



**Keresforth House,
Dark Lane,
Barnsley
Highway Statement**

January 2018

Project
1422

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the proposed residential development at Keresforth House, Dark Lane, Barnsley. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to convert the existing garage to Keresforth Lodge, approved under permission 2008/0086 into a 2-bed detached residential dwelling, with possible replacement parking being provided to the host dwelling if required by the LHA. The proposals will include associated car parking in accordance with the Council's car parking standards along with on site turning facilities.

1.1.3 This Highway Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

1.1.4 The site has a substantial planning history with the most relative permissions listed as follows –

2008/0793 – Granted Planning Permission in July 2008 – Erection of two detached residential dwellings. (Immediately west of the application site)

2008/0086 – Granted Planning Permission in January 2008 – Erection of extension and new garage block. (Garage block subject of this report)

2007/1081 – Granted Planning Permission in June 2006 – Extension to provide 1No apartment.

2006/0327 – Granted Planning Permission in February 2006 – Conversion of Residential Home into three self-contained apartments.

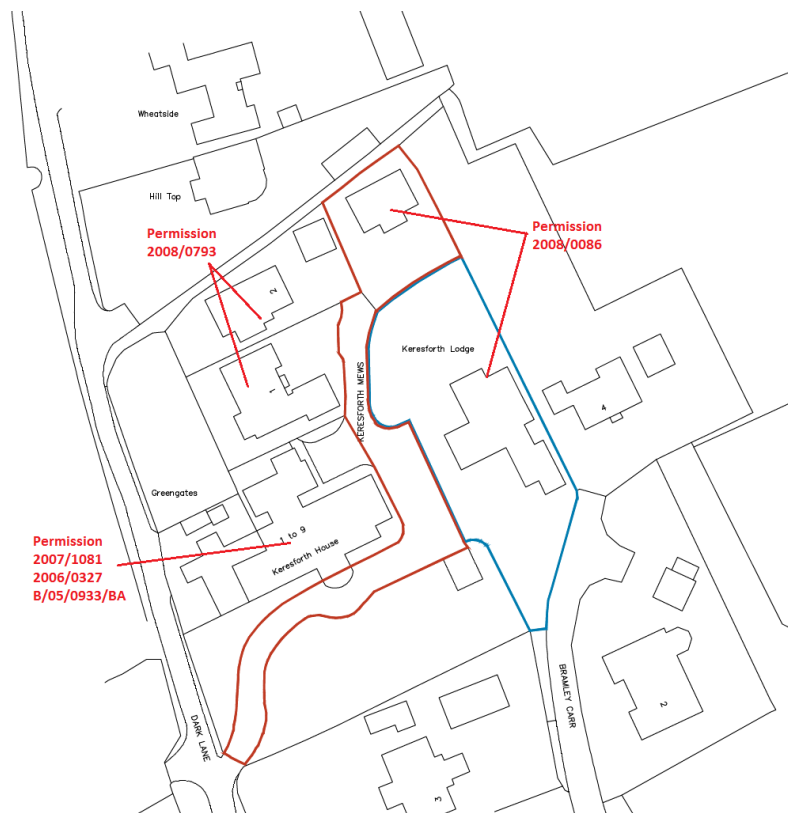
B/05/0933/BA – Granted Planning Permission in August 2005 – Conversion of Residential Nursing Home into eight apartments.

There have also been recent permissions granted under applications 2016/0555 and 2016/1349 in June 2016 and December 2016 respectively, for the demolition of existing and erection of new detached dwellings.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The application site is within the Kingstone area of Barnsley and located approximately 1.8Km south west of the Town Centre. The site forms part of the grounds of the former Keresforth House Nursing Home, which ceased operation in approximately 2004. It is understood that the nursing home operated from the 1980s and consisted of circa 28 bedrooms including associated amenity, services rooms and offices.
- 2.1.2 The application site excluding the means of access from Dark Lane, is square in shape and occupied by a detached garage. To the immediate north of the site is curtilage associated with residential dwellings accessed off Dark Lane. To the immediate east is residential curtilage associated with dwellings accessed via Bramley Carr, with the Taylor Wimpey development at the former Kingstone School beyond that. To the south is Keresforth Lodge, of which the garage is associated to, and to the west are two relatively new build residential dwellings which were granted planning permission in July 2008 under application reference 2008/0793.



Location plan of the Site

2.2 Local Highway Network

- 2.2.1 The site is immediately accessed from within the grounds of the former Keresforth House via Keresforth Mews a private access drive, which sweeps around the front of the former Nursing Home building extending to the rear where the application site and two detached dwellings (approved under permission 2008/0793) are sited.
- 2.2.2 From its gated access with Dark Lane, Keresforth Mews is approximately 100m in length sweeping in alignment and then raising in grade to the rear of the former Nursing home to where it terminates at the application site, there are no segregated pedestrian facilities so the access drive has shared status between vehicles and pedestrians. It has a varied width with widened areas and informal passing places along its length.



Photograph 1 – Keresforth Mews towards Dark Lane



Photograph 2 – Keresforth Mews in front of the former Nursing Homes

- 2.2.3 Keresforth Mews is accessed along Dark Lane, which from the gated access of Keresforth Mews, runs in southerly and then easterly direction for approximately 180m to the giveway junction with Keresforth Hill Road. The initial circa 35m of Dark Lane is laid out to Traditional Estate Road standards with a two way single carriageway and footways to both sides, and with the junction with Bramley Carr in affect forms a turning head, which forms part of the adopted highway. The adopted section of Bramley Carr is approximately 10m in length from the junction with Dark Lane. From thereon in both Dark Lane and Bramley Carr are an unadopted private shared drives for their remaining length.
- 2.2.4 Whilst Dark Lane thereafter is a private drive it benefits from street lighting. In terms of layout Dark Lane is a shared drive of approximately 5.0m in width along its length and, generally in need of remedial works as there are a number of highway defects.



Photograph 3 – Dark Lane from its junction with Keresforth Hall Road.

- 2.2.5 The junction of Dark Lane and Keresforth Hall Road is a simple priority give way junction with good visibility in both directions as the junction is on the outside of a bend. Keresforth Hall Road forms part of the classified highway network under the B6099 designation.
- 2.2.6 From its junction with Dark Lane, The B6099 Keresforth Hall Road continues northwards for approximately 377m to the signalised junction with the A6133 Broadway. To the south of the junction the B6099 Keresforth Hall Road continues in a generally southerly direction for approximately 2Km to where it terminates at its junction with the B6449 Barnsley Road. In proximity of the junction with Dark Lane the B6099 Keresforth Hall Road is a two way single carriageway road with a footway to its western flank only and a grass verge to the opposite.
- 2.2.7 The site is located within easy reach of the bus services on the A638 Wakefield Road details of the bus services available from the local fare stages are shown in section 2.3 below.

2.3 Transport Sustainability

- 2.3.1 The site is in a sustainable location being within a short walking distance of bus services to the east of the site.
- 2.3.2 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.
- 2.3.3 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.
- 2.3.4 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
- 2.3.5 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed for residents to walk to work in Barnsley Town Centre as well as the nearby villages and settlements of Gawber, Pogmoor and Dodworth, including its train station which supplies regular links between Huddersfield, Barnsley and Sheffield.
- 2.3.6 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". The 5km cycle catchment area from the site would include the additional settlements of Stairfoot, Kendray, Worsbrough, Lundwood, Monk Bretton, Smithies, Athersley, Carlton, Barugh Green, and Silkstone.

2.3.7 The nearest bus stops to the site are located approximately 247m to the south east on Keresforth Hill Road, with the nearest bus stop on Broadway 600m to the east. The table below identifies the bus services that use the above stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
24(a)	Barnsley – Thurgoland – Penistone – Ingbirchworth	2hrs	2hrs
43	Barnsley – Pogmoor – Kingstone - Barnsley	30mins	30mis
44	Barnsley – Pogmoor – Kingstone - Barnsley	30mins	30mins

2.3.8 As can be identified from the above table, there is 3 bus services that operate from the nearest stop. These provide 4/5 buses per hour throughout the day to the local villages and settlements with a regular service to Barnsley. The bus services are considered to be suitable to provide an alternative to the private car in line with current Government guidelines.

2.3.9 Accordingly, the site is considered to be in a sustainable location given the proximity of bus stops which provide a suitable connection to neighbouring settlements and Barnsley Town Centre that has a multitude of amenities, facilities and transport opportunities including the bus interchange and train station which provide frequent and wide reaching links to further cities and towns. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposals are to convert the existing detached garage for Keresforth Lodge (constructed under permission 2008/0086) to a 2 bedroomed detached dwelling.

3.2 Vehicular Access

- 3.2.1 The existing means of access to the garage is to remain unchanged. It should be noted that Keresforth Lodge has a second access onto Keresforth Mews which leads to further car parking and an integral garage.

- 3.2.2 The internal pedestrian link between the two will be removed.

3.3 Parking Provision

- 3.3.1 The proposals will include the provision of 2 car parking spaces for the proposed dwelling in addition to an on site turning facility. Whilst replacement car parking could be provided to Keresforth Lodge, the main house benefits from ample car parking already

3.4 Pedestrian and Cycle Provision

- 3.4.1 Pedestrian access to the property will remain as presently from Keresforth Mews and as Keresforth Lodge has a second access onto Keresforth Mews no changes are required.

- 3.4.2 Secure cycle storage facilities can be provided within the site if required by the LPA.

3.5 Servicing

- 3.5.1 Servicing of the site will be as per the surrounding existing dwellings.

TRAFFIC IMPACT

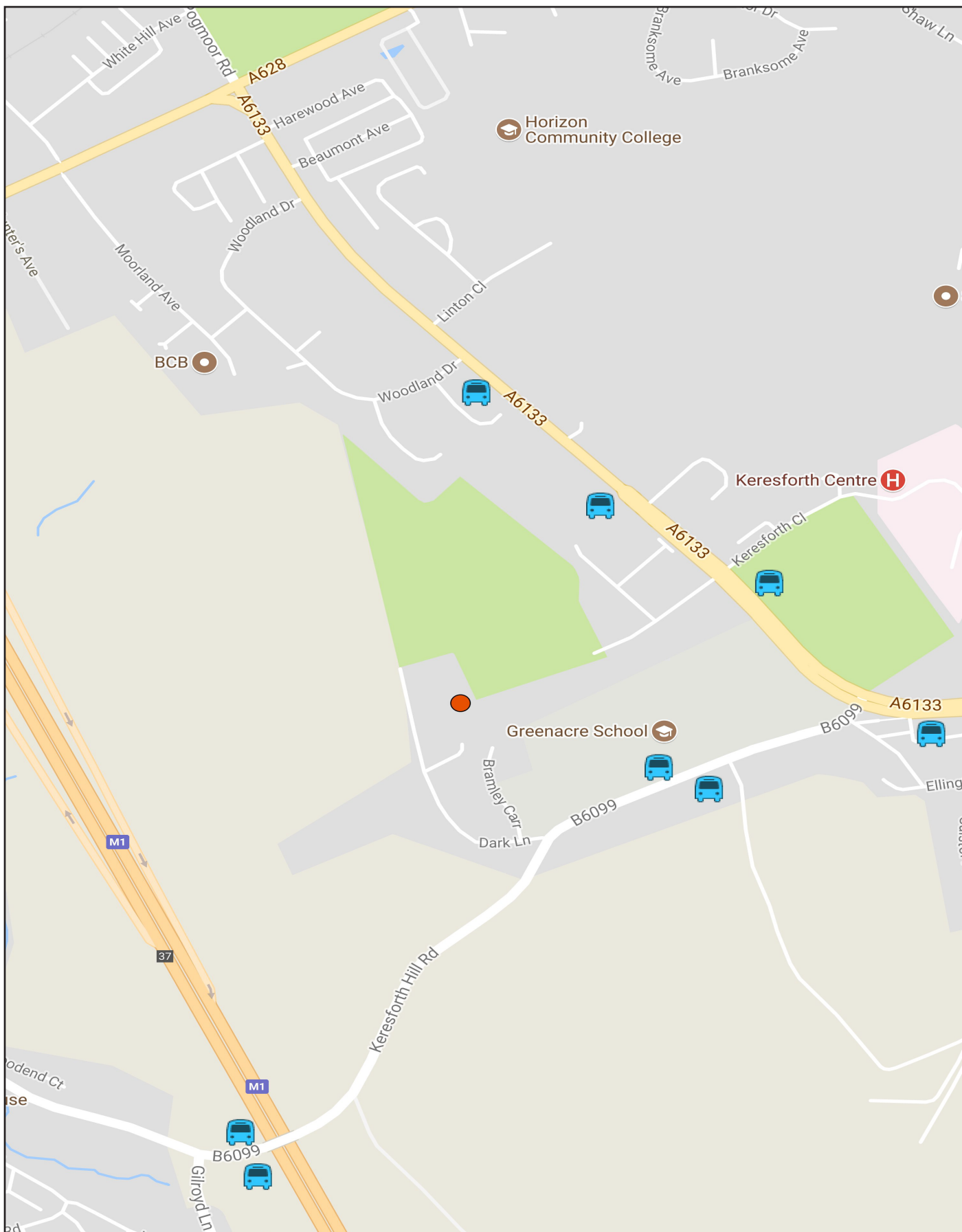
- 4.1.1 The proposals are to convert the existing detached garage for Keresforth Lodge (constructed under permission 2008/0086) to a 2 bedroomed detached dwelling.
- 4.1.2 Given the former use of the site as a 28 bedroomed Nursing Home there is historic traffic generation, which given the years of operation from the 1980s to around 2004 was over a prolonged period of time and was no doubt more extensive than current data would suggest, bearing in mind the present-day emphasis on sustainable and alternative modes of transport.
- 4.1.3 The current use on the application site is a garage which will generate a degree of traffic albeit associated with the host dwelling Keresforth Lodge, that said as, Keresforth Lodge also has the benefit of a second vehicular access leading to an additional parking and garaging area it could be considered that the two operate separately at times.
- 4.1.4 Notwithstanding the above, the proposal will result in one additional 2no. bedroomed dwelling which will only generate 1 additional trip in both the AM and PM network peak periods, which given the current number residential properties which take access off both Dark Lane and Keresforth Mews follows a set precedent and in any case the impact would be minimal.
- 4.1.5 Accordingly, given the historic use of the site as a 28no. bed Nursing Home and bearing in mind the scale of the development, its current use as a garage and separate vehicular access to the host dwelling Keresforth Lodge and worst case net increase of one additional vehicular trip in the AM and PM network peak periods, it is not considered that the proposals would result in excessive vehicle trips that would result in detrimental impact on the operation of the highway network. Therefore, the level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 CONCLUSIONS

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 Accordingly, the site is considered to be in a sustainable location given the proximity of bus stops which provide a suitable connection to neighbouring settlements and Barnsley Town Centre that has a multitude of amenities, facilities and transport opportunities including the bus interchange and train station which provide frequent and wide-reaching links to further cities and towns. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable locations.
- 5.1.3 Given the historic use of the site as a 28no. bed Nursing Home and bearing in mind the scale of the development, its current use as a garage and separate vehicular access to the host dwelling Keresforth Lodge and worst-case net increase of one additional vehicular trip in the AM and PM network peak periods, it is not considered that the proposals would result in excessive vehicle trips that would result in detrimental impact on the operation of the highway network. Therefore, the level of traffic generated by the proposals can be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

Appendix A

Location plan



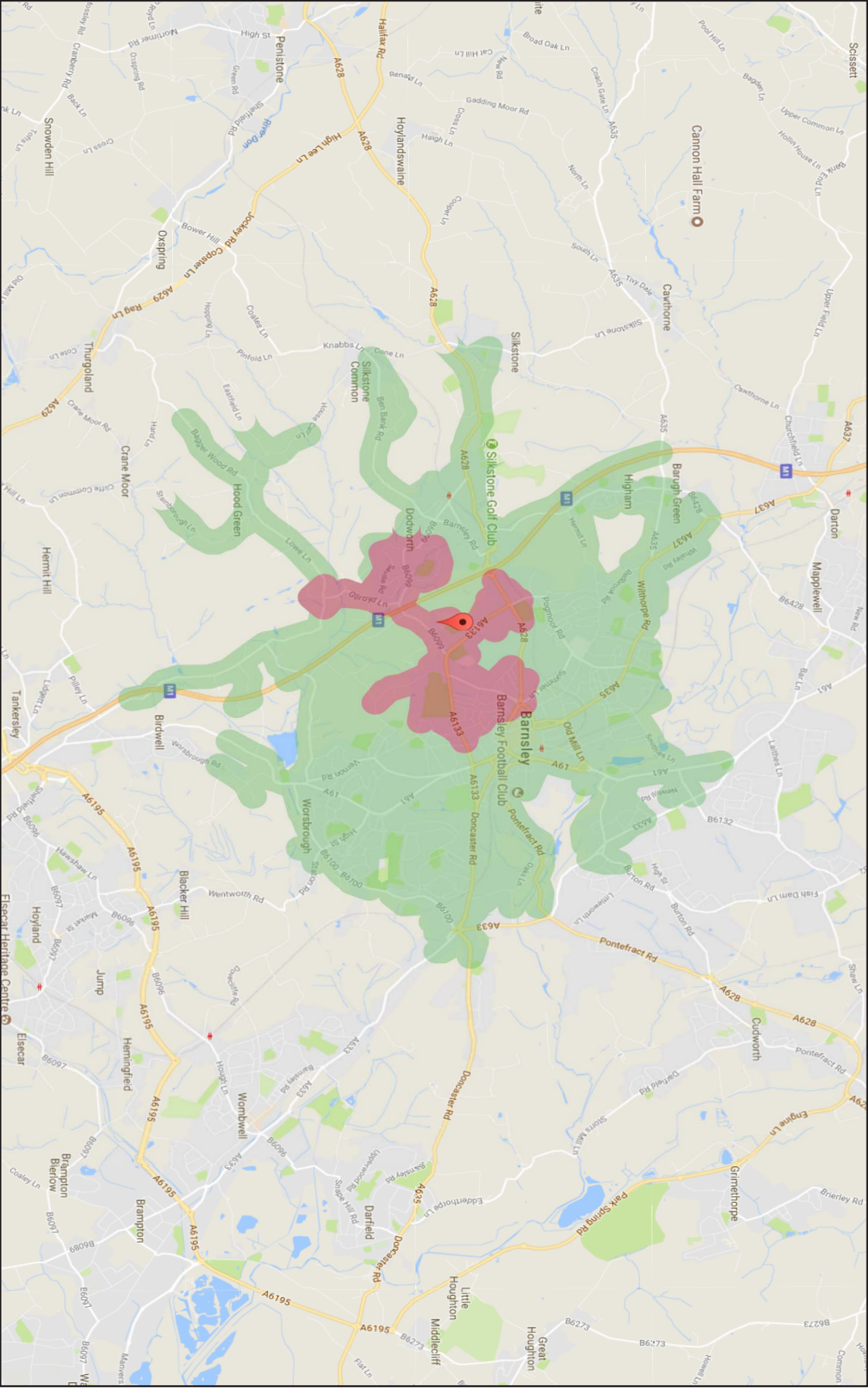
-  SITE LOCATION
-  BUS STOP LOCATION



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Appendix B

Pedestrian and Cycle Catchment



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

SITE LOCATION