HIGHWAYS TECHNICAL NOTE

Site: Land at Dodworth Green Road, Dodworth

Reference: 2022/0591

Client: Newett Homes

Date: 13th December 2022

INTRODUCTION

This Highways Technical Note has been prepared by Andrew Moseley Associates (AMA) in response to comments provided by Barnsley Council (BC) in relation to the above application.

Each of the comments raised is addressed in turn below and the BC consultation response is attached at **Appendix A**.

HIGHWAY RESPONSE

BC Comment 1 – Site Description

The site is located on B6449 Dodworth Green Road, a classified road which is subject to a 30mph speed limit where it passes the site. The site is located in a mainly residential area and is within 800m of the train station which connects to the main transport interchange in Barnsley, bus services, schools and medical facilities and is within 200m of the High Street which would appear to provide a sustainable location, however, pedestrian links between the site and the services and facilities that may be found in Dodworth are substandard with footways narrowing to 1m on both sides of the road which is not wide enough to allow pedestrians to pass, particularly wheelchair users or those pushing prams who would be required to enter the carriageway when meeting those travelling by foot in the opposite direction. Concerns are raised regarding the sustainable attributes of the proposal with the locations of bus stops close to the site being cited in the Design and Access Statement 2.6: Local Facilities and Services which shows that although bus stops are present the width of the footway would require pedestrians to step out onto the carriageway to pass anyone waiting for a bus which is not acceptable. The Design and Access Statement also gives merit to the sustainability of the site in Point 2.10 which states that Dodworth Railway Station is situated approximately 500m from the proposed site which equates to a 7-minute walk but fails to mention that this walk may require pedestrians to walk in the carriageway to pass which is detrimental to highway safety and is not acceptable. An alternative pedestrian route along Baslow Crescent and Edale Rise may be used, however, footways along the High Street are narrow and are characterised by pavement parking making pedestrian journeys onerous which will not encourage active travel as an alternative to use of the private motor car and the proposals do not therefore promote sustainability and are unacceptable.

Therefore, whilst the site is located close to services, facilities and amenities they are not accessible due to the substandard and dangerous footway layout configuration between the site and local services, public transport and amenities requiring most trips to and from the site to be made by the private motor car. The site therefore fails to comply with the policies of NPPF 9: Promoting Sustainable Transport and Barnsley Local Plan (January 2019) Policy T3 New Development and Sustainable Travel.

AMA Response 1 – Site Description

Footway width varying from 1m to 2m are not unusual for settlements such as Dodworth and is not considered reasonable grounds for objection to a proposed residential development on the grounds of failing to comply with policies NPPF 9: Promoting Sustainable Transport and Barnsley Local Plan (January 2019) Policy T3 New Development and Sustainable Travel.

Residential development of the site previously had planning permission in 2016 so the principle of this land use class was established including the acceptability of the surrounding pedestrian infrastructure.

As noted, there is an alternative route to Dodworth Railway Station via Baslow Crescent, Bamford Close and Champany Fields. This route allows pedestrians to access Station Road from which Dodworth Railway Station is served.

It is unclear as to why the bus stops to the south of the site on Dodworth Green Road were positioned in the current location. As part of the proposed highway works we would reposition the bus stops further north where the footway provision is wider. The proposed positions are shown on the plan attached at **Appendix B**.

BC Comment 2 – Access

The application proposes to provide 50 dwellings with access being gained from B6449 Dodworth Green Road. Drawing AMA/21123/SK003 Proposed Site Access shows visibility plays of 2.4m x 43m which would be acceptable for vehicles travelling at 30mph, however, concerns have been raised regarding the actual speeds of vehicles on B6449 Dodworth Green Road and therefore a speed survey to comply with CA185 Vehicle Speed Measurement should be undertaken to ensure that acceptable visibility can be achieved at the proposed junction.

The access is shown with a 5.5m wide carriageway bounded by 2m footways and 6m radii which is an acceptable form of layout, although a 6m wide carriageway would be preferred, and will be accessible by a large refuse vehicle without the requirement for the vehicle to cross into the path of oncoming traffic as demonstrated in Drawing AMA/21123/ATR004 Large Vehicle Swept Path Analysis which will be acceptable.

The proposed access will form a simple priority junction with B6449 Dodworth Green Road where it will also form a staggered junction with Baslow Crescent which is characterised by extremely wide radii to the bellmouth of the junction allowing vehicles to enter Baslow Crescent at speed due to the layout and configuration of the bellmouth which effectively forms a slip road from B6449 Dodworth Green Road and allows vehicles to gain speed as they leave Baslow Crescent which due to the wide radii effectively forms a merge lane which is to the detriment of highway safety, particularly the safety of pedestrians, the less ambulant and those with protected characteristics who are likely to be intimidated by the wide crossing and potential vehicle speeds. The Design and Access Statement claims that excellent pedestrian links will be provided to Low View, Green Road and beyond the southern boundary but this is unlikely to be achievable when considering pedestrian access across the Baslow Crescent bellmouth.

The previously approved applications 2012/0797 and 2016/0797 both proposed to narrow the bellmouth junction between Baslow Crescent and B6449 Dodworth Green Road providing 6m radii which would address this issue improving pedestrian links, vehicular visibility and the safety of all road users. It is noted that there are no recorded collisions at the junction and that the stagger between the proposed site access and Baslow Crescent when measured centre line to centre line is approximately 35m which complies with South Yorkshire Residential Design Guide, however, the introduction of the proposed junction to the development and stagger with Baslow Crescent may result in the introduction of collisions and therefore in the interests of highway safety the radii of the junction between Baslow Crescent and B6449 Dodworth Green Road should be reduced to 6m as shown in Drawing 6751-001A Proposed Highway Improvements submitted with application 2016/0797 which was secured under Condition 04 of the planning approval dated 26 July 2016 and Condition 09 which states 'Prior to the commencement

of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works: Alteration of the existing kerbed junction radii at the junction of Baslow Crescent and Green Road'. Drawings showing the reduced radii should therefore be provided to comply with these conditions which should also be imposed upon any approval for the current application.

AMA Response 2 – Access

A speed survey was undertaken on Dodworth Green Road to the north and south of the proposed site access positioned on Tuesday 25th October 2022. The results showed that the southbound 85th percentile speed was 32mph. The northbound 85th percentile speed was 30mph. The results are attached at **Appendix C**.

Based on the Manual for Streets 2 (MfS2) formula for calculating the appropriate Stopping Sight Distance (SSD), the required visibility splay to the right of the site access equates to 47m. The required visibility splay to the left of the site access equates to 43m.

The proposed carriageway width of 5.5m is considered appropriate to serve a residential development of this scale.

As part of the proposals, the Baslow Crescent / Dodworth Green Road junction will be amended as shown on Drawing No. AMA/21123/SK003 attached at **Appendix B**.

BC Comment 3 – Highways Capacity

The applicant has provided a Transport Statement which includes a TRICS assessment of the capacity of the proposed junction for the development using edge of town and suburban sites which will be acceptable and concludes that the development is likely to generate an additional 30 vehicle movements per hour during peak times which would be equal to 1 vehicle movement very 2 minutes, however, vehicles do not travel at regular intervals and are more likely to travel in patrols or clusters. It is particularly noted that whilst the peak time is 0800-0900 as shown in Transport Statement Appendix E: TRICS Data, high trip rates also occur between 15-00 and 18.00 which is likely to be the effect of school runs where vehicles are more likely to arrive and leave in patrols which has not been considered in the analysis.

Whilst the Transport Statement concludes that the effects of the development will have a minimal impact on the highway network concerns are raised regarding the crossroad junction of B6449 Dodworth Green Road where it becomes B6449 Barnsley Road with B6009 High Street and B6009 Station Road where existing capacity problems have not been considered in the Transport Statement but are evident due to the queueing that occurs as vehicles wait to cross towards Dodworth railway station to the west and the shops and services located on the High Street to the east. A capacity analysis for this junction should be provided which should include the capacity of the existing junction and the impact of the proposed development.

The access proposals in their current form are therefore unacceptable and fail to comply with

1. *NPPF 104 which states that Transport issues should be considered from the earliest stages of plan-making and development proposals, and that opportunities to promote walking, cycling and public transport use are identified and pursued;*

2. *NPPF 110 which states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users;*

3. *NPPF 112 which states Within this context, applications for development should:*

   a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality

public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

4. *Barnsley Local Plan (January 2019) Policy T3 New Development and Sustainable Travel which states that new development will be expected to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists*

5. *Barnsley Local Plan (January 2019) Policy T4 New Development and Transport Safety which requires that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement Policy T4 New Development and Transport Safety which requires that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement*

6. *South Yorkshire Design Guide: N5 Street pattern and movement structure The design of all new development must be based on an appraisal of the surrounding network of streets and pattern of movement through the area*

AMA Response 3 – Highway Capacity

The requirement for a Transport Statement (TS) is to assess the AM and PM peak periods. This is typically 8am – 9am and 5pm to 6pm. On this basis, the impact upon the local highway network associated with 51 dwellings would be negligible.

Of the trips travelling to / from the site during the peak periods, a small number would travel south with the majority travelling north. This would result in less than 30 two-way trips travelling through the junction with Barnsley Road, High Street and Station Road, therefore, no capacity analysis is considered necessary.

BC Comment 4 – Layout

Access to the site is gained over a 5.5m carriageway bounded by 2m footways which is an acceptable form of layout, although a 6m carriageway would be preferred. Drawing Z087.002 C Planning Layout shows the proposal which incorporates some trees however, the proposal fails to comply with NPPF 131 which requires that new streets are tree lined. Revised drawings will be required which should also include maintenance proposals to secure future retention. Trees and planting must not encroach upon pedestrian or vehicular visibility splays which must also be considered. Plots 37-40 are provided with hedges to the boundary between the dwellings and the adoptable highway which are likely to encroach upon visibility splays and will therefore be required to be low growth species that will not provide an obstruction over 0.6m within the visibility splays or removed.

The access road heads southwards where it becomes a shared surface street to the south-west of the private drive serving Plots 17-19 retaining a 5.5m carriageway but with 0.5m margins and terminates in a cul de sac by Plot 25 where a turning head is provided. Drawing AMA/21123/ATR004 Large Vehicle Swept Path Analysis shows the sept path analysis for an 11.125m refuse vehicle which demonstrates satisfactory access and will be acceptable. The change from conventional street to shared surface street is clearly differentiated by a change in materials providing a block paved surface that defines the difference in road type by texture and colour contrast which will be acceptable.

The application proposes to provide 2 x private drives serving Plots 17-19 and Plots 20-23. The South Yorkshire Residential Design Guide B.1.1.11 Dimensions requires that private drives have a maximum

length of 20m without a turning facility suitable for a fire appliance. The drives should therefore be amended to provide a suitable turning head or reduced in length. The proposed parking for Plot 19 will be unacceptable requiring over long reversing manoeuvres to exit the spaces and should be amended to provide a turning area. The private drives will be accessed over dropped kerb footway crossings which will maintain pedestrian priority and will be acceptable, however, the application proposes to surface the private drives in bitumen macadam suggesting a higher road hierarchy and this should therefore be changed to a block paved surfaced, differing in colour to the shared surface cul de sac, to denote the different and lower type and hierarchy of the drives.

AMA Response 4 – Layout

A 5.5m carriageway to serve a development of 51 dwellings is considered appropriate. A 6m carriageway width at the site access would be more appropriate to serve a development of above 200 dwellings. Any trees will not impact upon pedestrian or vehicular visibility splays. Any landscaping will not provide an obstruction over 0.6m in height.

Some trees are proposed along the back of the footway across the layout, however, a boulevard type layout with treelined verges separating the carriageway from footway is not considered necessary in this location for this scale of development.

The private drives have been amended so that they are below 20m in length. The private drive serving Plot 19 now has a turning area. The revised site layout plan is attached at **Appendix D**.

BC Comment 5 – Parking

A parking analysis has been undertaken which demonstrates that each dwelling has been provided with parking to comply with Barnsley Local Plan Supplementary Planning Document (SPD) Parking which requires that 1-2 bedroom dwellings are provided with 1 parking spaces and 3-4 bedroom dwellings are provided with 2 spaces. It is noted that some plots have garages which do not comply with South Yorkshire Residential Design Guide B1.1.23 which requires that garages have internal dimensions of 3m x 6.5m to be included as a parking space, however, all dwellings with sub-standard garages have a satisfactory level of off-street parking which will be acceptable.

The Parking SPD requires that 1 visitor space per 4 dwellings is provided. Drawing Z087.002 C Planning Layout shows 7 visitor spaces which will not be acceptable. 12 visitor spaces will be required and should be shown on revised drawings.

AMA Response 5 – Parking

The layout has been amended to include 10 visitor spaces as shown on the revised site layout plan attached at **Appendix D**. The proposed provision of 10 visitor spaces is considered sufficient for the development given that there is a sections of the carriageway that is 5.5m wide which can comfortably accommodate on street parking.

BC Comment 6 – Cycle Parking

Barnsley Local Plan Supplementary Planning Document (SPD) Parking requires that 1 cycle parking space per dwelling is provided which may be provided in the substandard size garages at Plots 3-4, 7-8, 21-23, 44-47 and 49-50. The remaining Plots will need to be provided with 1 x secure, undercover cycle parking space which should be shown on a revised drawing and should be provided with suitable access which does not require manipulation of cycles around 90^{o} bends.

AMA Response 6 – Cycle Parking

The provision of 1 x secure, undercover cycle parking space for each dwelling that doesn't have a garage can be dealt with by planning condition.

CONCLUSION

The additional information / clarification provided in this HTN address the BC comments appropriately. On this basis, there are considered to be no reasonable highway reasons for refusal of this planning application.

Appended Documents

Appendix A – BC Comments

Appendix B – Speed Survey Results

Appendix C – AMA/21123/SK004

Appendix D – Revised Site Layout Plan

Alex McGarrell

From: Griffiths , Ana <AnaGriffiths@barnsley.gov.uk>
Sent: 12 July 2022 11:54
To: Ward , Elaine (SENIOR PLANNING OFFICER)
Cc: HighwaysPlngApps; Griffiths , Ana
Subject: FW: 2022/0591 Dodworth Green Road
Attachments: Screenshot from Page 12 D&A Statement.png; 16_0268 6751-001A Proposed highway improvements.pdf

Dear Elaine

SUBJECT: Application 2022/0591 Dodworth Green Road
DESCRIPTION: Residential development of 50no dwellings and associated works including means of access, parking, landscaping, drainage infrastructure, reconfiguration of the existing dwelling known as Hillside and demolition of domestic outbuildings
LOCATION: Land off Dodworth Green Road, Dodworth, Barnsley, S75 3RR

I refer to the above planning application ref 2022/0591 which was received on 28 June 2022 and to previous applications 2012/0797 and 2016/0797 for similar developments for this site which were both approved with conditions although would not necessarily comply with current standards including the National Planning Policy Framework (2021), Barnsley Local Plan (2019) and Supplementary Planning Documents.

Site Description
The site is located on B6449 Dodworth Green Road, a classified road which is subject to a 30mph speed limit where it passes the site. The site is located in a mainly residential area and is within 800m of the train station which connects to the main transport interchange in Barnsley, bus services, schools and medical facilities and is within 200m of the High Street which would appear to provide a sustainable location, however, pedestrian links between the site and the services and facilities that may be found in Dodworth are substandard with footways narrowing to 1m on both sides of the road which is not wide enough to allow pedestrians to pass, particularly wheelchair users or those pushing prams who would be required to enter the carriageway when meeting those travelling by foot in the opposite direction. Concerns are raised regarding the sustainable attributes of the proposal with the locations of bus stops close to the site being cited in the Design and Access Statement 2.6: Local Facilities and Services which shows that although bus stops are present the width of the footway would require pedestrians to step out onto the carriageway to pass anyone waiting for a bus which is not acceptable. The Design and Access Statement also gives merit to the sustainability of the site in Point 2.10 which states that Dodworth Railway Station is situated approximately 500m from the proposed site which equates to a 7 minute walk but fails to mention that this walk may require pedestrians to walk in the carriageway to pass which is detrimental to highway safety and is not acceptable. An alternative pedestrian route along Baslow Crescent and Edale Rise may be used, however, footways along the High Street are narrow and are characterised by pavement parking making pedestrian journeys onerous which will not encourage active travel as an alternative to use of the private motor car and the proposals do not therefore promote sustainability and are unacceptable.

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comply with the policies of NPPF 9: Promoting Sustainable Transport and Barnsley Local Plan (January 2019) Policy T3 New Development and Sustainable Travel.

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not been considered in the Transport Statement but are evident due to the queueing that occurs as vehicles wait to cross towards Dodworth railway station to the west and the shops and services located on the High Street to the east. A capacity analysis for this junction should be provided which should include the capacity of the existing junction and the impact of the proposed development.

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a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
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iv. Barnsley Local Plan (January 2019) Policy T3 New Development and Sustainable Travel which states that new development will be expected to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
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Layout

Access to the site is gained over a 5.5m carriageway bounded by 2m footways which is an acceptable form of layout, although a 6m carriageway would be preferred. Drawing Z087.002 C Planning Layout shows the proposal which incorporates some trees however, the proposal fails to comply with NPPF 131 which requires that new streets are tree lined. Revised drawings will be required which should also include maintenance proposals to secure future retention. Trees and planting must not encroach upon pedestrian or vehicular visibility splays which must also be considered. Plots 37-40 are provided with hedges to the boundary between the dwellings and the adoptable highway which are likely to encroach upon visibility splays and will therefore be required to be low growth species that will not provide an obstruction over 0.6m within the visibility splays or removed..

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The Parking SPD requires that 1 visitor space per 4 dwellings is provided. Drawing Z087.002 C Planning Layout shows 7 visitor spaces which will not be acceptable. 12 visitor spaces will be required and should be shown on revised drawings.

Cycle Parking
Barnsley Local Plan Supplementary Planning Document (SPD) Parking requires that 1 cycle parking space per dwelling is provided which may be provided in the substandard size garages at Plots 3-4, 7-8, 21-23, 44-47 and 49-50. The remaining Plots will need to be provided with 1 x secure, undercover cycle parking space which should be shown on a revised drawing and should be provided with suitable access which does not require manipulation of cycles around 90^{o} bends.

Recommendation
I would therefore raise an objection to this application on highway safety and sustainability grounds and recommend refusal.

Yours sincerely

Ana Griffiths
Highways Development Control
Regeneration and Culture - Place Directorate
Barnsley Council

Email: ana.griffiths@barnsley.gov.uk
Mail: PO Box 634, BARNSLEY. S70 9GG

MHC-542-22

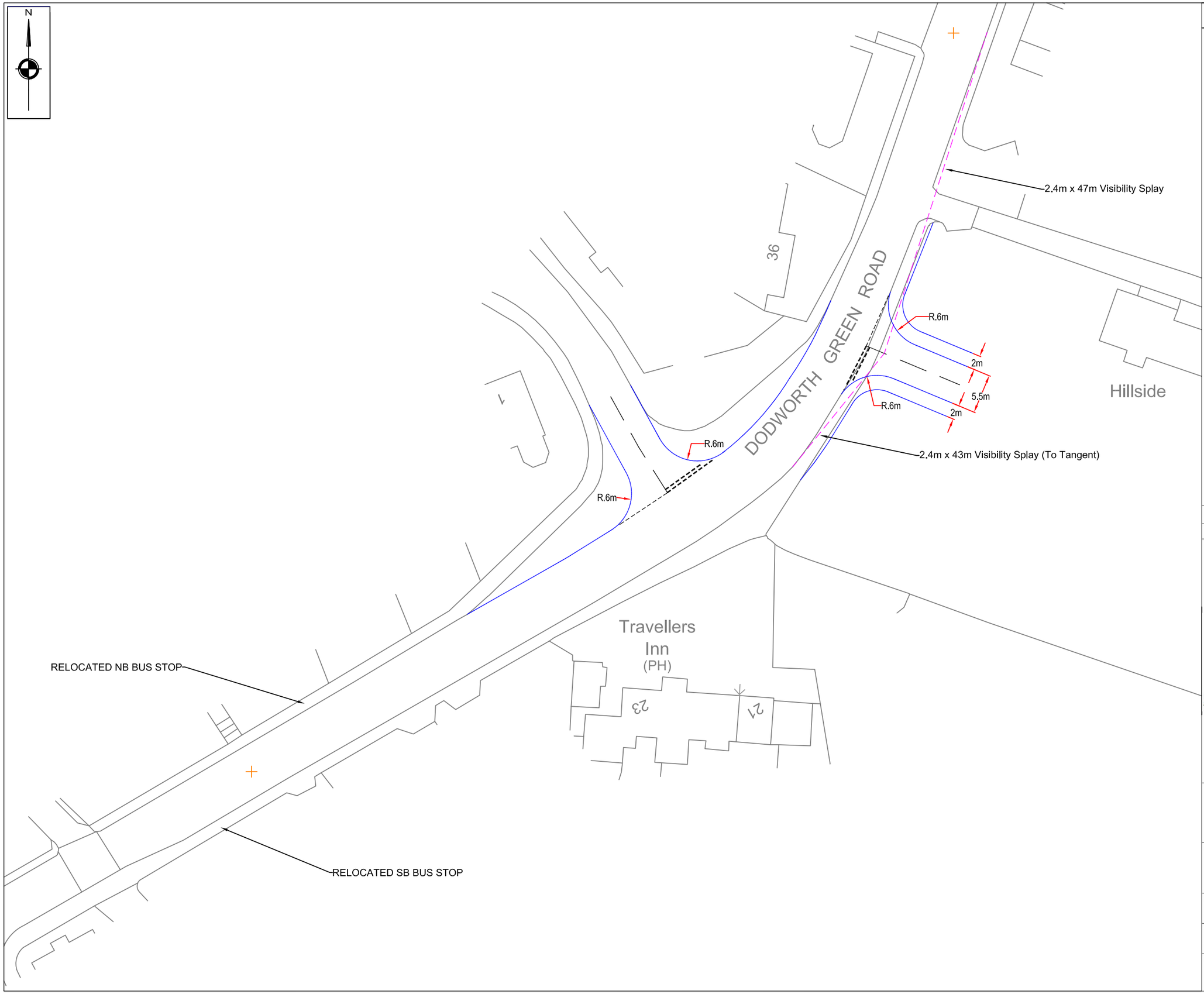
Site 1 Northbound											
Sample	**Speed**	**Veh Cat**	**Sample**	**Speed**	**Veh Cat**	**Sample**	**Speed**	**Veh Cat**	**Sample**	**Speed**	**Veh Cat**
1)	24	C	**26)**	27	C	**51)**	29	C	**76)**	23	C
2)	25	LGV	**27)**	24	LGV	**52)**	23	C	**77)**	23	LGV
3)	28	LGV	**28)**	29	C	**53)**	28	C	**78)**	28	LGV
4)	24	C	**29)**	27	C	**54)**	27	C	**79)**	30	C
5)	26	C	**30)**	27	C	**55)**	30	C	**80)**	28	LGV
6)	23	C	**31)**	25	C	**56)**	29	C	**81)**	25	OGV1
7)	24	C	**32)**	26	LGV	**57)**	26	C	**82)**	21	C
8)	28	C	**33)**	25	C	**58)**	36	MC	**83)**	25	C
9)	26	C	**34)**	24	OGV1	**59)**	25	C	**84)**	23	C
10)	27	C	**35)**	29	C	**60)**	28	C	**85)**	24	C
11)	28	LGV	**36)**	29	LGV	**61)**	33	LGV	**86)**	26	C
12)	26	C	**37)**	31	C	**62)**	22	C	**87)**	27	C
13)	26	C	**38)**	29	C	**63)**	30	C	**88)**	21	C
14)	19	C	**39)**	31	C	**64)**	31	C	**89)**	27	C
15)	24	C	**40)**	31	C	**65)**	22	C	**90)**	23	C
16)	28	C	**41)**	33	C	**66)**	25	C	**91)**	24	C
17)	25	C	**42)**	32	C	**67)**	25	C	**92)**	29	C
18)	20	C	**43)**	28	C	**68)**	22	C	**93)**	30	C
19)	23	C	**44)**	27	C	**69)**	28	C	**94)**	31	C
20)	24	C	**45)**	26	C	**70)**	20	C	**95)**	29	LGV
21)	34	C	**46)**	25	LGV	**71)**	27	C	**96)**	27	OGV1
22)	26	LGV	**47)**	29	C	**72)**	30	C	**97)**	27	C
23)	27	C	**48)**	31	C	**73)**	29	C	**98)**	26	LGV
24)	26	C	**49)**	26	C	**74)**	26	C	**99)**	25	C
25)	26	C	**50)**	30	C	**75)**	21	LGV	**100)**	29	C

Speed limit (mph)	**30**	**Incidents: None**	85th Percentile **30.0**
Weather	**Sunny,Dry**		Average speed **26.6**
Date	**25/10/2022**		Vehicles above limit **11**
Time period	**10:00- 12:00**		Vehicles 15mph above limit **0**

MHC-542-22

Site 1 Southbound											
Sample	**Speed**	**Veh Cat**	**Sample**	**Speed**	**Veh Cat**	**Sample**	**Speed**	**Veh Cat**	**Sample**	**Speed**	**Veh Cat**
1)	23	LGV	**26)**	25	C	**51)**	29	C	**76)**	27	C
2)	22	LGV	**27)**	31	C	**52)**	32	C	**77)**	26	C
3)	33	C	**28)**	31	OGV1	**53)**	35	C	**78)**	26	LGV
4)	28	LGV	**29)**	29	C	**54)**	33	C	**79)**	26	C
5)	26	C	**30)**	30	LGV	**55)**	31	C	**80)**	32	LGV
6)	23	LGV	**31)**	29	C	**56)**	26	LGV	**81)**	28	C
7)	28	C	**32)**	30	C	**57)**	23	C	**82)**	27	C
8)	26	C	**33)**	32	C	**58)**	27	C	**83)**	26	C
9)	20	C	**34)**	34	C	**59)**	24	C	**84)**	22	C
10)	25	C	**35)**	28	C	**60)**	27	C	**85)**	29	C
11)	23	C	**36)**	30	C	**61)**	32	C	**86)**	25	C
12)	27	BUS	**37)**	32	C	**62)**	28	C	**87)**	31	C
13)	30	C	**38)**	27	LGV	**63)**	28	C	**88)**	32	C
14)	31	C	**39)**	30	LGV	**64)**	32	LGV	**89)**	22	C
15)	24	C	**40)**	30	C	**65)**	28	LGV	**90)**	33	C
16)	26	LGV	**41)**	26	LGV	**66)**	35	C	**91)**	28	C
17)	23	OGV2	**42)**	32	C	**67)**	26	LGV	**92)**	26	LGV
18)	25	LGV	**43)**	21	LGV	**68)**	26	C	**93)**	27	LGV
19)	26	LGV	**44)**	33	C	**69)**	31	C	**94)**	24	C
20)	29	C	**45)**	29	LGV	**70)**	27	C	**95)**	25	C
21)	27	C	**46)**	34	C	**71)**	33	C	**96)**	32	C
22)	25	C	**47)**	26	C	**72)**	35	C	**97)**	27	LGV
23)	25	C	**48)**	31	LGV	**73)**	29	LGV	**98)**	30	C
24)	21	LGV	**49)**	27	LGV	**74)**	27	C	**99)**	26	C
25)	24	C	**50)**	29	LGV	**75)**	29	LGV	**100)**	26	C

Speed limit (mph)	**30**	**Incidents: None**	85th Percentile **32.0**
Weather	**Sunny,Dry**		Average speed **27.9**
Date	**25/10/2022**		Vehicles above limit **26**
Time period	**10:00- 12:00**		Vehicles 15mph above limit **0**



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
DODWORTH GREEN ROAD
DODWORTH

Client:
NEWETT HOMES

Drawing:
PROPOSED HIGHWAY WORKS

Drawn By:	Date:
GDM	07/12/22
Checked:	Scale:
ATM	1:500 @ A3

Drawing No. AMA/21123/SK004 Rev. -

ACCOMMODATION SCHEDULE

Market Units

Housetype		Beds		Storey Height	Number	2 Bed %
N201	Elm	2	Semi	2	8	
Total					8	16%

Housetype		Beds		Storey Height	Number	3 Bed %
N302	Blackthorn	3	Detached	2	1	
N303A	Laurel	3	Semi	2	5	
N303B	Fir	3	Semi	2	4	
N305	May	3	Detached	2	3	
SL03 ALT	Beeches ALT	3	Semi	3	6	
N306	Sessile	3	Detached	3	2	
N308	Holly	3	Detached	2	6	
N313	Aspen	3	Semi	2.5	9	
Total					36	71%

Housetype		Beds		Storey Height	Number	4 Bed %
N400	Hawthorn	4	Detached	2.5	4	
N402	Mulberry	4	Detached Integral	2	1	
N404	Birch	4	Detached Integral	2	1	
N405	Cedar	4	Detached Integral	2	1	
Total					7	14%

GRAND TOTAL:					Number	SQFT
					51	

Key

- Site Location
- Proposed dwelling
- Category A Tree
- Category B Tree
- Category C Tree
- Root Protection Area
- Mine Adit
- Existing Building to be retained
- Listed Building

Church

Stonehurst

PADLEY CLOSE

DODWORTH GREEN ROAD

Travellers Inn (PH)

The Hawthorns

Lambert Fold

TRY ORCHARDS

Chatsworth

Low quality trees removed to allow culvert crossing

Access to adjacent property's garden

Sufficient set back distances have been provided at plots 30-31 to the adjacent dwelling to respect its amenity

High quality trees retained

Approximate location of existing pump station with 15m stand off

Dwelling orientated to front watercourse

Split level housing to reduce height of retaining walls. 2 storey to street level

ATTENTUATION TANK (CIRCA 700M3 STORAGE)

STRAFFORD WALK

Track

Gardens

N

Drawing Title	Planning Layout		
Site	Land off Green Road, Dodworth		
Thorpe Arch Grange Walton Road Thorp Arch LS23 7BA 01937 543599 www.newetthomes.co.uk			
Scale @ A2	1:500	Date	12/05/22
Drawn	MC	Checked	WN
Drawing No.	Z087.002	Rev.	D