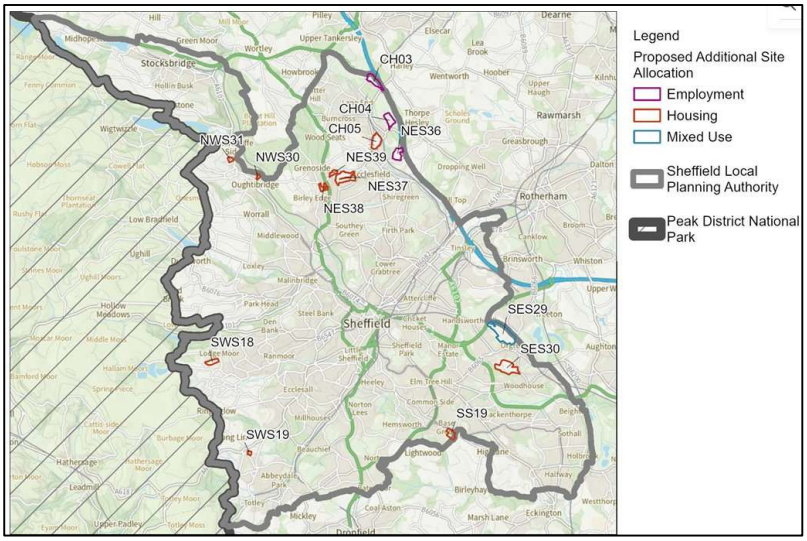
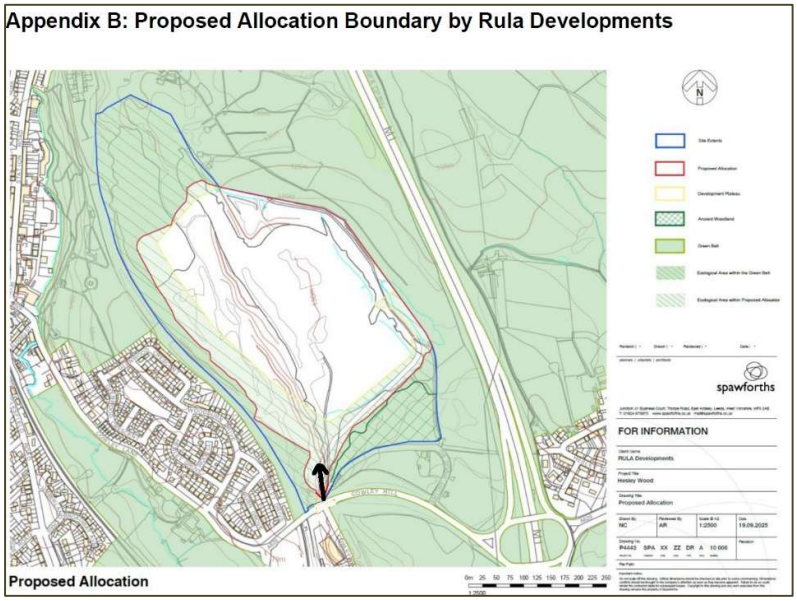
“The Sheffield Plan”

Review of Proposed Junction for Site CH04 ‘Hesley Wood, North of Cowley Hill, S35 2YH’

(also previously referred to by Sheffield City Council as Site S04639)



Map of Sites – SCC



Site Illustration, Annotated to Show Proposed Site Access – Spawforth

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 CH04 (also previously known as site SO4639) '*Hesley Wood, North of Cowley Hill, S35 2YH'*, hereafter referred to as 'CH04', 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 CH04, a proposed employment site of 15.61 acres. 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 reviews the highway, transport and sustainability implications of allocating Site CH04: '*Hesley Wood, North of Cowley Hill, Chapeltown, S35 2YH'* as an employment site within the Sheffield Plan Main Modifications (Regulation 19). The assessment concentrates on the proposed access from Cowley Hill (A629) and the effects on the local and strategic highway network, road safety, and compliance with national and local policy.

Site CH04 lies less than 500 metres from M1 Junction 35, an already heavily congested location where peak-period traffic frequently queues back onto the motorway slip road. Cowley Hill and Nether Lane are key local distributor routes operating close to and sometimes over-capacity, with limited physical scope for improvement. Existing congestion on these routes materially constrains the local network and undermines junction performance at the M1, creating safety and operational risks that would be exacerbated by additional development traffic.

The proposed site access is directly opposite the signalised Cowley Way junction, itself regularly saturated. Introducing a new access serving a modern employment or logistics use, likely to generate significant HGV, LGV and car movements, would add conflicting traffic demands at a critical point in the network. At present, no detailed or proven mitigation strategy has been demonstrated to show that these impacts could be reduced to an acceptable level, particularly on the local highway network downstream of the M1.

From a sustainability perspective, Site CH04 performs poorly. Walking and cycling routes are fragmented, steep, and unattractive, and do not comply with LTN 1/20 standards. The M1 and A629 act as significant severance barriers. Public transport provision is weak, with sub-standard bus stops at inconvenient distances and Chapeltown rail station approximately 1.6 km away. The evidence strongly indicates that the site would be predominantly car-dependent, contrary to the objectives of the National Planning Policy Framework (NPPF), Manual for Streets (MfS), and the expectations of Active Travel England (ATE).

The injury collision record on Cowley Hill and the M1 slip road is poor, with both serious and slight injury collisions recorded in the most recent five-year period. Given the already elevated risk levels, additional traffic (particularly freight vehicles), would be likely to increase safety risks, conflicting with national and local road safety objectives.

In summary, the allocation of Site CH04 is not supported by proportionate, robust or complete transport evidence. The proposal fails to demonstrate that its impacts can be effectively mitigated and therefore does not meet the Plan's tests of being positively prepared, justified, effective, or consistent with national policy.

It is recommended that Site CH04 '*Hesley Wood, North of Cowley Hill, Chapeltown, S35 2YH'* be removed from the Sheffield Plan. Should it nevertheless be retained, the Inspectors should require a fundamentally different access strategy, demonstrable network-wide mitigation, and enforceable Grampian-style conditions to ensure that no development proceeds until safety, capacity and sustainability issues are fully resolved.

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 CH04, 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 many other already ongoing developments outside the main cluster of sites (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 & Ecclesfield alone. It does not seem that the overall traffic impacts of these developments have been acceptably considered in the individual site assessments for the Sheffield Plan.

Of significant concern at proposed site CH04 is the proximity to the M1 which is less than 500 metres away, the existing frequent congestion on Cowley Hill and Nether Lane and the notorious 'rat run' along Cowley Hill/Nether Lane/Mill Lane/Church Street/Town End Road/The Wheel/Wheel Lane. This is a heavily used route between the M1 and Grenoside, Oughtibridge and Bradfield, on which the collision record is particularly poor. This is discussed in more detail below.

Many of the proposed sites are, geographically at least, well-located for access to the strategic road network (M1/A616/A6135/A629), not least site CH04 for which the proposed access is on the A629 less than 500 metres from the M1 slip road at junction 35. The Strategic Route Network (SRN) seems to have been prioritised in the traffic assessments, suggesting that the sites would generate longer distance journeys rather than sustainable travel. The local network's traffic and safety has 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.

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 is genuinely right to do so.

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 reduce adverse effects. Should it not be possible to reduce adverse impact 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 CH04 (known then as S04639). At that time no access arrangements were available. The earlier assessment is shown below along with the Council's assessment of suitability.

Green Belt site allocation appraisal (Employment)

Site Reference: S04639

Address: Hesley Wood, north of Cowley Hill, S35 2YH

Gross site area (Site Allocation): 15.61 Hectares

Net housing area: 0.00 Hectares

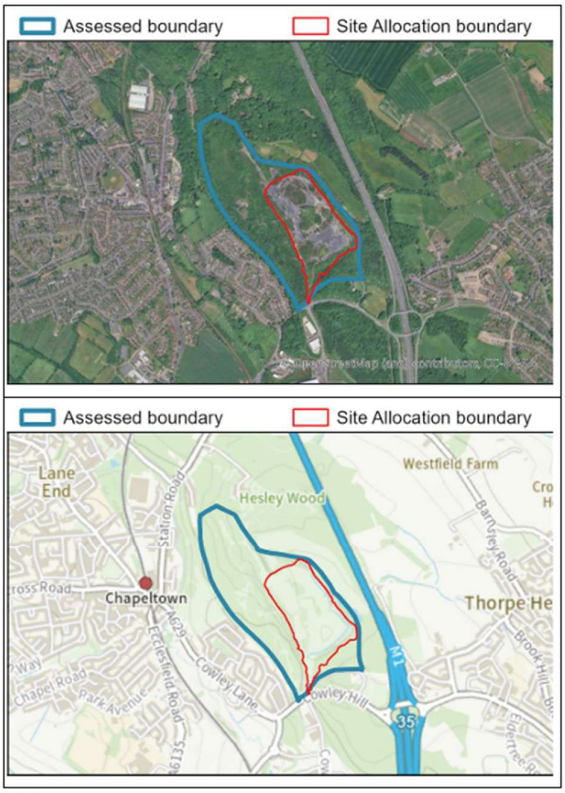
Estimated housing capacity: 0 homes

Net employment area: 13.35 Hectares

Ward: East Ecclesfield Ward

Housing Market Area: Chapeltown & Ecclesfield

Ownership: Private



	Score	
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

- Adjoins M1 Motorway. Contributions may be required to strategic highways improvements at junctions on the M1.
- Some of the site is within the Core Public Transport Network (as of December 2023) or within a 400m walk from a 3 bus per hour bus stop. It is around 1.5km from Chapeltown Railway Station.
- Site is within 400m of a cycle route.

- Potential capacity issues previously identified at junctions (roundabouts) of Burncross Road/Lound Side and Ecclesfield Road/Cowley Lane in Chapeltown town centre (within 2km). Contributions may be required to local highway improvements identified through the additional transport modelling and/or Infrastructure Delivery Plan.

- Contributions are required to strategic highways improvements at junctions on the M1 and the local road network.

Aprica's comments were as follows and largely still stand other than the collision statistics which have been updated:

- The green (Y) rating for proximity to (within 400m) an active travel network is questionable, as it probably refers to the circular Route 67, which is more of a leisure loop around High Green, Wentworth, Thorpe Hesley and Parson Cross. Commuter cyclists are unlikely to find this loop beneficial, attractive, or of use to commute

- Bus travel enhancement is unlikely to be viable, with an unrated score (yellow) for proximity to planned improvements. It is unclear where access would be achieved, but its location(s) could put bus stops over 500m away, and even then the services are only hourly, with no service on Sundays
- Capacity issues have been identified at Burncross Road/Lound Side and Ecclesfield Road/Cowley Lane. Contributions to local highway improvements are mentioned and this should be clarified and confirmed should this proposed site be progressed
- There has been one serious injury collision (two casualties) and three slight injury collisions (four casualties) in the vicinity of what appears to be the proposed access, including one slight injury collision on the M1 offslip (CrashMap 2019-2023) - updated below
- Access appears to be proposed from Cowley Hill but 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 CH04 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 CH04, this is likely to mean significant mandatory upgrades to the A629 Cowley Hill/Nether Lane corridors and beyond, before the site can be fully occupied. The development will have to provide new or improved publicly accessible green space, such as maintaining or improving wildlife corridors near Hesley Wood and ensuring that public rights of way are protected.

4 ASSESSMENT OF HIGHWAY PROPOSALS FOR SITE CH04

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).

New homes, new supermarkets and other new amenities have in recent years all exacerbated the long-standing traffic problems in and around Ecclesfield including the approach roads such as Cowley Hill and Nether Lane. Additional development will no doubt add to these problems, particularly downstream of the M1 where, if mitigation is provided on the M1 roundabout but not on local roads, the local network will become even more congested and tailbacks onto the M1 more frequent.

The M1 Junction 35 (known as the Thorpe Hesley junction) is regularly congested, particularly the northbound offslip for traffic exiting toward Cowley Hill and Nether Lane (A629), and the Smithy Wood Business Park, as well as Thorpe Hesley. There is a bottleneck at the roundabout which meets Cowley Hill. During morning peak hours, particularly, traffic exiting the motorway exceeds the capacity of the roundabout, causing vehicles to queue back onto the main M1. Cowley Hill and

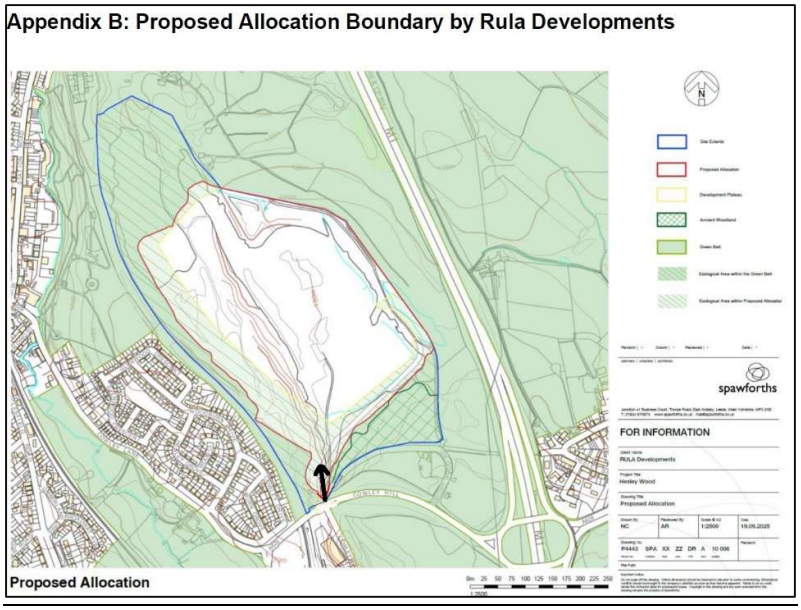
Nether Lane are heavily used by local traffic and when these roads are slow, the roundabout can't clear.

The Smithy Wood Business Park adds HGV's and LGV's to the mix, thereby further slowing the flow of traffic. Smithy Wood Industrial estate. It is understood that SCC has recently granted permission for a charging station for electric HGV's and LGV's on the Smithy Wood site. Whilst this is commendable in terms of the environment it could add hundreds of additional slow-moving vehicle movements around this already congested junction. More commercial development is also said to be in the pipeline for the location, which would add even more slow-moving goods vehicles.

Proposed Access off Cowley Hill

The proposed CH04 site access is opposite Cowley Way, a signalised junction. As mentioned the junction is less than 500 metres from the M1. The junction is regularly gridlocked and an additional access here would be sure to add to congestion especially with high HGV and LGV numbers, and the absence of realistic sustainable travel alternatives to the private car. This is discussed later under Sustainability.

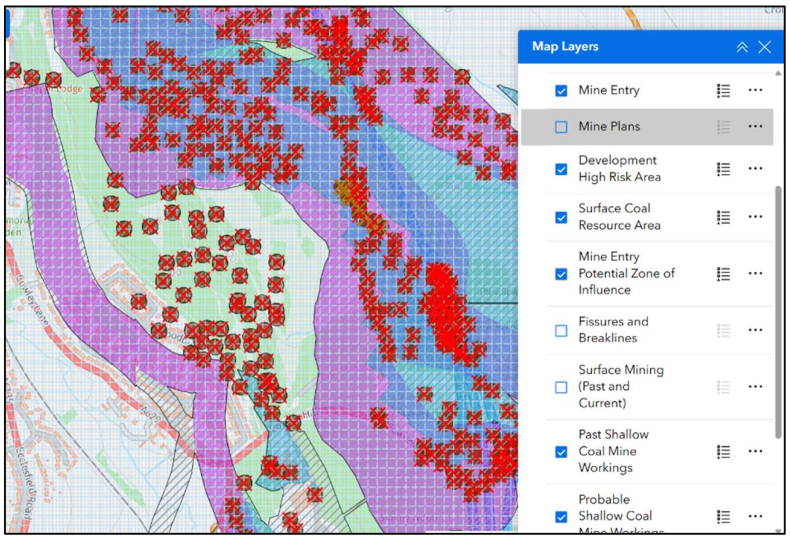
In recent years, National Highways and local Councils have implemented schemes to try and mitigate congestion and M1 tailbacks. Smart Motorway Monitoring has been introduced so that if slip road congestion reaches a certain level, overhead gantries on the M1 trigger speed reductions to manage the flow approaching J35. Improvements such as MOVA (Microprocessor Optimised Vehicle Actuation) have arguably helped to regulate the flow of traffic, they have not resolved the problems because sheer volumes of traffic 'saturate' the junctions. Before any development is approved a full assessment should be carried out to determine what, if anything, can be done to sufficiently mitigate the known traffic problems.



Arrow Shows Proposed Access Point – Spawforth Illustration Annotated

Under the Statement of Common Ground (SOCG) between SCC and Rula Developments, it has been agreed that further mitigation measures will be investigated and funding mechanisms sought. The measures will need to be agreed between SCC, National Highways, and the developer.

The SOCG mentions known mining and waste tipping which has resulted in physical and environmental risks such as buried voids, unstable ground, and contamination. 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', 'past shallow coal mine workings' 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

The Flood Risk Assessment (FRA) highlights that there are localised high surface water flood risk areas on the site, and severe run-off is often channelled along the former access road where the new access is proposed. Access would therefore need careful planning to mitigate for water and flooding.

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 CH04) to ensure that they meet these standards. If a site is "car-dependent" ATE can formally object. In terms of a new road for site CH04 ATE have stated that the M1 J35 and the A629 act as a severance barrier, in that if a new road is built, people wishing to walk or cycle to and from work have to navigate hostile and unsafe routes. They require grade-separated (by kerbs for example) or significantly protected pedestrian and cycle crossings to meet national standards (LTN 1/20). ATE have further criticised the site for not having a direct high-quality link to Chapeltown Station and because of the steep hill the site feels isolated. ATE is urging the developer

to fund off-site improvements that extend all the way into Chapeltown centre, using strict set of design standards in Local Transport Note 1/20 (LTN 1/20).

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 CH04, or north Sheffield in general, but hopefully a case will be made for at least some studies in the area.

For site CH04 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 CH04 on a steep hill close to the Motorway network raises concerns that sustainability has not been given due consideration. Employment facilities attract not just freight but also employees, many travelling by private car for reasons such as longer travel distances (via the convenient Motorway) and unsociable hours working (making cycling and public transport impractical or indeed impossible).

Sustainable Travel Modes

1. Walking: Footways on Cowley Hill and Nether Lane lack connection, are non-existent in many places, and are very unattractive for walking up and down the steep Cowley Hill. It is highly unlikely that anyone would walk to the site even with multi-million pound improvements.

Cowley Hill Narrow/Non-Existent Footway Example – Google

Cowley Hill Overgrown Footway - Google

2. Cycling: Much as for walking, the roads are steep in places and there are no cycle friendly measures other than a short, worn out and, more importantly, outdated section of shared use cycleway, which is now not permitted under LTN 1/20. Only the most serious cyclists would be likely to cycle to site CH04 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.

Approximately 100m of Worn Shared Use Cycle Lane on Cowley Hill - Google

3. Public Transport: Again SCC's site assessment is misleading. Whilst the 135 is a half-hourly service, and there is a local infrequent service (the 635), the bus stops are woefully poor. The nearest stop for those heading west towards Chapeltown is a steep uphill walk of over 200 metres, or a downhill walk of over 300 metres, to an outdated bus stop. Those heading east have a steep uphill walk of over 300 metres. These measurements are from Cowley Hill only, and do not include the internal site measurements, which could add another 1 kilometre or more depending on the layout. The nearest bus stops on Nether Lane are near The Common, some 1.4 kilometres away.

Current requirements for bus stops are for raised bus boarder kerbs, tactile pavings for partially sighted users, bus stop clearway markings, and preferably shelters. There are none of these at any of the bus stops in question.

Chapeltown Railway Station is around a 1.6km (20 minute) walk away, again not including the internal site distances. which is not at all convenient for rail travel.

4. Private Car: This is highly likely to be the mode of choice for most people accessing the proposed site. It is very close to the Motorway, users could be travelling long distances and/or at unsociable hours, and other travel modes are poor, unattractive or are non-existent.

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. Developers naturally want to demonstrate the minimum impact on the highway network and might therefore choose a site that is not entirely comparable. For example the age of the data, type of housing or commercial space, operational hours, sustainable travel options and other factors can all skew the output figures. 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) to make 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 regular 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 CH04 seems to be the discrepancy between the theoretical model used by SCC and the physical reality of modern logistics. Objectors have argued, in earlier consultations, that SCC has "under-counted" the traffic impacts. This would make the site appear more sustainable than it actually is. TRICS' accuracy is, as described above, based on analysts and Planners picking 'comparable' sites to predict how much and what type of traffic a new one would create. For this specific site critics have argued that SCC has taken 'traditional warehousing' or 'general Industrial' examples whereas site CH04 is more likely to constitute a logistics hub, which would generate significantly higher HGV and LGV movements. By using an inappropriate category the projected vehicle numbers could well be too low.

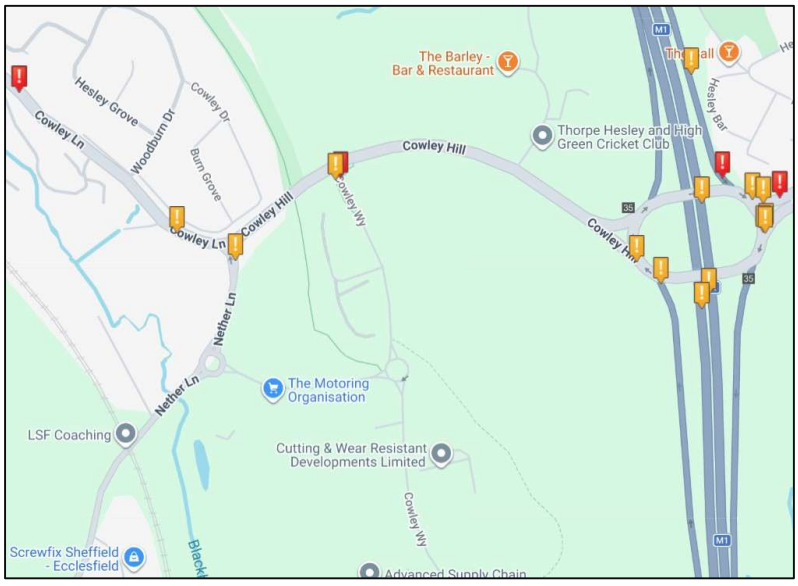
In addition, choosing a 'dissimilar' existing example could skew projected sustainable travel figures. Site CH04 is on a relatively steep, semi-rural edge with limited walking and no real cycling facilities, and inconvenient out of date bus facilities. Using such dissimilar samples constitutes data error. If traditional 8am to 5pm patterns have been used, again this would skew traffic volumes and modes.

The data should be closely checked to ensure its soundness. 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 two serious (six casualties) and five slight (eight casualties) injury collisions on Cowley Hill and the top of the M1 slip road. these roads alone (i.e. downstream of the M1 roundabout). Downstream, further along Nether Lane and in & around Ecclesfield and Chapeltown, there have been dozens of recorded injury collisions including two deaths on Nether Lane. Some of these will no doubt be because of the traffic volume and congestion on physically constrained roads.
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.



Cowley Lane and Surrounding Area Injury Collisions - CrashMap

7 OTHER FACTORS TO CONSIDER

There are ecological and environmental constraints on site CH04. It is a buffer zone for Smithy Wood, an ancient woodland. A mandatory 15 metre no-build buffer will be required to protect the woodland's root systems and ecosystem from industrial runoff and light pollution, otherwise species loss could

result. In any event it is difficult to imagine how the site could be developed without the loss of significant habitat loss.

In the 2025 Air Quality Annual Status Report (ASR) the area around the M1 Junction J35 remains a hotspot of concern. Air quality at the location heavily dictated by motorway congestion. When the M1 backs up, air quality on Cowley Hill becomes significantly worse. Adding the new commercial development at site CH04 would introduce a significant risk of reversing the downward trend in pollution for the S35 postcode.

8 CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The proposed access from Cowley Hill is arguably unsafe, unproven, topographically constrained, and incompatible with additional vehicle movements including significant numbers of HGV's. Combined with known congestion, the poor collision record, ground condition and environmental risks, the traffic and highways evidence indicates that the proposal is not safe, not compliant with National Planning Policy and probably not deliverable.

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

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

- The assessments appear to have been rushed in effort to meet timescales and are optimistically in favour of the proposed development.
- The major roads seem 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 CH04 is not supported by proportionate or complete transport evidence. The Transport Assessment Update does not assess the cumulative impact of CH04 alongside major neighbouring developments and its TRICS data input accuracy is questionable. It is possible that the site could generate significantly higher HGV, LGV and private car movements.
- Again 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 sound without major external highway works and even then would be likely to still present additional hazards and congestion, particularly downstream of the M1. 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 location of the access presents a clear hazard for Motorway slip road traffic and should not be agreed in its present position. The injury collision record demonstrates an existing level of risk that would only be increased by additional site traffic.
- In terms of sustainability, walking to the site is unlikely due to the poor and unconnected footways, the steep gradients involved, and the significant traffic volumes close-by to those walking. There is no cycle infrastructure other than a short section of inadequate and outdated shared-use cycle lane at the Cowley Way signals. Bus services are not infrequent but the bus stops are not convenient and are nowhere near to an acceptable standard. Rail access is impractical at 1.6km away. The site would therefore be overwhelmingly car-dependent for those not travelling in HGV's or LGV's.
- Active Travel England (ATE) requires developments to enable at least 50% of short trips by sustainable modes by 2030. The consultation documentation presents no indication of any chance of achieving this.
- No evidence is provided showing how LTN 1/20-compliant cycle infrastructure could be delivered.

Recommendations

The allocation of Site CH04 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.

There is an obvious need for much work and improvement to be carried out on the proposed measures and the proposed mitigation. If, contrary to the above recommendation, the site is retained a safer alternative access point should be investigated. 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 etc via new and improved footways, segregated LTN 1/20-compliant cycle infrastructure, and improved bus infrastructure with fully compliant bus stops and shelters (raised bus boarder kerbs, tactile pavings, bus stop clearways). These measures must 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 CH04 traffic including HGV and LGV flows resulting from modern logistics use, known existing traffic problems, known committed residential and commercial developments in Ecclesfield, Chapeltown, Thrope Hesley etc.