Strata Sterling Barnsley West Ltd
Proposed MU1 Site, Barnsley

Framework Residential Travel Plan

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Issue

Fore

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1 Introduction

1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Strata Sterling Barnsley West Ltd ("The Applicant") to provide transport advice in relation to two hybrid planning applications at a site to the south of Barugh Green Road, Barnsley.

The two respective applications cover the majority of the allocated site (MU1) as identified in the Barnsley Local Plan, which was adopted in January 2019. Site MU1 is defined as a strategic development site which is intended to accommodate a significant proportion of the new housing, employment and education within the district.

The MU1 site is subject to two hybrid planning applications. This Framework Residential Travel Plan ("Travel Plan") has been prepared to cover the residential hybrid planning application (Planning Reference: 2021/1090). A Framework Workplace Travel Plan has been prepared to support the employment hybrid planning application (Planning Reference: 2021/1089) and is submitted under separate cover.

1.2 Development Proposals

The residential hybrid planning application consists of the following:

a) Full planning permission for earthworks to create development platforms; strategic drainage ponds and associated drainage infrastructure; construction of a new link road; location of strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane and; erection of Phase 1 residential development comprising 229 dwellings.

b) Outline planning permission for residential development comprising 1,531 dwellings; new primary school and convenience store and; associated infrastructure works.

The development proposals are demonstrated on the masterplan which is provided at Appendix A.

1.3 Purpose of this Document

This Travel Plan sets out the aspiration of the developer to encourage residents to use alternatives to single-occupancy car journeys, as one of the ways to reduce the environmental impact of the proposed development, whilst also generating a number of other benefits for residents and the wider community as a whole.

This document forms the Travel Plan for the development, as follows:

- This document represents a full Residential Travel Plan for the residential element(s) of the development. Each housebuilder, if required, will appoint their own Residential Travel Plan Coordinator to implement this document.

- This document sets out a Framework for the primary school within which they can form their own School Travel Plan, if required.

- The proposed convenience store (418 sqm) does not exceed BMBC thresholds for requiring a Travel Plan (over 800 sqm for Food Retail), as set out in Appendix A of Barnsley Metropolitan Borough Council's (BMBC) adopted '*Sustainable Travel'* Supplementary Planning Document (SPD)[1].

This Travel Plan has been prepared in accordance with the guidance set out in BMBC's adopted '*Sustainable Travel'* SPD.

This Travel Plan represents an update to that previously submitted with the planning application. The Travel Plan has been updated in accordance with the requirements of DfT Circular 01/2022[2]. Paragraph 44 of the Circular states the following with regard to Travel Plans:

> *"Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance."*

1.4 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.

- Chapter 3: Details of access to the development site by all available modes.

[1] *Sustainable Travel Supplementary Planning Document*, Barnsley Metropolitan Borough Council, 2022.
[2] *DfT Circular 01/2022: Strategic road network and the delivery of sustainable development*, Department for Transport, 2022.

- Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.

- Chapter 5: Summary tables of Actions and Measures.

2 Travel Plan Management

This Chapter sets out the actions required to ensure the Travel Plan is managed appropriately. The actions are summarised in Table 8.

2.1 Transport Vision and Objective

The transport vision for the development is to encourage and maximise active, healthy, and sustainable travel choices to encourage modal shift to active modes and public transport, to assist in delivering transport decarbonisation.

The primary objective of this Framework Travel Plan is to ensure that all residents can choose from a range of options for travelling by non-car modes. This will be achieved by providing the measures and incentives required to make sustainable travel practical and attractive, and communicating these options to residents. This will assist in achieving the transport vision for the development.

The Framework Residential Travel Plan has been prepared in accordance with the guidance set out in BMBC's adopted '*Sustainable Travel'* SPD.

2.2 Lifespan, Structure and Hand Over of the Travel Plan

This Travel Plan will be distributed and managed by an appointed Framework Travel Plan Coordinator (FTPC) in liaison with the Applicant (see Section 2.3). It will be the responsibility of the FTPC to liaise with each housebuilder and the primary school to communicate the requirement to implement this Travel Plan, as follows:

- This document represents a full Residential Travel Plan for the residential element(s) of the development. Each housebuilder, if required, will appoint their own Residential Travel Plan Coordinator to implement this document.

- This document sets out a Framework for the primary school within which they can form their own School Travel Plan, if required.

- The proposed convenience store (418 sqm) does not exceed BMBC thresholds for requiring a Travel Plan (over 800 sqm for Food Retail), as set out in Appendix A of Barnsley Metropolitan Borough Council's (BMBC) adopted 'Sustainable Travel' Supplementary Planning Document (SPD).

The roles of the Framework Travel Plan Coordinator, Residential Travel Plan Coordinators and School Travel Plan Coordinators are detailed more in Sections 2.3, 2.4 and 2.5 respectively.

2.3 Framework Travel Plan Coordinator Role (FTPC)

Strata Sterling Barnsley West will appoint a Framework Travel Plan Coordinator (FTPC) prior to marketing of the development. On appointment, the FTPC will contact BMBC to advise that work has commenced on delivering the Travel Plan. In the meantime, Fore Consulting (travelplanning@foreconsulting.co.uk) can be contacted to discuss the Travel Plan.

The FTPC will have the responsibility of ensuring that the pre-occupation actions and measures are delivered and will communicate the requirement to implement this Travel Plan. The FTPC will liaise with the housebuilder(s) at the signing of leases/sale to ensure that they are aware of potential obligations associated with the Framework Travel Plan from the offset.

For the primary school, the FTPC will communicate with them the potential requirement to prepare a School Travel Plan if required.

The FTPC role will cease once all pre-occupation actions and measures assigned to the "FTPC" have been delivered.

2.4 Residential Travel Plan Coordinator (RTPC)

It is the responsibility of the housebuilder(s) to appoint a Residential Travel Plan Coordinator (RTPC) if their phase of development exceeds the 80 dwelling threshold for requiring a Travel Plan.

The Residential Travel Plan Coordinator will have the following responsibilities:

- Implement this Travel Plan by delivering the actions in Table 8 and measures in Table 9 which have "RTPC" in the responsibility column, including communicating the Travel Plan and travel options to residents at the development.
- Being a point of contact for residents at the development to discuss travel options.
- Liaising with BMBC to discuss the Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the RTPC will be provided to BMBC three months prior to occupation. This is to ensure that the pre-occupation measures are implemented within the required timescales. If a new RTPC is appointed, their contact details will be provided within two weeks of the change.

2.5 School Travel Plan Coordinator (STPC)

This Travel Plan will be issued to the primary school once they enter a contractual arrangement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset.

Where required, the primary school will appoint a School Travel Plan Coordinator (STPC) at the signing of lease who will produce a School Travel Plan which will include:

- Details of an appointed STPC and a refined list of their responsibilities.
- Update of transport network in the vicinity and on-site facilities.
- Details of how the School Travel Plan will be managed and monitored.
- A list of measures to encourage trips to be undertaken by modes other than by car. Suggested measures are detailed in Chapter 4 of this Travel Plan.

2.6 Funding

Initially, the Travel Plan will be funded by the Applicant, which will cover the FTPC role and infrastructure/measures required to support sustainable travel choice from and within the development site.

Ongoing measures will be funded by the housebuilder(s)school, including the cost of the Residential/School Travel Plan Coordinator(s), measures, as well as the cost of monitoring and reporting.

2.7 Liaison with Barnsley Metropolitan Borough Council (BMBC)

The content of this Travel Plan will be agreed with BMBC as part of the planning process.

Thereafter the Residential/School Travel Plan Coordinator(s) will individually communicate with BMBC to discuss their Travel Plans (where required), the findings of monitoring and reporting, and to agree future targets/measures.

2.8 Initial Mode Share Targets

This Travel Plan sets initial mode share targets for the residential element of the development.

As stated in Chapter 2.2, the primary school may require a School Travel Plan. When this is established, initial mode share targets for the school will be set. It will be the responsibility of the STPC to agree an initial mode share target for their respective element of the development prior to occupation.

2.8.1 Baseline Mode Share

2011 Census data[3] has been used to derive the baseline mode share for the proposed development. The mode share for the Barnsley 012 Middle Layer Super Output Area (MSOA) has been used. As this is the MSOA within which the site is located, the mode share represents a reasonable proxy for the likely travel characteristics of the proposed development, with regard to the existing accessibility of the site by public transport and the configuration of the local highway network.

By applying the baseline mode share to the agreed vehicle trip generation for the proposed development, the predicted person trip generation by mode has been estimated. This is set out in Table 1.

Table 1: Baseline Mode Share

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour *(08:00-09:00)*			Weekday PM Peak Hour *(17:00-18:00)*		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Bus, minibus or coach	4.2%	8	29	37	30	17	47
Taxi	0.5%	1	4	5	4	2	6
Motorcycle, scooter or moped	0.5%	1	4	5	4	2	6
Driving a car or van	76.3%	146	528	674	549	317	866
Passenger in a car or van	6.4%	12	44	57	46	27	73
Bicycle	0.7%	1	5	6	5	3	7
On Foot	11.4%	22	79	101	82	47	130
Total	100%	191	692	883	720	415	1,135

2.8.2 Travel Plan Targets

The transport vision for the development is to encourage and maximise active, healthy, and sustainable travel choices to encourage modal shift to active modes and public transport, to assist in delivering transport decarbonisation.

In order to achieve this vision, targets are set to reduce the proportion of residents travelling alone by car. The initial mode share targets are set based on a 10% reduction to the number of trips undertaken by car or van drivers, as shown in Table 2. The number of trips undertaken by bus, bicycle, on foot and as a passenger in a car or van, have been increased accordingly. The intention is to achieve these targets over a 5-year period.

[3] Dataset reference '*QS701EW - Method of travel to work*'. The categories 'Not in employment', 'Underground, metro, light rail, tram', 'Work mainly at or from home' and 'Other method of travel to work' have been excluded for the purposes of this assessment.

Table 2: Mode Share Targets

Mode	Baseline Mode Share (%)	Weekday AM Peak Hour *(08:00-09:00)*			Weekday PM Peak Hour *(17:00-18:00)*		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Bus, minibus or coach	6.1%	12	42	54	44	25	69
Taxi	0.5%	1	4	5	4	2	6
Motorcycle, scooter or moped	0.5%	1	4	5	4	2	6
Driving a car or van	68.7%	131	475	607	494	285	779
Passenger in a car or van	8.3%	16	57	73	60	34	94
Bicycle	2.6%	5	18	23	18	11	29
On Foot	13.3%	26	92	118	96	55	151
Total	100%	191	692	883	720	415	1,135

2.8.3 Tavel Plan Target Review

Whilst the dataset used to establish the baseline mode share and Travel Plan targets for the development are likely to represent a reasonable proxy for the development, the actual baseline position will be determined through undertaking the first travel surveys.

Therefore, following the findings of the first survey (see Section 2.9) the RTPC will liaise with BMBC to review the targets to consider whether these targets are appropriate.

If revised, the mode share target will be agreed, and will not change, without prior consultation with BMBC.

2.9 Monitoring Framework

The monitoring framework for the proposed development will involve undertaking annual travel surveys to record how development users are travelling. Monitoring will assist in refining Travel Plan measures and establishing new targets, as appropriate.

The monitoring period is also an opportunity to communicate the Travel Plan, to ensure individuals know about the sustainable travel options available and to gather feedback, e.g. the desire for more information about alternative modes of travel, incentives or cycle parking. The Monitoring Framework for the development is detailed in the following sections.

2.9.1 Residential Travel Surveys

It will be the responsibility of the RTPC to carry out residential travel surveys at their respective residential development.

On the first anniversary of the development being occupied residents will be sent a letter and emailed with a link to an online travel survey to discover how they are travelling.

Resident Travel Surveys will determine:

- Mode of travel to main activity and Postcode of main activity.
- How often they make the journey to their main activity.
- What other modes they would consider and barriers to making this shift.

They will also be provided with the contact details of the RTPC if they wish to complete the survey over the phone. A prize will be available for one respondent to encourage resident participation, and two reminder emails will be sent out during the survey period.

This will be repeated annually at the end of Years 2-5 of occupation, after which the responsibility to carry out annual monitoring and reporting will cease.

2.9.2 School Travel Surveys

As stated in Chapter 2, the primary school may require a School Travel Plan. When this is established, an appropriate survey methodology will be agreed by the STPC in liaison with the BMBC through the development of the School Travel Plan.

2.10 Reporting

Within two months of the respective travel surveys, the RTPC will prepare a Monitoring Report which will contain the following:

- Survey methodology and results, including qualitative feedback.
- An analysis on the effectiveness of the Travel Plan.
- Proposals for future measures.

This will be submitted to BMBC for discussion and agreement.

3 Existing Situation

This Chapter provides a description of the existing transport networks within the vicinity of the site.

3.1 Site Location

The site is located on the western edge of Barnsley and consists of an undeveloped strip of land between the neighbourhoods of Barugh Green and Gawber, with A635 Barugh Green Road and the M1 motorway forming the northern and southern boundaries of the site, respectively. The location of the site is shown on Figure 1.

Currently allocated as site MU1 in the adopted Local Plan, the site is approximately 115 hectares of land which is mainly used as pasture with some arable farming. The site sits on the north facing side of a wide valley, with Claycliffe Business Park at the bottom of the slope and the M1 at the top.

3.1.1 Walking Catchment

Walking routes can be planned using www.google.co.uk/maps which gives step by step instructions along your chosen route. There is also a Google Maps app.

Figure 2 presents an isochrone of a 2.0km walking catchment[4], measured (as the crow flies) from an indicative central point within the development site. As can be seen, a number of amenities are located within walking distance of the development. In particular:

- Claycliffe Business Park is located to the north of the development on Cannon Way.
- An Aldi supermarket is located to the north west of the development along the A647 Claycliffe Road Sheffield Road. A public house / restaurant is also located adjacent to this.
- To the west in Higham and Barugh Green there are a number of local shops, restaurants and churches, as well as Barugh Green Primary School on Higham Common Road. There is also a pharmacy, medical practice and recreation ground.

[4] The Chartered Institution of Highways & Transportation's (CIHT's) *'Guidelines for Providing for Journeys on Foot'* (2000) suggests acceptable walking distances for commuting as Desirable (500m), Acceptable (1.0km) and Preferred Maximum (2.0km).

- Gawber Primary School is located to the east of the development on Church Street. A Sainsbury's Local is also located on Redbrook Road.

- Horizon Community College is located south east of the development on Dodworth Road.

Bus stops also lie in these catchments, as discussed later in this Chapter.

3.1.2 Pedestrian Network

The key pedestrian routes and facilities within the vicinity of the site are outlined below:

- Good quality footways are provided along both sides of most local roads, connecting the site to Barnsley town centre and the wider area. Street lighting is present on all of the main pedestrian routes.

- Signal-controlled pedestrian crossing facilities are provided at the Barugh Green crossroads and at locations close to Barnsley Hospital. Elsewhere, uncontrolled crossing points are typically present at junctions and other locations on the local road network where there is an adjacent footpath.

3.2 Cycling

3.2.1 Cycle Catchment

Figure 3 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study[5], showing that residents at the development can cycle to areas including Barnsley town centre, Worsborough, Dodworth, Silkstone Common, Cawthorne, Kexborough, Darton, Woolley Grange, Staincross and Ardsley.

The Barnsley cycle map is available at https://www.barnsley.gov.uk/barnsley-maps/national-cycle-network/ and shows cycle routes in the borough of Barnsley. The key cycle routes and facilities within the vicinity of the site are outlined below:

- National Cycle Route 62 passes to the south of Dodworth, approximately 3km to the south of the site, and connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. The section of National Cycle Route 62 within the vicinity of the site is almost entirely traffic-free between Hadfield and Doncaster.

[5] Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

- The western section of the Trans Pennine Trail travels between Southport and Penistone via Liverpool and Stockport and passes through the Peak District National park. The central section of the Trans Pennine Trail covers a whole network of routes, linking the major urban centres of the region including Sheffield, Rotherham, Wakefield and Barnsley.

- Starting from close to Barnsley Interchange, a local cycle route heads east out of Barnsley town centre, connecting to National Cycle Route 67 in Stairfoot, approximately 5.5km to the east of the site. National Cycle Route 67 runs from Long Whatton near Loughborough to join National Cycle Route 71 near Northallerton in North Yorkshire.

- The 'Active Travel Hub' is located in Barnsley Interchange and offers a range of cycle support services to Barnsley residents and businesses. Amongst other things, the hub features free secure indoor cycle parking, toilet and shower facilities, and bike servicing and repairs. Further information on the Active Travel Hub is available at https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/hire-a-bike/

Cycle routes can be planned using www.cyclestreets.net which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

3.2.2 Barnsley Cycling Initiatives

The following initiatives exist in Barnsley to encourage and support people to cycle:

- Bikeability Barnsley offers children and adults cycle training to gain the knowledge to ride safely and well. More information is available at http://www.activebarnsley.com/bikeability.asp

- There are a number of active cycle clubs in Barnsley. More information is available at https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-clubs-and-events/

- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free https://www.letsride.co.uk/social

- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network http://www.cyclinguk.org/courses-and-training

3.3 Public Transport

Public transport journeys can be planned at https://journeyplanner.travelsouthyorkshire.com/

3.3.1 Bus Network

The development is located close to the residential areas of Higham, Barugh Green and Gawber, and as such is served by a number of bus services. The closest bus stops in relation to the site are on A635 Barugh Green Road, Higham Common Road and Pogmoor Road, providing access to services to Barnsley, Kexborough, Crawthorne, Mapplewell and Wakefield. The location of these bus stops are shown at Figure 4.

Figure 4 provides a summary of the services available from the bus stops outlined above, including details of the typical frequencies and destinations served.

Table 3: Bus Services, Destinations and Frequencies

Service Number	Route Summary	Approximate Daytime Service Frequency		
		Mon-Fri.	Saturday	Sunday
43/44	Barnsley - Worsbrough Common - Kingstone - Pogmoor	30 minutes	30 minutes	60 minutes
93/ 95 /95a	Barnsley - Gawber - Wilthorpe (95,95a) - Barugh Green - Darton - Kexborough (95,95a) - Bloomhouse Green (93,95a)	15 minutes	20 minutes	30 minutes
94/94a/94b	Barnsley - Gawber - Wilthorpe (94) - Barugh Green (94, 94a) - Higham (94) Cawthorne (94, 94a, 94b)	60 minutes	60 minutes	120 minutes
96/96b/96c	Barnsley - Gawber - Wilthorpe (96c) Cawthorne (96c) - Kexborough - West Bretton - Crigglestone - Durkar (96b, 96c) - Sandal -Wakefield	60 minutes	60 minutes	60 minutes

Note: Services correct as of July 2023.

Full timetables can be accessed at https://travelsouthyorkshire.com/en-gb/journeyplanning/timetable-search

3.3.2 Rail Network

Whilst the site is not directly served by rail, rail stations are located in the surrounding areas as follows:

- Dodworth Rail Station is located approximately 2.5km south west of the development. The station lies on the Penistone Line between Huddersfield and Sheffield. Monday to Sunday, trains operate hourly towards Huddersfield westbound and to Barnsley and Sheffield eastbound. On a Sunday, several services are extended to Lincoln central.

- Barnsley Interchange is located approximately 3.7km south east of the development. The station lies on both the Hallam and Penistone Lines and offers the following service frequency:

    - Hallam Line: Monday to Saturday, there are three trains per hour northbound bound to Leeds. On Sundays, this service reduces to two services per hour.

    - Penistone Line: there is an hourly service northbound to Huddersfield Monday-Sunday. Southbound there are four trains per, with two of these services terminating at Sheffield. One service carries onto Nottingham and the other fast service runs through to Lincoln Central. On Sundays, this service drops to three per hour.

Rail journeys can be planned at http://www.nationalrail.co.uk/ or using the National Rail Enquiries app.

4 The Development

This Chapter provides details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices.

It also provides details of measures to be implemented by the RTPCs and suggested measures that could be adopted by the STPC. This list of measures is not exhaustive, and additional measures should also be considered through the development of the School Travel Plans. These are all summarised in Table 9.

4.1 Communications Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. This Travel Plan will be available for all residents to read if they choose. However, to make sure that residents know there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the RTPC will need to actively communicate with residents, as detailed below in Table 4.

Table 4: Measures to Communicate the Travel Plan

Measures to Communicate the Travel Plan		For
1	The RTPC will produce a Travel Leaflet which will be distributed to future residents as they move into the development (printed or electronic). The guide will emphasise the options of travelling to the development without a car. Hard copies will be displayed in the marketing suite for prospective residents to browse.	R
2	Travel information will also be summarised on the development's marketing website. This may include a link to an electronic version of the Travel Leaflet produced by the RTPC.	R
3	There will be additional communication every year to highlight aspects of the Travel Plan. This could include the promotion of local deals, incentives, national campaigns and competitions.	R
4	Residents will be asked to opt-in to receiving travel plan communication via email. This will enable the RTPC to promote ongoing sustainable travel events and invite residents to participate in annual surveys.	R
5	Details of the RTPC will be included on every piece of travel communication to make residents aware that the RTPC is available to provide advice to residents.	R
Suggested Additional Measures for School Travel Plan		
6	Preparation of a Travel Information Pack to be provided to development users on induction.	S
7	If promotion of the Travel Plan is likely to be communicated in emails, letters and on noticeboards in communal areas, up-to date information on walking, cycling, public transport and car sharing (including maps, ticketing options, journey planning tools) should be made available.	S

R = Residents S = School

4.2 Walking and Cycling

It is intended that the number of access points into the site for pedestrians and cyclists is maximised so as to ensure convenient links to the existing walking and cycle networks, and thereby, encouraging journeys to be undertaken on foot or by cycle to the existing community facilities within the surrounding areas.

Public Rights of Way (PRoW)

A number of the site's existing PROW routes will be impacted by the masterplan development, however these routes will be incorporated into the layout and enhanced through the delivery of the landscape proposals. Some routes require minor diversion, whilst others require full diversion. For further details refer to the Landscape Design Statement included with the planning application submission.

Link Road

New pedestrian infrastructure will be provided throughout the site. The new link road has appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network.

In order to improve the quality of active travel journeys along the link road, the layout includes paths running adjacent to the link road but set back and shielded from the link road by trees and shrub planting. This ensures there are opportunities for alternative routes away from the link road, that are more pleasant to users.

As part of this network of permeable walking and cycling routes there will be four crossings along the new link road, as well as crossing points at all of the proposed roundabouts, to ensure the site is well connected across east/west desire lines.

Phase 1

Phase 1 of the residential development, applied for in full, is located to the north west of the site. Phase 1 will have pedestrian and cycle connections to Barugh Green Road, Longley Street and Avon Close ensuring it is highly permeable with the surrounding neighbourhood. The location of the pedestrian access points ensure existing bus stops on Barugh Green Road, Longley Street and Higham Common Road are all located within convenient walking distance of the site. The walking catchment for Phase 1 is shown on Figure 5.

Development Plots

New pedestrian infrastructure will be provided through each development plot which tie in with the proposed link road infrastructure. This ensures a continuous route from the link road to each development plot.

Within each development plot, covered and secure cycle parking will be provided in accordance with BMBC adopted parking standards[6].

Measures to promote and support commuting on foot or by cycle are outlined below.

Table 5: Measures to Encourage and Promote Walking and Cycling

Measures to Encourage and Promote Walking and Cycling		For
1	Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	R / S
2	Emphasising the health benefits of active travel may encourage more people to walk and cycle. Relevant promotional material is to be included within the Travel Leaflet.	R / S
3	A map showing pedestrian routes and cycling routes within proximity of the development serving the site will be included within the Travel Leaflet and promoted as part of the ongoing communication.	R / S
4	Provision of adequate cycle parking as per BMBC Parking SPD.	R / S
Suggested Additional Measures for School Travel Plan		
5	Organise walking/cycling buddies for employees and pupils.	S
6	Provision of shower and changing rooms.	S
7	Implement a cycle to work scheme. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. There are associated savings on tax and national insurance payments for the employer and Employees. There are a number of schemes to choose from, more information can be found here https://www.gov.uk/government/publications/cycle-to-workschemeimplementation-guidance	S
8	Provision of pool umbrellas and free attack alarms for staff that regularly walk to work.	S

R = Residents S = School

[6] Barnsley Parking SPD (Adopted 2019)

4.3 Arrival by Public Transport

As stated in Chapter 3 there are options for arriving to the development by public transport. The development is well located to take advantage of the existing bus services on Barugh Green Road and Higham Common Road. The proposed link road and associated junctions have been designed to ensure buses can divert through the development.

Phase 1 residential plot will be located to the northwest of the proposed site and will benefit from proposed pedestrian access points into Avon Close, Longley Street and Barugh Green Road. These access points minimise walking distance and ensures bus stops located on Barugh Green Road, Higham Common Road and Longley Street are within reasonable walking distance of the site.

Measures encourage and promote public transport use are presented below in Table 6.

Table 6: Public Transport Measures

Measures to Encourage and Promote Public Transport Use		For
1	The Applicant will liaise with BMBC and local bus operators throughout the planning process to agree an appropriate package of measures to encourage public transport use.	R/S
2	Provision of passenger information within the Travel Information Packs. Such information would detail all public transport connections to the site, ticketing options and journey planning tools (including the South Yorkshire journey planner at https://journeyplanner.travelsouthyorkshire.com/)	R / S
Suggested Additional Measures for School Travel Plan		
3	Sign up to corporate travel deals, allowing employees to access discounted tickets. Travel vouchers for employees are available from Stagecoach Yorkshire. For more information and the relevant contact details visit https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme	S
4	Offer annual season ticket loans to staff, allowing them to pay the ticket back through salary sacrifice (where feasible).	S
5	Allow employees to adjust working hours to better align with public transport provision (where feasible).	S

R = Residents S = School

4.4 Arrival by Car

4.4.1 Vehicular Access

Phase 1

Phase 1 of the development will take access from the new roundabout on Barugh Green Road which was granted planning permission in November 2020[7]. The Phase 1 development will comprise construction of the first part of the Link road running from Barugh Green Road south to northernmost internal roundabout.

Claycliffe Link Road

A key feature and major benefit of the development of Barnsley West is that it will help facilitate the delivery of the Claycliffe Link Road, a strategic link road that is a long-held transport aspiration for BMBC and is supported by the Sheffield City Region Combined Authority. Delivery of the link road will provide a connection between A635 Barugh Green Road to the north and A628 Whinby Road to the south, adjacent to M1 Junction 37. As a result, the link road will reduce the need for travel on the existing local highway network and, importantly, it will provide access to, and unlock development on, the site.

The link road will form a single-carriageway route between the two access roundabouts. Almost all the traffic generated by the development of Barnsley West would access the highway network from these roundabouts. Hermit Lane is perpendicular to the link road and will be severed but will remain an access to existing dwellings near Higham Common Road.

Full details of vehicular access is detailed in Chapter 4 of the Transport Assessment, submitted under a separate cover.

Farm House Lane

One parcel of the site will be linked to the external highway network via a separate access off Farm House Lane. This land parcel comprises the vacant area roughly bordered by Colster Close and Farm House Lane.

To the west of Pogmoor Lane, the carriageway of Farm House Lane abruptly deteriorates into a track. A new roadway from this point of differentiation will serve the proposed dwellings. There will be no through-road route to the rest of the site, which will be physically separated by an area of green space.

[7] Application 2020/0027

4.4.2 Car Parking

Parking at the development will be provided in with BMBC standards, as detailed in Chapter 4 of the Transport Assessment. 1 electric vehicle charging point will be provided per residential unit (dwelling with dedicated parking), or 1 charging point per 10 spaces (unallocated parking).

The proposed car parking arrangements for Phase 1 are demonstrated on the scheme drawings provided at Appendix A.

The precise layout and quantity of parking for the phases of the development being applied for in outline will be addressed as a reserved matter.

Measures to manage car use are presented below in Table 7.

Table 7: Measures to Manage Car Use

Measures to Manage Car Use		For
1	Promotion of alternative modes of travel within the wider Travel Plan Communication to help reduce reliance on car travel.	R / S
2	Provision of appropriate levels of resident and visitor parking in line with BMBC standards.	R / S
3	Provision of electric vehicle charging points.	R / S
4	Details of types of electric vehicles and local charging infrastructure be included within the Travel Leaflet and communication materials. This may include advice on types of electric vehicles and the promotion of websites such as www.chargeyourcar.org.uk and www.zap-map.com which enable drivers to locate and update EV charge points in UK & Ireland.	R / S
5	Promotion of a national car share platform, such as www.liftshare.com within the Travel Leaflet and communication materials.	R / S
Suggested Additional Measures for School Travel Plan		
6	Allow employees to adjust working hours in order to find a car share match.	S
7	Allocate a proportion of parking spaces as priority spaces for car sharers.	S
8	Where possible, recruit from the local area (where feasible).	S

R = Residents S = School

5 Summary of Travel Plan Actions and Measures

Table 8 summarises the actions required to deliver the Travel Plan.

Table 8: Actions Summary Table

	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC	Strata Sterling Barnsley West Ltd	Prior to marketing of the development
B	Issue the Travel Plan to housebuilders/the primary school to communicate requirement to implement this Travel Plan.	FTPC	At marketing of development as detailed in Section 2.2
C	Appoint a Residential Travel Plan Coordinator to implement this Travel Plan	Housebuilder	As detailed in Section 2.4
D	Appoint a School Travel Plan Coordinator if required	Primary School	As detailed in Section 2.5
E	Produce a School Travel Plan if required with: details of how the School Travel Plan will be managed and monitored; a list of measures; and update of on- and off-site transport facilities. Agree with BMBC.	STPC	As detailed in Section 2.5
F	Fund and implement Travel Plan measures	As per Table 9	As per Table 9
G	Carry out annual travel surveys	RTPC / STPC	As detailed in Section 2.9
H	Prepare and submit monitoring reports to include: surveys and feedback; details of the effectiveness of the Travel Plan; success of existing measures; proposals for future measures.	RTPC / STPC	As detailed in Section 2.10
I	Produce ongoing sustainable travel promotional material	RTPC / STPC	Ongoing

FTPC = Framework Travel Plan Coordinator
RTPC = Residential Travel Plan Coordinator
STPC = School Travel Plan Coordinator

Table 9 gives a summary of the Travel Plan Measures which will be in place to encourage travel to the development by sustainable modes at the residential element of the development. The measures only apply for the lifetime of the Travel Plan.

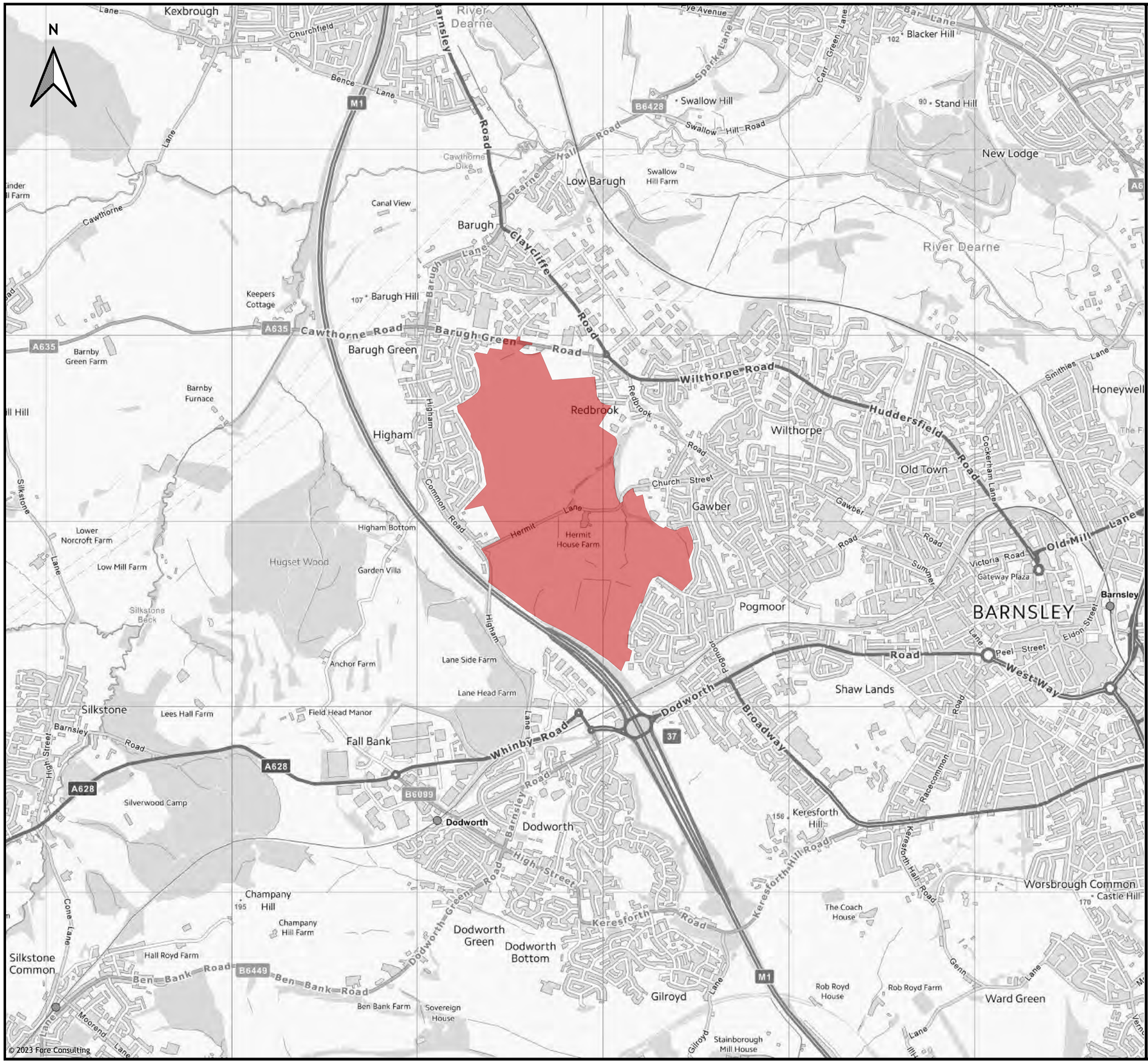
Suggested measures for the School Travel Plan, highlighted in Grey throughout Section 4, are not included in the Table below.

Table 9: Travel Plan Measures Summary Table

To Support	Measure	Responsibility	Implementation
Sustainable Travel	Travel Leaflet to be produced and distributed to residents detailing all available modes of transport, maps, health benefits and timetables.	RTPC	Prior to marketing and ongoing until final occupation
	Travel information will also be summarised on the developments marketing website.	RTPC/ Housebuilder	Prior to marketing
	There will be additional communication every year to highlight aspects of the Travel Plan to residents.	RTPC	Ongoing
	Residents will be asked to opt-in to receiving travel plan communication via email.	Housebuilder	Following purchase of properties
	Details of the Travel RTPC will be included on every piece of travel communication.	RTPC	Ongoing
Walking and Cycling	Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	The Applicant / Housebuilder	Construction
	Provision of adequate cycle parking as per BMBC Parking SPD.	Housebuilder	Construction
Public Transport	The Applicant and housebuilders will liaise with BMBC and local bus operators throughout the planning process to agree an appropriate package of measures to encourage public transport use.	The Applicant / Housebuilder	Ongoing
Reduced Car Use	Provision of appropriate levels of resident and visitor parking in line with BMBC standards.	Housebuilder	Construction
	Provision of Electric Vehicle Charging Points.	Housebuilder	Ongoing

To Support	Measure	Responsibility	Implementation
Reduced Car Use	Promotion of Electric Vehicle use, www.chargeyourcar.org.uk and www.zap-map.com	RTPC	Ongoing
	Promotion of www.liftshare.com	RTPC	Ongoing

Figures



Key:

Indicative Site Boundary

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Fore Consulting Limited
1st Floor, 15 St Paul's Street
Leeds
LS1 2JG

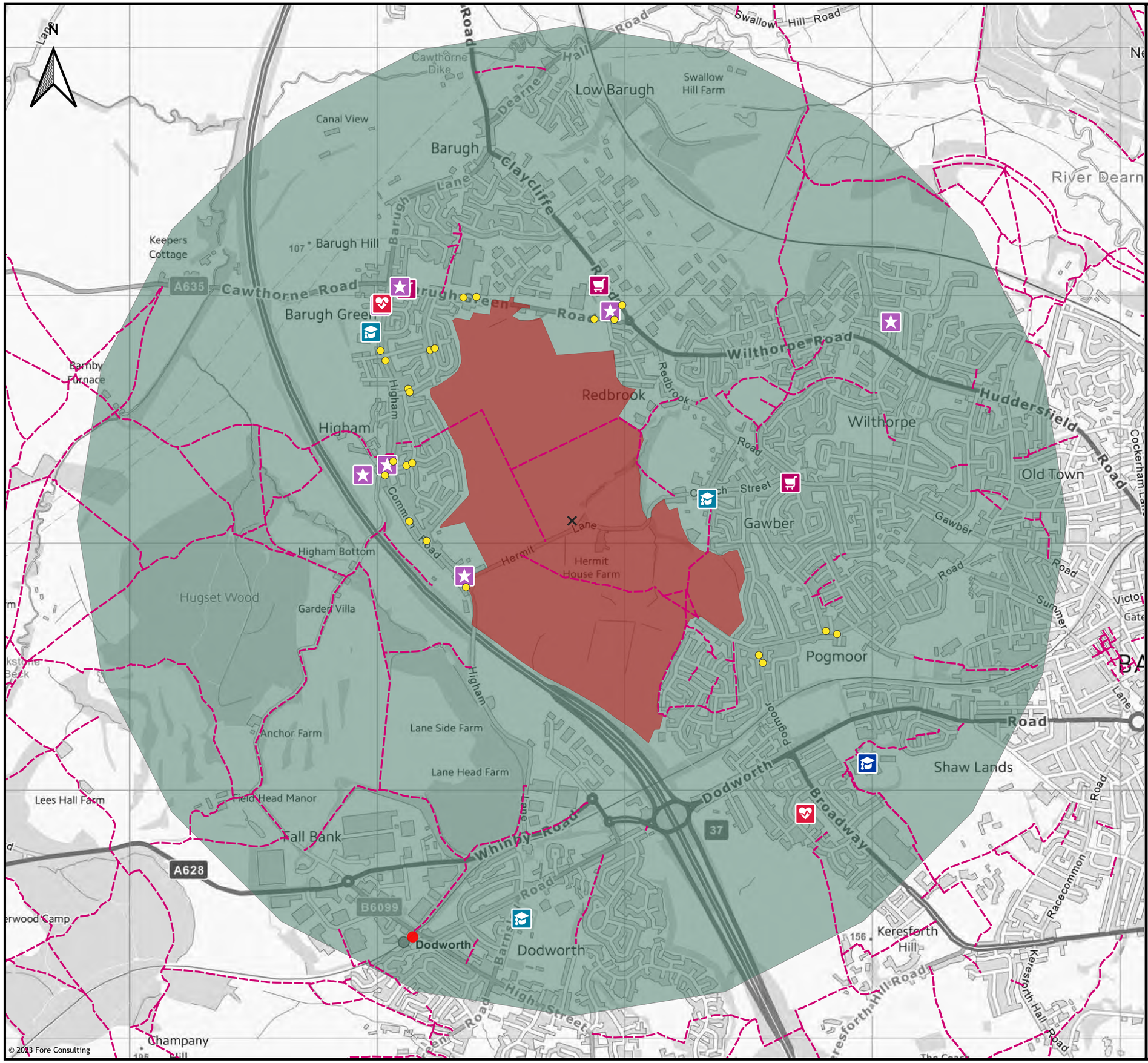
enquiries@foreconsulting.co.uk
www.foreconsulting.co.uk

Client:
Strata Sterling Barnsley West Ltd

Project:
Proposed MU1 Site, Barnsley

Figure Title:
Site Location

Scale:	Figure Status:
1:20,000	Issue
Job Number:	**Figure Number:**
3062	Figure 1



Key:

- Indicative Site Boundary
- Walking Catchment Centre Point
- 2.0km Walking Catchment (as the crow flies)
- Public Right of Way (PRoW)

Local Land Use

- Health
- Leisure
- Retail
- Primary Education
- Secondary Education
- Rail Station
- Bus Stop

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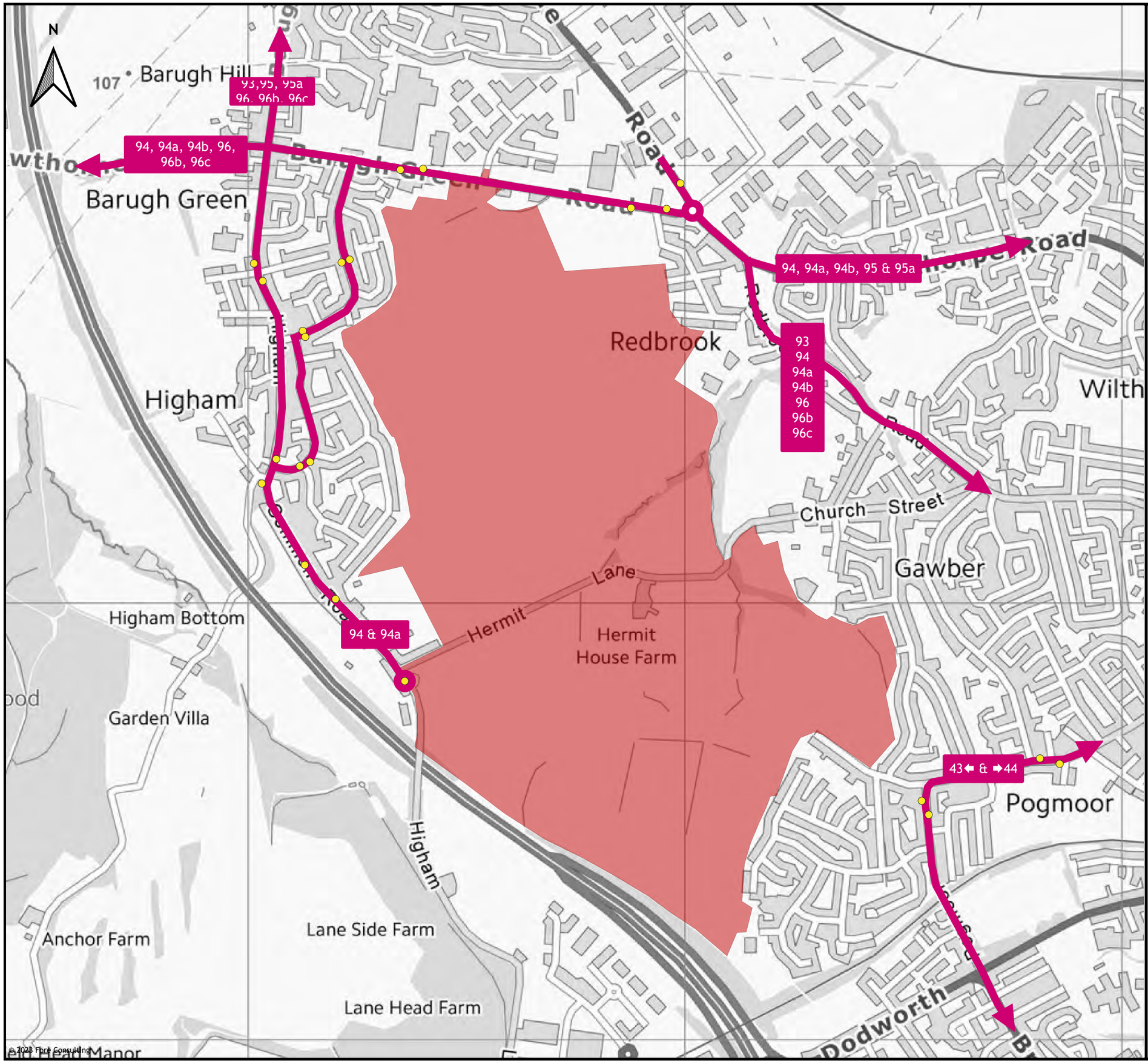
Client:
Strata Sterling Barnsley West Ltd

Project:
Proposed MU1 Site, Barnsley

Figure Title:
Walking Catchment and Local Land Use

Scale:	Figure Status:
1:15,000	Issue
Job Number:	**Figure Number:**
3062	Figure 2

N
ROYSTON
BARNSLEY
WORSBROUGH
Darton
Kexbrough
High Hoyland
Clayton West
Cawthorne
Dodworth
Silkstone Common
Hoyland Swaine
Penistone
Thurgoland
Crane Moor
Birdwell
Upper Hoyland
Platts Common
Blacker Hill
Wombwell
Cudworth
Shafton
Notton
Woolley
Carlton
Lundwood
Monk Bretton
Hood Green
Stainborough
Ward Green
Gilroyd
Kendray
Lowden
Worsbrough Village
Roughbirchworth
Dunsley
Shepley
Langley
Despring
Castle Green
Spring Vale
Hill Top
Fall Bank
Pogmoor
Shaw Lands
Honeywell
Mapplewell
Greenside
Staincross
Carlton
Cundy Cross
Hoyle Mill
Doncaster
Cemetery Road
Wakefield Road
Huddersfield Road
Barnsley Road
Dearne Valley Parkway
M1
A628
A635
A61
A6135
A6133
A6195
A6195
B6098
B6132
B6097
B6096
B6449
B6446
B6449
B6449
B6449



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Key:

- Indicative Site Boundary
- Bus Stop
- Bus Route

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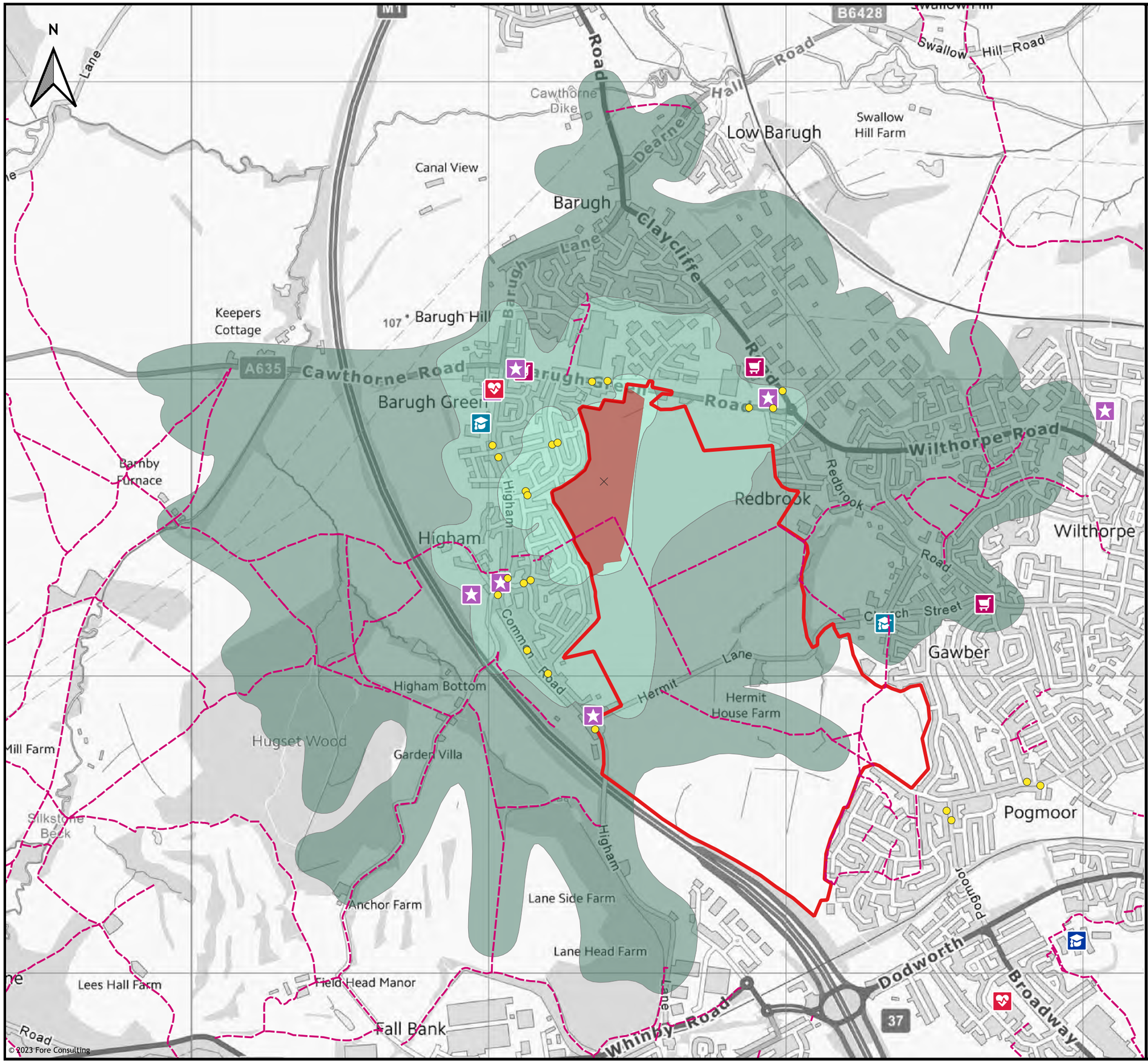
Client:
Strata Sterling Barnsley West Ltd

Project:
Proposed MU1 Site, Barnsley

Figure Title:
Public Transport Network

Scale:	Figure Status:
1:8,500	Issue
Job Number:	Figure Number:
3062	Figure 4



Key:

- Indicative Site Boundary
- Phase 1
- Walking Catchment Centre Point
- Public Right of Way (PRoW)

Local Land Use

- Health
- Leisure
- Retail
- Primary Education
- Secondary Education
- Rail Station
- Bus Stop

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Client:
Strata Sterling Barnsley West Ltd

Project:
Proposed MU1 Site, Barnsley

Figure Title:
Phase 1 - Walking Catchment

Scale:	Figure Status:
1:12,500	Issue
Job Number:	**Figure Number:**
3062	Figure 5

Appendix A

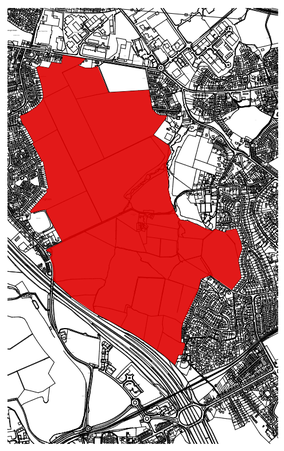
Development Proposals

This document is © Bond Bryan Architects Ltd.
If in doubt ASK. Drawing measurements shall not be obtained by scaling. Verify all dimensions prior to construction.
Immediately report any discrepancies on this document to the Originator. This document shall be read in conjunction with associated models, specifications and related consultants' documents.

Native model: 19028-BBA-ZZ-ZZ-M3-A-0002_Site Model_Reshared_A

North

Key Plan



Site Area: 114.58 ha

Key

- Application Boundary
- Approved Northern Roundabout
- Approved Southern Roundabout
- Private Garden
- Public Landscape
- Highway - Roads & Side Walk
- Homezone
- Formal Play
- Informal Play
- Existing Pedestrian Access
- Proposed Pedestrian Access
- **1** Commercial
- **2** School
- **3** Employment Zone

0 20 40 60 80 100 120m
1:2500

Note:
The drawing is based upon survey information provided by others, no guarantee of its accuracy can be given

rev	description	drawn	checked	date
P02	Application boundary updated to planning consultants comments.	YF	TR	09/07/21
P01	Updated to revised landscape information.	YF	TR	01/07/21

B O N D B R Y A N

The Church Studio Springvale Road Sheffield S10 1LP
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w www.bondbryan.co.uk

Strata Sterling Barnsley West Ltd

Barnsley West Masterplan

Illustrative Masterplan

Originator project ref	Purpose of Issue
19028	**PLANNING**
Scale(s)	Status
1:2500	**S2 SUITABLE FOR INFORMATION**
Paper size	Revision
A1	**P02 PRELIMINARY**

project	originator	volume	level	type	role	number	status	revision
BWM	BBA	ZZ	XX	DR	A	1005	S2	P02

BARNSLEY WEST PHASE 1

All work to be carried out in accordance with the requirements of the Building Regulations,Water Authority and the Construction (Design and Management) Regulations currently in force.

Do not scale from this drawing. Architect to be notified of any discrepancies.

Verify relevant dimensions on site before commencing work or preparing shop drawings. This drawing is copyright.

Rev	Date	Description	By	Checked
A	-	LAYOUT NOW INCLUDES PROPOSED LAYOUT TO WEST BOUNDARY. EMBANKMENT TO NORTH AND EAST BOUNDARY INCLUDED. TOTAL NUMBERS NOW AT 124.	LA	LA
B	01.06/20	LAYOUT RE-DESIGNED TO AGREED PHASING/PARCELS. LAYOUT NOW INCLUDES "ARENA" ENTRANCE, PRE-SOLD PARCEL, STRATA OPEN MARKET AND KEEPMOAT OPEN MARKET PARCELS. TEMPORARY AND PERMANENT ACCESS FROM LINK ROAD PROPOSED.	LA	LA
C	18.06.20	STRATA NOW LOOKING AT WESTERN PARCEL TO LINK ROAD. TOTAL NUMBER OF PLOT AT 234. WITH 155 OPEN MARKET, 42 PRE-SOLD AND 37 AFFORDABLE HOUSING. ENGINEERING CONSTRAINTS ON EMBANKMENTS AND HIGHWALLS NOW DESIGNED AROUND AND IMPACT ON PLOTS FACING THE SOUTHERN ROUNDABOUT HAVE BEN CHANGED TO LIVORNO FROM OPORTO/ BOLOGNA. 3 x GENEVA HAVE BEEN GAINED (P8, 38 & 50). TOTAL PLOT NO. 242, PREVIOUSLY 234.	LA	LA
D	25.06.2020	THE LAYOUTS SHOWN	-	-
E	03.09.20	LAYOUT UPDATED FOLLOWING ENGINEERS COMMENTS LOOP ROAD NOW ADDED ADJACENT TO PLOTS 44-60 RATHER THAN THROUGH ROADS & PRIVATE DRIVES. NEW ACCESS ROAD ADJACENT TO PLOT 190 ADDED. PLOT NO'S INCREASED FROM 242 TO 250.	WS	LA
F	17.11.20	LAYOUT RE PLOTTED WITH NEW MIX IN MIND. PRS PARCEL MOVED TO SOUTHERN SECTION ADJACENT TO PROPOSED ROUNDABOUT. TOTAL NUMBERS DECREASED FROM 250 TO 226.	LA	LA
G	24.11.20	LAYOUT RE WORKED TO NOW INCLUDE 61NO OF AH PLOTS TO COMPENSATE SUB SALE PARCEL. TOTAL UNITS INCREASED FROM 226 TO 230. PLOTS 19-37 NOW OMS. ALL OF THE AH PROVISION IS IN SOUTHERN PARCEL PLOTS 170-230.	LA	LA
H	18.03.21	LAYOUT RE WORKED FOLLOWING EXTERNAL COMMENTS FROM BOND BRYANT TO ENSURE COMPLIANCY WITH OUTLINE MASTERPLAN FRAMEWORK. HAUL ROAD POINTS ADDED ALONG SPINE ROAD. SALES AREA CONFIRMED AND ACCESS TO SALES PARKING AT THE REAR OF SALES PLOTS.	LA	LM/WS
J	20.04.21	LAYOUT UPDATED FOLLOWING LANDSCAPE ARCHITECTS REVIEW AND OPS REVIEW. TITLE BOUNDARY CHECKED AND OUR PROPOSED BOUNDARIES ALIGN. 1NO UNIT LOSS DUE TO LANDSCAPE CONSTRAINTS. TOTAL UNITS AT 229.	LA	TEAM
K	17.06.21	RED LINE BOUNDARY UPDATED	LA	TEAM
L	09.11.2	3 Storey homes removed off the western boundary following comments from the local authority. Barca/Madrid units switched to semi detached Oporto. Total unit numbers remain the same.	LA	TEAM

SITE LAYOUT KEY:

- 1800 HIGH SCREEN WALL
  standard detail reference: SD10.EX.06 & 07
  - refer to materials plan for brick/stone
- 1800 HIGH CLOSE BOARDED TIMBER FENCE
  standard detail reference: SD10.EX.17
- 600 HIGH TIMBER KNEE RAIL
  standard detail reference: SD10.EX.22
- TITLE BOUNDARY - PROVIDED THROUGH VENDOR INFO
- INDICATIVE CAR PARKING SPACE
- 900mm WIDE REAR ACCESS GATE
- 1800x2700 HARD STANDING AREA FOR REFUSE BINS
- DENOTES LANDSCAPED BIN COLLECTION POINT
  900x900mm hard standing area per plot served.
  Refer to standard detail SD.10.113
- SH — SHOW HOMES
- WC — WELCOME CENTRE
- WELCOME CENTRE VISITOR PARKING
- * — SOCIAL HOUSING
- DENOTES TURF (PRIVATE)
  - turf to front and rear gardens to Segment D
  Segment A, B & C turf to front gardens only
- DENOTES TURF (PUBLIC)
  - turf areas to Public Open Spaces to be maintained by Management Company
- ELECTRIC VEHICLE CHARGING POINTS
- DENOTES 900mm WIDE PATH
  - refer to specific detail for composition
- DENOTES SUB STATION
  - refer to services layout for details
- DENOTES HIGH WALL AND EMBANKMENTS LOCATIONS
  - areas of ground that cant be built on - refer to engineering constraints

ACCOMMODATION SCHEDULE

SITE NUMBER:										
DRAWING NUMBER:										
HOUSE TYPE	SALES NAME	BEDS	NUMBER	SQ.FEET	TOTAL SQ.FEET	SQ.METRES	TOTAL SQ.METRES	%	NDSS REQ. (M²)	PLOT NOS
OPEN MARKET (#MY1)										
3-700	NEW 3 BED, 2 STOREY	3	42	998	41916	92.72	3894.09	18.3%		
MY P 404	ROSAS 3 BED STUDY	3	38	1246	47348	115.76	4399.74	16.6%		
3-900	BARCELONA 3 BED	3	6	1182	7092	109.81	658.86	2.6%		
4-400	MADRID	4	6	1468	8808	136.38	818.28	2.6%		
MY 06-V2-4	COPENHAGEN	4	13	1350	17550	125.42	1630.43	5.7%		
MY P 412	OPORTO	4	30	1345	40350	124.95	3748.51	13.1%		
5-100	BOLOGNA +	5	14	1743	24402	161.93	2267.00	6.1%		
MY P 502	VALENCIA	5	7	1986	13902	184.50	1291.53	3.1%		
MY 05-V6-5	NAPLES	5	11	2009	22099	186.64	2053.05	4.8%		
OPEN MARKET TOTAL:			167							
AFFORDABLE (#MY10)										
MY A-251	T1	2	23	806	18538	74.88	1722.22	10.0%		
MY A-252	T2	3	30	923	27690	85.75	2572.46	13.1%		
3-601	3B4PCT	3	9	933	8397	86.68	780.10	3.9%		
AFFORDABLE TOTAL:			62							
TOTALS:			229		278092		25835	100%		

Area Gross:	8.87	Hectares	
Area Gross:	21.92	Acres	
Non Developable/POS area	0.5	Hectares	
Non Developable/POS area	1.24	Acres	
Developable area	8.37	Hectares	
Developable area	20.68	Acres	AFFORDABLE 22%
Density:	27.36	Units / Hectare	
Density:	11.07	Units / Acre	
Sq.ft/acre	13,446	Sq.ft/acre	
Sq. Metres/Hectare	3,087	Sq. Metres/Hectare	

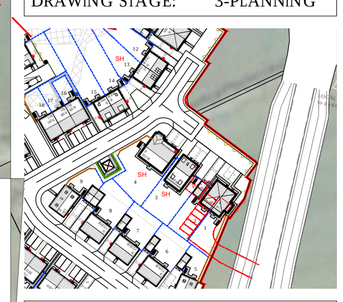
HOUSETYPE RANGE: MIY

SPECIFICATION TYPE: TBC

LAND CLUSTER: 4 (S. YORKS)

LAND SEGMENT: B

DRAWING STAGE: 3-PLANNING



SHOW HOME COMPLEX

LANDSCAPE SPEC: SILVER

strata

strata homes limited | quay point | lakeside | doncaster | DN4 5PL
t: 01302 308508 www.strata.co.uk

scale: 1:1000@A1 | drawn by: LA | date: 18.06.20

Project: BARNSLEY WEST PHASE 1, S75 1

Drawing: SKETCH LAYOUT

Planning Ref: N/A

Drawing Number: 20-CL4-SEGB-BWP1-02

Revision: L

North

pm am noon

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