



PLANNING CONSULTATION RESPONSE

Application No	2026/0606
Proposal	Reserved Matters application (with layout, scale, landscaping and appearance under consideration) for the erection of 173 dwellings, laying out of open space and associated infrastructure pursuant to outline planning consent 2024/0122 (Appeal APP/R4408/W/25/335991): Outline planning application for demolition of existing structures and erection of residential dwellings with associated infrastructure and open space. All matters reserved apart from access into the site
Address	Land north of Hemingfield Road, Hemingfield, Barnsley
Date of Consultation Reply	04/09/26
Consultee	Highways DC

Consultation Assessment and Justification

Outline planning application 2024/0122, for the demolition of existing structures and erection of residential dwellings with associated infrastructure and open space, was granted at appeal on the 1st of August 2025 under reference APP/R4408/W/25/3359917. All matters were reserved at this stage apart from access into the site.

This reserved matters application applies for the erection of 173 dwellings, open space and associated infrastructure with layout, scale, appearance and landscape being considered.

As part of the 2024/0122 application a full Transport Assessment was requested and submitted considering the implications on the existing highway network of the whole safeguarded site. It was accepted that the majority of vehicles would enter the Dearne Valley Parkway (A6195) from Hemingfield Road and would not cause any capacity issues on the network, not least because the design of the A6195 allows it to carry a significant number of vehicles through to the strategic road network.

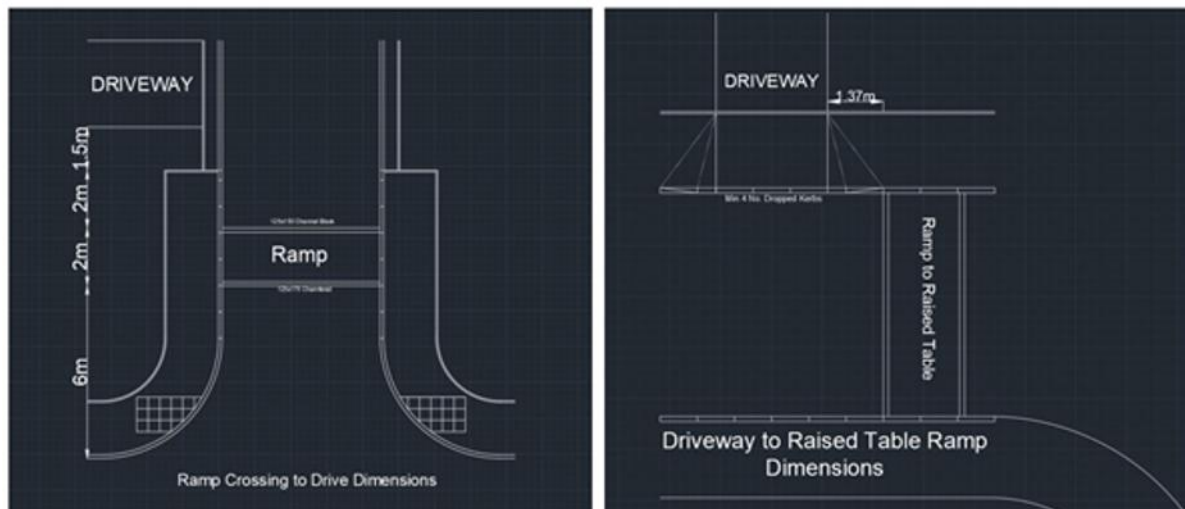
Although this Transport Assessment is still accepted in the main for this application, HDC officers would ask that an updated version is submitted as part of this application. Elements such as personal injury collision data and traffic flow and growth assessment should be brought up to date to provide a robust appraisal of the proposals using present conditions.

Site Layout drawing no. 26-5828-01 has been submitted for consideration, and HDC officers have the following observations/concerns:

- Whilst the visibility splays demonstrated are commensurate with the measured driven speeds provided in the 2024/0122 application, it should be ensured that the extents of the splays are contained within the prospective adopted highway.
- The extents of all internal and external visibility splays should be contained within the adopted highway and should be demonstrated as such on a plan.
- As it is anticipated that the development will eventually be extended to the east, the proposed highway routes outside plot 173 and plot 154 should extend to the limit of the red line boundary.
- The 2.0m footway between the site entrance and plot 114 should continue adjacent to the carriageway for its full length (i.e. along the area of public open space).



- The temporary turning head across from plots 172 and 173 should be constructed to adoptable standard and shown to allow a council refuse vehicle to turn within the facility. There is no guarantee of when an application for a second phase will be received, so the turning head may be in situ for a number of years.
- The proposed surfacing of the track allowing farm access adjacent to plot 73 should be shown. A solid bound material should be used to prevent the migration of mud and debris on the carriageway.
- The link between no's 9 and 11 Briery Meadows is adopted highway; as such, the footways running into this link need to be designed to accommodate this and ensure safe movement of pedestrians. This means existing public footpath routes will need to be constructed to adoptable standard and put up for adoption, although these details can be addressed at a detailed design stage with Section 38 engineers. The footway to the rear of no's 7-11 Briery Meadows should be a minimum of 2.0m in width.
- There is significant use of block paving throughout the site where tarmac would provide a more maintainable surface, this is especially an issue on routes through the site to the farm track where heavy vehicles and machinery are likely to undertake turning manoeuvres on the paving blocks. As such, table tops should be tarmacked (although the ramps can be retained at paved) as should the extended lengths of carriageway (as examples, from plot 41 to plot 57 and from plot 13 to plot 28).
- Some of the ramps terminate with a taper and some are squared off; a consistent approach should be maintained throughout the site.
- The current site access (towards the south) will need kerbing through/amending to suit the proposed pedestrian crossing point. A redundant site access opposite Mellwood Grove will also need kerbing through.
- Bus Stop ID: 37050030 is in the location of the site entrance and will need repositioning. Consultation with SYMCA will be required to agree a new location.
- There doesn't look to be a traffic island at the end of the ghost island right turn pocket. There is potential for this to be raised as an issue in an independent road safety audit.
- The site should be furnished with visitor parking at a rate of one space per four dwellings and 38 such spaces are provided. However, it is queried whether the run of spaces needs to be broken up (as shown) across from plots 167-168 and plots 114-115 or if these could be longer bays providing additional space.
- A minimum clearance of 6.0m is required across from any driveway spaces. As such, most of the private drives are too narrow to allow for the safe manoeuvring from household driveways.
- A footway should be provided on the eastern kerbline to the front of plots 74-77.
- The footway should run straight across/through the landscaping feature in front of plots 104 and 105. If this is intended as a traffic-calming feature, it might be possible to remove it and extend the tables at the site entrance and in front of plot 125. These tables will have to be altered anyway to conform to Section 38 standards.
- The Council's Section 38 engineers have made comment on the location and extents of almost all the tables proposed. The layout drawing with informal notes from the S38 will be sent to the planning officer, but many tables do not conform to the below design standards, and these should be followed:



Transportation Department Comments:

General Comments

An objective of the development should be to maintain and improve direct connections to the footpaths surrounding and bisecting the site.

It would be seen to be of benefit for the provision of Active Travel in the site that the development can ensure the provision of 3m unobstructed footpaths along the north-eastern kerblin of Hemingfield Road from the uncontrolled crossing west of the site to the junction with Briery Meadows. Additionally, it should be ensured that Public Rights of Way Footpath 17 and 18, which pass through the site to provide excellent permeability for walking and cycling should be provided at 3m widths in accordance with LTN1/20 best practice for active travel. Based on the layout of the site, it is anticipated that pedestrians would be likely to use the above footpaths as an access route towards amenities to the north and south including Wombwell Rail Station.

Travel Plan Comments

It is noted that the census data is provided from the 2011 census. While it is acknowledged that there are reservations regarding the accuracy of the 2021 census, inclusion of both to inform the Travel Plan would be advantageous.

Additionally, there may be some slight discrepancy in the data in Table 4.1; from looking at the 2011 data for Barnsley 029, for example it seems the Rail % would be rounded down to 5% and likewise Bus to 6% instead of 6% and 7% respectively. While it is recognised that these will be validated by survey data, can the baseline data in Table 4.1 be revised and clarified please.

4.2 and 4.3 Please amend that the surveys should be undertaken at 60% occupation or within 12 months of first occupation whichever comes first.

4.2 Please specify that the surveys are to include peak hour period fully classified turning counts at the junction of the site's access road and Hemingfield Road and two-week ATC's, to accurately measure the volumes of traffic passing through the junction from the estate and contributing to the wider transport network demand.

Please also state that these traffic counts will be done in a neutral month and cover appropriate weekday and weekend movements.

4.7 demonstrates a target to reduce the car mode share by 7.1%, please amend this to a 10 percentage point reduction from 71% to 61%.

Table 4.2 In the interest of ensuring priority is given to active travel and public transport mode shift, please amend the table to specify initial targets for the increase in non-car modes:



BARNSLEY

Metropolitan Borough Council

Mode	Target
Car Driver	61%
Rail	9%
Bus	9%
Cycle	3%
Walking	9%

(Based on existing values in Table 4.1, please adjust this to align with any corrections mentioned above)

5.3 Measure 4 is a welcome inclusion and likely the primary mechanism for driving Mode Shift. Please provide further elaboration on this with more detail.

BMBC has in other instances agreed measures to provide dwellings with the option to claim, within each year of the travel plan:

- A 28 Day Silver Megarider Bus Ticket
- OR
- An equivalent value voucher for cycle equipment (approx. £90).
- OR
- An equivalent value voucher or contribution to rail season tickets from Wombwell Rail Station.

Please amend the measure to clearly state that all dwellings in the site will be given the opportunity to claim these options within each year of the Travel Plan or until the funding is used up. Funding for this measure should be allocated within the S106 agreement sufficient to provide an anticipated 20% of the development with tickets in each year.

The Travel Plan needs to state clearly that should future targets not be achieved, then the developer will make commitments to tangible further investment and actions which may be required to achieve the targets. This could include expansion of measures such as cycle and bus vouchers/tickets. The development should aim to actively invest in opportunities to travel by sustainable modes and not simply rely on sharing information to encourage mode shift.

	Defer for amends/further information	
<u>Consultation Suggested Conditions:</u>		
N/A		
<u>Consultation Informative(s):</u>		
N/A		
<u>Planning Obligations required:</u>		
N/A		