Highways Supporting Statement

Proposed Residential Development – New Smithy Avenue, Thurlstone

3rd June 2019

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impact associated with a reserved matters planning application totalling 21 dwellings located off New Smithy Avenue, Thurlstone.

This Statement sets out the following elements:

- Site Location;
- Planning History;
- Details of the Local Highway Network;
- Sustainable Modes Access – Walking, Cycling and Public Transport;
- Proposed Development, Site Access and Parking;
- Refuse Collection and Servicing;
- Traffic Generation and Expected Highway Impact; and
- Conclusion.

The Statement is supported by the following appended documents:

- **Figure 1 –** Site Location;
- **Appendix A** –Site Layout; and
- **Appendix B** – Swept Path Analysis.

Site Location

The site is located on land to the south of New Smithy Avenue, in the centre of Thurlstone village. A site location plan is appended to this Statement at **Figure 1**.

The site is bound to the north by residential dwellings and associated gardens from New Smithy Drive; to the east by residential dwellings and Towngate; to the south by residential dwellings from High Bank Lane and later the A628 Manchester Road; to the west by a Public Right of Way (PRoW) and grazing land.

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

Planning History

The application site benefits from an extant outline planning permission for 21 dwellings (reference number: APP/R4408/W/17/318801), which is what is proposed by this application. It has therefore already been concluded that the proposals would not have a harmful effect on highway safety or the efficient operation of the highway network (Para 36 of Inspector's decision).

It is therefore concluded that based on highways grounds there are no overriding traffic and transportation reasons why planning permission could not be granted.

Details of the Local Highway Network

New Smithy Avenue, from which the site would be accessed to the north, is a two-way residential street which forms a route through the existing adjacent residential development. New Smithy Avenue currently forms a cul-de-sac to the south, from which the access point is proposed. Footways are provided along both sides of the residential road and is street lit.

Approximately 130m to the north east of the proposed access, New Smithy Avenue forms a simple priority T-junction with Towngate. Pedestrian footways are present along both sides of each arm of the junction.

Running in a north / south alignment, Towngate is a single carriageway two-way road which provides access to a number of residential streets and the A628 Manchester Road. Towngate is subject to a 30mph speed restriction, is street lit and has footways present along both sides of the carriageway.

Located approximately 150m to the south of the New Smithy Avenue T-junction, Towngate forms a simple priority T-junction with the A628 Manchester Road. The A628 is a single carriageway two-way road which through the village of the Thurlstone is subject to a 30mph, street lit and has footways along both sides of the carriageway. The A628 increases in speed to a 40mph speed limit upon leaving the village and later increases to the National Speed Limit. The A628 runs in an east / west alignment providing access to the M1 and Barnsley in the east and to the M67 in the west via the Peak District.

Situated 10km to the east of the site, the A628 provides access to the M1 Junction 37 grade separated signalised "Dodworth Roundabout". Continuing in an easterly alignment the A628 provides access to Barnsley centre. At a strategic level the M1 runs in a north / south alignment providing access to areas such as Wakefield in the north and Sheffield and Rotherham in the south.

Located approximately 25km to the west of the site, the A628 provides access to the residential settlement of Hollingworth and forms a signalised crossroad junction with the A57. The A57 in turn provides access to the M67, which at a strategic level provides access to the M60 Manchester Outer Ring Road.

The site is considered to be well located for access to the local, regional and strategic highway networks.

Sustainable Modes Access – Walking, Cycling and Public Transport

The proposed development is considered to be accessible on foot, with the provision of footways present along both sides of the carriageway on New Smithy Avenue into the village of Thurlstone.

Situated within a 2km walking catchment of the proposed development, the site is within walking distance of the residential settlements of Thurlstone, Millhouse Green and Penistone Town Centre. The 2km catchment area also provides access to a range of local facilities and services including; primary and secondary schools, supermarkets, GP surgeries, dentists, post office, Penistone Leisure Centre and a range of local shops.

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 extend to areas such as Upper Denby in the north, Hoylandswaine in the east, Snowden Hill to the south, and Crow Edge in the west.

The National Cycle Network (NCN) Route 62 runs approximately 1km to the south of the site. The NCN Route 62 runs in an east / west alignment providing access to the residential settlements of Penistone, Oxspring and the southern extents of Barnsley. The NCN Route 62 also provides access to the NCN Route 627 which in turn provides access to areas such as Sheffield in the south via both traffic-free and on-road sections.

A total of two bus stops are situated within a 400m walking distance of the proposed development; both bus stops are situated on the A628 Manchester Road. The bus stop situated on the eastbound A628 carriageway is equipped with a bus shelter, timetable information and seating area. Both bus stops can be accessed via the footways provided on New Smithy Avenue, Towngate and the A628. Further details of the bus services are provided in **Table 1**.

Table 1: Local Bus Services

Service	Route	Monday - Friday	Saturday	Sunday
21	Barnsley – Crow Edge	Every hour (06:30 – 17:50)	Every hour (07:45 – 15:55)	N/A
21a	Barnsley – Crow Edge	Every hour (17:05 – 23:10)	Every hour (17:05 – 23:10)	Every hour (09:10 – 23:10)
23	Barnsley - Stocksbridge	Every two hours (08:50 – 15:40)	Every two hours (08:50 – 15:40)	N/A
25	Penistone - Cubley	Every hour (09:45 - 12:45)	N/A	N/A
29	Sheffield - Holmfirth	Every 2 – 3 hours (08:25 – 21:30)	Every 2 – 3 hours (08:30 – 21:30)	Every 2 – 3 hours (08:30 – 23:00)

The nearest rail station is Penistone Station which is located approximately 2.5km to the east of the proposed site, which is situated within the recommended cycling distance. The rail station is equipped with cycle parking for 16 spaces. This station is situated on the northern line providing direct hourly services to both Sheffield and Huddersfield.

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. The site is considered to be in a sustainable location with a range of facilities to accommodate pedestrian, cycle and public transport trips from the site.

The site is therefore considered to be in a sustainable location for access by non-car modes in line with local and national transport planning policy, particularly due to its semi-rural location.

Proposed Development, Site Access and Parking

It is proposed that the site will be accessed to the north of the site via New Smithy Avenue, an existing residential street and will be fully accessible by all modes of transport. The access plan is detailed in **Appendix A**.

A breakdown of the proposed residential dwellings include;

Affordable Homes:

- 2 x two bedroom dwellings; and
- 4 x three bedroom dwellings.

Open Market Units:

- 4 x 3 bedroom dwellings;
- 8 x four bedroom dwellings; and
- 3 x five bedroom dwellings.

It is proposed that the internal footways will be provided along both sides of the road which will connect into the existing facilities provided along New Smithy Avenue.

The site will provide access to 21 dwellings containing a mixture of housing styles and sizes, therefore in line with the residential design guide, the access road is proposed with a 5.5m road width and 2 x 2m footways. The road width is maintained across the site providing footways on either side of the road, apart from those locations where private drives are proposed and would adopt the required BC standards.

The internal road network has been designed in accordance with Manual for Streets (MfS) to encourage vehicles to travel at an appropriate speed throughout the development. The proposed speed limits will be achieved through the adoption of appropriate design standards based on the primary function of the street and will include a reduction in forward visibility at junctions to achieve appropriate vehicle speeds to create environments which are attractive to pedestrians and cyclists.

Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site for the period 2014 – 2018 has been obtained from Crashmap providing the latest 5 years accident data available.

The PIC data demonstrates that one slight of injury collision occurred on the A628 Manchester Road approximately 25m to the east of the Towngate / A628 priority T-junction. Analysis of the collision identifies that no non-motorised users (NMU's) were involved. It is therefore considered that there are no existing road safety issues within close proximity to the site.

Parking for the residential units would be provided on site in line with BMBC's Local Development Framework "Supplementary Planning Document: Parking". The parking standards are as follows:

- 1 -2 Bedrooms – 1 space per dwelling; and
- 3 or more Bedrooms – 2 spaces per dwelling.

Where garages are provided, as detailed above these would have minimal internal dimensions in line with BMBC requirements. Secure cycle parking will be provided across the site. Where garages are proposed with (or within) a property this will accommodate the provision, those without garages will have secure cycle storage provided within the curtilage of the property.

The proposals also accommodate a new layby parking area on New Smithy Avenue to formalise three parking spaces, agreed at outline planning stage and is detailed in **Appendix B**. This would be formally designed and agreed with the LHA through a suitable S278 agreement post planning approval.

The proposed development is therefore considered to provide access, internal layout and parking provision in line with policy requirements and is in keeping with the consented outline planning permission.

Refuse Collection and Servicing

The site would be serviced by a BMBC standard refuse vehicle, therefore a vehicle swept path of the site is detailed in AMA Drawing No. 20366-TRACK-001, provided at **Appendix C**.

The drawing demonstrates the vehicle can satisfactorily access and egress the site using the turning heads provided on site. It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed vehicle with minimal conflicts with other site users.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposal.

The proposed development of 21 dwellings is considered no dissimilar from the previously granted outline planning permission and is therefore confirmed acceptable in terms of highways. As part of this reserved matters application the detailed design provision for access and parking has been provided in accordance with the Local Plan and national policy.

The site is situated in a sustainable location with a range of key facilities and services available within a 2km walking catchment area. Those destinations situated further afield can be accessed by local bus, within the recommended walking distance of 400m.

In conclusion, the proposals would not result in any detrimental highways impact and therefore there are no traffic or transportation reasons that planning permission could not be granted for the development proposals.

Appended Documents

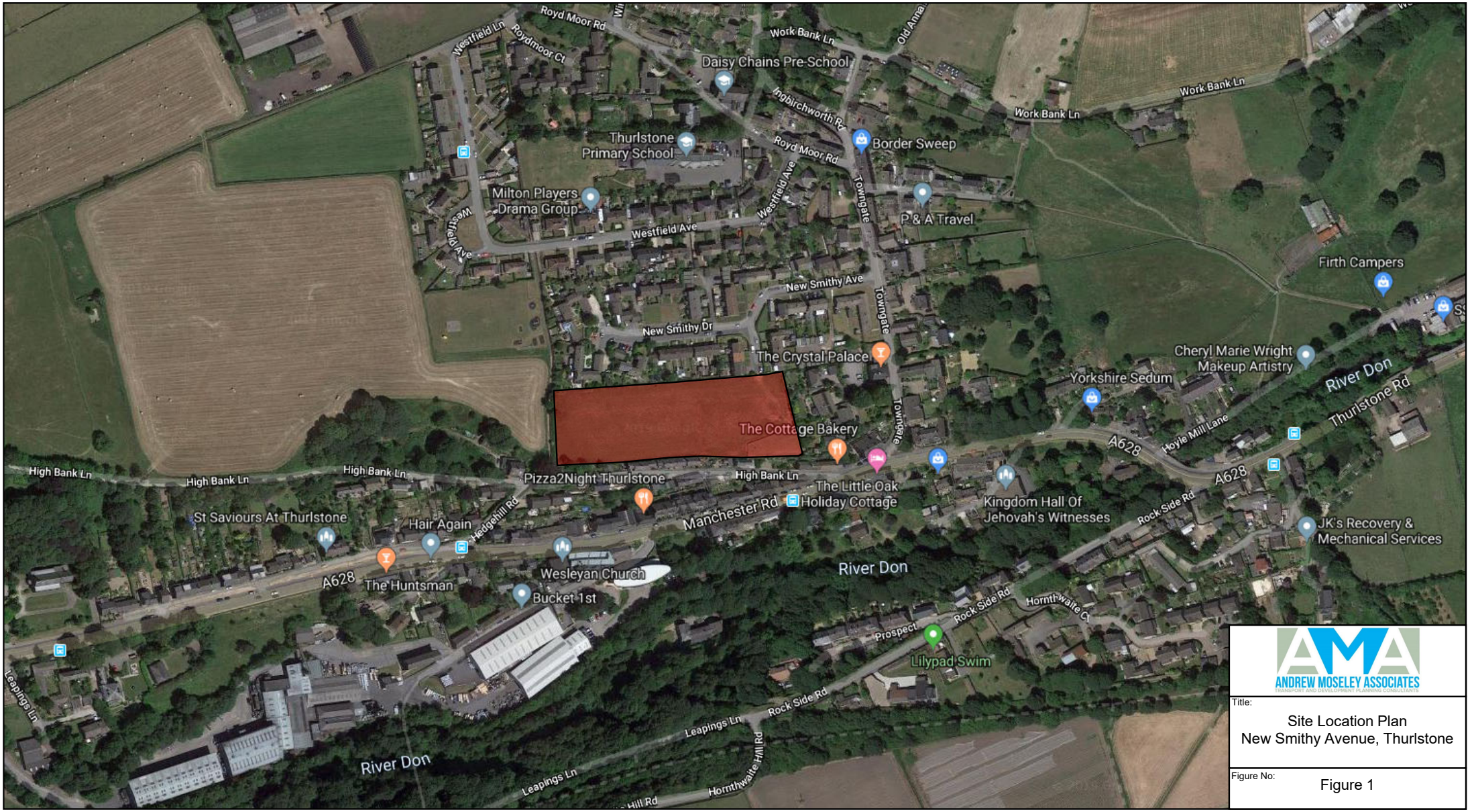
Figure 1 – Site Location

Appendix A –Site Layout

Appendix B – New Smithy Avenue Layby

Appendix C – Swept Path Analysis

Figure 1 – Site Location



ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:

Site Location Plan
New Smithy Avenue, Thurlstone

Figure No:

Figure 1

Appendix A –Site Layout



Notes | Sketch schemes may be based on plan information of unknown origin and is subject to verification and survey. Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only. Ensure digital versions are plotted at 'Actual Size'. Building areas are liable to adjustment over the course of the design process due to ongoing construction detailing developments. Subject to statutory approvals and survey. The bar above is to check that the drawing has been printed to scale.

Accommodation Schedule

House Type		Area (sq.ft)	Quantity	Total Areas (sq.ft)
AFFORDABLE UNITS *				
A6	2 bed semi detached	741	2	1,482
A7	3 bed semi detached	966	4	3,864
	TOTAL AFFORDABLE		6	5,346 sq.ft
OPEN MARKET UNITS				
T11	4 bed detached integral garage	1,240	2	2,480
T14+	3 bed detached integral garage split level	1,455	4	5,820
T3	4 bed detached integral garage	1,450	4	5,800
T402	4 bed detached	1,656	1	1,656
T9	4 bed detached	1,649	1	1,649
T501	5 bed detached	1,855	2	3,710
T502	5 bed detached	2,013	1	2,013
	TOTAL OPEN MARKET		15	23,128 sq.ft
	TOTAL OVERALL		**21**	**28,474 sq.ft**
	Nett developable Site Area		1.8 Acre	15,819 sq.ft/Acre
	Total Site Area		1.8 Acre	

Rev	Date	Description	Drawn	Checked
D	30.05.2019	Plots amended	NT	
C	30.05.2019	Road extended to the west	NT	
B	14.05.19	Annotation added	CR	
A	14.05.19	House Type T402 amended. Schedule Updated	NT	CR

Project: New Smithy Avenue
Thurlstone

Drawing: Proposed Site Layout

Client: Newett Homes

BIM Suitability Description: SUITABLE FOR INFORMATION — BIM Suitability Code: S2

Status: Planning
Date: 08.05.2019
Drawn: NT
Checked: CR
Scale (A3): 1:500

2 Riverside Way
Whitehall Waterfront
LEEDS
LS1 4EH
t 0113 819 8041

320 City Road
Angel
LONDON
EC1V 2NZ
t 0203 883 8602

w edwardarchitecture.co.uk
e info@edwardarchitecture.co.uk

edward architecture

Project: 0716 - Originator: EA - Discipline: A - Drawing No: P002 - Rev: D

Appendix B – New Smithy Avenue Layby



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

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Project:
NEW SMITHY AVENUE
THURSLSTONE

Client:
NEWETT HOMES

Drawing:
PROPOSED LAYBY

Drawn By:	Date:
GDM	14/05/19
Checked:	Scale:
ATM	1:250 @ A3

Drawing No. AMA/20366/SK001 Rev. -

Appendix C – Swept Path Analysis

N

Existing hedgerow and trees removed

Pedestrian link through to existing public footpath and children's play space with easement retained to allow road to be upgraded to adoptable standard to provide vehicular access to adjacent land at later date

Pedestrian link through to existing public footpath and children's play space

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

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Project:
NEW SMITHY AVENUE
THURLESTONE

Client:
NEWETT HOMES

Drawing:
LARGE REFUSE VEHICLE SWEPT PATH ANLYSIS

Drawn By:	Date:
GDM	14/05/19
Checked:	Scale:
ATM	1:500 @ A3

Drawing No. AMA/20366/ATR002 Rev. -