



PLANNING CONSULTATION RESPONSE

Application No	<u>2026/0422</u>
Proposal	Residential development of up to 144 units and associated works
Address	Land to the south of Weetshaw Lane Roundabout, Cudworth, Barnsley
Date of Consultation Reply	21/07/26
Consultee	Highways Development Control

Consultation Assessment and Justification

Thank you for consulting Highways Development Control on the above application for residential development of up to 144 dwellings and associated works on land to the south of the A628 Cudworth Parkway/Weetshaw Lane roundabout.

The site comprises of the allocated housing sites HS36 and HS39 and would be served from a new arm onto the existing roundabout. I previously provided comments through pre-application enquiry 2025/ENQ/00669, where I requested that the Transport Assessment consider the first material junctions receiving more than 30 two-way development trips, appropriate committed development and Local Plan growth, together with the quality of the walking and cycling connections serving the site.

Having reviewed the submitted information, I have no objection in principle to the proposed use of the existing roundabout as the main vehicular access. The Transport Assessment states that the access would incorporate a pedestrian refuge, tactile paving and connections into 2m-wide footways within the development. A detailed access drawing should nevertheless be provided to demonstrate the final geometry, pedestrian crossing arrangements and connections with the existing highway network.

The proposed trip generation of approximately 90 two-way vehicle movements during the AM peak and 85 during the PM peak is considered reasonable. I also accept the use of 2011 census journey-to-work data to derive the proposed distribution, with approximately 50% of development traffic travelling east along the A628, 42% travelling west and 8% using Weetshaw Lane. On this basis, the inclusion of the Weetshaw Lane roundabout, Shafton Roundabout and Pontefract Road Roundabout broadly addresses the junction scoping comments made at pre-application stage.

The Transport Assessment identifies HS31 at High Street, Shafton, HS32 at Pontefract Road and HS38 off Cudworth Bypass within its committed development assessment. However, the committed residential development on land north of Shaw Lane does not appear to have been included. Outline planning permission has been granted for up to 215 dwellings with access from Shaw Lane, and a reserved matters application has subsequently been



submitted for 214 dwellings. Given the scale and proximity of that development and its relationship with the Shaw Lane/Weetshaw Lane corridor, its relevance to the assessed network should be considered. The applicant should therefore include the development within the committed-development schedule or provide a clear explanation, supported by its trip distribution, as to why it would not materially affect the junctions assessed.

I also require some clarification of the junction modelling before I can accept the conclusions of the Transport Assessment. Within Figure 9, the proposed site access arm is shown with an RFC and queue of zero in the 2026 plus committed plus proposed development scenario, despite development traffic clearly being generated from that arm and I would ask for this to be checked and corrected if necessary. The 2026 base plus committed results at Shafton Roundabout also appear identical within the unadjusted summary table, whereas the adjusted modelling shows a change following the addition of committed traffic.

I note that queue surveys were undertaken at Shafton and Pontefract Road roundabouts and that adjusted sensitivity models have been prepared to better reflect the observed conditions. This is welcomed as the unadjusted models appear to underestimate the queues recorded on site. However, the adjusted results identify a number of approaches operating close to or above theoretical capacity. At Shafton Roundabout, the Cudworth Parkway approach reaches an RFC of 1.00 with a queue of 19.2 PCUs during the AM peak following the addition of development traffic. At Pontefract Road Roundabout, the PM results identify RFC values of 1.17 on West Green Way, 1.01 on Pontefract Road and 1.07 on Burton Road.

In terms of sustainable travel, the proposed connections to Three Nooks Lane, the adjoining bridleways, Cudworth Parkway and the surrounding residential areas are welcomed. The submitted plans indicate a permeable network with several pedestrian connections, including links towards Cudworth, Outwood Academy and the Green Way network. However, the walking and cycling isochrones demonstrate potential catchments rather than the quality of the routes which residents would use.

Formal WRAT and CLoS assessments should therefore be submitted, as requested at pre-application stage. These should consider the principal routes from the site to local schools, shops, services and bus stops within Cudworth and Shafton, together with Three Nooks Lane, Public Right of Way 69 and the wider bridleway network. The assessments should consider route continuity, crossing provision, gradients, surfacing, lighting, accessibility and personal security, and identify any improvements required to ensure that the development provides realistic and attractive opportunities for walking and cycling.

The Planning Statement advises that a Travel Plan has been prepared in support of the application and this has been forwarded to our Transportation team for comment. Once comments are received, I will of course forward these on.

Turning to the internal layout, the general hierarchy of a 5.5m wide spine road with 2m footways, secondary shared surfaces and private drives is acceptable in principle. The layout also includes raised tables and changes in street alignment intended to achieve design speeds of 20mph or below. I note that within appendix C, a site plan has been provided to demonstrating internal visibility splays however this should also include forward visibility splays also.

The site has a significant change in level from south to north and northeast and note that site sections have been provided, I have forwarded these plans to our s38/278 engineers and



BARNSLEY

Metropolitan Borough Council

should any further comments arise in relation to this, I will forward these on once received. Given the level differences with the site, consideration should be given to the accessibility of the walking routes connecting the higher parts of the site with Three Nooks Lane, the bus stops and the proposed public open space.

The Transport Assessment states that the layout accommodates fire appliances and large refuse vehicles, although I cannot see that supporting swept path analysis has been provided. Swept paths should be provided for the Council's 11m rear-steer refuse vehicle, a fire appliance and a large car. These should include all turning heads, shared surfaces, private-drive junctions and bends.

Refuse collection areas should also be identified for dwellings served from shared private drives so that bins can be presented close to the adoptable highway without obstructing pedestrian or vehicle movement.

Sarah Sharp
Senior Engineer
Highways Development Control

NO OBJECTION*	Defer for amends/further information*	OBJECT
<u>Consultation Condition(s):</u>		
<u>Consultation Informative(s):</u>		
<u>Planning Obligations required</u>		