



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: [REDACTED] (Regional Director)
Operations Directorate
Yorkshire North East Region
National Highways
Planningyne@nationalhighways.co.uk

To: Barnsley Metropolitan Borough Council] (FAO Elaine Ward)
developmentmanagement@barnsley.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 2021/1090

Location: Land south of Barugh Green Road and east of Higham Common Road, Barnsley.(Application 1).

Proposal: Hybrid application for residential development for 1,560 dwellings comprising:

- a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds/dry detention basins and associated drainage infrastructure; construction of a new link road; location of strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane; and erection of Phase 1(a) residential development comprising 216 dwellings,
- b) Outline planning permission for: Residential development comprising up to 1,344 dwellings; new primary school; small shops and community facilities; and associated infrastructure works, (Amended Description and Amended Plans).

National Highways Ref: 92779

Referring to the consultation on a planning application dated 29 September 2023 referenced above, in the vicinity of the M1 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~

- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~e) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways’ formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningyne@nationalhighways.co.uk.

Signature: [REDACTED]	Date: 22 November 2023
Name: [REDACTED]	Position: Assistant Spatial Planning Manager
National Highways Calder View House Peel Avenue Wakefield WF4 3GH	

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways have concluded their review of this development application and whilst there is a material impact on the SRN, namely M1 J37 this is not considered to be severe. We therefore offer no objection in principle subject to the following conditions being attached to any grant of planning consent.

Recommended Conditions

1. Travel Plans

“Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, occupation of the development hereby approved shall not take place unless and until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways.

Reason: To encourage the use of sustainable modes of transport in line with National and Local Government policies.”

Our comments on the submitted Travel Plans are:

- National Highways should be sent the TPC details;
- The TPC(s) should be in place for five years post final occupation. Further, we would expect the lifespan of the TPs to be five years from final occupation, if occupation is phased;
- National Highways should be consulted on any changes to the TPs;
- A higher response rate should be targeted for the annual travel surveys; and
- National Highways should be consulted on the Travel Plan Monitoring Reports.

2. Construction Traffic Management Plan

Condition:

- 1) No development / construction hereby approved shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways.

Informative:

The CTMP shall include but not be limited to the following:

- Details of construction timescales, start / finish times, and associated periods of traffic movements to the site. This should also provide evidence as to how

such movements will be managed to minimise movement via the SRN during peak hours

- Details of construction traffic volumes and routing to the site.
- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the strategic and local highway network.
- Details of any abnormal load vehicles and arrangements for agreeing abnormal loads with National Highways in advance of these occurring.

Reason: To manage construction traffic impacts for the M1 and ensure the safe and efficient operation of the SRN.

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Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.