

Bower Hill, Oxspring

Highways Technical Note

Response to Highways Comments from BMBC

Planning Application Reference: 2025/0775

November 2025

AMA Project Number: 300485/SD

INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Barnsley Metropolitan Borough Council (BMBC) dated 15th October 2025 in relation to the Highways Supporting Statement (HSS) submitted for the development of four residential dwellings on land to the south of Bower Hill, Oxspring. The BMBC planning reference is 2025/0775.

BMBC AND APPLICANT'S RESPONSES

For ease of reference, this Note provides responses to the Highways Officers comments, a copy of which is attached at [Appendix A](#).

BMBC COMMENT 1

Whilst the scale of development is relatively modest, the proposed access arrangement raises significant highway safety concerns. The access is positioned in very close proximity to the junction with Roughbirchworth Lane and directly opposite its mouth, resulting in an absence of junction spacing and potential for conflict between turning movements. In addition, the proposed access lies adjacent to an existing field access and the vehicular access serving the nearby public house, further compounding the potential for conflicting vehicle movements and obstructed visibility at the site frontage.

AMA RESPONSE 1

The centreline to centreline measurement is approximately 10m which is considered acceptable given Roughbirchworth Lane forms a minor road and the proposed road forms a private drive.

As per the submitted HSS, vehicular movements generated by the proposed four dwellings will be minimal with circa three peak hour vehicle movements which would be tidal, and the number of right turners will be infrequent considering vehicles will turn left to access key amenities in the centre of Penistone using Sheffield Road.

The Smithy Arms car park has been reviewed and it is considered two useable spaces are available for customers and one space for the cottage (which is located within the Smithy Arms car park). As above, this level of vehicle trips is considered insignificant and would not result in a highways safety concern, especially given the dominant movement from the Smithy Arms will be left turns to access Sheffield Road.

Furthermore, the access arrangements for the Smithy Arms were found acceptable to BMDC Highways, which would arguably generate more vehicular and pedestrian trip generation than the proposed development of four units which this applications seeks consideration of.

Should vehicles from the proposed site turn right to access Barnsley, this will be generally limited to the AM peak hour where future residents would be commuting to work. In this instance, it is considered those using Roughbirchworth Lane would also be travelling to work in Barnsley, thus turning left from Roughbirchworth Lane onto Bower Hill.

Those living on Roughbirchworth Lane also have the option to travel north, turning right onto Sheffield Road which forms a direct route to Penistone and negates the need to use Bower Hill.

The key highways safety issue with junction limited spacing relates to right turn “hooking movements” and should vehicles using either Roughbirchworth Lane or the proposed access travel to Barnsley, it is clear there would be no right turn hooking movements, especially given the modest development quantum.

Additionally, Penistone Railway Station is available for commuting / leisure journeys to both Sheffield and Huddersfield, which future residents would turn left to access via Bower Hill and Sheffield Road.

Should future residents choose to drive to Sheffield, which is located approximately 12 miles south of the proposed site and is considered to be a key local destination and large scale employment district that would attract trips, Sheffield Road would be used which also involves a left turn out.

Clear visibility splays are available from the proposed private drive onto Bower Hill in line with the posted speed limit, as per the submitted HSS.

With regards to the existing field access, this access exists as historically, this area was a Sewage Works serving Oxspring. However, the land is now public greenspace, which is predominantly accessed on foot by local residents, with vehicular access limited to maintenance on a relatively infrequent basis.

Overall, based on the factors set out above, the proposed access is considered to be of a safe and suitable layout. The number of right turn hooking movements is considered to be highly infrequent and not considered to represent significant highways safety risk that would be detrimental or contrary to the policy tests set out in the NPPF.

BMBC COMMENT 2

The surrounding highway environment is constrained, with narrow carriageways and an absence of continuous footway provision along Bower Hill. The available pedestrian routes are substandard in both width and continuity, and there is a lack of convenient access to public transport facilities or key local amenities. As such, the site offers poor opportunities for sustainable travel, and it is likely that most trips, including those for employment, education and to access local amenities, would be undertaken by private car. This is contrary to the aims of the National Planning Policy Framework to promote sustainable modes of travel and reduce the reliance on the private motor vehicle.

AMA RESPONSE 2

Within the vicinity of the proposed site, Bower Hill is a single two way carriageway that measures between 6.5m and 8m in width. This width is maintained across the full extent of Bower Hill from its junction with Sheffield Road in the south and Copster Lane in the north. As per the submitted HSS and a further review of up to date Crashmap data, there are no trends in personal injury collisions along Bower Hill that would suggest there is an existing road safety issue.

Taking into account the Officers comments, the proposed access design has been revised to include a new section of footway to the right (north east) of the proposed private drive. This ties into the existing footway on Bower Hill which provides access to the Riverside Picnic Area and the Trans Pennine Trail. Given the locational constraints of the existing telegraph pole as per the recent topographical survey, the proposed footway measures 1.7m in width with a 0.5m construction offset provided from the pole itself. The grassed verge will be retained directly north of the proposed footway as per the surrounding footways. The preliminary drawing is attached at [Appendix B](#).

The proposed site is considered public transport policy compliant in that future residents can access local bus stops within the recommended 400m walking catchment via existing pedestrian infrastructure.

There are two bus stops situated on Sheffield Road within 95m and 150m walking distance of the proposed site access. The westbound bus stop comprises a simple flag and pole and the eastbound bus stop

comprises a flag, pole and sheltered waiting area. These bus stops provide high frequency provision with up to 3 buses available to key destinations per hour.

Oxspring Primary School can be accessed in a 400m / six minute walk via existing pedestrian infrastructure along Bower Hill and Sheffield Road to the north.

Indeed, the Officers Report for approved application reference 2020/1387 noted the sustainable location of Oxspring:

“Policy SD1 sets a presumption in favour of sustainable development and it is accepted that Oxspring is a sustainable location, being a defined village with a primary school, shop/post office, and public houses. There is also a small industrial estate with space to expand and bus services to Penistone, Barnsley, Meadowhall and Sheffield. The Trans Pennine Trail also runs through the village and provides an active travel route to Penistone Railway.”

The findings set out above directly contradict BMBC Comment 2 which states “and there is a lack of convenient access to public transport facilities or key local amenities. As such, the site offers poor opportunities for sustainable travel...”. Given the above site is located adjacent to the proposed site, the conclusions can also be applied to the proposed site in that Oxspring is a sustainable location.

Furthermore, the Officers report for approved application 2025/0284 stated:

“The development is on the edge of a village which is recognised in the Local Plan settlement hierarchy and in Local Plan policy LG2 as a focus for, albeit limited, growth. The village enjoys the benefits of services and facilities including a shop and post office, public house, primary school, church, green space and bus service, which can all be accessed on public footpaths on street-lit roads. It is concluded that the development would be in a sustainable location.”

This mirrors the findings for approved application 2020/1387. It is clear Oxspring is a sustainable location with key local amenities that can be accessed via existing pedestrian infrastructure.

Whilst a formal pedestrian crossing point is not available within proximity of the proposed site access, the proposed access will facilitate crossing opportunities over Bower Hill to the existing dropped kerbs at Roughbirchworth Lane. Future residents can then use the existing footways on Bower Hill, Roughbirchworth Lane and Sheffield Road for onward sustainable journeys. This includes access to the Trans Pennine Trail towards Penistone. It is located approximately 400m walking distance from the proposed site access and offers a direct route, on foot or by cycle, to Penistone where there are a variety of other services and facilities, including Penistone Railway Station.

In addition to the above, it is noted the Officers Report for approved application reference 2023/0675 stated:

“Highways have been consulted on the proposed development and have raised no objections to the proposal subject to the inclusion of conditions.”

This was despite there being no footways within immediate proximity to the dwelling on what is a higher classification road. It is further noted that the Smithy Arms was granted approval without the request for any additional pedestrian or cycle infrastructure, and as previously discussed, the Smithy Arms is considered to attract a higher footfall (given it is a micro pub serving the local community) than that of the proposed development which is of a much smaller scale.

Therefore, we consider with the provision of a new footway connection to existing pedestrian infrastructure suitable to support future trips from the proposed site to the Riverside Picnic Area and the Trans Pennine Trail. It is clear the proposals provide suitable access on foot to / from site which is within 400m walking distance of public transport and key goods and services.

CONCLUSION

This HTN provides responses to the comments received from BMBC along with additional information where appropriate. In conclusion, the information provided within this Note and previous submissions demonstrate that the proposed development is acceptable in highways terms and in line with NPPF.

APPENDICES

Appendix A BMBC Comments

Appendix B Revised Access Design



Appendix A
BMBC Comments



PLANNING CONSULTATION RESPONSE

| | |
|-----------------------------------|---|
| Application No | 2025/0775 |
| Proposal | Development of 4 residential dwellings, landscaping and associated infrastructure |
| Address | Land east of Bank View, Bower Hill Road, Oxspring, Sheffield, S36 8YA |
| Date of Consultation Reply | 15/10/2025 |
| Consultee | Highways Development Control |

Consultation Assessment and Justification

Thank you for consulting Highways Development Control on this application.

The proposed development seeks permission for the erection of four dwellings on land at Bower Hill, Ingbirchworth. Whilst the scale of development is relatively modest, the proposed access arrangement raises significant highway safety concerns. The access is positioned in very close proximity to the junction with Roughbirchworth Lane and directly opposite its mouth, resulting in an absence of junction spacing and potential for conflict between turning movements. In addition, the proposed access lies adjacent to an existing field access and the vehicular access serving the nearby public house, further compounding the potential for conflicting vehicle movements and obstructed visibility at the site frontage.

The surrounding highway environment is constrained, with narrow carriageways and an absence of continuous footway provision along Bower Hill. The available pedestrian routes are substandard in both width and continuity, and there is a lack of convenient access to public transport facilities or key local amenities. As such, the site offers poor opportunities for sustainable travel, and it is likely that most trips, including those for employment, education and to access local amenities, would be undertaken by private car. This is contrary to the aims of the National Planning Policy Framework to promote sustainable modes of travel and reduce the reliance on the private motor vehicle.

Many Thanks

Sarah Sharp
Senior Engineer

NO OBJECTION*

**Defer for amends/further
information***

OBJECT*



BARNSLEY

Metropolitan Borough Council

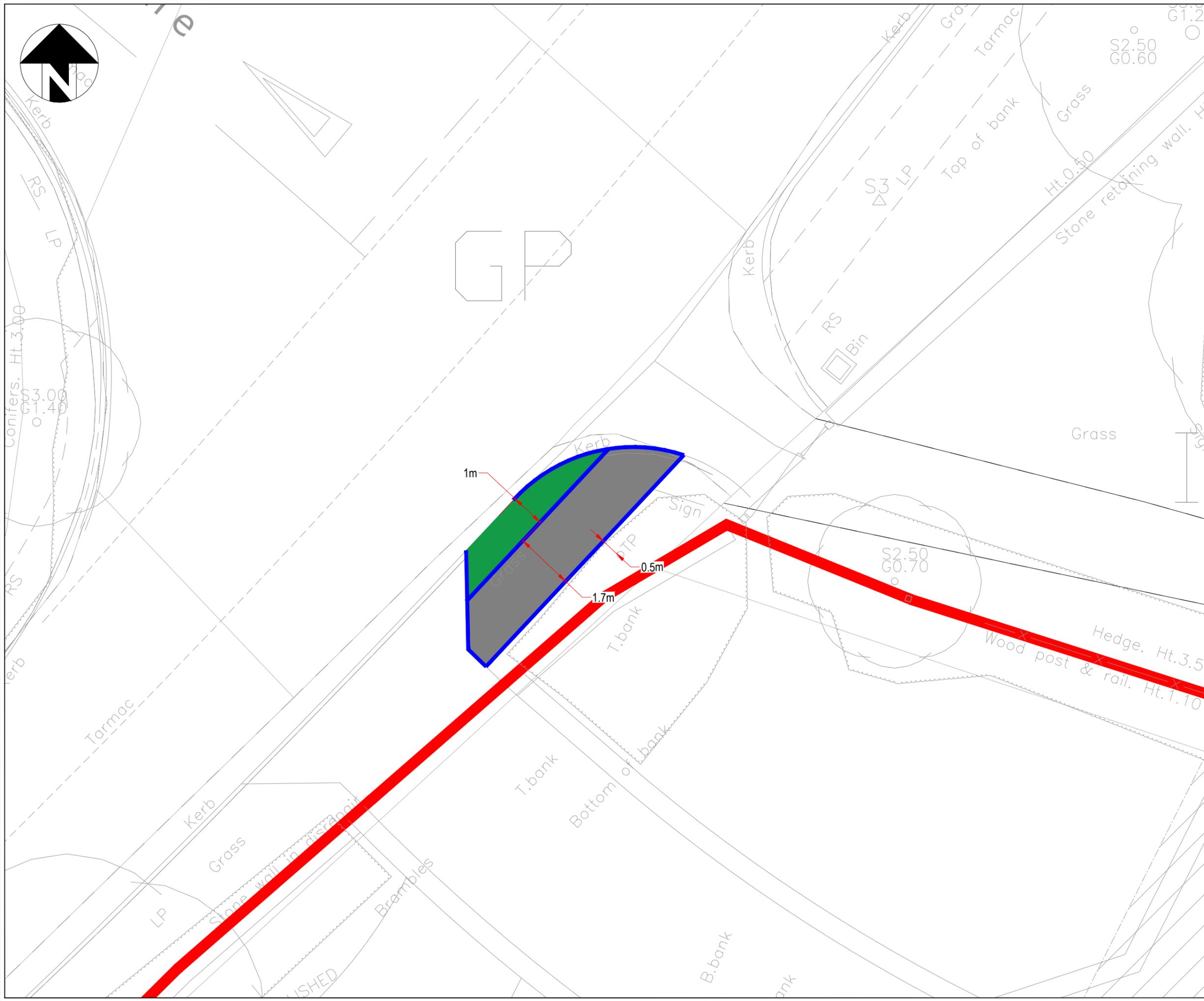
Consultation Suggested Conditions:

Consultation Informative(s)

Planning Obligations required



Appendix B
Revised Access Design



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| P01 | Preliminary Issue | 20.11.25 | SD |
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Project:
BOWER HILL ROAD, OXSPRING

Client:
YORKSHIRE LAND LIMITED

Drawing:
ACCESS ARRANGEMENT

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| Drawn By: OHJ | Date: 20.11.2025 |
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| Checked: MSF | Scale: 1:100 | Paper: A3 |
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| Drawing No. AMA-300485-SK-002 | Rev. P01 |
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