



Unit 2
The Office Campus
Paragon Business Park
Red Hall Court
Wakefield
WF1 2UY

**PROPOSED RESIDENTIAL DEVELOPMENT AT
315 DODWORTH ROAD, BARNLEY**

HIGHWAY STATEMENT

952 /FEBRUARY 2015

CONTENTS

1	INTRODUCTION.....	1
2	EXISTING CONDITIONS	2
2.1	Site Description	2
2.2	Planning History	3
2.3	Local Highway Network	3
2.4	Transport Sustainability	4
2.5	Public Transport	5
3	THE DEVELOPMENT PROPOSALS.....	8
3.1	Proposed Development	8
3.2	Vehicular Access.....	8
3.3	Parking Provision.....	9
3.4	Traffic Impact	9
4	TRANSPORT POLICY.....	10
5	CONCLUSIONS.....	12

APPENDICES

Appendix A	Site Location
Appendix B	Catchment plan
Appendix C	Proposed layout

1 INTRODUCTION

- 1.1.1 The PAH Highway Consultants Ltd has been appointed to prepare this Highway Statement to support an application for a small residential development (5 dwellings) at 315 Dodworth Road, Barnsley. The site is bounded by residential development to the east and west, open land to the north and Dodworth Road to the south. A site location plan is contained at Appendix A at the rear of this report.
- 1.1.2 The application site currently has a single dwelling within its grounds with a large garage to the rear. The site gains vehicular and pedestrian access via the A628 Dodworth Road located to the south of the property. The vehicular access is currently unsuitable for simultaneous two way flow at its junction with the A628 as it is only 3.0 metres wide.
- 1.1.3 This Highway Statement considers such matters as the improved access arrangements, sustainability, car parking and servicing and also presents the existing use of the site. This report outlines the proposals in relation to current guidance and data.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site lies to the western side of Barnsley approximately 2.2km from the Barnsley town centre. The site location is shown at Appendix A.
- 2.1.2 The existing access to the site is taken via a lower order type junction i.e. a standard dropped footway crossing with the A628 Dodworth Road approximately 140m to the east of the M1 roundabout interchange (junction 37).
- 2.1.3 The site is currently a large plot with a dwelling located towards the Dodworth Road frontage with a large garden to the rear and a large detached garage on its north western boundary. There is also a track that runs parallel with the sites north eastern boundary that leads to the back land and eventually across the rail line situated to the North West. This track appears to carry the line of a public right of way. See photograph below of the existing site access onto the A628:



2.2 Planning History

- 2.2.1 According to the Barnsley Council Planning web site there is no recent planning history for the site.

2.3 Local Highway Network

- 2.3.1 The A628 Dodworth Road is a class 1 highway and runs from Hyde and the A650 near Manchester to Barnsley town centre to the east. This route encompasses the junction 37 M1 interchange, Silkstone, Hoylandswaine, Penistone, and Hollingworth, Lancs.
- 2.3.2 In the vicinity of the site the A628 is generally a two way carriageway road, with 2 lanes (nearside) eastwards towards Barnsley and the signalised junction with A6133 Broadway and with one lane outbound when travelling towards the M1 interchange junction 37. The nearside inside lane is for drivers travelling along the A628, and is marked accordingly, towards Barnsley and left turning traffic travelling towards the Hospital and the outside lane for A6133 traffic only. Once beyond the aforementioned junction with the A6133, the A628 generally then, becomes a two way single carriageway road.
- 2.3.3 Dodworth Road at this point is the subject of a 30mph speed limit, is lit to an appropriate standard and has wider than average footways to both sides with the nearside footway being some 3.0 metres in width. The Dodworth Road is a busy route during the day with a noticeable increase during the peak periods.
- 2.3.4 There is a pedestrian signal controlled crossing facility located between the application site and the A628 / A6133 junction some 135 metres from the site. This will provide a safe and convenient crossing point for pedestrians accessing the bus services located on the opposite side of Dodworth Road to the application site.

- 2.3.5 Parking restrictions are located along the full site frontage to Dodworth Road (both sides) restricting on street parking / waiting between 07.30 and 18.00hrs and no loading Monday to Saturday 7.30 – 10.00 and 14.30 - 18.00hrs.

2.4 Transport Sustainability

- 2.4.1 The site is in a sustainable location being within walking distance of the local bus stops, schools, hairdressers and convenience store, Barnsley Hospital and local employment areas at Elmhirst Park and units situated off the West Road at Pogmoor.
- 2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). Section 4 of the NPPF now replaces the national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport'. However, the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.
- 2.4.3 The site is considered to be well placed to allow local residents to access the site on foot, by bicycle or by public transport.
- 2.4.4 Street lighting and good quality footways are provided to both sides of the A628 Dodworth Road with dropped footway crossings provided across many of the side road accesses.
- 2.4.5 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport". There are significant commercial areas within this catchment including the sites at Redbrook, Elmhirst Park and the Barnsley Hospital site that are well within the catchment area for access by bicycle.

- 2.4.6 It is concluded that safe and convenient access to the site is readily available for pedestrians and cyclists.

2.5 Public Transport

- 2.5.1 Bus stops serving bus services in both directions are found on the A628 Dodworth Road to the north east of the site entrance with an approximate maximum distance of 212m to reach the the outbound service via the signalised pedestrian crossing. Both stops have the benefit of passenger shelters and are marked by a pole and timetable case. Bus stop markings are provided on the carriageway fronting each fare stage to try and ensure that they are not used for indiscriminate parking by other road users.

- 2.5.2 There are also fare stages on the Pogmoor Road which provide different bus services from those available on the Dodworth Road. These fare stages are easily accessible from the application site being within 460 metres of same. Both these bus stops also have the same facilities as those on the Dodworth Road.

- 2.5.3 The table below summarises the services that utilise these stops:

Service Dodworth Road	Route	Frequency	
		Mon - Sat	Sun and late evening
14A	Barnsley – Dodworth – Silkstone Common – Oxspring – Penistone	120 mins M – F only	No Service
20	Barnsley - Dodworth – Silkstone - Penistone	60 mins	No service
21 / 21A	Barnsley – Dodworth – Silkstone – Oxspring – Cubley – Penistone	60 mins	60 mins Sunday 90 mins late even.
22	Barnsley – Dodworth – Gilroyd	20 mins	No service
X22	Barnsley – Rotherham	One service at the am peak	No service

Pogmoor Road 43	Barnsley – Worsbrough Common – Kingstone – Pogmoor circular	30 mins	60 mins
44	As above	As above	As above

2.5.4 The above table shows that there is a good quality provision of bus services that serve this site particularly during the working day, allowing residents and their visitors to access the site by bus.

2.5.5 The closest main railway station to the site is Barnsley, approximately 2.2km from the application site. This station lies on the Penistone and Hallam lines with regular services to Huddersfield, Sheffield, Leeds and Wakefield. However, Dodworth station which is some 1.32km south westerly from the site is also on the Penistone Line with regular hourly services to Huddersfield / Barnsley and Sheffield. Dodworth rail station has the benefit of CCTV cameras, a 14 space car park and cycle stands and could form part of a multi modal journey. The rail services from Barnsley are highlighted below with the relevant service from Dodworth highlighted accordingly.

Route	Monday to Saturday Frequency		Sunday Frequency
	Daytime	Late evening	
(Dodworth) Huddersfield - Denby Dale - Barnsley - Sheffield	60 mins	60 mins	60/120 mins
Leeds - Castleford - Wakefield Kirkgate - Barnsley - Sheffield	60 mins	60 mins	120 mins
Leeds - Wakefield Kirkgate - Barnsley - Sheffield	30 mins	no service	60 mins
Leeds - Wakefield Kirkgate - Barnsley - Sheffield - Chesterfield - Nottingham	60 mins	no service	60 mins

- 2.5.6 The table above summarises the service frequencies on these lines.
- 2.5.7 It is clear from the above information that the site lies in a very sustainable location with high quality links available to public transport provision.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The application is for the demolition of the existing dwelling and the erection of 5 new detached dwellings on the site. One of the dwellings will replace the existing property with an additional 4 properties located on land to the rear. It is proposed to provide a left in left out junction and a widened access road / private drive to allow for simultaneous two way flow. Alternatively a simple priority junction could be provided. The new junction arrangement will be a major improvement to the current situation and will allow for simultaneous two-way vehicle movement onto a class 1 highway.
- 3.1.2 The development will provide a turning head capable of accommodating a large service vehicle, such as a large refuse vehicle that will ensure all vehicles can re-enter the major road in a forward gear.

3.2 Vehicular Access

- 3.2.1 The access will be laid out to accommodate simultaneous two way flow which will be a major improvement to road safety. The junction layout can either be left in left out or alternatively a simple priority arrangement. The left in left out junction arrangement is highlighted on the drawing in Appendix C.
- 3.2.2 The improved junction arrangement will be constructed to the standards set out in the South Yorkshire Design guide.
- 3.2.3 The site access generally falls towards the public highway, therefore, the surface water will be “picked up” and discharged to either a soakaway or the public sewer before it can discharge onto the public highway.

3.3 Parking Provision

- 3.3.1 The parking arrangements for each dwelling will comply with the South Yorkshire parking guidelines with additional space being provided for visitor parking if considered necessary.

3.4 Traffic Impact

- 3.4.1 The site currently generates vehicle trips associated with a single dwelling and associated garaging.
- 3.4.2 Therefore, the development will in effect result in the trips associated with only an additional 4 dwellings onto Dodworth Road and the local network. The data provided by TRICs would assess the additional peak time trips as shown below:

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.151	0.416	0.56	0.390	0.225	0.615
Generated Trips	0.604	1.664	2.24	1.56	0.90	2.46

- 3.4.3 As can be noted from the TRICs data the additional dwellings have the potential to generate an additional 2 – 3 trips at the recognised peak periods.
- 3.4.4 As identified above the proposed development is a very low traffic generator particularly at the recognised peak times. The overall trips per day from the 4 new dwellings will range between 24 and 32 trips which would be unnoticeable from the day to day fluctuation in traffic on the local network.

4 TRANSPORT POLICY

- 4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

- 4.1.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

- 4.1.3 Paragraph 35 of the NPPF states that *"developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

- 4.1.4 Paragraph 36 of the NPPF goes on to say *"a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."* As the proposals will not generate a significant amount of trips the submission of a Travel Plan is not considered relevant in this case.

Local Transport Plan

4.1.5 The current Local Transport Plan is the third South Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The primary goals of the LTP 3 include:

- *To support economic growth;*
- *To enhance social inclusion and health;*
- *To reduce emissions;*
- *To maximise safety.*

Local Policies and Strategies

4.1.6 Local transport policy is set out in the Barnsley Unitary Development Plan adopted in December 2000. Chapter 6 Transport specifically relates to transport with a number of policies covering transport related issues.

4.1.7 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel from modes other than the single occupancy private car trips.

5 CONCLUSIONS

- 5.1.1 This report presents the proposals to demolish the existing dwelling on site at 315 Dodworth Road and replace same with 5 new dwellings. One of the new properties will be located to the front of the site almost in the same location as the existing property and four new dwellings are to be erected on land to the rear.
- 5.1.2 The report demonstrates that the traffic associated with the development will not raise any cause for concern in relation to the local highway network.
- 5.1.3 This report also considers that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



- SITE LOCATION
- BUS STOPS

FIGURE 1
SITE LOCATION

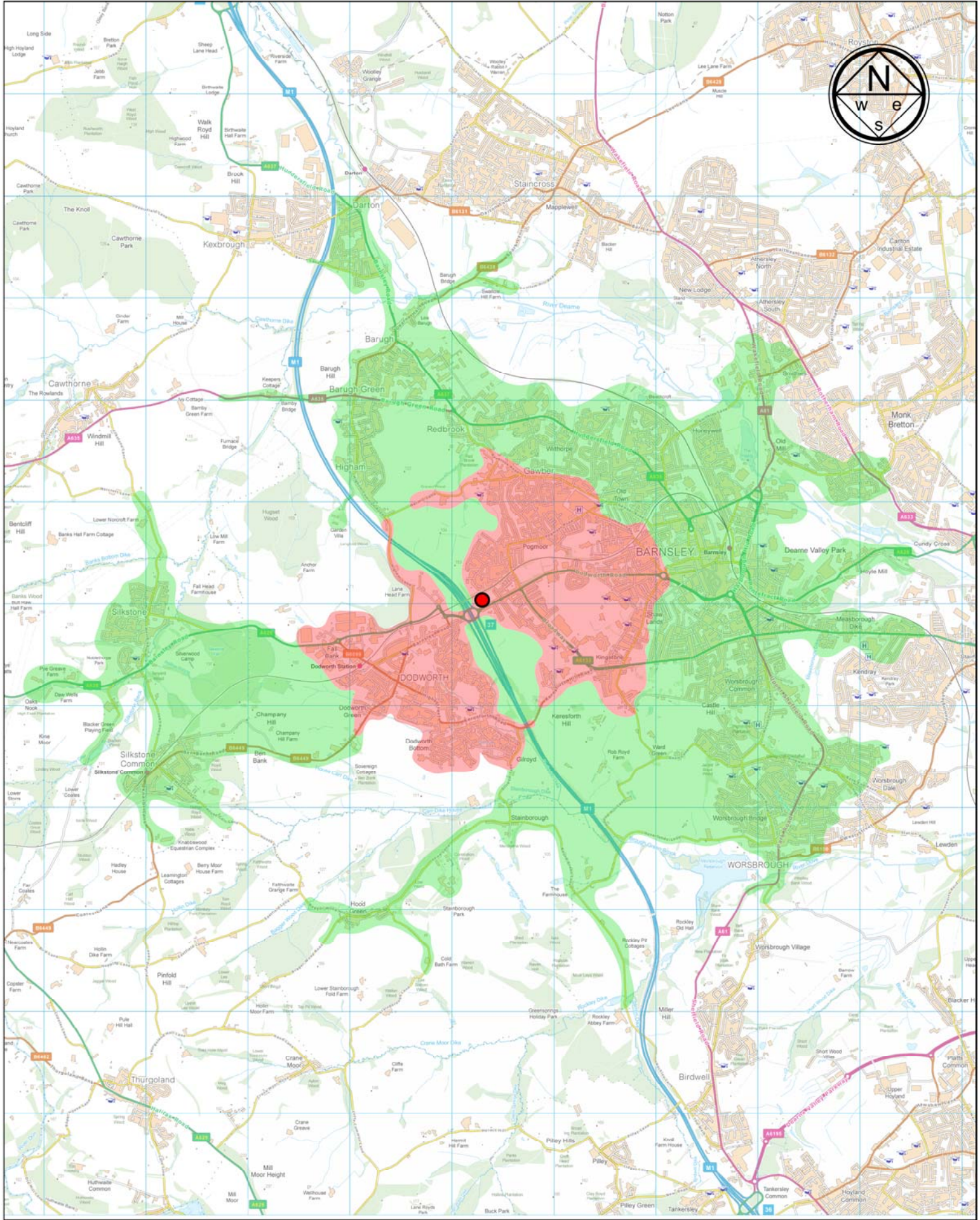
**PAUL A HOWARTH
HIGHWAY CONSULTANTS Ltd**

10 ROSE FARM MEADOWS, ALTOFTS, WAKEFIELD, WF6 2HY
tel. 07854048918 email. mail@howarthconsultancy.co.uk

SCALE: NTS @A4 DATE: FEB 2015	JOB 952	DWG 01	REV A
--	-------------------	------------------	-----------------

Appendix B

Catchment plan



- SITE LOCATION
- 2km CATCHMENT
- 5km CATCHMENT

FIGURE 2

CATCHMENT PLAN

**PAUL A HOWARTH
HIGHWAY CONSULTANTS Ltd**

10 ROSE FARM MEADOWS, ALTOFTS, WAKEFIELD, WF6 2HY
tel. 07854048918 email. mail@howarthconsultancy.co.uk

SCALE: NTS @A4	JOB 952	DWG 01	REV A
DATE: FEB 2015			

Appendix C

Proposed site layout

