

<b>Application reference number</b>	2024/0977
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<b>Application Type</b>	Full
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<b>Proposal Description:</b>	Re-alignment of the junction to allow for turning movements
<b>Location:</b>	Land at Lidgett Road and Carr Green Lane, Mapplewell, Barnsley

<b>Applicant</b>	Mr Sam Berryman
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<b>Number of Third Party Reps</b>	4 Objections 3 Support	<b>Parish:</b>	None
		<b>Ward:</b>	Darton East

## SUMMARY

The proposal seeks full planning permission for the realignment of the junction of Lidgett Road with Carr Green Lane to allow for turning movements to the south towards Swallow Hill Road. The proposal is recommended for approval, with the final design and construction subject to a Section 278 licence which should be secured via condition.

Recommendation: **GRANT Planning Permission subject to conditions**

## Site Description

The application involves works to the existing junction off Lidgett Road with Carr Green Lane which accesses the adjacent modern residential development to the west. The current development access junction was constructed in 2016 and has been completed in accordance with the approved plans and now occupied for several years. A full Road Safety Audit process was undertaken (up to Stage 3) and it has since been acknowledged by the applicant that the existing layout is not suitable. There are several issues with the junction which have been identified through the Road Safety Audit including:

- Existing junction alignment and insufficient manoeuvring space - It is unclear as to whether large vehicles such as refuse or delivery HGVs can negotiate the junction without increased risk of kerb over-running which may result in loss of control or significant encroachment into opposing traffic lanes risking head-on conflicts.
- Proposed splitter island and insufficient island conspicuity - The proposed splitter island may not be suitably conspicuous particularly during poor weather or night time conditions increasing the potential for it to be struck by passing traffic which could result in loss of control.

- Insufficient road markings - Without a suitable give way road marking triangle, drivers may not sufficiently appreciate the nature and priority of the junction increasing the risk of potential failure to give way conflict at the junction

The applicant now wishes to resolve these issues as part of this planning submission.



Site Location Plan

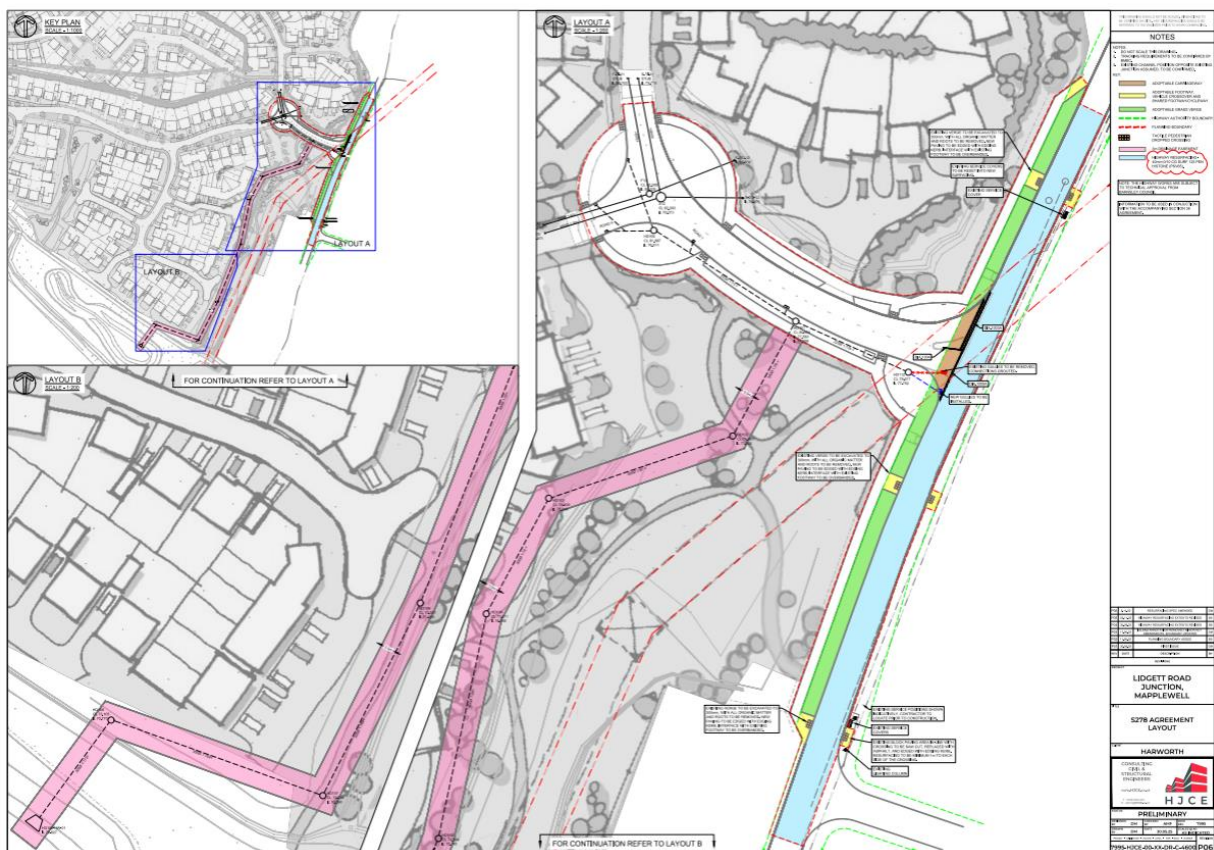
### **Proposed Development**

This application proposes a realignment of the junction of Lidgett Road with Carr Green Lane. The current junction arrangement was designed in order to encourage drivers to enter and exit the site to the north towards Blacker Lane rather than to and from the south towards Swallow Hill Road. The junction was designed in this way order to address requirements made in application 2014/0452 to alter the junction to improve highway safety in the wider area of Mapplewell. The Officer Report from the 2014/0452 application stated that “the access would be orientated to encourage drivers to enter and exit the site to the north (towards Blacker

Road). The design aims to reduce the number of vehicles that may wish to use Swallow Hill Road”.

Further to previous comments, the proposals have been discussed with the Council's Highway Design and Highway Safety engineers and has been subject to a new Stage 1/2 Safety Audit. This is reflected in the results of the independent safety audit submitted as part of this application. The scope of this Road Safety Audit has been completed in order to review the proposed highway works.

However, highway safety issues raised in the original Stage 3 Safety Audit could not be overcome and an agreement has been reached that the overall safest design of the junction would see the removal of the splitter island to allow for turning movements to the south, three new dropped pedestrian crossings, resurfacing to Carr Green Road as well as the junction mouth of Lidgett Road plus a series of remedial works on both Carr Green Road and Lidgett Road as outlined on the plans below.





<i>Application Reference</i>	<i>Application description</i>	<i>Status</i>
2008/1555	Re-grading of former colliery site for Residential Development (Outline) and relocation of existing sports pitch.	Withdrawn
2009/1277	Residential development to include means of access, re-grading of the site, retirement homes, public open space and relocation of existing sports pitch - resubmission of planning application 2008/1555 (Outline) (Amended Scheme)	Refused
2014/0452	Remediation and restoration of site (Full permission) and erection of up to 325 dwellings, associated infrastructure and open space (Outline with all Matters Reserved Except Access).	Approved with conditions subject to a Legal Agreement
2015/1015	Reserved matters planning application for the construction of infrastructure works comprising entrance feature, provision of substation, drainage works, including an attenuation pond, footbridges and other landscaping associated with outline planning permission.	Approve with conditions
2015/1407	Application for approval of reserved matters of outline planning permission 2014/0452 for 2nd phase of development of 141 dwellings (appearance, landscaping, layout and scale)	Approve with conditions

## **Policy Context**

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027, or earlier, if circumstances require it.

### Local Plan

The site is allocated as Urban Fabric within the Local Plan where the following policies are of relevance

Policy GD1 General Development  
Policy D1 High quality design and place making

## Policy T4 New Development and Transport Safety

### Supplementary Planning Documents

#### Section 278 Agreements

#### National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England. It sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to sustainable development: economic, social and environmental; each of these aspects are mutually dependent. With regards to this application the most relevant paragraphs are:

Paragraph 116 - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 131 – Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities

Paragraph 135 – planning decisions should ensure that developments function well, add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character, establish a strong sense of place, optimise the potential of the site and create safe, inclusive and accessible places that promote health and well-being.

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

#### **Relevant Consultations:**

Highways DC – No objections subject to conditions

Ward Members – Councillor Hunt has provided the following comments:-

'I object to the proposed changes to this road junction. When outline planning permission was given to develop the site of the former North Gawber Colliery residents were promised that Swallow Hill Road would be widened at the point near the farm where the road narrows to a single lane. The Council received S106 monies to deliver these road improvements. However, the promised improvements have not been delivered. The current road junction signs motorists leaving the estate to turn left and to avoid Swallow Hill Road. Making the changes proposed in this application will only encourage road users to use Swallow Hill Road which is

unsuitable for the increased traffic volumes emanating from the estate. I will only support this application after the promised changes on Swallow Hill Road have been delivered. I note that at March 2025 the Council had a balance of £14.3m of unspent S106 contributions. Surely within this there is the scope to deliver the Swallow Hill Road improvements.'

## **Representations**

27 neighbouring properties have been notified by letter during 2 rounds of consultation. The following comments have been received as a result of the consultations:-

### **4 Comments of objection**

- Concerns are raised over the increased amount of traffic using Swallow Hill Lane which is unsuitable for the volume of traffic using it.
- The road is constantly in need of repair and a danger to traffic, cyclists and pedestrians due to the width of the road and number of potholes/ damage to the edge of the road.
- Swallow Hill Road has always had a weight restriction applied to it, something that is being ignored recently, there is a great increase in the amount of heavy goods vehicles that use the lane which contributes to the condition of the lane especially around the farm.
- Unless the Council are going to use the money provided by the developer to fully upgrade the road to a safe standard, then the junction should be altered to ensure traffic can only turn up Carr Green Lane. This was the intended solution when planning permission for the estate was granted, however the layout of the junction was not fit for purpose meaning it is easily possible for vehicles to either turn right when leaving the estate or turn left into the estate when driving up Carr Green Lane.
- Concerns regarding near misses from people turning down Carr Green Lane from Lidgett Road while we are reversing out from drives on Carr Green Lane.
- Removal of the bollards and island is not the solution - the narrow angle to turn in and out of the junction would still remain. This is inappropriate and does not resolve the danger caused by the initial incompetence creating a junction which isn't fit for purpose. If anything, removal of these two would make the junction more dangerous as drivers would cut the corner especially logistics/delivery drivers]due to how awkward it can be to turn into the estate dependant on which direction you approach the junction. The junction needs to be widened to make safe for all.
- Concerns regarding the removal of the traffic island. This was installed with a view to trying to reduce the amount of traffic opting to use Swallow Hill Road. Removing the traffic island will increase the speed that drivers exit the estate and encourage the use of Swallow Hill Road. There has also been instances of drivers using the wrong side of the island to enter the estate when driving down Carr Green Lane. Drivers waiting to turn right down Swallow Hill Road will be in danger of vehicles cutting the corner when they are waiting to turn right.
- Concerns regarding the increasing the radius of the kerb line south side of the junction. While the existing kerb line is should be easily negotiated by competent car drivers. Increasing the radius will enable drivers to increase speed around this corner. It will also encourage more heavy goods delivery vehicles to use Swallow Hill Road. The new arrangement does not take into account the idea of reducing the amount of traffic using Swallow Hill Road and impact on the surface of the road.
- 'Stop' rather than 'Give Way' signs / road markings should be used.

### **3 Comments of support**

- The entrance to the estate is a hazard especially in winter so needs removing
- Please do remove the bollards and widen Swallow Hill Road.
- This is a very dangerous design when driving in and out of the estate, especially on cold mornings when it can become icy. It is very difficult to turn onto Lidgett Road when driving from Carr Green Lane Road and turning left, and likewise when driving from Lidgett Road and turning right onto Carr Green Lane Road.

## **Assessment**

The main issues for consideration are as follows:

- The acceptability of development
- The impact on the highway network and highways standards

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

### The acceptability development

The existing road junction is set within an area allocated as Urban Fabric within the Local Plan Proposals Maps and serves the existing adjacent modern residential development. The alterations to the junction are therefore acceptable in principle in accordance with Policy GD1 – General Development, subject to the material considerations below.

### The impact on the highway network and highways standards

This application proposes a realignment of the junction of Lidgett Road with Carr Green Lane. The current junction arrangement was designed as part of the residential development 2014/0452, in order to encourage drivers to enter and exit the site towards Blacker Lane rather than to and from the south using Swallow Hill Road. The initial design that served the residential development included a splitter island. This was subject to an independent Stage 3 Safety Audit, but several issues were raised during the audit regarding the design. Despite the current splitter island, vehicles can still be seen turning right, and at present the existing junction alignment has insufficient manoeuvring space to do so, which increases the risk of kerb over-running. Concerns have also been raised with regard to the splitter island conspicuity and insufficient road markings.

It is apparent that the proposed changes to the junction are going against the original design and as such, the applicant has provided robust evidence to justify the proposed changes to the design and why this agreed element of the original scheme for 2014/0452 is being altered. An independent safety audit has been submitted as part of this application. The Highways Officer has been consulted and states that the applicant has demonstrated that the safety issues raised in the original Stage 3 Safety Audit could not be overcome, and an agreement has been reached that the overall safest design of the junction would see the removal of the splitter island and allow for traffic to be able to turn right towards Swallow Hill Road to the south. There are also other improvements proposed which are shown on the plans as three

new dropped pedestrian crossings, resurfacing to Carr Green Road as well as the junction mouth of Lidgett Road plus a series of remedial works on both Carr Green Road and Lidgett Road which will be of benefit to pedestrians and road users.

Concerns have been raised by residents and Members with regard to the additional use of Swallow Hill Road due to its narrow width and condition and improvement/widening works have been requested, however works to Swallow Hill Road do not form part of this application. The Highways Officer has taken into consideration the comments made and considers that the proposal to allow traffic from the residential development to turn to the right is suitable and proposes the safest design of the junction, and it is understood that highway repair and maintenance works have been undertaken recently to Swallow Hill Road (November 2025) and improved signage erected.

In view of the above, the proposal is therefore acceptable and in compliance with Policy T4 of the Local Plan. The proposed change to the junction is considered to be justified and the Highways Officer has no objection to the scheme, although the final design and construction should be subject to a Section 278 licence and a condition to reflect this should be added to the decision notice.

The weight given to the potential impact upon Highway Safety is considered to be moderate.

## **PLANNING BALANCE & CONCLUSION**

On balance the proposed alteration is acceptable and would improve the safety of the junction, in compliance with Policy T4 of the Local Plan, subject to the following conditions.

## **RECOMMENDATION**

**Approve subject to conditions**

## **MEMBERS RESOLVE TO GRANT PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT SUBJECT TO THE CONDITIONS BELOW**

### **CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out strictly in accordance with the amended plans (Nos.D13 4764 01A, 7995-HJCE-00-XX-DR-C-4600 REV P06, 7995-HJCE-00-XX-DR-C-4300 REV P06, 7995-HJCE-00-XX-DP-0002-RSA RESPONSE REPORT, 7995-HJCE-00-XX-DR-C-4700 REV P06, 2025-07 Mapplewell RSA1/2 – Revision 1) and specifications as approved unless required by any other conditions in this permission.

Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making.

3. Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:

- Provision of/any necessary alterations to highway drainage;
- Any necessary signing/lining;
- Any necessary reconstruction/resurfacing.

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

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

## **INFORMATIVES**

1. 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.
2. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details unless otherwise agreed in writing with the LPA. Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety.
3. The development hereby approved includes the carrying out of work on 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.

## **STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015**

**Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. it is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.**

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

*Amendments to plans and carrying out of a stage 1/2 Safety Audit.*