



PLANNING CONSULTATION RESPONSE

Application No	2025/0610
Proposal	Outline development of five residential dwellings and associated infrastructure considering access and scale.
Address	Vernon House, Yews Lane, Kendray, Barnsley, S70 3LJ
Date of Consultation Reply	16 th October 2025
Consultee	Highways DC

Consultation Assessment and Justification

[2nd Response – Amended plans]

The proposals have now been amended in order to address the previously raised highways issues regarding the measurement of the sight lines and the gradient of the access.

The submitted Technical Note includes a plan which now shows the visibility splays correctly drawn, the plan also indicates the extents of the adopted highway and the position of the site boundary. It would appear that the required sight lines of 2.4m x 34m to the left (North) and 2.4m x 32m to the right (South) are achievable from the proposed site access junction without encroaching onto third party land.

The proposed bin store is now positioned slightly further into the site so as not to impede visibility. The 'Site Access and Proposed Levels' drawing now shows that the proposed access road is to have a gradient of 1:12. The access has a width of 4.5m which is sufficient for two vehicles to pass.

I am aware that Access and Scale are the only matters put forward for consideration at this time, however, I note that the submitted plans include an indicative layout which would not be considered acceptable from a highways point of view. As such, the following comments may prove useful at reserved matters stage:

- The layout includes two parking spaces of satisfactory size for each dwelling, however, not all of the spaces have a clear 6m of manoeuvring space to allow adequate access/egress.
- There is no provision for visitor parking within the site; the Barnsley Supplementary Planning Document (SPD) Parking (2019) Table 1 states that one visitor parking space should be provided per four dwellings. A minimum of one space should therefore be provided for visitors.
- The turning area is too small to allow a vehicle to turn without utilising the driveway(s) of adjacent dwellings.
- There is no emergency vehicle turning provision within the site; Building Regulations Approved Document B paragraph 13.4 states that "Dead-end access routes longer than 20m require turning facilities".
- With regard to the refuse collection point, the area should be of sufficient size to house the maximum number of receptacles for all properties served from the shared private drive. It should be noted that the Building Regulations relating to refuse distances are as follows:
Maximum distance for carrying refuse (householder) – 30m (Building Regs H6 1.8)
Maximum distance for moving a wheelie bin (householder) – 25m (Building Regs H6 1.8)
Maximum distance for refuse collector to walk to collect refuse – 15m (BS 5906:2005)
It would appear that the indicative layout requires residents to move their bins a distance exceeding the maximum 25m.

Notwithstanding the above-mentioned layout issues, in terms of the matters of Access and Scale, the outline proposals are considered acceptable from a highways development control perspective subject to the conditions below, which I would be grateful if you could include should you be minded to grant approval.

NO OBJECTION



Consultation Suggested Conditions:

The access, parking and manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the access, parking and manoeuvring of motor vehicles prior to the development being brought into use, and shall be retained for said purposes at all times. Adequate measures shall be so designed into the proposed vehicular areas to avoid the discharge of surface water from the site on to the highway.

Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard; to ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway and to prevent the migration of loose material on to the public highway to the detriment of road safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

The gradient of areas for vehicular and pedestrian use shall not exceed 1 in 12.

Reason: In the interests of the safety of persons using the site access and individual accesses/driveways, and users of the highway in accordance with Local Plan Policy T4 New Development and Transport Safety.

Sight lines, as shown on the submitted plans, shall be provided at the access junction with Yews Lane, such that there is no obstruction to visibility at a height exceeding 0.9m above the nearside edge of the adjacent highway. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.9m which would obstruct the sight lines, and they 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 when pulling out onto the public highway, in the interest of highway safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

Prior to the development being brought into use, the scheme for the provision of a section of carriageway widening along Yews Lane shall be fully implemented in accordance with details and a timetable to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that satisfactory access arrangements are provided, in the interests of highway safety and in accordance with Local Plan Policy T4 New development and Transport Safety.

No development shall take place 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 in accordance with Local Plan Policy T4 New Development and Transport Safety.

Consultation Informatives:

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 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.

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). 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:



BARNSLEY

Metropolitan Borough Council

<https://www.barnsley.gov.uk/services/roads-travel-and-parking/road-licences/> or by contacting Streetworks@barnsley.gov.uk

The applicant/contractor should note that to deposit mud/debris on the public highway, or anything which may cause a nuisance or possible danger to road users, is an offence under provisions of the Highways Act 1980.

Planning Obligations required:

S278.