

From: Ford, Sarah (PRINCIPAL RIGHTS OF WAY OFFICER)
To: [REDACTED]
Subject: 2021/1089 & 1090, S106 PROW MU1 response
Date: 20 May 2024 08:56:12
Attachments: [image001.jpg](#)

Hi [REDACTED]

PROW response following letters and meeting.

The amended PROW related maps are acceptable, although it is disappointing that the developers do not feel they can agree to additional brideways around the rest of site. I suspect if horseriders are wanting to use additional routes then they will so. If the footway alongside the link road is not specifically designated for pedestrians/cyclists only then it is part of the wider adopted highway which allows horseriders access, likewise they will be able to use any adopted estate road.

Hermit Lane

Hermit Lane is acceptable as a brideway once vehicle rights have been legally and physically prevented although there are concerns about the closure of the brideway for several years whilst the nearby housing phases are carried out. We will seek to minimise this going forward.

Pegasus Crossing Hermit Lane

At the meeting with Highways it was agreed a Pegasus Crossing of the link road would be used to accommodate users. I have just responded to Dan Ellis on the outline design drawings for the Pegasus and intend on taking it to the LAF this Wednesday. Usual concerns about gradients, surfacing and angles. Particularly on the western side the rear of the link road footway is separated from the ramped brideway by a retaining wall as there is insufficient space for embankment. This might raise concerns from Ian and Structures.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Mobility Impaired access standards

Any new access routes within the strategic landscaping should be built to 2023 outdoor accessibility standards. The information provided by the developer raises concerns about gradients and in particular no reference to level platforms on steeper gradients (without steps). Whilst we acknowledge the gradients on the site could be difficult it doesn't mean that new or diverted routes shouldn't meet the standards. Page 77 -79 for quick intro [outdoor-accessibility-guidance-18April2023.pdf \(sensorytrust.org.uk\)](#)

We accept that due to landform gradients there will be some routes that have to have steps but this is to be kept at a minimum with compliant alternatives routes to the same features/end point.

Temporary and Permanent Diversions

There will be a multiphase set of temporary closures and diversions on PROW throughout the lifespan of this project. I would like to retain an access to all points for as much of the development as possible, so it might be some PROW have a closure with alternative route provided that can be moved around, rather than specify the temporary diversion alignment that would then need to be replaced by a new order everytime the temporary diversion had to move.

There is no guarantee that any permanent diversion application will be successful because of the public consultation elements but we are as positive as we can be off these drawings that diversion criteria are met. It is important that on planning consent being granted a specific discussion between PROW and the relevant contractors and developer takes place to work through the series of permanent and temporary diversions that would be required and when. This will reduce the risk of user conflict and complaints.



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Informatives

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PPO required

The proposed development will require the diversion of one or more public rights of way. Any changes to public rights of way are subject to a separate and sometime lengthy legal process and public consultations, which must be confirmed before any works take place. Planning permission does not grant permission to build over public rights of way unless this legal process has been satisfied. The Council's Public Rights of Way department should be contacted to discuss the proposals and an application should be submitted as early as possible to minimise the risk of delays to development. For more information contact publicrightsofway@barnsley.gov.uk.

Conditions

No works shall commence on the site until the proposed re alignment of the Definitive and non definitive routes has been agreed, and the legal application has been accepted by PROW.

Future status / maintenance (added to every response where PROW affected/ new routes)

No works shall commence on the site until the status and future maintenance of any footpaths / cycleways / bridleways on site are resolved. Constructional details and future maintenance plans shall be submitted and agreed in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details.

No building or use hereby permitted shall be occupied until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption as maintainable at public expense within the site have been submitted to and approved in writing by the LPA. On occupation of the first dwelling (or building) within the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users in accordance with Local Plan Policy T4

Hope this covers everything.

Sarah Ford
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B.E.S.T.

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