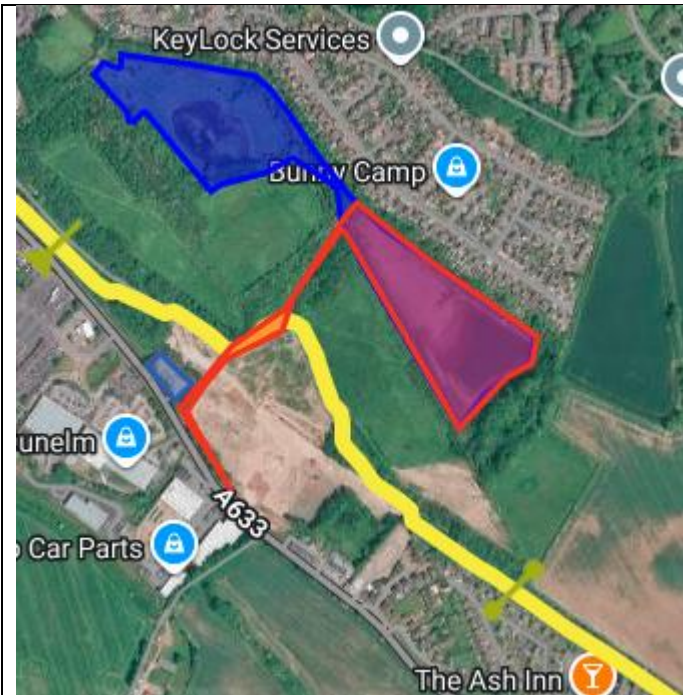




Planning Application Response

Organisation:	Barnsley Council
Detail:	Re-engineering and restoration of Yew Tree Quarry through the importation of non-hazardous excavated soil materials – Stairfoot Brickworks, Wombwell Lane
Planning Ref:	2025/0908
Link:	Application Details
Closing Date:	30 th March 2026
Response to:	developmentmanagement@barnsley.gov.uk / helenwillows@barnsley.gov.uk
Submitted by	Trans Pennine Trail National Office & Walk Wheel Cycle Trust
Date:	30 th March 2026
<p>The Trans Pennine Trail National Office (TPT) and the Walk Wheel Cycle Trust (formerly Sustrans) (NCN) welcome the opportunity to respond further to this planning application, in relation to the documents you state:</p> <p>A – Amended Proposed Site Access Arrangements – 12th March B – Application Boundary – 10th February C – Delivery Management Plan – 12th March</p> <p>The map below shows the development location and alignment of TPT/NCN:</p> <p>Yellow: TPT/NCN Red: Current Application Blue: 2022/ENQ/00353 - Restoration and aftercare scheme, Stairfoot Quarry (which also includes the current application area)</p>	



We appreciate amendments made to the plans and documents following the meeting on 6th January between the Trans Pennine Trail, Walk Wheel Cycle Trust, Barnsley officers and Green Core representatives.

Still to note:

- Whilst we have no objection to the development itself we would like to see statements concerning what is the 'expected' level of disruption to the TPT/NN users firmed up and commitments not to exceed this level.
- We would like to know what TPT/NCN peak times will be avoided.
- We have also recommended that information is posted clearly out on site – this still hasn't been referenced in this latest information.
- It is also questioned if the British Horse Society have yet been included in discussions, particularly on the design of the gates to be used during HGV deliveries.

Amended Proposed Site Access Arrangements – 12th March.

Is this the location of the security office/vehicle check-in? If so, please label on plan:



Application Boundary – Third Party Land – 10th March
 No comments.

Delivery Management Plan – 12th March

1.9	We expected that the delivery contractors will be subject to the agreements made at this stage. Should the ongoing environmental management change the final agreed version by all parties, in relation to our concerns noted in 1.7 then we will need to be notified of any extra impact this could have on Trail users.
3.1.2	Noted 80 deliveries a day / 160 two-way movements between 7am and 5pm Monday to Friday – with a caveat that this may increase to 100 a day / 200 two-way movement.
3.1.3	The statement ‘However, it is anticipated that the number of HGVs to the site per day will not exceed 200 two-way trips (ie 100 arrives + 100 departures).’ Should be amended to, ‘The number of HGVs to the site per day will be limited to 200 two-way trips (ie 100 arrivals + 100 departures.’ If this is what is anticipated in any case, it should not affect operations. If however this is exceeded it will cause even further disruption to users of the TPT/NCN. There is currently no upper limit stated.
3.1.4	It is accepted that necessary plant will need to be delivered to site at the start of the project / removed at the end of the project but delays to Trail users must be kept to an absolute minimum as agreed in earlier discussions.
3.4.1	Notes security gate that drivers should report into – this isn’t clearly shown on the Site Access Arrangement Plan provided.
3.4.2	The commitment for a banksman to be present at the RPWO crossing at all times during operating hours is noted and appreciated.
3.4.7	This statement is ambiguous – if deliveries can increase to 100/day /200 2-way and only take place between 7am and 5pm it will be difficult to avoid peak periods for people using the rights of way network. We request the detailed data from the survey carried out by Green Core in July 2024 and based on this, their analysis of the times considered to be peak periods for

	<p>the TPT/NCN – which will be avoided. As brought up in the meeting on 6th January 2026, this is a very small data set of one day and may not be typical – for example, as noted in 4.2.1 the summer holiday will have different patterns to school term times. We request that further surveys are carried out and taken into consideration.</p>
3.4.11	<p>Noted maximum 22 two-way movements/hour.</p> <p>To reduce timing slightly, 2 banksmen could be used – one for each set. This would also ensure someone was at each side of the Trail to speak to Trail users and is our recommendation.</p> <p>It is noted and appreciated that Green Core are aiming to minimise the number of crossings per hour by coordinating arrivals and departures so several HGVs can cross at the same time.</p>
4.1.3	<p>Has the British Horse Society been consulted on the suitability of the gate design. Equestrians need as much protection as possible in terms of noise and movements of HGVs to avoid the being spooked which could cause potential serious harm to both the horse and rider. The gate area should also be well lite to ensure they can be seen in the months when daylight hours are shorter, to ensure users are aware of their presence. The gates must also remain fully open for Trail users outside of site working hours.</p>
4.2.2	<p>These calculations are incorrect. On the stated assumption that a single banksmen will take up to 60 seconds to open both gates, it would presumably take the same amount of time to close them. With a crossing time for a single vehicle being 30 seconds as stated in 4.2.4, for individual vehicles this would be:</p> <p>$60+30+60 \text{ seconds} = 2.5 \text{ mins}$</p> <p>At 22 vehicles per hour, this would take $22 \times 2.5 \text{ mins} = 55 \text{ mins}$ in the hour – the gates would hardly ever be open for TPT/NCN users.</p>
4.2.4	<p>We are pleased to see the suggestion of platoons of vehicles.</p>
4.2.5	<p>There needs to be a balance:</p> <ul style="list-style-type: none"> ~ having one very long wait once per hour will be good for most users but very bad for those held up in it. ~ lots of shorter waits will be less bad for each person but will mean a log of people are inconvenienced. <p>The stated 3 x 5min waits seems the best compromise.</p> <p>Could there be a commitment that the TPT/NCN will not be closed for more than 5 minutes at a time and for no more than 3 times per hour? However, please note that even this means a wait of up to 5 minute for a quarter of TPT/NCN users. There should be clear signage indicating this likely frequency and length for these closures for path users.</p>
4.2.6	<p>We would like the gate opening sequence to open the gate in front of the waiting vehicles last, to ensure that vehicles do not move onto the TPT/NCN before all path users are clear. On the plan for managing the platoons, the gate in front of the waiting vehicles is the north east gate, but this is opened</p>

	<p>first. A fast-moving cyclist could enter into the area at the same time as a vehicle.</p> <p>When closing, the gate in front of the new waiting vehicles should be closed first for the same reason. Again, the north east gate.</p>
4.2.7	The plan for managing the platoon looks like the best available option.