Highways Supporting Statement

Proposed Redevelopment of Existing Dwelling to Provide Two Dwellings

Cranford Hall, Doncaster Road, Barnsley

16th 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 potential highway impacts of the proposed development of a single dwelling at Cranford Hall, Doncaster Road, Barnsley.

This Statement sets out the following elements:

- Description of site location;
- Description of existing land use;
- Details of the local highway network;
- Road safety review;
- Sustainable modes access – walking, cycling and public transport;
- Details of the proposed development, including access, parking 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;
- **Appendix A** – Proposed Site Layout; and
- **Appendix B** – Proposed Mirror Location.

Site Location and Existing Use

The site is located to the south of the A635 Doncaster Road, between Barnsley and Darfield. The site is bound to the north, east and west by arable land, and to the south by a farm and a number of residential dwellings. An indicative site location plan is included at **Figure 1**.

The site is currently occupied by seven dwellings, with access taken from a private drive connecting with the A635 to the north. This drive serves a further two dwellings to the south of the site and an existing farm.

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

Details of the Local Highway Network

The site will continue to be accessed as per the existing situation, via a private road which connects with the A635 Doncaster Road to the north at a simple priority junction. There is a passing space provided along the access road which has sufficient width to enable two cars, or a car and a refuse vehicle, to pass.

The A635 Doncaster Road is a single carriageway, two-way classified A-road, which runs in a general east / west alignment to the north of the site.

To the east of the site, the A635 routes through the northern extents of Darfield, before connecting with the A6195 at a four-arm roundabout junction. From here, the A635 continues east through

Goldthorpe and connects with the A1(M) at junction 37, before continuing east to connect with the A638 York Road in the outskirts of Doncaster.

The A6195 routes in a general north / south alignment to the east of Darfield. Southwest of the site it connects with the M1 and A61 at M1 J36. North of the site, the A6195 connects with the A628 which provides a route between Barnsley and Pontefract.

West of the site, the A635 connects with the A633 and Hunningley Lane at a complex signalised junction, before continuing west around the southern extents of Barnsley. The A633 routes around the eastern extents of Barnsley, connecting with the A61 to the north, and to the south connects with the A6195 at Brampton.

The A61 provides a strategic route between Sheffield, Barnsley and Wakefield.

The A1(M) forms part forms part of the strategic road network, providing major north / south vehicular travel from London to Edinburgh. From the site the A1(M) provides access to key destinations such as Castleford, Leeds, and Wetherby to the north and Doncaster, Newark and Grantham to the south.

The M1 motorway is a strategic route which connects London to Leeds, where it joins the A1 near Aberford, to connect to Newcastle. Locally, the M1 provides access to destinations including Wakefield and Leeds to the north and Sheffield, Nottingham, and Leicester to the south.

It is therefore considered that the site is well located to the local, regional and strategic road networks.

Road Safety

A review of the latest five-year period of personal injury collision data has been undertaking for the extent of Doncaster Road 400m either side of the site access. Data has been provided by BMBC and the collision plot is included at **Appendix A**.

The data indicates that one fatal and two serious collisions have been recorded in the vicinity of the site in the latest five-year period.

The fatal collision occurred approximately 280m east of the site access, in fine, dry conditions. The collision involved two vehicles and occurred as a result of one vehicle entering the opposing carriageway for unknown reasons. Possible causation factors were recorded as illness or disability, or driver using mobile phone.

The first serious collision occurred on Doncaster Road adjacent to the site access. The collision involved a car and a cyclist. The cyclist is described as entering the carriageway looking to the left for traffic but has ridden into the path of a vehicle travelling westbound. The causation factor for this incidents was 'failed to look properly', which was attributed to both the cyclist and the car driver.

The final incident was classified as serious and occurred adjacent to the site access. This was a single vehicle collision in which the vehicle was alleged to have been travelling at high speeds (in excess of 100mph) and where the driver was suspected to be impaired by alcohol. The vehicle lost control and rolled several times before coming to a stop.

Whilst there have been three collisions within the vicinity of the site in the latest five-year period, there is no pattern to the nature of these collisions, and none of them appear to relate to the existing site access or the geometry or maintenance of the road. As such, it is not considered that the development proposals will worsen the existing safety record.

Sustainable Modes Access – Walking, Cycling and Public Transport

The site is considered to be located in a semi-rural location and is therefore limited in terms of its access to sustainable means of transport.

Much of the access road serving the site is classified as a bridleway and as such is deemed suitable for travel on foot, by cycle and by horse.

A footway is provided on the northern side of the A635 Doncaster Road, which has recently been resurfaced and widened. This provides a traffic free route into the neighbouring areas of Ardsley and Darfield.

Within an acceptable 2km walking catchment of the site, the eastern extents of Ardsley and the western extents of Darfield can be accessed. Facilities within a 2km walk of the site include bus stops, a garden centre, florist and two convenience stores.

There are a number of Public Rights of Way (PRoW) operating in the vicinity of the site. As identified above, the access road to the site is a bridleway (Footpath Number 7). South of the site this routes east and west, providing connections to other PRoW which in turn provide traffic-free access into Ardsley, Darfield and Wombwell.

North of the site, across Doncaster Road, a public footpath is provided, which connects with a dense network of PRoW to the north, providing access into Barnsley.

Within an acceptable 5km cycling catchment of the site, the southeastern extents of Barnsley can be accessed, as well as Darfield and Wombwell. Additional services and amenities can be accessed in these locations, such as supermarkets, schools and employment.

The footway along the northern side of Doncaster Road is a shared footway / cycleway, and therefore provides a traffic-free route into neighbouring settlements for cyclists.

In addition, National Cycle Route 67 routes to the south of the site along a similar alignment to Wombwell Lane. This Route can be accessed via the existing PRoW network connecting with the site. National Cycle Route 67 connects Loughborough with North Allerton (forming a key part of the Trans Pennine Trail), and locally provides connections to a range of local villages and conurbations.

The closest bus stops are located on Doncaster Road, approximately a 750m or nine-minute walk east of the site. The services calling at these stops, and their frequencies, are summarised in **Table 1** below.

Table 1 Local Bus Services

No.	Route	Frequency		
		Weekday	Saturday	Sunday
218	Barnsley Interchange – Rotherham Interchange	Hourly	Hourly	-
218a	Barnsley Interchange – Rotherham Interchange	Hourly	Hourly	-
219	Barnsley Interchange – Doncaster Interchange	Hourly	Hourly	Hourly
219a	Barnsley Interchange – Doncaster Interchange	4 services	1 service	-
481	Monk Bretton – Kendray	School Service	-	-
482a	Kendray – Barnsley	School Service	-	-
X19	Barnsley Interchange – Doncaster Interchange	Hourly	Hourly	Hourly

The nearest railway stations to the site are in Barnsley and Wombwell. Barnsley can be accessed in a 24-minute cycle, 24-minute bus ride or a 12-minute drive; and Wombwell can be accessed in a 21-

minute cycle or a 12-minute drive. Both stations provide regular services between Rotherham, Sheffield and Leeds, with Barnsley providing additional services to Nottingham and Lincoln.

It is therefore considered that despite its semi-rural location, future residents will have ample opportunity to travel by sustainable means to undertake everyday journeys.

Proposed Development and Access Proposals

The proposals comprise the conversion of part of an existing dwelling to provide an additional one-bed dwelling. The site layout plan is included at **Appendix A**.

No changes to the existing onsite parking arrangements are proposed, with ample space provided within the site for any slight uplift in parking demand.

The existing access will be retained in its current form to serve the proposals. Given the location of the access on the inside of a bend, visibility is good.

The internal access to the site will be improved through the provision of a mirror, where the access road meets the access to the adjacent farm and residential dwellings. This will enhance visibility for users of both accesses. The location of this mirror is shown at **Appendix B**.

The proposals will not result in a notable uplift in vehicle movements using the site access, as will be discussed in the following section of this report. Given this, and modest improvements proposed, it is considered entirely appropriate to retain access to the site as per the existing situation.

Refuse collection, deliveries and servicing will continue to be undertaken as per the existing situation.

Traffic Generation and Likely Highways Impact

The development proposes one new residential dwelling. It can be assumed robustly that the dwelling could generate one new trip in each of the AM and PM network peak periods. It is not considered that this represents a significant uplift in vehicle movements, nor will the proposals lead to any severe cumulative impacts at the site access or on the local highway network.

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 site is located with good access to public transport facilities and local amenities, despite its semi-rural location. The local network of Public Rights of Way provides traffic-free access to local towns and villages.

In conclusion, the proposals would not result in any detrimental highways impact on capacity or road safety and therefore there are no traffic or transportation reasons preventing granting of planning permission.

Appended Documents

Figure 1 – Indicative Site Location Plan

Appendix A – Proposed Site Layout

Appendix B – Proposed Mirror Location

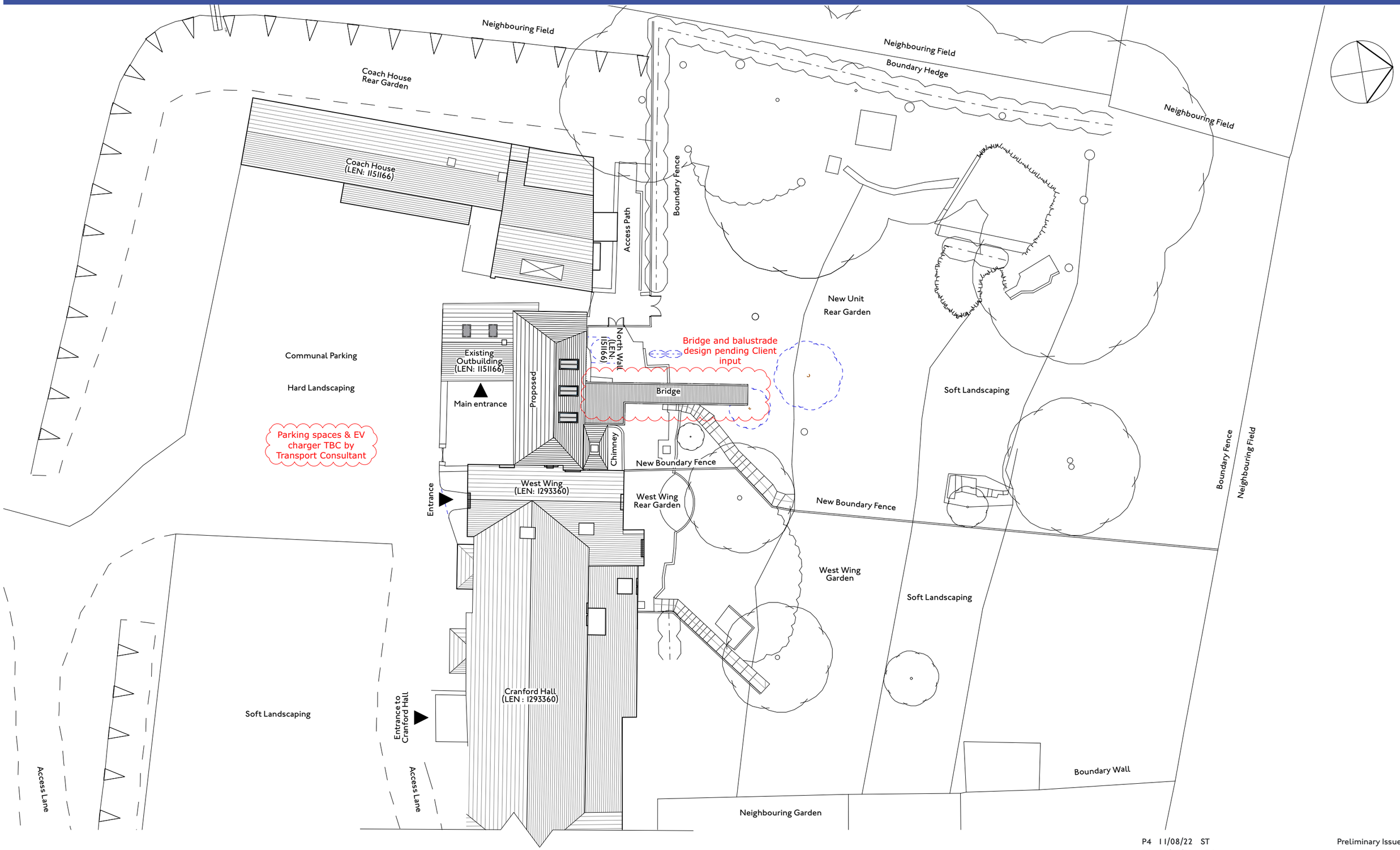
Figure 1

Indicative Site Location Plan


Key:
Site Location
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
Indicative Site location Plan
Cranford Hall, Barnsley
Figure No.:
Figure 1
Drawn By:
IJT

Appendix A

Proposed Site Layout



0 5 10M

Proposed

Existing

Demolition

HEM ARCHITECTS

Parkhead House, Carver Street, Sheffield, S1 4FS

0114 442 0123

hemarchitects.co.uk

hello@hemarchitects.co.uk

P4	11/08/22	ST
P3	08/07/22	LDS

Preliminary Issue for comment

Scale @ A3: 1:250

Purpose: For Information

Status: S2 **Revision:** P4

Drawn: AM **Checked:** AM

Cranford Hall

Proposed Site Plan

Client: Mr & Mrs Whewell

Drawing No: PT152-PTA-00-ZZ-DR-A-00102

This drawing is the copyright of HEM Architects & should not be reproduced in whole or in part without their written permission.

PT152-PTA-00-ZZ-M3-A-00101.vwx

Tree
Bank
Soft Landscaping
Existing Steps
West Wing Rear Garden
Soft Landscaping
New Boundary
Existing Boundary
Existing Boundary Fence
Existing Gate
New Gate
Existing Gate
Existing hard landscaping
Plant enclosure
ASHP
Bridge (Above)
Step
Existing North Wall
Existing Chimney
Utility Room
New Rear door
Dining Room
Kitchen
Up
Independent timber structure
Coach House (LEN: 1151166)
Kitchen
Dining
Double height space above
Hall
Hall
Hall
Cranford Hall (LEN:1293360)
Bedroom
Hall
Frosted window
Entrance Lobby
Living Room
Existing door
Rooflight
Bathroom
Hard Landscaping
Side Access
Rooflight
Reception/ Study
Front Courtyard
New Front door
Existing soft landscaping
Existing soft landscaping
Existing Courtyard Wall
Existing hard landscaping

Proposed
Existing
Demolition

0 5 10M

HEM ARCHITECTS
Parkhead House, Carver Street, Sheffield, S1 4FS
0114 442 0123
hemarchitects.co.uk
hello@hemarchitects.co.uk

Scale @ A3: 1:250
Purpose: For Information
Status: S2 **Revision:** P5
Drawn: AM **Checked:** AM

P5 21/09/22 AS
P4 11/08/22 ST

For Planning
Preliminary Issue

Cranford Hall

Proposed Ground Floor Plan

Client: Mr & Mrs Whewell

Drawing No: PT152-PTA-00-ZZ-DR-A-00103

This drawing is the copyright of HEM Architects & should not be reproduced in whole or in part without their written permission.

PT152-PTA-00-ZZ-M3-A-00101.vwx

Tree

Bank

Bridge and balustrade design pending Client input

Minimal Stone Paving Landing

Existing Steps

West Wing Rear Garden

New Boundary

Existing Boundary

Existing Boundary Fence

Existing Gate

New Gate

Existing Gate

Bridge

Existing Chimney

Coach House (LEN: 1151166)

Rooflight

Rooflight

Rooflight

Living

1.1m Balustrade

Void

First Floor layout as existing (Not surveyed)

Proposed Rooflight

Proposed Rooflight

D 00113

A 00110

C 00112

B 00111

B 00111

D 00113

A 00110

C 00112

0 5 10M

Proposed

Existing

Demolition

HEM ARCHITECTS

Parkhead House, Carver Street, Sheffield, S1 4FS

0114 442 0123

hemarchitects.co.uk

hello@hemarchitects.co.uk

P5	21/09/22	AS
P4	11/08/22	ST

For Planning
Preliminary Issue

Scale @ A3: 1:250

Purpose: For Information

Status: S2 **Revision:** P5

Drawn: AM **Checked:** AM

Cranford Hall

Proposed First Floor Plan

Client: Mr & Mrs Whewell

Drawing No: PT152-PTA-00-ZZ-DR-A-00104

This drawing is the copyright of HEM Architects & should not be reproduced in whole or in part without their written permission.

PT152-PTA-00-ZZ-M3-A-00101.vwx

Appendix B

Proposed Mirror Location

PROPOSED MIRROR



NOTES

P1	Preliminary - Initial Issue	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
CRANFORD HALL, BARNSLEY

Client:
PAUL TESTA ARCHITECTS

Drawing:
VISIBILITY MIRROR

Drawn By:	Date:	
RID	14/11/2022	
Checked: GDM	Scale: 1:250	A3
Drawing No. AMA/21156/SK003		Rev. -