



PLANNING CONSULTATION RESPONSE

Application No	2026/0641
Proposal	Residential development up to 9 dwellings (Permission in Principle).
Address	Land off Barnsley Road, Darton, Barnsley S75 5NT
Date of Consultation Reply	4 th September 2026
Consultee	Highways DC

Consultation Assessment and Justification

Given the 'Permission in Principle' (PiP) nature of the application, from a highways point of view the proposed residential development of the site is acceptable – in principle.

However, there are a number of issues that would need to be addressed in order for full planning permission to be obtained based on the indicative layout submitted:

- The accesses to Plots 1 and 2 are too close to the site access junction with Barnsley Road; there should be no vehicular accesses/driveways within 20m of the junction.
 - Minimum sight lines of 2.4m x 120m are required at the site access junction with Barnsley Road; the sight line to the left (South) appears to be achievable but it is unclear whether the sight line to the right (North) can be achieved.
 - Swept path manoeuvres of an 11m long refuse vehicle would need to be provided in order to demonstrate that the vehicle can manoeuvre in and out of the site access (to/from both directions) and turn within the site.
 - The layout does not include any visitor parking; two spaces should be provided (1 space per 4 dwellings).
 - It is noted that the red line boundary includes part of the public highway. At the north-western area of the site, it appears that the highway boundary extends around 9m beyond the rear of the footway to a point that would be approximately in the middle of the proposed access road. There is an embankment within the site which acts as a retaining structure for Barnsley Road, as such, any future detailed proposals must include plans and information regarding the proposed levels along the access road and any impact that the development may have upon the embankment. It is worth making clear that the protection of the retaining embankment is intrinsic to the proposed development being satisfactory from a highways perspective. Given the design, safety, inspection and maintenance considerations involved and the potential impact on highway users it will be required that the technical approval procedures contained within DMRB CG 300 must be adhered to for all highway structures. The approval procedure is to be followed for the construction or alteration of any highway structure, whether to be adopted or not, with The Technical Approving Authority being the Highway Authority. For information, the definition of a highway structure can fall into one of two types, either:
 - Any structure or building built in, under, or over, the highway where the span dimension at any point is equal to or exceeds 1.0m. This includes amongst others, bridges, footbridges, culverts, pipes, tunnels, chambers, cellars, shafts, manholes and storm water balancing tanks etc. or
 - Any structure or building built in - or within 3.66 metres of - the highway, which supports the highway, or ground above it and regardless of the retained height that if it were to fail would, in the view of the Highway Authority, endanger users of the highway. This includes amongst others, retaining walls, headwalls, embankments, basements and cellars etc.
- Given the proximity of the supporting structure to Barnsley Road, and that if it were to fail would endanger users, if the applicant intends to, for example, cut into the embankment and erect a retaining wall, there will be a need for the applicant to provide design details including a cross section of the wall for consideration by the structures team before determination of the application and subsequent technical approval through the Approval in principle (AIP) procedure.

NO OBJECTION



BARNSLEY

Metropolitan Borough Council

<u>Consultation Suggested Conditions:</u>
It is my understanding that planning conditions cannot be attached to a grant of Permission in Principle (PiP).
<u>Consultation Informative(s):</u>
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<u>Planning Obligations required:</u>
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