

## Highways Supporting Statement

### Proposed Development of Six Residential Dwellings

Former Wombwell School, Barnsley

08<sup>th</sup> July 2024

### Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to accompany a planning submission to review the highway impacts associated with a proposed six-dwelling development on land to the North of Lundhill Road, Wombwell, Barnsley.

The proposed site layout plan is attached in Appendix A.

This Statement sets out the following elements:

- ▶ Description of Site Location
- ▶ Details of the Local Highway Network
- ▶ Collision Data
- ▶ Sustainable Modes Access – Walking, Cycling and Public Transport
- ▶ Description of Existing Land Use
- ▶ Proposed Development and Site Access
- ▶ Parking
- ▶ Refuse Collection and Servicing
- ▶ Traffic Generation and Likely Highways Impact
- ▶ Conclusion

This Statement is also supported by the following Figures and Appendices:

- ▶ Figure 1 – Indicative Site Location Plan
- ▶ Appendix A – Proposed Site Layout

### Description of Site Location

The site is situated on land to the north of Lundhill Road, at the southeastern extent of the town of Wombwell, Barnsley. A site location plan is provided in Figure 1.

Currently, the site consists of undeveloped land and is bound on all sides by a consented residential development currently under construction which received planning permission in 2019 under planning reference 2019/0089.

The Local Planning Authority (LPA) is Barnsley Metropolitan Borough Council.

### Details of the Local Highway Network

The site would be accessed at the southeast of the development from the internal road network currently being constructed as part of the consented residential development. From the local highway network, the site will take access from Lundhill Road via a priority T junction where the surrounding site takes access. Lundhill Road is a single carriageway which runs in a general northeast/southwest alignment and is subject to a 30mph speed limit. To the south of the site Lundhill Road follows through and connects to the village of Hemingfield approximately 1km south of the site.

To the north Lundhill Road connects with Park Street/Wath Road via a staggered crossroad. To the east from Wath Road a four-arm priority roundabout of Wath Road, A633 and B6089 connects to Wath

Road Roundabout providing access to the A6195. Travelling west on Park Street leads to the centre of Wombwell and at the north of Wombwell connects to the four-arm priority roundabout of Barnsley Road, A633 and Bradberry Balk Lane. This provides access into Barnsley via the A633 and A635 approximately 9km north west of the site.

Travelling south on Wath Road roundabout on the A6195 also leads to the A61 travelling southbound and the M1 for travel both northbound and southbound approximately 9km south of the site.

Considering these routes, it is therefore considered that the site is well located in terms of access to the wider road network.

#### Collision Data

A review of Crash Map for the most recent five-year period identifies that there has been one slight incident recorded within the vicinity of the proposed site which includes approximately 250m either side of the site access on Lundhill Road. The search area is identified in Figure 2.

The slight incident occurred on 7<sup>th</sup> April 2020 and involved a single vehicle which resulted in a slight injury to a child.

Given there has been a single collision within the vicinity of the site within the five-year period, it is considered that the development would have no adverse impact on highway safety.

#### Sustainable Modes Access – Walking, Cycling and Public Transport

Given the sites location to the southeast of the residential area of Wombwell, the site has good quality access to sustainable modes of transport. The internal road network surrounding the site has 2m footways on both sides of the carriageway which tie into the existing pedestrian infrastructure which is provided along Lundhill Road.

Within the vicinity of the site and the town, there is good infrastructure provision for pedestrians. Travelling north from the site on Lundhill Road footways are available on both sides of the carriageway which are approximately 2m wide.

There are a number of public rights of way within Wombwell which provide traffic-free walking routes.

Within an acceptable 5km cycling catchment of the site, the entireties of Wombwell, the town of Wath upon Dearne, Darfield village, and part of the town of Hoyland can be accessed. The cycle catchment captures an extensive array of facilities and amenities including supermarkets, Wombwell railway station, educational facilities, restaurants and cafes, general practices, pharmacies, post offices, as well as local businesses, which are all within reach from the site.

The surrounding road network is considered conducive for cycling, offering residents an opportunity to travel sustainably from the site. The National Cycle Route (NCR) 62 runs to the north of the site which runs in a southeast/northwest alignment and leads to the northwest of the site towards Silkstone Common and Penistone. To the north of the site the NCR 62 connects with the NCR 67 providing access into the centre of Barnsley. The NCR 67 runs to the east of the site and south towards Elsecar.

Given the site's semi-rural setting, the proposed development benefits from access to sustainable transport options. Nearby PRoW and cycling routes offer traffic-free walking and cycling opportunities, linking residents to amenities in Wombwell and neighbouring towns and villages. The quiet, less congested road network further encourages sustainable travel from the site.

Bus stops are available approximately 400m walking distance to the north of the site on Park Street, both of these stops have timetable information and a shelter, and the northern bus stop also has seating. The bus services available from these stops is shown in Table 1 below.

Table 1 – Local Bus Services

No.	Route	Weekday	Saturday	Sunday
X20	Barnsley Interchange – West Melton – Doncaster Frenchgate Interchange	60 mins	60 mins	-
22X	Rotherham Interchange – Wombwell – Barnsley Interchange	15/20 mins	20 mins	60 mins
226	Barnsley Interchange – Bolton-upon-dearne – Thurnscoe	30 mins	30 mins	60 mins

Wombwell train station is also available approximately 1.9km waking distance west of the site. This station is managed by Northern Rail and provides regular services through to places such as Barnsley, Huddersfield, Sheffield and Leeds.

The site is therefore considered to be accessible by non-car modes, in line with local and national transport planning policy.

#### Description of Existing Land Use

The site currently consists of undeveloped land which is surrounded by a consented residential development.

#### Proposed Development and Access Proposals

The proposed development is for six residential dwellings and associated parking. The proposed site layout plan is included in Appendix A and the development mix comprises of the following:

- ▶ 1 X 1-bed dwelling
- ▶ 1 X 2-bed dwelling
- ▶ 2 X 3-bed dwellings
- ▶ 2 X 4-bed dwellings

Access to the dwellings will be provided at the southeast of the development from the internal road network currently being constructed as part of the consented residential development (planning reference 2019/0089). The internal carriageway is 5.5m wide and will be equipped with 2m footways on both sides of the carriageway. From the local highway network, the site will take access from Lundhill Road via a priority T junction where the surrounding site takes access. The access is 5.5m wide with a 3m wide footway on the western side of the carriageway and a 2m footway on the eastern side.

#### Parking

Parking for the dwellings will be provided in line with the required parking standards within Barnsley Councils supplementary planning documents. These are as follows:

- ▶ 1–2 bedroom dwellings – 1 parking space
- ▶ 3+ bedroom dwellings – 2 parking spaces

The dwellings would also be equipped with secure cycle storage facilities within the curtilage of each property. The site would also provide each dwelling with facilities for electric vehicle charging.

### Refuse Collection and Servicing

The refuse collection will follow the same principles as the surrounding consented residential dwellings, with collections undertaken within the internal road network.

### Traffic Generation and Likely Highways Impact

The development proposes six new residential dwellings.

For the purpose of the trip generation assessment, a robust trip rate of 0.8 has been assumed. Based on six residential dwellings, the site is predicted to generate five new two-way trips to the local road network in the AM and PM peak hours respectively which equates to an additional movement approximately every 12-minutes in the peak hours.

It is not considered that this level of vehicle movement would result in any significant or severe impacts on the local highway network and would be imperceptible.

It is also important to note that with the consented residential development surrounding the site (planning reference 2019/0089) junction capacity modelling was undertaken and showed additional available capacity within the road network meaning the proposed six dwellings are not considered to lead to an adverse impact on the local highway network.

### Conclusion

It is considered that the information contained in this Statement provides sufficient detail to demonstrate that the impact of the proposals will not be detrimental to the local highway network.

The proposed development is not expected to generate a significant level of vehicle movements and will therefore not result in a severe impact in highway capacity terms. There should therefore be no transport-based objections to the proposals.

## Appended Documents

Figure 1 – Indicative Site Location Plan

Figure 2 – Accident Analysis

Appendix A – Proposed Site Layout

Figure 1

Indicative Site Location Plan

Figure 2

Accident Analysis



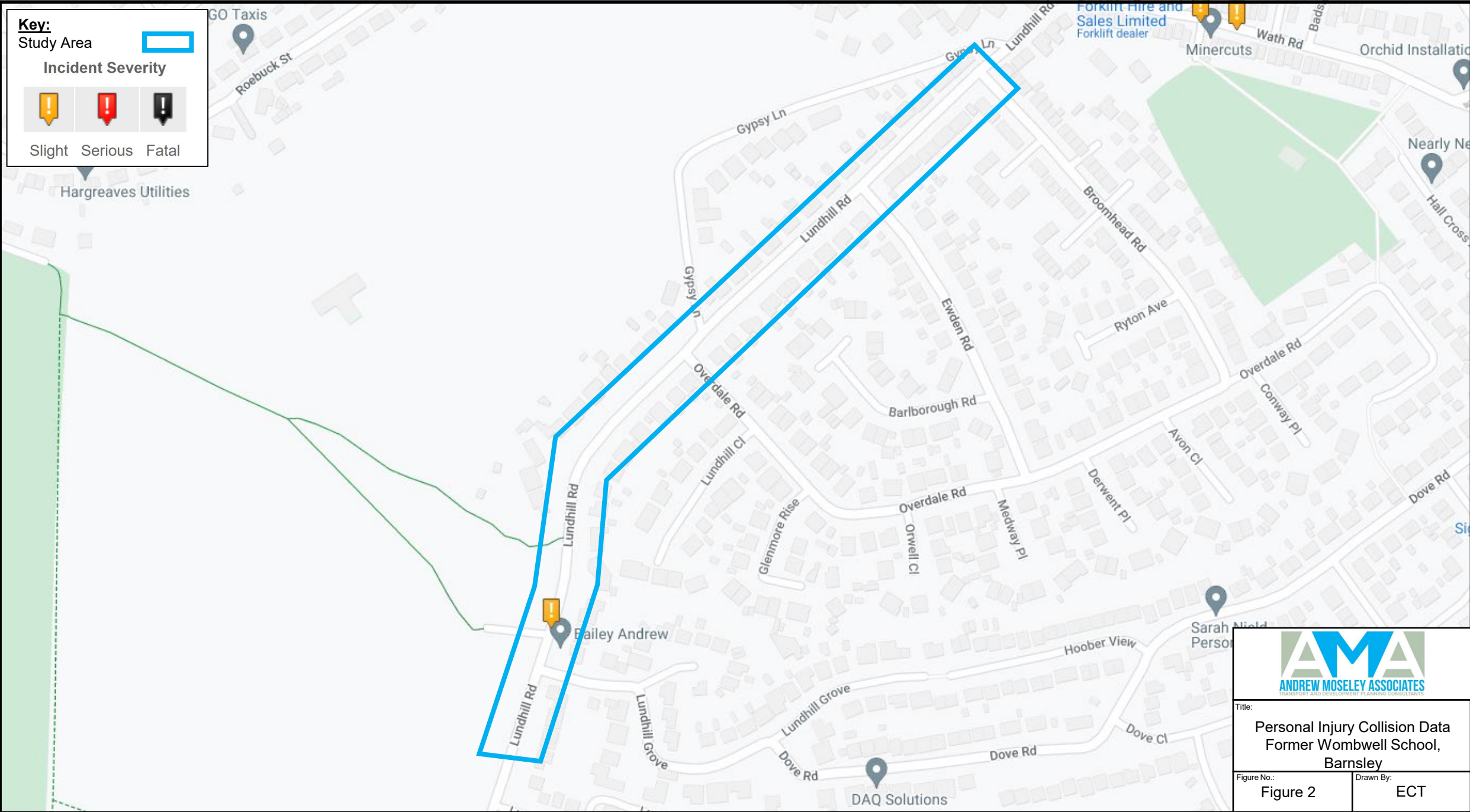


**Key:**  
Site Location




Title: <b>Site Location Plan Former Wombwell School, Barnsley</b>	
Figure No.: <b>Figure 1</b>	Drawn By: <b>ECT</b>









**Key:**

Study Area 

**Incident Severity**

Slight Serious Fatal



**ANDREW MOSELEY ASSOCIATES**  
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

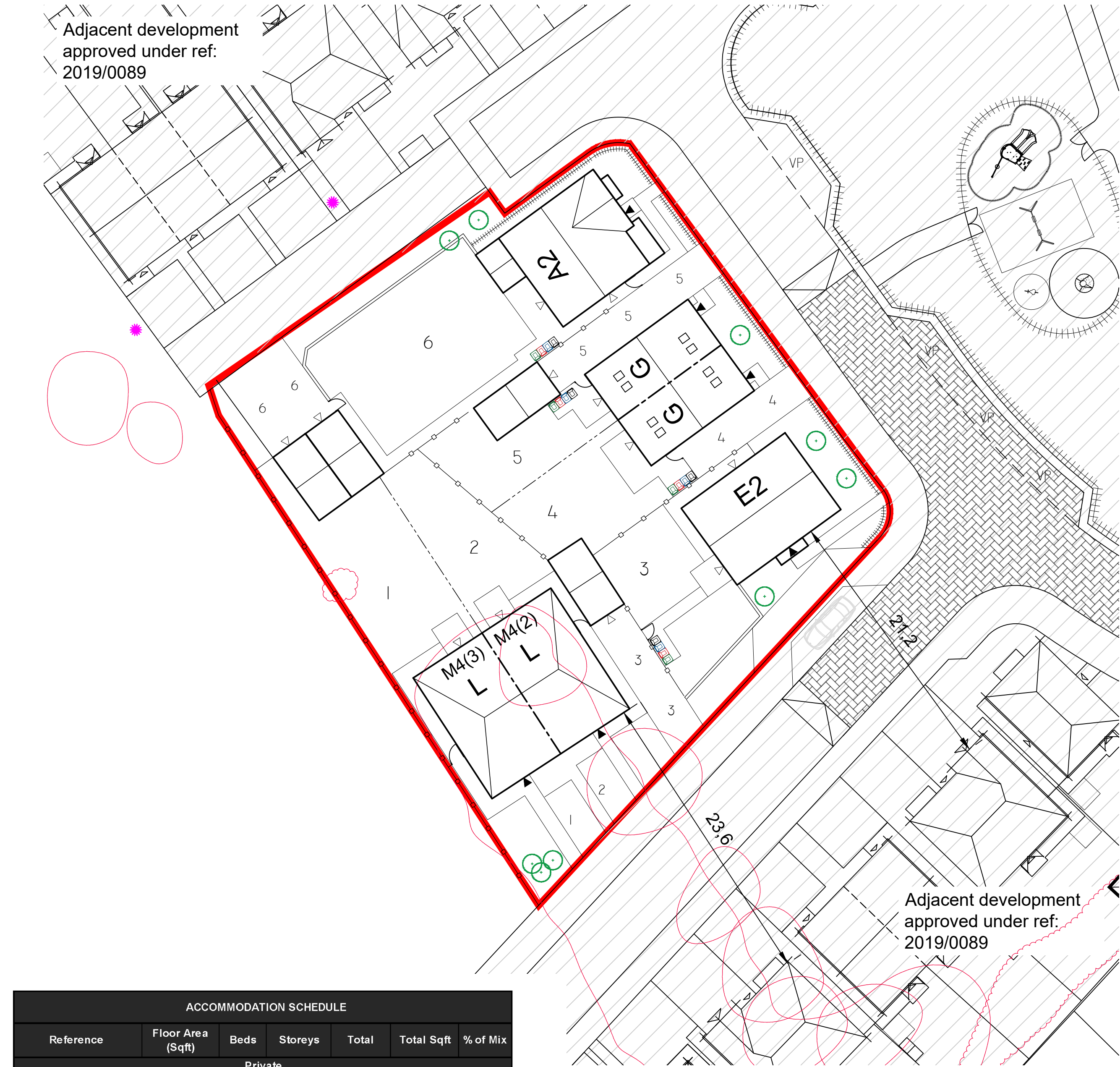
Title: <b>Personal Injury Collision Data Former Wombwell School, Barnsley</b>	
Figure No.: <b>Figure 2</b>	Drawn By: <b>ECT</b>



## Appendix A

### Proposed Site Layout

# Former Wombwell High School, Wombwell



ACCOMMODATION SCHEDULE						
Reference	Floor Area (Sqft)	Beds	Storeys	Total	Total Sqft	% of Mix
Private						
Type L - M4(2)	700	1	1	1	700	16.7
Type L - M4(3)	700	2	1	1	700	16.7
Type G	1100	3	2.5	2	2200	33.3
Type E2	1408	4	2	1	1408	16.7
Type A2 - M4(2)	1552	4	2	1	1552	16.7
Grand Total				6	6560	100.0

## PLANNING LAYOUT KEY:

### Boundary treatments

- 1.8m Brick wall & fence panel
- 1.8m Close boarded timber fence
- 1.5m Hit & Miss fence
- 0.9m Metal railings
- 0.45m Knee rail

### General

- Application boundary
- Bin storage area
- Bin collection point (bin collection day only)
- Retained tree
- Removed tree under previous application
- Indicative landscaping. (Detailed design by others)

Notes:

xx

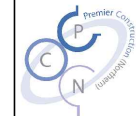
F	Build line of plots 4-6 brought forward to match plot 3	TS	21.03.24
E	Scheme updated to show M4(2) & (3) bungalows. A2 house type introduced.	TS	07.03.24
D	Garage introduced for plot 6. Updated offsite layout indicated. Plot 1 amended to Type C	TS	06.07.23
C	Plot 6 updated to house type C.	VR	28.06.23
B	Layout updated generally inline with pre-app comments. site reduced to 6. VP introduced south of plot 2, all drives moved away from ramp positions.	TS	17.05.23
A	Garage added to plot 4	TS	21.12.22
REV:	DESCRIPTION:	BY:	DATE:

# STEN

## ARCHITECTURE

STEN Architecture Ltd  
The Studio  
Harrison Street  
Wakefield  
WF1 1PS  
Tel: 01924 950985

Web: [www.sten-architecture.co.uk](http://www.sten-architecture.co.uk)  
Twitter: [@STEN\\_arch](https://twitter.com/STEN_arch)  
Facebook: [stenarchitectureltd](https://facebook.com/stenarchitectureltd)  
Linkedin: [Sten Architecture](https://linkedin.com/company/sten-architecture)

CLIENT:	Premier construction northern 51 Rimington Road Wombwell Barnsley S73 8DQ		
SITE:	Former Wombwell High School Wombwell		
TITLE:	Proposed Site Layout		
SCALE AT A2: 1:250	DATE: 26.05.22	DRAWN: TS	CHECKED: DS
PROJECT NO: 2228	DRAWING NO: 2228.01	REVISION: F	

