



Stairfoot Quarry

The Re-engineering and Restoration of Yew Tree Quarry Through the Importation of Non-Hazardous Excavated Soil Materials

Delivery Management Plan

Prepared for



Green Earth Developments (Group) Ltd

February 2026
3263-01-DMP01



Document Control

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1.0 INTRODUCTION

1.1 Purpose of This Report

- 1.1.1 This Delivery Management Plan (DMP) has been prepared by Axis on behalf of Green Earth (Stairfoot) Limited, in relation to the proposed restoration of Yew Tree Quarry ('the Site') through the infill with non-hazardous excavated soil materials. The Site is located at the Stairfoot Brickworks, Wombwell Lane, Stairfoot, Barnsley. The Site location is illustrated in **Image 1.1**.

Image 1.1 – Site Location



- 1.1.2 The purpose of this document is to provide a framework for the management of soil delivery vehicles to and from the Site. This DMP has been prepared to supplement the Transport Assessment which was produced in support of the planning application for the proposed restoration works, which was submitted to the Local Planning Authority (LPA), Barnsley Metropolitan Borough Council (BMBC) in October 2025 (planning application ref. 2025/0908).
- 1.1.3 The DMP has been prepared in response to the planning application consultation response provided by the Local Highway Authority (LHA) (also BMBC), dated 7th November 2025, a copy of which is provided for reference in **Appendix A**. The provisions set out within this document also take into account the planning consultation comments provided by BMBC's Public Rights of Way (PROW) Officer,



the Trans Pennine Trail (TPT) and Walk Wheel Cycle Trust (formerly Sustrans), which are also included for reference in **Appendix A**.

1.1.4 The response from BMBC indicated that a Delivery Management Plan should be provided, to include the following:

- i) The contact details of a suitably qualified co-ordinator;
- ii) Management of conflict between HGVs and users of the PROWs and bridleways which should give priority to the PROW users at all times;
- iii) Phasing of deliveries and departures;
- iv) Details of vehicle arrivals, departures, stopping and waiting (layover) controls;
- v) Details of freight consolidation operation and the delivery and servicing booking and management systems; and
- vi) Arrangements for abnormal loads such as low loaders delivering plant.

1.1.5 BMBC also requested that a Construction Traffic Management Plan (CTMP) should be provided, setting out the following:

- i) Phasing of the works;
- ii) Site working hours;
- iii) Delivery hours which should avoid peak hours;
- iv) Means of access for construction traffic including delivery routes;
- v) Phasing of unloading of plant and materials;
- vi) The parking of vehicles of site operatives and visitors;
- vii) Storage of plant and materials used in constructing the development; and
- viii) Measures to prevent mud/debris being deposited on the public highway.

1.1.6 It should be noted that the application proposals do not involve any specific construction activity. All HGV movements to and from the Site will be related to the delivery of restoration material. As such a separate CTMP is not necessary in this case. Where applicable, the information requested above in relation to a CTMP have been incorporated within this DMP.

1.1.7 Additionally, TPT have requested further detail relating to the proposed means of control at the point where the access road into the Site crosses the TPT, as follows:



- i) A detailed plan illustrating how the proposed banksman control of the TPT crossing will look and operate;
 - ii) Provide timing details of how long it would take a banksman to open the gates and for an HGV to drive through; and
 - iii) Include details of how many vehicles could wait along the access track.
- 1.1.8 The following sections of this report set out the proposed measures which will be implemented to manage soil deliveries to the Site in accordance with the above points.
- 1.1.9 This report is provided in outline as delivery contractors have yet to be appointed for the restoration works prior to the grant of planning permission. As such, this DMP is intended to be a living document that will form part of the ongoing environmental management of the restoration of Stairfoot Quarry.

1.2 Communication

- 1.2.1 Prior to commencement of restoration activities, a Site Manager will be appointed. The Site Manager will be based on-site and will be responsible for overseeing restoration works. They will also be suitably qualified to schedule and co-ordinate the movement of vehicles delivering restoration material to the Site.
- 1.2.2 The contact details of the appointed Site Manager will be provided to BMBC in due course. Until such a time, Kaz Solczak of Green Earth Developments (Group) Ltd will be the interim Site Manager.

1.3 Report Structure

- 1.3.1 The structure of this report is as follows:
- i) **Chapter 2** describes the proposed Operation Schedule;
 - ii) **Chapter 3** sets out the proposed Deliver Management Strategy;
 - iii) **Chapter 4** details the proposed arrangements for managing vehicle movements over the Trans Pennine Trail; and
 - iv) **Chapter 5** describes the proposed Environmental Management measures.



2.0 OPERATION SCHEDULE

2.1 Site Context

2.1.1 The Proposed Development comprises the restoration of Yew Tree Quarry. This will require the importation of 400,000m³ of suitable, non-hazardous restoration material over a period of 111 weeks.

2.1.2 The proposed restoration masterplan is provided in **Appendix B**.

2.1.3 Access to the Site will be taken from the historical access into the former Stairfoot Brickworks site, off the A633 Wombwell Lane. An enabling works planning application was approved by BMBC in September 2023 (ref. 2022/1218), which allows for a series of improvements to the existing access junction off Wombwell Lane. This enabling works application relates to a more recent full planning application, submitted by Potters Ballotini Limited, for the redevelopment of the former Stairfoot Brickworks site to comprise a glass recycling and repurposing facility (ref. 2024/0373).

2.2 Operating Hours / Delivery and Servicing Hours

2.2.1 The operating hours of the restoration works will be 07:00 to 17:00 on weekdays, and 08:00 to 13:00 on Saturdays. There will be no activity on Sundays and Bank Holidays.

2.2.2 Restoration material will be imported to the Site using 8-wheel tipper vehicles with typical 15-tonne payloads. The Site will receive material 5 days per week, Monday to Friday 07:30 – 16:30. There will be no importation of restoration materials on Saturdays.

2.3 Staffing Requirements

2.3.1 For the majority of the restoration period there will be a requirement for a maximum of 5no. staff based on Site each day to oversee and carry out restoration activities.

2.3.2 The Site compound will include a parking area providing parking for a maximum of 8 vehicles.



3.0 DELIVERY MANAGEMENT STRATEGY

3.1 Delivery Vehicle Requirements

- 3.1.1 Restoration material will be imported to the Site using 8-wheel tipper vehicles with typical 15-tonne payloads.
- 3.1.2 As noted above, restoration activities will require the delivery of a total of 400,000m³ of soil over a period of 111 weeks. On this basis, a total of 44,444 soil deliveries will be required over the full restoration period. This equates to an average of 80 deliveries per day (160 two-way movements).
- 3.1.3 It should be noted that import material will be sourced on a 'campaign' basis and deliveries will therefore be variable and determined by the market and the availability of material. As such, there is likely to be some variability from the average daily HGV traffic forecasts set out above. However, it is anticipated that the number of HGVs to the Site per day will not exceed 200 two-way trips (i.e. 100 arrivals + 100 departures).
- 3.1.4 In addition to the 8-wheel tipper vehicles delivering soil material to the Site, plant and machinery will be used on Site to distribute restoration material within the quarry void will include dozers and rollers. These will be delivered to Site at the start of the restoration period on flatbed lorries at the start of the restoration period and will be stored on Site for the duration of the restoration works. There will be no requirement for any items of plant or machinery to be delivered as an Abnormal Indivisible Load (AIL).

3.2 Internal Layout Arrangements

- 3.2.1 The proposed Site layout is included in **Appendix B**. This illustrates that the access track to the Site from the A633 will route along the southern and western sides of the former brickworks.
- 3.2.2 For the majority of its length the access track is wide enough to permit two-way movement of HGVs. However, to the north of the brickworks site, the width of the access track narrows, requiring a section of single-track working for a distance of 90m.



3.2.3 The northern end of the access track terminates at the Site compound. This provides sufficient space for a vehicle to reverse into position to be unloaded before exiting the compound in forward gear.

3.2.4 Restoration material will be delivered straight into the void and placed immediately in accordance with the phasing plan. Stockpiling of materials will not typically be expected to occur.

3.3 HGV Routing Strategy

3.3.1 The exact source of the soil import material is unknown at this stage. As noted above, material will be sourced on a 'campaign basis', as and when available from a number of sources, but primarily from large scale excavation / development projects. It is likely that import material will be derived from within the local authority area, but there may be some material arising from further afield.

3.3.2 However, although the exact source of material is unknown, HGVs will nonetheless route via appropriate routes through the strategic highway network, minimising the cumulative impact on sensitive receptors and avoiding residential areas where possible, or where such movements are expressly prohibited (i.e. weight restrictions).

3.3.3 Locally to the Site, it is likely that the majority of deliveries (approximately 70%) will arrive from the north along Wombwell Lane although there will also be a proportion of deliveries (approximately 30%) which would route to / from the south. The preferred route to / from the Site is shown on the indicative HGV route plan illustrated on **Image 3.1**.



Image 3.1 – HGV Routing Plan



3.4 Management of HGV Arrivals / Departures

Booking and Arrival Procedure

- 3.4.1 All deliveries of restoration materials to the Site must be arranged and agreed in advance. 24 hr notice is required. A specific time slot will be given, and the driver will report to the security gate house upon arrival, where their details will be recorded and checked against the booking log.
- 3.4.2 HGV deliveries will be allocated a delivery slot to which they must comply with. Slots will be allocated by the Site Manager. A banksman will be available to assist HGV drivers in accessing the Site. The banksman will be stationed at all times during operating hours at the PROW crossing, with arrangements made for cover during break periods. The operation of the PROW crossing is described further in **Section 4.0**.
- 3.4.3 The Site Manager or their designated deputy will be responsible for supervising, controlling and monitoring vehicle movements to and from the Site as well as whilst the vehicle is on Site.



- 3.4.4 Arriving lorry drivers will be in communication with Site staff. In order to manage vehicle movements along the single-track section of the access track and over the TPT crossing, departing vehicles will be held at the TPT crossing point until arriving vehicles have cleared the single-track section.
- 3.4.5 Movement of HGVs to/from the Site will be monitored to ensure compliance with the agreed HGV route and the timing restrictions. This is likely to be facilitated through the use of GPS data and other technologies such as automatic number plate recognition (ANPR). The precise form of monitoring would be determined following the appointment of a contractor.
- 3.4.6 An information pack will be distributed to all suppliers involved in the transport of restoration materials to the Site. The pack will be a convenient size so it can be stored in a truck cab. The pack will include key information on delivery routes, route maps and site rules, and will clearly set out the abovementioned procedures, as well as those for dealing with emergencies and disciplinary measures for non-compliance.
- 3.4.7 Arrangements will be made to ensure that HGVs avoid (wherever possible) entering and leaving the Site during highway and PROW peak periods. These arrangements will be organised locally by the Site Manager who will be responsible for the day to day running of the restoration programme.

Vehicle Holding Areas

- 3.4.8 As noted, the access track to the Site compound features a short section of single-track working. Vehicles will also be required to wait for clearance when approaching the managed crossing point where the access track crosses the TPT.
- 3.4.9 The access track to the north of the TPT site is sufficiently wide to accommodate two-way vehicle movements, and this section of the access has a length of approximately 150m. This therefore provides sufficient stacking space for a maximum of approximately 14 tipper vehicles, assuming a vehicle length of 10.2m. If necessary, there is also sufficient space to hold up to 6 vehicles along the two-way section of the access track to the western edge of the brickworks site.



Frequency of Servicing and Delivery Movements

- 3.4.10 As described above, it is anticipated that the number of HGVs to the Site per day will not exceed 200 two-way trips. This equates to 22 two-way movements per hour, on average (11 arrivals and 11 departures).
- 3.4.11 As far as reasonably possible, arriving and departing lorry movements will be coordinated to seek to ensure that the number of vehicle crossings over the TPT in any given hour are kept to a minimum. As described above, there is adequate space along the access track to hold all of the vehicles that would arrive and depart the Site in any single hour, even accounting for periods when the number of deliveries may be greater than this (i.e. scheduling a greater number of deliveries to arrive in the middle of the day to avoid deliveries occurring during highway peak periods).
- 3.4.12 It will be communicated to the contractor and supply chain that they are not permitted to wait on the public highway. The contractor and supply chain will be advised in advance of the times when deliveries can be received and will be required to meet those delivery windows.

3.5 Site Compound

- 3.5.1 The Site boundary will be kept secure by means of temporary fencing to minimise the risk of unauthorised persons from gaining access to the Site during the works.
- 3.5.2 A storage container and fully bunded diesel storage tank will be located to the north-eastern corner of the compound, with contractor parking located at the north-western corner. A wheel wash facility will be provided at the south-eastern corner of the compound adjacent to the access track.
- 3.5.3 The compound will be sufficiently large to enable all items of plant and machinery to be used in the restoration works to be stored securely within the compound overnight and at weekends.



3.6 Site Management

- 3.6.1 It will be a requirement of the project that all personnel working or carrying out deliveries to site will require as a minimum; safety helmet (hard hat), hi-vis tabard, coveralls, gloves, light eye protection and safety boots. For temporary visitors, spare sets of light eye protection and hard hats will be provided.
- 3.6.2 Temporary safety and emergency lighting will be installed and maintained to provide a safe level of illumination in and around the site during the works.
- 3.6.3 All storage of plant and equipment will be on the construction site at the compound area. There will be no storage on the public highway.



4.0 MANAGEMENT OF IMPACT ON PUBLIC RIGHTS OF WAY

4.1 Usage of Public Rights of Way

4.1.1 As previously noted, it would be necessary to implement a managed crossing point to ensure that TPT users are protected from Site traffic when crossing the Site access track. It would also be necessary to implement a temporary diversion of Footpaths 323 and 324.

4.1.2 The crossing point would be managed through the installation of gates across the Site access track on each side of the TPT crossing. These would be secured in the 'closed' position to Site traffic, allowing priority to TPT users.

4.1.3 A user survey of the PROW network in the vicinity of the Site, specifically the TPT and Footpaths 323 and 324, was undertaken on Thursday 11th July 2024. This indicated that there was a total of 317 users of the TPT over a 12-hour period (07:00 – 19:00), as well as 19 users of Footpaths 323 and 324 crossing the Site access track. These users were split roughly 50:50 between pedestrians and cyclists. No equestrians were observed on the day of the survey.

4.1.4 This equates to an average of 28 users per hour, or approximately 1 user every 2 minutes. However, the majority of users (222) were observed during a 6-hour period between 09:00 and 15:00, which equates to approximately 1 user every 90 seconds. During the busiest periods up to 60 users per hour were observed, or roughly one user per minute. Although the survey was undertaken in July and is therefore considered to be reasonably robust with regard to capturing everyday usage of the TPT, it is to be expected that usage figures could be higher during school holiday periods.

4.2 Management of TPT Crossing

4.2.1 Given the width of the access track, and on the basis that standard 5-Bar gates have a maximum width of approximately 4.9m, it would be necessary to install two sets of double gates, one on each side of the TPT, to ensure that both sides of the crossing point are secured and prevent unauthorised access to the Site. A banksman will be deployed at the crossing at all times during operational hours to open and close the gates.



- 4.2.2 During the busiest periods of restoration activity, there would be approximately 11 deliveries per hour, on average, or 22 two-way vehicle movements, equating to one vehicle movement every 2.7 minutes. Assuming a single banksman would take up to 60 seconds to open both gates, each vehicle crossing would take approximately 90 seconds. On this basis, the gates would need to be open for Site traffic for approximately 35 minutes in every hour.
- 4.2.3 However, based on the findings of the PROW user survey as described above, during the busiest periods it is likely that the TPT would be in use almost continuously. As such, in order to minimise disruption to TPT users, arriving and departing vehicles would be organised into platoons.
- 4.2.4 Assuming a 10mph speed limit, it would take approximately 30 seconds for a vehicle to travel the length of the single-track section of the access track and clear the crossing. A platoon of up to 11 vehicles – the maximum number which could be stacked within the single-track section – could therefore take approximately 1 to 2 minutes to clear the crossing, allowing for time to accelerate from stationary. If a similarly sized platoon of departing vehicles is stacked waiting to exit the Site is then allowed over the crossing once the access track is clear, up to 22 vehicle movements could cross the TPT within a single opening of the gates with a duration of 5 to 6 minutes.
- 4.2.5 It is unlikely that this many vehicles would be scheduled to arrive at the Site at the same time. Platoon sizes of 5 or 6 vehicles would be more likely, with vehicle arrivals scheduled at regular intervals across each hourly period. On this basis, the managed crossing would need to be closed to PROW users up to 3 times per hour for up to 5 minutes at a time, or up to 15 minutes in every hour.
- 4.2.6 The proposed sequence for operation of the crossing gates is illustrated in **Drawing No. 3263-01-D03a** in **Appendix B**.
- 4.2.7 The operation of a platoon system for managing vehicle movements over the TPT crossing is illustrated in **Drawing No. 3263-01-D03b** in **Appendix B**.



5.0 ENVIRONMENTAL MANAGEMENT

5.1 Vehicle Wheel Washing Facilities

5.1.1 Mud and debris will be prevented from being taken onto the adjacent highway network through the use of appropriate wheel wash facilities located within the Site. A wheel wash facility will be located adjacent to the entrance to the Site compound and Site operatives will direct all traffic to cross the wheel wash facility before exiting the Site.

5.1.2 These facilities will remain in place from the start of the restoration period until the works are complete. Any residual deposits of dust or dirt on public roads will be removed regularly using road brushes and vacuum road sweepers.

5.2 Dust and Dirt Control

5.2.1 Dusty emissions generated by the distribution of restoration soils may cause nuisance. Since it is difficult to suppress dust once it is airborne, where possible measures will be implemented to prevent dust from being generated in the first place. Vehicles transporting restoration material to the Site will be suitably sheeted to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears.

5.2.2 Regular monitoring of the access track will be undertaken to ensure appropriate additional measures are applied as required to minimise dust generation. For example, in dry weather, it is possible that the ground may dry out and then when delivery vehicles traverse the access road it may create nuisance dust which could drift out of the site. Under these circumstances these areas will be dampened down so that any dust does not become a nuisance to the public.

5.3 Noise

5.3.1 Control measures to reduce the impact of noise will likely include (but not limited to):

- i) Vehicle noise will be kept as low as possible (e.g. excessive revving of vehicles will not be permitted);
- ii) Where possible, HGVs will be routed away from sensitive noise boundaries;



- iii) Unloading of vehicles will be conducted in such a manner as to minimise noise generation and where possible these actions will be conducted away from noise sensitive areas; and,
- iv) Noise complaints, breaches of any Section 60 notices or exceedances of action levels will be reported to and investigated by the Site Manager.



**Appendix A – BMBC Highways & TPT
Planning Application Consultation
Response**





PLANNING CONSULTATION RESPONSE

Application No	2025/0908
Proposal	Re-engineering and Restoration of Yew Tree Quarry through the importation of non hazardous Excavated Soil Materials
Address	Stairfoot Brickworks, Wombwell Lane, Stairfoot, Barnsley, S70 3NS
Date of Consultation Reply	7/11/2025
Consultee	Highways Development Control

Consultation Assessment and Justification

Thank you for consulting Highways Development Control regarding the application for the restoration of Yew Tree Quarry.

The site comprises approximately 25 hectares of disused quarry land, formerly operated by the Yorkshire Brick Company for clay extraction. It is identified in the Barnsley Local Plan (2009) as Site MIN3 Stairfoot Quarry for mineral extraction and restoration.

The site is situated to the east of A633 Wombwell Lane—a classified road with a 40mph speed limit—south of the roundabout junction, and opposite a commercial/industrial estate. Residential dwellings on St Pauls Parade border the west, and Oakhill Primary School is located to the north.

The proposal seeks to import non-hazardous materials to fill the voids left by previous clay extraction. According to planning statement 3263-01-PS (October 2025), approximately 400,000m³ of material would be imported over 111 weeks, generating an estimated 80 HGV movements per day. Access will be via the existing brickworks entrance, which was recently improved under application 2024/0373 for a glass recycling centre.

It is important to note that public footpaths 323 and 324, as well as the Transpennine Trail, will be affected by site vehicle movements.

Having reviewed the submitted Transport Assessment, I note that the assessment includes two nearby residential developments and the approved glass recycling centre. Please confirm with the planning case officer that no other committed developments in the area should be considered in the assessment.

The proposal will add significant daily traffic to an already busy arterial route. Surveys from 2023 indicate average two-way flows exceeding 1,400 vehicles per hour during the AM peak. Section 5.4.9 of the Transport Assessment estimates two HGV movements every 7–8 minutes



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during peak hours, resulting in over 100 two-way trips per day, but fewer than 30 during any peak hour.

Appendix E shows movements for committed developments, but does not present a scenario combining base flows, committed developments, and development traffic. I recommend this scenario be included for completeness.

Regarding the diversion of the PROW and TPT, I advise that both teams be consulted directly for their views.

Additionally, Appendix A of the Transport Assessment does not include the highways response to the pre-application. Please ensure this is added.

It should be noted that as part of this application, a Delivery Management Plan will be required which should address the issue of conflict between HGVs and pedestrians, cyclists and horse riders and demonstrate the measures/operation of gates to prevent this conflict and demonstrate the operation and means to inform drivers of delivery routes and access arrangements to the site.

Details of the phasing of the deliveries to ensure that there is minimum impact on A633 Wombwell Lane and the wider highway network caused by high numbers of vehicles arriving or leaving the site together will be required which should be demonstrated in the Delivery Management Plan which should contain but is not restricted to :

- i. The contact details of a suitably qualified co-ordinator
- ii. Conflict between HGVs and users of the PROWs and bridleways which should give priority to the users at all times
- iii. Phasing of deliveries and departures
- iv. Details of vehicle arrivals, departures, parking, stopping and waiting (layover) controls
- v. Details of freight consolidation operation and the delivery and servicing booking and management systems.
- vi. Arrangements for abnormal loads such as low loaders delivering plant.

A Construction Management Plan will be required which should include but not be restricted to :

- i. Phasing of the works
- ii. Site working hours
- iii. Delivery hours which should avoid peak hours
- iv. Means of access for construction traffic including delivery routes
- v. Phasing of unloading of plant and materials
- vi. The parking of vehicles of site operatives and visitors
- vii. Storage of plant and materials used in constructing the development
- viii. Measures to prevent mud/debris being deposited on the public highway

Given the fundamental need of these documents, I would ask that the applicant provides them as part of the application and rather than them be conditioned.

Many Thanks

Sarah Sharp
Senior Engineer



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NO-OBJECTION*	Defer for amends/further information*	OBJECT
Consultation Suggested Conditions: .		
Consultation Informative(s):		
Planning Obligations required		



PLANNING CONSULTATION RESPONSE

Application No	2025 0908
Proposal	Re-engineering and Restoration of Yew Tree Quarry through the importation of non hazardous Excavated Soil Materials
Address	Stairfoot Brickworks, Wombwell Lane, Stairfoot, Barnsley, S70 3NS
Date of Consultation Reply	02/12/2025
Consultee	PROW – S Ford

Consultation Assessment and Justification

Whilst we appreciate the environmental, biodiversity and public safety benefits of the quarry restoration there are significant safety concerns regarding the process.

There are several rights of way that cross the access road and follow or are within the operational /planning boundary.



FP324 along south/west boundary of the work area between the TPT and FP323	FP323 crosses the access route twice and is along a short section
Trans Pennine Trail bridleway (solid purple line)	Historical permissive footpath that joins to Roehampton rise and Cemetery

Trans Pennine Trail crossing

The site access road crosses the Trans Pennine Trail bridleway in a location with poor sight lines due to the gradients and bends.

The 400,000 cubic metres of material being imported over 2 years (111 weeks) along the access road is a major concern. According to the supplied documents that is one vehicle



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every 5 minutes in each direction. whilst there has been road traffic impact calculations I was unable to find any data of TPT usage and subsequent impact assessment.

With delivery operations between 7.30 and 16.30 every weekday this is a significant amount of vehicle crossings with strong likelihood of conflict with vulnerable bridleway users.

In winter the **work hours will include periods of darkness** when TPT bridleway users are even less visible to HGV drivers looking down from their driving position.

Even through the proposed Saturday hours are shorter and less likely to include deliveries, the site will still be operational with staff.& contractors vehicles crossing the TPT bridleway.

[Figure 3.4 proposed site access arrangements](#) refers to a more detailed plan of the TPT/Access Road crossing as being 3263-01-D02 but unable to find that on the planning file. There are 3 copies of the same footpath diversion plan under different titles!

PRIORITY MUST BE GIVEN TO TPT BRIDLEWAY USERS IN TERMS OF GATES.

Vehicles will need to wait for a banksperson to open the gates (which would then be across the TPT) to allow vehicles to go through along the access road and reopening the crossing to TPT users as soon as it has passed.

The developer must also ensure that at the end of the working day/ when there is no banksman, the gates are prioritising TPT users or it risks accidents and incidents for which it will be liable

Having the gates the other way round risks trapping lots of TPT users on both sides of the crossing point with horses that then could be spooked by vehicles or just the noise and injure themselves of other users.

As well as priority for gates at the crossing, there needs to be plenty of warning signs in both directions that users might come across closed gates to allow vehicles through and what to do.

There is no mention anyway in the documents that horseriders and mobility scooter users could be on the TPT and have higher receptor sensitivity .

There is NO alternative bridleway option for TPT users.

Proposed Footpath diversion.

There are 3 copies of this drawing under different titles on the planning file.

Does the developer have control over the land where they are proposing to divert footpath 323 or the landowners written consent? This will be required along with the temporary diversion application.

The proposal appears to show a diversion for footpath 323 but leaving 324 open without an alternative route other than a sign at its junction with the TPT.

We accept that the footpath diversions are desirable for public safety but this needs to be done following the legal process and the developer must contact the PROW team to confirm details.

I have enclosed an application but it needs returning **at least 6 weeks** prior to it being required for start date. Any Temporary closure is only valid for 6 months after which it is down to the Secretary of State to grant any extension.

The proposed temporary diversion for footpath 323 is reasonable. It appears to utilise worn routes on the ground that have no recorded public highway status. These are also outside of the planning boundary and possibly outside of their ownership. If that is the case then landowner written consent is required along with the submission of the closure/diversion application.



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Any temporary diversion should be usable and given the existing surface is along the access track, diverting users onto a vegetated field may result in complaints and injuries in wet/icy weather. Consideration needs to be made in terms of temporary surfacing of the diversion route especially as it would be for over 2 years.

Footpath 324 will need to be included in the temporary closure/diversion scheme. A sign can be damaged or missed and users walking a considerable distance to encounter fencing is likely to see that fencing damaged and trespass taking place. A better solution would be to provide another diversion using the historical permissive path route through Yew Plantation and rejoin the road highway network at the end of Roehampton rise. Whilst a longer route than the current footpath, it does connect through and is not longer than the alternative via the TPT and FP323 diversion. I understand that the site owners have installed notices on this route saying there is no public access, so those would need to be removed if this diversion is activated.

Restoration proposal

There is no public access shown on the NTS8 restoration proposal. This is a missed opportunity and is likely to see worn lines being created over the grassland just as there are on the other areas of restoration.

	Defer for amends/further information*	OBJECT* YES
--	--	--------------------

*Delete as applicable

Consultation Suggested Conditions:

No works shall commence until the temporary footpath diversion paperwork has been submitted and accepted 6 weeks before the required start date.

No works shall start until the TPT and vehicle crossing point issues have been agreed. Priority must be given to the TPT crossing over the vehicle access road, during any vehicle movement periods a banksperson must be in place at the crossing and overnight/weekends the TPT must be open and available to use

Consultation Informative(s):

The proposed works will require a temporary closure of a public right of way. The developer is required to apply for the temporary closure, at cost, providing at least 6 weeks' notice and details of how public access will be managed throughout. No works affecting a public right of way may take place until a temporary closure order has been agreed in writing with the Council. Details are available via publicrightsofway@barnsley.gov.uk.

Public rights of way run alongside the proposed development site. Safe public access on the rights of way should remain available whenever possible, with no obstruction of or encroachment onto the width of the paths, and no building debris, storage of materials or parked vehicles limiting access at any time. Appropriate measures should be taken to protect the public, including fencing if necessary. If safe public access is not possible at any time then a temporary closure should be arranged, providing at least 4 weeks' notice and details of how public access will be managed. For further information contact publicrightsofway@barnsley.gov.uk.



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Planning Obligations required:

No works shall commence until the temporary footpath diversion paperwork has been submitted and accepted 6 weeks before the required start date.

No works shall start until the TPT and vehicle crossing point issues have been agreed.

Priority must be given to the TPT crossing over the vehicle access road, during any vehicle movement periods a banks person must be in place at the crossing and overnight/weekends the TPT must be open and available to use

Planning Application Response

Organisation:	Barnsley Council
Detail:	Re-engineering and restoration of Yew Tree Quarry through the importation of non-hazardous excavated soil materials – Stairfoot Brickworks, Wombwell Lane
Planning Ref:	2025/0908
Link:	Application Details
Closing Date:	7 th November 2025
Response to:	developmentmanagement@barnsley.gov.uk
Submitted by	Trans Pennine Trail & Walk Wheel Cycle Trust
Date:	4 th November 2025

The Trans Pennine Trail National Office (TPT) and the Walk Wheel Cycle Trust (formerly Sustrans) (NCN) welcome the opportunity to respond to this planning application.

The map below shows the development location and alignment of TPT/NCN:

Yellow: TPT/NCN

Red: Current Application

Blue: 2022/ENQ/00353 - Restoration and aftercare scheme, Stairfoot Quarry (which also includes the current application area)



Our initial response to the original application noted concern over the large volume of HGV's over a 4-year period using the route across the TPT/NCN and a request to see upgraded public rights of way developed from the proposal.

Whilst it is appreciated the timescale has reduced to 111 weeks, due to the impact on the TPT/NCN we object to the application in its current form.

The following comments are provided from the latest documents as noted below:

Chapter 5.0 – Traffic and Transportation	
5.1.3	Notes importation of non-hazardous restoration material over a 111-week period. The initial enquiry application stated a 4-year vehicle movement schedule. This latest information indicates this period has been halved. The number of vehicles/movement is not specified. However, in the initial application it was noted as 80 vehicles per day = 160 movements. Note: This is confirmed in 5.4.3 but should be clearly noted earlier in this section.
5.2.15	Notes guidance states 'pedestrian delay', however in terms of this development the delay will impact all NMU users; walkers, wheelers, horse riders and cyclists.
5.2.20	This point should also include wheelers and horse riders and note that the development access road directly crosses the TPT/NCN – it is not 'in close proximity'.
5.2.22	As the source of the soil import material is not yet known, what guarantees are in place for assurance that the timescale of 111-week (5.1.3) will be achieved or the volume of soil available?
5.2.6	Fails to mention horse riders or disabled users.
5.3.4	The pavement along the A633 also provides various alternative access points to the TPT/NCN for local access and for Trail users to access the local retail outlets for refreshments.
5.4.1	'The majority of trips likely to occur during 2027' is disrupted due to an earlier 111-week programme noted.
5.4.3	The vehicle movements of 80 HGV's per day (160 movements) is still a major concern to the tranquil nature of the TPT over an 111-week period. A maximum of 100 HVG deliveries is noted as a possibility giving 200 movements per day.
5.4.5	Notes further vehicle movements of 5 staff vehicles, ie 10 trips per day.
5.4.11	This statement is refuted in terms of the TPT/NCN that currently has no traffic impact in this area.
5.6.1	Notes a Delivery Management Plan will be prepared to show interaction between the site access track (and vehicle impact) and the TPT/NCN/PRoW network. This is a vital document for our assurance that Trail uses will remain safe during the soil delivery period.
Appendix 5.1 – Transport Assessment	

4.4.3	<p>The vehicle movements of 80 HGV's per day (160 movements) is still a major concern to the tranquil nature of the TPT over an 111-week period. A maximum of 100 HVG deliveries is noted as a possibility giving 200 movements per day.</p> <p>Extra to this is the site staff and associated vehicles (10 movements per day) – noted in 4.4.6</p>
4.4.9	<p>Notes up to 22 two-way HGV's per hour on average.</p>
6.2.5 to 6.2.8	<p>Notes the intention to install gates on the TPT that crosses the intended access roads, with the intention that the site vehicle drivers would open/close as necessary. It is also noted that a banksman 'could' be deployed at busy times.</p> <p>What assurances can be provided that the site vehicle drivers will open the gates as soon as possible. It is also asked that a banksman be in situ at all times, noting the intended 22 two-way HGV movement per day for 111 weeks. This is a major impact to Trail users.</p> <p>Clear, early signage will be needed on the TPT in both directions to ensure all users are aware of the impact. The developer should be mindful that some Trail users will be sensitive to loud noises and this section is also used by horse riders from nearby stables as part of their daily exercise.</p> <p>The design of the gates should also be shared and approved prior to works. Damage to any surface of the TPT will need to be repaired following the 111 week period at the responsibility of the developer.</p> <p>Priority must be given to Trail users at all times – how can this be monitored?</p> <p>How will the developer ensure that the Trail surface between the access gates remains free of debris, mud and accessible to all users.</p>
7.1.12	<p>Whilst the developer states that the 'evidence in this TA, presents no unacceptable impact would be created by the scheme' it should be noted that this is in reference to the highway impact only.</p> <p>In terms of impact on the TPT/NCN this is huge!</p>

On discussion with the Barnsley's Principal Rights of Way Officer the following works near to the location are put forward for mitigation consideration:

TPT:

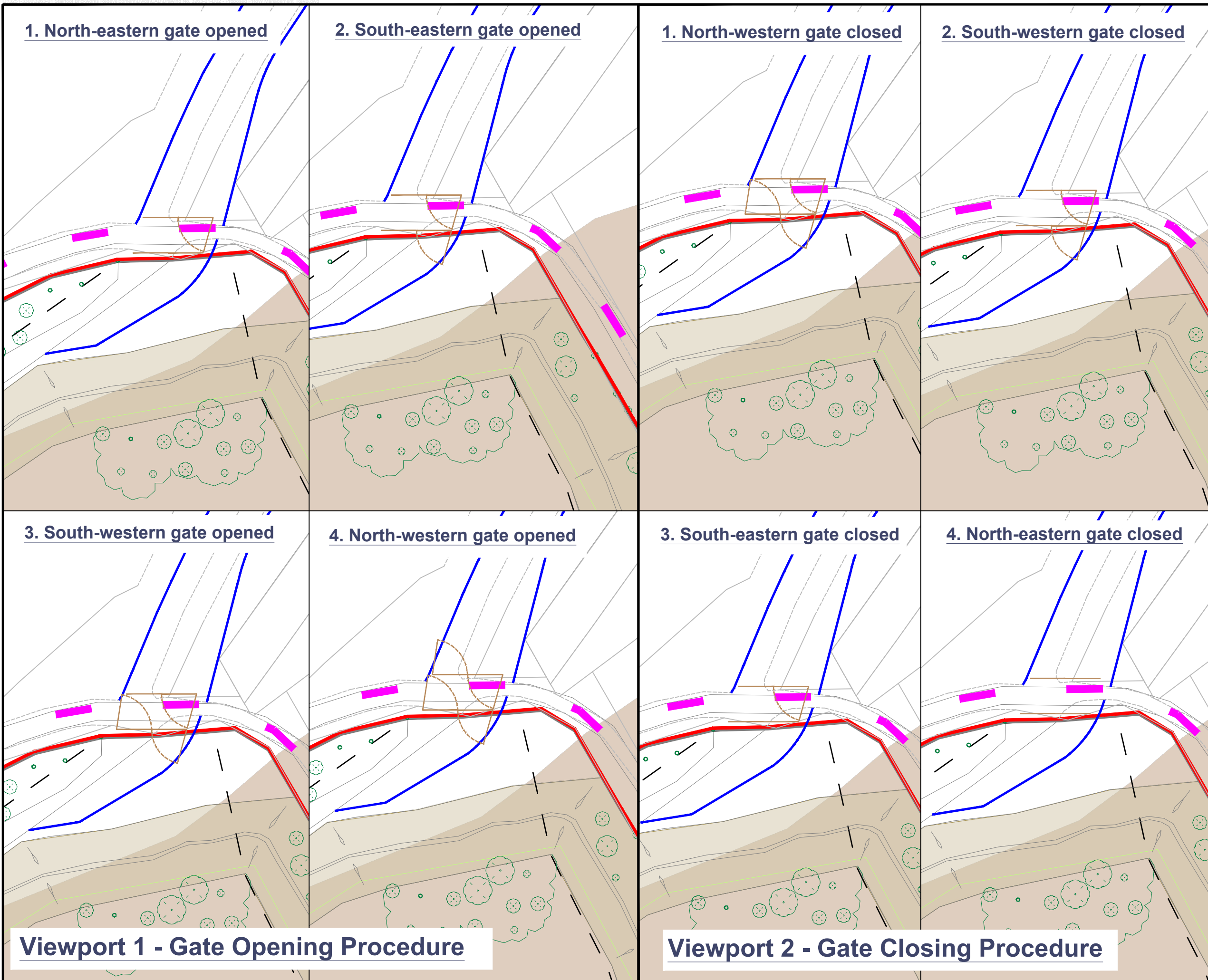
- Stairfoot to Lund Lane - Active Travel design and build
- Lund Lane to Burton Road including alternatives undergoing feasibility
- Cudworth Spur including some biodiversity improvements via woodland management
- Repair sections from Aldham Junction to Old Moor
-

Other works (not TPT):

- Repair river bank erosion and public access in Netherwood Pit Stack (to east of Aldham Junction down to Pitt Street/Bradbery Bulk Lane).
- Footpath down to Darfield along river bank

**Appendix B – Drawing No. 3263-01-D03a &
3263-01-D03b (Proposed Management of
TPT Crossing)**





-  Gate in closed position
-  Gate in open position
-  Route of Trans Pennine Trail
-  Edge of Site Access Track
-  Application Ref. 2024/0373 Site Boundary

Viewport 1 - Gate Opening Procedure

Viewport 2 - Gate Closing Procedure

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axis.co.uk



Client
Green Earth Group

Project
Stairfoot Quarry Restoration

Drawing Title
Proposed Management of Trans Pennine Trail Crossing - Gate Operating Procedure

Scale
1:500 @A3

Date
February 2026

Dwg no
3263-01-D03a

Status
Planning

Drawn
DC

Checked
DC

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Viewport 1 - Arriving Vehicles Enter Site

- Departing vehicles held at PROW crossing to allow arriving vehicles to clear single-track section of access track
- Stacking capacity for 11no. vehicles along access track to the north of PROW crossing

Viewport 2 - Departing Vehicles Exit Site

- When single-track section of access track is clear, departing vehicles will be released
- Any scheduled arrivals will be instructed to stop at the turning circle and wait for instructions prior to entering single-track section

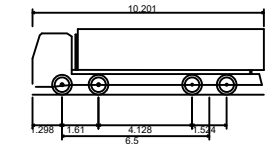
 Gate in open position

 Route of Trans Pennine Trail

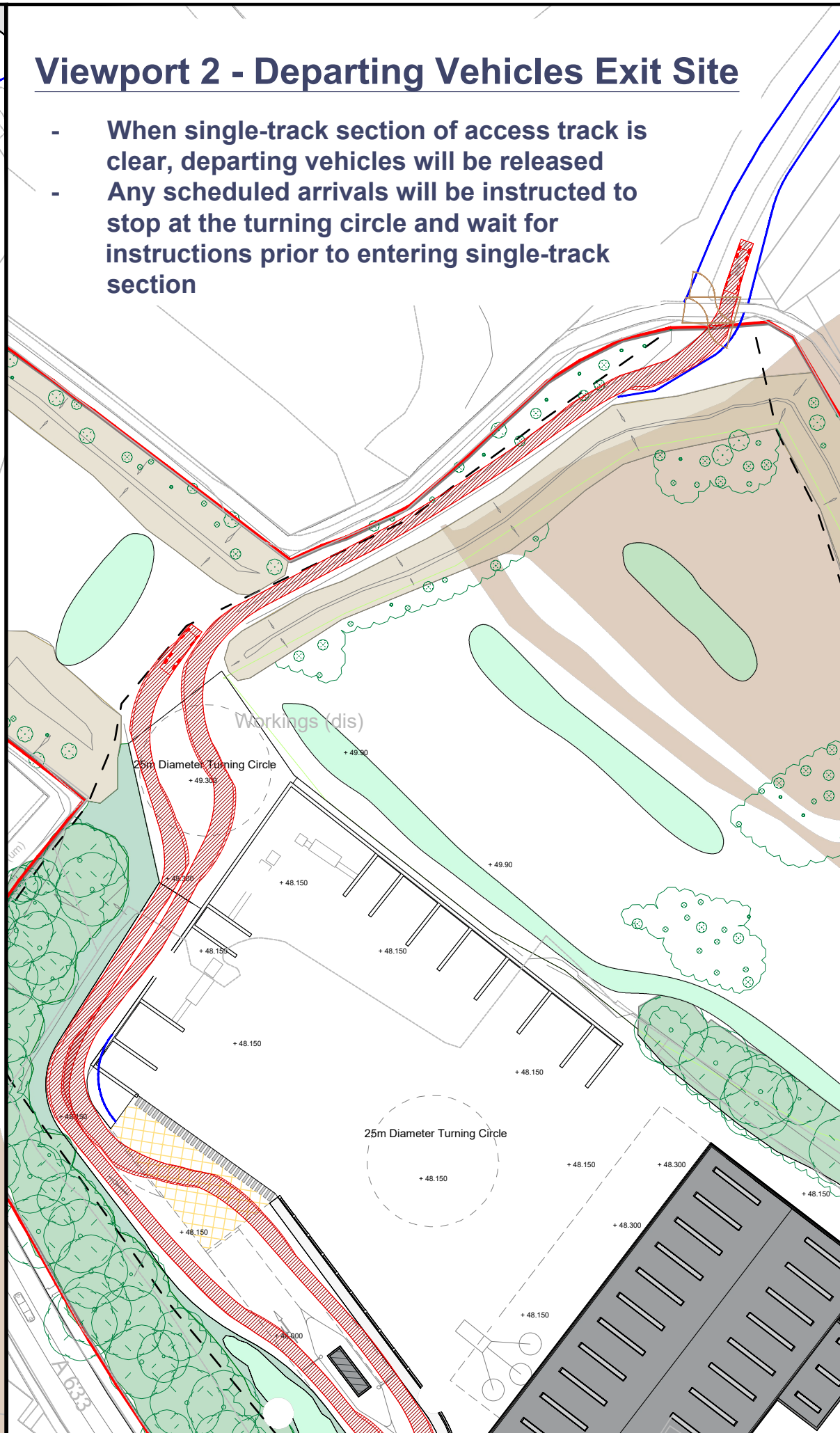
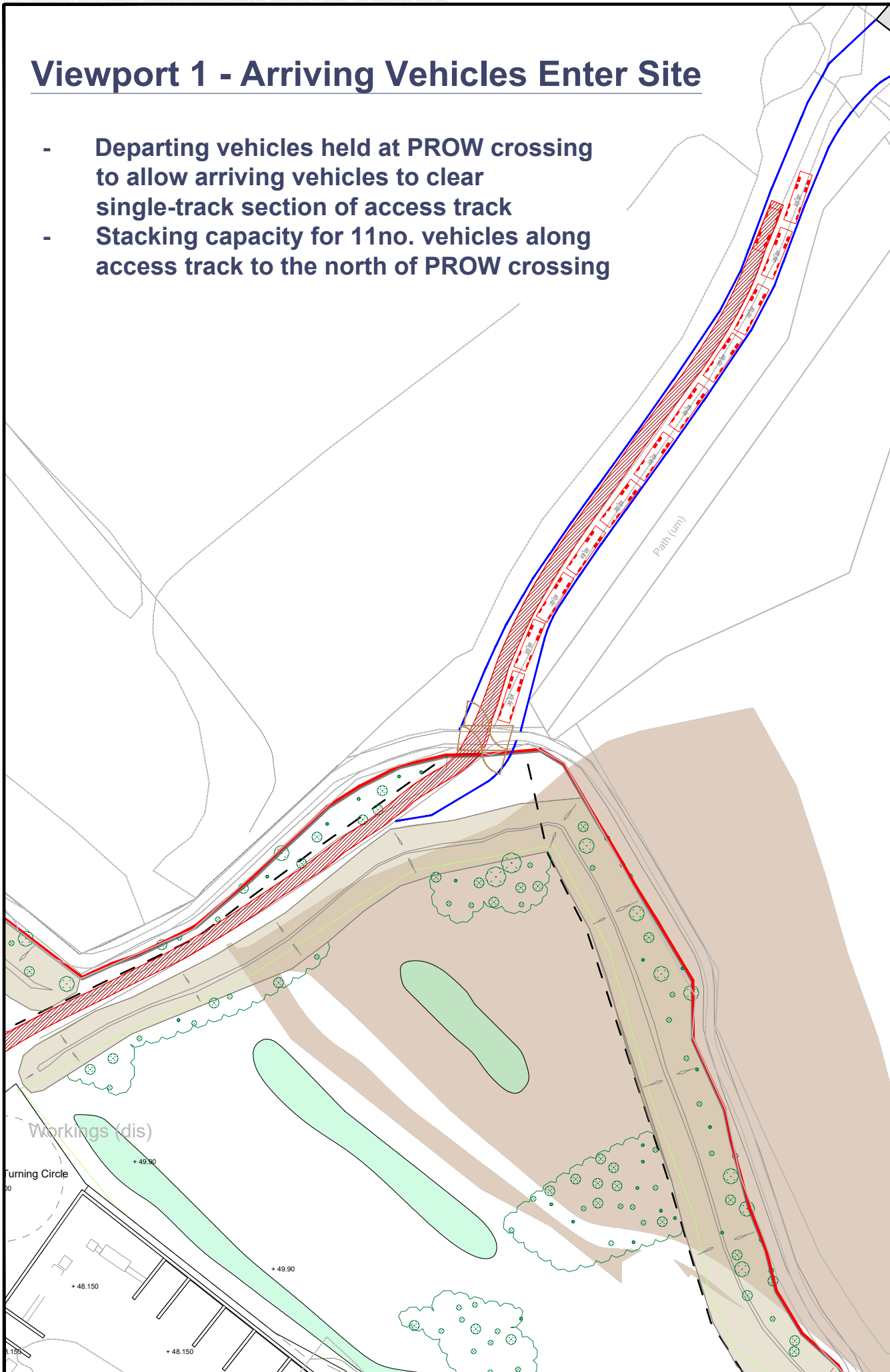
 Edge of Site Access Track

 Application Ref. 2024/0373 Site Boundary

Design Vehicle:



Large Tipper
 Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.550m



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Client

Green Earth Group

Project

Stairfoot Quarry Restoration

Drawing Title

Proposed Management of Trans Pennine Trail Crossing - Vehicle Stacking & Platooning Procedure

Scale

1:1000 @A3

Date

February 2026

Dwg no

3263-01-D03b

Status

Planning

Drawn Checked

DC DC

Rev

