western site boundary, but it is proposed to relocate the existing stop to facilitate the delivery of the proposed site access arrangement. The new bus stop would be located just to the west of Mellwood Grove on the southern site boundary on the north side of Hemingfield Road within a walking distance of around 230 metres from the centre of the site. The relocation of this bus stop, ID50030, has been agreed as acceptable with both BMBC HDC team and the South Yorkshire Mayoral Combined Authority in their consultation response dated 17th March 2024 (CD 4.12).

4.22 Figure 4.5 below shows the location of the existing northbound bus stop (ID 50031) and proposed relocated southbound bus stop (ID 50030) on Hemingfield Road, overlaid on the parameter plan (CD3.37) for context, also showing the location of the two nearest pedestrian site access points (as indicated on the Parameters Plan in orange).

Figure 4.5: Location of Nearest Bus Stops



4.23 The bus stops are well within the recommended maximum walking distance of 400 metres from the site, and therefore I consider that there is excellent accessibility from the site to these bus stops.

4.24 The bus stops on Hemingfield Road are served by the 72, 67/67a/67c and 662 number bus services. The stops are currently marked by a flag and provide timetable information.

4.25 Further bus stops are located on Cemetery Road, approximately 485 metres walking distance from the centre of the site. These bus stops are also served by the 662 and 67/67a/67c number bus services. Both of the stops on Cemetery Road benefit from a shelter, seating, and timetable information. Table 4.3 summarises the bus services available from the Hemingfield Road stops.

Table 4.3: Summary of Existing Bus Services

Route Number	Route Description	Frequency		
		Weekdays	Saturday	Evenings & Sunday
67/67a/67c	Barnsley Interchange – Wombwell	Hourly	Hourly	Every two hours
72	Swinton Interchange – Chapeltown	Hourly	Hourly	No Service
662	Elsecar – Wath upon Dearne	1 service towards Wath-upon-Dearne AM Peak (departs 8:29am) 1 service towards Elsecar PM Peak (arrives 3:56pm)	No Service	No Service

**Note – 67 does not stop at Tankersley or Pilley, 67a does not stop at Worsborough Dale and 67c does not stop at Pilley.*

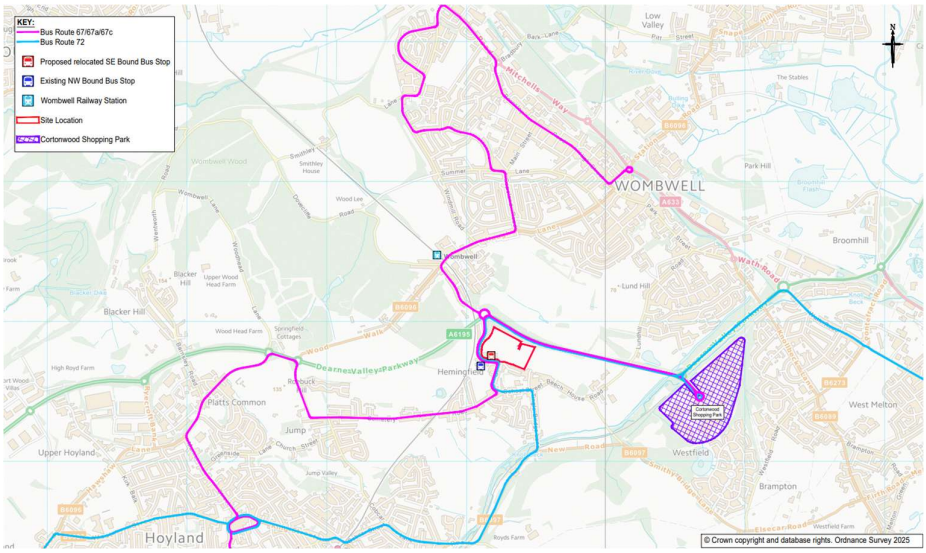
4.26 Table 4.3 shows that there are regular services from the bus stops on Hemingfield Road, to key destinations including Barnsley, Wombwell and Hoyland. Two of the services run approximately every hour, which are timed such that they provide a service approximately every half an hour and the 662 service is timed such that it facilitates access to the Saint Pius X Catholic High School. Table 4.4 summarises the typical bus times during the weekday morning and evening peak periods.

Table 4.4: Weekday Peak Period Bus Times

Route Number	Weekday Morning Peak Period	Weekday Evening Peak Period
67/67a/67c	Departures towards Wombwell at 6:34am, 7:30am & 8:22am Departures towards Barnsley at 6:18am, 7:22am & 8:24am	Arrivals from Wombwell at 4:26pm, 5:27pm & 6:26pm Arrivals from Barnsley at 4:31pm, 5:36pm and 6:21pm
72	Departures towards Swinton at 6:52am, 7:50am & 8:52am Departures towards Chapeltown at 6:17am, 7:15am & 8:10am	Arrivals from Swinton at 4:19pm, 5:29pm & 6:27pm Arrivals from Chapeltown at 4:02pm, 5:04pm and 6:04pm
662	Departs at 8:29am	Arrives at 3:56pm

4.27 All variants of the 67 and 72 bus services offer regular journeys to Cortonwood Shopping Park, which is located approximately 1.5 kilometres to the east of the site (as the crow flies). This provides convenient access to both employment opportunities and the facilities available at the shopping park, which include convenience and comparison shopping, including two supermarkets. The bus routes and routing in the immediate vicinity of the site are shown on Figure 4.6 and drawing No. 23/160/LOC/009 at **Appendix SCW11**.

Figure 4.6: Bus Routing in the Vicinity of the Site



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4.28 Given the above, I consider that bus travel will be a convenient and very attractive travel mode for future residents of the site.

Rail

4.29 The closest railway station to the proposed development site is Wombwell Railway Station, which is located around 1km walking distance from the centre of the site to the north-west, via the pedestrian route under the A6195 Dearne Valley Parkway to the west of the Hemingfield Road Roundabout. The station is also accessible within an approximate 4 minute cycle ride and, at the station, there are 12 sheltered cycle parking spaces which are monitored by CCTV. The number 67/67a/67c buses, which serve the nearest bus stops to the site on Hemingfield Road, also stop immediately outside Wombwell station, although they do travel via the Cortonwood Shopping Park in both directions. Even so, the bus journey between the site and the station is generally less than 10 minutes.

4.30 The station offers frequent services to nearby destinations including Barnsley, Wakefield, Huddersfield, Leeds, and Sheffield, which also stop at other local stations. Subsequently, from these stations, connections can be made to access additional destinations further afield, including Manchester, Liverpool, Newcastle, Edinburgh, and London.

4.31 The proximity to Wombwell station provides an opportunity for future residents to travel by rail for commuting or leisure.

Public Transport Catchment Plans

4.32 Public transport catchment plans which show the areas that are accessible within a 60 minute journey of the site using public transport have been prepared using the TRACC accessibility software. The catchment plans for the morning and evening peak periods are attached at **Appendix SCW12**. The plans show that residents of the site can reach the centre of Barnsley within a 30 minute journey during both peak periods. Hoyland and Wath upon Dearne are accessible within 20 to 30 minutes and Sheffield, Rotherham and Wakefield are accessible within a 40 minute journey time. Leeds (during the morning peak), Doncaster (during the evening peak) and the outer areas of Sheffield, Rotherham and Wakefield (during both peak periods) are within a 60 minute journey.

4.33 Table 4.5 provides a summary of typical public transport journey times to key destinations.

Table 4.5: Public Transport Journey Times to Key Destinations

School	Public Transport Service	Approximate Journey Time (including walking time)
Cortonwood Shopping Park	67/67a/67c & 72 buses	5 mins
Wombwell station	67/67a/67c bus	Less than 10 mins (via Cortonwood)
Hoyland centre	67/67a/67c & 72 buses	20 mins
Barnsley centre	Train from Wombwell Or 67/67a/67c bus	20 to 30 mins by train 50 mins by bus

Sustainable Transport Summary

4.34 There are numerous opportunities for sustainable travel to and from the proposed development site, which is in accordance with the objectives of local and national transport planning policy.

4.35 I consider that the site is very well located to promote trips on foot to local facilities. Pedestrian connections into the site will be provided via the site access and via the network of PRoW that exist both within and adjacent to the site. These existing PRoW within the site will be enhanced and, in particular, improvements to the existing PRoW towards Garden Lane will help to provide an excellent route to the Ellis CE Primary School. The provision of the cycle link under the A6195 Dearne Valley Parkway to the north-west of the site provides an important traffic free part of the link to Wombwell Station and NCN Route 67 to the south-east will also help to encourage leisure journeys by cycle and provides a route to Cortonwood Shopping Park.

4.36 Regular bus services are provided from bus stops within a short walking distance of the centre of the site, providing services to key retail, employment and transport hubs, such as Barnsley Interchange and Cortonwood Shopping Park. Wombwell Railway Station is located within an approximate 4 minute cycle ride or 1km walk from the site, and offers a range of local rail services, and an opportunity for residents to connect to national rail services.

4.37 The evidence provided in this section of my Proof of Evidence therefore demonstrates that the site is accessible using sustainable modes of transport, including walking, cycling and the use of public transport. Indeed, the BMBC HDC Officer's Report for the planning application (CD 2.1) confirms (on page 10) that the

'*application is in a sustainable area*', while the Council's HDC officers note, in their consultation response (CD 4.19), that there is a *'proliferation of sustainable transport routes within and adjacent to the site'*. I endorse these views.

5.0 DEVELOPMENT PROPOSALS

5.1 The appellant is seeking planning consent for new residential development on land between Hemingfield Road and the A6195 Dearne Valley Parkway in Hemingfield, Barnsley. An illustrative masterplan (CD3.36) showing how the site could be developed is provided at **Appendix SCW2**. In addition, a further illustrative designated site wide plan for the safeguarded land, also shown at **Appendix SCW2**, illustrates that the development of the appeal site would not prejudice the future development of the safeguarded land**.**

5.2 The description of the development for the planning application is as follows:

> *"Application for outline planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. All matters reserved except for means of access into the site."*

5.3 As indicated earlier in my evidence, the outline application is for the erection of residential dwellings on the site, and identifies the means of access into the site, however, the layout and arrangements within the site will be considered at a future reserved matters stage.

5.4 Also indicated earlier is the fact that the site forms part of a wider area of land which is identified in the Barnsley Local Plan as safeguarded land for future development. The safeguarded land is known as site SL6 'Land North East of Hemingfield', with an area of 18.2 hectares. The proposed development site is located on the western part of the safeguarded land.

5.5 From the very early stages of the preparation of the planning application for the site, the brief was to ensure that development of the site would not prejudice or harm the delivery of further development on the residual area of the safeguarded land located to the east of the site. There are currently no proposals for the development of the remainder of the allocation and it is not known whether access would be required through the appeal site. However, for robustness, the new site access from Hemingfield Road has been designed to ensure that it is sufficient to accommodate further development of the whole of the remaining area of the wider site. Indeed, I have modelled a scenario where all development from the SL6 area utilises the appeal site access (should that be deemed necessary and appropriate) as part of a sensitivity test assessing the impact of development traffic. This approach was agreed with BMBC's HDC officers. The internal roads within the site

will be designed in such a way as to ensure that they are sufficient to accommodate further development to the east of the site.

5.6 The illustrative designated site wide plan submitted with the outline planning application shows an indicative movement framework through the proposed development site. This incorporates a potential looped arrangement off a main spine road through the site, running broadly west to east from Hemingfield Road. At the eastern appeal site boundary, the plan indicatively shows two vehicular access points leading to the residual part of the designated safeguarded land, which would also provide access between the sites for pedestrians and cyclists.

5.7 The illustrative designated site wide plan submitted with the planning application therefore identifies the connections through the site to the safeguarded land to the east. Clearly, as the planning application is in outline, the exact position of the two access points leading to the safeguarded land is to be confirmed, when the details of the internal site layout are provided as part of a reserved matters application. As are the dimensions and types of the roads through the site, however, the site is capable of accommodating the required standard of access road to serve both the proposed development and further development on the safeguarded land in future.

5.8 The South Yorkshire Residential Design Guide (2011) (CD 5.13) paragraphs B.2.1.6 and B.2.1.7 indicate that conventional residential streets, with a design speed of 20mph or less, should have a minimum carriageway width of 4.8 metres and that streets with higher design speeds should have a minimum carriageway width of 5.5 metres, at which two cars can pass in comfort. The guidance also states that where carriageway widths are less than 6 metres, it will be necessary to discourage footway parking by providing defined parking bays beyond the carriageway.

5.9 The first section of the proposed site access road will be 6.0 metres wide. This width could be maintained within the site subject to detailed design of the internal site layout at the reserved matters stage, and the provision of an internal looped arrangement.

5.10 The looped arrangement will provide an efficient and connected road layout, which will ensure that two points of access are provided to dwellings on the site from the main spine road, such that an alternative access is available in case of emergency. Dwellings served from the main loop will likely comprise a mix of direct access, shared surface culs-de-sac and private drives, with the latter serving up to five dwellings. The carriageway width of the culs-de-sac and private drives would likely be reduced to 4.8 metres, with the provision of minimum 0.5 metre wide margins,

or 'clearance strips' as they are referred to in the South Yorkshire Residential Design Guide, to both sides.

5.11 Footways will be provided to both sides of the proposed vehicular site access junction with Hemingfield Road, which will be 2.0 metres wide and will tie into the existing footway provision on Hemingfield Road. This aligns with the design guidance contained within paragraph B.2.2.2 of the South Yorkshire Residential Design Guide. The footways will continue along the main access roads through the site to the eastern site boundary, such that they too can be extended in future to serve further development on the residual part of the safeguarded land.

5.12 The illustrative designs described above will be appropriate to serve both the proposed development in isolation, and future development on the safeguarded land.

5.13 For clarity, the internal layout of the development proposal will remain a reserved matter.

Vehicular Access

Proposed Arrangement

5.14 Vehicular access to the site will be by way of a new ghost island right turn lane priority T-junction on Hemingfield Road, on the western site boundary. A drawing which shows the proposed site access arrangements for approval, drawing No. 23/160/SKH/007 Rev E, is attached at **Appendix SCW13**.

5.15 As set out above, the proposed site access will have a carriageway width of 6.0 metres, and 10.0 metre radius kerbs are proposed to both sides of the proposed access junction with Hemingfield Road, which will facilitate easy access to the site for larger vehicles such as refuse vehicles.

5.16 To accommodate the proposed right turn ghost island, it is proposed to widen Hemingfield Road on the site side, using land within the control of the appellant or which forms part of the adopted highway, in the vicinity of the proposed site access junction. The carriageway of Hemingfield Road will be widened from its current width of 7.0 metres to a total of 10.0 metres, to allow the formation of a 3.0 metre wide right turn ghost island, a 3.0 metre wide through lane for southbound vehicle movements on Hemingfield Road and a 4.0 metre wide through lane for northbound vehicle movements on Hemingfield Road.

5.17 It was recognised at a very early stage that on street parking occurs on the west side of Hemingfield Road at most times throughout the day and vehicles have

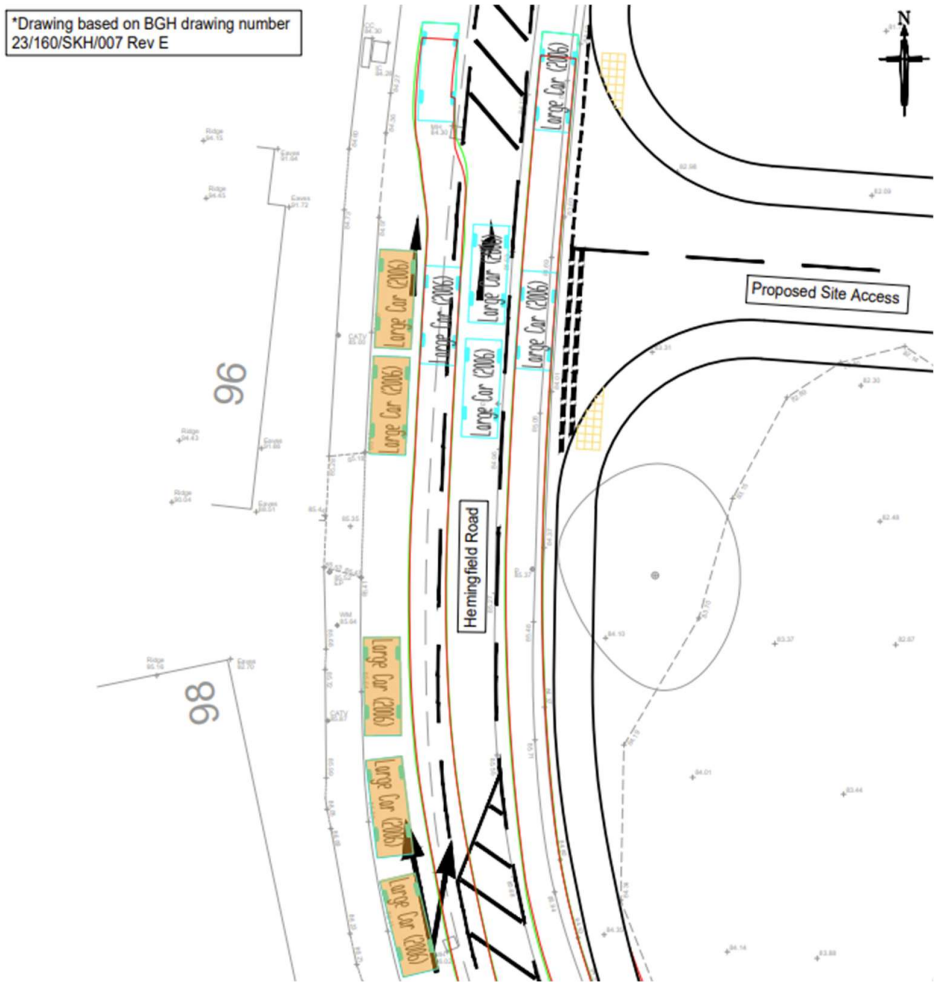
generally been present when I have visited the site. Whilst some of the existing properties have off street curtilage parking not all properties do, and it was clear that drivers currently park partly on the footway on the west side of Hemingfield Road to minimise their impact on through movements northbound (see Figure 5.1).

Figure 5.1: Photographs of Parked Cars on Hemingfield Road

5.18 The 4.0 metre wide northbound through lane was proposed at an early stage in the design of the proposed site access junction to accommodate on-street parking on the west side of Hemingfield Road in the vicinity of the proposed site access junction. The wider northbound through lane addresses any potential issue associated with on street parking. The widening of the northbound lane and the introduction of a right turn ghost island means that northbound traffic will still be

able to flow safely if vehicles are waiting to turn right into the site as illustrated in Figure 5.2. It can be seen from Figure 5.2 that even in the event that a vehicle is parked wholly within the widened carriageway and a further vehicle is waiting to turn right into the site, a northbound vehicle is still able to travel northbound between the parked and queuing vehicles.

Figure 5.2: Illustration of movements on Hemingfield Road passing Parked Cars



5.19 The design of the proposed right turn ghost island junction has been undertaken in accordance with the geometric standards contained within the Design Manual for Roads and Bridges (DMRB) CD 123 (CD 6.9), specifically Chapters 5 and 6 of the guidance.

5.20 An independent Stage 1 Road Safety Audit (document reference 23-160-005.01 (CD 3.28)) was undertaken for the proposed site access on Hemingfield Road. A Designers Response (document reference 23-160-006.03 (CD 3.28)) report was subsequently prepared to address the comments raised within the Stage 1 RSA, and included the following amendments to the proposed site access drawing to address the issues raised:

- The proposed footway on the eastern side of Hemingfield Road was extended to the north of the proposed site access for a distance of around 45 metres;
- A pedestrian crossing point with dropped kerbs and tactile paving was added in the vicinity of 86 and 88 Hemingfield Road, to facilitate pedestrian access across Hemingfield Road to the north of the site;
- Amendments were made to the proposed site access junction, to provide an uncontrolled pedestrian crossing with dropped kerbs and tactile paving across the junction bell-mouth; and,
- A pedestrian crossing point with dropped kerbs and tactile paving was added around 5 metres to the east of Mellwood Grove, to facilitate pedestrian crossing movements across Hemingfield Road associated with use of the bus stops on Hemingfield Road.

5.21 These amendments are illustrated on the revised site access drawing which was submitted to the Council prior to the determination of the planning application (drawing No. 23/160/SKH/007 Rev E (CD 3.40)). In addition to the above amendments to the proposed site access drawing, it was confirmed that suitable visibility is achievable for the proposed site access and pedestrian crossing points, given the alignment of Hemingfield Road. In addition swept path analysis of a HGV and a bus travelling southbound on Hemingfield Road were also undertaken, in response to an issue raised regarding the southbound through lane width. The swept path analysis demonstrated that these vehicles can be safely accommodated through the site access junction, shown on drawing No. 23/160/ATR/003 Rev A (CD 3.39).

5.22 The Designer's Response to the RSA demonstrates that all the potential issues identified within the Stage 1 RSA have been satisfactorily addressed, and this has been agreed with BMBC HDC officers who confirmed this by signing the Designer's Response (CD 3.28). BMBC HDC officers have confirmed that they are content with the proposed site access arrangement and associated visibility splays, bus stop relocation, swept path analysis and pedestrian access arrangements.

Visibility Splays at the Site Access

5.23 Manual for Streets advises that for a speed limit of 30mph, in the absence of known speeds of traffic, visibility splays of 2.4 metres x 43 metres should be provided at a junction. In this case, speed data on the approach to the site access was collected by the ATCs that I described in Section 3.0 of my Proof of Evidence, and was used to calculate the visibility requirements based on the surveyed 85th percentile speeds.

5.24 Guidance on speed surveys is provided in the Design Manual for Roads and Bridges (DMRB) CA 185 – Vehicle Speed Measurement (CD 6.10). Paragraph 3.1.1 of the document states that where speed measurements have been taken in either partially or entirely wet weather, the speeds recorded on a single carriageway should be increased by 4kph (2.5mph). The weather during the ATC survey period was assessed using online forecasts, from which it was apparent that rain is only likely to have occurred on Wednesday 10th January. Therefore, the recorded speeds for this day were increased by 2.5mph before the 85th percentile speeds were calculated.

5.25 The ATC speed data in the vicinity of the proposed site access junction was utilised for the time periods from 10am to 12pm and from 2pm to 4pm on weekdays only. This includes for speeds recorded outside of peak traffic flow periods to ensure speeds were collected in free flow conditions, and excludes weekends, as per the guidance in CA 185. The 85th percentile vehicle speeds obtained are summarised at Table 5.1.

Table 5.1: Surveyed 85th %ile Speeds – Hemingfield Road

Location	Northbound	Southbound	Eastbound	Westbound
ATC1 – Hemingfield Road Western Site Boundary	35.0mph	34.7mph	-	-
ATC2 – Hemingfield Road Southern Site boundary	-	-	28.3mph	26.5mph

5.26 With reference to the survey location plan at **Appendix SCW4**, for the visibility splay to the north, the southbound (vehicles travelling towards the site access) 85th percentile vehicle speed of 34.7mph from ATC1 is relevant. As the surveyed 85th percentile speed is higher than the 30mph speed limit, the measured speed was used to calculate the required visibility provision to the north of the proposed site access in accordance with the guidance in Manual for Streets (CD 6.3). Paragraph 7.5.1 of Manual for Streets states:

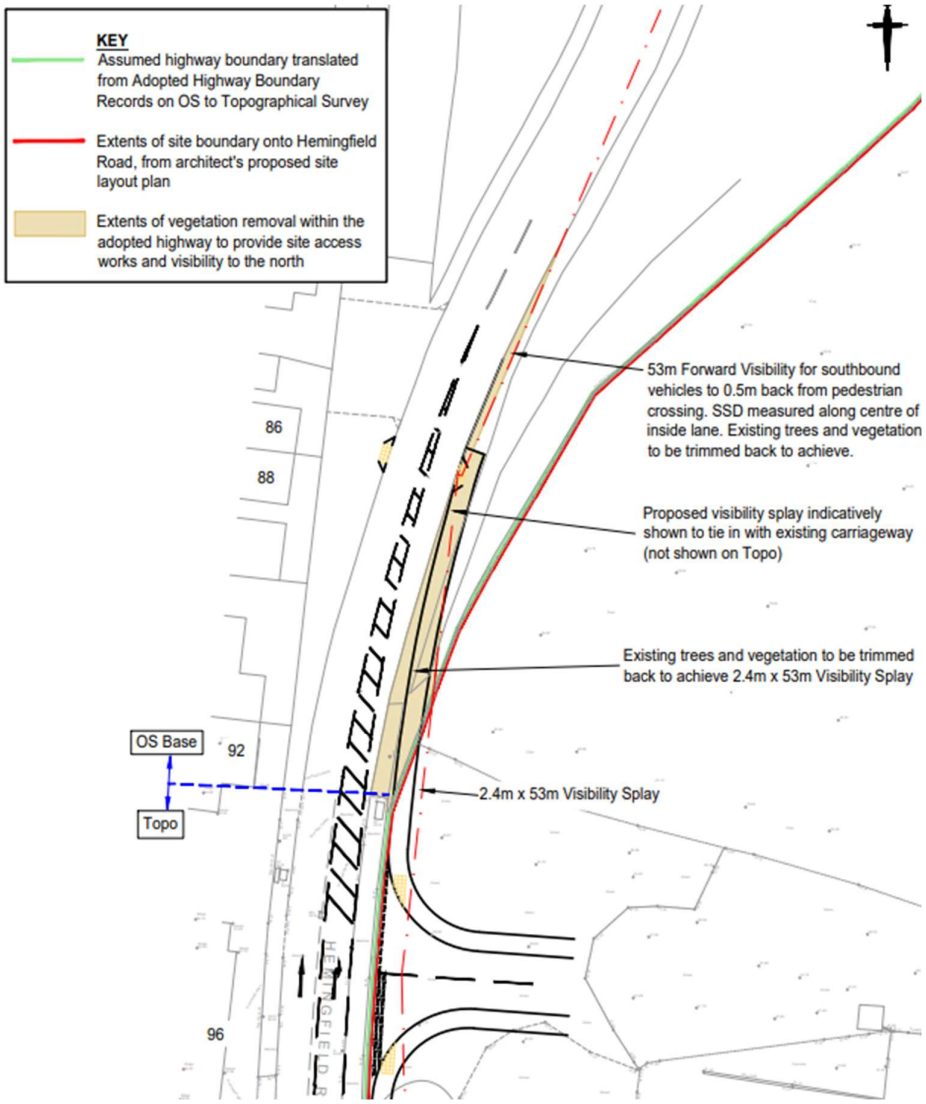
"This section provides guidance on stopping sight distances (SSDs) for streets where 85th percentile speeds are up to 60 km/h. At speeds above this, the recommended SSDs in the Design Manual for Roads and Bridges may be more appropriate."

5.27 As the measured speeds are below 60km/h (or 37.5mph), it is appropriate to calculate the stopping sight distance using the guidance in Manual for Streets. Based on the guidance, the visibility provision for a 34.7mph 85th percentile speed equates to 53 metres, which is 10 metres greater than the provision based on the speed limit of 30mph.

5.28 For the visibility splay to the south, the westbound (vehicles travelling towards the proposed site access location) 85th percentile vehicle speeds recorded by ATC2 show that speeds are lower than the 30mph speed limit at 26.5mph, which is to be expected as vehicles are approaching the bend in the road. To provide a robust design, the 2.4 metres x 43 metres visibility splay based on the speed limit on Hemingfield Road is provided for the visibility to the south of the proposed site access.

5.29 The drawing at **Appendix SCW13** demonstrates that the visibility splays described above are achievable at the site access within land which forms part of the adopted highway or land within the site under the control of the appellant. The provision of the required visibility will involve some trimming back of the existing vegetation and trees to the north of the proposed site access. The area behind the footway forming part of the visibility splay to the south of the proposed site access is within the site and so will be dedicated as public highway and will be kept clear of obstruction, to ensure that the visibility splay is maintained. Figure 5.3 illustrates the site access junction and shows the area of vegetation that will need to be trimmed back to deliver the visibility splay to the north.

Figure 5.3: Area of Vegetation to be Trimmed Back



Bus Stop Relocation

5.30 The proposed site access drawing at **Appendix SCW13** indicates that the existing southbound bus stop on Hemingfield Road would need to be relocated from its existing position near the proposed site access junction, to a location just to the west of Mellwood Grove on the north side of Hemingfield Road, to allow adequate spacing between the bus stop and the proposed site access junction. The proposed location of the relocated bus stop has been indicated on the site access drawing. The location of the relocated bus stop has been agreed with BMBC HDC officers and

SYMCA, and the bus stop platform will be provided by the appellant to incorporate a bus shelter and associated facilities.

Swept Path Analysis

5.31 Swept path analysis of the proposed site access was undertaken for a refuse vehicle. The refuse vehicle used within BMBC area is a 10.3 metre long 3 axle rear steer vehicle. Drawing No. 23/160/ATR/001 Rev D attached at **Appendix SCW14** shows that a refuse vehicle of this size can comfortably access and egress the site from Hemingfield Road, at the proposed site access junction.

5.32 As the proposals form part of an application for outline planning permission, the details of the proposed site layout are to be agreed as part of a future reserved matters application. However, turning heads will be provided within the site to accommodate a refuse vehicle of the size agreed with BMBC HDC officers, such that it can enter and exit the site via Hemingfield Road in a forward gear. Turning heads able to accommodate the size of refuse vehicles would also be provided within the safeguarded land part of the site as it comes forward for development. That would be a matter for consideration and approval as part of a planning application for that land, should it come forward. The appeal scheme would not prejudice this in any way.

Pedestrian Access and Public Rights of Way

5.33 As described earlier, footways will be provided to both sides of the proposed vehicular site access junction with Hemingfield Road, which will be 2.0 metres wide and will tie into the existing footway provision on Hemingfield Road. This aligns with the design guidance contained within paragraph B.2.2.2 of the South Yorkshire Residential Design Guide (CD 5.13).

5.34 The illustrative designated site wide plan attached at **Appendix SCW2** shows that pedestrian access to the site will also be provided from the southern site boundary via a link through the public open space area shown on the designated site wide plan, and through the retention of the existing PRoW connections into the site from Briery Meadows and Garden Grove, together with access via the underpass beneath Dearne Valley Parkway to the north.

5.35 Both existing PRoW routes through the site, as described in Section 3.0 of this Proof of Evidence, will be retained along their current alignment, with Footpath No. 17 potentially running through open space as indicated on the Parameters Plan (CD 3.37). Suitable crossing points would be provided at the points where the retained PRoW crosses the vehicular access roads within the site. This approach was agreed with BMBC's PRoW Officer during the pre-application meeting.

5.36 Where the retained PRoWs continue as footpaths, BMBC's PRoW Officer suggested that these would need to be widened to a minimum of 1.8 metres. Footpath No. 17 could be widened still further, to a width of 3.0 metres, to provide a route for pedestrians and cyclists through the site, to align with BMBCs future aspirations for active travel links in the vicinity of the site.

5.37 It is anticipated that the existing un-made surface treatment of both PRoWs would be upgraded within the site as part of the development proposals to provide a surfaced facility. As the proposals form part of an application for outline planning permission, the details of the retention of the PRoW; the ability for them to be widened using land within the appeal site; and any surface treatment for the PRoW is to be agreed at reserved matters stage. However, it is clear that the retention and enhancement of the PRoW and the pedestrian and cycling connections to the safeguarded land through the appeal site will ensure permeability for residents through the site and onto the wider highway network.

Parking Provision

5.38 Parking standards for new development are provided within BMBC's Parking SPD, which was adopted in November 2019.

5.39 The parking standards recommend that one parking space should be provided for dwellings with one or two bedrooms, and that two spaces should be provided for dwellings with three or more bedrooms.

5.40 Parking provision within the site will be provided in accordance with these local standards and will be agreed as part of any reserved matters application.

5.41 Cycle parking will also be provided in accordance with the local standards, with details to be agreed at reserved matters stage.

6.0 TRIP GENERATION AND DISTRIBUTION

Vehicular Trip Generation

6.1 The Trip Rate Information Computer System (TRICS) was used to calculate the vehicular trip generation for the proposed residential development. Under the 'Houses Privately Owned' category, all sites of comparable size, excluding Ireland and Greater London were interrogated to establish predicted vehicular trip rates for the proposed development.

6.2 An upper estimate of 180 dwellings has been determined for the site. This was based on a capacity exercise which considered planning policy (such as the need to provide public open space and biodiversity net gain requirements), drainage requirements (such as attenuation basins), a typical housebuilder's mix of dwellings inclusive of policy compliant affordable housing in terms of quantum, mix and tenure, as well as known constraints (such as a sewer easement and the alignment of existing hedgerows). The TRICS trip rates were applied to the upper estimate of 180 dwellings to establish the weekday morning and evening peak hour development trips. The trip rates and trip generation are shown in Table 6.1, with the full TRICS output attached at **Appendix SCW15.**

Table 6.1: TRICS Trip Rates and Trip Generation for 180 Dwellings

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
TRICS Trip Rates	0.129	0.366	0.495	0.323	0.143	0.466
Trip Generation	23	66	89	58	26	84

6.3 The trip generation exercise as shown in Table 6.1 predicts that the proposed development will generate around 89 two-way trips during the morning peak hour and 84 two-way trips during the evening peak hour. This equates to around one and a half vehicle movements per minute on average, a relatively low flow.

6.4 As indicated earlier in my Proof of Evidence, during the consultation process for the application, at the request of BMBC HDC officers, a sensitivity test was conducted to analyse the operational capacity of the local road network in the future, in the event that additional dwellings are built on the residual part of the designated safeguarded land located to the east of the proposed development site.

6.5 Initially for this assessment, a total of 430 dwellings was assessed and this was inclusive of the upper estimate of 180 dwellings from the outline site subject to this

appeal. However, as an additional layer of robustness, in preparation for this public inquiry, I have updated the sensitivity test to evaluate the impact of 520 dwellings across the safeguarded land, inclusive of the upper estimate of 180 dwellings on the outline application site. This figure has been selected because the Council's Strategic Housing Land and Employment Availability Assessment (SHELAA), which was published in 2016 and informed the preparation of the Local Plan, suggested an estimated capacity of 518 dwellings for the safeguarded land site SL6 (including the appeal site). This figure has therefore been marginally rounded upwards.

6.6 In the context of the work that was done in relation to the illustrative designated site wide plan for the site this 520 figure looks high. The site wide figure was derived by apportioning the upper estimate of 180 dwellings calculated for the appeal site to the estimated developable area for the safeguarded land. The developable area was estimated based on the same principles as for the appeal site and taking account of planning policy (such as the need to provide public open space and biodiversity net gain requirements), land take to meet drainage requirements (such as attenuation basins), a typical housebuilder's mix of dwellings inclusive of policy compliant affordable housing in terms of quantum, mix and tenure, as well as known constraints. This illustrative site wide planning work indicates that in relation to the safeguarded land a yield across the safeguarded land of some 430 dwellings is likely.

6.7 Notwithstanding this, the trip rates and trip generation for 520 units across the safeguarded land are shown in Section 8 of my Proof of Evidence.

Vehicular Trip Distribution

6.8 The likely distribution of the traffic predicted to be generated by the proposed development onto the local road network was determined using origin/destination 2011 Census Data for "Location of usual residence and place of work by method of travel to work (MSOA level)". The location of usual residence was set as "Barnsley 029", the area in which the site is situated, and the place of work was set to "All". The routing choices were determined based on the Google Maps route planning tool.

6.9 The resulting assignment of the generated traffic to and from the proposed development on the surrounding highway network during the morning and evening peak hours is shown at **Appendix SCW16,** whilst the additional traffic movements through the road network in the vicinity of the site using the derived trip generation, are shown on the diagrams at **Appendix SCW17**.

Multi-Modal Trip Generation

6.10 To estimate the number of trips that the proposed development will generate by all modes of travel, the anticipated modal split of movements to and from the site, determined from the Census data used for the trip distribution exercise, was applied to the vehicle trips presented at Table 6.1.

6.11 The multi-modal trip generation was estimated using the vehicle trip generation, on the basis that the number of vehicle trips would form 71% of trips to/from the development during the weekday morning and evening peak hours. The resulting estimate of the multi-modal trip generation is presented in Table 6.2 for the upper estimate of 180 units.

Table 6.2: Multi-Modal Trip Generation upper estimate 180 units

Modal Split	% Split	Morning Peak Hour			Evening Peak Hour		
		In	Out	Two-Way	In	Out	Two-Way
Car (single occupancy)	71%	23	66	89	58	26	84
Pedestrian	6%	2	6	8	5	2	7
Cycle	1%	0	1	1	1	0	1
Bus	7%	2	6	8	6	2	8
Rail	6%	2	5	7	5	2	7
Car (multiple occupancy)	8%	2	7	9	6	3	9
Motorcyclist	1%	0	1	1	1	0	1
Total	100%	31	92	123	82	35	117

6.12 The multi-modal trip generation at Table 6.2 shows that based on existing mode share 8 trips either to or from the site are anticipated to be made on foot during the morning peak hour with 7 on foot during the evening peak hour. During both the morning and evening peak hours, 1 trip in or out of the site is anticipated to be made by cycle. It is also anticipated that there will be trips made by public transport, 15 in both peaks, car (multi occupancy trips as passengers), 9 in both peaks, and motorcyclists. Given the implementation of the site Travel Plan and the proximity

to the bus stops on Hemingfield Road, I consider that there is potential for an even greater no of residents to utilise active travel modes to access and egress the site.

6.13 The modal split percentages at Table 6.2 are referenced in the Travel Plan (CD 3.26) for the site, and an initial target for a 10% reduction in single occupancy car journeys has been set. Given these targets will be monitored against, the impact of the proposed development generated traffic is likely to be less than that assessed in the Transport Assessment.

7.0 BACKGROUND TRAFFIC GROWTH

Growth Factors

7.1 In relation to growth historic good practice guidance for Transport Assessments was set out within the Department for Transport's (DfT) 'Guidance on Transport Assessment' which set out that traffic flows should be projected to a future year 5 years post submission of the planning application, which in this case is 2029.

7.2 The traffic flows for the surveyed junctions were projected to 2029 by applying growth factors which were determined using TEMPro (v8.1), for the Barnsley 029 MSOA. The Road Traffic Forecasts (RTF) adjusted growth rates are set out in Table 7.1.

Table 7.1 – TEMPro Adjusted Road Traffic Forecasts Growth Factors

MSOA	RTF Growth Factors	
	AM Peak Period	PM Peak Period
2023 – 2029 Doncaster 033	1.0579	1.0581

7.3 The factors anticipate a circa 5.8% growth in local background traffic between 2023 and 2029 and take account of planned increases in households and employment figures. The growth factors were applied to the 2023 existing peak hour flows at **Appendix SCW5**, resulting in the 2029 growthed traffic flows as shown on the diagrams at **Appendix SCW18**.

Committed Development

7.4 Following a review of relevant committed developments, the development at the former Wombwell School site was identified and accounted for within the Transport Assessment. Planning application number 2019/0089 for a residential development of 235 dwellings was approved in April 2020. It is understood that development on the site has commenced, however, no dwellings were occupied at the time of the traffic surveys in June 2023.

7.5 AECOM prepared a Transport Assessment for the planning application, which is dated 11th January 2019. The AECOM Transport Assessment includes the total development generated flows for the committed development site, including those passing through the Hemingfield Roundabout, and these flows were accounted for in the Transport Assessment prepared for the appeal site as shown on the diagrams at **Appendix SCW19**.

7.6 The 2029 growthed traffic flows at **Appendix SCW18** were added to the committed development flows at **Appendix SCW19** to provide the 2029 base traffic flows at **Appendix SCW20**.

8.0 TRAFFIC IMPACT OPERATIONAL ASSESSMENTS

Scope of Assessment

8.1 A threshold of an additional 30 vehicles or more passing through a junction in either peak hour was set out within the Department for Transport's 'Guidance on Transport Assessment', as establishing the need for operational assessment at a junction. While this historic guidance has been withdrawn, it is still a valid reference document, and it is considered that this 30 two-way trip threshold (i.e. an average of an additional vehicle movement every 2 minutes) provides a helpful starting point for establishing the need for operational assessment of the impact of development generated trips and indeed it was on this basis that I agreed with the Council Highways team that we would determine those junctions where we were required to undertake operational assessments.

8.2 Table 8.1 provides a summary of the number of additional trips which will be generated on the local highway network in the vicinity of the site, based on the assigned development generated trips at **Appendix BGH17**.

Table 8.1 – Additional Two-Way Trip Generation at Junctions

Junction	Additional Two-Way Trip Generation	
	Morning Peak Hour	Evening Peak Hour
Site Access Junction	89	84
Hemingfield Road Roundabout	71	67
Briery Meadow/Hemingfield Road	17	17
School Street/Cemetery Road	17	16
A6195 West	31	29
A6195 East	19	18
Hemingfield Road (north of Hemingfield Road Roundabout)	22	21

8.3 It is clear from Table 8.1 that the proposed development would only generate more than 30 or more two-way trips at the proposed site access junction with

Hemingfield Road and at the Hemingfield Road Roundabout. Therefore, in the future year assessment, operational assessments were undertaken at these two junctions.

8.4 While it is acknowledged that Table 8.1 indicates 31 two-way trips would be predicted to be generated by the proposed development site to or from the west on the A6195 Dearne Valley Parkway in the AM peak, which is one vehicle over the 30 two-way trip threshold, the 30 two-way trips is not an absolute point above which operational assessment should be undertaken. As I set out earlier, it provides a helpful starting point for establishing the need for operational assessment based on an increase in traffic of an average of an additional vehicle movement every 2 minutes .

8.5 The percentage impact on the A6195 Dearne Valley Parkway west, comparing the additional proposed development trips to the 2029 base traffic flows, is only an additional 1.6% during the weekday morning peak hour and 1.2% during the weekday evening peak hour. This is well within the generally accepted day to day variation in traffic flows and is clearly therefore not significant and would not be perceptible to existing drivers on the road.

8.6 In addition, the 31 additional development generated trips that will be generated to the west on the A6195 Dearne Valley Parkway, will disperse at the roundabout junctions to the west of the Hemingfield Road Roundabout. Traffic would disperse into Hoyland and the nearby employment sites to the west of Hemingfield. The proposed development generated trips would therefore certainly be below 30 two-way trips on the A6195 Dearne Valley Parkway beyond the Wombwell Wood roundabout.

8.7 As indicated earlier a sensitivity test of the impact of trips generated by the safeguarded land on the A6195 Dearne Valley Parkway was undertaken, in the form of a percentage impact assessment. This assessment considers trips from development of the whole of the safeguarded land.

Operational Assessment of Traffic Flows

8.8 To calculate the traffic flows for the 2029 predicted scenario, the 2029 base traffic flows at **Appendix SCW20** were added to the proposed development generated traffic flow diagrams at **Appendix SCW17**. The resulting 2029 predicted traffic flows are shown on the diagrams at **Appendix SCW21**.

8.9 The operational assessments presented within the TA demonstrated that the proposed site access junction on Hemingfield Road and the Hemingfield Road

Roundabout were predicted to continue to provide a satisfactory level of provision for the peak hours considered in the future year assessments, allowing for the development traffic associated with the appeal site.

Sensitivity Test of Development of the Safeguarded Land

8.10 As indicated earlier in my Proof of Evidence, during the consultation process for the application, at the request of BMBC HDC officers, a sensitivity test was conducted to analyse the operational capacity of the local road network in the future, in the event that additional dwellings are built on the safeguarded land located to the east of the proposed development site.

8.11 For this assessment, a total of 430 dwellings was assessed and this is inclusive of the upper estimate of 180 dwellings from the outline site subject to this appeal. This 430 dwelling figure was derived by apportioning the upper estimate of 180 dwellings calculated for this appeal site to the estimated developable area for the safeguarded land. The developable area was estimated based on the same principles as for the appeal site and taking account of planning policy (such as the need to provide public open space and biodiversity net gain requirements), land take to meet drainage requirements (such as attenuation basins), a typical housebuilder's mix of dwellings inclusive of policy compliant affordable housing in terms of quantum, mix and tenure, as well as known constraints. I consider this sensitivity test provides a robust assessment of the impact that the development of the safeguarded land would have on the local highway network and concluded it could be satisfactorily accommodated. Indeed, BMBC's HDC officers considered the assessment and confirm in their consultation response they were satisfied with the results (CD 4.19).

8.12 However, as an additional layer of robustness, in preparation for this public inquiry, I have updated the sensitivity test to evaluate the impact of 520 dwellings across the safeguarded land, inclusive of the estimated upper estimate of 180 dwellings considered achievable on the outline application site which was the subject of the Transport Assessment. This figure has been selected because the Council's Strategic Housing Land and Employment Availability Assessment (SHELAA), which was published in 2016 and informed the preparation of the Local Plan, suggested an estimated capacity of 518 dwellings for the safeguarded land site SL6. I have marginally rounded this figure upwards.

8.13 The Council's figure of 518 would have been derived without the benefit of an analysis of likely constraints fully informed by technical reports and was also set prior to certain policies coming into effect (such as the local plan's public open space requirement and prior to biodiversity net gain). Therefore, as I discuss earlier

in my Proof of Evidence, this additional sensitivity test represents a high upper estimate scenario in terms of the number of dwellings which could be delivered on the site and is in my view an over-estimation, with 430 dwellings representing a more reasonable assumption for the capacity of the safeguarded land. The assessment I have undertaken also does not reflect that the safeguarded land may also be served by an additional access taken from the eastern site boundary.

8.14 The impact of a total of 520 dwellings on the safeguarded land, including the upper estimate of 180 dwellings on the proposed development site, has been considered for the following three junctions:

- Proposed Site Access Junction with Hemingfield Road;
- Hemingfield Road Roundabout; and,
- Cemetery Road/Hemingfield Road/School Street Priority T-junction.

8.15 The number of vehicular trips associated with an estimated 520 dwellings on the safeguarded land, based on the TRICS trip rates included in Table 6.1 of this Proof of Evidence, is summarised in Table 8.2.

Table 8.2 – TRICS Trip Rates and Trip Generation for 520 Dwellings

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Two-Way	In	Out	Two-Way
TRICS Trip Rates	0.129	0.366	0.495	0.323	0.143	0.466
Trip Generation	67	190	257	168	74	242

8.16 The sensitivity test generated traffic flows for 520 dwellings and the 2029 predicted sensitivity test traffic flow diagrams are included at **Appendix SCW22** and **Appendix SCW23**.

Sensitivity Test Operational Assessment – Proposed Site Access

8.17 The operation of the proposed site access junction with Hemingfield Road was assessed for the 2029 predicted weekday morning and evening peak hours, using the PICADY element of the Junctions 10 modelling software.

8.18 The Ratio of Flow to Capacity (RFC) results are provided for the junction. The RFC is a measure which is commonly used to judge the acceptability of new junction designs and existing junctions in relation to predicting how they will operate. At existing junctions in urban areas, an RFC value of 1.00 is generally used to identify a junction operating at capacity. An RFC value of less than 0.85 is typically used to indicate that a new junction is predicted to operate at a satisfactory level of

performance. For junctions operating with RFC's between 0.85 and 1.0 it is normal practice to give further consideration to the operation of the junction. The maximum queues are presented in Passenger Car Unit (PCU) format, with a PCU length equating to 5.75 metres.

8.19 The results of the sensitivity test modelling for the Hemingfield Road site access are summarised in Table 8.3 and the full model outputs are attached at **Appendix SCW24**.

Table 8.3: Operational Assessment – Sensitivity Test
Proposed Site Access Junction with Hemingfield Road (520 Dwellings)

Assessment Year	Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
		RFC	Queue (PCU)	RFC	Queue (PCU)
2029 Predicted Sensitivity Test	Site Access - (Left & Right Out)	0.45	1	0.20	0
	Hemingfield Road - (Ahead & Right In)	0.03	0	0.07	0

8.20 It can be seen in the results at Table 8.3 that even if the proposed site access junction with Hemingfield Road was to serve an estimated total of 520 dwellings (in a scenario where the safeguarded land was developed to its upper limit and no alternative access to the site was provided), it is predicted to remain well within its operational capacity. The maximum RFC of 0.45 is expected to occur on the proposed site access arm during the morning peak hour, resulting in an associated queue of only 1 vehicle. Therefore, in no way can the site access be said to prejudice the delivery of the safeguarded land, both in the way that it has been designed or in capacity terms to accommodate development generated trips.

Operational Assessment – Hemingfield Road Roundabout

8.21 The operation of the Hemingfield Road Roundabout has been assessed for the 2029 predicted sensitivity test weekday morning and evening peak hours, using the ARCADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.4, along with the 2023 existing and 2029 base results from the Transport Assessment for reference. The full model output is attached at **Appendix SCW24**.

Table 8.4: Operational Assessment – Sensitivity Test
Hemingfield Road Roundabout (520 dwellings)

Assessment Year	Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
		RFC	Queue (PCU)	RFC	Queue (PCU)
2023 Existing	A6195 Dearne Valley Parkway (East)	0.43	1	0.62	2
	Hemingfield Road (South)	0.21	0	0.19	0
	A6195 Dearne Valley Parkway (West)	0.45	1	0.56	1
	Hemingfield Road (North)	0.28	0	0.30	0
2029 Base	A6195 Dearne Valley Parkway (East)	0.46	1	0.66	2
	Hemingfield Road (South)	0.24	0	0.23	0
	A6195 Dearne Valley Parkway (West)	0.49	1	0.60	2
	Hemingfield Road (North)	0.31	1	0.34	1
2029 Predicted Sensitivity Test	A6195 Dearne Valley Parkway (East)	0.47	1	0.69	2
	Hemingfield Road (South)	0.38	1	0.29	0
	A6195 Dearne Valley Parkway (West)	0.51	1	0.63	2
	Hemingfield Road (North)	0.35	1	0.42	1

8.22 Table 8.4 shows that the Hemingfield Road Roundabout is predicted to continue operating well within capacity at a future year of 2029, with the addition of traffic generated by a worst-case scenario of a total of 520 dwellings on the safeguarded land. The maximum RFC of 0.69 is predicted to occur on the A6195 Dearne Valley Parkway (eastern) arm of the roundabout during the weekday evening peak hour, with an associated queue of 2 vehicles. When compared with the 2029 base scenario, this equates to an increase in the maximum RFC of only 0.03, with no increase in queuing.

Operational Assessment – Cemetery Road/Hemingfield Road/School Street

8.23 The operation of the Cemetery Road/Hemingfield Road/School Street priority T-junction has been assessed for the 2023 existing, 2029 base and 2029 predicted sensitivity test weekday morning and evening peak hours, using the PICADY element of the Junctions 10 modelling software. The results of the modelling are summarised in Table 8.5, with the full model output attached at **Appendix SCW24**.

Table 8.5: Operational Assessment – Sensitivity Test Cemetery Road/Hemingfield Road/School Street Junction (520 dwellings)

Assessment Year	Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
		RFC	Queue (PCU)	RFC	Queue (PCU)
2023 Existing	Cemetery Road Left Out	0.11	0	0.08	0
	Cemetery Road Right Out	0.13	0	0.09	0
	Hemingfield Road Ahead and Right In	0.06	0	0.16	0
2029 Base	Cemetery Road Left Out	0.12	0	0.08	0
	Cemetery Road Right Out	0.14	0	0.10	0
	Hemingfield Road Ahead and Right In	0.07	0	0.18	0
2029 Predicted Sensitivity Test	Cemetery Road Left Out	0.13	0	0.10	0
	Cemetery Road Right Out	0.15	0	0.10	0
	Hemingfield Road Ahead and Right In	0.10	0	0.20	0

8.24 Table 8.5 shows that the Cemetery Road/Hemingfield Road/School Street priority T-junction is predicted to continue operating well within capacity at a future year of 2029, with the addition of traffic generated by a total of 520 dwellings on the safeguarded land. The maximum RFC of 0.20 is predicted to occur on the Hemingfield Road ahead and right turn in movement during the weekday evening peak hour, with no associated queuing. When compared with the 2029 base scenario, this is an increase in the maximum RFC of only 0.02, with no increase in queuing.

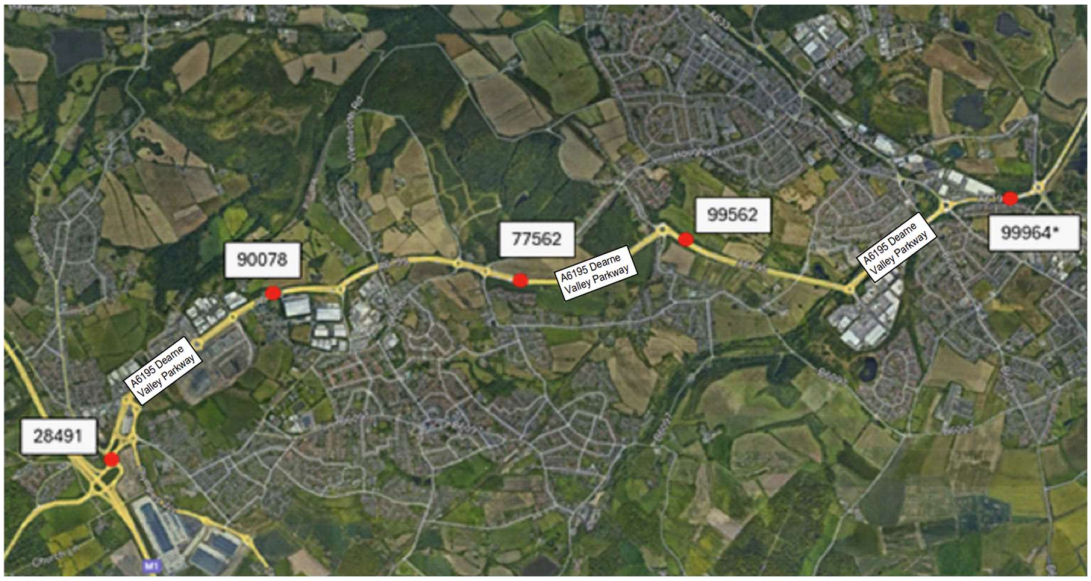
8.25 It is therefore clear that the proposed site access junction, the Hemingfield Road Roundabout and the Cemetery Road/Hemingfield Road/School Street priority T-

junction will have sufficient capacity to accommodate additional trips, resulting from an estimated total of up to 520 dwellings on the safeguarded land, including the upper estimate of 180 dwellings associated with the development proposals.

A6195 Dearne Valley Parkway Percentage Impact Assessment

8.26 It was agreed with BMBC Highways that the impact of the development related vehicular trips associated with the full development of the safeguarded land, beyond the Hemingfield Road Roundabout would be minimal and, as such, would not necessitate operational assessments. To confirm this, I have carried out an updated percentage increase in traffic assessment to demonstrate the traffic impact of this additional sensitivity test of an estimated 520 dwellings from the safeguarded land on the A6195 Dearne Valley Parkway, to the east and west of the Hemingfield Road Roundabout. To undertake this assessment link count traffic data available for the A6195 from the Department for Transport (DfT) Road Traffic Statistics website, at the locations illustrated in Figure 8.1 was utilised.

Figure 8.1 – A6195 Dearne Valley Parkway DfT Count Point Locations



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8.27 Manual counts were conducted in 2023 at all points identified in Figure 8.1, apart from count point number 99964, where the latest manual count was conducted in 2022. Where manual count data is not available, the DfT provide Annual Average Daily Flows (AADF) as an estimate using the previous year's AADF on the same link. While for the manual counts the raw data is included showing hourly counts from 7am to 7pm, from which the peak hour flows can be determined, the estimated data is only presented as AADF by direction.

8.28 The 2023 AADF for count point 99964 is estimated at 27,811 vehicles, based on the 2022 manual count of 27,206 vehicles. As the estimated 2023 AADF is only marginally higher than the 2022 manual count it would make only a marginal difference to the percentage increase impact assessment, and I therefore considered it appropriate to utilise the 2022 manual count hourly data for count point 99964 to calculate the % increases resulting from development.

8.29 To calculate the amount of traffic generated from an estimated 520 dwellings across the safeguarded land that would pass through each of the DfT count points, the trip distribution exercise undertaken as part of the TA, based on 2011 Census Data, has been revisited and extended for the wider network. Table 8.6 provides a summary of the extended percentage assignment of development generated trips based on origin/destination 2011 Census Data for "Location of usual residence and place of work by method of travel to work (MSOA level)" with the location of usual residence set as "Barnsley 029", the area in which the site is situated, and the place of work set to "All". The route choices have been determined based on the Google Maps route planning tool.

Table 8.6: Extended Trip Distribution from the Development – Based on method of travel to work 2011 Census Data from Barnsley 029

Route ID	Route	%age Assignment
A1	Dovecliffe Road	5.5%
A2	Windmill Road/Aldham House Lane	9.4%
A3	A633 (N) Mitchells Way	9.4%
A4	B6096 Station Road	0.2%
B1	M1 (South)	11.6%
B2	A61 Westwood New Road	5.7%
B3	M1 (North)	7.7%
B4	A61 Sheffield Road	1.4%
B5	B6096 Wood Walk	2.9%
B6	A6135 Olympus Way	5.0%

Table 8.6 (continued): Extended Trip Distribution from the Development – Based on method of travel to work 2011 Census Data from Barnsley 029

Route ID	Route	%age Assignment
C1	Wath Road	9.3%
C2	A6195 (east of Wath Road)	9.4%
C3	A633 Wath Road	2.2%
D	Cemetery Road	7.7%
E	School Street	12.5%
Total	-	100%

8.30 Table 8.7 provides a summary of the distribution routes identified within Table 8.6 summarising which ones would pass through the individual DfT count points. In this way the total % of development traffic passing through each count point can be identified.

Table 8.7: Routes from the Development Passing Through the DfT Count Points

Count Point	Routes Passing Through Count Point	%age Assignment
28491	B1 B2 B3	25.0%
90078	B1 B2 B3 B4 B6	31.5%
77562	B1 B2 B3 B4 B5 B6 (all of B)	34.4%
99562	C1 C2 C3 (all of C)	20.9%
99964	C2	9.4%

8.31 Having established the wider assignment of development traffic, Table 8.8 presents the 2023 (or 2022 for count point 99964) two-way traffic flows from the DfT count points, for both the morning and evening peak hours, and sets these flows alongside the number of vehicle trips that would be generated by an estimated 520 dwellings on the fully developed site, passing through these count points, based on

the percentage assignment at Table 8.7. The estimated percentage impact of the vehicle trips generated by 520 dwellings on the current two way flows at each count point during the peak hourly flows is also provided.

Table 8.8 – Estimated 520 Dwellings Development Trip Impact Assessment through the DfT Count Points on A6195 Dearne Valley Parkway

	28491	90078	77562	99562	99964 *(2022)
2023 Existing AM Peak Hour Flows	3,011	2,006	1,931	1,776	1,979
2023 Existing PM Peak Hour Flows	3,352	2,566	2,273	2,544	2,299
Estimated Vehicle Trips for 520 dwellings – AM Peak Hour	64	81	88	54	24
Estimated Vehicle Trips for 520 dwellings – PM Peak Hour	61	76	83	51	23
Percentage Increase AM Peak Hour	2.1%	4.0%	4.6%	3.0%	1.2%
Percentage Increase PM Peak Hour	1.8%	3.0%	3.7%	2.0%	1.0%

8.32 Table 8.8 shows that the percentage increases in traffic on the A6195 Dearne Valley Parkway traffic flows at the DfT count points, based on increases in traffic as a result of the estimated number of vehicle trips generated by 520 dwellings on the safeguarded land, would be minimal. The increases would be well within the expected day to day variation in traffic flows along the link and would not be perceptible to drivers using the road.

8.33 The maximum percentage increase of 4.6% is predicted to occur at count point 77562 during the morning peak hour, which is around 1.2 kilometres to the west of Hemingfield Roundabout. As development traffic is assigned further west, the traffic is anticipated to dissipate onto the wider network at the various roundabout junctions along the A6195, resulting in the percentage impact being around 2% on approach to Tankersley Roundabout. To the east of the site, traffic is anticipated to dissipate at Cortonwood Shopping Park and Wath Road Roundabout, with the percentage impact being around 1% to the east of the Wath Road Roundabout.

Sensitivity Test Summary

8.34 The sensitivity test operational assessments undertaken demonstrate that the proposed site access junction on Hemingfield Road, the Hemingfield Road

roundabout and the Hemingfield Road junction with Cemetery Road are predicted to continue to provide a satisfactory level of provision for the peak hours considered in the future year assessments, even allowing for full development on the safeguarded land.

8.35 It should be noted that the surveyed Cemetery Road/Hemingfield Road junction has been modelled for the sensitivity test, as the additional trips generated by 520 dwellings through the junction would be more than 30 two-way trips, which was not the case for the upper estimate 180 dwelling scenario for the outline application site.

8.36 I have demonstrated that the proposed site access junction would have sufficient capacity to serve the safeguarded land, and clearly then the access proposed for the outline application site does not prejudice the delivery of the residual part of the designated safeguarded land.

8.37 The impact of these development related vehicular trips beyond the Hemingfield Road Roundabout on the A6195 Dearne Valley Parkway corridor has been considered but has been found to be minimal and, as such, does not require operational assessment. This was agreed with officers of BMBC HDC at a meeting held in April 2024, and in order to confirm this, a development traffic percentage increase assessment has been carried out on the A6195 corridor in the vicinity of the site, beyond the Hemingfield Road Roundabout. The original assessment was based on 430 dwellings, which resulted in a maximum percentage increase of 3.8% on the A6195 Dearne Valley Parkway around 1.2 kilometres to the west of Hemingfield Road Roundabout. The conclusion reached and agreed with BMBC Highways, as confirmed in their November 2024 consultation response (CD 4.19), was that the percentage impact in flows resulting from full development of the safeguarded land is minimal and well within the expected day to day variation in traffic flows on the link.

8.38 The updated sensitivity test for 520 dwellings on the safeguarded land shows that the increase in development traffic would result in a maximum percentage increase in traffic of 4.6%, on the A6195 around 1.2 kilometres to the west of Hemingfield Roundabout. The percentage impact of 520 dwellings is therefore still minimal and would be well within the expected day to day variation in traffic flows, which was previously agreed with BMBC HDC officers as being acceptable.

8.39 The sensitivity test of the traffic impact of 520 dwellings on the safeguarded land therefore demonstrates that the impact on the highway network can be accommodated satisfactorily in the immediate vicinity of the site. Further afield

along the A6195 Dearne Valley Parkway, the impact would not be perceptible, and with reference to paragraph 116 of NPPF could not be described as severe and would have no material impact on the operation of that part of the network.

9.0 MATTERS RAISED BY THIRD PARTIES

9.1 This section of my Proof considers transport issues raised by third parties in representations on the planning application or in response to the inquiry and is presented in **Appendix SCW25**.

10.0 SUMMARY AND CONCLUSIONS

10.1 This Proof of Evidence has been prepared in relation to an appeal against the refusal of an application for outline planning permission which was submitted by the appellant for proposed residential development on land between Hemingfield Road and the A6195 Dearne Valley Parkway in Hemingfield, Barnsley.

10.2 The description of the development for the planning application is as follows:

> *"Application for outline planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space. All matters reserved except for means of access into the site."*

10.3 The site forms part of a wider area of land which is identified in the Barnsley Local Plan as safeguarded land for future development. The safeguarded land is known as site SL6 'Land North East of Hemingfield', with an area of 18.2 hectares. The proposed development site is located on the western part of the safeguarded land.

10.4 My Proof of Evidence presents a description of the site, the existing local highway network in the vicinity of the site and the existing PRoW which pass through the site. Traffic surveys were undertaken on Tuesday 27th June 2023 at the Hemingfield Road Roundabout, the Briery Meadows/Hemingfield Road priority T-junction and the Cemetery Road/School Street priority T-junction to ascertain current traffic flows. Two 7 day ATCs were also put in place on Hemingfield Road in the vicinity of the proposed site access to collect traffic and speed data.

10.5 The existing weekday morning and evening peak hours were determined for the surveyed network, and the operation of the Hemingfield Road Roundabout was assessed, which showed that the junction currently operates within capacity.

10.6 It was demonstrated that the traffic impact of the development at the other two surveyed junctions would be less than 30 additional two-way trips and so it was agreed with the BMBC HDC team that operational assessment to assess the impact of development traffic was not required at these junctions.

10.7 A review of personal injury collision data for the most recent 5 year period available, which has been updated since the Transport Assessment was prepared to include data from September 2023 to September 2024, indicates that there are no existing road safety issues which would be exacerbated by the proposed development.

10.8 It has been demonstrated that the site is very accessible using sustainable modes of transport, such as walking, cycling and public transport. The site is very well located to promote trips on foot to the local facilities within Hemingfield, including the nearby Ellis CE Primary School which can be accessed via an existing Public Right of Way. There are a number of secondary schools which are accessible from the site by combined bus and walk, whilst Cortonwood Shopping park and Wombwell railway station are both a short cycle or bus ride from the site. BMBC HDC officers agree that the site is in a sustainable location, which is confirmed by the BMBC officer's Report on the outline planning application and by Highways Officers in their first consultation response on the application which indicated there is 'a proliferation of sustainable transport routes within and adjacent to the site'.

10.9 Bus services are provided from bus stops located adjacent to and within a short walking distance of the centre of the site, providing services to key retail, employment and transport hubs, such as Barnsley Interchange and Cortonwood Shopping Park. Wombwell Railway Station is located within an approximate 4 minute cycle ride or 1km metre walk from the site, and the station offers a range of local rail services, and an opportunity to connect to national services.

10.10 The site will be accessed by way of a new ghost island right turn lane priority T-junction on Hemingfield Road, at the western site boundary. The existing on-street parking on Hemingfield Road was identified at the outset and a solution was developed to address this. The widening of the northbound lane and introduction of a right turn ghost island means that traffic can continue to flow northbound past parked vehicles, even if vehicles are waiting to turn right into the site. The 4.0 metre wide northbound through lane is proposed to accommodate on-street parking on Hemingfield Road in the vicinity of the proposed site access junction, which is associated with existing residential properties to the western side of the carriageway. The visibility requirement at the site access junction has been calculated based on 85th percentile vehicle speeds determined from the ATC surveys. It has been demonstrated that suitable visibility splays of 2.4 metres x 53 metres to the north and 2.4 metres x 43 metres to the south are achievable at the proposed site access junction, in accordance with the guidance in Manual for Streets.

10.11 A Stage 1 Road Safety Audit of the proposals has been undertaken and a Designer's Response prepared accepting the recommendations of the audit and detailing amendments made to the proposed site access drawing to address the minor issues raised. This has been agreed with BMBC HDC officers, who confirmed this through returning a signed version of the Designer's Response report.

10.12 The existing southbound bus stop is to be relocated from its existing position near the proposed site access junction, to a location just to the west of Mellwood Grove. The location of the bus stop has been agreed with BMBC HDC officers and SYMCA. Financial contributions are to be secured via planning obligations to upgrade the facilities at the two nearest bus stops to the site on Hemingfield Road to provide shelters and real time passenger information displays, and to help ongoing bus provision to the application site over a period of 3 years.

10.13 Swept path analysis of the proposed site junction access was undertaken, which demonstrates that it can be comfortably used by a refuse vehicle, the specification of which was provided by BMBC HDC officers.

10.14 Pedestrian access to the site will be provided via 2 metre wide footways to both sides of the proposed vehicular site access junction with Hemingfield Road. Pedestrian access to the site will also be provided via an access at the southern site boundary via a link into the public open space indicated within the illustrative designated site wide plan, and through the retention of the existing PRoW connections into the site from Briery Meadows and Garden Grove together with access to the underpass beneath Dearne Valley Parkway to the north. The PRoW routes which pass through the site will be retained along their current alignment, with suitable crossing points to be provided where the retained north/south PRoW crosses the vehicular access roads within the site. This approach was agreed with BMBC's PRoW Officer. Enhancements to the width, surface treatment and lighting of the retained PRoW routes through the site are to be agreed with BMBC at the reserved matters stage and will be dependent on whether or not they will cater for pedestrians or for pedestrians and cyclists.

10.15 Parking for cars (residents and visitor) and cycle parking will be provided in line with the standards set out within the 'Parking' SPD adopted by BMBC, subject to future reserved matters applications.

10.16 The TRICS database was used to establish the trip generation associated with the development proposals. The proposed development is anticipated to generate around 89 two-way trips during the morning peak hour and 84 two-way trips during the evening peak hour. The development generated trips were distributed onto the local highway network based on 2011 Census data.

10.17 An estimate of the multi-modal trip generation for the site has been provided, based on the modal split percentages determined from the 2011 Census data. These are also referred to in the Travel Plan developed for the site, to set initial

modal split targets for a reduction in single occupancy car journeys generated by the site.

10.18 To account for background traffic growth on the network, the relevant growth factors were derived using TEMPro. These factors were applied to the 2023 surveyed traffic flows, to project them to a future year of 2029. Committed development traffic was also added at the Hemingfield Road Roundabout, for the residential development located at the former Wombwell School site. The proposed development generated flows were then added to the 2029 base flows, which is robust given that the proposed development site traffic is likely to be accounted for in the growth factors.

10.19 It was predicted that 31 two-way trips could be generated by the proposed development site to or from the west on the A6195 Dearne Valley Parkway. This is just one vehicle over the 30 two-way trip threshold which is used to determine whether operational assessment of a junction may be required. It is considered that the impact of these development generated trips on the junctions on the A6195 Dearne Valley Parkway to the west of the Hemingfield Road Roundabout will be minimal, and that the additional development generated trips would certainly be below the 30 two-way trip threshold by the time development traffic reaches the Wombwell Wood roundabout.

10.20 Operational assessment of the Hemingfield Road Roundabout was undertaken for the 2029 future year. This showed that the junction is predicted to continue operating within capacity, both with and without the proposed development trip generation. It was also demonstrated that the proposed site access junction will operate within capacity. Therefore, the proposed development generated trips can be accommodated by the junctions on the local highway network in the vicinity of the site.

10.21 The illustrative designated site wide plan submitted with the planning application identifies connections to the remaining safeguarded land to the east. Clearly, as the planning application is in outline, the exact position of the access points to the remaining safeguarded land are to be confirmed, when the details of the internal site layout are provided as part of a reserved matters application. As are the dimensions and types of the roads through the site, however, the site is clearly capable of accommodating the required standard of access road to serve both the proposed development and further development on the safeguarded land in future. It will not prejudice the delivery of the residual part of the safeguarded land.

10.22 A sensitivity test was undertaken, at the request of BMBC HDC officers, which was conducted to demonstrate that the local road network would have sufficient capacity to accommodate future full development on the safeguarded land. As part of the planning application in response to the request from BMBC HDC officers, the impact of 430 dwellings was considered, which is considered to represent a reasonable assumption for the capacity of the safeguarded land taking into account policy requirements and site constraints. For additional robustness, I have voluntarily updated this exercise for my Proof of Evidence to test 520 dwellings on the safeguarded land as a worst case, which is based on BMBC's estimated capacity for the safeguarded land in their Strategic Housing and Employment Land Availability Assessment (2016). Both the 430 and 520 dwelling figures are inclusive of the upper estimate of 180 dwellings which would be delivered on the outline application site, which was the subject of the Transport assessment.

10.23 Operational assessments demonstrate that the proposed site access junction on Hemingfield Road, the Hemingfield Road roundabout and the Hemingfield Road junction with Cemetery Road are predicted to continue to provide a satisfactory level of provision for the peak hours considered in the future year assessments, even allowing for full development on the safeguarded land. Therefore, it has been demonstrated that development of the outline application site does not prejudice the delivery of the safeguarded land.

10.24 The impact of the safeguarded land development related vehicular trips beyond the Hemingfield Road Roundabout, on the A6195 Dearne Valley Parkway corridor, has been considered through a percentage impact assessment, this approach having been agreed with BMBC HDC officers. The assessment of 430 dwellings as part of the planning application concluded that the maximum percentage increase on the A6195 Dearne Valley Parkway would be 3.8%. This would be within the expected day to day variation in traffic flows on this link. This conclusion was agreed by BMBC HDC officers, in their consultation response on the application.

10.25 The updated sensitivity test for 520 dwellings on the safeguarded land results in a maximum percentage impact on the A6195 Dearne Valley Parkway of 4.6%, which would be within the expected day to day variation in traffic flows on the Dearne Valley Parkway. Therefore, the agreement reached with BMBC HDC officers in relation to the sensitivity test results is unchanged.

10.26 The sensitivity test demonstrates that the impact of future development of the safeguarded land can be accommodated on the highway network in the vicinity of the site, whilst further afield along the A6195 Dearne Valley Parkway, and with

reference to paragraph 116 of NPPF, the impact could not be considered severe, and would have no material impact on the operation of this part of the network.

10.27 In summary, I conclude that the proposed development site will be accessible by all modes of transport, and that the traffic generated by the site can be accommodated by the site access junction and will have no material impact upon the operation of the local highway network. This is subject to the works agreed with BMBC HDC as detailed in Section 1.0 of my Proof of Evidence, which will be secured by planning conditions or planning obligations as appropriate. It has also been clearly demonstrated that the proposed development will not prejudice the future development of the safeguarded land.

10.28 Given the above I conclude there is no reason in terms of highways and or transportation matters why the appeal shouldn't be allowed.

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