



PLANNING CONSULTATION RESPONSE

Application No	<u>2026/0354</u>
Proposal	Erection of a residential care home consisting of 6 single bedroom self-contained units and a detached 2 bedroom respite bungalow for young adults (Use Class C2) with associated works including formation of accesses; car parking and landscaping.
Address	Land West of Cross Street, Worsbrough Dale, Barnsley,
Date of Consultation Reply	21/09/26
Consultee	Highways Development Control

Consultation Assessment and Justification

Thank you for your detailed email and for taking the time to visit the Ecclesfield facility and providing such a comprehensive comparison with the proposed development at Cross Street.

Having reviewed your comments, the supporting information and the Sheffield decision notice, I have the following comments.

The site visit evidence is particularly helpful in demonstrating how a comparable facility operates in practice and provides a useful comparison against the assumptions that have been made regarding staffing levels, visitor numbers and parking demand. It is also encouraging to note that the Ecclesfield site appears to be operating satisfactorily with a lower level of parking provision than is now proposed at Cross Street, albeit acknowledging the sites are not identical.

I agree that the applicant has responded positively to previous concerns by increasing the parking provision which includes two accessible bays, and that this level of provision is capable of accommodating the anticipated operational demands of the development.

I also agree that the site's location within the urban area, with access to public transport and local facilities, weighs in favour of a more balanced approach.

With regard to cycle parking, I agree that there may be merit in reviewing amount of cycle parking provision to better align with the SPD requirements and encourage sustainable travel choices. However, given the nature of the proposed use and the overall parking demand considerations, I wouldn't want to reduce the parking provision by more than one space.

In terms of servicing and emergency access, I am satisfied that delivery and refuse collection arrangements can be carried out satisfactorily.



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I agree that a CMP will need to be conditioned, and we can add a condition to ensure any boundary treatments do not exceed 600mm to protect and retain pedestrian visibility splays which I have detailed below.

As such, my earlier concerns have been addressed and I have no objections to the application from a highways point of view.

Many thanks,

Sarah Sharp

Senior Engineer

Highways Development Control

NO OBJECTION*	Defer for amends/further information*	OBJECT
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Consultation Condition(s):

No development shall take place, including any works of demolition, 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 provide for:

- i. The parking of vehicles of site operatives and visitors
- ii. Means of access for construction traffic
- iii. Loading and unloading of plant and materials
- iv. Storage of plant and materials used in constructing the development
- v. Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway safety.

Prior to the first occupation of the development hereby permitted, vehicular access shall be provided and thereafter retained in at the position shown on the approved plan (OD/JVND0C/3036/26.009 Rev C) and constructed in accordance with the BMBC highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water from or onto the highway and in the interests of highway safety.

No building or use hereby permitted shall be occupied (or use commenced) until pedestrian visibility splays of 2 x 2m to the back edge of the footway / verge shall be provided at the proposed access. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.6m to the rear of the footway which would obstruct the visibility splay. The visibility splay shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure drivers have clear and unrestricted views of approaching pedestrians when pulling out onto the public highway, in the interest of highway safety.

Prior to the first occupation 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



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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.

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.

Consultation Informative(s):

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Planning Obligations required