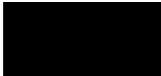


From: [REDACTED]
To: [MU1](#)
Subject: 2021/1090 (2) (Phase 1 Layout) - consultee Highways comments
Date: 21 December 2023 07:26:45
Attachments: [image001.jpg](#)
[image002.png](#)
[image004.png](#)
[image003.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
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[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image005.jpg](#)

Please find below comments from Highways in relation to 2021/1090, phase 1 only. Please add to M3 and place on SP and planning explorer

Kind Regards

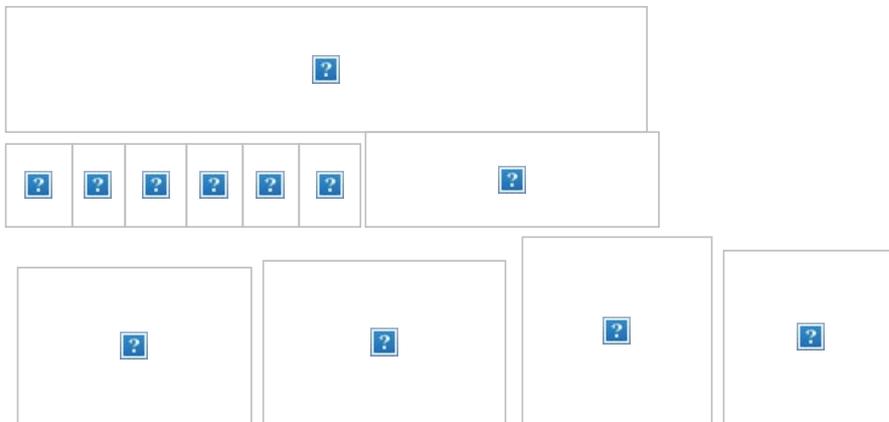


BSc(Hons) Dip URP MRTPI
Group Leader (InnerTeam)
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Email: [REDACTED]
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*Sat Nav reference: S70 2DR

Please be aware that the Development Management Team are currently experiencing temporary resourcing pressures. Unfortunately, this means we may not respond as to correspondence as quickly as we would like. This situation is expected to last for a temporary period whilst a recruitment exercise is undertaken. I would like to thank you for your continued patience at this time

*Please note that we are operating a hybrid working model, If I am unavailable please leave a message including a contact telephone number so that I can return your call *



From: [REDACTED]
Sent: 20 December 2023 13:34
To: [REDACTED]
Cc: HighwaysPIngApps <HighwaysPIngApps@barnsley.gov.uk>

Subject: FW: 2021/1090 (2) (Phase 1 Layout) - Land south of Barugh Green Road and east of Higham Common Road Barnsley

Good afternoon [REDACTED]

Many thanks for consulting Highways Development Control in respect of the recent resubmission. Initial consultation was received on 25th October 2023, with further highway related information received following that date. Comments are provided in relation to the revised site layout plan ref 20-CL4-SEGB-BWP1-02 Rev O for the Phase 1 residential development for which full planning permission is sought. These comments are without prejudice to any further comments on other key elements of this hybrid application.

Latest comments are in blue appended below the previous comments for ease of reference.

Further comments in respect of the link road, outline element and Transport Assessment / Travel Plan will follow as soon as practicable.

Kind Regards

[REDACTED]

From: [REDACTED]
Sent: 06 June 2023 15:32
To: [REDACTED]
Cc: HighwaysPlngApps <HighwaysPlngApps@barnsley.gov.uk>
Subject: 2021/1090 (Phase 1 Layout) - Land south of Barugh Green Road and east of Higham Common Road Barnsley

Good afternoon [REDACTED]

Re: 2021/1090 - Hybrid application for residential development for 1,760 dwellings comprising: a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds and associated drainage infrastructure; construction of a new link road; location of strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane; and erection of Phase 1 residential development comprising 229 dwellings b) Outline planning permission for: Residential development comprising 1,531 dwellings; new primary school; small shops and community facilities; and associated infrastructure works.

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

I refer to the above planning application and specifically in respect of the revised site layout plan ref 20-CL4-SEGB-BWP1-02 Rev M for the Phase 1 residential development comprising 229 dwellings for which full planning permission is sought. These comments are without prejudice to any further comments on other key elements of this hybrid application.

Having reviewed the layout plan referenced above, please find below my comments:

With reference to the South Yorkshire Residential Design Guide (SYRDG) S2.3, measures for achieving appropriately low speeds must be part of a deliberate strategy and integral to the street design as a whole. Speed controlling features included as simple add-ons to an already completed design are unlikely to be successful either in functionality or visually. Whilst it is noted that the layout in general provides a system of well connected streets with legible street hierarchy and limited use of cul-de-sacs, the horizontal layout shown is fundamentally the same as the previous revision (L). Previous comments made in respect of revision L, highlighted the lack of speed reducing features and whilst features have been added, the simple bolt-on nature of the proposed speed reducing

features is contrary to the advice contained within South Yorkshire Residential Design Guide S2.3. As such, the horizontal alignment of the street network and associated speed management strategy across Phase 1 will require review in greater detail with the designer being cognisant of SYRDG S2.3; 4B.1.2; 4B.4 and Barnsley West Masterplan Framework 11.23.

The presented layout is fundamentally the same as Rev M. Previous comments above in respect of the layout being contrary to the South Yorkshire Residential Design Guide S2.3 remain applicable given that speed reducing features have been added as a simple bolt on and that the horizontal alignment of the street network and associated speed management strategy across Phase 1 requiring review has not been addressed.

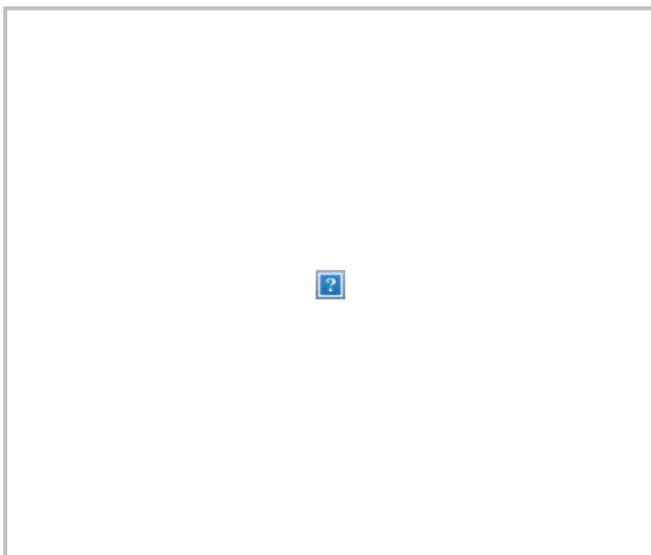
It is noted that the layout has been addressed by introducing speed humps along longer lengths of roads at 60m intervals. Notwithstanding reference to SYRDG S2.3, this is contrary to the Design of Housing Development SPD which reads at 11.3 – *Speed restraints can significantly affect the layout of a housing development. Vertical deflection, (for example road humps), are not permitted by the highway authority in Barnsley. Instead the emphasis is on using horizontal deflection, (for example corners), to restrain speed. Long straight roads should therefore be avoided in housing layouts where speed restraint is required.*

This is not considered to be a review of the alignment of the street network and associated speed management strategy is not considered acceptable.

It is unclear why a raised table is provided at the 90 degree bend adjacent to plot 175. The bend itself will act as the speed reducing feature.

This comment has been addressed by removal of the raised table.

Please note – Please consider the following design requirements when incorporating ramps to shared surfaces etc within the layout.



Notwithstanding other comments in respect of the layout, it is clear that the design requirements when incorporating ramps to shared surface street types have not been complied with for example ramp and proximity to parking space serving plots 194 / 195 and 189 etc. This is not exhaustive and therefore there is a need to check the layout against the design requirement above and amend accordingly.

Notwithstanding the above, further comments are provided in relation to the detail shown on the site layout plan Rev M:

A 5.5m wide carriageway and 2No 2m wide contiguous footways are proposed as the primary route providing access into the site, however ideally the carriageway width should be increased to 6.5m width due to the single point of access and the overall length of cul-de-sac to ensure access for emergency services could be maintained in the event of an emergency.

This comment has not been addressed and therefore the comment remains applicable. The layout is to be amended accordingly.

The proposed shared footway/cycleway is to be extended further into the site from the link road roundabout and provide appropriate transition to carriageway at a more suitable location in accordance with LTN 1/20 Cycle Infrastructure Design. The detail of footway / cycleway in proximity to plot 215 / link road is unclear and requires review/amendment.

This comment has not been addressed and therefore remains applicable. Please provide details in accordance with LTN 1/20

Whilst it is acknowledged that swept paths are shown for some of the shared private drives, it is unclear what design vehicle has been used in this analysis and requires clarification. Where shared private drives exceed 20m there is a need to provide suitable turning facilities to accommodate appliances in accordance with Building Regulations Approved document B (Fire Safety) and home delivery vehicles. Fire appliance vehicles used within South Yorkshire have the following dimensions:



Results for all shared private drives are required in accordance with the above.

Swept path analysis is also required for the adoptable highway in accordance with the requirements contained within the South Yorkshire Residential Design Guide sections 4b.2.1.28-29 and 4B.3.3.9-4B.3.3.12. Note: for junctions on streets with a design speed of 20mph and below, the refuse vehicle must be able to turn with the vehicle body leaving a 0.5m clearance to the carriageway edge on both the major and minor arms. Please ensure that all adoptable street junctions have had swept paths undertaken for left in left out manoeuvres.

Design Vehicles within Autotrack software:

Refuse Vehicle – Dennis 10.3m rear steer (For information the refuse vehicles currently in use in Barnsley has a wheelie Bin Lifting facility and measures 10.3m x 2.5m.)

Now amended – please see below.

Car – Large Car (2006)

Comments in respect of swept paths have not been addressed and therefore the comments above remain applicable – Please provide swept paths as requested, however please note that the councils Waste team have advised that the size of vehicle to be used in assessment is 11m in length, 2.75m in width with a weight of 26tonnes and a turning circle requirement of 15.25m.

Visibility splays are to be shown on the site layout plan for all internal junctions. 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 South Yorkshire Residential Design Guide Section 4B.1.3, again the visibility envelope must be wholly contained within the extent of adoptable highway.

This comment has not been addressed and therefore the comment remains applicable. The layout is to be amended accordingly.

SYRDG B.1.1.19 requires that driveways should be no less than 3.3 metres in width to allow for a pathway to the house. If the access does not have to provide a pathway to the house a 2.75 metres width is acceptable. The applicant should therefore carry out an assessment of the layout of the parking spaces and amend layout

accordingly.

It is unclear whether this comment has been addressed. The applicant is to confirm that this assessment has been undertaken and confirm widths are in accordance with the requirements outlined in the original comments as it is difficult to ascertain from the 1:1000 scale plans.

1 visitor parking space per 4 dwellings should also be provided to comply with the Parking SPD. Whilst it is acknowledged that this level is achieved within the site, defined visitor parking spaces should be contained within the extent of adoptable highway. A number of spaces do not meet this requirement including, the spaces adjacent to plot 203; plot 116; plot 110; plot 39; plots 32/34; plots 153/156 (1 is provided within amongst the allocated residential parking spaces - unacceptable as it is likely to become privatised by residents of adjacent dwellings and raise concerns regarding tenure, maintenance and future retention). Furthermore, 7 visitor parking spaces are shown within shared private drives serving only 9 properties. There is a need to review and amend the layout in order to ensure spaces are evenly distributed across the site.

This comment has been addressed and amended satisfactorily.

The footpath links from within the site to the proposed link road are to be widened to a 3m shared footway cycleway in accordance with LTN 1/20 Cycle Infrastructure Design. Furthermore the connections points with the link road cycleway/footway are to be in proximity to proposed bus stops to ensure walk distances to public transport is minimised and sustainable transport measures actively encouraged.

Whilst it is acknowledged that these links (Stubs shown to red line boundary) have been widened to 3m, the routes beyond the Ph1 red line boundary have been omitted. There is a need to ensure consistency with the wider masterplan area and link road design including connection points in proximity to pedestrian refuge crossing points and bus stops.

It is noted that the masterplan reads that *“Active Travel and public transport are to be the preferred mode of travel for accessing Barnsley West and the surrounding area”* and that *“In advance of submission of any planning application, a funded programme of bus service provision (including work bus provision for construction workers) and progressive enhancement (related to the phases of development) will be confirmed by the developer in consultation and as agreed with the Barnsley Bus Partnership stakeholders.* Whilst not directly related to the layout, on reflection of the previous comment, clarification is sought in respect of this requirement as I am unable to find reference to this funded programme and it appears as though the provision of bus stops locations have been omitted from the link road general arrangement plans.

This comment has not been addressed satisfactorily and is a fundamental requirement set out in the masterplan framework and therefore remains applicable.

A separate response by Fore consulting within a submitted document titled 2023-11-20 Link Road Masterplan and General Comments response (to a question raised in respect of lack of public transport infrastructure on the link road) states *“Buses will not stop on the link road. General approach is for buses to access the housing parcels via the internal link road roundabouts. Details of this will be subject to reserved matters applications for the residential layouts”*. However this approach is not in accordance with the requirements of the masterplan framework referenced above. There is a need to ensure that the *‘preferred mode of travel for accessing Barnsley West and the surrounding area’* is established at the earliest available opportunity with phasing / progressive enhancement of provision embedded in the overall travel strategy for the development and wider area. This remains an area of significant concern,

Furthermore, it would appear that the Phase 1 residential parcel is contingent on accessing existing public transport services, through pedestrian linkages to the wider area and local bus stops. However the existing bridleway connecting to Avon Close is narrow, unsurfaced and unlit and would not provide satisfactory access for to existing public transport services, rendering some of the residential properties within Phase 1 in excess of the 400m walk distance contained within nationally recognised guidance.

Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas: Walking neighbourhoods are typically characterised as having a range of

facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design. The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (DOENI, 2000).

This is reinforced in Sustrans (2022) document Walkable neighbourhoods Building in the right places to reduce car dependency: which recommends accessibility standards of 400m to bus stops.

The alignment of shared private drives serving plots 75-77 and 201-202 are set at an acute angle to the carriageway and therefore unacceptable. Driveways are to be laid perpendicular to the main carriageway.

The amendment to the alignment of the shared private drive serving plots 75-77 (now referenced 74-76) is satisfactory, however this comment in relation to plots 201-202 (now 198-200) has not been addressed and remains applicable.

It is unclear what the green shaded buildouts shown throughout the site will comprise of. Clarification is sought and reference to be made to SYRDG S2.3; 4B.1.2; 4B.4 and Barnsley West Masterplan framework 11.23.

This comment has not been addressed / responded to and therefore remains valid. Please read in conjunction with comments above regarding speed reduction strategy.

The 1.2m high railing boundary treatments edging the shared private drives serving plots 72-74; 75-77; 140-142; 143-146; and 149-153 together with adjacent boundary treatment to rear of footway adjacent impede visibility at a drivers eye height of 1.05m and therefore not acceptable.

This comment has not been addressed and therefore the comment remains applicable, noting that line type has now changed on the key shown on the site layout plan. The layout is to be amended accordingly.

All longitudinal sheltered visitor parking spaces are to be located outside of requisite visibility splays of adjacent driveways and accesses.

This comment remains applicable. Please see earlier comments in relation to visibility splays.

Swept path analysis is to be undertaken to demonstrate that the utility of on plot parking provision is not compromised by any proposed carriageway narrowing.

This comment has not been addressed and therefore the comment remains applicable. Please note this also applies to plots 8 & 9 where a narrowing has been introduced within the shared private drive arrangement.

The 2m footway laid through public open space in north – south directions from opposite plot 112 to opposite plot 184 to be widened to a 3m shared footway cycleway with suitable crossing of internal roads in accordance with LTN 1/20 Cycle Infrastructure Design.

Width amended satisfactorily, however no details provided in respect of a suitable crossing of internal roads in accordance with LTN 1/20.

Please note there is a need to widen the proposed footway to Longley street to 3m (adjacent to plot 115) with suitable transition in accord with LTN 1/20. This is consistent with the Transport Assessment 2.3.3 6th bullet point re pedestrian and cycle connections. However 2.3.3 reference to Avon Close is misleading given the connection to Avon Way is via an existing public footpath (also which between 15 and 17 Avon Close is circa 1m in width).

The 2m footway from opposite plot 63 to proposed link road to be widened to a 3m shared footway cycleway with suitable crossing of internal roads in accordance with LTN 1/20 Cycle Infrastructure Design.

This link has now been removed but it is unclear why. This link provided direct access to the link road and

proposed crossing point. It is considered prudent to amend in accordance with the issue raised.

The short section of footway to the east of raised table in proximity to plots 69/160 is to be extended by 2m either side of ramps to enable level crossing rather than across the face of the ramps.

This comment has not been addressed and therefore the comment remains applicable. Please note the plot numbers on the original response should read as 153/176.

There is a need to ensure that landscaping along the eastern site boundary is sufficiently offset so that it does not impact / impede the safe operation of the proposed street, especially considering the carriageway is bordered by a 675mm hard margin along this edge.

This comment remains applicable. Please ensure the landscape masterplan and detail are cognisant of this requirement.

The 1800mm high screen wall to Plot 211 appears to impede pedestrian visibility with the driveway. In accordance with the South Yorkshire Residential Design Guide 4B.1.1.31, visibility splays of 2m x 2m are required where a private drive joins the back of footway in the interests of pedestrian safety. These are to be kept clear of obstructions over 900mm in height.

Satisfactorily addressed.

The utility of the "turning areas" hatched red within shared private drives serving plots 62 and 152 is questioned. These areas are likely to be utilised by residents for parking, will not function as a turning area and therefore unacceptable. This comment also applies to the visitor parking shown at the end of the shared private drive, adjacent to plot 81 resulting in excessive reversing manoeuvres being undertaken.

This comment applies to the shared private drive serving plot 62 (layout amended effectively removing the shared private drive serving plot 152).

Refuse collection points serving shared private drives are to be located in close proximity to the adoptable highway, without impeding requisite visibility to enable efficient roadside waste collection to be undertaken. Many are located some distance from the highway and require moving.

This comment remains applicable. In addition a number of shared private drives do not have a waste collection area provided. All shared private drives are to have refuse collection points sufficiently large enough to accommodate a combination of two wheeled bins per property per collection day.

Desirable maximum gradients for footways and carriageways is 1 in 20, with absolute maximum gradients of 1 in 12.

This comment remains applicable. No detail has been provided in respect of gradients, however a condition will be applied to an approval such that gradients must not exceed 1 in 12.

Kind Regards

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