
From: Lake , Wayne (GROUP LEADER HDC) [REDACTED]
Sent: Tuesday, February 27, 2024 10:02 AM
To: [REDACTED]
Cc: Hildersley , Garry (HEAD OF SERVICE) [REDACTED] HighwaysPIngApps
<HighwaysPIngApps@barnsley.gov.uk>
Subject: 2021/1089 & 2021/1090

Good morning [REDACTED]

Following receipt of further information in response to comments made back in September, please find further comments in red appended below those previously made for ease of reference.

Happy to discuss as necessary,

Kind Regards

Wayne

From: Lake , Wayne (GROUP LEADER HDC)
Sent: Monday, September 25, 2023 10:40 AM
To: [REDACTED]
Cc: HighwaysPIngApps <HighwaysPIngApps@barnsley.gov.uk>
Subject: RE: Reminder - deadline for review of draft MU1 layout Hoyland West Masterplan
2021/1089 & 2021/1090

Good morning [REDACTED]

Following a review of the revised masterplan, please find the following comments – Please note I have also included some generic comments for residential developments by means of clarification as to what will be required moving toward detailed design but worthy of consideration at this stage:

Residential – General

The design of residential streets within the development shall follow the guiding principles and technical guidance to comply with the following standards:

South Yorkshire Residential Design Guide (SYRDG). This can be accessed at:

<https://www.barnsley.gov.uk/media/17250/south-yorkshire-residential-design-guide2011.pdf>

Please note:

Section 4 – Technical Requirements –

4B Site and Parking Geometry particularly (but not exclusively)

B1.1 Street Types

B.1.1.19 Access (driveways)

B1.2.1 Design Speed – Residential Streets

B.1.3 Forward Visibility

B1.6.5/B1.6.6 Emergency Vehicle Access

B.2.1.5 Minimum carriageway / vehicle track space width

B.3.7 Turning Areas – Turning Areas should be avoided where possible by the use of well-connected street networks. Note: Where they do form part of the street layout cul-de-sacs longer than 20m require a turning area suitable for the turning requirements of a refuse vehicle.

B.4 Speed Restraint – Individual speed controlling features for following design speeds are required at these spacing's:

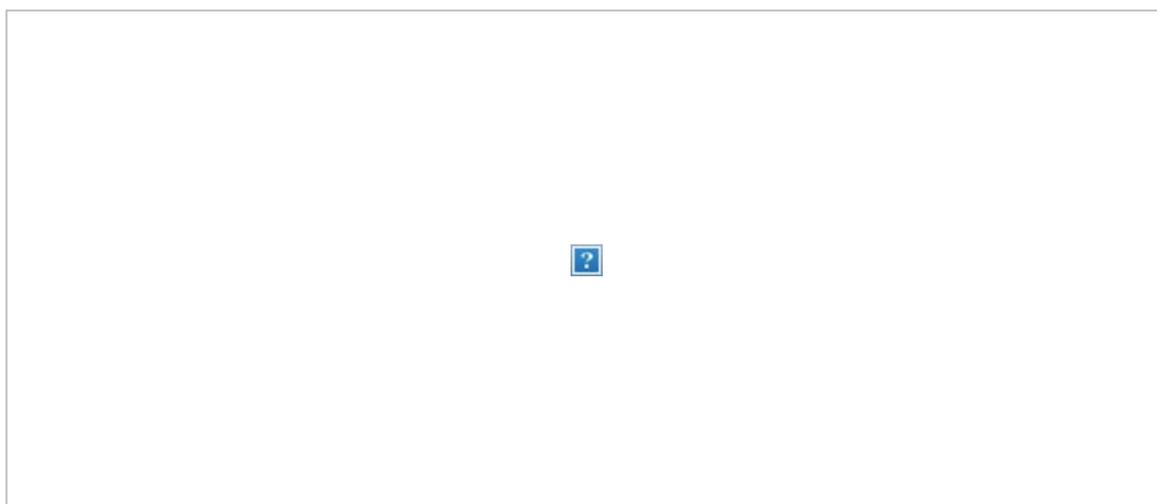
- 20mph – 70 metres
- Less than 20mph – 40 metres

Auto tracking Requirements:

- Refuse Vehicle – Dennis 10.3m rear steer (For information the refuse vehicles currently in use in Barnsley has a wheelie Bin Lifting facility and measures 10.3m x 2.5m.)

Please note that the Councils Waste team have recently advised that the size of vehicle to be used in assessment is 11m in length, 2.75m in width with a weight of 26tonnes and a turning circle requirement of 15.25m. – This was communicated in my response of December 20th 2023 for 2021/1090 (Phase 1) and is also to be used for all subsequent phases.

- Car – Large Car (2006)
- Track tests are to be carried out in accordance with the requirements contained within the South Yorkshire Residential Design Guide sections 4b.2.1.28-29 and 4B.3.3.9-4B.3.3.12.
- Where ramps are to be incorporated within the layout, they should conform to the dimensions shown below. There are several occurrences throughout the site where a driveway is situated too near the ramp/end of footway.



Section 4G Trees

Design guideline N5.7 Connected Streets

Barnsley Local Plan (2019) particularly:

Policy T3 New Development and Sustainable Travel

Policy T4 New Development and Transport Safety

Barnsley Supplementary Planning Document (SPD) Parking (2019)

<https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

Barnsley Supplementary Planning Document (SPD) Design Of Housing Development (2019)

<https://www.barnsley.gov.uk/media/15709/design-of-housing-development-spd.pdf>

Design Of Housing Development SPD

NPPF 9: Sustainable Travel

NPPF 110

NPPF 112

NPPF 131

LTN/120 Cycle Infrastructure Design

The design of the highway layout must be in accordance with the requirements detailed below:

- Vehicular visibility splays of 2.4m x 43m and pedestrian visibility splays of 2m x 2m which are within the control of the applicant and in which there are no obstructions over 0.6m will be required
- SYRDG B.1.1.28 states that is preferable to have a level approach. However, where the topography prevents this, a maximum gradient of 1:12 is permissible on an individual slope of less than 5 metres or 1:15 if it is between 5 and 10 metres, and 1:20 where it is more than 10 metres. .
- The site layout must be designed to allow a refuse vehicle to pass a large car. Swept path analysis of the entire site layout will be required and should show a Dennis 10.3m rear steer refuse vehicle passing a Large Car (2006)
- All private drives require a refuse collection area close to the adoptable carriageway in a location that does not encroach upon visibility splays to ensure efficient roadside waste collection. The refuse collection area should be sufficient to house the maximum number of bins on a collection day and should be corralled to prevent bins straying onto the highway.
- Private drives that front parking spaces must be sufficient to allow for vehicles to manoeuvre into and out of the spaces
- Private drives that exceed 20m will require provision of a turning head for a fire appliance which is a requirement of Building Regulations Approved Document B
- Pedestrian access between the front door of the dwelling and the adopted highway must be demonstrated with rear access being provided for bin and cycle storage.

Pogmoor Residential Parcel:

Masterplan shows a single point of access taken from Farm House Lane to the south of the development parcel, which reflects one of the three access options considered by the developers consultants in relation to residential development of up to 150 dwellings. Whilst this option included an upgrade to Farm House Lane to the south of the site, to provide a 5.5m wide carriageway with 2m wide footway to the north of the carriageway, concerns remain over this being a safe and viable route to serve this area for all modes of transport particularly pedestrians and cyclists. Whilst options were considered the “preferred option” shown on the masterplan was not supported by road safety audit and concerns remain over this aspect of the design. It should be noted that NPPF 112 requires that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

The Layout shows that the site will provide a circulatory looped highway with a single access which if blocked at the entrance would prevent access for emergency vehicles. An additional vehicular access will therefore be required and therefore there is a need to fully review the 3 options considered by the consultants following receipt of the RSA with consideration to additional /

alternative access arrangements.

Whilst the horizontal alignment of the highway provides is provided for by a loop with series of well-connected streets, there is a need for a design speed of 20mph to be achieved. It should be noted that in accordance with the South Yorkshire Residential Design Guide (SYRDG) S2.3, measures for achieving appropriately low speeds must be part of a deliberate strategy and integral to the street design as a whole. Speed controlling features included as simple add-ons to an already completed design are unlikely to be successful either in functionality or visually. Careful consideration of this must be given within any final design.

No response received.

Whilst it is noted that Pogmoor Parcel (R7) is the subject of outline permission, acceptance of the masterplan layout is predicated on the proposed access arrangements being acceptable. Currently concerns exist over the proposed access arrangements being a safe and viable route to serve this area for all modes of transport particularly pedestrians and cyclists. Therefore the above comments remain applicable.

Phase 1 Residential

Detailed comments previously provided in relation to this development parcel and am awaiting a revised layout for review. However it is noted that the horizontal alignment of the carriageway shown on the revised masterplan reflects that shown on the illustrative masterplan previously submitted. I would therefore reiterate previous comments made on application 2021/1090 (Phase 1 Layout):

With reference to the South Yorkshire Residential Design Guide (SYRDG) S2.3, measures for achieving appropriately low speeds must be part of a deliberate strategy and integral to the street design as a whole. Speed controlling features included as simple add-ons to an already completed design are unlikely to be successful either in functionality or visually. Whilst it is noted that the layout in general provides a system of well-connected streets with legible street hierarchy and limited use of cul-de-sacs, the horizontal layout shown is fundamentally the same as the previous revision (L). Previous comments made in respect of revision L, highlighted the lack of speed reducing features and whilst features have been added, the simple bolt-on nature of the proposed speed reducing features is contrary to the advice contained within South Yorkshire Residential Design Guide S2.3. As such, the horizontal alignment of the street network and associated speed management strategy across Phase 1 will require review in greater detail with the designer being cognisant of SYRDG S2.3; 4B.1.2; 4B.4 and Barnsley West Masterplan Framework 11.23.

Following a meeting with the developer on 16th January where my additional more detailed comments were reviewed and discussed, I am awaiting a revised layout for further consideration.

Furthermore in respect of Phase 1, I note that the October submission included a CMP and mitigation plan. Section 4.4 - Construction Traffic, references access for all construction vehicles being provided via the spine road and new roundabout from Barugh Green Road to the north.

However, given that the northern section of link road and internal (northern) roundabout will not be complete prior to construction activity for Ph1 commencing, a proposal for temporary (sacrificial) priority junction(s) off the link road was provided by Strata for comment in March 2023. It was confirmed by Andrew Bradley that this would be submitted as part of the re-consultation for the site,

however I have not seen this within the suite of documents submitted with the application(s). Please can the applicant confirm the position regarding this proposal.

The proposal was submitted with a draft Transport Note produced by Local Transport Projects which was reviewed and responded to with a number of queries - I am still awaiting a response / further information to enable a full assessment of the proposals. For information those previous comments are included in italics below:

Having reviewed the Transport Note from LTP, I can confirm that the principle of serving circa 110 dwellings from temporary (sacrificial) priority junctions is generally considered acceptable based on the predicted residential trip generation and potential impact on the local highway network without the full link road being in place. However there is a need to ensure the overall delivery of the strategic link is in accordance with the masterplan framework which reads "The link road will be delivered in a phased manner with the strategic link formed by the completion of the 237 dwelling on the site and 34,206m² of commercial space".

With regards the proposal, there is a need to work through the detail given that the link road design and Phase 1 residential may be subject to change given that planning is yet to be granted together with technical approval of the highway works and discharge of any subsequent planning conditions. Notwithstanding this, I have the following comment / observations:

To enable a fuller assessment of the proposals, further detail is required in relation to:

Design Standards

Sequencing of the works i.e. construction of link road and programme, construction and removal of temporary priority junctions, duration of usage for temporary junctions and subsequent removal.

Interface with on plot construction activities and compound storage areas etc including swept paths.

Timing of works and interim position for areas shown on plan as "Areas of development to be completed following removal of temporary access works" – Primarily the footway / cycleways to both sides of link road. It is noted that the vertical alignment of the cycle / footways to the south of both accesses fall well below requisite design standards.

Given the vertical alignment of the access roads relative to the link road, how will utilities be addressed during the interim solution.

Volumes of total traffic use during residential construction period i.e. residential traffic and construction traffic levels

Swept path analysis for all appropriate design vehicles including 16.5m articulated HGV's

Visibility splays for both accesses in both the horizontal and vertical arrangement in accordance with design standards.

Appropriate turning areas for errant drivers.

Consequences for final street lighting design during the temporary period of implementation.

Residential – Other plots.

An area to the East of the two internal roundabouts is shown as being served by a long single cul-de-sac with numerous cul – de-sacs / possible shared private drives to the north and south which does not comply with the requirements of South Yorkshire Residential Design Guide (SYRDG) Policy N5.7 Connected Streets which states that **loops and cul-de-sacs create longer routes for many journeys making walking less attractive and should therefore be avoided**. Whilst it is noted that the masterplan provides numerous separate connecting linkages from these cul-de-sacs, it is unclear what form these would take and the masterplan should ensure the permeability or connectivity within and through the site for cyclists as well as pedestrians is provided for in an acceptable manner and in accordance with the design guidelines contained within LTN 1/20.

This comment remains although it is noted that the Barnsley West masterplan has been subject to change (Current plan BWM-BBA-ZZ-XX-DR-A-1004 Rev P16)

The proposed layout and link road essentially severs Hermit Lane to the West and East of the site and whilst connections are shown these need to ensure permeability or connectivity within and through the site for cyclists as well as pedestrians is provided for in an acceptable manner as stated above. Furthermore, the masterplan appears to show severance is made without turning provision for the design vehicle (this arrangement is also shown on the link road GA plan ref A3-100-P-008 which is not acceptable). Details will be required to demonstrate that suitable turning facilities are provided and layouts without such precision will be deemed unacceptable. In addition, I do have general concerns over the isolated nature of severance of Hermit Lane to the East, and the potential for anti-social behaviour at this locale.

This comment remains applicable with reference to Barnsley Road Link Road Plan General Arrangement re 3062 100-P-002 – A suitable turning area **is** required.

Comments in respect of isolated nature of severance of Hermit Lane to the East, and the potential for anti-social behaviour at this locale also remains applicable

Further details in respect of timescales for stopping up of Hermit Lane are required for review alongside the schedule of earthworks activity. It is presumed the earthworks will dictate timescales for stopping up although this is unclear. In addition, further detail is required at this stage with regards the proposals for each end of public highway which will be the subject of the Stopping Up order.

Any stopping up of public highway to facilitate development will be under S247 of the Town and Country Planning Act. Applications are made to the National Transport Casework Team. Access guidance and application form can be found via:

<https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

This is provided for information

Barnsley West Primary School Masterplan Option 4

The footway shown into the development parcel from the eastern arm of the roundabout appears to connect to the verge. In addition it appears to reduce to a footway width from the shared footway / cycle way provision on the link road. It is considered prudent to extend the provision on the link road

(on both sides of street) further into the development parcel to serve the school and residents with suitable terminal / transition point in accordance with LTN 1/20.

There is a need to ensure the forward visibility requirements on the inside of the bend to the north east of the school site is contained wholly within the extent of proposed public highway. Furthermore that vehicular access into the school site must be designed to visibility requirements in accordance with SSD's derived from MfS Table 7.1 for the appropriate design speed. Pedestrian intervisibility splays of 2m x 2m will be required between access and back of footway clear of obstruction over 900mm in height.

The school vehicular access is shown in staggered junction form with a residential street opposite. In accordance with the #south Yorkshire Residential Design Guide 4B.3.1.2, the minimum separation distance (junction spacing) between these shall be 20 metres.

Notwithstanding the Community route access from the spine road which appears to filter through to the school building site, it appears as there may only be a single point of access to the school site. Whilst not clear it would seem prudent to have more than a single pedestrian access in order to disperse the effects of school related activity, although there may be other safeguarding reasons why this isn't considered a viable an option.

The staff and visitor car park also shows a label for drop offs and deliveries. Careful consideration must be given to the internal layout to guarantee the turning requirements of the largest service vehicle can be met without the need for repeated shunting manoeuvres and that the safety of all users are safeguarded in the design. Pedestrian and vehicular movements should be segregated as part of the design. Access / egress, parking and turning requirements to be demonstrated by swept path analysis. Appropriate design vehicles will need to be agreed prior to detailed design.

Parking requirements (including cycle parking) can be found at: Barnsley Supplementary Planning Document (SPD) Parking (2019) <https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

Narrative 5 is unclear – this reads *Main vehicular entrance on a direct road with a one-way access most for drop off and deliveries*. The associated label on the plan is adjacent to the northern most internal roundabout.

The re-location of the school may or may not affect programme delivery, however it is worth noting that the masterplan framework page 80, Infrastructure Delivery states "the primary school is to be in operation by the second summer following the start of residential development"

Whilst not at full planning stage, it would seem prudent to understand the anticipated parking and pick up / drop off provision for the school and adjacent parcel, given the relatively constraints on the parcel of available land due to the layout of the adjacent highway network.

Proposed Commercial:

As presented the layout is not suitable for adoption as public highway by the Local Highway Authority. The access roads terminate at access points into individual plots. Notwithstanding other elements, for adoption purposes, suitable turning facilities would be required to accommodate the turning requirements of a 16.5m articulated HGV.

Whilst the parking requirements have not been calculated at this stage these are to be provided in accordance with those specified in Barnsley Supplementary Planning Document (SPD) Parking (2019) <https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

Minimum carriageway widths of 7.3m shall be provided for all internal roads and suggest that minimum radii of 10m are provided on entrance to service yards with a minimum width of 7.3m at the “throat” of the junction to accommodate two way flows. Acceptable design shall be demonstrated by the provision of swept path analysis results using appropriate design Vehicles – 16.5m articulated HGV and Car – Large Car (2006) where appropriate from the Autotrack vehicle library.

Some internal bend / junction radii appear small – Again swept paths will be required to demonstrate the suitability of the design.

Access and turning provision for Unit 6 appears contrived / unacceptable – Again swept paths will be required to demonstrate the suitability of the design.

Visibility splays are to be in accordance with stopping sight distances contained within DMRB. There is a need to demonstrate that these are achievable in both the horizontal and vertical plane.

The positioning of the accesses into Units 3 and 4 are too close and will impact on visibility splays. The requisite SSD's will determine the necessary separation distances.

To guarantee the Travel Plan targets can be achieved and the benefits locked in from the outset of the development process the proposed units should be designed with suitable storage / shower and changing facilities for non – motorised users.

No response received.
These comments remain applicable

Link Road – Masterplan related and General Comments

No Public Transport infrastructure is shown on the masterplan or design drawings for the link road. It is noted that the masterplan framework reads “Active Travel and public transport are to be the preferred mode of travel for accessing Barnsley West and the surrounding area” and that “In advance of submission of any planning application, a funded programme of bus service provision (including work bus provision for construction workers) and progressive enhancement (related to the phases of development) will be confirmed by the developer in consultation and as agreed with the Barnsley Bus Partnership stakeholders. Clarification is sought in respect of this requirement as I am unable to find reference to this funded programme and the provision of bus stop locations and infrastructure requirements have been omitted from the link road general arrangement plans.

The Councils position regarding bus stops on the link road has been reiterated to the applicant and a revised bus strategy for the development has been received. This is to be reviewed and commented upon as soon as practicable.

Link Road General Arrangement plans General Notes state that the proposed highway link design speed being 30mph. Whilst this may be the proposed speed limit, clarification is sought on actual link

road design speed. DMRB CD 109 Table 2.5 identifies the urban roads speed limit /design speed relationship as 30mph Speed limit – Design speed 60 kph.

Response - Design speed of 30mph is applied to the entire scheme shown on the drawings. Design speed of internal layout roads to be agreed by site development team with the Approving Authority. However this does not address DMRB Design Speed query 30mph speed limit = 48Kph but design speed = 60 Kph - Response to this specific element is still outstanding.

Design compliance checklists are required for individual elements of the link road design i.e. DMRB CD 109 and CD 123. (Please see comments on RSA below).

Link design compliance spreadsheet still outstanding

Swept Paths for the link road and internal northern and southern roundabouts are required using 16.5m articulated HGV's.

Response - Roundabout South and North are tracked with 16.5m articulated HGV tracking (northbound/southbound directions) - DRG. 3062-100-P-011 SWEPT PATH ANALYSIS. – Currently under review

The Stage 1 Road Safety Audit report does not appear to be accompanied by the Road safety audit response report as defined within DMRB Standard GG119. Please clarify / provide.

Response report received – Currently under review

Refuge Islands along length of link road shown as 2m wide. With reference to but without commenting in detail on the Stage 1 Road Safety Audit prior to review of the response report, problem 7 identifies the lack of suitable cycle crossing facilities within the design. It should be noted that CD 195 indicates the crossing refuge width should be the same width as the shared use facility i.e. 3m. Furthermore, LTN 1/20 10.4.7 states that refuges shall be at least 3m long (in the direction of travel for the cyclist. Also note 15.3.4 of TSM Chapter 6 15.3.4 re min gap (carriageway width at uncontrolled or informal crossings).

Response - Refuge islands width increased to 3.0m.

Please note however the subsequent comments in PRoW response in respect of Bridleway.

Hermit Lane linkage to link road shown as 2m. this should be increased to 3m to provide shared pedestrian / cyclist facility with suitable transition in accordance with LTN 1/20.

Response - Pedestrian link width increased to 3.0m.

Barnsley Road Link Road Plan General Arrangement re 3062 100-P-002 shows the proposed ramp, however no details provided in relation to the gradient – Please provide.

The pedestrian refuge between the internal southern roundabout and Higham Lane roundabout may be better located further north (more equi-distant between roundabouts) Designers considerations over location of refuge required.

Response – Pedestrian refuge relocated.

Please note however the subsequent comments in PRoW response in respect of Bridleway.

“Hard margins” shown between carriageway and verge to be increased in width in accordance with those agreed / approved for the Southern and Northern access roundabouts.

Response - 2.0m wide hard margins added across the proposed scheme.

Need to ensure the longitudinal profiles at the connections to northern and southern access roundabouts are consistent with technical approved drawings.

Response - Vertical and horizontal geometry parameters of the Link Road follow the guidance of DMRB and were designed to tie in to proposed Higham Common Road and Barugh Green Road roundabouts.

Note on link road GA plan ref A3-100-P-008 refers to Proposed Retaining Structure. Any highways structures will require technical approval in accordance with the approval procedure based on DMRB CG300 – Technical Approval of Highways Structures. The developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The approval procedure is to be followed for the construction or alteration of any highway structure whether to be adopted or not.

Response - Retaining structure construction and extent is subject to specialist design (by others).

However, no information appears to have been submitted with the application although it is clear that acceptance of the retaining wall is intrinsic to the proposed design being satisfactory from a highways perspective. As such, further information is required in respect of the proposed structure for assessment by the Councils Structures team.

Given the significant design, safety, inspection and maintenance considerations involved and the potential impact on highway users it is required that the technical approval procedures contained within DMRB CG 300 must be adhered to for all highway structures. The approval procedure is to be followed for the construction or alteration of any highway structure, whether to be adopted or not, with The Technical Approving Authority being the Highway Authority. For information, the definition of a highway structure can fall into one of two types, either:

- Any structure or building built in, under, or over, the highway where the span dimension at any point is equal to, or exceeds 1.0m. This includes amongst others, bridges, footbridges, culverts, pipes, tunnels, chambers, cellars, shafts, manholes and storm water balancing tanks etc. or
- Any structure or building built in - or within 3.66 metres of - the highway, which supports the highway, or ground above it and regardless of the retained height that if it were to fail would, in the view of the Highway Authority, endanger users of the highway. This includes amongst others, retaining walls, headwalls, basements and cellars etc.

The definition of 'highway' used above includes the carriageway, footway and all verges

Please note that comments made in respect of the link road designs should not be viewed in isolation. Currently the design is under wider review and further comments will be made. Unfortunately due to staff absences, the provision of these comments has been delayed, however it is intended that these additional comments will be provided by w/c 4th March.

I trust this is satisfactory and hope this information proves useful.

Kind Regards

Wayne

Wayne Lake MSc MCIHT
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From: [REDACTED]
Sent: 18 September 2023 16:08
To: Lake, Wayne (GROUP LEADER HDC) <[REDACTED]> Lawrence, Katie (PLANNING ECOLOGIST) [REDACTED] Ford, Sarah (SENIOR RIGHTS OF WAY OFFICER) [REDACTED]
Subject: Reminder - deadline for review of draft MU1 layout Hoyland West Masterplan 2021/1089 & 2021/1090

Good afternoon

Sorry to pester as I know we all have heavy workloads.

I should have received your comments for the above by last Friday (15th September).

Please provide me with a timescale of when you expect to be able to provide me with your comments.

Kind Regards

[REDACTED]

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