



## National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Divisional Director  
Network Delivery and Development  
National Highways  
North East Region

To: Stacey White, Barnsley MBC

CC: [REDACTED] [k](#)

**Council's Reference:** 2021/1090

**Location:** Land south of Barugh Green Road and east of Higham Common Road, Barnsley

**Proposal:** Hybrid application for residential development for 1,760 dwellings comprising: a) Full planning permission for: earthworks to create development platforms; strategic drainage ponds 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 residential development comprising 229 dwellings b) Outline planning permission for: Residential development comprising 1,531 dwellings; new primary school; small shops and community facilities; and associated infrastructure works.

Referring to the consultation on the planning application dated 29<sup>th</sup> September 2021 referenced above, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A — National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

<b>Signature:</b> [REDACTED]	<b>Date:</b> 20 <sup>th</sup> October 2021
<b>Name:</b> [REDACTED] <b>National Highways</b>	<b>Position:</b> Spatial Planning

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A Further Assessment Required**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We have reviewed the supporting information with this application and require further information as follows, in order to better understand the impact on the SRN:

- 1) The PIA assessment should include the on / off slip roads at the point that vehicles merge / diverge from the M1 carriageway and not just the circulatory carriageway;
- 2) The estimated diversionary impact of this proposed link road on the baseline traffic flows at the M1 Junction is made clear within the TA, with a narrative provided;
- 3) As Phase 1a of the proposed development is a detailed planning application, we would expect the Consultant to provide an assessment of car parking provision;
- 4) We recommend that the trip rates for residential site uses are revised to be more robust, or substantive evidence is presented to confirm that the 5 surveys included to derive vehicle trips for 1,760 dwellings are appropriate;
- 5) We recommend presenting multi-modal vehicle trips within the TA;
- 6) We require the two applications to be considered individually to determine the impact on the SRN for the 2021/1090 application;
- 7) We require evidence to substantiate the 11% claim for fast food drive thru and convenience store primary trip type;
- 8) As the proposed site is a new facility within the area, it is reasonable to expect that the fast-food drive thru facility would draw customers from a wider catchment than 5 minutes. It is our view that the drive thru facility would attract more primary trips than presented;
- 9) It is our view that the addition of the proposed development does have a significant impact on Junction 37 of the M1;
- 10) The future year assessment confirms that further investigation in terms of capacity assessment / mitigation is required; and
- 11) We would also expect a merge / diverge assessment to be undertaken to assess the impact of vehicles arriving / departing the M1 carriageway and not specifically isolated to impact on the M1 grade separated roundabout.
- 12) For detail the closest bus stops in 'relation to the site', this should state which of the sites this statement refers to.

We recommend that planning permission should not be granted for a period of 6 months from the date of this formal recommendation to allow for an assessment of the SRN impact and any outstanding matters to be resolved.