

Highways Supporting Statement

Proposed Development of Ten Residential Dwellings

Woodhead Hall Farm, Barnsley

1st November 2022

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) in support of a planning application to review the highways impact of the proposed development of nine residential dwellings and the improvement of the existing and historic Woodhead Hall at Woodhead Hall Farm, Hoyland, Barnsley.

The site layout plan is attached at **Appendix A**.

This Statement sets out the following elements:

- ▶ Description of Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Accident Data;
- ▶ Sustainable Modes Access – Walking, Cycling and Public Transport;
- ▶ Description of Existing Land Use;
- ▶ Proposed Development and Site Access;
- ▶ Parking;
- ▶ Refuse Collection and Servicing;
- ▶ Traffic Generation and Likely Highways Impact; and
- ▶ Conclusion.

This Statement is also supported by the following Figures and Appendices:

- ▶ **Figure 1** – Indicative Site Location Plan; and
- ▶ **Appendix A** – Proposed Site Layout.

Description of Site Location

The site is located to the north of the residential areas of Hoyland and to the east of the residential area of Blacker Hill. An indicative site location plan is appended in **Figure 1**.

The site currently consists of Woodhead Hall, as well as associated farmhouse outbuildings forming Woodhead Hall Farm.

The site is bound on all sides by previously undeveloped land as well as Blacker Hill Recreation Ground to the west. The site also sits between Woodhead Lane to the east and Wentworth Road to the west, both of which will provide access to the site.

The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).

Details of the Local Highway Network

The proposals would be accessed from two existing access points, with one access to the east from Woodhead Lane and a second access to the west from Wentworth Road.

To the east of site, Woodhead Lane is a single carriageway two-way road which is subject to National Speed Limit (NSL). The carriageway runs in an approximate north – south alignment, meeting with the A6195 / B6096 via the Wombwell Wood Roundabout approximately 500m to the south of the site access via a priority-controlled four-arm roundabout. From here, the B6096 continues south into the residential area of Hoyland.

From here, the A6195 runs in an approximate east – west alignment around the northern extent of Hoyland, providing travel east towards the residential areas of Brampton, Wombwell and Darfield. To the west, the carriageway continues for approximately 3.5km before meeting with the A61, M1 and A6135. From here, the A6135 runs in a north – south alignment towards residential suburbs to the north of Sheffield. The A61 also provides travel south towards Sheffield, continuing through to the centre of Sheffield.

The M1 forms part of the Strategic Road Network (SRN) and runs in a north – south alignment, providing travel on both a regional and national level. To the south, the M1 provides travel towards Sheffield and Rotherham, continuing south towards Nottingham, Leicester and ultimately London. To the north, the M1 provides travel towards Barnsley, Wakefield and Leeds, continuing north and connecting with the A1(M).

Returning to the western access with Wentworth Road; Wentworth Road is a single-carriageway two-way road which is subject to a 30mph speed restriction. The carriageway is bound on either side by pedestrian footways and is street lit; therefore, would become the primary pedestrian access for the whole site to access the nearby residential areas and facilities. To the north, the carriageway continues through the residential area of Blacker Hill before continuing towards the southern extent of Barnsley. To the south, the carriageway continues towards the northern extent of the residential area of Hoyland, meeting with the B6096 as Barnsley Road.

It is therefore considered that the site is well located in terms of access to both the local and strategic road network, with a number of residential areas accessible as well as key towns and cities such as Sheffield, Barnsley, Rotherham and Leeds.

Collision Data

A review of the most recent five-year period (2017 – 2021) on CrashMap has been conducted, considering 200m either side of each site access onto both Woodhead Lane and Wentworth Road. The review identified that a two collisions were recorded within the study area.

A serious collision was recorded in March 2018 approximately 120m to the north of the access with Woodhead Lane. The collision involved two vehicles, resulting in serious injuries to three casualties. The collision was detailed as having involved a young driver.

A slight collision was recorded in April 2018 approximately 160m to the north of the access with Wentworth Road. The collision involved one vehicle and resulted in slight injuries to one casualty.

Given the low frequency of collisions over the five-year study period, it is considered that there are no existing road safety issues within close proximity to the site and the existing situation is safe for all users. It is therefore considered that the development would not detrimentally impact upon highways safety.

Sustainable Modes Access – Walking, Cycling and Public Transport

The site is considered to be located in a semi-rural location; therefore is limited in terms of its expected accessibility by sustainable means. Whilst this is the case and despite the limited accessibility by sustainable means, there is a good level of access to amenities as set out in the following section.

Within an acceptable 2km walking catchment of the site, the entirety of the residential area of Blacker Hill is accessible to the north-west of the site as well as extending south into the residential area of Hoyland. Within the 2km catchment is a Tesco Superstore (c. 1.1km) as well as a Cohens Chemist (c. 1.7km); B&M Store (c. 1.7km); Barclays Bank (c. 1.8km); Abbey Veterinary Group (c. 1.9km); Hoyland Medical Practice (c. 1.9km); Hoyland Library (c. 1.9km); all of which make up a part of the centre of Hoyland around the High Street as well as a number of other local businesses and amenities.

There are a number of Public Rights of Way (PRoW) located within the vicinity of the site, including a PRoW that runs around the northern and western extent of the site, connecting with Wentworth Road to the west adjacent to the Pennine View T-junction, as well as running along the private access to the east that will serve the northern parcel of dwellings. From here, the PRoW crosses Woodhead Lane and continues east through Wombwell Wood.

The PRoW also connects with another PRoW route to the north of the site which then connects to the centre of Blacker Hill and connecting with a wider PRoW network to the north of Blacker Hill. The site is therefore well located in terms of its access to PRoW's.

Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Other destinations within the 5km catchment area include the southern extent of Barnsley; Wombwell; Birdwell; Tankersley; and Elsecar.

Given the sites semi-rural location, there are no bus stops located within a 400m walking catchment of the site. Whilst this is the case, there is a bus stop located on the southbound carriageway and approximately 500m to the west of the site on Wentworth Road which is accessible via the existing pedestrian infrastructure that bounds both sides of the carriageway.

The northbound stop is located approximately 150m north of the southbound stop. The southbound stop is equipped with sheltered seating as well as timetabling information whilst the northbound stop is provided as a simple flag and post stop. Details of the services are provided in **Table 1**.

Table 1 – Local Bus Services

Service	Route	Weekday	Saturday	Sunday
7	Barnsley – Hoyland	Every 60 mins 07:13 – 18:07	Every 60 mins 07:23 – 18:07	-

Table 1 sets out that the stop provides access to one regular service that provides travel towards Barnsley and Hoyland.

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that despite the semi-rural nature of the site, the site is within a close proximity of a number of amenities as well as pedestrian facilities.

The site is therefore considered to be in a sustainable location for access by non-car modes in line with national planning policy guidance.

Description of Existing Land Use

The site currently consists of Woodhead Hall as well as farm buildings including a barn and associated out buildings.

Proposed Development and Access Proposals

The development proposes ten dwellings with a mixture of:

- ▶ Redevelopment of the existing Woodhead Hall and associated workshop.
- ▶ 3 x 2-bedroom dwellings;
- ▶ 3 x 3-bedroom dwellings; and
- ▶ 3 x 4-bedroom dwellings.

The site would be accessed from two existing access points, with the northern five dwellings access from a private drive that connects with Woodhead Lane to the east of the site. The southern five dwellings including Woodhead Hall would then be accessed to the west via Wentworth Road.

The access via Wentworth Road currently serves the Blacker Post Office as well as Little Explorers Community Nursery which are accessed within 50m of the Wentworth Road carriageway. The private access then continues north-east, providing access to Woodhead Hall and associated dwellings.

It is considered that the proposed development of five dwellings would have a negligible impact on the access, with a maximum of five new trips in the network peak hours as set out within the **Traffic Generation and Likely Highways Impacts** section.

Therefore, there are no proposed amendments to the existing access arrangements.

Parking

The BMDC Supplementary Planning Document 2019 sets out the recommended parking guidelines for residential developments. The guidelines set out are based upon the accessibility of the area by other means of transport. The standards set out a recommendation of one space for a two bedroom dwelling and two spaces for dwellings with three bedrooms or more.

Given the semi-rural location of the site and limited access to alternative modes of transport, the development proposes a provision of two spaces per dwelling as well as a visitor parking area in each of the northern and southern residential parcels, providing a visitor parking space per access and in accordance with the recommended provision of one space per four dwellings.

Cycle parking will be provided within the curtilage of each dwelling as well as Electric Vehicle Charging Points.

Refuse Collection and Servicing

The site would be serviced by a BMBC standard refuse vehicle. Refuse collection would be facilitated by the provision of two refuse collection points within the vicinity of both the eastern and western site accesses. Therefore, the refuse vehicle would not be required to access or egress the site.

Refuse collection would be undertaken from the carriageway of Woodhead Lane to the east for the northern five dwellings. For the southern five dwellings; a refuse collection point will be provided just beyond the highway where the Blacker Post Office and Community Nursery are accessed and serviced from.

Therefore, there would be no special arrangements required to facilitate refuse collection at the site effectively maintaining existing and standard refuse collection arrangements.

Traffic Generation and Likely Highways Impact

To calculate the predicted trip generation associated with the nine new dwellings, a generic trip rate of 0.8 two-way trips has been assumed for the AM and PM network peak periods. The development proposes ten dwellings which are predicted to generate eight two way trips in the network peak periods.

This would result in an additional movement on the local highway network every ten minutes in the network peak hours.

Therefore, the proposals result in a negligible impact on the highway network.

Conclusion

The site is considered to be situated in a sustainable location given the sites semi-rural location, with access to the services and amenities within the village of Blacker Hill to the north of Hoyland and is accessible by sustainable modes of transport.

Based on the quantum of residential development proposed on this site, it is considered that the impact of the proposals would result in a negligible impact on the capacity of the highway network and would have no adverse impact on highways safety.

In conclusion, the site is suitable for a residential development and there are no highways or transport reasons that should prevent the granting of planning consent.

Appended Documents

Figure 1 – Indicative Site Location Plan

Appendix A – Proposed Site Layout

Figure 1
Indicative Site Location Plan

Key:
Site Location



Title:
Indicative Site location Plan
Woodhead Hall Farm

Figure No.: Figure 1	Drawn By: MHT
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Appendix A

Proposed Site Layout



Proposed Site Plan Scale 1:200

CDM REGULATIONS

Safety, Health + Environmental Information

In addition to the hazards / risks typically associated with the types of work detailed on this drawing, please NOTE the following advisory statements. Notes may relate to CONSTRUCTION, MAINTENANCE + CLEANING, and / or DEMOLITION; however this list is not exhaustive.

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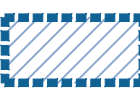
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-  Buildings to be demolished
-  Divisions between properties
-  Notional property entrances
-  Existing stone walls
-  New garden wall type 1
-  New garden panel type 2
-  New state fence
-  Paving
-  Trees retained

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client

project
**Woodhead Hall Farm
Hoyland
Barnsley, S74 9SX**

drawing title
**Proposed Site Plan
Ground floor plans**

scale	project No	drawing No	rev
1:200	808	PL110	B

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Sports Court

Miners Welfare
Recreation Ground

Play Area
War Memorial

PENNINE VIEW

Wood Head
Farm

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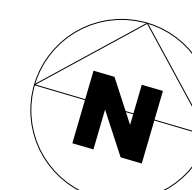
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