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| HIGHWAYS DEVELOPMENT CONTROLCONSULTATION RESPONSE |
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| PLANNING CASE OFFICER | Laura Bennett |
| HIGHWAYS OFFICER | Jamie Turner |
| PLANNING APPLICATION REF. | 2024/0122 |
| LOCATION | Land north of Hemingfield Road, Hemingfield, Barnsley |
| DESCRIPTION | 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 |
| ASSOCIATED PRE-APPLICATION | 2023/ENQ/00437 |

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| Further to previous comments, a Stage 1 safety audit has now been conducted to the satisfaction of the council’s Highway Safety officers. Given this an outline application with all matters reserved, the fact the proposed point of access and improvements to the existing highway of Hemingfield Road are considered safe means HDC officers would not wish to raise objection to the scheme. A detailed Transport Assessment taking into account the whole of the safeguarded land site has been provided by Bryan G Hall Associates and this satisfactorily demonstrates that a residential scheme of this size and nature can be accommodated on the existing public highway network without need for mitigating works. It is noted that as a percentage increase, the additional traffic is not considered so significant as to cause an affect greater than present daily fluctuations once it meets the Dearne Valley Parkway. This road has the capacity to accommodate the additional movements without issue. At the reserved matters stage the applicant should complete the Active Travel England (ATE) planning assessment toolkit. The scheme should follow the advice in LTN 1/20 and the ATE standing advice note. Although a Transport Assessment has been submitted, the information should be updated and augmented at the reserved matters stage. The developer’s transport consultant should be cognisant of the following, taken from the guidance on Travel Plans, Transport Assessment and Statements found on the Gov.uk website:*It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.*A travel plan is required to be submitted with any forthcoming applicationFurther guidance on the content and requirements for Transport Assessments and Travel Plans can be found via following address: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>Whilst further information regarding off-plot highway improvements and ensuring layout of the scheme complies with design guidance will be required when applying for the reserved matters, HDC officers would still ask that the following conditions to be added to the decision notice: The gradient of the vehicular access/driveway shall not exceed 1 in 12 as measured from the edge of adjacent carriageway.Reason: In the interests of the safety of persons using the access and users of the highway in accordance with Local Plan Policy T4 New Development and Transport Safety.Sight lines commensurate with the 85th-percentile measured driven speeds of vehicles shall be safeguarded at the access junction with Hemingfield Road, such that there is no obstruction to visibility at a height exceeding 1m above the nearside channel level of the adjacent highway, in the interest of road safety. Reason: In the interest of road safety in accordance with Local Plan Policy T4 New Development and Transport Safety.Pedestrian visibility splays having dimensions of 2m x 2m shall be safeguarded at driveway entrances/exits. 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/verge 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: In the interests of highway safety, in accordance with Local Plan policy T4 – New Development and Transport Safety.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 statement shall include but not be restricted to:i. Site working hours and delivery hours which should avoid peak hoursii. The parking of vehicles of site operatives and visitorsiii. Any temporary access to the siteiv. Loading and unloading of plant and materialsv. Storage of plant and materials used in constructing the developmentvi. Arrangements to receive abnormal loads or unusually large vehiclesvii. Methods of communicating the Construction Management Plan to the workforce, visitors and neighbouring residents and businessesviii. Measures to prevent mud/debris being deposited on the public highway.The submitted and hereby approved Construction Traffic Management Plan (CTMP) shall be adhered to throughout the construction period.Reason: In the interests of highway safety, in accordance with Local Plan Policy T4 New development and Transport Safety.No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details unless otherwise agreed in writing with the LPA. Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety.Roads other than agreed shared private drives shall be constructed to an adoptable standard and offered for adoption on completion under (the provisions) Section 38 of The Highways Act (1980). Engineering and surface water drainage details shall be submitted for inspection and approval in writing by the (Local Planning Authority) Highways Authority before works commence on site. The applicant should make contact with Highways Development Control, Tel. 01226 772033/772170. Email. HighwaysDC@barnsley.gov.uk as soon as possible to arrange the setting up of the agreementThe 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.Planning permission does not infer any other consent is given and it is the responsibility of the applicant to ensure that all other permissions are in place before development commences. The developer must contact Highways, Engineering & Transportation on 01226 773555 prior to any work commencing on site, to gain all necessary technical and legal approvals relating to the creation/alteration/reinstatement and removal of vehicular accesses to the highway.In accordance with the recently adopted Sustainable Travel SPD, there is a requirement for the applicant to provide a contribution towards sustainable transport and active travel measures.Contributions will be sought on developments of 10 dwellings or more. The following formula will be used to determine the level of contribution:Number of residential units x person trip rate x £figure to be determined x reduction factorFor residential schemes the proposed scheme cost is £101.26 per trip. It is proposed to round thisfigure to £100 per trip (Scheme costs divided by total number of trips. (14,824,908 / 146410 = 101.26))The £100 per trip figure will then be applied to individual residential schemes of 10 dwellings or over. Where applicable this will be reduced, depending on location.In line with the above a contribution, the sum of which to be determined, will be required from the applicant that will be used to help finance and deliver the programme of public transport improvements and enhancements identified in the Infrastructure Delivery Plan, the updated Barnsley Rail Vision, and other relevant documents.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). The placement of 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: https://www.barnsley.gov.uk/services/roads-travel-and-parking/road-licences/ or by contacting Streetworks@barnsley.gov.uk  |