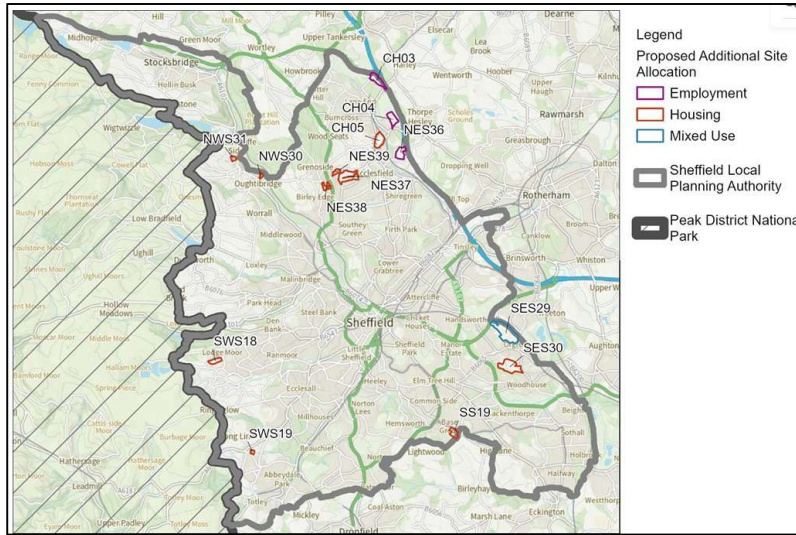


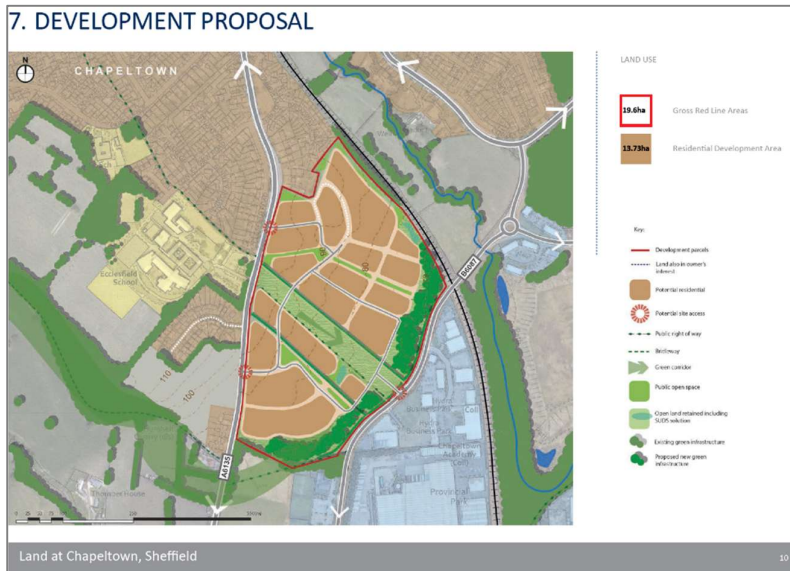
# “The Sheffield Plan”

## Review of Proposed Junction for Site CH05 ‘Land to the east of Chapeltown Road, S35 9ZX’

(also previously referred to by Sheffield City Council as Site S03038)



Map of Sites – SCC



Proposed Site Accesses – DLP Planning ltd for Limes Developments ltd

April 2026

## **1 TERMS OF REFERENCE**

Aprica Ltd has been commissioned by a local interest group to comment on the highway implications for the proposed junction arrangement at Site CH05 (also previously known as site SO3038) 'Land to the east of Chapelton Road, S35 9ZX', hereafter referred to as 'CH05', one of the sites identified in the proposed 'Sheffield Plan' ('the Plan') Consultation Documents.

The purpose of this report to is assess the transport and traffic implications of the current proposal. It is intended that this report be considered by the interest group with a view to submitting a formal response to Sheffield City Council ('SCC'). The report is based on local knowledge, prevailing highway conditions and available documents, illustrative drawings etc.

Ian Taylor (I.Eng MICE) has produced this report. Ian is an Incorporated Engineer and a Member of the Institution of Civil Engineers, with thirty-five years' experience of public and private sector highway infrastructure disciplines including transportation planning, RoSPA accredited accident investigation & prevention, traffic management, road safety audits, traffic regulations, and highway design & construction. Ian has led on numerous major highway projects for Local Authorities and has presented at Planning Committees, Council meetings, public meetings and drop-in events, and at Public Inquiry.

## **2 INTRODUCTION**

The scope of this report is to consider the proposed 'Main Modifications' for the Sheffield Plan (the Plan), for site CH05, a site of 19.62 hectares, proposed for the construction of 549 dwelling. The intention is to offer expert comments on the site's safe and practical useability by the travelling public, and the impact on the highway network.

For ease of reference this report is separated into the following parts:

- 1 Terms of Reference
- 2 Introduction and Executive Summary
- 3 Background
- 4 Assessment of Highway Proposals
- 5 Sustainability
- 6 Injury Collision Record
- 7 Other Factors to Consider
- 8 Conclusions and Recommendations

## EXECUTIVE SUMMARY

This report provides an independent review of the highway and transport implications of the proposed access arrangements for the Sheffield Plan allocation CH05 “Land to the east of Chapeltown Road, S35 9ZX”; previously S03038, proposed for around 549 dwellings on 19.62 hectares. It considers whether the emerging access strategy is safe, practical and policy-compliant, and whether the evidence is proportionate at Plan stage given the Inspectors’ “Golden Rules” requiring impacts to be demonstrably mitigated and sustainable travel to be achievable.

### Key findings

- The A6135/B6087 corridor and wider Chapeltown/Ecclesfield network is already heavily congested (including school peaks and M1 diversion periods), leaving limited operational capacity.
- Safe, workable access arrangements have not yet been demonstrated; key matters (visibility, junction form, capacity and queuing interaction) are deferred to a future Transport Assessment.
- Sustainable travel evidence is weak: walking/cycling conditions are constrained and delivering LTN 1/20-compliant cycling infrastructure on these corridors appears challenging; bus/rail accessibility is variable and, in places, beyond walking distance thresholds.
- Road safety is a material consideration: CrashMap (2020–2024) indicates multiple injury collisions on Chapeltown Road and Nether Lane, including a fatality on Nether Lane, reinforcing the need for robust design and mitigation.

### Implications for the Sheffield Plan (Regulation 19)

As presented, the allocation is not yet supported by sufficiently specific transport evidence to robustly demonstrate that it is *justified*, *effective* and *consistent with national policy*, or that the Golden Rules can be met.

### Recommendations

- Before confirming allocation, the site requires a robust and agreed Transport Assessment showing safe access design, acceptable junction/network operation and realistic cumulative impacts.
- Secure deliverable mitigation should be secured by enforceable pre-commencement (Grampian style) requirements for off-site highway works, safety measures and monitoring.
- A credible sustainable travel package (walking/wheeling/cycling links and compliant bus stop upgrades).

If these recommendations cannot be demonstrated and delivered, remove, reduce or reconfigure site CH05.

### 3 BACKGROUND

Planning Inspectors have considered the 'Sheffield Plan' (the Plan) proposals under a number of stages of the Planning process. This stage is 'Regulation 19' of The Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 19 focuses on four main tests, the previous comments and objections etc already having been considered in what is effectively the Planners' agreed shortlist of sites with potential but requiring further assessment and consideration. The Inspectors are unlikely to consider previous comments, since they have already considered them in shortlisting, and will now consider the four tests, namely that the Plan must be: **Positively Prepared:** Based on a strategy that seeks to meet objectively assessed development and infrastructure requirements; **Justified:** Based on proportionate evidence; **Effective:** Deliverable over the plan period; **Consistent with National Policy** (such as the National Planning Policy Framework (NPPF)).

The Inspectors consider the Plan to be 'sound and legally compliant subject to some modifications being agreed and made'. The modifications must undergo sustainability appraisal, habitats assessment, and public consultation. The Inspectors will essentially seek to determine whether adding sites, such as CH05, makes the plan 'more sound' (by meeting employment needs etc), or 'unsound' by creating unmitigable traffic issues.

The proposals still lack detail on, for example, precise numbers and layout of houses, number of people employed, acceptable likely trip data (see below under TRICS), which makes it difficult for Inspectors to make a final decision, and for consultees to offer fully considered responses. Neither is there sufficient mention, or demonstrable evidence, of the possible cumulative effect of the addition of the proposed greenfield sites to the many other committed and ongoing developments in and around Chapeltown and Ecclesfield, for example those in Grenoside, Oughtibridge, Deepcar, Thorpe Hesley, Hoyland and other nearby locations. Several are either committed or already in construction in and around Chapeltown and Ecclesfield alone. It does not seem that the overall traffic impacts of these developments have been sufficiently considered in the individual site assessments for the Sheffield Plan, or as a whole.

Whilst it must be accepted that building on some Green Field land might offer more variety and choice of homes, and local employment opportunities, this should only be considered over Brown Field/urban development where it can be achieved without significant impact at the proposed site and in the wider area. More detail needs to be provided on, and more consideration given to, the impact on the existing local road network and how any proposals taken forward could be mitigated to eliminate or sufficiently reduce adverse effects. Should it not be possible to reduce adverse impacts to acceptable levels, these sites should be withdrawn and alternatives sought.

In the previous review of the proposed Sheffield Plan (July 2025) Aprica assessed site CH05 (known then as S03038). At that time no access arrangements were available. The earlier assessment is shown below along with the Council's assessment of suitability. Aprica's comments follow and largely still stand other than the collision statistics which have been updated, and the now identified proposed site accesses.

### Green Belt site allocation appraisal (Housing)

Site Reference: S03038

Address: Land to the east of Chapeltown Road, S35 9ZX

Gross site area: 19.62 Hectares

Net housing area: 13.73 Hectares

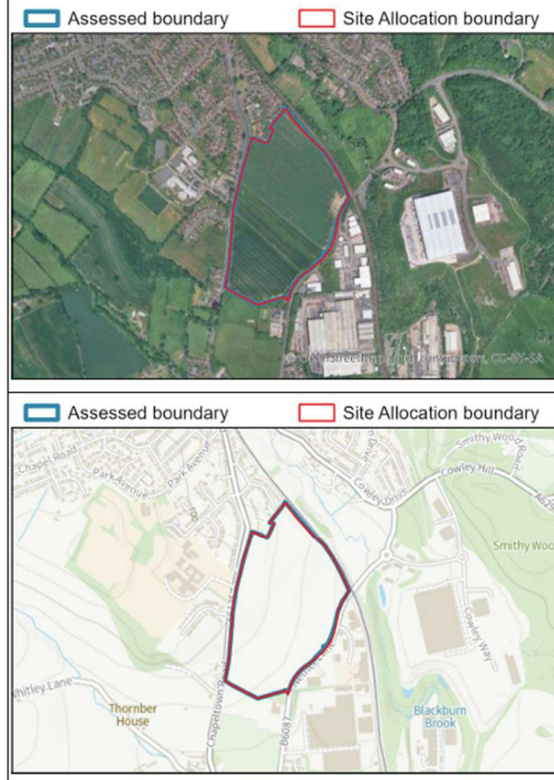
Estimated housing capacity: 549 homes

Net employment area: 0.00 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



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Distance to core public transport network (CPTN)	Y	Some of the site is within the Core Public Transport Network buffer, or within a 400m walk from a 3 bus per hour bus stop
Access to active travel/cycle network	Y	Site within 400m of an existing off-carriageway cycle route
Potential to increase the viability of public transport or support investment in new public transport infrastructure	-	Site is beyond 400m of planned bus network improvement or 800m of planned tram/rail network improvement
Availability of local facilities and education capacity	YY	Site within 800m of 4 classes of local facility
	N	No current surplus capacity for either Primary or Secondary education
	YY	No community/leisure/recreation facilities on-site
<ul style="list-style-type: none"> <li>Part of the site is around 800m of Chapeltown railway station, and the entire site is within 1.6km.</li> <li>Some of the site is within 400m of the Core Bus Network (as at December 2023).</li> <li>Site is within 400m of an active travel/cycle network. Footpaths on site should be retained.</li> </ul>		
<ul style="list-style-type: none"> <li>Site is within 10-minute walk (800 metres) of a convenience shop and at least 3 other types of community facilities or important local services within Chapeltown.</li> <li>There is a primary school within 3.2km of the site (although no surplus capacity).</li> <li>There is a secondary school within 4.8km of the site (although no surplus capacity).</li> <li>There is a primary health care facility within 3.2km of the site.</li> </ul>		
<ul style="list-style-type: none"> <li>Potential capacity issues previously identified at the junctions of A6135 Ecclesfield Road / A629 Cowley Lane and Burncross Road / Lound Side in the centre of Chapeltown.</li> <li>Site is within 5km of an M1 junction.</li> </ul>		

#### Aprica comment:

- The site is rated green (Y) for proximity to an active travel network, being within 400m of an existing or proposed cycle route. The reference is likely to be to Route 67, which is more of a circular leisure loop around High Green, Wentworth, Thorpe Hesley and Parson Cross. Commuter cyclists are unlikely to find this loop beneficial, attractive, or of use for commuting
- Bus travel enhancement is unlikely to be viable, with an unrated (yellow) rating for proximity to planned improvements. The stated distance from a bus stop (400m) would depend on where access was achieved. Sunday services are hourly at best, and in some cases none
- School and healthcare facilities have a negative (N) rating and are too far away for sustainable travel and in any event the schools are full
- The site is rated double-positive (YY) for community/leisure/recreation facilities yet it is stated that there are none. This needs clarification

- There has been one slight injury on the roads in question, specifically Nether Lane (CrashMap 2019-2023)
- ~~Accesses onto Chapeltown Road/Ecclesfield Road and Nether Lane are not identified and would need to be considered further should this proposed site be progressed.~~

Because of the concerns raised during the previous hearings, the Inspectors have stated that the final proposals for site CH05 must include 'Golden Rules' main modifications. (now embedded in the Sheffield Plan's own policies following the Inspectors' 2025 findings). The Golden Rules mean that the developer must prove that they can mitigate the impact on local roads. For CH05, this is likely to mean safety and capacity improvements on Chapeltown Road and Nether Lane as well as at strategic junctions and bottlenecks. Active travel measures are also likely to be required.

#### **4 ASSESSMENT OF HIGHWAY PROPOSALS FOR SITE CH05**

##### Surrounding Network

Over the years several feasibility studies have been carried out by SCC, and some traffic management schemes have been introduced. For example High Street/St Michael's Road/Wordsworth Avenue traffic calming and improvements for pedestrians. Other studies have not resulted in any improvement schemes being taken forward. These include the High St/Yew Lane/Stocks Hill/Town End Road/Church Street loop, and a number of studies for Church St/Town End Road/The Wheel, where narrow streets, parking, visibility, pedestrian safety and parking have long been a serious concern and remain so. This is partly due to the physical inability to introduce measures due to narrow roads, restricted visibility, tight building lines etc).

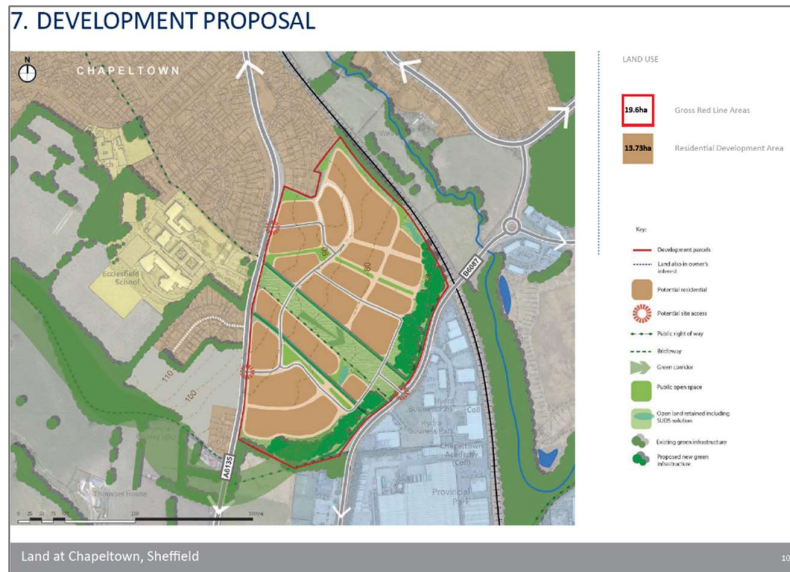
In Chapeltown the approaches to the central roundabout, particularly on the A6135 Station Road and Lound Side, are bottlenecks and become congested with through traffic and those seeking to park for the railway station, school and shops. The area is a popular diversion for Motorway traffic during busy times on the M1. The M1 is regularly congested and Junctions 35 and 36 offer a convenient diversion onto local roads, adding motorway traffic to the mix. The junctions themselves are regularly congested, and tailbacks can reach all the way along Nether Lane and into Ecclesfield, as well as along the A629 into Chapeltown. The A6135 The Common/Chapeltown Road/Ecclesfield Road suffers regular congestion and is one of the most notorious in North Sheffield. New homes, supermarkets and other new amenities have in recent years all exacerbated the long-standing traffic problems in and around Chapeltown and Ecclesfield.

##### Statement of Common Ground (SOCG)

The SOCG between SCC and Limes Developments Ltd states that '*SCC is satisfied that, subject to further technical discussions at the pre-application and application stages, the site can be safely accessed from both Chapeltown Road and Nether Lane but that final confirmation of access arrangements will be provided through a detailed Transport Assessment at the planning application stage; The site is close to regular bus services connecting it to Chapeltown, Ecclesfield, and Sheffield City Centre.; It is within walking distance of Chapeltown Railway Station, supporting sustainable travel options for future residents;*' This is surprising considering a number of important factors which are discussed in the relevant sections below, and include infrastructure which is already under severe strain, the coalescence of settlements and other developments already taking place in the area.

## Proposed Accesses off Chapeltown Road

There are two proposed accesses off Chapeltown Road. One is around 800 metres south of the Chapeltown Roundabout and the other is around 500 metres north of the Church Street junction.



*Proposed Site Accesses – DLP Planning Ltd for Limes Developments Ltd*

Chapeltown Road, part of the A6135 corridor linking Sheffield with the M1 Junction 36 'Tankersley Junction'. The road is highly congested during busy times but suffers road safety and speeding problems during off-peak times. There is a safety camera just a few hundred metres north of one of the proposed accesses. The collision statistics are discussed in more detail below.

Until the above-mentioned Transport Assessment is produced and agreed, there is no certainty that the locations of the accesses are suitable. Ecclesfield School (the largest secondary school in Sheffield with over 1700 pupils) is located between the two proposed accesses on Chapeltown Road. Traffic at school start and end times and commuter rush hour results in all the roads around the area becoming gridlocked, particularly Chapeltown Road, Ecclesfield Road, Nether Lane, Cowley Lane and Station Road. Parking near the school at drop off and pick up times causes Chapeltown Road to narrow significantly, reducing traffic flow to single way working. Whilst the footways on Chapeltown Road are generally quite wide, they are in places narrowed by features such as grass verges and overgrown foliage.

## Proposed Access off Nether Lane

Nether Lane is a busy 'B' road (B6087) and forms part of the notorious 'rat run' along Cowley Hill/Nether Lane/Mill Lane/Church Street/Town End Road/The Wheel/Wheel Lane. It is part of a key local distributor route which operates close to and sometimes over-capacity and nether Lane becomes gridlocked. Existing congestion on the route materially constrains the local network and undermines junction performance at the M1.

## 5 SUSTAINABILITY

In the UK, standards for sustainable travel and the hierarchy of travel modes are set by the Department for Transport's (DfT's) Manual for Streets (MfS) and Local Transport Note 1/20 (LTN 1/20). The DfT publishes the National Planning Policy Framework (NPPF). Paragraph 114 explicitly states that applications should "give priority first to pedestrian and cycle movements." The MfS is the go-to guide for urban design. It established the hierarchy that places pedestrians at the top and private cars at the bottom.

Active Travel England (ATE) is the government's Sustainable Travel Inspectorate. It reviews large planning applications (such as CH05) to ensure that they meet these standards. If a site is too 'car-dependent' ATE can formally object. ATE note that Site CH05 is physically separated from Ecclesfield by steep topography and existing boundary lines. They have demanded that the site must have multiple high-quality pedestrian and cycle access points. They are concerned that if the only way in and out is via the busy A6135, residents and visitors will default to driving, even for short trips to the local shops. ATE mandate that all cycling infrastructure provided must meet LTN 1/20 standards. This includes physically segregated cycle tracks rather than the outdated shared use facilities which comprise painted lines and offer little protection from vehicles. Given the narrowness of parts of the A6135 and the B6087 Nether Lane, it would seem difficult if not physically impossible to provide safe, compliant cycling infrastructure without further impacting the already restricted vehicle capacity.

The South Yorkshire Mayoral Combined Authority (SYMCA) has been mandated by the DfT that all local transport authorities are required to review and update their statutory Local Transport Plans (LTP's) to align with current national and local priorities, and to provide a more consistent basis for determining future investment priorities. 'Connecting Sheffield' is part of the long-term vision for the future of travel in the city of Sheffield, creating high-quality, convenient and safer routes into and around the city for cycling, walking and public transport. Funding has been made available, from central Government and other sources, to deliver work that aims to transform the city and enable people to make better travel choices. The website <https://haveyoursay.sheffield.gov.uk/connecting-sheffield> gives updates on projects. At present there are none in the vicinity of site CH05 or north Sheffield in general, but hopefully a case will be made for at least some studies in the area.

For site CH05 the hierarchy of travel modes – 1. Walking, 2. Cycling & wheeling, 3. Public transport, 4. Private car – needs much more consideration and more detail provided on how active and sustainable travel can genuinely be achieved, before the site progresses. This is explored in more detail below.

The location of site CH05 bordered by a very busy A road and quite a steep narrow B road raises concerns that sustainability has not been given due consideration or will be achievable.

### **Sustainable Travel Modes**

**1. Walking:** Whilst the footways on Chapeltown Road are generally quite wide, they are in places narrowed by features such as grass verges and overgrown foliage. The volume of traffic on this busy A road, however, would be a strong limiting factor in people choosing to walk. Whilst physical improvements could be made to the footways, little or nothing could be done to remove or reduce

the proximity of high volumes of traffic and possible speeding vehicles from passing close to pedestrians.



*Chapeltown Road Restricted Footway - Google*

Footways on Nether Lane lack connection, are non-existent in places, and are very unattractive for walking. Again it is highly unlikely that anyone would walk to and from the site even if significant improvements were made. This seems physically impossible due to its narrowness.



*Narrow Footway on Nether Lane - Google*

**2. Cycling:** Much as for walking, the roads are steep in places and there are no cycle measures whatsoever. Only the most serious cyclists would be likely to cycle to site CH05 and back. The claim that the site is ‘within 400 metres of an active travel network’ is very misleading as it can only be referring to the circular NCN Route 67, which is a leisure loop around High Green, Wentworth, Thorpe Hesley and Parson Cross. Commuter cyclists are unlikely to find this loop useful.

**3. Public Transport:** Bus services along Chapeltown Road are frequent but those on Nether Lane are not. The only bus stops on Nether Lane are the two near The Common, some 600 metres or so away from the proposed access. Add to this a potential 500 metres or so from the furthest points

within the site and bus users could be looking at a 1km walk, much further than the Nationally recognised acceptable maximum of 400 metres.

Most of the bus stops on Chapeltown Road and both of those on Nether Lane are outdated and not compliant with current requirements for raised bus boarder kerbs, tactile pavings for partially sighted users, bus stop clearway markings, and preferably shelters unless the stops are 'alighting only'.

Chapeltown Railway Station is a potential 20 minute walk (1.6km or so) away, which is not at all convenient for walking to the station even if the suggested dedicated walking route is provided. There is no car park at the station so those driving there would probably park on-street, adding to the traffic problems.

**4. Private Car:** Since sustainable travel modes are poor, unattractive or are non-existent, the car is highly likely to be the main mode of transport for people living in or visiting the houses on the proposed site.

### **Trip Generation and TRICS**

TRICS is 'Trip Rate Information Computer System'. It is effectively an industry-standard historical library of traffic figures. When developers want to build something new – such as housing or commercial space – they must demonstrate how much extra traffic the development will put on the highway network. Because the development doesn't yet exist the developer uses TRICS and its database to assess and demonstrate what has happened at similar sites in the past.

Whilst TRICS contains thousands of real-world traffic counts from across the UK and Ireland, its outputs are often controversial and site CH05 is no exception. ATE has challenged the TRICS numbers on the grounds of the site not being as sustainable as the 'test' sites. and do not reflect the reality of the current congestion in the area. Developers naturally want to demonstrate the minimum impact on the highway network and might naturally cherry pick test sites. Critics argue that Planners should design for a typical busy day (called the 85th percentile), whilst Developers prefer to use the average day (the mean) which makes the impact look smaller. Thus, in real-world terms actual traffic volumes and impacts are very often significantly worse. Driver and other road user behaviour in 'the real world' is not like a computer model in any case. A common example would be where drivers stop in long lines of slow moving main road traffic to let single vehicles in or out of minor junctions, thereby impacting on dozens of following main road vehicles.

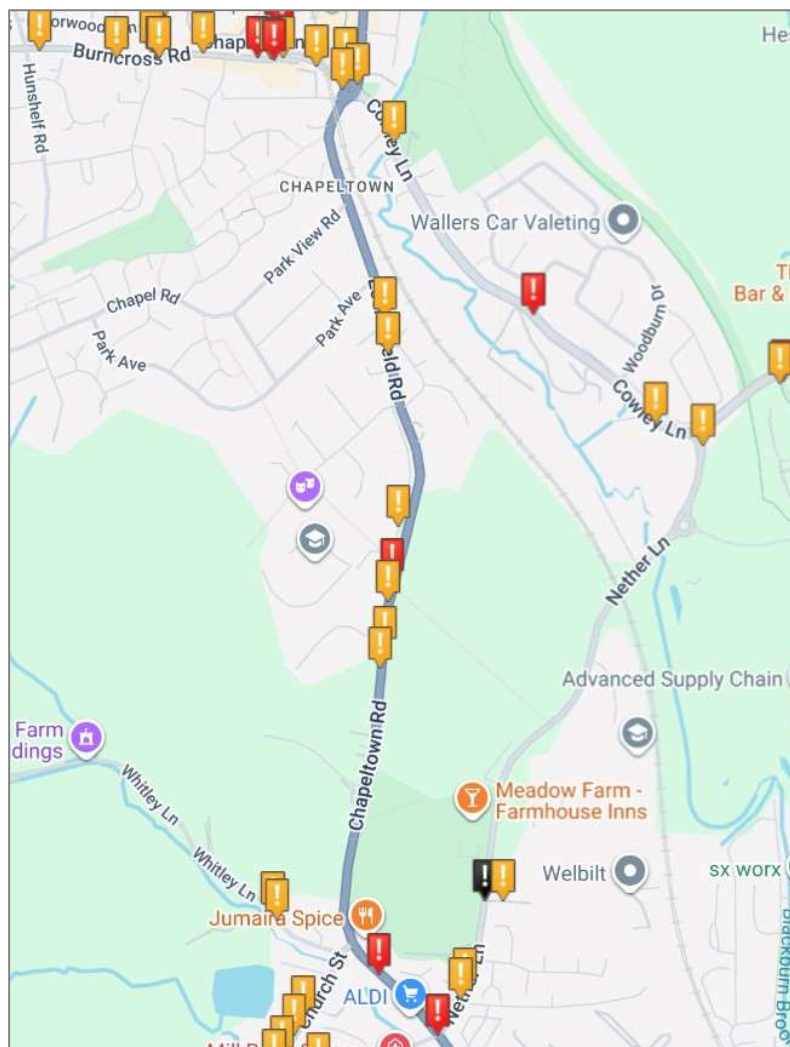
Aprica does not have the software or expertise to challenge TRICS (Trip Rate Information Computer System) and to do so would take many hours. It is therefore beyond the remit of this report but the core issue for Site CH05 seems to be the discrepancy between the theoretical model used by SCC and the likely reality of modal transport choice.

The data should be closely checked to ensure its soundness and, if necessary, re-run using data appropriate for busy congested roads such as those around site CH05. As mentioned above, experience has shown that in practice actual trip numbers (especially for private vehicles) are very often higher than those suggested in Transport Assessments (TA's). Software can easily be used to manipulate and 'adjust' modelled outcomes, whereas in real-world circumstances, people's behaviour and choices dictate what actually happens.

## 6 INJURY COLLISION RECORD

'CrashMap' is a website that uses official government data (the STATS19 database) collected by police forces across the country, to allow users to see where, when, and (for a fee) how road traffic collisions (RTC's) are occurring in their local area.

According to 'CrashMap', for the latest verified five-year period (2020 to 2024 inclusive) there have been three serious casualties and seven slight casualties on Chapeltown Road (between the Chapeltown Roundabout and Nether Lane). On Nether Lane there has been a fatality and four slight injuries. In terms of the number of injury collisions, it should be noted that although there is little published data on unreported collisions, the Department for Transport (DfT) suggests that '*for every reported and recorded injury collision there could be as many as 5 unreported injury collisions and 20 damage-only collisions*'. Near misses could be as many as 300 per recorded injury collision.



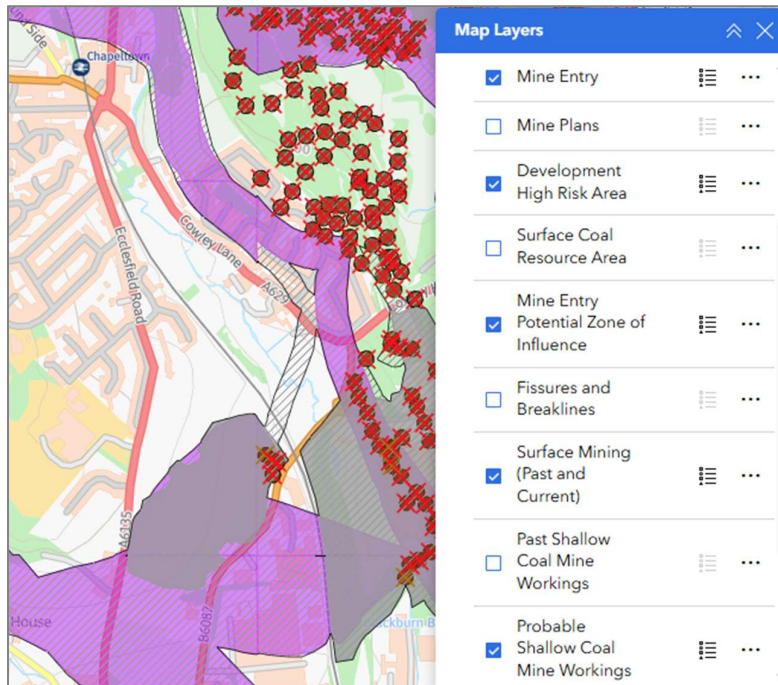
*Injury Collisions on Chapeltown Road and Nether Lane - CrashMap*

## 7 OTHER FACTORS TO CONSIDER

The National Planning Policy Framework (NPPF) and SCC' own Policies resist the coalescence of settlements and Greenbelt land is scored in terms of importance against such sprawl. Site CH05 is said to be one of the last remaining parcels of land providing such an essential gap, apparently the highest scoring (score 17) site for Greenbelt purposes.

### Mining

The Government's 'Mining Remediation Authority' map shows the access and the wider site to be subject to 'mine entry', 'development high risk area', 'mine entry potential zone of influence', 'surface mining' and 'probable shallow coal mine workings' status. The Mining Remediation Authority (formerly known as the Coal Authority in the UK) holds the legal right to give or withhold a Permit to disturb the ground. These issues would clearly have to be addressed as part of the decision on whether or not to grant the planning application.



*Map of Mining Issues – Gov.uk Mining Remediation Authority*

### Flooding

No Flood Risk Assessment (FRA) or Sustainable Drainage (SuDS) strategy has yet been presented for the site, which has potential for increased surface water runoff into Nether Lane and Blackburn Brook. Chapeltown itself is prone to flood risk. Any proposed access would need careful planning to mitigate for water and flooding.

There are ecological and environmental constraints on site CH05 which would need to be factored in when designing the internal layout. For example a mandatory 15 metre no-build buffer would probably be required to protect the ancient woodland status. Animal species including bats would also need to be considered when designing street lighting etc.

## Air Quality

The area around the site (because of the A6135 and local congestion) is an Air Quality Management Area (AQMA) and mitigation would probably need to include electric vehicle (EV) chargers, Travel Plans and financial incentives for new residents. Sadly Travel Plans are notorious for failing and low uptake on incentives, and rarely if ever enforced. All the more reason, therefore, for genuinely achievable sustainability measures to be paramount. If such measures cannot be guaranteed the site should be withdrawn.

## **8 CONCLUSIONS AND RECOMMENDATIONS**

### **Conclusions**

More evidence needs to be provided, bearing in mind the known issues around site CH05, that the proposed accesses would be safe. Currently further development at this location would seem inappropriate based on the known congestion and the poor collision record. Proposals would need to be compliant with National Planning Policy and are probably not physically deliverable given the available highway widths etc.

Of the 'Four Points' mentioned in Section 3 above, the Inspectors should note the following:

**Positively Prepared:** The proposals do not currently meet 'objectively assessed development' or 'infrastructure requirements':

- The assessments appear to have been rushed in effort to meet timescales and seem optimistically in favour of the proposed development.
- The Strategic Highway Network (SRN), particularly the M1, seems to have been prioritised in the assessments whilst the local network's already significant traffic and safety issues have been largely overlooked.
- The consultation documents provide no confidence that the local highway network would be able to cope with the increase in traffic demand. Neither is there anything to offer confidence that that local and national policy and objectives, such as active and sustainable travel, could be achieved.

**Justified:** The proposals are not based on proportionate evidence:

- The allocation of site CH05 is not currently supported by proportionate or complete transport evidence. The cumulative impact of CH05, alongside major neighbouring developments, in an already badly congested area, is concerning TRICS data is questionable and it is possible that the site could generate significantly higher traffic movements, particularly by private car.
- If TRICS outputs are not based on like-for-like sites the projected sustainable travel figures are likely to be far too optimistic.

**Effective:** Deliverable over the plan period:

- The site cannot be made safe and sound without major external highway works and even then would be likely to still present additional hazards and congestion. It is therefore unlikely that acceptable proposals, in terms of Policy etc, could be delivered within an agreed period, if at all.

**Consistent with National Policy:** The proposals are not consistent with Policy such as the NPPF.

- The proposals do not offer sustainable transport improvements in an area where they are woefully inadequate at present.
- The proposals would have an unacceptable impact on traffic and road safety for the local highway network and its residents. The proposed locations of the accesses present potential hazards in an area with an already poor collision record.
- In terms of sustainability, walking to and from the site is unlikely due to the unattractive footways where significant traffic volumes pass close-by to those walking. Footways are narrow or non-existent in places. There is no cycle infrastructure at all and no evidence is provided to demonstrate how LTN 1/20-compliant cycle infrastructure could be delivered.
- Bus services are not infrequent on Chapeltown Road but they are on Nether Lane. The bus stops are not particularly convenient and are nowhere near to an acceptable standard. Rail access is impractical at 1.6km away.
- Active Travel England (ATE) requires developments to enable at least 50% of short trips by sustainable modes by 2030. There is no indication of any chance of achieving this.
- The site would be overwhelmingly car-dependent.

### **Recommendations**

The allocation of Site CH05 should be very carefully assessed for safe and sustainable travel to be a completely realistic proposition. If no such proof can be provided, the site should be removed from the Sheffield Plan due to likely road safety hazards, unmitigable constraints on the local highway network, and failure to be able to meet sustainability requirements.

Should any development go ahead Grampian-style Conditions need to be imposed such that no development can commence until the issues of safety, traffic impact, sustainability and other concerns have been fully addressed and works completed, including suitable measures in the wider local highway network area. If this is not possible the site should not proceed.

If sustainability aims are to be anywhere near successful, a robust Sustainability Strategy must be prepared in order to provide direct, safe walking and cycling links to Ecclesfield, Chapeltown, the railway station etc. via new and improved footways and paths, segregated LTN 1/20-compliant cycle infrastructure, and improved bus infrastructure with fully compliant bus stops and shelters (raised bus boarder kerbs, tactile paving, bus stop clearways). These measures should also be enshrined in Grampian Planning Conditions.

More robust and accurate assessment needs to be made of the likely cumulative impact on the wider highway network, capturing realistic site CH05 traffic, known existing traffic problems, and known committed residential and commercial developments in Ecclesfield, Chapeltown, Thorpe Hesley etc.