

From: [REDACTED]
To: [REDACTED]
Subject: 2021/1089 - Highway comments (employment)
Date: 12 June 2025 07:48:09

Good morning [REDACTED]

Please redact the consultation response from highways for 2021/1089 and make public

Kind Regards

[REDACTED]

From: Lake , Wayne (GROUP LEADER HDC) [REDACTED]
Sent: 10 June 2025 11:00
To: [REDACTED]
[REDACTED]
Subject: 2021/1089 - Land to the South East of Higham Common Road, Barnsley (Employment)

Good morning [REDACTED]

Re: 2021/1089 - Hybrid Application comprising of a) Full planning permission for: earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds, location of strategic landscaping, ecological areas and access. b) Outline planning permission seeking approval for employment use development (use classes E/B2/B8) and associated servicing and infrastructure works, including car parking, vehicle, pedestrian and cycle circulations, on-plot landscaping, noise mitigation, drainage features and all associated infrastructure. (Amended Description and Amended Plans).

Many thanks for consulting Highways Development Control in respect of this application.

This hybrid application for employment development seeks permission for:

- a) Detailed planning permission for earthworks to create development platforms; drainage features, including dry detention basin, embankments, bunds; strategic landscaping, ecological areas and access.*
- b) Outline planning permission for employment (Use Classes E, B2 and B8 with ancillary office) and associated servicing and infrastructure works including car parking, vehicle, pedestrian and cycle circulation, plot landscaping, noise mitigation, drainage features and all associated infrastructure.*

This application is subject to the Barnsley West Masterplan Framework which was adopted by Full Council in December 2019 to guide the development, ensure policy objectives are met and that the site can be developed in a comprehensive manner, taking into account infrastructure requirements. This employment site covers some 39ha, of which 27ha being the employment area and some 12ha being green infrastructure including SuDS. Furthermore, three associated

highway infrastructure planning applications were approved as a proposed package of highways works to facilitate access to and improve connectivity to the site. These applications being:

2020/0027 - Highways works at the junction of Barugh Green road and Cannon Road, Barugh Green for the construction of new roundabout to create a road link into MU1 Local Plan allocation site and associated alterations to existing road alignment and relocation of grade II listed milepost.

2020/0028 - Highways works at Higham Common Road, Higham for the construction of new roundabout to create a road link into MU1 Local Plan allocation site and associated earthworks, alterations to existing road alignment, provision of associated footpaths, combined cycle/footpath and verges and

2020/0040 - Highways works comprising the linking of Capitol Close and Higham Lane via a new roundabout, road realignment and widening works throughout, enlargement of existing roundabout located at Capitol Close and Whinby Road and provision of associated footpaths, combined cycle/footpath and verges

Particularly pertinent to this application is application 2020/0028 for the construction of a new roundabout at Higham Common Road as the development seeks to take access directly from the eastern arm of the four arm roundabout which is currently under construction. An additional vehicular and pedestrian access is proposed to the East of the site onto Farm House Lane in order to serve the proposed allotments. The allotment sketch submitted with the application shows a small gated parking area for 8 cars, and whilst the principle of access at this location is considered suitable, the details will be the subject of a future reserved matters application where the parking and turning provision will be considered in detail. A condition is proposed for detailed engineering drawings is to be applied, and that means of access has been constructed in accordance with the approved plans and retained for access purposes only. Further footway and cycleway connections are proposed to the east of the site which is applied for in outline and will be considered in detail at the reserved matters stage.

This application is supported by a Transport Assessment, Framework Employment Travel Plan, “indicative layout plans” and other supporting information.

Initially a Transport Assessment dated 7 July 2021 was submitted with this planning application and associated application 2021/1090 (Hybrid application for residential use and link road). A revised Transport Assessment was subsequently submitted in recognition of comments made by BMBC HDC and National Highways together with a number of technical notes. together with a Transport Assessment Addendum (TAA) in recognition of further comments by BMBC HDC and as a result in the alteration to the proposed land uses and scale of development. The addendum also reflected the requirements of the DfT Circular 01/2022 as requested by National Highways incorporating a transport vision for the proposed development, mode shift targets and assessment of the predicted residual traffic impact of the proposed development on the highway network during the AM and PM peak periods. The scope of assessment covered both this application and 2021/1090. Compliance with Circular 01/2022 was considered an acceptable approach by BMBC HDC in considering the impact on the highway network.

The proposed trip rates for respective uses to inform the assessment were agreed and reflect those previously agreed and utilised in assessment of the impact on the network in association with the 2020/0040 application (Capitol Close – referenced above). 2011 Census data was then used to derive the baseline mode share and by applying this to the vehicle trip generation for the development, the predicted trip generation by mode was derived. Distribution of trips onto the network was based on census data originating in Barnsley 012 and 019 MSOA (Higham, Pogmoor and Dodworth). By applying the travel plan target of 10% reduction to the number of trips taken by car or van drivers, the residual traffic flows were used in the assessment of network performance.

In order to account for traffic growth beyond that resulting from the development proposals, a number of “committed developments” were incorporated into future traffic flows, together with general background traffic growth by applying Temprow growth factors from 2022 base to 2026 and 2033. “Double counting” was avoided by the use of the alternative planning assumptions facility within Temprow.

As the associated application 2021/1090 seeks approval in full of the new link road, the potential diversionary impact of the proposed link between Barugh Green Road and Higham Lane through the development site was assessed using the Sheffield City Region Transport Model (SCRTM1). Turning count data was extracted from the model to predict the effect of reassigned traffic on junctions within the study area and enable assessment under a number of assessment scenarios. These being:

Without Development – 2022 base year; 2026 Do Minimum and 2033 Do minimum

With Residential Development (2021/1090) – 2026 Ph1 and 2033 Full residential and link road

With Employment Development (2021/1089) – 2026 employment + convenience store

With Development (Cumulative) – 2026 Residential Phase 1 + employment + convenience store (w/o link road); 2026 Residential Phase 1 + employment + convenience store + link road reassigned trips; 2033 Full Residential development (incl primary school drop off) + employment + convenience store + link road reassigned trips

The study area considered by the original Transport Assessment submitted with the planning application considered the following 8 junctions:

- Higham Common Road / Hermit Lane Junction.
- A635 Cawthorne Road / A635 Barugh Green Road / Higham Common Road / B6428
- A635 Barugh Green Road / Cannon Way Junction.
- A635 / A637 Claycliffe Road / Whaley Road Roundabout.
- Whinby Road / Higham Lane Roundabout.
- Whinby Road / Capitol Close Roundabout.
- Whinby Road / B6449 Roundabout.
- M1 Junction 37.

However following a review, given the quantum of development generated trips that extended beyond this area it was agreed to extend the study area to include an additional 18 junctions.

This included junctions along Whinby Road, A635 Cawthorne Road, A637 Barnsley Road and B6428.

Modelling results indicate that under certain scenarios, a number of junctions were shown to operate over capacity impacting on the operation of the highway network resulting in additional queuing and delay at several locations. Having reviewed the performance of these junctions in liaison with Strategic Transportation, it was agreed that having a pragmatic overview, whilst a number of junctions do require some form of mitigation to address capacity issues, the network overall could accommodate a degree of additional queuing and delay without the need for a full package of mitigation works. Where deemed that this is not the case, it has been agreed that the developer will need to address detrimental impacts on the operation of the highway network by the following:

- Conditioning mitigation works to be agreed and implemented for:
 - Whinby Rd / B6449 R/bt
 - Pogmoor Road / Summer Lane traffic signals
- Use of S106 monies targeted towards an improvement scheme currently being developed by the Council:
 - B6428 / A61 Staggered junction (Lee Lane / Shaw Lane)
- Use of S106 monies for feasibility works to junction improvements where external funding opportunities will be sought (Scheme Development):
 - Chestnut Tree roundabout / Redbrook Road /A635
 - A637 Claycliffe Road / Barnsley Road / Dearne Hall Lane

Given the outline element of the application is for the employment use and associated servicing / infrastructure works including car parking, vehicle, pedestrian and cycle circulation the detail will be subject to reserved matters application(s) and requirements will be secured by condition. In terms of sustainable access, the proposed link road within planning application 2021/1090 incorporates bus stops in proximity to this site and it is noted that SYMCA have advised that there is a requirement to service both developments by extending / diverting and enhancing a bus route or routes via the new link. Furthermore the link road and roundabout serving as means of access to this site approved under application 2020/0028 together with highways works secured under 2020/0040 incorporate 3m shared pedestrian and cycle facilities to enhance access for pedestrians and cyclists to and from both sites.

The internal layout of the site is shown indicatively on the proposed masterplan drawing. Each unit is shown to provide for servicing and car parking (including Blue Badge holder and EVCP spaces). As each reserved matters application comes forward, the quantum of spaces will be reviewed to ensure they are in accordance with Councils Parking SPD standards. Furthermore, whilst not shown on the masterplan there is a requirement for each unit to provide for P2W and cycle parking in accordance with the councils parking SPD and this will be fully assessed and secured at reserved matters stage. It is intended that the internal roads will not be offered up for adoption and are to remain private, however swept path analysis will be reviewed in details at reserved matters stage to ensure the internal road network and servicing is suitable for all requisite manoeuvring.

A Framework Travel Plan has been submitted with the application and has been reviewed by the Councils' Transportation officer. Following comments, a revised framework travel plan has been submitted, however at the time of writing, this is not considered to be suitable and therefore a condition will be applied to agree the Framework Travel Plan with a further condition to agree a detailed travel plan within 6 months of first occupation of the development.

Should you be minded to make a positive recommendation for planning approval, please consider including the below conditions and informatives.

Conditions:

No engineering or construction operations for each phase shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed shall be agreed by the LHA prior to the survey being undertaken. The survey shall consist of:

- A plan to a scale of 1:1250 showing the location of all defects identified
- A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.

On completion of the phase, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety and in accordance with Local Plan Policy T4

No phase of engineering or construction operations shall commence until a Construction Traffic Management Plan (CTMP) for that phase of development is submitted to and subsequently approved in writing by the LPA. The approved plan shall be adhered to throughout the construction phase. The CTMP shall contain information relating to:

- Volumes and types of construction vehicles
- Identification of delivery routes
- Identification of access point
- Temporary access arrangements
- Contractors method for controlling construction traffic and adherence to routes
- Construction period
- Temporary signage in consultation with National Highways
- Measures to control mud and dust being transferred to the public highway
- Temporary traffic management arrangements required to the existing highway network

Reason: In the interests of highway safety and in accordance with Local Plan Policy T4

No works shall commence until a phasing plan and arrangements have been submitted to and

agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details and timescales.

Reason: In the interest of highway safety, in accordance with Local Plan policy T4.

Prior to first occupation of any unit within any phase of development, the roads and footways shall be constructed to binder course level to the adjoining public highway in accordance with details of a completion plan to be submitted and approved in writing by the LPA. Thereafter the development shall be implemented in accordance with the approved details

Reason: To ensure streets are completed prior to occupation and satisfactory development of the site and in accordance with Local Plan Policy T4.

Prior to the first occupation of any phase of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan. The splays shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway.

Reason: In interests of highway safety in accordance with Local Plan Policy T4.

Prior to the first occupation of any phase of the development hereby permitted sufficient space shall be provided within the site for pedestrian and bicycle access and egress, for bicycles to park, and motorised vehicles to park, turn and re-enter the highway in a forward gear. This area shall be levelled, surfaced and drained in accordance with a detailed scheme submitted to and approved in writing by the LPA and retained thereafter available for that specific use.

Reason: In interests of satisfactory development and highway safety in accordance with Local Plan Policy T4.

No engineering or construction on each phase shall take place, including any demolition works, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall include for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
 - o Deliveries, waste, equipment, plant, visitors;
 - o Size of construction vehicles;
 - o Consolidation operation or scheme for the delivery of materials and goods;
 - o Phasing of works;
- Reduction in the number of movements and parking on nearby streets :
 - o Programming;
 - o Waste management;
 - o Construction methodology;
 - o Car sharing;
 - o Travel planning;
 - o Parking facilities for staff and visitors;
 - o On-site facilities;
 - o Workforce bus service provision / scheme to encourage the use of public transport and cycling;

- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Abnormal Loads
- Swept paths showing access for the largest vehicles regularly accessing the site
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Method of preventing mud being transferred onto the highway;
- Erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

Reason: In the interests of the amenities of local residents and in the interests of retaining highway efficiency and safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

Prior to any works commencing on site full detailed highway engineering, drainage, street lighting and signing / lining details shall be submitted to and approved in writing by the LPA. The works shall subsequently be constructed in accordance with the approved details.

Reason: In interests of highway safety, in accordance with Local Plan Policy T4.

No phase of development or use hereby permitted shall be occupied or use commenced until details of arrangements for the future management and maintenance of proposed carriageways, footways, cycleways, footpaths and landscaped areas not put forward for adoption within the site has been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on 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.

No phase of development or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure adequate drainage is provided and in interests of highway safety, in accordance with Local Plan Policy T4.

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only

Reason: In interests of highway safety, in accordance with Local Plan Policy T4.

The development hereby permitted shall not be commenced until an updated addendum Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development offers a wide range of travel choices to reduce the

impact of travel and transport on the environment.

Within six months of first occupation of any phase or building within the development hereby approved, a detailed travel plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be based on the approved addendum Framework Travel Plan and include details of specific measures / initiatives, targets, timescales and budgets to encourage sustainable travel and allow for regular monitoring and reporting to be undertaken. The plan shall be fully implemented in accordance with the approved details thereafter.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Vehicular and pedestrian gradients within the site shall not exceed 1:12.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.

Development shall not commence until arrangements have been entered into to secure such works to mitigate the effect of the development, and such works shall be completed prior to the development being brought into use. Such works shall comprise of:

a) Measures for controlling parking on the access road within the development.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.

Prior to the first occupation of the development a scheme for the provision of direct directional signage including details of the location design and wording of all signs shall be submitted to and approved in writing by the local planning authority the approved signage scheme shall be implemented in full prior to occupation and retained thereafter for the lifetime of the development.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4 New Development and Transport Safety.

Informatives:

The development hereby approved may include the carrying out of work on or abutting the adopted highway. You are advised that before undertaking this work you must enter into a highway agreement with the Council under S278 of the Highways Act, 1980, specifying the extent of works, the works, and the terms and conditions under which these are carried out. Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please contact Highways Development Control at email HighwaysDC@barnsley.gov.uk or call to 01226 773555.

Road Licences - You are advised that the development hereby permitted may require you to dig up a road, pavement, or grass verge to install or replace service apparatus (gas pipes, electricity cables, sewers), or to place any equipment, materials in, on, above or abutting a highway requires you to have a licence. Further details are available on the BMBC website at: <https://www.barnsley.gov.uk/services/roads-travel-and-parking/road-licences/> or by contacting Streetworks@barnsley.gov.uk

Public Right of Way - The development abuts / incorporates a Public Right of Way, Footpath

/Bridleway / BOAT. You are advised that before undertaking any work you must contact the PROW team to discuss requirements, including the need for any Temporary Traffic Regulation Order to close or divert the PROW for the duration or part of the works on grounds of public safety. For more information, please call on 01226 773555

Street lighting design and installation is undertaken by the Local Highway Authority. There is a fee payable for this service and the applicant should make contact with the authorities Street Lighting Team, Tel 01226 770770. Email. Streetlightingdesign@barnsley.gov.uk as soon as possible.

A Traffic Regulation Order (TRO) may be necessary. You must submit a plan to a scale of 1:1250 of the indicative scheme, along with timescales for the commencement and completion of the development hereby approved. Please be aware that the process is statutory and involves public advertisement of the proposals and the resolution of objections. The outcome of the process cannot be guaranteed. Time based fees are payable for the administrative process, including legal costs, and are separate from the costs of lining, signing and resurfacing required by the TRO. You should expect a minimum of twelve months to elapse between the LHA's Traffic team confirming that it has all the information necessary to enable it to proceed and the TRO is advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed. For more information and arrangements contact Traffic by emailing Traffic@barnsley.gov.uk

NB: The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

Fees associated with the required condition survey together with any necessary remedial works and any relevant S278 agreement are to be borne by the developer. The applicant should make contact with Highways Development Control, Tel. 01226 772033/772170. Email. HighwaysDC@barnsley.gov.uk for further information prior to commencement

Any highways structures will require technical approval in accordance with the approval procedure based on DMRB CG300 – Technical Approval of Highways Structures. If an AIP is required, the developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The completed design, including proprietary designs, cannot be implemented until Highway Authority is in receipt of certified confirmation that the implementation documents are accurate and fully in compliance with the requirements of the AIP. Designs that do not require an AIP (typically category 0 but not limited to) will also need to be submitted to Highway Authority for review in accordance with DMRB CG300

The Yorkshire Common Permit Scheme applies to all streets in Barnsley and is designed to minimise any delay, disruption and inconvenience to road users caused by roadworks. Anyone carrying out works in a street must apply for a permit. Agreement under the Yorkshire Common Permit Scheme's provisions must be granted before any works can take place. There is a fee involved for the coordination, noticing and agreement of the works. Details relating to the scheme, fees and payment methods are available via www.barnsley.gov.uk/services/roads-travel-and-parking/roadworks-and-road-maintenance/yorkshire-common-permit-scheme/

The contractor shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud and debris on the public highway is an offence under provisions of the Highways Act 1980.

Kind Regards

