



PLANNING CONSULTATION RESPONSE

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| Application No | 2026/0244 |
| Proposal | Demolition of existing building and septic tank and erection of new single storey community and sports pavilion, reconfiguration of parking, new landscaping and other associated works. |
| Address | Rabbit Ings Country Park, Lund Hill Lane, Royston, Barnsley, S71 4BB |
| Date of Consultation Reply | 22/04/2026 |
| Consultee | Highways Development Control |

Consultation Assessment and Justification

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

The proposal seeks to replace the 111m² GFA existing visitor centre with a new and improved facility of 202m² GFA with revised parking arrangements.

To support the application, a Transport Statement has been submitted which provides details on visitors; site access and servicing arrangements; parking (including parking accumulation survey data) and swept path analysis for the reconfigured car park.

The site will utilise the existing site access and servicing arrangements remain unchanged, however the proposed level of parking is a reduction over existing provision with a reduction of 10 standard bays. The parking accumulation survey demonstrates that whilst there is a reduction in standard spaces, the proposed number of spaces is sufficient to accommodate anticipated demand.

However, in terms of powered two wheeler parking, it is proposed that 3 spaces are provided which is below the level of parking expected and defined within the Councils' Parking SPD. The expected level of parking is 1 m/cycle space per 20 car parking spaces and therefore a further space is required. Furthermore, each space must be supplied with secure anchor points in accordance with the SPD. Please amend / confirm that these standards are to be complied with.

The proposed arrangement requiring coaches to enter the site and reverse to the drop-off area, crossing a pedestrian route, requires careful consideration from a general safety perspective. While the manoeuvre is not anticipated to result in a material impact on the operation of the adopted public highway, it would introduce reduced driver visibility and an increased potential for conflict between vehicles and pedestrians within the site.

In this regard, it would be preferable for the location of the coach drop-off area to be set as far from the pedestrian crossing point as reasonably practicable in order to improve intervisibility between pedestrians and drivers, particularly for pedestrians emerging from behind a stationary coach. The use of clear 'carriageway and footway' markings, together with high-visibility pedestrian crossing markings and signage, would assist in reinforcing awareness and managing interaction between users.



BARNSLEY

Metropolitan Borough Council

In accordance with the Construction (Design and Management) Regulations, designers are required to give due consideration to the elimination, reduction, or control of foreseeable risks so far as is reasonably practicable. This duty is relevant in this instance and should inform the design of the proposal to ensure that pedestrian safety and visibility within the site are appropriately addressed.

Notwithstanding this, the submission does not explain where coaches would park after drop-off or how situations involving multiple coaches would be managed. Clarification on these arrangements is required.

Swept path analysis for a 12.2m coach raises concerns. The optimum path shown on plan ref AMA-300601-ATR-001 1.3 Rev P03 shows minimal offset between the design vehicle and rear of parking spaces / kerb lines and proposed raised planting beds. The paths shown for the coach circulating indicate a minimum 0.5 m clearance to the rear of parking kerb lines and raised planted beds is not maintained. This lack of offset provides insufficient tolerance for drivers not maintaining the optimum path and with tail swing, increases the risk of kerb strikes, damage to planting and infrastructure, and conflict with parked vehicles and pedestrians. As a result, the layout is not evidently suitable for safe and reliable coach manoeuvring under real-world operating conditions. Please amend layout or provide revised tracking for betterment as appropriate.

Lastly it was noted during a site visit that overhanging vegetation impeded visibility to the southwest on exit from the car park. As such, if this is not cut back in the interim, it would seem appropriate for this to be carried out whilst the site is closed to enable works to be carried out.

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):

Planning Obligations required: