31st March 2026

BMBC
Planning & Regulatory Services
P O Box 64
Barnsley
S70 9FE

Dear Jessica,

RE; Residential Development on land to the South of Doncaster Road, Darfield, Barnsley.
In joint application with Keepmoat Homes

Further to consultation responses provided, we write to provide updated details to directly alleviate concerns that have been identified or seek further clarification.

Updated Design Proposals

Keepmoat Homes, JRP and Saul Homes

- SH / Da / 00-G - Site Location Plan
- 23-5638-01-S - SITE LAYOUT - 24.02.26 Coloured
- 23-5638-100-B - LANDSCAPE MASTERPLAN - 24.02.26 Coloured
- 23-5638-01-S - ACCOMMODATION SCHEDULE - 19.02.26
- Saul Homes Accommodation Schedule
- 34060_CGI_Keepmoat- Brow Bottom Site_Rev001_10-11-2025_Mk
- CGI and CGI 2

Haigh Huddleston Associates

- 7309_001_01J Engineering Feasibility - PHASE 1
- 7309_001_02J Engineering Feasibility - PHASE 2
- 7309_001_03G Engineering Feasibility - FULL SITE
- 7309_FRA01C_compressed

Paragon Highways

- PRGN-1229-HGN-DR-CH-101H
- PRGN-1229-HGN-DR-CH-102A
- PRGN-1229-HGN-DR-CH-103A-Offsite Works P1
- PRGN-1229-HGN-DR-CH-104-Offsite Works P2

Whitcher Wildlife

- Covering letter outlining summary of amendments dated 30th Mar '26.
- Entire Site - Land South of Doncaster Road, Darfield, Biodiversity Net Gain Report, Rev Two
- Land South of Doncaster Road, Darfield, Bat Transect Survey Report
- Land South of Doncaster Road, Darfield, Breeding Bird Survey
- Land South of Doncaster Road, Darfield, Preliminary Ecological Appraisal, Rev Three

- Entire Site - Doncaster Road, Darfield, Statutory Metric (Macros Disabled) Rev 1
- Phase One - Doncaster Road, Darfield, Statutory Metric (Macros Disabled) Rev 1
- Phase Two - Doncaster Road, Darfield, Statutory Metric (Macros Disabled) Rev 1
- Phase Two - Land South of Doncaster Road, Darfield, Biodiversity Net Gain Report, Rev Two

Keepmoat Parcel

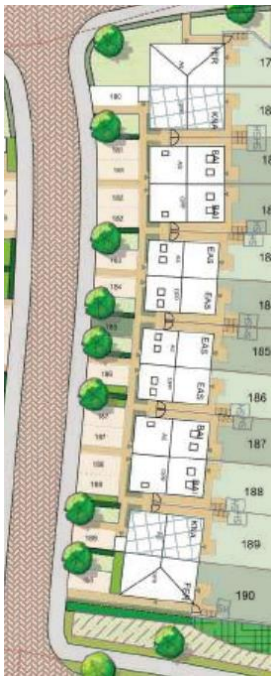
The layout has been revised to reduce the level of frontage parking within the areas identified by the Urban Designer. The level of hardstanding within those areas have been reduced which results in the provision of wider areas of landscaping. This allows for sufficient tree planting and hedge planting which helps to break up the parking areas. The CGI's attached provide some examples of successful Keepmoat developments where the level of landscape is successful in breaking up the parking areas as is proposed here.

The scheme has seen some significant changes in response to the urban design comments throughout the course of the application which have all been recognised in the latest response and we do now feel like the scheme has gone as far as it can do in respect of the car parking. Any further change would result in a significant loss of dwellings which we would assume the authority would not wish to see on an allocated site with an opportunity to deliver an efficient development contributing to the Council's unmet housing requirement.

Having reviewed recent approvals within the last 6 months within the Local Authority, there are clear examples of where the parking solutions put forward as part of this application has been considered acceptable elsewhere, a couple of examples are provided below:

Approved December 2025 – 2024/0867
Residential development of 114no. dwellings and associated works
Former Woolley Colliery Site, Woolley Colliery Road, Darton, Barnsley, S75 5JA This identifies parking for integrals and front drive parking with small slithers of landscape between, a couple of which are large enough for tree planting.

Approved October 2025
2024/1004
Land to the west of Thurnscoe Bridge Lane, Thurnscoe, Rotherham
Erection of 289no. dwellings including associated infrastructure, open space and landscaping
Again, here there are multiple areas of blocks of 4 parking spaces together, with some or limited amounts of landscape between the parking bays.



With all other technical matters addressed in this latest iteration of the layout, it is hoped that this is a matter which you could seek to be considered as part of the planning balance, recognising the significant positive amendments which have been made to revise the scheme in the context of the variety of technical and policy requirements.

Environmental Agency

We acknowledge the concerns raised in relation to fluvial flooding and the potential for the current drainage design to displace flood waters to other areas. We have therefore provided an updated FRA reference E20/7309/FR01C which includes an updated drainage strategy.

The surface water detention basin has been relocated further west, ensuring that all embankments and reprofiling works can take place outside the Flood zone 2 and 3 areas as indicated on enclosed drawings. Furthermore, the road and sewer layout has been adjusted to ensure that no works will take place within the Flood zone 2 and 3 areas.

These alterations will ensure that ground levels in the Flood zone areas remain unchanged as not to impact or displace any existing fluvial flooding. The existing watercourse is relatively shallow in depth and overgrown. We are therefore proposing to re-grade and widen the ditch along the eastern boundary for approximately 70m. The re-grading works will provide additional storage within the fluvial flood zone areas, further helping to reduce fluvial flood risk.

Due to the existing watercourse alignment and levels, the surface water outfall position lies slightly inside the Flood Zone 2 boundary, it may be necessary to raise ground levels locally to provide sufficient cover to the outfall pipe at the rear of the headwall. However, the resulting loss of fluvial flood storage from the sewer outfall will be compensated by the increased watercourse volume generated by the re-grading works outlined above. The FRA considers the effects of up to and including the 1 in 100-year storm events with a 40% allowance for the effects of climate change on the proposed development.

The surface water runoff from the development is in-keeping with the existing greenfield catchment areas and has been reduced to the QBar rate of 36.1 l/s, as agreed with Barnsley MBC LLFA, which is less than half the calculated 1 in 100-year greenfield run-off rate for the developed site area of 75l/s. This ensures the watercourse does not receive any additional water volume which could increase existing fluvial flood risk or displace existing flood waters.

The Environment Agency letter raises concerns regarding the diversion of the existing watercourse. It is important to note that the existing watercourse along the eastern boundary of the site is to be retained, as it will continue to accept flows from the north and the development site itself, to suit the existing catchment areas. There will therefore be no loss of storage volume with the flood zone areas, proposed works will actually create a slight increase due to the re-grading works mentioned previously. The watercourse diversion will only act to divert flows from the west around the proposed detention basin. These flows will rejoin the eastern watercourse within the development boundary, ensuring that offsite flow rates and downstream flood risk remains unchanged.

In terms of fluvial flood risk, the excavation works required for the watercourse diversion within the flood zone area will introduce additional storage to the existing floodplain, which would help to reduce fluvial flood risk.

We trust the relocation of the attenuation basin and associated work will now allow Environmental Agency objection to the development to be fully removed and support given for the proposals.

Active Travel England and Highways

Paragon Highways have considered the requirements from previous consultation responses from Active Travel England. The development proposes an appropriate level of off-site improvement works considering the likely routes residents would take to travel to local bus stops, the local school and nearest convenience store. The off-site works include a footway along the site frontage linking to the relocated bus stop on Barnsley Road and a proposed pedestrian refuge island to assist crossing movements at Barnsley Road near to the junction with Doncaster Road along the crossing desire line. A footway is also proposed linking to the bus stop on Doncaster Road, connecting to the wider footway network along with informal crossing facilities at the junction with Barnsley Road to the East of Strawbridges Garden Centre.

The latest drawings from Paragon Highways also show the proposed access points and designers checklists complete with vehicle tracking. It is considered that the most efficient route from the development site to the local school and local convenience store at Barnsley Road is via the Upperwood Road residential area to the East of the site.

Pedestrian/ cycle links will be provided to both Genoa Close and Belvedere Drive, way finding signage will be provided for pedestrians and cyclists along these routes which are also shown on the latest drawings for approval. The proposals include for upgrading the existing footpath that travels East to West along the north side of Underwood Academy including widening to 3m, which would double the existing width, enable cyclists to use the route.

The route through the Upperwood Road residential area would be used by both cyclists and pedestrians to access local facilities without the need to cross Barnsley Road until they reach the centre of Darfield where further crossing facilities are provided. The off-site works are considered to be appropriate and envisaged to provide a viable route to and from the site for vulnerable road users. The response to Active Travel England comments provides further information on what we have considered and inform how we have arrived at the improvements offered.

Active Travel England Comments	**Paragon Highways Comments**
Doncaster Road/ Barnsley Road are subject to a 50mph speed limit between the site and Upperwood Road. The applicant proposes no change to this.	Speed limit changes have been proposed. However, BMBC and South Yorkshire Police do not support the reduction in speed limit.
The route along Doncaster Road/ Barnsley Road to facilities provides no active frontage or other features that would temper motorist behaviour.	To access public transport facilities the proposals, include a footway along the south side of Doncaster Road and Barnsley Road along the site frontage linking with existing footway infrastructure and bus stop on Barnsley Road. The proposals also include a footway along the south side of Doncaster Road to the north of the garden centre along with pedestrian refuge island across Barnsley Road to access this footway and Doncaster Road bus stop. As above reduction in speed limit to temper motorist behaviour is not supported by BMBC or South Yorkshire Police.
The route to local facilities is entirely absent of lighting and crossing facilities, either across the carriageway or across the bell mouths of other junctions beyond the proposed site access, preventing safe and inclusive access to local facilities.	Street lighting will be provided and designed by BMBC along sections of new footways and crossing points where appropriate. The proposals included a 3m wide pedestrian/ cycle refuge island across Doncaster Road and a pedestrian refuge island on Barnsley Road adjacent to the Doncaster Road junction. Following communications with BMBC a more appropriate route for walking, cycling and wheeling has been identified via the adjacent residential area through the Upperwood Road area. This route would be the easiest to reach Upperwood Academy and nearest convenience store located to the south. The route is to include cycle improvements with removal of cycle barriers, potential widening of the existing path that leads to the school (subject to BMBC permission) and pedestrian/ cyclist wayfinding signage from the proposed development to the school and to local services.
The route lacks a footway on the southern (development) side between the existing bus stop to the east of the site access.	A footway is proposed along the full length of the site frontage between the bus stop and Doncaster Road site access
The route is entirely absent of active frontage/	As above, the most convenient and attractive route

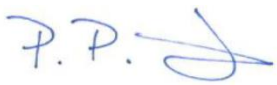
surveillance along 800m of length between the site access and Nisa convenience store and will continue to be, were the proposals to be approved in their current form.	would be via Upperwood Road area with appropriate wayfinding signage. The proposals also provide a footway along the site frontage that also links to the bus stop on Barnsley Road that also links to Belvedere Drive.
Street lighting is entirely absent for around 500m of this route between the site access and Upperwood Road. It is unclear whether the application is planning to provide additional street lighting anywhere other than the area immediate to the site access.	The proposals include new footway works with street lighting provided along those new sections, subject to Barnsley Council's street lighting design. It is envisaged that NMUs would travel through the Upperwood Road residential area to reach the nearby school and local facilities, subsequently no further street lighting is proposed on stretches of Barnsley Road away from the site frontage.
Link road between Barnsley Road and Salterbrook Road (east of Garden Centre) This is a wide bellmouth junction resulting in a crossing distance of around 30m, absent of dropped kerbs and tactile paving.	It is proposed to reduce the junction radius along the east side to 15m and provide a short section of 2m footway to enable a tactile dropped crossing.
There are no crossing facilities to allow pedestrians to safely cross between the northern and southern sides of Barnsley Road. Further into the built-up area, each side road crossing is highly deficient, providing (at best) a small area of dropper kerb, with an absence of tactile paving.	The proposals include a pedestrian refuge island on Barnsley Road near to the Doncaster Road junction. The inclusion of the funding of further tactile crossings on the wider network nearer the centre of Darfield are not considered appropriate as these junctions are located some distance from the site.
Whilst a CLoS has been carried out on the A635, no assessment has been made on Barnsley Road to reach local facilities. Barnsley Road does not present a safe alternative for would-be cyclists. In relation to potential linkages to Belvedere Drive and Genoa Close it should be noted that the PROW between Upperwood Road and Barnsley Road presents a number of physical barriers, which whilst potentially removable, would not prevent conflict between pedestrians and cyclists and which would need to undergo a considerable upgrade/ widening to make this acceptable.	As above, the convenient links to local facilities would be through the Underwood Road residential area. It is proposed to provide way finding signage along suggested cycle routes and remove cycle barriers. It is also proposed to widen the existing path adjacent to the school to 3m, although this is subject to BMBC allowing these works to take place, as this is not within the ownership of the developer, nor does the adjacent grass verge form part of the public highway network.
The lack of safe off-site facilities for cyclists of all abilities along Barnsley Road will not only prevent this mode of travel as fulfilling a realistic alternative to car use for local journeys but effectively undoes a lot of benefits of the proposed internal street layout.	The development proposes upgrades to cycling facilities adjacent to the school and through Upperwood Road residential area complete with wayfinding signage. This would be a preferred route to local facilities.
Off site works – introduction of lighting and formal zebra crossing facilities between the northern and southern footways of Barnsley Road at desire lines such as schools and shops.	The school and local convenience store can be reached without crossing Barnsley Road. Wider facilities at provided in the centre of Darfield where existing crossing points exist including pedestrian refuge islands and zebra crossing on Garden Street. A zebra crossing on Barnsley Road is not considered justified given that crossing movements are not necessary between the development and local facilities.
The delivery of on carriageway features that	BMBC and South Yorkshire Police do not support a

naturally reduce speeds in line with the extended built-up area through a series of measures that could incorporate, but not limited to horizontal deflections (build outs and priority narrowing's) and other consistent or localised footway widening. Re design the street to incorporate physical measures or light segregation that limits speeds to 20mph to allow safe on carriageway cycling.	reduction in speed limit. The Traffic Calming Regulations do not allow for the speed reducing features within areas where the speed limit exceeds 30mph. Cycling routes to local facilities are to be promoted through Underwood Road residential area.
An uncontrolled crossing is proposed along the A635 Doncaster Road in the form of a 3.5m wide refuge island. Regrettably the designer has ignored the recommendations of ATE in reviewing the proposals alongside LTN 1/20 Table 10-2 that requires a signalised facility in order to meet the needs of all users.	The proposed refuge meets the geometry requirements contained within paragraph 10.4.7 LTN 1/20 providing at least 3m wide facility. BMBC have advised that they would not support a signalised crossing at this point. Paragon Highways agree that this signalised crossing would not be justified given the use associated with the proposed development.
A formal crossing is provided on Barnsley Road in the vicinity of the westbound bus stop.	Residents of the proposed development would use the south side footway or Belvedere Drive to access this bus stop. Residents can use the proposed pedestrian refuge island on Barnsley Road to access the eastbound stop as crossing points are also proposed at the junction to the east of Strawbridge Garden Centre.
ATE seeks further information on how the development will achieve the indicated linkages along its eastern boundary to Belvedere Drive and Genoa Close.	These roads form part of the adopted public highway to the existing east side site boundary, allowing a pedestrian/ cycle link to these roads from the site.
It should be also noted that the multiple sets of barriers that confront users wishing to access/ egress Lugano Grove will prevent access by disabled users and mobility scooters and consequently do not present an inclusive and accessible environment and require to be removed if not already.	It is proposed to remove these barriers as part of the proposals to promote these pedestrian and cycle linkages through the Underwood Road residential area.

We trust these additional details and amendments directly address queries raised during the consultation process and will now enable you to provide a positive outcome to take this application forward to recommendation.

I look forward to hearing from you in due course.

Yours sincerely



SAUL CONSTRUCTION LIMITED

Mr P Justice