

AAA Property Group Ltd
Site at Upper Hoyland Road, Hoyland, Barnsley

Transport Statement

20 October 2021
Version 1.0
Issue





Contents

1	Introduction	1
2	Existing Situation	2
3	Transport and Planning Policy	8
4	Development Proposals	12
5	Transport Impacts	14
6	Summary and Conclusions	16

Figures

Figure 1: Site Location

Figure 2: Walking Catchment and Local Land Use

Figure 3: Cycle Catchment and Long-distance Cycle Routes

Figure 4: Public Transport Network

Drawings

3966/100/SK/001: Proposed Access from Upper Hoyland Road - General Arrangement

3966/100/SK/002: Proposed Access from Upper Hoyland Road - Engineering Layout

3966/100/SK/003: Proposed Access from Upper Hoyland Road - Swept Path Analysis

Appendices

Appendix A: Development Proposals

Appendix B: TRICS Output

1 Introduction

1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by AAA Property Group to provide transport advice in support of a forthcoming application for a proposed development of 18 residential dwellings at Upper Hoyland Road, Hoyland.

This includes the preparation of a Transport Statement for submission as part of the planning application.

1.2 Purpose of this Report

Given the size and nature of the proposals and the anticipated transport impacts, a detailed Transport Assessment is not considered to be necessary as part of the planning application. Instead, this Transport Statement has been prepared to describe the proposals, to provide the information necessary for Barnsley Metropolitan Borough Council (BMB) as the Local Highway Authority to determine the planning application.

1.3 Structure of this Report

The Transport Statement is structured as follows:

- Chapter 2 describes the existing transport network, including pedestrian and cycle facilities, public transport provision and the local highway network.
- Chapter 3 summarises the local and national planning and transport policy context for the development site.
- Chapter 4 outlines the development proposals and how the site will be accessed by all modes of transport.
- Chapter 5 sets out the transport impacts of the development.
- Chapter 6 summarises and concludes the report.

2 Existing Situation

This chapter outlines the development site and the present transport network that surrounds it, describing the opportunities to access the site by all modes of travel.

2.1 Site Location

The site is located directly off Upper Hoyland Road, adjacent to the A6195 Dearne Valley Parkway and approximately 1.5km north west of Hoyland town centre, and approximately 5km south of Barnsley. The site is allocated as Urban Fabric in the Local Plan and is also within the Dearne Valley Green Heart Nature Improvement Area.

The site is bound by to the east by the Ashroyd Business Park and Upper Hoyland Road to the west of the site. Upper Hoyland Road crosses the A6195 which runs along the northern boundary of the site. To the south of the site, it is bound by a number of residential dwellings and Lower Sycamore Farm, which are adjacent to Upper Hoyland Road.

The location of the site is shown on Figure 1.

2.2 Pedestrian Access

2.2.1 Pedestrian Catchment and Services

Although walking distances vary between individuals and circumstances, standard distances that are often used to describe short, medium and long walks are 0.5km, 1.0km and 2.0km respectively¹. Figure 2 presents an isochrone for the walking distance thresholds, measured from the indicative centre of the site, assuming designated footways / footpaths are used. The locations of local amenities are shown and outlined as follows:

- **Education** - The nearest primary schools are West Meadows Primary School, located off West Street to the south of the site, and St Helen's Catholic Primary School, also located off West Street to the south east of the site. These schools are located 1.2km and 1.3km from the site, respectively. The nearest secondary school is Kirk Balk Academy, located off West Street and adjacent to West Meadows Primary School, 1.3km south of the site. Barnsley College is approximately 8.4km from the site and accessible by a bus journey.
- **Health** - The nearest pharmacy to the site is Cohens Chemist, off Market Street in Hoyland town centre, 1.7km south east of the site. A further pharmacy is available at

¹ *Guidelines for Providing Journeys On Foot*, Chartered Institution of Highways and Transportation, 2000, p49.

Well Pharmacy Hoyland, off Milton Road, adjacent to Hoyland Medical Practice, 1.7km south east of the site.

- **Retail** - The nearest supermarkets are Tesco, located off Wombwell Road to the east of the site and Heron Foods, located off King Street to the south of the site. These sites are located 1.4km and 1.7km from the site respectively. In addition, there is an Aldi supermarket located 2.9km to the west of the site off the A61 Sheffield Road, which is also accessible by a short bus journey.
- **Leisure** - There is a range of leisure opportunities available in Hoyland town centre which is 1.7km walking distance from the site, including pubs and a variety of restaurants. There is also Hoyland Leisure Centre 1.3km south of the site and adjacent to Kirk Balk Academy.

2.2.2 Pedestrian Facilities

Pedestrian infrastructure in the immediate vicinity of the site comprises the following:

- Footways are provided on one side of Upper Hoyland Road, which provides access to the site.
- A bridleway runs along the western boundary of the site across the A6195 Dearne Valley Parkway, towards the north.
- Footways are provided on both sides of the majority of roads in the vicinity of the site and towards Hoyland town centre.

2.3 Cycle Access

An 8.0km cycling isochrone from the indicative centre of the site is demonstrated in Figure 3, a distance that is generally accepted for people willing to commute to work by cycle². Based on this distance, the isochrone demonstrates that Hoyland Common, Elsecar, Wombwell, Brampton, Worsbrough, Chapeltown, Birdwell and South Barnsley can all be accessed within the catchment.

Cycling would generally be accommodated on the road in the immediate vicinity of the site, though the following routes can be accessed:

- National Cycle Route 67 can be accessed within the 8km cycling isochrone, approximately 2.5km south of the site, between Hoyland town centre and Elsecar. The majority of National Cycle Route 67 is traffic-free, with some stretches of the

² 'Integrating Cycling Into Development Proposals', Cycling England, 2009, p4.

route on-road. The long-distance cycle route connects Hoyland with Sheffield in the south. Heading north the long-distance cycle route runs up to Leeds via Wakefield, with the majority of the route traffic-free on the National Cycle Network, with small sections of the route on-road routes part of the National Cycle Network.

- National Cycle Route 62 which forms the west and central sections of the Trans Pennine Trail can be accessed off Route 66 approximately 6.3km east of the site between Wombwell and Brampton and 4.0km north of the site in Worsbrough. Westbound the Trans Pennine Trail heads up to Blackpool via Manchester, Liverpool and Preston. East-bound the route heads to Selby which provides further access to York and the East coast of Yorkshire.

2.4 Public Transport

2.4.1 Bus Network

The closest bus stops to the site are located on Kirk Balk/Hawshaw Lane 700m south of the site across the Upper Hoyland Road junction with Hawshaw Lane, as shown on Figure 4. There are alternative stops located 950m south east on Hawshaw Lane/Croft Road. Additional stops are also located to the south of the site, adjacent to Kirk Balk Academy and the leisure centre, and heading west out of Hoyland on the B6097 West Street. These stops are 1.2km from the development site.

The location of bus stops and routes are shown on Figure 4, with a summary of the service frequency and destinations served outlined in Table 1.

Table 1: Existing Bus Services and Frequency

Bus Stop	Service	Operator	Route	Approx. Daytime Frequency		
				Weekday	Saturday	Sunday
Kirk Balk/Hawshaw Lane Hawshaw Lane/Croft Road	7	Stagecoach Yorkshire	Barnsley Town Centre - Hoyland	60 min		No Service
Kirk Balk/Halshaw Lane	136	First South Yorkshire	Rotherham Interchange - Hoyland	2 services to Rotherham, 1 service to Hoyland	No Service (Regular Service at Hoyland High Street)	No Service
West Street/Bank Street	2	Stagecoach Yorkshire	Sheffield - Barnsley	60 mins		
	66		Barnsley - Elsecar Circular	15 mins	30 mins	
	72/72A		Chapletown - Manvers	60 mins	No Service	

Note: Bus services are subject to change as a result of the Coronavirus pandemic.

2.4.2 Rail Network

Elsecar station is located 2.5km from the site, off B6097 Hill Street to the south-east. It is also connected by buses which stop close to the development site as referenced above. Wombwell Station is located 3.6km to the east of the indicative centre of the site, off B6906 Hough Lane. The station also acts as a Park and Ride for the local area.

The station provides access to regular local services to Barnsley, Meadowhall and Sheffield, as well as additional regional services to Leeds, Wakefield and Huddersfield.

2.5 Local Highway Network

The key roads in the vicinity of the site comprise the following:

- Upper Hoyland Road runs adjacent to the south western corner of the site and will provide primary vehicle access to the site, with the provision of a newly developed access point. To the west the road ends shortly after the proposed access point. Bounding the western side of the site is a public footpath which extends over the Dearne Valley Parkway and is accessed off Upper Hoyland Road at the point of the proposed site access. Southwards, Upper Hoyland Road connects with B6096 Hawshaw Lane. The road is single carriageway in character with no road markings, a

speed limit of 30mph and a width of 6m. Footways run along one side of the road for the majority, with some provisions on both side of the road for some sections.

- Running adjacent to the northern boundary of the site is A6195 Dearne Valley Parkway and is key route for providing access to local towns in the area. The road is dual carriageway in character and has a standard lane width of 3.65m. All junctions along A6195 within the vicinity of the site are at grade roundabouts. The road also provides strategic access to the motorway network at Junction 36 of the M1 at Tankersley. There is no vehicular access to the road in the immediate vicinity of the development, with access taken from a roundabout junction approximately 500m east of the site, in turn via Hawshaw Lane and Ryecroft Bank.
- B6096 Hawshaw Lane is accessed at the southern end of Upper Hoyland Road and provides access to Tankersley in the west and key routes such as A6135 Sheffield Road, which in turn connects with the M1 and A6195 Dearne Valley Parkway. To the east, the road has a junction with Barnsley Road which heads north providing access to Barnsley, as well as connecting with A6195 Dearne Valley Parkway. Also, to the east the road has a roundabout intersecting with Market Street which heads into Hoyland town centre. The road is single carriageway in character with footways provided on both sides and has a width of 7.3m and is double white lined on the stretch which interacts with Upper Hoyland Road.
- Kirk Balk Lane is accessed directly opposite Upper Hoyland Road, across Hawshaw Lane and connects with B6097 West Street in the south. It also provides pedestrian access to Kirk Balk Academy. Footways are provided on both sides of the unmarked road. It is single carriageway in character with a width of 6.5m. Cars can park on either side of the road as there are no parking restrictions.

2.6 Road Safety

Personal injury accident data has been obtained from www.crashmap.co.uk for the highway network in close proximity to the site, for the most recently available five-year period between 1 January 2016 and 31 December 2020.

This confirms that

- No accidents were recorded on Upper Hoyland Road within the immediate vicinity of the development site.
- 1 accident took place 200m from the end of Upper Hoyland Road and was of slight severity involving 1 vehicle.

Given the small number and isolated nature of accidents recorded, it is considered that there is no pattern of accidents in the vicinity of the site that indicates a specific site-related issue that would need to be addressed to safely accommodate the development.

2.7 Summary

The site is located on the edge of Hoyland and accessible directly off Upper Hoyland Road. A range of journeys to the site can be undertaken by sustainable transport modes.

3 Transport and Planning Policy

The chapter identifies local and national transport policy relevant to the proposed development, and how the development proposals respond to and accord with these policies.

3.1 National Policy

3.1.1 National Planning Policy Framework

The National Planning Policy Framework³ (NPPF) was published by the Ministry of Housing, Communities and Local Government in July 2021. It sets out national planning policy for England and in particular how the planning system is to contribute to achieving sustainable development.

Specifically in relation to transport, Paragraph 104 states that transport issues should be considered from the earliest stages of development proposals, so that:

- “a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places”.*

In considering applications for development, Paragraphs 110 and 111 state:

- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

³ National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2021.

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Specifically, Paragraph 112 states that 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;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*

Paragraph 113 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.

3.1.2 Planning Practice Guidance

Planning Practice Guidance (PPG)⁴ was published by the Department for Communities and Local Government on 6 March 2014. PPG provides advice on when Transport Assessments and Transport Statements are required, and what they should contain:

“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).”

3.2 Local Policy

3.2.1 Barnsley Local Plan 2019

Barnsley’s Local Plan⁵ was adopted by the Council on 3 January 2019. This document, together with the Joint Waste Plan (prepared with Doncaster and Rotherham councils and adopted in March 2012), form the Statutory Development Plan.

The Barnsley Local Plan considers the future use of all land within the borough, including Barnsley town centre, and establishes policies and proposals up to the year 2033. The Local Plan is used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley.

The following policies within the Barnsley Local Plan are of relevance to the development from a transport perspective:

Policy GD1 General Development

Policy GD1 states that proposals for development will be approved if, amongst other things, adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes and to provide appropriate vehicular and pedestrian link throughout the site and into adjacent areas.

Policy T3 New Development and Sustainable Travel

Policy T3 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.”

⁴ *Planning Practice Guidance*, Department of Communities and Local Government, 2014.

⁵ *Barnsley Local Plan*, Barnsley Metropolitan Borough Council, 2019.

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document.

Provide a Transport Statement or Assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a Travel Plan Statement or a Travel Plan in accordance with guidance set out in National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.”

The policy goes on to explain that where levels of accessibility through public transport, cycling and walking are unacceptable, developers will be expected to take action or make financial contributions, secured through a planning obligation or planning condition.

Policy T4 New Development and Transport Safety

Policy T4 states that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. The policy goes on to explain that if a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, developers will be expected to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead.

3.3 Summary

The proposed development fully accords with the aims and objectives of the relevant local and national policy, and the associated transport impacts are set out in the form of this Transport Statement. The proposed site is in a location which is accessible by a range of transport modes, ensuring sustainable access within the district and beyond.

4 Development Proposals

The chapter describes the proposed development and how it will be accessed by all modes of transport.

4.1 Proposed Land Use

The development proposals for Upper Hoyland Road comprises 12 semi-detached properties and 6 detached properties.

The proposed layout is demonstrated on the scheme drawings provided at Appendix A.

4.2 Vehicular Access

It is proposed that vehicular access to both parts of the development will be taken from Upper Hoyland Road, as demonstrated on Fore drawing 3966/100/SK/001.

The proposed arrangement would involve changes to the existing connection to the bridleway adjacent the western boundary of the site. The existing gate is to be removed, and re-provided to the north accordingly to restrict vehicular access to the bridleway. The precise details of this can be addressed by means of a planning condition.

Visibility splays of 2.4m x 43.0m in both directions will be provided at the access junctions on Upper Hoyland Road, in accordance with the posted speed limit of 30mph and Manual for Streets guidance. Visibility splays are demonstrated on Fore drawing 3966/100/SK002 accordingly.

In line with BMBC's adopted policy guidance⁶: Car parking is provided as follows:

- 1 space per dwelling with 1 or 2 bedrooms.
- 2 spaces per dwelling with 3 or more bedrooms.
- Visitor car parking on the carriageway within the internal layout.

Within the internal layout, provision is made for occasional access by rigid tanker vehicles to the foul water pumping station located in the north-west corner of the site.

⁶ Parking SPD, 2019

4.3 Pedestrian and Cycle Access

Pedestrian and cycle access to the development will be taken via access on Upper Hoyland Road.

Within the internal site layout, it is proposed that suitable footways will be adjacent to both sides of the road with pedestrian crossings where necessary to allow the safe movement of pedestrians throughout the site.

Storage space for 1 cycle will be accommodated within each dwelling, either in garages or separate secure storage within the curtilage of each dwelling.

5 Transport Impacts

This chapter sets out the transport impacts associated with the development proposals and details the methodology adopted.

For the purposes of this assessment, average vehicle trip rates associated with the proposed development have been derived from the TRICS database, following interrogation for multi-modal survey sites based on the criteria set out in Table 2.

Table 2: TRICS Search Criteria

TRICS Land Use Category	Residential (03) / Houses Privately Owned (A)
Location	Edge of Town / Suburban Area
Survey Days	Weekday
Trip Rate Parameter	Dwellings
Calculation Factor	Trips per Dwelling

The resulting person trip rates and trip generation are set out in Table 3 for the weekday AM and PM peak periods, with the full TRICS output presented at Appendix B.

Table 3: Vehicle Trip Generation

Hour Start		Vehicle Trip Rates			Vehicle Trip Generation (18 dwellings)		
		Arr	Dep	Total	Arr	Dep	Total
Weekday AM Peak Period	07:00-08:00	0.057	0.255	0.312	1	5	6
	08:00-09:00	0.17	0.348	0.518	3	6	9
	09:00-10:00	0.138	0.227	0.365	2	4	7
Weekday PM Peak Period	16:00-17:00	0.324	0.308	0.632	6	6	11
	17:00-18:00	0.275	0.154	0.429	5	3	8
	18:00-19:00	0.364	0.178	0.542	7	3	10

The assessment demonstrates the following:

- Approximately 10 vehicle movements per hour would be generated by the development during the weekday AM and PM peak periods. On average this represents a vehicle approximately every six minutes at peak times. Such an impact is not considered to be significant in terms of the operation of the wider highway network.

- On the wider network, the traffic impacts of the development would be further dispersed, with trips split to the west and east via Hawshaw Lane, and to the south via Kirk Balk.

On this basis, it is considered that the development would not represent a significant impact in terms of the operation of the wider highway network.

6 Summary and Conclusions

This Transport Statement has been prepared to demonstrate the transport impacts of the proposed development of 18 dwellings on land at Upper Hoyland Road.

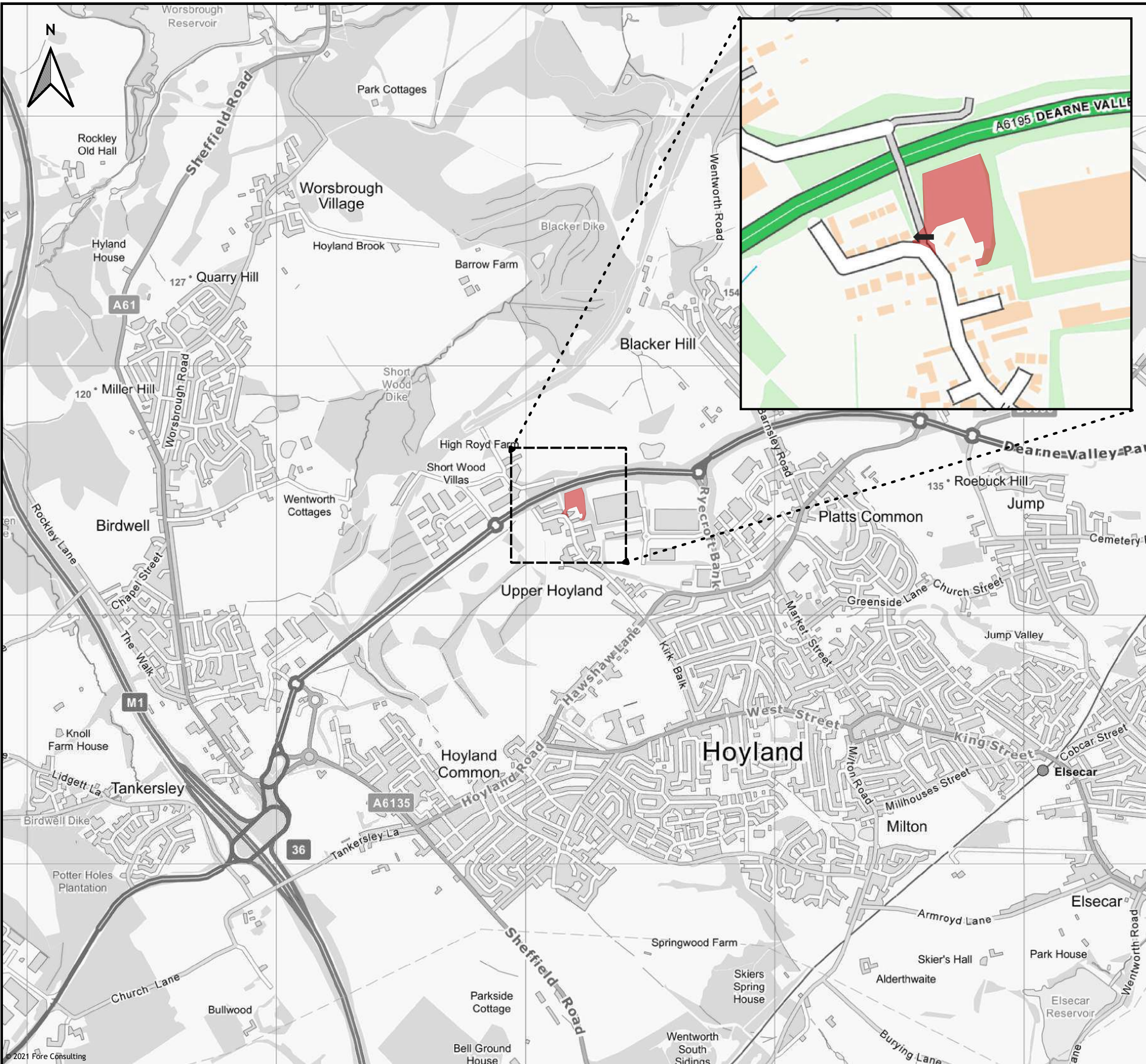
It has examined the existing transport network in the vicinity of the site, considered relevant national and local transport policy, outlined the development proposals and determined the resulting impact on the transport network.

The report demonstrates that:

- Opportunities are available to travel to the site by modes other than single occupancy car trips, including walking, cycling and public transport. As such, the proposals accord with the provisions of local and national transport planning policy guidance (including NPPF).
- The proposed access arrangements are deliverable and would safely and efficiently accommodate all users of the development.
- Traffic associated with the proposed development is of a scale that would be accommodated without adverse impacts on the safe and efficient operation of the highway network.

Considered all of the above, it is concluded that the development proposals can be supported from a transport and highways perspective.

Figures



Key:

- Indicative Site Boundary
- Indicative Site Access

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 1st Floor, 15 St Paul's Street
 Leeds
 LS1 2JG

enquiries@foreconsulting.co.uk
 www.foreconsulting.co.uk

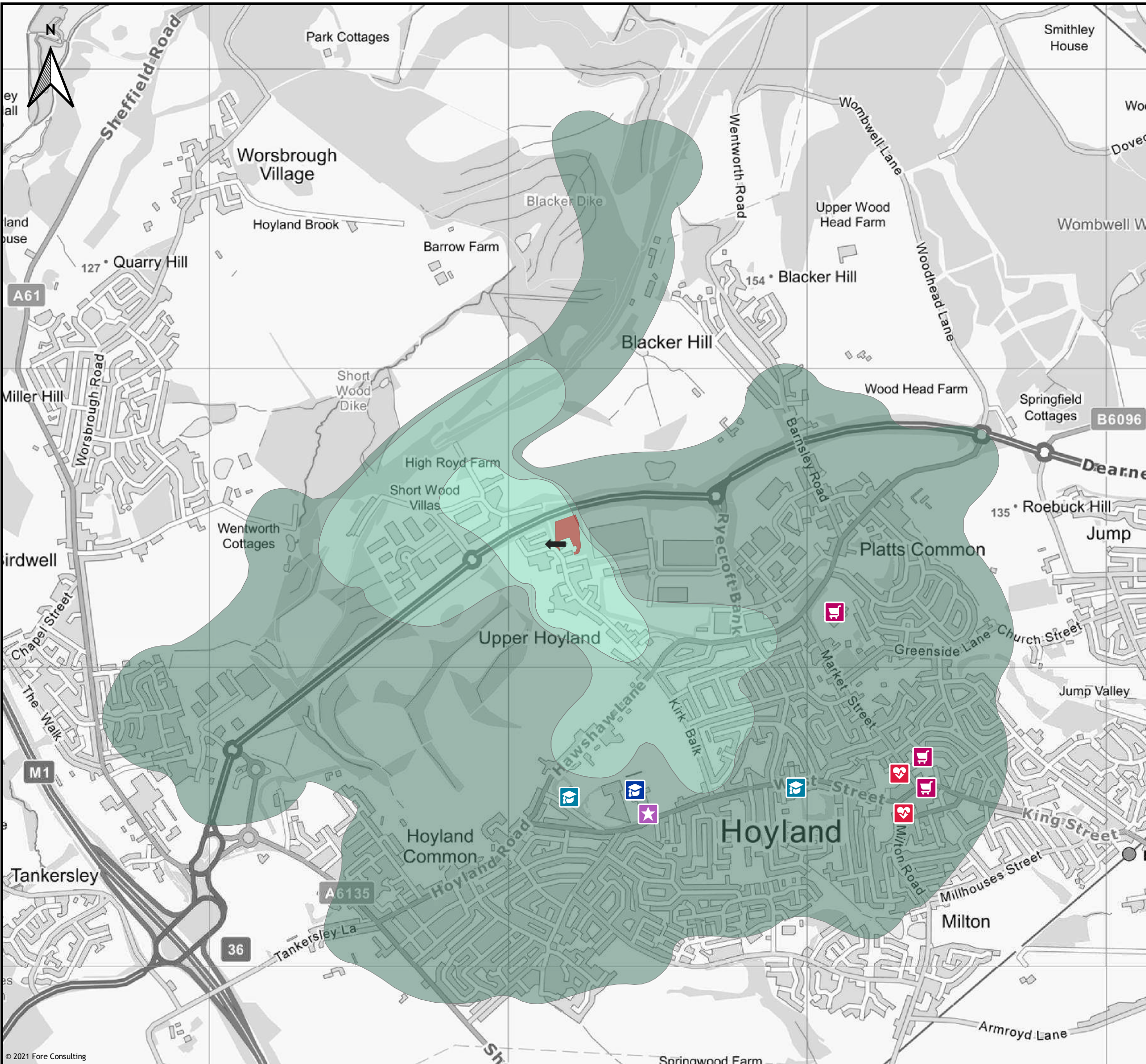


Client:
AAA Property Group Ltd

Project:
Upper Hoyland Road, Hoyland

Figure Title:
Site Location

Scale: 1:15,000	Figure Status: Issue
Job Number: 3966	Figure Number: Figure 1



Key:

- Indicative Site Boundary
- Indicative Site Access

Walking Catchment

- 500m
- 1.0km
- 2.0km

Local Land Use

- Health
- Leisure
- Retail
- Primary School
- Secondary School

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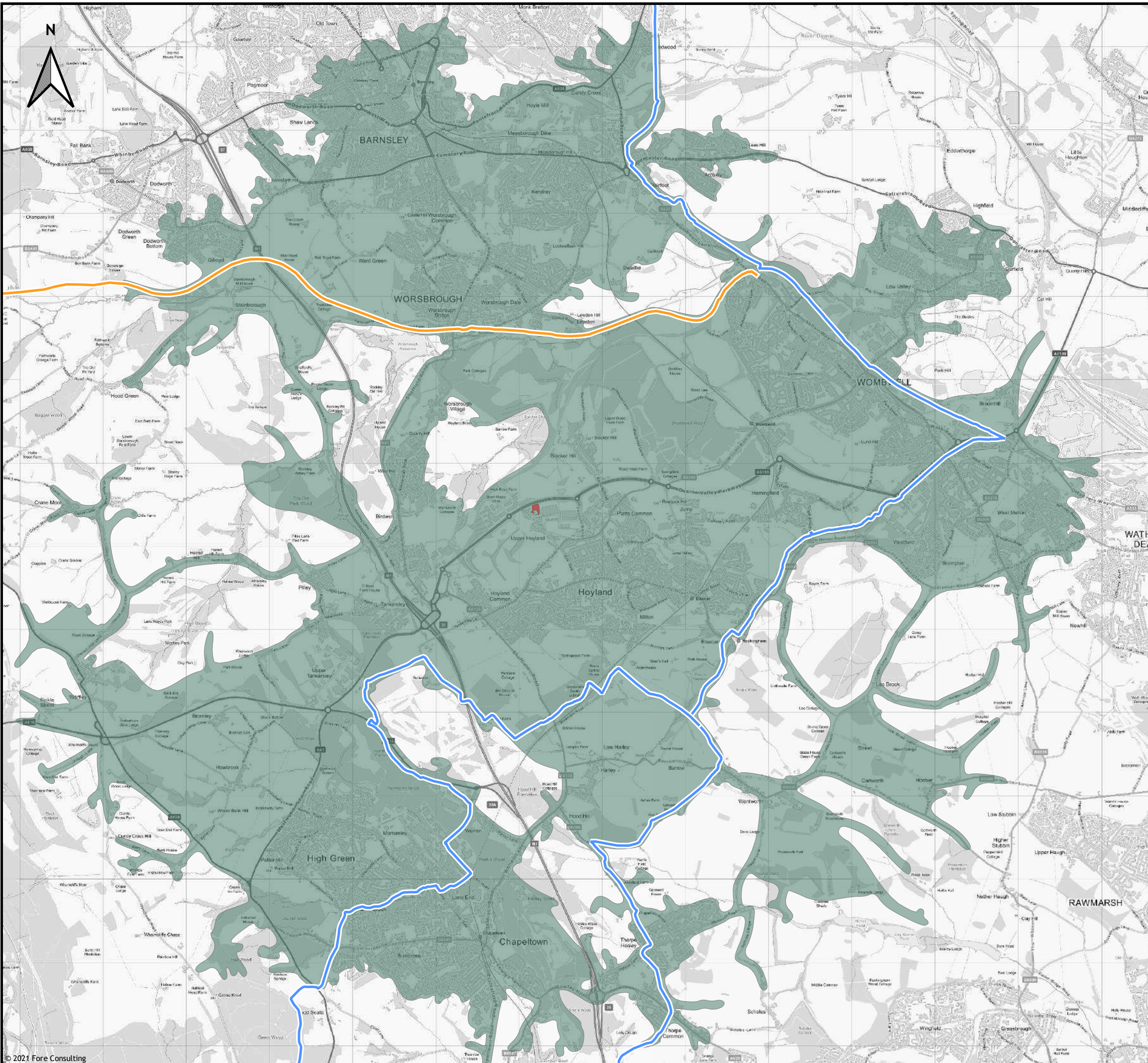
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Client:
AAA Property Group Ltd

Project:
Upper Hoyland Road, Hoyland

Figure Title:
Walking Catchment and Local Land Use

Scale: 1:12,500	Figure Status: Issue
Job Number: 3966	Figure Number: Figure 2



Key:

- Indicative Site Boundary
- 8.0km Cycle Catchment

Cycle Routes

- NCR62
- NCR67

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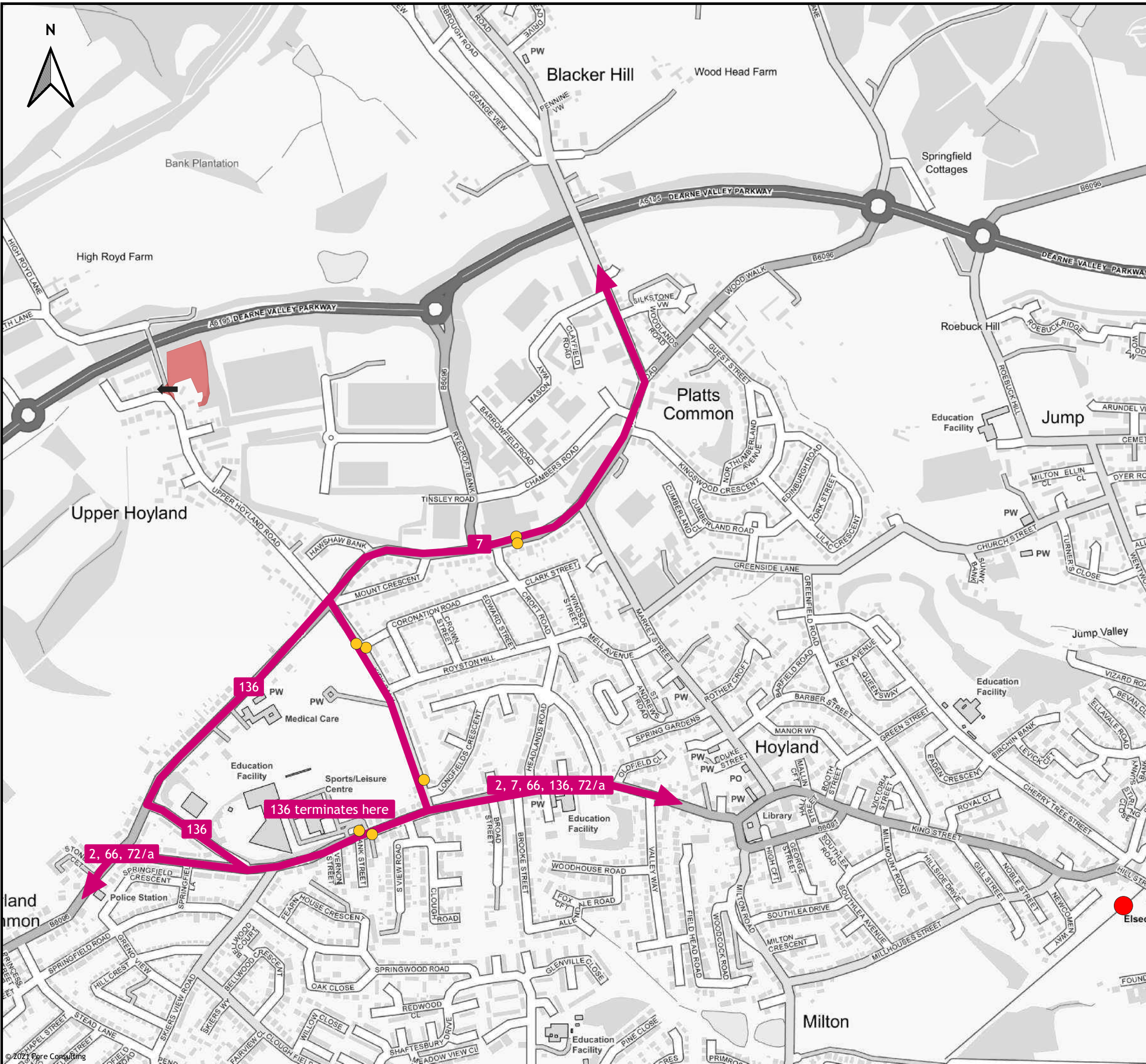


Client:
AAA Property Group Ltd

Project:
Upper Hoyland Road, Hoyland

Figure Title:
Cycle Catchment and Long-distance Cycle Routes

Scale: 1:45,000	Figure Status: Issue
Job Number: 3966	Figure Number: Figure 1



- Key:**
- Indicative Site Boundary
 - Indicative Site Access
 - Train Station
 - Bus Stop
 - Bus Route

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Client:
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Project:
Upper Hoyland Road, Hoyland

Figure Title:
Public Transport Network

Scale: 1:7,500	Figure Status: Issue
Job Number: 3966	Figure Number: Figure 4

Drawings





GENERAL NOTES

- a. THE TOPOGRAPHICAL SURVEY IS BASED ON INFORMATION PRODUCED BY HOLDEN SURVEYS, DRAWING AAA_01_Upper Hoyland, DATED 19 AUGUST 2019. THE INFORMATION USED IN PREPARATION OF THIS AND ALL OTHER FORE CONSULTING DESIGNS AND DRAWINGS IS NOT WARRANTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SURVEY INFORMATION PROVIDED AND REPORT ANY ANOMALIES TO FORE CONSULTING.

DESIGN NOTES

1. ALL DESIGN AND WORKS TO COMPLY WITH CURRENT VERSION OF THE FOLLOWING DOCUMENTS:
 - DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB);
 - SPECIFICATION FOR HIGHWAY WORKS (SHW);
 - MANUAL FOR STREETS (MFS); AND
 - BARNSELY METROPOLITAN BOROUGH COUNCIL (BMBC) DESIGN GUIDE AND SPECIFICATION.
2. FOOTPATH GRADIENT AT TACTILE PAVING TO BE A MAXIMUM OF 1:12.
3. EXISTING FENCES, VERGES/SHUBBERY, FOOTWAY, AND OTHER PHYSICAL FEATURES TO BE REMOVED WITHIN THE AREA OF WORKS.
4. ALL KERBS TO BE HB2, EXCEPT DROPPED KERBS AT PEDESTRIAN CROSSING.
5. ALL IRONWORK WITHIN EXTENT OF WORKS TO BE LOWERED / RAISED AS REQUIRED.
6. ALL PROPOSED ROAD MARKINGS TO BE IN ACCORDANCE WITH THE FOLLOWING:
 - TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD); AND
 - TRAFFIC SIGNS MANUALS CHAPTER 5 - ROAD MARKINGS.
7. EARTHWORKS SLOPES TO BE MAXIMUM 1:3.

KEY

-  CARRIAGEWAY
-  FOOT
-  TACTILE PAVING (UNCONTROLLED CROSSING)
-  GRASS VERGE



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NOTES

REV	DESCRIPTION	DATE	BY

Client:
AAA PROPERTY GROUP

Project:
UPPER HOYLAND ROAD SITE ACCESS

Drawing Title:
GENERAL ARRANGEMENT

FOR COMMENT

Fore Consulting Limited
1st Floor, 15 St Paul's Street
Leeds
LS1 2JG
0113 2460204
enquiries@foreconsulting.co.uk
www.foreconsulting.co.uk



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Job Number 3966	Drawing Number 100-SK-001	Revision -		

GENERAL NOTES

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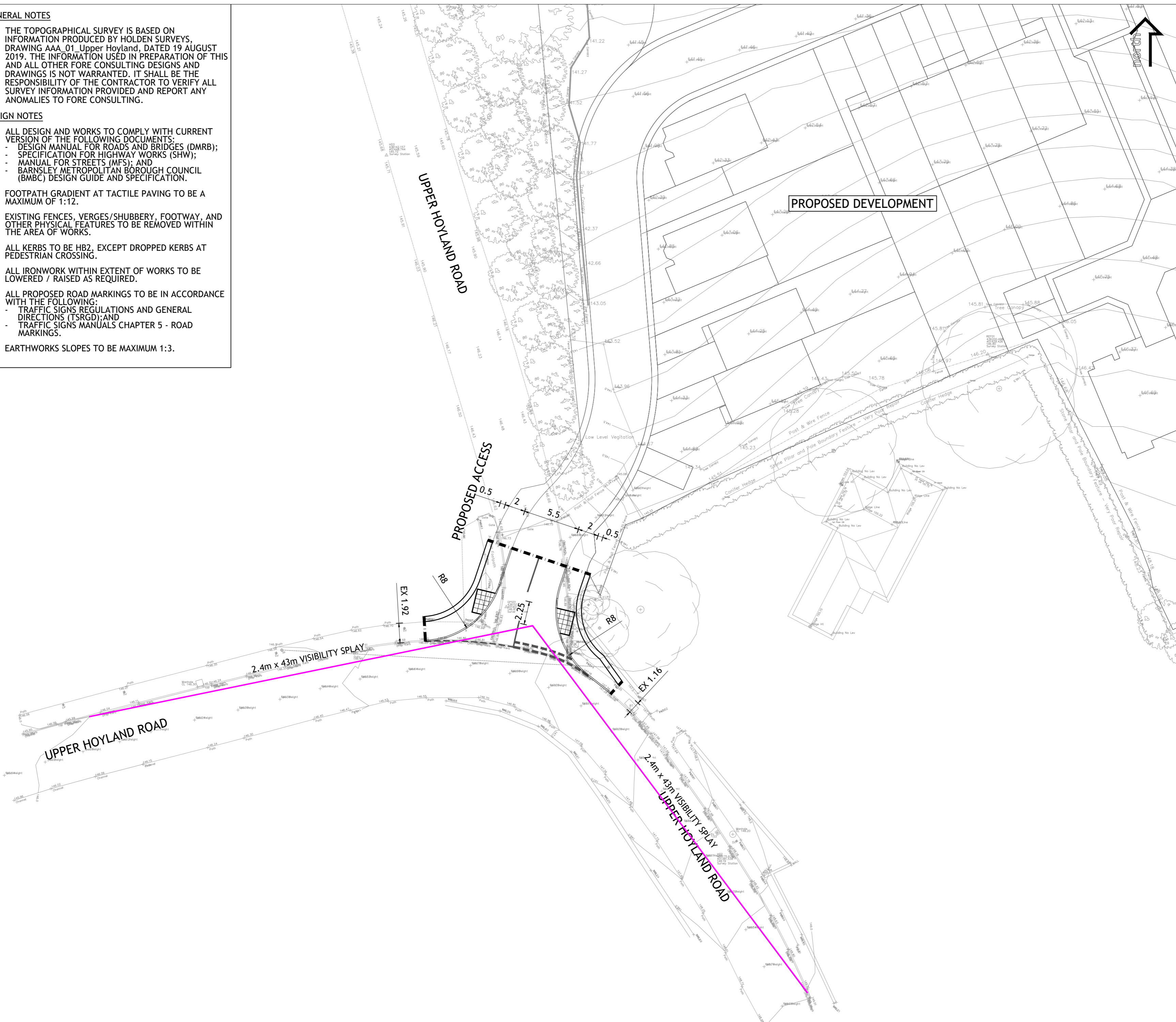
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- ALL IRONWORK WITHIN EXTENT OF WORKS TO BE LOWERED / RAISED AS REQUIRED.
- ALL PROPOSED ROAD MARKINGS TO BE IN ACCORDANCE WITH THE FOLLOWING:
 - TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (TSRGD); AND
 - TRAFFIC SIGNS MANUALS CHAPTER 5 - ROAD MARKINGS.
- EARTHWORKS SLOPES TO BE MAXIMUM 1:3.

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DO NOT SCALE

NOTES



REV	DESCRIPTION	DATE	BY
-----	-------------	------	----

Client:
AAA PROPERTY GROUP

Project
**UPPER HOYLAND ROAD
 SITE ACCESS**

Drawing Title
ENGINEERING LAYOUT

FOR COMMENT

Fore Consulting Limited
 1st Floor, 15 St Paul's Street
 Leeds
 LS1 2JG
 0113 2460204

enquiries@foreconsulting.co.uk
 www.foreconsulting.co.uk



Drawn by ML	Checked by AS	Issue Date 15.10.2021	Scale 1:250	Format A2
Job Number 3966	Drawing Number 100-SK-002	Revision -		



GENERAL NOTES

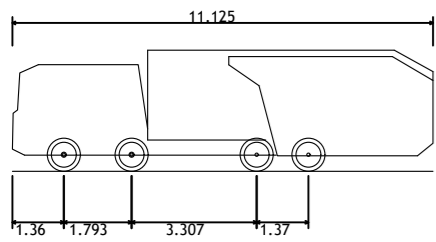
- a. THE TOPOGRAPHICAL SURVEY IS BASED ON INFORMATION PRODUCED BY HOLDEN SURVEYS, DRAWING AAA_01_Upper Hoyland, DATED 19 AUGUST 2019. THE INFORMATION USED IN PREPARATION OF THIS AND ALL OTHER FORE CONSULTING DESIGNS AND DRAWINGS IS NOT WARRANTED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SURVEY INFORMATION PROVIDED AND REPORT ANY ANOMALIES TO FORE CONSULTING.

DESIGN NOTES

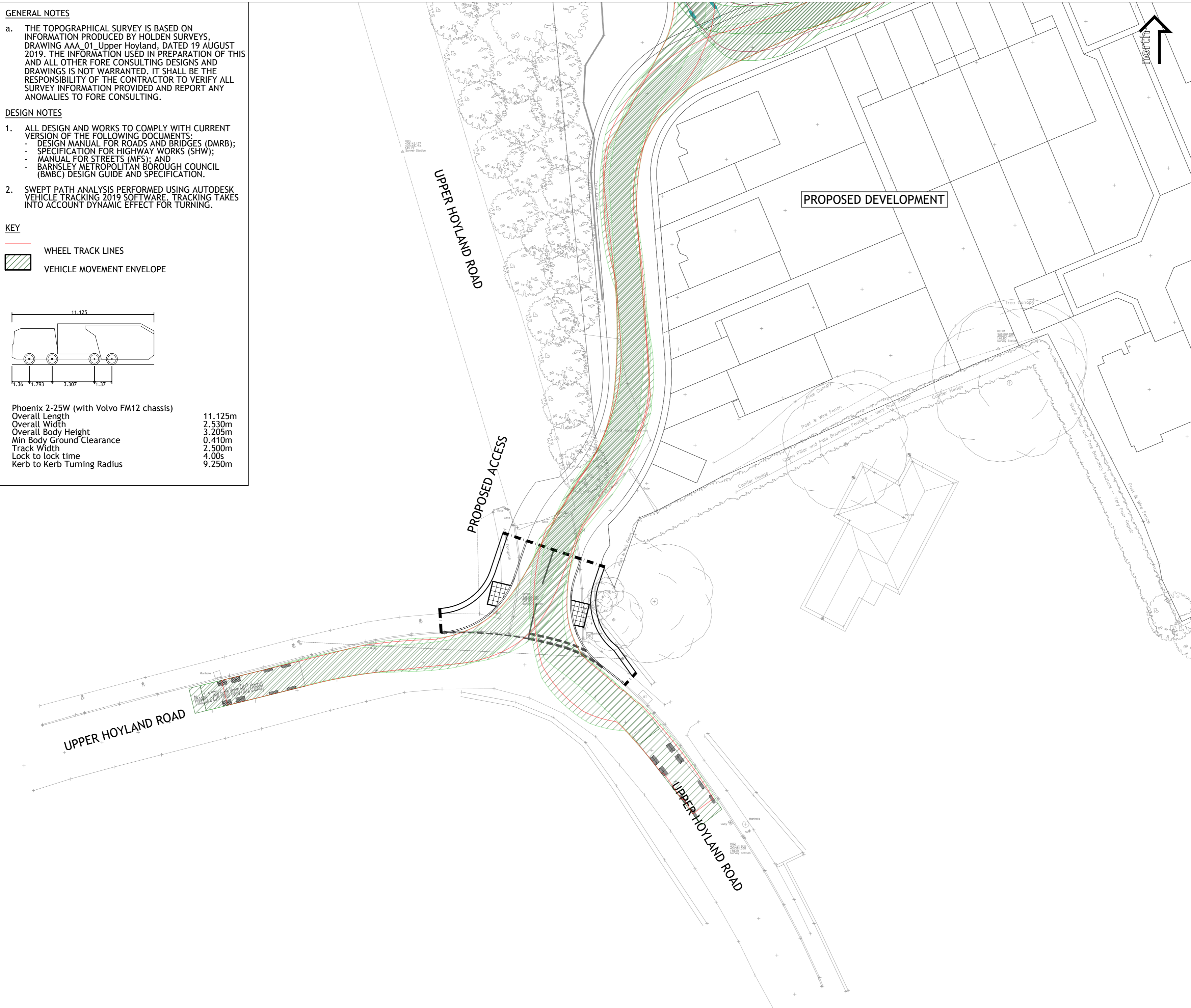
- ALL DESIGN AND WORKS TO COMPLY WITH CURRENT VERSION OF THE FOLLOWING DOCUMENTS:
 - DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB);
 - SPECIFICATION FOR HIGHWAY WORKS (SHW);
 - MANUAL FOR STREETS (MFS); AND
 - BARNESLEY METROPOLITAN BOROUGH COUNCIL (BMBC) DESIGN GUIDE AND SPECIFICATION.
- SWEPT PATH ANALYSIS PERFORMED USING AUTODESK VEHICLE TRACKING 2019 SOFTWARE. TRACKING TAKES INTO ACCOUNT DYNAMIC EFFECT FOR TURNING.

KEY

-  WHEEL TRACK LINES
-  VEHICLE MOVEMENT ENVELOPE



Phoenix 2-25W (with Volvo FM12 chassis)
 Overall Length 11.125m
 Overall Width 2.530m
 Overall Body Height 3.205m
 Min Body Ground Clearance 0.410m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.250m



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DO NOT SCALE

NOTES

REV	DESCRIPTION	DATE	BY
-----	-------------	------	----

Client:
AAA PROPERTY GROUP

Project
**UPPER HOYLAND ROAD
 SITE ACCESS**

Drawing Title
**SWEPT PATH ANALYSIS
 RCV**

FOR COMMENT

Fore Consulting Limited
 1st Floor, 15 St Paul's Street
 Leeds
 LS1 2JG
 0113 2460204
 enquiries@foreconsulting.co.uk
 www.foreconsulting.co.uk



Drawn by ML	Checked by AS	Issue Date 15.10.2021	Scale 1:250	Format A2
Job Number 3966	Drawing Number 100-SK-003	Revision -		

Appendix A

Development Proposals



Appendix B

Stage 1 Road Safety Audit

Calculation Reference: AUDIT-752701-211020-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
14	LEINSTER	
	CC CARLOW	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 10 to 40 (units:)
 Range Selected by User: 4 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 08/06/21

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	10
--------------	----

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	6 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days

Travel Plan:

Yes	1 days
No	9 days

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

Covid-19 Restrictions	Yes
-----------------------	-----

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	BD-03-A-03 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED HOUSES 30 <i>15/10/20</i>	BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
2	CC-03-A-01 R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 23 <i>25/05/16</i>	CARLOW	<i>Survey Type: MANUAL</i>
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 24 <i>24/11/14</i>	CHESHIRE	<i>Survey Type: MANUAL</i>
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI -DETACHED & TERRACED 40 <i>04/06/19</i>	CHESHIRE	<i>Survey Type: MANUAL</i>
5	CV-03-A-03 R212 DUBLIN ROAD CAVAN PULLAMORE NEAR Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 37 <i>22/05/17</i>	CAVAN	<i>Survey Type: MANUAL</i>
6	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 32 <i>17/11/17</i>	LANCASHIRE	<i>Survey Type: MANUAL</i>
7	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 10 <i>16/09/15</i>	NORFOLK	<i>Survey Type: MANUAL</i>
8	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 18 <i>09/09/15</i>	SUFFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>
10	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: THURSDAY</i>		<i>17/10/13</i>	<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	25	0.057	10	25	0.255	10	25	0.312
08:00 - 09:00	10	25	0.170	10	25	0.348	10	25	0.518
09:00 - 10:00	10	25	0.138	10	25	0.227	10	25	0.365
10:00 - 11:00	10	25	0.223	10	25	0.211	10	25	0.434
11:00 - 12:00	10	25	0.162	10	25	0.174	10	25	0.336
12:00 - 13:00	10	25	0.223	10	25	0.198	10	25	0.421
13:00 - 14:00	10	25	0.255	10	25	0.251	10	25	0.506
14:00 - 15:00	10	25	0.223	10	25	0.279	10	25	0.502
15:00 - 16:00	10	25	0.324	10	25	0.308	10	25	0.632
16:00 - 17:00	10	25	0.275	10	25	0.154	10	25	0.429
17:00 - 18:00	10	25	0.364	10	25	0.178	10	25	0.542
18:00 - 19:00	10	25	0.219	10	25	0.158	10	25	0.377
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.633			2.741			5.374

Parameter summary

Trip rate parameter range selected: 10 - 40 (units:)
 Survey date date range: 01/01/13 - 08/06/21
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

Fore Consulting Limited
1st Floor, 15 St Paul's Street
Leeds
LS1 2JG

0113 2460204
enquiries@foreconsulting.co.uk
www.foreconsulting.co.uk



Fore Consulting Limited. Registered in England and Wales No. 7291952.
Registered Address: Gresham House, 5 - 7 St Pauls Street, Leeds LS1 2JG, United Kingdom
VAT Registration No. 105 0341 75