

Hartgan House, Pinfold Lane, Royston, Barnsley

Highway Statement

Project no. 1786

June 2020

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Quality Management

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1.0 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to the proposed development at Hartgan House, Pinfold Lane, Royston, in the district of Barnsley. The plan at Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are for the construction of a small residential development consisting of two detached, two storey dwelling houses with integral garages, associated parking, amenity area and turning space, located within an area of extensive open grassland in the curtilage of Hartgan House.
- 1.1.3 An improved vehicular access arrangement and new turning facility is proposed to serve the development directly off Pinfold Lane along with designated car parking for the proposed dwellings.
- 1.1.4 The area of open land positioned to the north west of Hartgan House, which is the subject of this application is mainly grassed, with elements of landscaping and presently houses numerous ancillary outbuildings, a caravan and container unit.
- 1.1.5 This Highway Statement considers such matters as access and associated improvements, car parking, servicing and sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site which is located off Pinfold Lane and lies within the suburb of Royston, a substantial village located to the north east of the large town of Barnsley. The site is positioned within a predominately residential area with areas of arable farm land and lies just over 500 meters to the south of the centre of Royston village centre, which offers the services of locally operated shops, schools and primary care facilities. Its location is within close proximity of the neighbouring settlements of Shafton, Carlton and Athersley.

2.1.2 The proposed site area is positioned to the north west of Hartgan House. The site is presently occupied by several ancillary outbuildings, a caravan and container unit. It is bounded by Pinfold Lane to the east, Hartgan House to the south with a combination open fields, mature trees and outbuildings collectively to the north and west.

2.2 Local Highway Network

2.2.1 Pinfold Lane allows direct access to the proposed site, along with the host property, namely Hartgan House and an additional property to the north for both vehicular and pedestrian access. Pinfold Lane is primarily a pedestrian walkway combined with a cycle route. It is classed as a 'safer route to school' offering a link to Carlton Community College, it also carries the route of Royston public footpath No.13 and offers access to the Trans Pennine Trail, these accessible options are identifiable on site. The photograph below illustrates the signage positioned at the start of Pinfold Lane.



- 2.2.2 Pinfold Lane is a single width track laid out between hedgerows and areas of grass verges of varying sizes together with several mature trees, it is appropriately surfaced to a good standard and benefits from the provision of street lighting. It commences to the south east of the site at its junction with Kirk Cross Crescent via a dropped vehicular crossing arrangement, allowing access to all of the aforementioned properties and the proposal site area for vehicular and pedestrian traffic. To the north it provides a pedestrian/ cycle route only for around 160m before connecting with Redwood Avenue.
- 2.2.3 Pinfold Lane does not contain any turning facilities to cater for service vehicles such as a large refuse collection vehicle or fire appliance.
- 2.2.4 Kirk Cross Crescent is a two-way single carriageway lit to side road standards with numerous individually served properties along the majority of its length. It generally runs west to east commencing to the south of the site where it connects with the B6132 – Royston Lane. The road surface is in good condition with varying carriageway widths bounded by a combination of both footway and grassed highway verge.
- 2.2.5 Royston Lane (B6132) is a class one highway and is a two-way single carriageway that is moderately trafficked with fluctuations at network peak times. It connects with the village of Royston with the neighbouring settlement of Carlton directly to the south.
- 2.2.6 Immediately to the east of the proposed site is a further point of access in the form of a single width unmade track which links directly with West Pinfold. This unmade track is in a poor state of repair and does not benefit from any form of street lighting.
- 2.2.7 The site is located within close proximity of public transport facilities in the form of bus services on the B6132 – Royston Lane with the bus stops located within the recommended walking distance to a bus stop (less than 400m via Kirk Cross Crescent). Details of bus services from these local fare stages are shown in Section 3.
- 2.2.8 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there have been no recorded injury accidents for 100 metres either side of the point of access with Kirk Cross Crescent up to December 2019.
- 2.2.9 The good injury accident record associated with the use of the existing access to the site does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of the development proposals.

3.0 TRANSPORT SUSTAINABILITY

- 3.1.1 The site is in a sustainable location having links to the local public transport services and being within short walking distance of numerous fare stages available along Royston Lane (B6132). The proposal is within walking distance of an abundance of local shops and services available to the north of the site in and around the village of Royston.
- 3.1.2 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Governments planning policies for England and how these are expected to be applied. It recommends that the 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 significant.
- 3.1.3 However, the former guidance within PPG 13 is still useful as a reference until such a time as the Local Planning Authority publishes their site-specific transport policies.
- 3.1.4 The catchment areas for the preferred maximum walking distance of 2km is shown on the plan at Appendix B. The site is well placed for residents to walk to the numerous facilities placed in and around the town centre of Royston, along with public transport facilities.
- 3.1.5 There are schools for all age groups located within walk and cycling distance. Similarly, there are numerous facilities accessible on foot within the surrounding area and the centre of Royston. These include a wide selection of locally operated shops, places of worship, supermarkets combined with ATM facilities, hot and cold food outlets, post office and coffee shops. Primary health care facilities are available in the form of GP surgeries, dental practices, and pharmacy.
- 3.1.6 With regards to cycling, PPG13 Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport". The plan at Appendix B shows the 5km cycle catchment area from the site. Within the cycle catchment are the additional areas of Notton, Shafton, Cudworth along with parts of Mappewell, allowing access to the wider district with the added benefit of amenities and facilities available within these settlements.
- 3.1.7 Also placed within the cycle catchment area in the immediate locality are a wide range of recreational facilities in form of Rabbit Ings Country Park offering a series of cycle tracks for all abilities, Barnsley Golf Club and large playing fields with play park.

3.1.8 The Trans Pennine Trail is easily accessible via the National Cycle Network Route 62 link located on Pinfold Lane. The Trans Pennine Trail is mainly a traffic free route which is mapped and signed, offering a long-distance path running from coast to coast which can be utilised by both walkers and cyclists. It allows a direct route to Leeds, placed to the north of the site entrance.

3.1.9 The site is within easy reach of bus routes available from bus stops located to the east of the site on Royston Lane (B6132) which can be easily accessed by the local footway network. The bus stops along Royston Lane contain timetable cases and passenger shelters. The services that use these stops are identified at Table 1 below.

Service Number	From - To	Frequency Mon - Sat	Late evenings and Sundays
37ss	Barnsley – Honeywell – Monk Bretton – Cudworth – Shafon – Grimethopre	60 mins	n/a
57	Barnsley – Monk Bretton – Royston	15 mins	n/a
59/59a	Barnsley – Monk Bretton – Royston – Newmillerdam – Wakefield	15 mins	Late Evening - 60 mins Sunday – 30 mins

Table 1

Bus Services

3.1.10 As can be identified from the above table, there are three bus services that operate from the nearest bus stops. These services are located within the recommended walking distance, offering access for residents to the neighbouring settlements together with the larger towns including the city of Wakefield. Barnsley interchange can also be accessed from the nearby bus stops, opening up options for residents to further bus and train services across the district and beyond.

3.1.11 Due to the countries present lockdown circumstances owing to the threat of COVID-19 all of the available public transport services are currently subject to change.

3.1.12 The bus services are therefore considered to be of a good standard and provide an alternative to the private car in line with current Government guidelines.

- 3.1.13 The site is well placed in terms of rail links with Barnsley Interchange featuring on local bus routes with train services operating frequently, providing access to destinations such as Leeds, Castleford, Huddersfield, Sheffield, Wakefield and London allowing for leisure and employment opportunities throughout the wider district. The station offers excellent cycle storage facilities and offers the added security with the area being monitored by CCTV, providing the opportunity for multi modal travel.
- 3.1.14 The site is considered to be in a sustainable location being within walking distance of bus stops and an abundance of local shops and services placed in the immediate vicinity, both in and around the centre of Royston. Together with being within cycling distance of further towns and settlements and positioned on part of the Trans Pennine Trail. The site, therefore, generally conforms to current Government directives for ensuring developments are in sustainable locations.

4.0 THE PROPOSED DEVELOPMENT

- 4.1.1 The proposals are for the construction of a small residential development consisting of two detached, two storey dwelling houses with integral garages, associated parking, amenity area, and turning space with alterations to the existing access, located within an area of extensive open grassland in the curtilage of Hartgan House.

Vehicle Access

- 4.1.2 Access to the proposed residential development will be by the way of an improved access arrangement directly off Pinfold Lane.
- 4.1.3 Due to the limited width of the existing access along Pinfold Lane it is proposed to make improvement to the existing access along the site frontage by widening Pinfold Lane so that a car can pass opposing service vehicle with a proposed width of between 4.8m and 5.5m.
- 4.1.4 The proposed site layout will also incorporate a large turning facility positioned centrally along the site frontage, illustrated on the plan placed at Appendix C. This turning area will be suitable to accommodate a Barnsley Council size refuse vehicle and large fire appliance and will allow these vehicles to safely enter and exit Pinfold Lane in a forward gear, negating the requirement for lengthy reversing movements. The individual driveways are proposed to branch off to the north and south sides of the turning facility serving each of the proposed dwellings.
- 4.1.5 The new turning head will be wide enough to allow field access for large agricultural vehicles to provide continued access to the fields to the west of the site.

Parking Provision

- 4.1.6 As part of the application, two designated parking spaces are proposed for each property on the proposed driveways, identifiable on the site layout plan placed at Appendix C. This car parking allocation is more than sufficient for this type of proposal and accords with the requirements of Barnsley Council's SPD Parking.

Pedestrians & Cyclists

4.1.7 Pedestrian access will be made via the proposed turning head and individual driveways.

4.1.8 Individual secure cycle storage provision will be located within the proposed garages.

Servicing

4.1.9 A suitable turning area to enable a refuse collection vehicle to enter and exit Pinfold Lane in a forward gear will be provided.

Traffic Impact

4.1.10 To determine the traffic impact of the development the national TRICS database has been considered to derive the likely traffic generations. Table 2 below identifies the trip rates and traffic generation of the proposed dwellings.

Residential Houses	Arrive	Departure	Two Way
AM Peak	0.16	0.64	0.80
PM Peak	0.64	0.16	0.80
AM Peak	0	2	2
PM Peak	2	0	2

Table 2: Trip Rates & Generation

4.1.11 As can be determined from the TRICS data in Table 2, the development will only provide an additional 2 trips during the network peak hours (between 8am and 9am, and 5pm and 6pm).

4.1.12 The slight increase in traffic along Pinfold Lane can easily be offset by the proposed turning facility to accommodate a large refuse vehicle and the localised widening of Pinfold Lane across the site frontage. The proposals can improve safety along Pinfold Lane for existing and proposed users, as the likelihood of lengthy reversing movements by refuse vehicles would be removed, improving the route as a 'safer route to school'. Similarly, the localised widening would allow for 2 vehicle to simultaneously pass, and for a pedestrian or cyclist to pass a moving service vehicle, which is not currently provided.

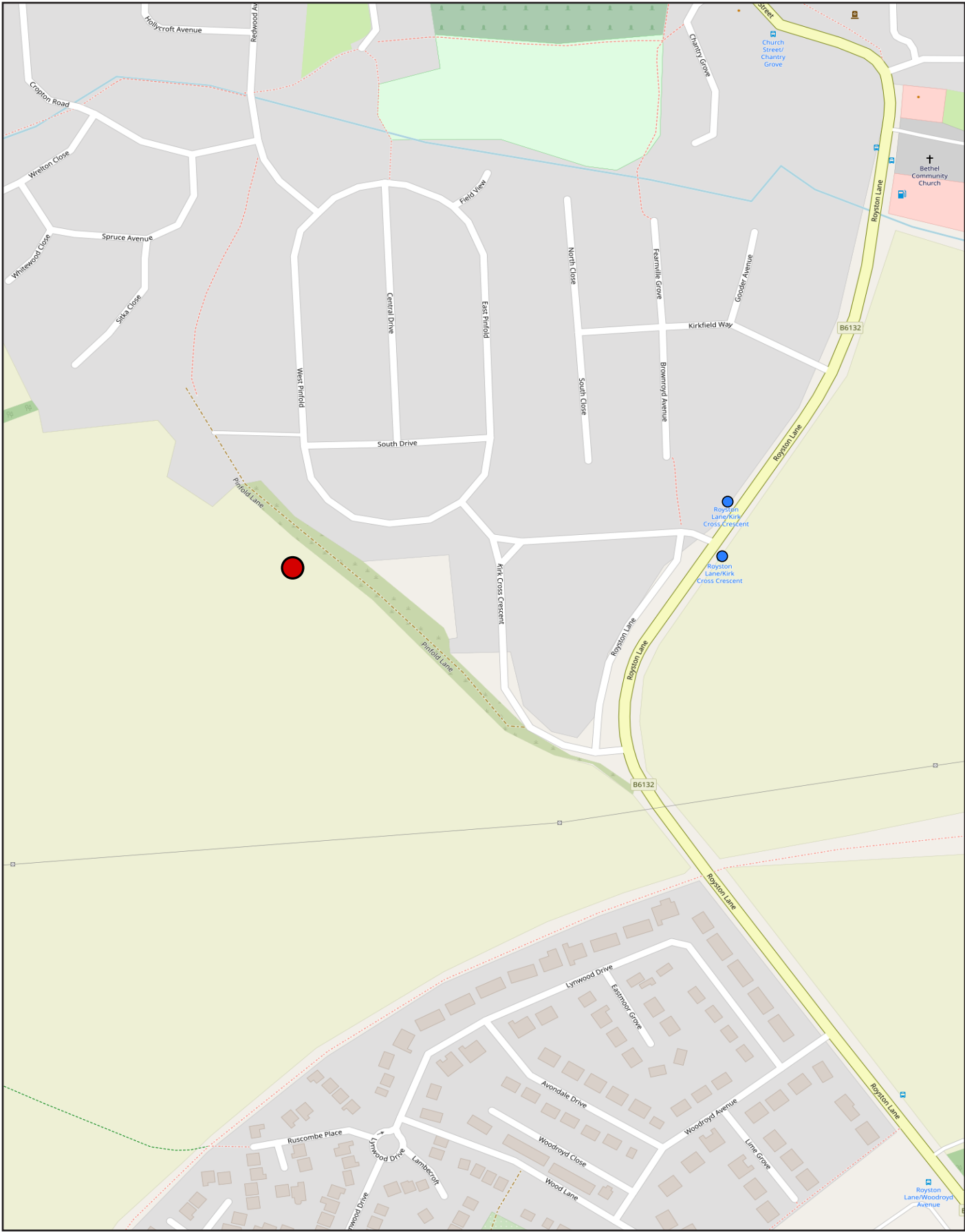
4.1.13 The traffic generations from the site would not be noticeable from the daily fluctuation in traffic flows along Pinfold Lane or the adjacent network, and would not add to any congestion during the peak hours.

5.0 CONCLUSIONS

- 5.1.1 The proposals are for the construction of a small residential development consisting of two detached, two storey dwelling houses with integral garages, associated parking, amenity area, and turning space with alterations to the existing access, located within an area of extensive open grassland in the curtilage of Hartgan House.
- 5.1.2 The site is considered to be in a sustainable location, being within walking distance of Royston centre offering an abundance of local services along with public transport opportunities in the way of local fare stages on Royston Lane (B6132) providing connections to neighbouring settlements along with rail services from Barnsley Interchange offering links across the wider district. Therefore, the site generally conforms to current Government directives for ensuring developments are within sustainable locations.
- 5.1.3 The proposed development will enhance and improve the existing access arrangements of all users of Pinfold Lane with the introduction of a turning facility together with localised widening across the site frontage to improve highway safety and efficiency for all users.
- 5.1.4 The traffic generations from the site would not be noticeable from the daily fluctuation in traffic flows along Pinfold Lane or the adjacent network and would not add to any congestion during the peak hours.
- 5.1.5 It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

APPENDIX A

Site Location Plan



Legend:

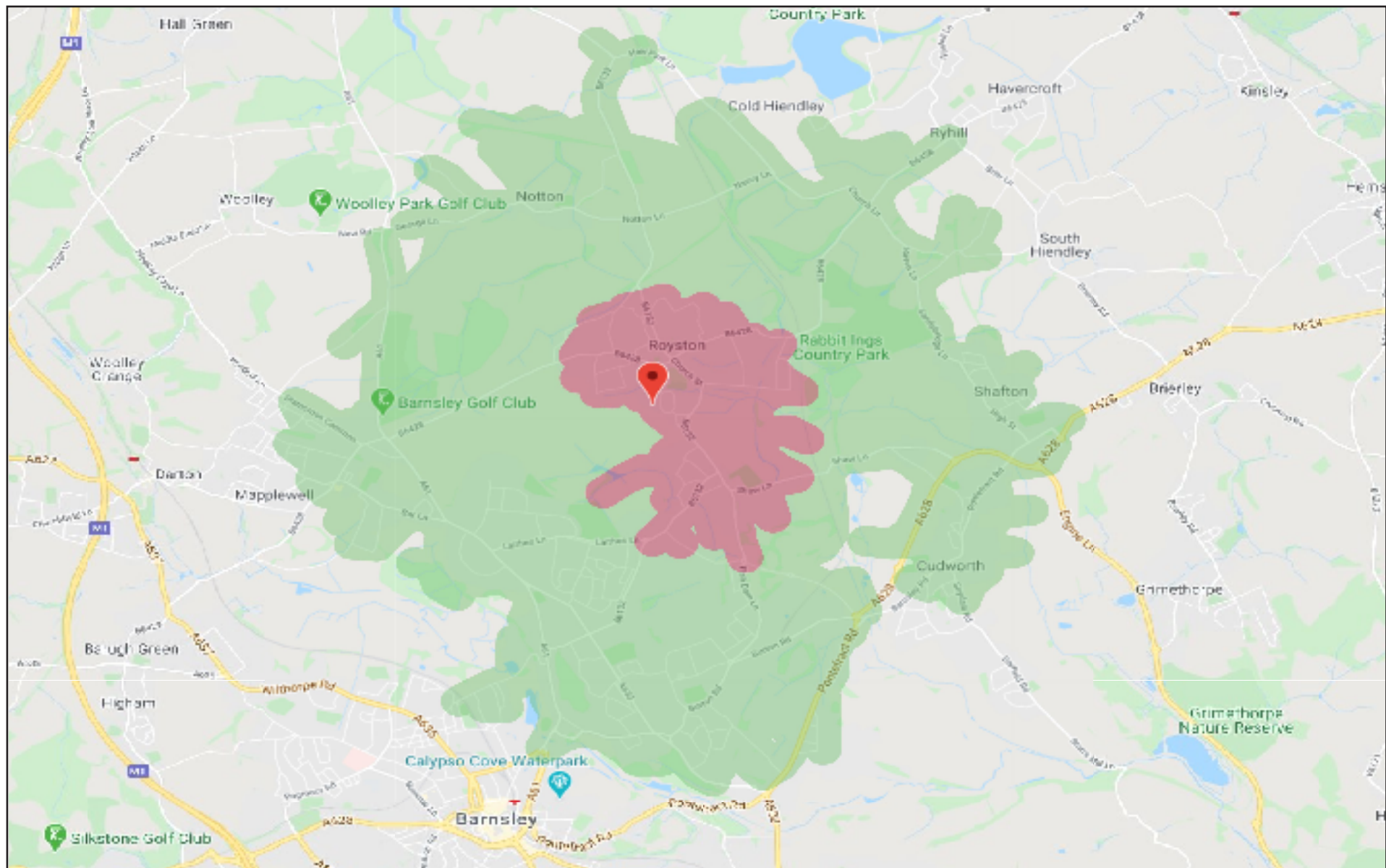
- Site Location
- Closest Unique Bus Stops



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APPENDIX B

Walking and Cycle Catchment Plan



Legend:

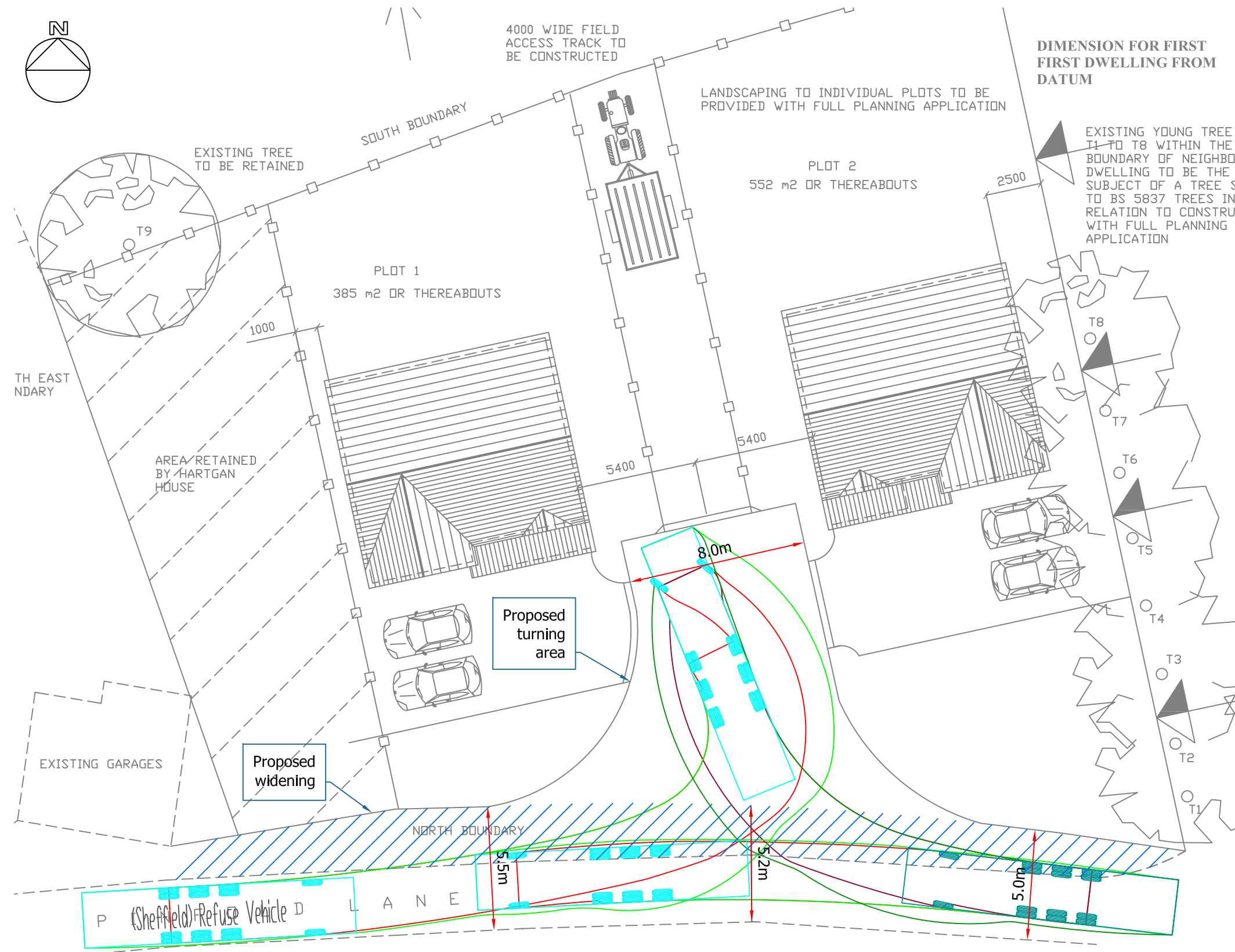
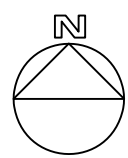
- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location



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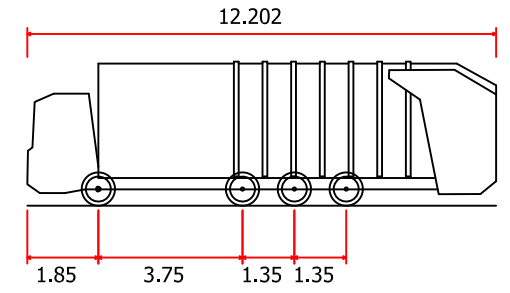
APPENDIX C

Site Layout Plan



**DIMENSION FOR FIRST
FIRST DWELLING FROM
DATUM**

EXISTING YOUNG TREE
T1 TO T8 WITHIN THE
BOUNDARY OF NEIGHBO
DWELLING TO BE THE
SUBJECT OF A TREE S
TO BS 5837 TREES IN
RELATION TO CONSTRU
WITH FULL PLANNING
APPLICATION



South Yorkshire Refuse Vehicle
Overall Length 12.202m
Overall Width 2.490m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 9.250m

GENERAL NOTES
This drawing shows the provisional design only
and is subject to Local Authority approval. This
drawing should not be scaled for setting out
purposes unless specified.

This drawing is based on a
topographical/ordnance survey provided by
others.

REVISIONS
PROJECT
HARTGAN HOUSE, PINFOLD LANE, ROYSTON
TITLE
PROPOSED ACCESS
SCALE
1:200 @ A3
DRAWING
1786-101
DATE
02.06.2020

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