

To: Tanya Coggon
From: Highway Development Services
Subject: PA/2023/1607 –planning permission for a residential development with associated internal vehicular and pedestrian access, landscaping and infrastructure and formation of a new roundabout junction on Barrow Road linking to a section of Barton upon Humber’s relief road.
Date: 21st January 2026

Thank you for consulting with Highways on the above application.

The proposals appear to be dependent upon the construction of the Barton Link Road and new roundabout on the A1077, at the junction with Falkland Way, as this provides the sole point of vehicular access to the site. This was granted planning permission under PA/2023/1981 and it is noted that work is due to start on it this year and should be completed by March 2027. It is unclear on the proposed timescales for the construction of the link road and this development and how they are aligned.

Aside from that, the site is in a sustainable location and within walking/cycling distance of the town centre, employment, education sites and bus stops. The proposed footway/cycle connection into Cornhill Drive will improve connectivity.

We would therefore recommend that the following conditions are applied to any permission that you may be minded to grant:

- No development shall take place until a phasing plan detailing the construction of the permitted development, including access arrangements during the construction of the Barton Link Road, including the roundabout on the A1077, approved under PA/2023/1981. The development shall thereafter be carried out in accordance with the approved phasing plan.
- The only construction access to the development hereby permitted shall be via the link road approved under PA/2023/1981.
- Prior to the occupation of the first dwelling the roundabout on A1077 Barrow Road/Falkland Way and the link road, approved under PA/2023/1981, up to the vehicular access to this site, shall have been constructed and are operational and accessible to motor vehicles.
- **HT2:** No development above damp-proof course level shall take place until details of the following have been submitted to and approved in writing by the local planning authority:
 - The layout, drainage, construction, services and lighting of the proposed access roads, including the junction with the Barton Link Road.
 - The number and location of vehicle parking spaces on the site
 - Details of the pedestrian/cycle connection into Cornhill Drive and measures to prevent vehicular access.

The development shall be completed in and thereafter retained for the lifetime of the development in strict accordance with the details so approved.

Reason: To ensure suitable access is provided to and from the site in the interests of highway safety.

- **HT4:** No dwelling hereby permitted shall be occupied until the access road serving it, including footways and the provision of lighting, has been completed to at least base course level from the junction with the adjacent public highway, or link road, up to the access to the dwelling in accordance with details which have first been submitted to and agreed in writing by the local planning authority.

Reason: To ensure suitable access is provided to and from the site in the interests of highway safety.

- **HT8:** No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway.

Reason: To prevent the material from spilling onto the highway in the interest of highway safety.

- **HT11:** No dwelling served by a private driveway shall be occupied until the following details have been submitted to and approved in writing by the local planning authority:
 - The proposed method of forming access from the highway, including the required visibility splays
 - The method of constructing/paving the drive
 - The provision of adequate drainage features
 - The provision of suitable bin collection facilities adjacent to the highway
 - The provision of suitable lighting arrangements
 - The provision of street name plates that shall include the words 'Private Drive'

The private drive(s) shall be completed in accordance with the approved details before any dwelling it serves is occupied and shall thereafter retained as such for the lifetime of the development.

Reason: In the interests of highway safety.

- **HT14:** The penultimate dwelling hereby permitted shall not be occupied until all access roads and footways on the site have been completed to surface course level.

Reason: In the interests of highway safety.

- **HT15:** With the exception of works carried out by, or on behalf of, the local highway authority under the provisions of Class A of Part 9 of Schedule 2 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that order with or without modification), no development shall take place within any service strip adjacent to any shared surface road, and any planting or landscaping within any service strip shall be of species which have first been submitted to and approved in writing by the local planning authority.

Reason: To ensure service strips are maintained free from obstruction to allow for future maintenance.

- **HT17:** Prior to occupation of the development a detailed travel plan shall have been submitted to and approved in writing by the local planning authority. The Travel Plan shall specify initiatives to be implemented by the development to promote and

maximise the use of sustainable travel to and from the site by a variety of non-car means (including public transport, walking and cycling) and set out measures to ensure compliance with, and monitoring of, the Travel Plan objectives. The development shall operate in full accordance with all measures identified within the travel plan from first occupation.

Reason: To ensure that the proposed development operates in a safe and sustainable manner with minimal disruption to the highway network.

- **HT18:** No development shall take place until a construction phase traffic management plan showing details of the following has been submitted to and approved in writing by the local planning authority:
 - A pre/post construction condition survey of the carriageway to identify any defects and how they will be rectified
 - All associated traffic movements including delivery vehicles and staff/construction movements
 - Any abnormal load movements
 - Contractor parking and welfare facilities
 - Storage of materials
 - Traffic management requirements including the means of controlling the deposition of mud onto the adjacent highway along with appropriate methods of cleaning the highway as may be required.

Once approved the construction phase traffic management plan shall be implemented, reviewed and updated as necessary throughout the construction period.

Reason: To ensure the development is carried out in a safe manner in the interests of highway safety.

- **HT22:** No dwelling hereby permitted shall be occupied until secure cycle parking serving it has been provided in accordance with details which have first been submitted to and approved in writing by the local planning authority. The cycle parking shall be maintained in accordance with the approved details for the lifetime of the development.

Reason: To ensure appropriate cycle parking is provided in the interest of sustainable and active travel.

- **HW1:** The development hereby granted planning permission requires works to be carried out within the limits of the adopted highway. Therefore, prior to any construction, utility or service works within the highway boundary, you must contact the Network Management Team by e-mailing network.management@northlincs.gov.uk to obtain the necessary permissions, licences and permits.

All permits are subject to network co-ordination requirements and must adhere to the appropriate timescales set out in current legislation. A site meeting may be required as part of the approval process. Collaboration between service providers will be encouraged to minimise disruption and ensure efficient use of the highway network.