



PLANNING CONSULTATION RESPONSE

Application No	2026/0640
Proposal	Residential development of 270 new dwellings, together with access, public open space, landscaping, drainage infrastructure and associated works
Address	Land south of Cemetery Road, Jump, Barnsley, S73 0QN
Date of Consultation Reply	
Consultee	Highways DC

Consultation Assessment and Justification

Cemetery Road is subject to a 30mph speed limit and runs east to west over a distance of approximately 1.4km from its junction with Hemingfield Road/School Street. The carriageway varies between 6.5m and 7.3m and is lit and drained. Cemetery Road becomes Roebuck Hill in the vicinity of Jump Primary School, where it continues north and meets the Dearne Valley Parkway at a four-arm roundabout.

The site was subject to pre-application advice from HDC officers in 2025, albeit this was for a proposed scheme of 175 dwellings rather than the 270 dwellings proposed in this full application. A full Transport Assessment (TA) has been produced by Optima Highways, the scope of which was agreed at the pre-application stage.

Transport Assessment:

Manual classified counts were carried out at five local junctions with automatic traffic counts also conducted to record traffic volumes and speeds along the Site frontage along Cemetery Road.

Junction capacity assessments have been undertaken across the local highway network using industry standard software for a development design year of 2033. The capacity assessments undertaken suggest that proposed development will not result in either a material or severe residual cumulative impact on the safe and efficient operation of the local highway network. None of the assessed junctions ran over capacity at a peak hours of 07:30-08:30 and 16:15-17:15.

However, to allow HDC officers to accept these findings it is asked that queue length surveys are carried out to corroborate the findings of the modelling.

Additionally, although Unit 4 of the Gateway 36 Development Phase 2 site is included in the committed developments incorporated in the assessment, none of the rest of the undeveloped site is. As such, the whole allocated site (minus the built-out 2019/1573) should be added to the committed development assessment.

A Stage 1 and 2 Independent Road Safety Audit should be carried out. The scope of this should be agreed with the Council's Traffic Department prior to commission.

Site Layout:

Visibility splays from the proposed site entrance have been shown to be commensurate with the 85th-percentile speeds recorded using the guidance set out in the Design Manual for Roads and Bridges (DMRB) and these are demonstrated in drawing no. 26001/GA/01 rev A. Given the use of the more onerous parameters set out in DMRB when compared to Manual for Street, the splays are acceptable from the perspective of highway development control.



Visitor parking is provided at a rate of one space per four dwellings (65 spaces) following the advice set out in the Council's Parking SPD. Although there are a significant number of on-street visitor parking spaces provided, no swept path analysis of a council refuse vehicle passing these parking spaces have been submitted. The dimensions of the refuse vehicle are as follows: length 11 metres, width 2.75 metres, height 4.5 metres, weight 26 tonnes, turning circle needed 15.25 metres. A 0.5m clearance from the parking space and also the carriageway edge should be maintained at all times.

No forward visibility drawings have been provided within the site. For design speeds of 20mph, minimum visibility splays of 2.4m x 25m are required (See Table 7.1 of Manual for Streets). These splays are to be contained wholly within the extent of adoptable highway and achievable in both the horizontal and vertical plane. Furthermore, visibility curves are to be provided for all bends, constructed in accordance with details provided within SYRDG Section 4B.1.3, again the visibility envelope must be wholly contained within the extent of adoptable highway.

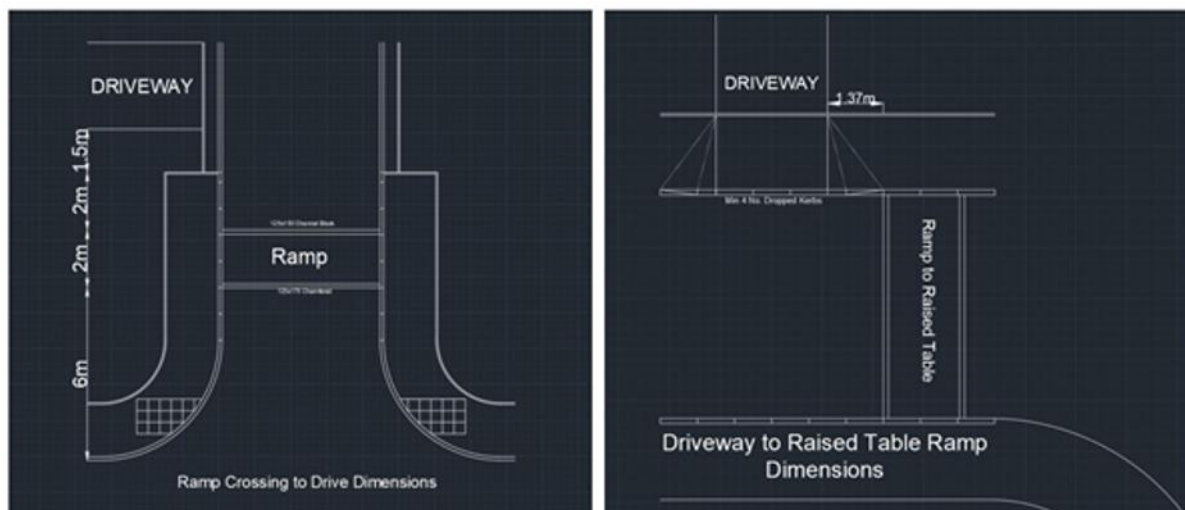
The private driveway for plots 1 to 4 are within 20m of the main estate access onto Cemetery Road which contravenes BMBC guidance.

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. As examples, the shared drives for plots 156-160 and 63-66 do not comply.

A minimum clearance of 6.0m is required across from any driveway to allow for vehicles to manoeuvre into and out of the spaces. As such, most of the private drives are too narrow to allow for the safe manoeuvring from household driveways. Examples include the access serving plots 153 to 155 and plots 156 to 160.

All driveways should be splayed by 45° to account for vehicle movements, this should be shown on the layout to ensure the proposed tables conform to design standards (see below comment).

The Council's Section 38 engineers have made comment on the location and extents of some of the proposed tables. Many tables do not conform to the below design standards, and these should be followed:



Furthermore, there are lengths greater than 100m with no vertical or horizontal deflection. Individual speed controlling features for following the design speeds are required at these spacings: 20mph – 70 metres or if less than 20mph – 40 metres. This is cited in the SYRDG Appendix B Section 4. There is a table on the bend in front of plots 133-135 where the bend itself would serve as a speed-reducing feature; this vertical deflection would be better provided on the long, straight sections of estate road.



At the detailed design stage, junctions will need to include tactile paving and lowered kerbs.

As stated at the pre-application stage, 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. These have not been provided in the submitted layout.

The Council's Traffic Department has raised concerns regarding the proximity of the site access to the existing entrance to the cemetery. Given the width of Cemetery Road, the number of junction movements that 270 homes will generate, and the tendency of visitors to the cemetery to park their cars to the northern side of Cemetery Road in this area, there is likely to be conflict if the access is installed as proposed. HDC would mirror these comments, and it is likely that if the access remained in this location, some restrictions around the cemetery access and junction would have to be investigated and potentially installed at the cost of the developer. However, schemes should not be approved if traffic regulation orders on the existing network are required to ensure safe use of the site. Considered should therefore be given to change the location of the main access into the site, although it is acknowledged that gradients may preclude this from being a viable option.

HDC would also expect a minimum of a 40m clearance between the private drive access points served directly off Cemetery Road. There should also be a minimum stagger of 20m between the westernmost private drive and Preston Avenue. This will bring the design into line with the advice in the South Yorkshire Residential Design Guide (SYRDG) Appendix B section B.3.1.1.

Whilst the improvements highlighted by the Active Travel walk-through would be expected to be included in a Section 278 agreement, HDC officers would also consider it necessary to provide a 2.0m-wide footway for the full frontage of the site and to tie into existing facilities to both the east and west.

The TA states that "the Site slopes steeply from Cemetery Road north to south, with a level difference of approximately 30m across the developable area", however no road level details have been submitted. This will need to be provided throughout the site to ascertain the suitability of the pedestrian facilities proposed and to ensure the design adheres to the guidance set out in the SYRDG Appendix 4B section B.1.1.28.

A significant number of trees are shown throughout the site adjacent to the proposed public highway; it should be noted that tree pits should be a minimum of 3.0m from the carriageway.

It is proposed to relocate the existing westbound bus stop (ID: 37050574) approximately 60m west of its current siting to accommodate a proposed private drive access. However, the exact location will have to be agreed with SYMCA and the Council's Section 278 engineers.

There is significant use of block paving throughout the site where tarmac would provide a more maintainable surface. As such, table tops should be tarmacked (although the ramps can be retained as paved) as should the extended lengths of carriageway.

There are areas, such as plots 143-148 and 179-194, where frontage parking dominates the street scene, which is contrary to the Council's Design of Housing Development SPD. The maximum number of front of dwelling parking spaces acceptable in a row is four. These should be sparingly in a development and should be separated from other parking spaces by a considerable width of soft landscaping, i.e. more than the width of a parking space.

	Defer for amends/further information	
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Consultation Suggested Conditions:

N/A

Consultation Informative(s):



BARNSLEY

Metropolitan Borough Council

N/A

Planning Obligations required:

N/A