

South Yorkshire Passenger Transport Executive (SYPTE)

A61 Wakefield Road

Planning Statement

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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1 Introduction

1.1 Purpose of this statement

This planning statement accompanies a full planning application made on behalf of South Yorkshire Passenger Transport Executive (SYPTe) for a transport project comprising the widening of the A61 at Wakefield Road to provide an additional lane for a section of approximately 350m south of Carlton Road and including a widening of Smithies Lane. The project incorporates the frontages of premises to the east of the A61 and includes reconfiguration of retaining structures, pedestrian crossings and accompanying footways to complement the proposed widened section of highway.

The purpose of this statement is to evaluate the proposed development against national and local planning policy.

The statement is structured as follows:

- Chapter 2 describes the site location, background and planning history;
- Chapter 3 outlines the development proposals;
- Chapter 4 details relevant adopted and emerging planning policy and considers proposed developments against policy;
- Chapter 5 summarises the case for the proposed development; and
- Chapter 6 concludes the statement.

1.2 Planning Application Supporting Documentation

The application submission is accompanied by the following documents:

- Application Forms and Ownership Certificates;
- Site Location Plan and application drawings;
- Planning Statement;
- Air Quality Assessment;
- Geotechnical and Geoenvironmental Desk Study;
- Preliminary Ecological Appraisal;
- Transport Statement;
- Noise Assessment and
- Heritage Desk-based Assessment.

2 Site Background

2.1 Site Location

The proposed highway improvement at Smithies Lane and Carlton Road is located north of Barnsley Town Centre and forms part of the A61 Corridor on Wakefield Road. The road forms part of the route connecting Barnsley Town Centre to Wakefield to the north and the M1 to the south. The A61 forms part of the Local Strategic Highway Network. The site location is shown in Figure 1 below.

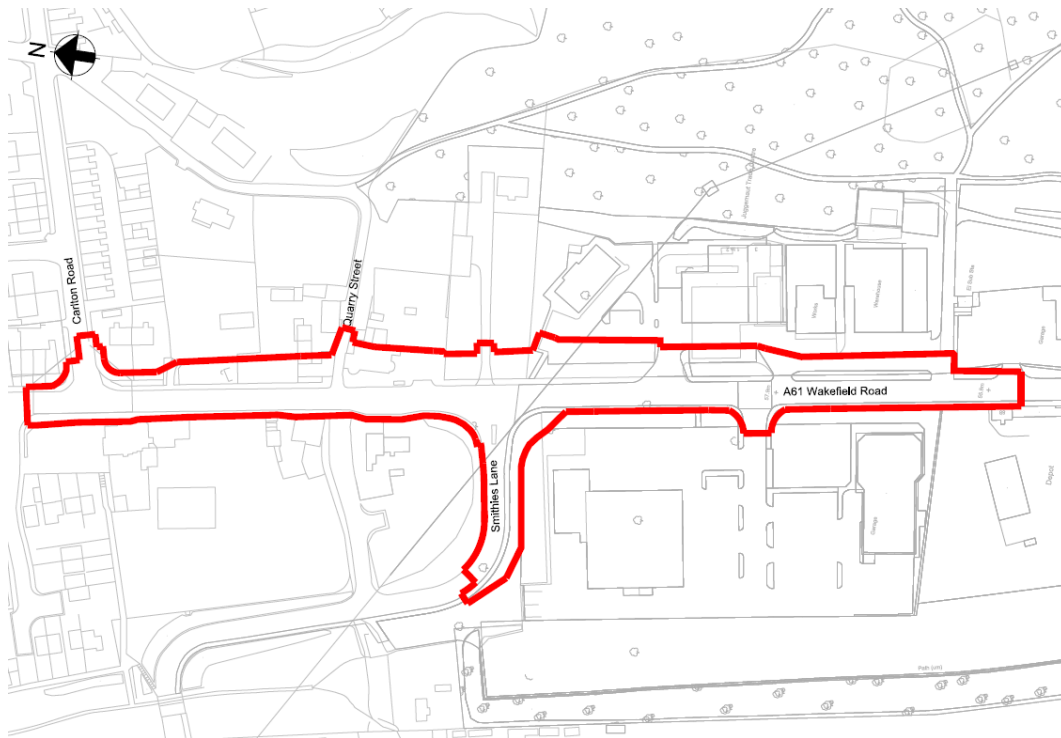


Figure 1 Site Location

Industrial and commercial units surround the site including a large car garage to the south of Smithies Lane, fast food outlets and a vets. Residential properties are also located around Carlton Road to the northeast of the site and to the north of Smithies Lane. Primarily residential development is located north of the site beyond Carlton Road. South of the site is a mix of residential and commercial premises.

2.2 Designations and Constraints

The site falls within Urban Barnsley as identified on the Local Plan map. The site is identified as 'Land within the Settlement with no specific allocation'. Local flood risk maps identify the site as being wholly within Flood Zone 1 – an area at lowest risk of flooding. The site is located within a coal mining development high risk area.

Greenspace referred to as 'Burton Bank Quarry' is located east of premises fronting Wakefield Road which is recognised as having biodiversity and/or

geological value. Land west of premises along Wakefield Road is also identified as Greenspace. This land is known as ‘former Barnsley Coal Railway’ and ‘Fleets Dam’.

The proposed development will require land-take from residential and commercial premises to the east side of Wakefield Road. Consultation has taken place with all landowners and notice has been served as part of the application submission.

2.3 Relevant Planning History

The following planning applications are considered most relevant to the development proposals.

Application Number	Description	Decision	Date
2019/1227	Variation of conditions 2 (updated site layout plan) and 9 (revised access and egress details) and removal of condition 8 (highway mitigation works) of planning permission 2008/1700 - Erection of 24 no. two bedrooomed apartments	Approved	10/07/2020
2019/0212	Retention of and alterations to site access road	Approved	26/04/2019
2012/0133	Erection of two storey retail unit, formation of 30no associated car parking spaces, landscaping & boundary treatments	Approved	10/04/2012

Planning permission 2019/1227 relates to an area of land located towards the north east of the site. The consented layout for the apartment scheme is below.

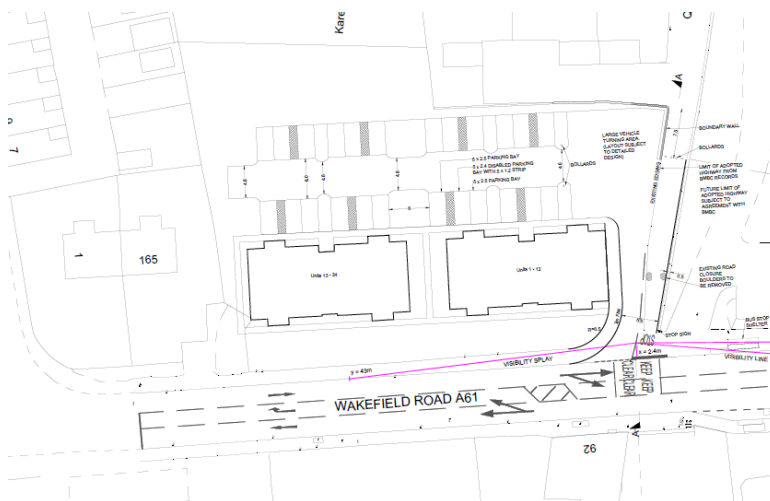


Figure 2 Application 2019/1227 Consented Apartment Layout

The proposed road widening would require land within the apartment development site which would affect the consented layout for the apartments. Any alternative development scheme for this site would be subject to a separate planning application.

3 Proposed Development

3.1 Description of Development

The proposed development seeks planning permission for the widening of the A61 at Wakefield Road south of Carlton Road and including its junction with Smithies Lane. The existing road currently comprises three lanes including right turn filter lanes, and a pedestrian footway on either side of the carriageway.

The scheme would widen Wakefield Road by approximately 7.5m and reconfigure of the highway layout to deliver four traffic lanes. Existing pedestrian paths would be retained on to the west side of the road. The scheme includes two bus stops. The total new width for the road will be approximately 20m to accommodate additional lanes and pedestrian footway reprovided to the east of the road.

Retaining structures are required at the back of the footways. The development would result in the loss of existing car parking spaces in the commercial uses to the east to support the road expansion.

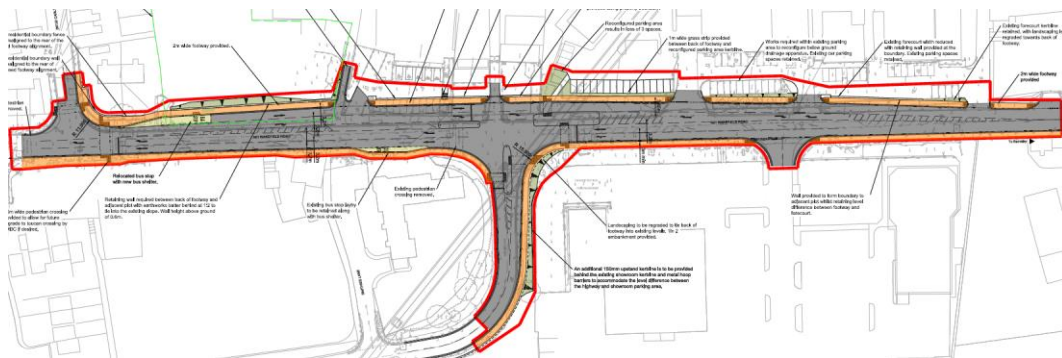


Figure 3 Proposed Development

3.2 Need for the Development

The application site forms part of the A61 corridor, which currently suffers from congestion, significant delay and journey time variation for buses and general traffic.

Arup undertook a feasibility study in 2017 to assess the impacts of a range of potential interventions along the A61 corridor in Barnsley. Schemes were assessed both in isolation and in combination, to present the options which delivered the greatest benefits in terms of improving journey times and traffic flow.

Significant benefits have been identified from widening of the A61 along Wakefield Road. Upgraded pedestrian footways will enhance opportunities to capitalise on sustainable travel modes including walking and cycling.

4 Compliance with Planning Policy

4.1 Overview

This section demonstrates the proposed scheme's compliance with both national and local planning policy. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that:

'If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

4.2 Barnsley Local Plan 2019

The statutory development plan for Barnsley is the Barnsley Local Plan, which was adopted by the Council on 3rd January 2019.

The Barnsley Local Plan details the planning context for Barnsley, the core principles of the framework used to assess planning applications and the Council's vision for housing, employment, infrastructure and the environment. Objectives include delivering additional job opportunities, enhancing local quality of life and protecting environmental assets.

The following policies of the Local Plan are considered to be relevant to the development proposals:

- Policy SD1 – Presumption in favour of Sustainable Development
- Policy GD1 – General Development
- Policy LG2 – The Location of Growth
- Policy T1 – Accessibility Priorities
- Policy T3 – New Development and Sustainable Travel
- Policy T5 – Reducing the Impact of Road Travel
- Policy HE6 – Archaeology
- Policy BIO1 – Biodiversity and Geodiversity
- Policy Poll1 – Pollution Control and Protection
- Policy AQ1 – Development in Air Quality Management Areas

The schemes compliance with each of these policies is addressed in turn below.

4.2.1 Policy SD1 – Presumption in favour of Sustainable Development Policy

Policy SD1 reflects the presumption in favour of sustainable development detailed in the National Planning Policy Framework (NPPF). This outlines that the Council will employ a positive approach when considering development proposals. The Council will further collaborate proactively with applicants to find solutions and secure development which improves local economic, social and environmental conditions.

Policy Compliance

The proposals outlined for junction improvements on the A61 at Wakefield Road are considered to improve social and economic conditions in the area. The development will facilitate sustainable travel through the provision of improved footways and crossings for pedestrians, whilst improving bus reliability and journey times. This will encourage economic activity within Barnsley Town Centre. The development may pose limited adverse environmental impacts during the construction phase, including noise and disturbance, which would be managed through a Construction Environmental Management Plan. The development is largely located within the existing highway, with some limited loss of car parking and garden areas to improve operation of the highway.

4.2.2 Policy GD1 – General Development

Policy GD1 outlines general criteria to be applied to all development proposals. The policy details conditions associated with minimising adverse environmental impacts and neighbouring amenities, land uses, drainage, landscaping and trees.

Policy Compliance

The proposed development comprises the widening of Wakefield Road for a section south of Carlton Road. In respect of neighbour amenity, car parks, commercial units and land used for storage and car sales are largely adjacent to the site which would not be significantly impacted by the proposed development. Some residential uses are located adjoining the site including on Carlton Road and Quarry Street.

Some visual and noise disturbance is unavoidable during construction of the scheme, although construction impacts would be short-term. Significant increases in noise, traffic and disturbance above current levels are unlikely and the junction improvements will deliver long-term benefits from reduced congestion along Wakefield Road.

Some limited loss of vegetation would be required which would be mitigated through replacement planting.

4.2.3 Policy LG2 – The Location of Growth

Policy LG2 highlights development priority will be awarded to proposals following a hierarchy of Urban Barnsley, then Principal Towns, followed by Villages. Policy supports growth in Barnsley Town Centre. Urban Barnsley is expected to accommodate considerably more growth.

Policy Compliance

The A61 is a key transport route connecting the town centre of Barnsley with Wakefield to the south and the M1 to the north. Proposed development addresses existing congestion, road and traffic issues on the section of the A61 route between Carlton Road and the Town Centre. Delivery of the scheme will result in enhanced sustainable transport opportunities through the provision of improved footways and crossings to encourage walking and additional lanes to reduce congestion, improve journey times and increase public transport use. Enhanced reliability of the A61 will facilitate future development in Urban Barnsley as a location of growth in line with policy LG2.

4.2.4 Policy T1 – Accessibility Priorities

Accessibility priorities are outlined in Policy T1. The policy addresses Transport Strategy programmes aimed at transport corridors. Priorities include improving sustainable transport, implementing evidence-based improvements, facilitating sustainable connections between employment, community and leisure facilities and encouraging quality public transport linking business to the Accessibility Improvement Zone (AIZ).

Policy Compliance

According to the Accessibility Priorities Diagram, Urban Barnsley falls within the AIZ. Development will improve sustainable transport options and mobility in the AIZ. Specifically, the plans will reduce journey times, alleviate congestion, increase bus reliability and facilitate enhanced walking and sustainable modes of travel.

Delivery of the scheme will assist with progress towards achieving Policy T1 accessibility priorities outlined in the Local Plan.

4.2.5 Policy T3 – New Development and Sustainable Travel

The location and travel requirements for developments are set out in Policy T3 and the policy aim is to encourage sustainable travel. Developments should meet demands of pedestrians and cyclists, be accessible to public transport and designed to reduce overall travel requirements.

Policy Compliance

The A61 improvements will deliver transport infrastructure designed to improve public transport and reduce journey times. Sustainable transport will be encouraged through the provision of enhanced footways and enhanced reliability of the road network. The scheme includes retention of existing bus stops and is therefore accessible to public transport. Development also supports the needs of pedestrians and encourages sustainable travel in accordance with policy T3.

4.2.6 Policy T5 – Reducing the Impact of Road Travel

Policy T5 details requirements of new developments to reduce the impact of road travel by implementing air quality action plans, improving efficiency of goods delivery and providing measures to facilitate efficient road use.

Policy Compliance

The development will deploy measures to ensure more efficient road use to deliver sustainability benefits for road users, residents and the local environment.

A Transport Statement accompanies the planning application demonstrating the scheme will improve road congestion issues.

The scheme will improve efficiency for multiple travel modes including private transit, sustainable modes and public transport. Walking, cycling and buses are likely to become more appealing following the road and footway improvements. Overall, the proposed development will support reduced demand for road travel and thus reduce its associated impacts.

4.2.7 Policy HE6 – Archaeology

Policy HE6 relates to development on sites where archaeological remains may be present and outlines that applications must be accompanied by an archaeological assessment.

Policy Compliance

A Historic Environment appraisal has been prepared in line with policy and accompanies the planning application. The appraisal identifies that any archaeological material which may survive in the area of scrubland adjoining Wakefield Road (and is a small part of the Wallsend Main Colliery) is considered likely to be of negligible heritage interest.

Any archaeological remains which do survive below ground at the junction of the A61 Wakefield Road and the B6132 Carlton Road would most likely comprise the disturbed/partially destroyed foundations of the former buildings and would also be of negligible heritage interest.

4.2.8 Policy TC1 – Town Centres

Policy TC1 details the hierarchy of centres. Primacy is given to Barnsley Town Centre as the borough's dominant town centre. Development should enhance the strength and sustainability of centres. Most new retail and town centre development should be directed to Barnsley Town Centre so it can sustain its regional role.

Policy Compliance

The proposed development will comprise the widening of the A61 at Wakefield Road delivering accessibility improvements along the route, including access to Barnsley Town Centre to the south. Reduced congestion and journey times on the route will help maintain the vitality of Barnsley Town Centre and increase attractiveness of future town centre developments. The proposed development is therefore in accordance with Policy TC1.

4.2.9 Policy BIO1 – Biodiversity and Geodiversity

The policy seeks to conserve and enhance Barnsley's biodiversity and geological features, including protection of habitats and species and distinctiveness of natural assets. River floodplains are important wildlife corridors.

Policy Compliance

The application is supported by a Preliminary Ecological Appraisal (PEA) which assesses the impacts of the proposed development on surrounding environments including biodiversity. One statutory designated site is located within 2km of the site - Dearne Valley Park LNR. No impacts on the site are expected due to the absence of pollution pathways. Three non-statutory sites are identified within 2km of the site and no impacts are expected on these sites.

Whilst some vegetation removal is required as part of the proposed development, this can be mitigated by replacing vegetation impacted by the works.

It is concluded that the proposed development would conserve biodiversity in accordance with Policy BIO1.

4.2.10 Policy Poll 1 – Pollution Control and Protection

Policy Poll 1 aims to ensure new development will not increase pollution including relating to air, surface and ground water, noise, smell, dust, vibration or light. The development should not cause a nuisance to the surrounding environment or local people.

Policy Compliance

Increase in noise, smell, dust and vibration, in particular for residents on Quarry Street and Carlton Road are likely and potentially unavoidable during construction of the development. Any impacts will be short-term and mitigated through a Construction Environmental Management Plan.

The impacts on traffic resulting from the widening of the A61 are not significant and the development will deliver reduced congestion along the route.

The development will not cause a long-term nuisance to the surrounding environment or local people and therefore aligns with Policy Poll 1. Mitigation measures will be provided where appropriate.

4.2.11 Policy AQ1 – Development in Air Quality Management Areas

Impacts of development on areas sensitive to air pollution are addressed in Policy AQ1. The policy ensures development is only permitted when an assessment indicates no significant adverse impacts on air quality.

Policy Compliance

The development site itself is not within an Air Quality Management Area or an area sensitive to air pollution. The identified Barnsley AQMA No.4 is approximately 1.2km south of the site and an Air Quality Assessment accompanies the application.

Construction effects have been assessed using the qualitative approach described in the latest IAQM guidance and it was concluded there is a *Low* risk from dust-generating activities on site. With the appropriate best practice mitigation measures in place, there are likely to be no significant effects during construction.

4.3 National Planning Policy Framework

The National Planning Policy Framework (NPPF) outlines central planning policy. The NPPF is used in consideration of planning applications but does not impact the statutory status of the development plan.

4.3.1 Presumption in favour of sustainable development

The presumption in favour of sustainable development is outlined in paragraphs 10 and 11. The NPPF states decision-making for sustainable development should be approved in line with up-to-date policy without delay unless areas of clear importance are protected providing reason for refusing development or adverse impacts of development outweigh the benefits.

Policy Compliance

The Barnsley Local plan used to assess the development provides the most recently adopted planning policy. The development presents socio-economic benefits which outweigh any adverse impacts. Sustainable travel including walking and cycling will be encouraged following completion of the scheme. Access to the town centre will be improved along the A61 Wakefield Road route reducing journey times and increasing bus reliability. The development presents no significant adverse environmental impacts.

4.3.2 Promoting sustainable transport

Section 9 of the NPPF relates to sustainable transport. According to paragraph 109, highways development should only be prevented if it will significantly impact safety. Pedestrian, cycle and public transport movements and access are priority.

Policy Compliance

The Transport Statement demonstrates benefits of widening the A61 at Wakefield Road south of its junction with Carlton Road. The scheme will deliver footways and opportunities for cycling and walking. Public transport reliability will be improved through reduced congestion and journey times along the route. Existing bus stops at the site will be retained. The improvements will not negatively impact road safety. Sustainable transport is promoted in the scheme which aligns with Section 9 of the NPPF.

4.3.3 Achieving well-designed places

The role of good design in the context of sustainable development is detailed in section 12 of the NPPF. Development should create better places to live and work, be visually appealing and function well throughout their lifetime.

Policy Compliance

The design of the development is functional and in keeping with its context of a Local Strategic Highway route into Barnsley. There are no significant impacts on the local landscape, with proposed development tying in to existing infrastructure. The improvements will create safe, inclusive and accessible areas. Health is promoted in the scheme through opportunities for walking and use of public transport. Accessibility improvements will help create better places to live and work.

4.3.4 Conserving and enhancing the natural environment

Section 15 of the NPPF refers to conservation and enhancement of the natural environment. The policy aims to protect valued landscapes including areas of biodiversity and geological value.

Policy Compliance

The Preliminary Ecological Appraisal assesses the impacts of the proposed development on surrounding environments including biodiversity. One statutory designated site is located within 2km of the site - Dearne Valley Park LNR. No impacts on the site are expected due to the absence of pollution pathways. Three non-statutory sites are identified within 2km of the site and no impacts are expected on these sites.

Whilst some vegetation removal is required as part of the proposed development, this can be mitigated by replacing vegetation impacted by the works.

It is concluded no significant impacts on local habitats or species will arise because of the development, conserving the natural environment in accordance with Section 15 of the NPPF.

5 Case for the Proposed Development

The assessment in Section 4 has demonstrated broad compliance with policies detailed in the adopted Barnsley Local Plan. This section summarises the case for the proposed development.

Environmental Impacts

A range of environmental effects have been considered as part of the assessments which accompany the application. There is demonstrated to be no significant adverse impacts including in highway, ecology or heritage terms. Mitigation measures can be secured to address any potential adverse effects on biodiversity. The development would extend the existing highway in its current location, meaning the proposal is an appropriate extension of local transport infrastructure.

Some environmental effects including noise, traffic and disturbance would occur during the construction phase. Such effects would be short-term and mitigation measures can be secured to ensure no significant or longer-term impact on the local environment. A material increase in noise, traffic and pollution above current levels following completion of the scheme and during operation is unlikely.

Economic Impacts

The benefits through improved connectivity will reinforce Barnsley Town Centre in the spatial strategy and its role as a centre at the sub-regional level. The development will support Barnsley in attracting business investment and employment opportunities. Significant benefits would be delivered from improved journey times, connectivity and access to key town centre uses including business, retail and leisure uses from the provision of more attractive, efficient and sustainable modes of travel. The improvements at Wakefield Road will support future transport improvements, which will further promote investment in Barnsley Town Centre.

Social Impacts

Social benefits would also be achieved from improvements to the local highway network, including the provision of additional lanes to improve journey times. The proposals will encourage sustainable travel including opportunities for walking with safer routes. This will provide improved access to employment, leisure and retail opportunities in Barnsley Town Centre. Health benefits would also result from encouraging sustainable travel. Reduced journey times and improved bus reliability will improve the wellbeing of local residents and commuters.

6 Summary

Section 38(6) of the Planning and Compulsory Purchase Act states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

Paragraph 11 of the NPPF states Local Planning Authorities should:

“Approve development proposals that accord with the development plan without delay”.

The proposed widening of Wakefield Road south of Carlton Road complies with relevant policies of the adopted Barnsley Local Plan as outlined in this planning statement.

The proposed road widening scheme represents a highly sustainable form of development. The highway improvements help to alleviate congestion by delivering additional road capacity and reducing delays. The development provides the following benefits:

- Reducing congestion;
- Improving inbound flow for buses and general traffic;
- Reducing journey time variability; and
- Upgrading existing footways to encourage sustainable modes of travel.

This assessment has shown the public benefits of the proposed development are considerable, and the proposed development would contribute to a range of economic, social and environmentally sustainable development objectives. This includes enhancing the role of Barnsley Town Centre in providing access to a range of business, retail and leisure opportunities and promoting the health and wellbeing of local residents and businesses.

This Planning Statement demonstrates that the proposed development is in accordance with the statutory development plan. The broad compliance with policies in the NPPF lends further weight in favour of the scheme and, accordingly, planning permission should be approved without delay.