



29th February 2024

BMBC Highways
Barnsley Metropolitan Borough Council

**Land adjacent to 293 Hough Lane, Wombwell, Barnsley – Erection of two dwellings.
Highways Supporting Statement**

This highways supporting statement has been prepared in support of application Ref: 2023/0482 for the proposed erection of two dwellings on land adjacent to 293 Hough Lane (“the Site”).

This supporting statement is intended to provide additional information to Barnsley Metropolitan Borough Council (BMBC) Highways with regards to matters raised to the scheme, addressing concerns with regards to intensification of the track and therefore covers the following elements:

- Site Location and Local Highway Network;
- Development Proposals Including Access and Parking;
- Collision Record;
- Traffic Generation and Expected Impact; and
- Conclusion.

Optima Highways have been commissioned by the applicant to consider and assess the traffic, access and highway safety issues that are relevant in this case and to provide evidence and reasoned arguments as to why the development scheme is acceptable on highways grounds.

Site Location and Local Highway Network

The Site is situated to the south of Hough Lane (B6096), Wombwell towards the western edge of the town.

The Site is located approximately 1km to the west of Wombwell's established commercial town centre within an existing residential area and therefore is considered to be an appropriate location for the proposed use.

Wombwell is defined as a principal town within the Barnsley Local Plan and described as one of the borough's largest district centres offering a range of services and facilities and providing sustainable transport links with Wombwell railway station located approximately 350m to the west of the Site.

Within the vicinity of the Site, Hough Lane is a two-way single carriageway distributor road of approximately 9m in width, with a speed limit of 30mph, and continues in an east / west orientation.

Immediately to the east of the access, adjacent dwellings are terraced, and on-street parking is undertaken on both sides of the carriageway in the absence of Traffic Regulation Orders, with vehicles mounting the kerb on both sides of Hough Lane.

The existing footway network is generally of good standard and well-lit. Dropped kerb crossings are combined with tactile paving at junctions to assist pedestrians and these are commensurate with the local roads and traffic environment.

The nearest bus stops are located on Hough Lane, between 110m and 150m, to the east of the Site. Both eastbound and westbound bus stops comprise a shelter with seating and timetable information.

Development Proposals Including Access and Parking

The proposals are for the erection of two detached two bed dwellings, each provided with a single parking space which meets the borough wide requirement of 1 space for dwellings with 1 or 2 bedrooms as set out within Barnsley's adopted parking SPD.

The Site previously received planning approval under reference 2020/1250 for the construction of one dwelling with two parking spaces.

No alterations are proposed to the existing access arrangements from Hough Lane via the access track which is currently utilised by 275-303 Hough Lane.

It should be noted that the access is adopted, is an existing access to adjoining residential dwellings, used on a daily basis and handles trips without any concerns. The addition of one dwelling above that already approved will not add a material number of trips to this access.

The existing access maintains a width of approximately 4.5m for its first 16m, up to the proposed access to the two proposed dwellings. This section of the access is made up of a tarmacadam material.

The carriageway from this point is made up of hardstanding with a grassed verge on either side. The hardstanding has an average width of some 3m with the verge on both sides totalling approximately 3m, providing ample width for passing vehicles.



A width of 4.5m for the first 16m of the access track allows for two large cars to pass each other, avoiding the requirement for vehicles arriving at the Site waiting on Hough Lane for any exiting vehicles.

The distance back along the minor arm from which visibility is measured is known as the X distance. A minimum figure of 2m has been considered due to the lightly trafficked nature of the access track.

Visibility to the south of approximately 43m is achievable based on the eye level of a driver being approximately 1.05m above the carriageway, allowing drivers to see above the 0.3m stone wall.

It is acknowledged that the visibility splay to the east is limited to approximately 11m as a result of the 0.3m stone wall topped with 0.7m of wooden fencing, and the location of the electricity box immediately adjacent to the access.

Paragraph 10.4.2 of MfS2 states “it has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this.”.

Whilst approximately 5m of double yellow lining is present on either side of the access preventing parking, vehicles are still able to park in the visibility splay. This occurrence has been discussed in detail in Manual for Streets 2 which states ‘Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. At urban junctions where visibility is limited, drivers on the minor arm tend to nose out carefully and vehicles on the mainline can also see a vehicle pulling out of the junction and will respond by reducing speed or stopping to allow the exiting vehicle to pull out.’

Collision Records

The safety record of the local highway network is always a good indicator as to whether or not the approach roads to a site and the use of an existing access are suitable and safe, particularly when they have been used on a daily basis by all types of traffic without any recorded incidents.

Personal Injury Collision (PIC) data has been obtained from Crashmap.co.uk to identify any potential road safety issues associated with the existing access track.

Crashmap relies on published data from the Department for Transport to populate the map and associated reports. The records relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.

No collisions have been recorded at the site access junction on Hough Lane over the 5-year period between 2018 and 2022.

It should also be noted that no collisions were recorded in the vicinity of the access along Hough Lane or its junction with the access.

In light of the collision record, it can be concluded that the means of access to the application site and the immediate local highway network have operated safely despite regular use and considering the background traffic flows at this junction, it is considered that there are no ongoing highway safety issues associated with the local road network that would be exacerbated by the addition of a single dwelling and therefore there is no evidence to suggest that the proposed development would



have any significant effect on the safe operation of the access and the surrounding local network or result in any highway safety issues.

Traffic Generation and Expected Impact

When considering a residential development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday morning and evening peak hours.

Based on the number of proposed dwellings a TRICS assessment has not been undertaken and generic trip generations are considered appropriate.

Typically for detached dwellings, a robust trip generation for the peak hours is considered to be 0.8 two-way vehicle movements per dwelling for each network peak with the number of daily trips being approximately 5 two-way vehicle movements per dwelling. Therefore, this would equate to a maximum of 2 two-way vehicle movements during each peak period and a total of 10 two-way vehicle movements across a typical day. When compared against consented approval for one dwelling, the additional dwelling is considered to result in an increase of 1 vehicle movement during both peak periods. This is considered a robust estimate as both applications provide two parking spaces.

An increase of 1 vehicle movement is considered to have a negligible impact on existing traffic movements at the site access, particularly when considering daily traffic fluctuations. Therefore, these trips can be considered indiscernible on the surrounding highway network and would not result in a noticeable impact on the operation of the highway at the site access location. Therefore, the traffic generation from one additional residential dwelling is entirely de minimis.

Considering that the majority of the daily movements to / from the Site would be undertaken by private car by the residents of the dwellings it is considered that very few movements would be undertaken by people unfamiliar with the local highway network or the existing access arrangements.

Generally, a material increase is considered to be if the turning traffic flows, as a result of the new development, would increase by 5% or more which is not the case in this instance and therefore the minimal volume of traffic generated by the development scheme entering and exiting the access would not be detrimental to the safe and satisfactory operation of the local highway network.

It is considered that any deliveries to the residential dwelling would be infrequent and irregular. Refuse collection movements already take place along Hough Lane, and therefore these will not increase.

Conclusion

This Highways Supporting Statement has been prepared on behalf of Hero Construction Ltd. with regards to application Ref: 2023/0482 for the proposed erection of two dwellings on land adjacent to 293 Hough Lane.

The Site previously received planning approval under reference 2020/1250 for the construction of one dwelling with two parking spaces and therefore this note has discussed the impact of one additional dwelling served from the existing access track with no increase in the number of parking spaces.



The development site is in a highly sustainable location, residents can walk or cycle to numerous facilities, services and employment areas within appropriate distances and access frequent public transport services using bus stops on Hough Lane and Wombwell Railway Station.

The development is considered to have a negligible impact upon the local highway network as the anticipated vehicular movements generated by one additional dwelling are expected to be negligible and will not lead to significant increase in turning movements at the access with Hough Lane.

The present access arrangements are considered adequate to cope with minimal additional turning traffic and the development will not adversely interrupt the free and safe flow of traffic on Hough Lane.

A review of road traffic injury incidents has not highlighted any existing road traffic incident trends or highway safety problems in the vicinity of the site or at the access track.

It has been demonstrated that the development proposals would not result in an unacceptable 'adverse' effect and as such, it is considered the concerns raised in respect of access have been suitably addressed.

In conclusion, having due regard to Paragraph 115 of the NPPF, this Technical Note has demonstrated that the impact of one additional dwelling would not give rise to a "severe" residual cumulative impact on the surrounding highway network or lead to an "unacceptable impact on highway safety".

It is therefore considered that the proposals comply with current planning policy and best practice guidance as there are no overriding reasons preventing the local highway authority from recognising that the proposals are acceptable with regards to the traffic and transportation elements of the development and hence should be considered acceptable as are no substantive highway grounds why the development should not be granted consent.

