
**APPLICATION FOR THE ERECTION OF 4 DETACHED DWELLINGS AT
WOODSTOCK ROAD, BARNSELY.
SUPPORTING HIGHWAY STATEMENT.**

1.0 Proposed Development.

1.1 The proposed development is for the demolition of the pair of semi detached dwellings on site nos. 53 & 55 Woodstock Road and the erection of 4no. detached dwellings served via a private drive type of arrangement incorporating a service vehicle turning head. The existing crossing points into the site will be permanently closed and reinstated as footway.

2.0 Site Location and Local Highway Network.

2.1 The site is located on the eastern side of Woodstock Road just to the north of Woodstock Gardens. Woodstock Road is situated in a primarily residential area; however, there are several business parks and Barnsley College within a relatively short distance of the site. Woodstock Road is accessed off the A635 the Huddersfield to Barnsley Road a class 1 highway. Secondary access to Woodstock Road can also be gained via Devonshire Drive / Willow Bank and Cockerham Lane to the north and east which eventually link back onto the A635. The site has, therefore, adequate access for emergency vehicles. The junction of Woodstock Road with the A635 has the benefit of build outs which provide more than the normally accepted visibility onto such a major route.

2.2 Woodstock Road on the site frontage is relatively steep with a gradient estimated at 1 in 10 and is lightly trafficked with vehicular speeds estimated to be in the region of 20 – 25 mph. The majority of properties on this street would appear to have off street parking facilities.

2.3 There are no traffic regulation orders on the immediate site frontage restricting on street parking or waiting on Woodstock Road. It is subject to a 30 mph speed limit and is lit to side road standards. The existing semi detached dwellings have the benefit of two crossing points onto Woodstock Road at either end of the site frontage. On the site frontage the highway has the following characteristics:

Near side footway averaging 2.1 metres
A carriageway width averaging 6.5 metres
And a far side footway averaging 2.1 metres.

2.4 In summary, in this location there are no junctions or highway characteristics which would adversely affect road safety and the development of 4 properties on this site.

3.0 Existing and Proposed Vehicular Access Arrangements.

3.1 The existing pair of semi detached dwellings on this site both have the benefit of a standard drop crossing arrangement with off street parking available on the driveways for a minimum of 2 vehicles.

3.2 The proposed means of access to the new detached properties will be via a new courtyard type arrangement with a standard dropped footway crossing of 5.5 metres in width onto Woodstock Road to the south of the site frontage. The main part of the drive from Woodstock Road to the turning head, a distance of approximately 70 metres, will be retained at 5.5 metres in width with a narrower shared drive arrangement serving the last two plots only. The new driveway will be constructed to Barnsley MBC standards and at a gradient compatible with all users including the ambulant disabled. Access to the single plot fronting Woodstock Road will be via the proposed new driveway leading to a forecourt and detached garage.

4.0 Pedestrian / Cycle Access.

4.1 Pedestrian and cycle access to the site from Woodstock Road will be along the private driveways. Given the small number of traffic movements along this route and the excellent intervisibility, the potential for conflict between pedestrians / cyclists and vehicles utilising this access is considered to be extremely low.

5.0 Public Transport.

5.1 Fare stages are located on either side of the Huddersfield Road, a distance of approximately 120 metres to the west of the junction of Woodstock Road with the A635. Close to the junction of Greenfoot Lane with the A635 there is a pedestrian crossing facility which will provide a safe

crossing point for pedestrians accessing the bus service on the far side of Huddersfield Road.

Both the fare stages have the benefit of passenger shelters. The services available from these stages are as shown in fig 5.1A below:

| Bus Number | Route | Frequency | |
|------------|--|------------|-----------------|
| | | Mon-Sat | Sundays |
| 28 | Barnsley - Wilthorpe | 1 Per Hour | Limited service |
| 29 | Barnsley to Wilthorpe | 1 Per Hour | Limited service |
| X12 | Rotherham / Droppingwell / Thorpe Hesley / Barnsley / Wilthorpe | 1 Per Hour | No service |

Fig 5.1A

5.2 As all the fare stages are close to the accepted walking distance and the bus service in this locality, is of a fairly regular frequency with good links to Barnsley town centre and the railway station it does, therefore, provide future residents with the option to use public transport which again could reduce the overall private vehicle trips to / from the site.

6.0 Traffic Generation.

6.1 The site is currently occupied by a pair of semi detached dwellings; therefore, in effect the proposed development will result in additional vehicle trips onto the local network from just 2 dwellings. It is generally accepted that typical family housing will generate between 0.6 and 0.8 trips per dwelling during the morning and evening peak hours and of this some 80% will leave the site whilst some 20% will arrive during the morning peak hour with the reverse during the evening peak. Therefore, the additional trips per dwelling the 2 extra houses are likely to generate will be a maximum of 16 throughout the day with an additional 2 two way movements in the morning and evening peak hours.

6.2 Overall the low number of additional vehicular trips associated with the 2 extra dwellings should not have any significant impact on the local highway network or at the A635 / Woodstock Road junction particularly as there is an alternative route to / from the site to the major highway network.

7.0 Conclusion.

7.1 The proposal is for the demolition of a pair of semi detached dwellings nos. 53 and 55 Woodstock Road and the redevelopment of the site for 4 detached properties with 2 parking spaces per dwelling served via a new access arrangement with internal turning facilities for a refuse vehicle

7.2 Trip generation from the new dwellings will be low and will result in the region of 6 – 8 vehicle movements per day on average with only 1 additional vehicle trip per dwelling during the peak hours. The vehicular movements associated with the development will not be perceivable from the day to day fluctuations of traffic at the am and pm peaks which currently takes place on Woodstock Road and the local highway network.

7.3 It is considered that the additional traffic generated by the proposed redevelopment of the site can be accommodated safely at the site access and on the local highway network.

7.4 The traffic likely to be generated by the proposed development will not materially change the operational characteristics of Woodstock Road and should not have any detrimental effect on its nearby junction with the Huddersfield Road (A635).

7.5 There is no highway safety or efficiency reasons which should prevent planning consent being granted for the proposed development of 4 dwellings (an extra 2 properties) on this site.

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PAH/203/A
Feb/08 Rev/Apl/08

Enclosures: Proposed site layout
Existing site layout



PROJECT
 no. 53-55 woodstock road
 barnsley
 SCALE
 1:500
 DRAWING
 development plan
 DATE
 feb '08
 VERSION
 A

Accommodation Schedule



Proposed 2 story 3 bedroom
det. dwellings

Total - 5no.

Notes



Existing Dwellings shown dashed



denotes 2x2.0m intervisibility
for new access



WOODSTOCK GARDENS

55

56

49

47

6

7

8

9