



PLANNING CONSULTATION RESPONSE

Application No	2025/1071
Proposal	Erection of 9 Detached Dwellings
Address	Alexandra Working Mens Club, 59 High Street, Royston, Barnsley, S71 4RF
Date of Consultation Reply	02/03/26
Consultee	Highways Development Control

Consultation Assessment and Justification

Thank you for consulting Highways Development Control on this application.

The application site relates to the former Alexandra Working Men's Club located on High Street, Royston. Demolition of the former club building has previously been agreed under a 2024 planning permission. The site occupies a prominent frontage location on High Street within the built up area of Royston and is surrounded predominantly by residential development. The current proposal seeks planning permission for the erection of nine dwellings with associated parking and access arrangements.

High Street in this location forms part of the B6428, a classified road within the local highway network which accommodates through traffic in addition to providing access to frontage properties and local facilities within the village centre. The route therefore experiences regular vehicular movements together with pedestrian activity associated with the surrounding residential area.

Whilst the principle of residential redevelopment of this previously developed site is unlikely to result in a level of vehicular activity that would materially exceed that historically associated with the former working men's club use, concerns are raised regarding the proposed access strategy and the relationship between the development and the public highway.

The submitted layout indicates that several of the proposed dwellings would be served via individual private driveways taken directly from High Street. This arrangement would introduce a number of separate vehicular access points along the site frontage onto a classified road (B6428). The intensification of access points along a classified road is not considered good highway design practice and conflicts with the principles set out within the South Yorkshire Residential Design Guide, which seek to minimise the number of direct vehicular accesses onto the public highway where possible.

The proposed arrangement would result in a series of closely spaced vehicle crossing points along the frontage of the site, increasing the potential for conflict between vehicles entering and leaving the development and pedestrians travelling along the adjacent footway. This approach also conflicts with the street design hierarchy set out within Manual for Streets,



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which prioritises pedestrian movement and seeks to avoid unnecessary vehicle crossings of footways where these can introduce additional conflict between vehicles and pedestrians.

In addition, the proposed driveway arrangements are likely to result in larger, delivery vehicles reversing onto or off High Street, which is unacceptable on a classified road.

Whilst it is acknowledged that an existing vehicular access currently serves the site from High Street in close proximity to the junction with Hallcroft Rise, the proposed layout would introduce several additional access points along the site frontage. From a highways perspective it would be more appropriate for the development to be served via a single consolidated access point, potentially relocating the existing access in a manner that provides an appropriate separation distance from the junction with Hallcroft Rise. A shared internal access serving the development would reduce the number of vehicular crossing points onto High Street and provide a safer and more coherent arrangement in accordance with the principles of the South Yorkshire Residential Design Guide. It should be noted that rather than several shared private drives, for developments exceeding 5 dwellings, an adoptable layout would be preferable.

Parking provision across the site should also be clearly demonstrated to comply with the requirements of the Barnsley Council Parking Supplementary Planning Document, with all spaces provided to the minimum dimension of 5m x 2.5m, as set out within the South Yorkshire Residential Design Guide.

Given the concerns outlined above regarding the proliferation of individual vehicular accesses onto High Street and the potential for reversing manoeuvres onto a classified road, the Local Highway Authority cannot support the proposed layout in its current form. The access arrangements should therefore be reconsidered to provide a more consolidated access solution that better accords with the principles of the South Yorkshire Residential Design Guide and provides a safer relationship between the development and the public highway.

NO OBJECTION*	Defer for amends/further information*	OBJECT
Consultation Informative(s):		
Planning Obligations required		