



PLANNING CONSULTATION RESPONSE

Application No	2026/0232
Proposal	Erection of 119 dwellings, open space and associated infrastructure
Address	Land to the south of Bloomhouse Lane, East of Woolley Colliery Road, Darton Barnsley
Date of Consultation Reply	21/05/26
Consultee	Highways DC

Consultation Assessment and Justification

This site forms the HS25 housing allocation contained within the adopted Local Plan and is abutted by an additional plot earmarked for housing labelled HS11. As such, Highways Development Control officers have no objections to the principle of development, but would offer the following comments on the submitted documents:

Layout:

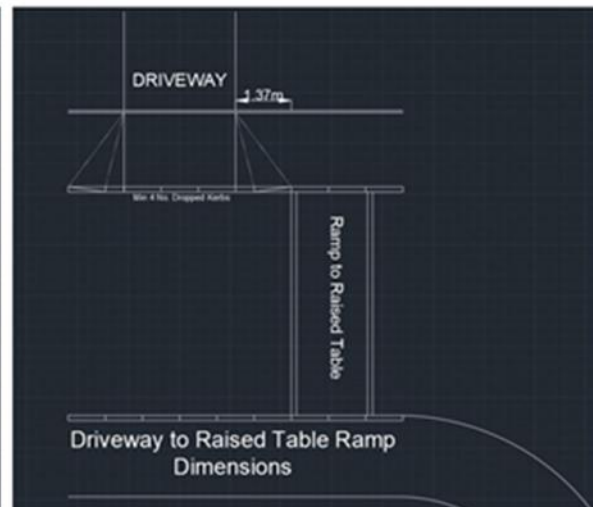
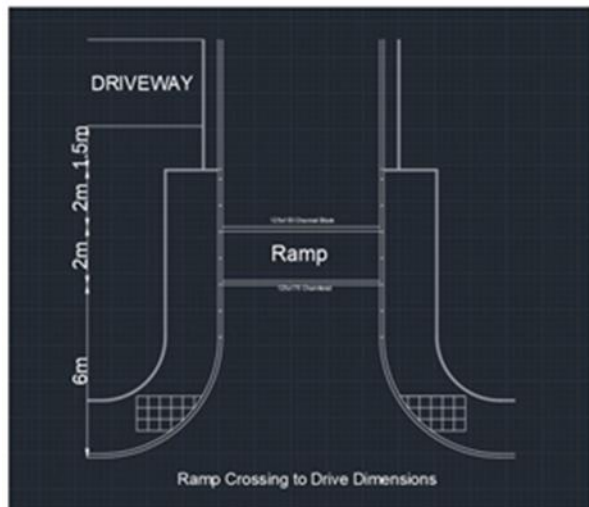
All comments refer to Drawing no. 25-5808-01-B.

- It is imperative that improvements are made to the footway on Woolley Colliery Road to the south of the site. Discussions regarding the design have been ongoing between the Council's highway engineers and the applicants of the allocated housing site HS1 on the opposite side of Woolley Colliery Road to this application site (HS25) with gradients and vehicle swept paths still being addressed. Neither scheme can be granted permission without a detailed design being agreed and this may require land presently within the red line boundary of this proposal. As such, discussions are likely to be required between the two developers and the Council's Highway Design team to come to an agreed scheme that provides a satisfactory footway and drainage strip.
- Additional information will be required regarding the section of Bloomhouse Lane that is bridleway and accesses the existing dwellings. Presently, the only detail shows an arbitrary route over a new spur serving plots 111-115. A detailed design should be provided to show how users of the bridleway will safely cross the new section of highway. It is suggested bollards would be provided to restrict vehicular access, but these are not shown.
- Some of the visitor parking spaces are shown within rows of driveway apportioned to residential properties (examples include plots 12-14 and 55-58. Such spaces are unlikely to ever be retained for visitors, and if they somehow were, would only ever be the preserve of the fronting dwellings. Visitor parking should be provided at a rate of one space per four dwellings and be roughly apportioned to clusters of four dwellings per space. Some visitor spaces may be provided on-street, but where this is shown, localised widening should be provided as per the advice given in the South Yorkshire Residential Design Guide (SYRDG) Section 4B.2.1.9 which reads "where carriageway widths are less than 6 metres it will be necessary to discourage footway parking by providing defined parking bays beyond the carriageway or by some other means".
- Dead-end access routes longer than 20m require turning facilities for a fire appliance. This is stipulated in "Fire Safety: Approved Document B" of the Building Regulations. Whilst it is acknowledged that the present dead end by plots 117 and 118 is expected to be temporary, there is no knowing how long it will be until this becomes a through route to HS11 and beyond. As such, the road length from plot 45 would require a turning facility both for emergency vehicles and to conform to the maximum dragging distance for bins.
- Vertical deflection has been used to reduce vehicle speeds, but HDC would not want to see this form of traffic calming on a potential future bus route. The layout of the nearby Woolley



Grange housing development across the district boundary within Wakefield MDC shows an example of how the similar speed reduction could be achieved without using humps/tables.

- The ultimate intention for the site junction is to make the spine road the priority through-route and for drivers heading north on Woolley Colliery Road to give way. This scheme should not sterilise this preferred design and drawings should be provided to demonstrate this option is still workable and available in the future.
- As a shared-use path is only proposed on the southern side of the spine road, details should be provided to show the transition from the existing facility coming from the north on Woolley Colliery Road to the on-site path. This should be commensurate with the advice set out in government document LTN 1/20.
- The attenuation tank in the south-east corner will need to be a minimum of 5.0m away from the edge of the highway.
- Some Section 278 work will be required for a pedestrian crossing point on Woolley Colliery Road to connect to the allocated housing site across the road.
- Whilst the pedestrian connections onto Woolley Colliery Road are welcomed, some might not be feasible given the level differences. Consideration will also need to be given to the footway to the south of the site where a drainage channel is required and there is presently a 1:2 gradient retaining feature.
- Block paving shouldn't be used on the spine road, and engineers would prefer all raised tables (if any are retained given above advice) to be hard surface with only shared-use spaces being block paved.
- It is preferred that the crossing of the spine road along the bridleway is a standard dropped kerb rather than a raised table.
- The Council's Drainage engineers will provide full comments, but consideration should be given to the culvert that runs through the site which has previously caused a flooding issue to the south of the site.
- Any proposed ramps (such as the one adjacent to plot 72 and 73) should be designed to the below dimensions maintaining the advised gap between driveway and ramp:



Transport Assessment:

- Point 6.1.4 states that a 10.3m refuse vehicle has been used to track swept paths; however, it appears as though the correct 11m vehicle has been used in the analysis drawing within the appendices. This should be confirmed.
- Although the TA claims the development will have little impact on the junction, especially given it is predicted to run over capacity regardless, the modelling shows an increased delay of around a minute for drivers travelling from Church Street to Barnsley Road in the am peak (four minutes to five minutes approx.). As such, HDC officers have consulted the Transportation team for advice on whether mitigation should be sought. Any additional comments will follow when they are received.

Defer for amends/further information



BARNSLEY

Metropolitan Borough Council

Consultation Suggested Conditions:

Consultation Informative(s):

Planning Obligations required: