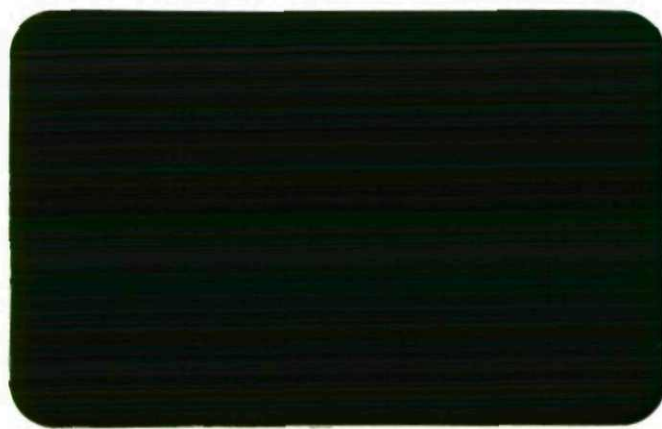




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Proposed Residential Development Mortimer Road Cubley Access Appraisal

Our ref 5212/JGM/01

November 2008

Written by .. [REDACTED]

Date: 26/11/08

Checked and Approved by..... [REDACTED]

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**Proposed Residential Development
Mortimer Road
Cubley
Access Appraisal**

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FIGURES

Figure 1 Site Location Plan

APPENDICES

A. Radar Speed survey Mortimer Road

PLANS

- 1. Proposed Layout Plans**
- 2. 5212.001 Visibility Splay**

1. INTRODUCTION

1.1 Sanderson Associates (Consulting Engineers) Limited have been appointed by Richfield Developments to produce an access appraisal for a proposed residential development at 1-3 Mortimer Road, Cubley.

1.2 This report is in response to preliminary comments made by the Highways Officer at Barnsley Metropolitan Borough Council and will seek to rectify the issues identified in Planning Response RJK/2008/1468, details of which are shown below:

- *The site is just inside the 30mph limit and vehicles can approach the site from the south at up to 60 mph: the standard visibility requirements for 60mph is 215m.*
- *I require to see a drawing showing that the claimed visibility splays can be achieved using only land which is under the control of the applicant, or is highway land.*
- *The drawing 'SITE PLAN no P/3/7' appears to show a 2m footway provided with the kerbline further forward than the present edge of carriageway. Given the substandard width of the existing carriageway of Mortimer road, this is completely unacceptable. I note that there is not a footway as such at present on the site frontage, but there is a shoulder at the same level as the carriageway, which must be retained.*

1.3 For the purposes of this report the site has been visited, measurements have been taken, including a vehicle speed survey of traffic on Mortimer Road, together with general observations and photographs.

2. THE EXISTING SIUTATION

- 2.1 The proposal site was a former farm stead and is currently uninhabited. The site comprises of three cottages and several associated out buildings all of which have been subject to fire damage. A large hay barn has already been demolished as a result of this fire damage. A large overgrown area to the rear of the site is also present. Four access points exist along the site frontage, three of which are capable of accommodating vehicles and the fourth is a pedestrian access to one of the dwellings. A site location plan and details of the access locations are shown in **Figure 1**.
- 2.2 As previously mentioned the site occupies 1 – 3 Mortimer Road which, *in the vicinity of the site, is subject to a 30mph speed limit. The site is however located approximately 30m from a derestricted zone which resides to the south of the site.*
- 2.3 Mortimer Road is approximately 6.3m in width with a grass verge to the eastern flank and a hard slip to the west. The hard slip is approximately 1.65m in width and runs along the site frontage. The hard slip connects to a footpath located to the north of the site but is not classed as such. The road is lit to the required standard.
- 2.4 Visibility at each of the vehicular access points is limited by the internal layout of the site and the height of the boundary wall. The central access point will be retained to serve the new development; at present visibility is 2.4m x 6.4m to the right and 2.0m x 8.0m and to the left, 2.4m x 6.5m and 2.0m x 7.9m. At both X distances the available visibility is sub standard.

3. PROPOSED ACCESS ARRANGEMENTS

- 3.1 Following the demolition of the associated farm buildings the development seeks to retain the three cottages located onsite and construct a further two within the site boundary. A singular vehicle access will exist within the centre of the development and the pedestrian access to the southern most dwelling will be retained.
- 3.2 The boundary wall will be limited to 900mm in height to ensure visibility can be achieved over the wall. Planting will be limited to ensure no over growth occurs which would impede visibility.
- 3.3 A 2.0m footway will be provided along the site frontage within the site boundary to ensure the hard slip is maintained. The footway will connect with the existing footway network located to the north of the site.
- 3.4 A vehicle speed survey was carried out on the 28th October 2008 between 14:52 and 16:12, 62 southbound and 44 northbound speed readings were recorded. The road was quiet in nature with little vehicular or pedestrian activity.
- 3.5 The northbound 85th percentile wet weather speed was 40.35mph and the southbound 85th percentile wet weather speed was 37.05mph. It is recognised that the site is located on the fringe of the 30mph zone and as such both Manual for Streets (MfS) and Design Manual for Roads and Bridges (DMRB) should be considered. The table below indicates the visibility requirements of the aforementioned standards:

Table 3.5 (a) Left Visibility Requirements

Left Visibility	SSD	SSD + 2.0m	SSD + 2.4m
MfS	55.92	57.32	58.32
DMRB	90.00	92.00	92.40

Table 3.5 (b) Right Visibility Requirements

Right Visibility	SSD	SSD + 2.0m	SSD + 2.4m
MfS	63.93	65.93	66.33
DMRB	105.00	107.00	107.40

- 3.6 The information detailed in the tables above indicates a significant difference in the visibility requirements for the 85th Percentile wet weather speed recorded for north and south bound traffic. The table below indicates the available visibility in accordance with the proposed site access:

Table 3.6 (a) Available Visibility

Right Visibility	SSD + 2.0m	SSD + 2.4m
Left	100.00>	100.00>
Right	66.08	58.23

- 3.7 As can be seen from the table above the level of visibility to the left exceeds the requirements for both MfS and DMRB, visibility to the right does not meet with DMRB and is slightly substandard in comparison to MfS. However it should be recognised that the proposed access offers a significant improvement on the existing situation.
- 3.8 As previously mentioned the number of vehicular access points will be reduced to one centralised access, a 2.0m footway will also be provided within the site boundary to improve pedestrian access to the site and visibility.

- 3.9 It should also be noted that the existing site is currently occupied by a former farm stead which operated small scale farm equipment such as tractors which are considered slow moving and cumbersome vehicles and would be far more detrimental to highway safety should the former use be rectified.

4. CONCLUSIONS

- 4.1 Sanderson Associates Ltd were appointed by Richfield Developments to produce an Access Appraisal in support of a proposed residential development at 1 – 3 Mortimer Road, Cubley. The report places particular emphasis on comments received by Barnsley Metropolitan Borough Council and seeks to rectify the issues identified.
- 4.2 The major issues for consideration were:
- Visibility from the site access
 - Retention of the existing hard slip
- 4.3 A site inspection and vehicular speed survey were carried out to identify the relevant 85th percentile wet weather speeds and assess the existing situation in terms of internal layout, visibility and general observations.
- 4.4 At present the site offers three substandard vehicular access points and no formal pedestrian facilities. As identified, the proposal will seek to provide a singular centralised access point with improved visibility and a footway along the site frontage which will connect with the existing footway network. This footway will be within the site ownership boundary and maintain the existing hard slip.
- 4.5 It has also been identified that the site was a former farm stead which operated small scale farm equipment. The proposal would be far less detrimental to highway safety should the former use be rectified.
- 4.6 Sanderson Associates (CE) Ltd therefore considers that there are no detrimental highways or transportations reasons why this development

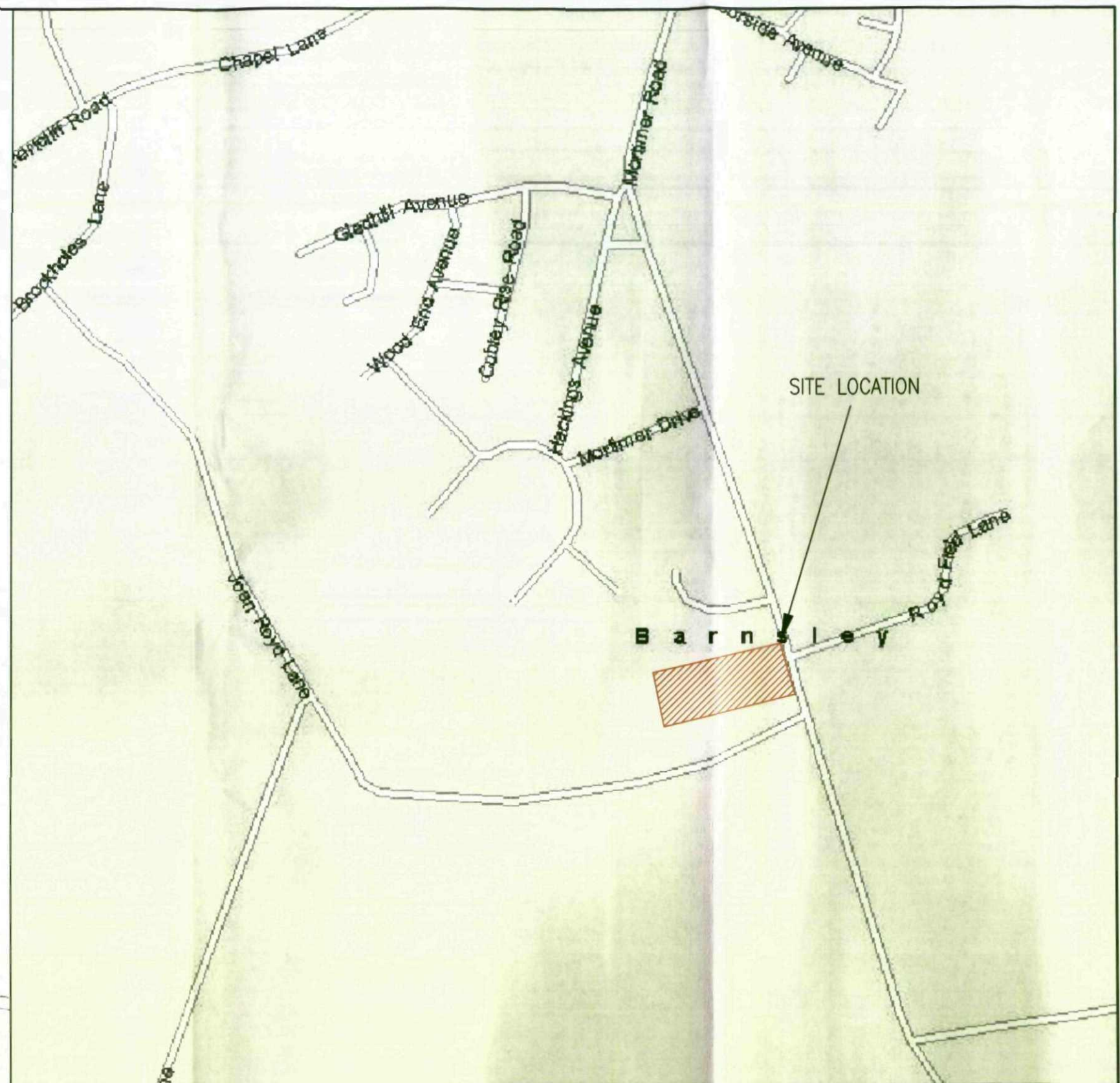
should not proceed and requests that the Local Planning Authority confirms the findings of this assessment.

FIGURES

1. PEDESTRAIN ACCESS
2. VEHICULAR ACCESS
3. VEHICULAR ACCESS
4. VEHICULAR ACCESS



LOCATION PLAN 1:1250



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PROPOSED RESIDENTIAL DEVELOPMENT
ACCESS APPRAISAL
MORTIMER ROAD, CUBLEY

SITE LOCATION PLAN

Scale	NTS	Drawn By	JGM
Drawing Size	A3	Checked By	KS
Date	NOV 2008	Approved By	KS
	Drawing Number		Rev
	FIGURE 1		

Rev	Amendment	Drawn	Date	Checked
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FILE REF:

APPENDICES



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SPEED SURVEY

Location Mortimer Road, Cubley
Direction of Travel North

Job Number 5212
Date of Survey 28.10.08
Start Time 14:52
Finish Time 16:12

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	2	51		76	
2		27	2	52		77	
3		28	3	53	1	78	
4		29	2	54	1	79	
5		30	5	55	1	80	
6		31	1	56		81	
7		32	2	57		82	
8		33	1	58		83	
9		34	1	59		84	
10		35	3	60		85	
11		36	3	61		86	
12		37	2	62		87	
13		38	3	63		88	
14		39	2	64		89	
15		40	2	65		90	
16		41	1	66		91	
17		42	1	67		92	
18		43	1	68		93	
19		44		69		94	
20		45	1	70		95	
21		46		71		96	
22		47		72		97	
23		48	1	73		98	
24		49		74		99	
25	2	50		75		100	

Number of Readings = 44

Dual C'way Y/N? N

Mean Speed = 35.227273

Single C'way Y/N? Y

Standard Deviation = 7.6153567

Wet Road Surface Y/N? N

85 Percentile Speed = 42.842629

85 Percentile Wet Weather Speed = 40.357629 <<<<

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.



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SPEED SURVEY

Location Mortimer Road, Cubley

Direction of Travel South

Job Number 5212

Date of Survey 28.10.08

Start Time 14:52

Finish Time 16:12

Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings	Speed	No. of Readings
1		26	3	51		76	
2		27	1	52		77	
3		28	3	53		78	
4		29	2	54		79	
5		30	5	55		80	
6		31	5	56		81	
7		32	2	57		82	
8		33	5	58		83	
9		34	3	59		84	
10		35	6	60		85	
11		36	2	61		86	
12		37	3	62		87	
13		38	3	63		88	
14		39	3	64		89	
15		40	4	65		90	
16		41	2	66		91	
17		42	2	67		92	
18		43	1	68		93	
19		44	1	69		94	
20		45	2	70		95	
21		46		71		96	
22	1	47		72		97	
23		48		73		98	
24		49		74		99	
25	3	50		75		100	

Number of Readings = 62

Dual C'way Y/N? N

Mean Speed = 33.983871

Single C'way Y/N? Y

Standard Deviation = 5.5529993

Wet Road Surface Y/N? N

85 Percentile Speed = 39.53687

85 Percentile Wet Weather Speed = 37.05187 <<<<

Note: Insert Y or N in boxes against carriageway type and road surface condition and then use 85 percentile speed as marked with <<<<.

PLANS