



PLANNING CONSULTATION RESPONSE

Application No	2025 0908
Proposal	Re-engineering and Restoration of Yew Tree Quarry through the importation of non hazardous Excavated Soil Materials
Address	Stairfoot Brickworks, Wombwell Lane, Stairfoot, Barnsley, S70 3NS
Date of Consultation Reply	02/12/2025
Consultee	PROW – S Ford

Consultation Assessment and Justification

Whilst we appreciate the environmental, biodiversity and public safety benefits of the quarry restoration there are significant safety concerns regarding the process.

There are several rights of way that cross the access road and follow or are within the operational /planning boundary.



FP324 along south/west boundary of the work area between the TPT and FP323	FP323 crosses the access route twice and is along a short section
Trans Pennine Trail bridleway (solid purple line)	Historical permissive footpath that joins to Roehampton rise and Cemetery

Trans Pennine Trail crossing

The site access road crosses the Trans Pennine Trail bridleway in a location with poor sight lines due to the gradients and bends.

The 400,000 cubic metres of material being imported over 2 years (111 weeks) along the access road is a major concern. According to the supplied documents that is one vehicle



every 5 minutes in each direction. whilst there has been road traffic impact calculations I was unable to find any data of TPT usage and subsequent impact assessment.

With delivery operations between 7.30 and 16.30 every weekday this is a significant amount of vehicle crossings with strong likelihood of conflict with vulnerable bridleway users.

In winter the **work hours will include periods of darkness** when TPT bridleway users are even less visible to HGV drivers looking down from their driving position.

Even through the proposed Saturday hours are shorter and less likely to include deliveries, the site will still be operational with staff.& contractors vehicles crossing the TPT bridleway.

[Figure 3.4 proposed site access arrangements](#) refers to a more detailed plan of the TPT/Access Road crossing as being 3263-01-D02 but unable to find that on the planning file. There are 3 copies of the same footpath diversion plan under different titles!

PRIORITY MUST BE GIVEN TO TPT BRIDLEWAY USERS IN TERMS OF GATES.

Vehicles will need to wait for a banksperson to open the gates (which would then be across the TPT) to allow vehicles to go through along the access road and reopening the crossing to TPT users as soon as it has passed.

The developer must also ensure that at the end of the working day/ when there is no banksman, the gates are prioritising TPT users or it risks accidents and incidents for which it will be liable

Having the gates the other way round risks trapping lots of TPT users on both sides of the crossing point with horses that then could be spooked by vehicles or just the noise and injure themselves of other users.

As well as priority for gates at the crossing, there needs to be plenty of warning signs in both directions that users might come across closed gates to allow vehicles through and what to do.

There is no mention anyway in the documents that horseriders and mobility scooter users could be on the TPT and have higher receptor sensitivity .

There is NO alternative bridleway option for TPT users.

Proposed Footpath diversion.

There are 3 copies of this drawing under different titles on the planning file.

Does the developer have control over the land where they are proposing to divert footpath 323 or the landowners written consent? This will be required along with the temporary diversion application.

The proposal appears to show a diversion for footpath 323 but leaving 324 open without an alternative route other than a sign at its junction with the TPT.

We accept that the footpath diversions are desirable for public safety but this needs to be done following the legal process and the developer must contact the PROW team to confirm details.

I have enclosed an application but it needs returning **at least 6 weeks** prior to it being required for start date. Any Temporary closure is only valid for 6 months after which it is down to the Secretary of State to grant any extension.

The proposed temporary diversion for footpath 323 is reasonable. It appears to utilise worn routes on the ground that have no recorded public highway status. These are also outside of the planning boundary and possibly outside of their ownership. If that is the case then landowner written consent is required along with the submission of the closure/diversion application.



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Any temporary diversion should be usable and given the existing surface is along the access track, diverting users onto a vegetated field may result in complaints and injuries in wet/icy weather. Consideration needs to be made in terms of temporary surfacing of the diversion route especially as it would be for over 2 years.

Footpath 324 will need to be included in the temporary closure/diversion scheme. A sign can be damaged or missed and users walking a considerable distance to encounter fencing is likely to see that fencing damaged and trespass taking place. A better solution would be to provide another diversion using the historical permissive path route through Yew Plantation and rejoin the road highway network at the end of Roehampton rise. Whilst a longer route than the current footpath, it does connect through and is not longer than the alternative via the TPT and FP323 diversion. I understand that the site owners have installed notices on this route saying there is no public access, so those would need to be removed if this diversion is activated.

Restoration proposal

There is no public access shown on the NTS8 restoration proposal. This is a missed opportunity and is likely to see worn lines being created over the grassland just as there are on the other areas of restoration.

	Defer for amends/further information*	OBJECT* YES
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*Delete as applicable

Consultation Suggested Conditions:

No works shall commence until the temporary footpath diversion paperwork has been submitted and accepted 6 weeks before the required start date.

No works shall start until the TPT and vehicle crossing point issues have been agreed. Priority must be given to the TPT crossing over the vehicle access road, during any vehicle movement periods a banksperson must be in place at the crossing and overnight/weekends the TPT must be open and available to use

Consultation Informative(s):

The proposed works will require a temporary closure of a public right of way. The developer is required to apply for the temporary closure, at cost, providing at least 6 weeks' notice and details of how public access will be managed throughout. No works affecting a public right of way may take place until a temporary closure order has been agreed in writing with the Council. Details are available via publicrightsofway@barnsley.gov.uk.

Public rights of way run alongside the proposed development site. Safe public access on the rights of way should remain available whenever possible, with no obstruction of or encroachment onto the width of the paths, and no building debris, storage of materials or parked vehicles limiting access at any time. Appropriate measures should be taken to protect the public, including fencing if necessary. If safe public access is not possible at any time then a temporary closure should be arranged, providing at least 4 weeks' notice and details of how public access will be managed. For further information contact publicrightsofway@barnsley.gov.uk.



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Planning Obligations required:

No works shall commence until the temporary footpath diversion paperwork has been submitted and accepted 6 weeks before the required start date.

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Priority must be given to the TPT crossing over the vehicle access road, during any vehicle movement periods a banks person must be in place at the crossing and overnight/weekends the TPT must be open and available to use