

From: [REDACTED]
To: [REDACTED]
Subject: FW: 2021/1090 - Land south of Barugh Green Road and east of Higham Common Road Barnsley.
(Application 1)
Date: 12 June 2025 07:50:23

Please redact the consultation response below and save on public file (if possible)

Kind Regards

[REDACTED]

From: Lake , Wayne (GROUP LEADER HDC) [REDACTED]
Sent: 10 June 2025 10:52
To: [REDACTED]
Subject: 2021/1090 - Land south of Barugh Green Road and east of Higham Common Road Barnsley.(Application 1)

Good morning [REDACTED]

Re: 2021/1090 - Hybrid application for residential development for 1,560 dwellings comprising: a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds/dry detention basins 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(a) residential development comprising 216 dwellings, b) Outline planning permission for: Residential development comprising up to 1,344 dwellings; new primary school; small shops and community facilities; and associated infrastructure works, (Amended Description and Amended Plans).

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

This hybrid application seeks permission for:

- a) Full planning permission for earthworks to create development platforms; strategic drainage ponds/dry detention basins and associated drainage infrastructure; construction of a new link road; strategic landscaping and ecological areas; demolition of existing buildings; works to Hermit Lane and; erection of Phase 1(a) residential development comprising 216 dwellings.
- b) Outline planning permission for: residential development comprising up to 1,344 dwellings; new primary school and small shops and community facilities together with associated infrastructure.

This application is subject to the Barnsley West Masterplan Framework which was adopted by Full Council in December 2019 to guide the development, ensure policy objectives are met and that the site can be developed in a comprehensive manner, taking into account infrastructure requirements. Furthermore, three associated highway infrastructure planning applications were approved as a proposed package of highways works to facilitate access to and improve

connectivity to the site. These applications being:

2020/0027 - Highways works at the junction of Barugh Green road and Cannon Road, Barugh Green for the construction of new roundabout to create a road link into MU1 Local Plan allocation site and associated alterations to existing road alignment and relocation of grade II listed milepost.

2020/0028 - Highways works at Higham Common Road, Higham for the construction of new roundabout to create a road link into MU1 Local Plan allocation site and associated earthworks, alterations to existing road alignment, provision of associated footpaths, combined cycle/footpath and verges and

2020/0040 - Highways works comprising the linking of Capitol Close and Higham Lane via a new roundabout, road realignment and widening works throughout, enlargement of existing roundabout located at Capitol Close and Whinby Road and provision of associated footpaths, combined cycle/footpath and verges

This application is supported by a Transport Assessment, Framework Travel Plan, layout plans, link road design plans, road safety audit and other supporting information.

Initially a Transport Assessment dated 7 July 2021 was submitted with this planning application and associated application 2021/1089 (Hybrid application for employment use and associated infrastructure). A revised Transport Assessment was subsequently submitted in recognition of comments made by BMBC HDC and National Highways together with a number of technical notes and a Transport Assessment Addendum (TAA) in recognition of further comments by BMBC HDC following the change to the proposed land uses and scale of development. The addendum also reflected the requirements of the DfT Circular 01/2022 as requested by National Highways incorporating a transport vision for the proposed development, mode shift targets and assessment of the predicted residual traffic impact of the proposed development on the highway network during the AM and PM peak periods. The scope of assessment covered both this application and 2021/1089. Compliance with Circular 01/2022 was considered an acceptable approach by BMBC HDC in considering the impact on the highway network.

The proposed trip rates for respective uses to inform the assessment were agreed and reflect those previously agreed and utilised in assessment of the impact on the network in association with the 2020/0040 application (Capitol Close – referenced above). 2011 Census data was then used to derive the baseline mode share and by applying this to the vehicle trip generation for the development, the predicted trip generation by mode was derived. Distribution of trips onto the network was based on census data originating in Barnsley 012 and 019 MSOA (Higham, Pogmoor and Dodworth). By applying the travel plan target of 10% reduction to the number of trips taken by car or van drivers, the residual traffic flows were used in the assessment of network performance.

In order to account for traffic growth beyond that resulting from the development proposals, a number of “committed developments” were incorporated into future traffic flows, together with general background traffic growth by applying Temprow growth factors from 2022 base to 2026 and 2033. “Double counting” was avoided by the use of the alternative planning assumptions facility within Temprow.

As the proposed development seeks approval in full of the new link road, the potential diversionary impact of the proposed link between Barugh Green Road and Higham Lane through the development site was assessed using the Sheffield City Region Transport Model (SCRTM1). Turning count data was extracted from the model to predict the effect of reassigned traffic on junctions within the study area and enable assessment under a number of assessment scenarios. These being:

Without Development – 2022 base year; 2026 Do Minimum and 2033 Do minimum

With Residential Development (2021/1090) – 2026 Ph1 and 2033 Full residential and link road

With Employment Development (2021/1089) – 2026 employment + convenience store

With Development (Cumulative) – 2026 Residential Phase 1 + employment + convenience store (w/o link road); 2026 Residential Phase 1 + employment + convenience store + link road reassigned trips; 2033 Full Residential development (incl primary school drop off) + employment + convenience store + link road reassigned trips

The study area considered by the original Transport Assessment submitted with the planning application considered the following 8 junctions:

- Higham Common Road / Hermit Lane Junction.
- A635 Cawthorne Road / A635 Barugh Green Road / Higham Common Road / B6428
- A635 Barugh Green Road / Cannon Way Junction.
- A635 / A637 Claycliffe Road / Whaley Road Roundabout.
- Whinby Road / Higham Lane Roundabout.
- Whinby Road / Capitol Close Roundabout.
- Whinby Road / B6449 Roundabout.
- M1 Junction 37.

However following a review, given the quantum of development generated trips that extended beyond this area it was agreed to extend the study area to include an additional 18 junctions. This included junctions along Whinby Road, A635 Cawthorne Road, A637 Barnsley Road and B6428.

Modelling results indicate that under certain scenarios, a number of junctions were shown to operate over capacity impacting on the operation of the highway network resulting in additional queuing and delay at several locations. Having reviewed the performance of these junctions in liaison with Strategic Transportation, it was agreed that having a pragmatic overview, whilst a number of junctions do require some form of mitigation to address capacity issues, the network overall could accommodate a degree of additional queuing and delay without the need for a full package of mitigation works. Where deemed that this is not the case, it has been agreed that the developer will need to address detrimental impacts on the operation of the highway network by the following:

- Conditioning mitigation works to be agreed and implemented for:
Whinby Rd / B6449 R/bt

Pogmoor Road / Summer Lane traffic signals

- Use of S106 monies targeted towards an improvement scheme currently being developed by the Council:
B6428 / A61 Staggered junction (Lee Lane / Shaw Lane)
- Use of S106 monies for feasibility works to junction improvements where external funding opportunities will be sought (Scheme Development):
Chestnut Tree roundabout / Redbrook Road / A635
A637 Claycliffe Road / Barnsley Road / Dearne Hall Lane

The Phase 1 residential area seeking full approval has been the subject of revision through the course of the application and has been agreed. The layout takes vehicular access from the northern internal roundabout on the proposed link road. The layout provides linkages for pedestrians and cyclists to the existing highway network and proposed link road, incorporates measures to reduce vehicles speeds, includes adequate parking provision and has had swept path analysis undertaken to ensure the layout can accommodate manoeuvring by refuse vehicles. The layout is considered satisfactory and accords with the South Yorkshire Residential Design Guide. The layout will be the subject of road safety audits as part of the detailed design, technical approval and adoption procedure.

The proposed link road is a key component of the application, providing a link between Barugh Green Road to the North and Higham Lane to the South. Connections to the existing highway being via the two new roundabouts approved under 2020/0027 and 2020/0028. The link is approximately 1.1km in length and comprises a 7.3m single carriageway with associated landscaping, 3m wide shared footway and cycleways, two internal four arm roundabouts for access to the development zones and has been designed to operate at 30mph in accordance with the parameters specified within the adopted masterplan framework. As part of the link road design, and in addition to the crossing facilities provided at the roundabouts, there will be two controlled and two uncontrolled crossings. The initial design included four uncontrolled crossings, however during the planning process this was amended. The developers transport consultant undertook a Link Road Crossing assessment in consideration of the estimated number of pedestrian and cycle movements that may cross the proposed road and following this work it was concluded that signalised crossings be provided between the two internal roundabouts and in the vicinity of Hermit Lane. The southernmost crossing facility will also accommodate equestrian users given the connection to the proposed bridleway. The link road also incorporates two pairs of bus stops, the detailed elements of which will be secured by condition. You will note SYMCA's response to the application with regards bus stops and services.

The remainder of the site is in outline and will be the subject of further reserved matters applications. One residential parcel of land within the wider masterplan area serving circa 150 units where approval is being sought in outline, is isolated from the rest of the residential development and takes access from Farmhouse Lane Pogmoor. Following a review of the proposed arrangements and concerns over highway safety, the initial layout was subject to an independent Stage 1 Road Safety Audit during the planning process. The audit identified a number of problems and made a number of recommendations which resulted in a revised design being undertaken. The designers response report and revised layout was agreed with the Councils traffic team acting as overseeing organisation and will be the subject to further

independent safety audits through the detailed design and Section 278 approvals procedure following any subsequent reserved matters approval.

Hermit Lane currently runs through the site and will be severed by the proposed link road which is set at a higher level. Whilst Hermit Lane is not proposed to be stopped up, it is intended that a Traffic Regulation Order will be secured to prohibit vehicular movements along part of its length. The future status of bridleway will ensure the route is suitable for use by pedestrians, cyclists and horse riders with a "Pegasus" crossing included within the link road design.

A Framework Travel Plan has been submitted with the application and has been reviewed by the Councils' Transportation officer. Following comments, a revised framework travel plan has been submitted, however at the time of writing, this is not considered to be suitable and therefore a condition will be applied to agree the Framework Travel Plan with a further condition to agree a detailed travel plan within 6 months of first occupation of the Phase 1 residential development.

Should you be minded to recommend approval, I would be grateful if the following conditions and informatives are attached to any favourable decision notice.

Conditions:

No development shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. The survey must consist of:

- A plan to a scale of 1:1250 showing the location of all defects identified
- A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey.

On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety and in accordance with Local Plan Policy T4

No phase of works shall commence until a Construction Traffic Management Plan (CTMP) for that phase of development is submitted to and subsequently approved in writing by the LPA. The approved plan shall be adhered to throughout the construction phase. The CTMP shall contain information relating to (but not be limited to):

- Volumes and types of construction vehicles
- Identification of delivery routes
- Identification of access point
- Temporary access arrangements
- Contractors method for controlling construction traffic and adherence to routes
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Construction period

- Temporary signage in consultation with National Highways
- Measures to control mud and dust being transferred to the public highway
- Temporary traffic management arrangements required to the existing highway network

Reason: In the interests of highway safety and in accordance with Local Plan Policy T4

No development shall be commenced until full engineering, drainage and street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details unless otherwise agreed in writing with the LPA.

Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety.

The link road hereby approved and connection to the roundabouts on A635 Barugh Green Road and Higham Lane shall not be commenced until full engineering, drainage, street lighting and constructional details have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with Local plan Policy T4 New development and Transport Safety.

No phase of residential development shall commence on site until a scheme for the parking of bicycles for that phase has been submitted to and approved in writing by the LPA. The scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.

Reason: In interests of encouraging use of sustainable modes of transport.

Pedestrian intervisibility splays having the dimensions of 2 m by 2 m shall be safeguarded at the driveways where the driveway joins the back of footway. The splays are to be kept clear of obstructions over 900mm in height for the lifetime of the scheme.

Reason: In the interest of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

Prior to the first occupation of the development hereby permitted visibility splays for Phase 1 shall be provided in full accordance with the details indicated on the approved plan Forward and Junction Visibility 3062-R-100-SK-001. The visibility shall thereafter be maintained at all times free from any obstruction exceeding 900mm above the level of the adjacent highway carriageway.

Reason: In interests of highway safety and in accordance with Local Plan Policy T4.

Vehicular and pedestrian gradients within the site shall not exceed 1:12.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4.

No works that effect the use of Hermit Lane shall commence until the Traffic Regulation Order for the prohibition of vehicular movements on Hermit Lane has been secured by the Local Highway Authority.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4.

Notwithstanding the submitted details, no works that effect the use of Hermit Lane shall commence until such time as a scheme for the provision of turning areas to the east and west of the proposed link road have been submitted to and approved in writing by the Local Planning Authority. The works to provide the turning areas shall be completed prior to the severance of Hermit Lane as a result of the development hereby approved.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4.

No Phase of the link road hereby approved shall be opened to general traffic until the Traffic Regulation Order to restrict waiting along said phase has been secured by the Local Highway Authority.

Reason: In the interests of retaining highway efficiency and safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

The link road hereby approved shall not be open and operational for through traffic until such time as a comprehensive traffic signage scheme has been submitted to, approved in writing and subsequently implemented.

Reason: In the interests of retaining highway efficiency and safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

Notwithstanding details submitted, prior to the occupation of any building a scheme for the provision of bus stops within the development shall be submitted to the Council for its approval in writing. The scheme shall include details of the location, shelter design, seating, real-time information, provision and the timing of provision of the bus stops. Thereafter the approved scheme shall be carried out in accordance with the approved timing of provision.

Reason: In the interests of retaining highway efficiency and safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

No works shall commence until a phasing plan and arrangements have been submitted to and agreed in writing with the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details and timescales.

Reason: In the interest of highway safety, in accordance with Local Plan policy T4.

Prior to first occupation of any unit within any phase of development, the roads and footways shall be constructed to binder course level from the building to the adjoining public highway in accordance with details of a completion plan to be submitted and approved in writing by the LPA. Thereafter the development shall be implemented in accordance with the approved details

Reason: To ensure streets are completed prior to occupation and satisfactory development of the site and in accordance with Local Plan Policy T4.

Prior to the first occupation of any phase of the development hereby permitted, the proposed accesses, driveways, on-site car and cycle parking, and turning shall be laid out in accordance with the approved plan. Driveways and vehicle parking areas accessed from the approved streets must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard and in the interest of highway safety, in accordance with Local Plan Policy T4.

Development shall not commence until details of all highway retaining structures, including construction status drawings and specifications have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in strict accordance with the approved details.

Reason: In the interest of highway safety, in accordance with Local Plan Policy T4

No development shall take place, including any demolition works, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall include but not be limited to:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
 - o Deliveries, waste, equipment, plant, visitors;
 - o Size of construction vehicles;
 - o Consolidation operation or scheme for the delivery of materials and goods;
 - o Phasing of works;
- Reduction in the number of movements and parking on nearby streets :
 - o Programming;
 - o Waste management;
 - o Construction methodology;
 - o Car sharing;
 - o Travel planning;
 - o Parking facilities for staff and visitors;
 - o On-site facilities;
 - o Workforce bus service provision / scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Abnormal Loads
- Swept paths showing access for the largest vehicles regularly accessing the site
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Method of preventing mud being transferred onto the highway;
- Erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

Reason: In the interests of the amenities of local residents and in the interests of retaining highway efficiency and safety in accordance with Local Plan Policy T4 New Development and Transport Safety.

The development hereby approved shall not be occupied No works shall commence until details of the scheme of offsite highway improvement works at the Whinby Rd / B6449 roundabout to

mitigate the impacts on the highway network has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details and implemented in accordance with a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of retaining highway efficiency and safety in accordance with Local Plan Policy T4

The development hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority, arrangements which secure the following offsite highway improvement works relating to the introduction of MOVA and upgrade of pedestrian facilities at the Pogmoor Road / Summer Lane signal controlled junction:

- Installation of traffic signal equipment
- All associated civil engineering works
- UTC amendments
- Controller configurations/upgrades
- Any other measures necessary to upgrade pedestrian facilities to nearside technology

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Local Plan Policy T4 New Development and Transport Safety.

The development hereby permitted shall not be commenced until an updated addendum Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Within six months of first occupation of any phase of development hereby approved, a detailed travel plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be based on the approved addendum Framework Travel Plan and include details of specific measures / initiatives, targets, timescales and budgets to encourage sustainable travel and allow for regular monitoring and reporting to be undertaken. The plan shall be fully implemented in accordance with the approved details thereafter.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Informatives:

S38 Streets to be Adopted - The development hereby approved includes the construction of new highway. To be considered for adoption and on-going maintenance at public expense, it must be laid out and constructed to the BMBC engineering standard details and to the terms of phasing of the development. You are advised that you must enter into a highway agreement under s38 of the Highways Act 1980. The development will be bound by the Sections 219 to 225 of the Highways Act 1980 (the Advances Payments Code). Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please contact Highways Development Control on email HighwaysDC@barnsley.gov.uk or call to 01226 773555 prior to any work commencing on site.

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking this work you must enter into a highway agreement

with the Council under S278 of the Highways Act, 1980, specifying the extent of works, the works, and the terms and conditions under which these are carried out. Fees are payable for the drafting of the agreement, approval of the highway details and inspection of the works. For more information or to apply, please contact Highways Development Control at email HighwaysDC@barnsley.gov.uk or call to 01226 773555.

The development hereby approved is subject to Independent Road Safety Audits to be carried out in accordance with the requirements of the Local Highway Authority and Design Manual for Roads & Bridges GG119 Road Safety Audits. All relevant technical information is to be made available to the Road Safety Audit team. Audit briefs are to be approved by the Local Highway Authority prior to the relevant audit being undertaken.

Road Licences - You are advised that the development hereby permitted requires you to dig up a road, pavement, or grass verge to install or replace service apparatus (gas pipes, electricity cables, sewers), or to place any equipment, materials in, on, above or abutting a highway requires you to have a licence. Further details are available on the BMBC website at: <https://www.barnsley.gov.uk/services/roads-travel-and-parking/road-licences/> or by contacting Streetworks@barnsley.gov.uk

Public Right of Way - The development abuts / incorporates a Public Right of Way, Footpath /Bridleway / BOAT. You are advised that before undertaking any work you must contact the PROW team to discuss requirements, including the need for any Temporary Traffic Regulation Order to close or divert the PROW for the duration or part of the works on grounds of public safety. For more information, please call on 01226 773555

Street lighting design and installation is undertaken by the Local Highway Authority. There is a fee payable for this service and the applicant should make contact with the authorities Street Lighting Team, Tel 01226 770770. Email. Streetlightingdesign@barnsley.gov.uk as soon as possible.

Signal controlled crossing design can be undertaken by the Local Highway Authority. There is a fee payable for this service and the applicant should make contact with the authorities Traffic Signal Team on 01226 787643. Email trafficsignals@barnsley.gov.uk for further information on this service as soon as possible.

A Traffic Regulation Order (TRO) is necessary. You must submit a plan to a scale of 1:1250 of the indicative scheme, along with timescales for the commencement and completion of the development hereby approved. Please be aware that the process is statutory and involves public advertisement of the proposals and the resolution of objections. The outcome of the process cannot be guaranteed. Time based fees are payable for the administrative process, including legal costs, and are separate from the costs of lining, signing and resurfacing required by the TRO. You should expect a minimum of twelve months to elapse between the LHA's Traffic team confirming that it has all the information necessary to enable it to proceed and the TRO is advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed. For more information and arrangements contact Traffic by emailing Traffic@barnsley.gov.uk

NB: The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

Fees associated with the required condition survey together with any necessary remedial works and any relevant S278 agreement are to be borne by the developer. The applicant should make contact with Highways Development Control, Tel. 01226 772033/772170. Email. HighwaysDC@barnsley.gov.uk for further information prior to commencement

Any highways structures will require technical approval in accordance with the approval procedure based on DMRB CG300 – Technical Approval of Highways Structures. If an AIP is required, the developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The completed design, including proprietary designs, cannot be implemented until Highway Authority is in receipt of certified confirmation that the implementation documents are accurate and fully in compliance with the requirements of the AIP. Designs that do not require an AIP (typically category 0 but not limited to) will also need to be submitted to Highway Authority for review in accordance with DMRB CG300

The Yorkshire Common Permit Scheme applies to all streets in Barnsley and is designed to minimise any delay, disruption and inconvenience to road users caused by roadworks. Anyone carrying out works in a street must apply for a permit. Agreement under the Yorkshire Common Permit Scheme's provisions must be granted before any works can take place. There is a fee involved for the coordination, noticing and agreement of the works. Details relating to the scheme, fees and payment methods are available via www.barnsley.gov.uk/services/roads-travel-and-parking/roadworks-and-road-maintenance/yorkshire-common-permit-scheme/

The contractor shall ensure that no vehicle leaving the development hereby permitted enter the public highway unless its wheels and chassis are clean. It should be noted that to deposit mud and debris on the public highway is an offence under provisions of the Highways Act 1980.

Kind Regards

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