



## PLANNING CONSULTATION RESPONSE

<b>Application No</b>	2025/0908
<b>Proposal</b>	Re-engineering and Restoration of Yew Tree Quarry through the importation of non hazardous Excavated Soil Materials
<b>Address</b>	Stairfoot Brickworks, Wombwell Lane, Stairfoot, Barnsley, S70 3NS
<b>Date of Consultation Reply</b>	30/03/2026
<b>Consultee</b>	Highways Development Control

### Consultation Assessment and Justification

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

I have now reviewed the recently submitted additional information, in particular the Delivery Management Plan. From a highways perspective, my concerns relate predominantly to the scale and management of arrivals and departures associated with the restoration works.

I note that the applicant is reliant on the site access works being brought forward and completed by the site owners of the former Stairfoot Brickworks site. However, at present, works to construct the access to an approved standard have yet to commence. This introduces a degree of uncertainty in relying on the proposed access arrangements to manage vehicle movements safely and effectively. Furthermore, I note within sections 4.2.4 and 4.2.5 of the delivery management plan, it states -

*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.*

This clearly indicates that platoons of up to 5 or 6 HGVs could arrive at the site at the same time, with the potential for up to 11 vehicles to arrive at the same time. Given that the access arrangements are linked to the wider former Brickworks permission, I would also query whether sufficient consideration has been given to the combined vehicle movements arising from both sites operating concurrently. As you will be aware, a gated access was approved, with the gates set back to accommodate a single waiting HGV only. Any additional vehicles arriving at the same time would therefore be required to wait on the public highway, which would be likely to result in



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disruption to the free flow on traffic on what is a sensitive and heavily trafficked section of the local road network.

On this basis, I remain concerned that the proposed delivery and access arrangements, as currently presented, do not adequately demonstrate that HGV movements can be managed without giving rise to potential highway safety or operational issues. Consequently, at the present time I would be required to raise an objection on this basis or alternatively request that you defer a conclusion pending the submission of any further information capable of addressing the issues identified above.

Defer for amends/further information\*

OBJECT\*

\*Delete as applicable

**Consultation Suggested Conditions:**

**Consultation Informative(s):**

**Planning Obligations required:**