



PLANNING CONSULTATION RESPONSE

Application No	2026/0108
Proposal	Erection of 4 padel courts with a covering structure, installation of a football pitch and erection of a new associated building to include changing facilities and cafe/social areas.
Address	Burntwood Sports and Leisure Centre, Common Road, Brierley, Barnsley S72 9ET
Date of Consultation Reply	09/04/2026
Consultee	Highways Development Control

Consultation Assessment and Justification

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

Having reviewed the proposal for four padel courts, a 370m² clubhouse, and a new 3G football pitch within the established leisure complex it is stated within the DAS that access to the development will be taken via the existing route into the Health Club, with most users anticipated to be current members already travelling to the site. It also states that any increase in traffic or parking demand will be managed through the provision of an additional on-site car park adjacent to the existing building.

Whilst it is acknowledged that that the site benefits from established access arrangements with an existing car park designed to serve leisure-based activity (parking provision of circa 200 spaces), and that the proposal is in itself unlikely to generate traffic levels that would result in a severe impact on the surrounding highway network, additional information is requested to ensure the application is appropriately considered from a highways perspective.

Taking into account the scale and nature of the development, and the leisure context of the wider site, a full Transport Assessment is not required, however, in line with national planning policy it is requested that a proportionate Transport Statement is submitted by the applicant for review.

This statement shall provide for (but not exclusively):

- Confirmation of existing / proposed on-site parking provision (including blue badge spaces; m/cycle spaces and cycle parking);
- A high-level assessment of trip generation associated with the padel courts, clubhouse and 3G pitch;
- Commentary on anticipated peak operating periods, including the potential for concurrent use of facilities(proposed and existing); and
- Confirmation that proposed parking levels are adequate to meet demand without impacting on the surrounding highway network (parking occupancy surveys)



The Transport Statement does not need to include detailed modelling or extensive TRICS analysis (unless TRICS information is readily available), provided assumptions are clearly stated and conclusions are robust and evidence-based.

In terms of the site layout, the car park layout (16 spaces) shows the single blue badge holder space at the southwestern end of the car park. This is the furthest distance from the new Club house building and adjacent existing fitness club building, as well as being away from the natural desire line to and from access path (15) and fully accessible roof viewing terrace (1). In accordance with DfT Inclusive mobility document, *“Accessible parking spaces and drop-off points should be located as close as possible to building entrances, where safe access can be provided”*. As such it is requested that the layout is amended to reflect this.

In addition, the site layout plan (Item 12 in the Key Legend) identifies an *“Access path in paving or resin-bound gravel, for pedestrians with occasional access to substation, type A”*, served by gated access from the 16-space car park. While this route scales at approximately 3 metres in width and includes a turning head adjacent to the substation, it is presumed that this access may also be intended for use by emergency service vehicles. Accordingly, clarification is required—together with any necessary amendments or additional provision, as to whether this route is intended to function as a vehicle access in accordance with the requirements of Building Regulations Approved Document B (Fire Safety), Table 15.2 (extract provided below).

Table 15.2 Typical fire and rescue service vehicle access route specification

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

NOTES:

1. Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
2. The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.

Should this route need to be designed in accordance with the details set out in Table 15.2, an amendment to the site layout will be required.

I look forward to receiving the requested information, clarification and amended plans as appropriate and naturally will review these as soon as practicable after receipt – PLEASE DEFER FOR AMENDMENTS / FURTHER INFORMATION.

NO OBJECTION*

Defer for amends/further information*

OBJECT*

*Delete as applicable

Consultation Suggested Conditions:

Consultation Informative(s):



BARNSLEY

Metropolitan Borough Council

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Planning Obligations required:

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