



Frickley Bridge Lane, Brierley Highway Statement

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1.0 Introduction

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the proposed demolition of an existing stable block and construction of a residential dwelling on land off Frickley Bridge Lane, Brierley. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to remove the existing stables and associated buildings and replace it with a detached residential dwelling. The existing vehicular access to Frickley Bridge Lane will be improved where necessary and a turning facility will be provided to accommodate a large fire appliance.
- 1.1.3 This Highway Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2.0 Existing Conditions

2.1 Site Description

2.1.1 The site is located within the settlement of Brierley, approximately 8km to the northeast of the large town of Barnsley and 12km to the southeast of the local city of Wakefield. The site is accessed directly off Frickley Bridge Lane via an existing vehicular access to the west of the site. There are open fields to the north and east of the site, with residential properties accessed off Frickley Bridge Lane and Barnsley Road to the south and west respectively.

2.1.2 The site totals 8 acres and the existing stable building is situated centrally within the site. The stable building can accommodate 8 horses and has operated as a commercial livery for the past 40 years.



Photograph 1: Existing Vehicular Access

2.1.3 The existing vehicular access to Frickley Bridge Lane is an unmade track, ranging in width between 2.4m and 3.3m as it continues towards the stable building, and is around 68m in length. The private drive solely serves the development site.

2.1.4 The existing access contains a small turning area to the rear of the gates, with the gate opening around 4.5m in width. The access as it meets Frickley Bridge Lane widens to around 5.3m. Visibility from the site access is substandard and falls significantly short of the SSD requirements for junctions contained within Manual for Streets due to vegetation and existing street furniture.

2.2 Local Highway Network

2.2.1 The proposed dwelling will continue to be accessed from the existing vehicular access onto Frickley Bridge Lane via an improved arrangement. Frickley Bridge Lane is a two way single carriageway road that links to the A628 Barnsley Road some 128m to the south and the neighbouring settlement of South Hiendley to the north. It provides direct access to individual residential properties and streets and is subject to light traffic volumes during the day with a noticeable increase during the network morning and evening peak hours.

2.2.2 The carriageway in the vicinity of the site access ranges between 5.2m and 5.4m in width, with a footway to the far-side around 1m to 1.2m in width. The carriageway and footway are in very good condition having undergone resurfacing and kerbing works in recent years. Frickley Bridge Road contains street lighting to side road standards and is subject to a 30mph speed limit that changes to the national speed limit some 116m north of the site access. There are no Traffic Regulation Orders in the vicinity of the site that control waiting or loading.



Photograph 2: Site access point in direction of Barnsley Road

2.2.3 Frickley Bridge Lane joins the A628 Barnsley Road via a stop sign arrangement. The A628 Barnsley Road is a major road connecting the local towns of Pontefract and Barnsley eventually connecting with Greater Manchester to the west. The road also travels through Cudworth, Hemsworth and Ackworth providing subsequent connections to other local, principal and primary routes. Subsequently the A628 is subject to heavy traffic volumes throughout the day.

2.2.4 The A628 Barnsley Road in proximity to the Frickley Bridge Lane junction is a two way single carriageway road with a footway to its northern flank and a soft verge to its southern flank when heading towards the northeast. To the southwest footways are provided on both sides along Cross Hill heading to the centre of Brierley. The carriageway measures approximately 6.2m in width and the footway measures around 1.4m in width. It has street lighting to main road standards and the speed limit is 30mph in the vicinity of the Frickley Bridge Lane junction changing to national speed limit around 130m to the northeast.



Photograph 3: Site access in the direction of South Hiendley

2.2.5 The site is located within easy reach of the bus services available on A628 Barnsley Road. Details of the services available from these local fare stages are shown in the Transport Sustainability section below.

2.3 Transport Sustainability

- 2.3.1 The site is in a sustainable location being within a short walking distance of bus services to the south of the site.
- 2.3.2 The National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied. It recommends that developments 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.
- 2.3.3 The former guidance within PPG 13 is still useful as a reference in relation to cycling and walking as a means of commuting.
- 2.3.4 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed for residents to walk to the centre of Brierley and the neighbouring settlement of Shafton, South Hiendley and Grimethorpe. Within Brierley there is a convenience store, hot food outlet and hairdressers. There are local schools within Shafton, Brierley and Grimethorpe, and potential employment opportunities within walking distance.
- 2.3.5 With regards to cycling, PPG13: Transport stated 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 5km cycle catchment area from the site is also shown at Appendix B and includes the settlements of Hemsworth, Kinsley, Shafton, Havercroft, Ryhill and the whole of Grimethorpe. These settlements contain supermarkets/ retail, primary healthcare facilities and employment opportunities such as the industrial areas to the south of Grimethorpe.
- 2.3.6 The nearest bus stops to the site are located on the A628 Barnsley Road at Haldane Close, approximately 265m to the south east of the site. The table below identifies the bus services that use the above stops.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Lates & Sun
28	Brierley, opp Haldane Close	Barnsley Interchange, Lundwood, Cudworth, Shafton, Grimethorpe, Brierley, Hemsworth, Fitzwilliam, Ackworth Moor Top, Pontefract Bus Station	60 mins	Last service at 17.50
	Brierley, adjacent to Haldane Close		30 mins	N/A
28C	Brierley, opp Haldane Close	Barnsley Interchange, Lundwood, Cudworth, Shafton, Grimethorpe, Brierley, Hemsworth, Fitzwilliam, Ackworth Moor Top, Featherstone, Pontefract Bus Station	60 mins	Last service at 22.50
	Brierley, adjacent to Haldane Close			
36	Brierley, opp Haldane Close	South Elmsall Bus Station, South Kirkby, Hemsworth, South Hiendley, Brierley, Shafton, Cudworth, Monk Bretton, Barnsley, Barnsley Interchange	4 x services 08.57, 10.57, 13.27, 15.27	N/A
	Brierley, adjacent to Haldane Close			N/A198
198	Brierley, opp Haldane Close	Newstead, Ryhill, South Hiendley, Shafton, Cudworth, Cundy Cross, Barnsley Interchange	60 mins	Last service at 17.32
	Brierley, adjacent to Haldane Close			N/A

Table 1: Bus Services

- 2.3.7 As can be identified from the above table, there are four bus services that provide four services per hour to the local towns and settlements, as well as Barnsley Interchange and Pontefract Bus Station. These bus services provide frequent services to local employment and service centre areas. The bus services are considered to be suitable to provide an alternative to the private car in line with Government guidelines.
- 2.3.8 The site is considered to be in a sustainable location being close to good public transport links and in the vicinity of the settlements of Brierley, Shafton, South Hiendley, Grimethorpe, and Hemsworth containing local amenities, facilities and further transport opportunities. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

3.0 The Development Proposals

3.1 Proposed Development

3.1.1 The proposals are to remove the existing stables, associated buildings and livery operations and replace these with a single detached residential dwelling. The existing vehicular access to Frickley Bridge Lane is to be maintained and improved, with a turning facility which will permit access and turning for a fire appliance.

3.2 Vehicular Access

3.2.1 The existing access is proposed to be improved including widening the access with Frickley Bridge Lane to allow a fire tender to enter and exit the site. The existing compacted stone surface is proposed to be widened slightly to provide a minimum width of 3.1m in accordance with the requirements within the South Yorkshire Residential Design Guide. The access improvements including a turning head adjacent to the proposed dwelling would allow for a fire tender to enter and exit the site in a forward gear.

3.2.2 Visibility is to be improved at the access with splays of 2.4m x 43m to be provided in both directions where the access meets Frickley Bridge Lane, which accords with the SSD requirements contained within Manual for Streets for 30mph speed limit roads. Visibility can be improved by removing vegetation and relocating an existing lighting column.

3.2.3 It is also proposed to set back the existing gates to 6m from the carriageway of Frickley Bridge Lane to allow a vehicle to manoeuvre completely off Frickley Bridge Lane should the gates be closed. It is also proposed to provide a bin collection point to the front of the gates to allow for convenient refuse collection from Frickley Bridge Lane as per the current situation for neighbouring properties.

3.3 Parking Provision

3.3.1 As part of the proposals 2 car parking spaces are to be provided in accordance with the Council's car parking requirements.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access will be made via the existing vehicular access from Frickley Bridge Lane.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location are to be agreed with the LPA.

3.5 Servicing

3.5.1 The servicing requirements for the proposed development can be adequately catered for. The proposals include suitable internal turning to cater for the largest vehicles anticipated to access the site, with a bin collection point provided for convenient refuse collection from Frickley Bridge Lane.

4.0 Traffic Impact

Existing Traffic

- 4.1.1 The proposals are to remove the existing stables and associated buildings and provide a single detached residential dwelling. The stables have frequently occupied up to 8 horses, and the site is frequently accessed by owners, farriers, horse trainers and veterinary staff. Due to the horses having different owners, during busy periods at the stables there can be 3-4 vehicles accessing the site at any one time associated with the care and use of the horses, including those vehicles towing horseboxes. These vehicles would often travel to the site in the morning and evening, and frequently within the network peak hours. Therefore, during busy periods where the stables are fully occupied, the existing use could generate between 12 and 16 movements during the day, with around 3 and 4 traffic movements potentially during each of the network peak hours.

Proposed Traffic

- 4.1.2 The table below provides the typical peak hour trip rates (morning peak 0800-0900 and evening peak 1700-1800) and likely traffic generation of the proposed new dwelling based on outputs from the national TRICS database.

	Morning Peak			Evening Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Generated Trips	0	1	1	1	0	1

Table 2: Predicted Development Trip Rates and Generation

- 4.1.3 As can be seen from the above table, the proposed development is anticipated to generate 1 trip during each of the peak hours. Typically, a development of this size would generate 6 and 8 vehicle movements per day.
- 4.1.4 Accordingly, based on the traffic generation of the existing stables and the traffic generation of the proposed residential dwelling, there will be an overall daily net decrease of 6 to 8 traffic movements and a net decrease of 2 to 3 vehicle movements during the network peak hours as a result of the proposals. Therefore, the proposals would not result in an intensification in use of the site access. The proposals also provide internal turning to accommodate a fire appliance and improve the site access arrangements, which can only have a positive impact on safety.

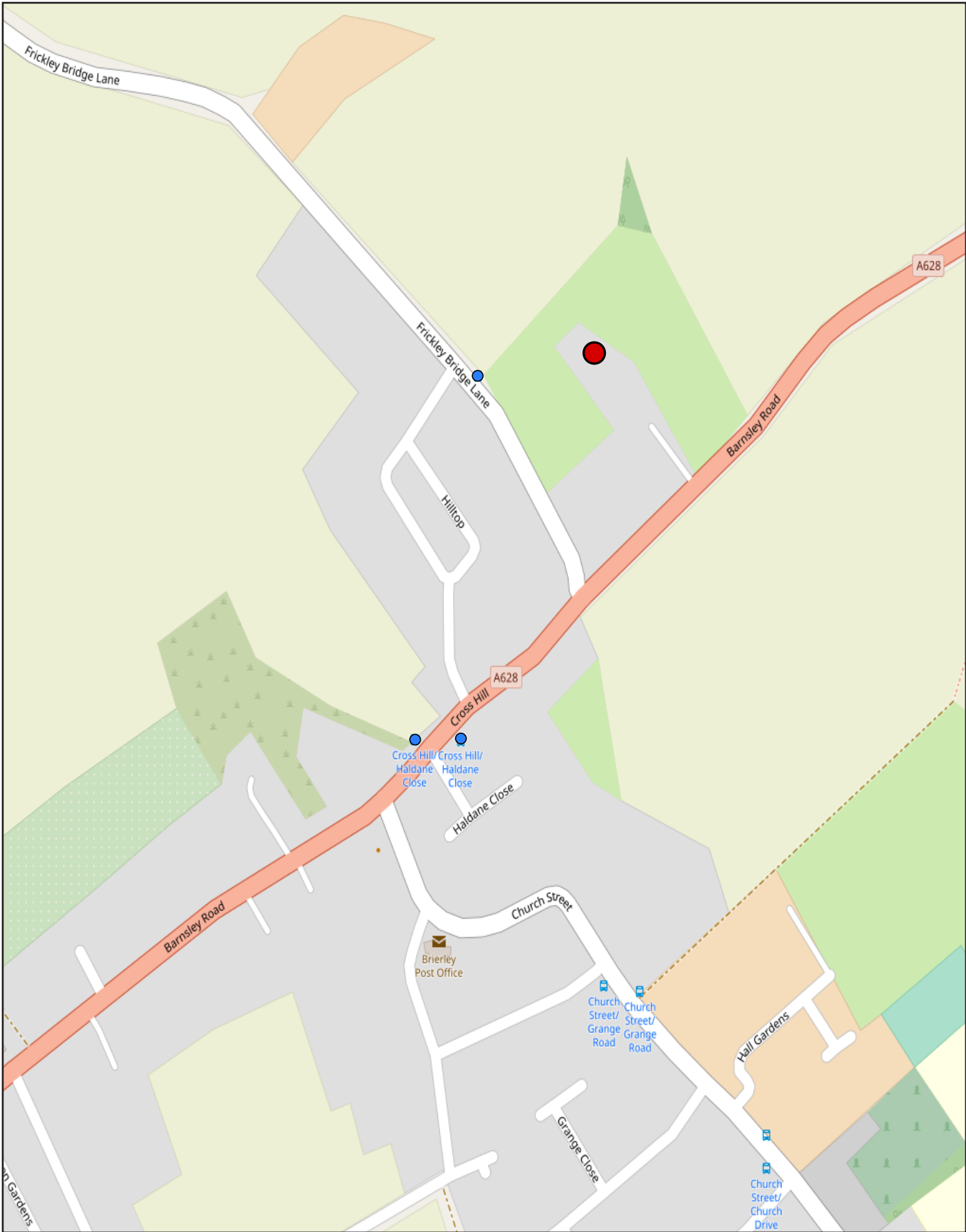
- 4.1.5 Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the operation of the local highway and will not significantly add to any congestion at the peak times on the local network, as the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network and would overall provide a net decrease when compared to the current situation.

5.0 Conclusions

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposals is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The site is considered to be in a sustainable location being close to good public transport links and in the vicinity of the settlements of Brierley, Shafton, South Hiendley, Grimethorpe, and Hemsworth containing local amenities, facilities and further transport opportunities. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.
- 5.1.3 It is considered that the anticipated level of traffic generated by the proposed development would not result in a material increase in vehicle traffic above that currently generated by the existing stable block. Therefore, the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the operation of the local highway and will not significantly add to any congestion at the peak times on the local network, as the level of traffic generated by the proposed development would not be discernible from the daily fluctuation in flows that could be expected on the highway network.

Appendix A

Site Location Plan



Legend:

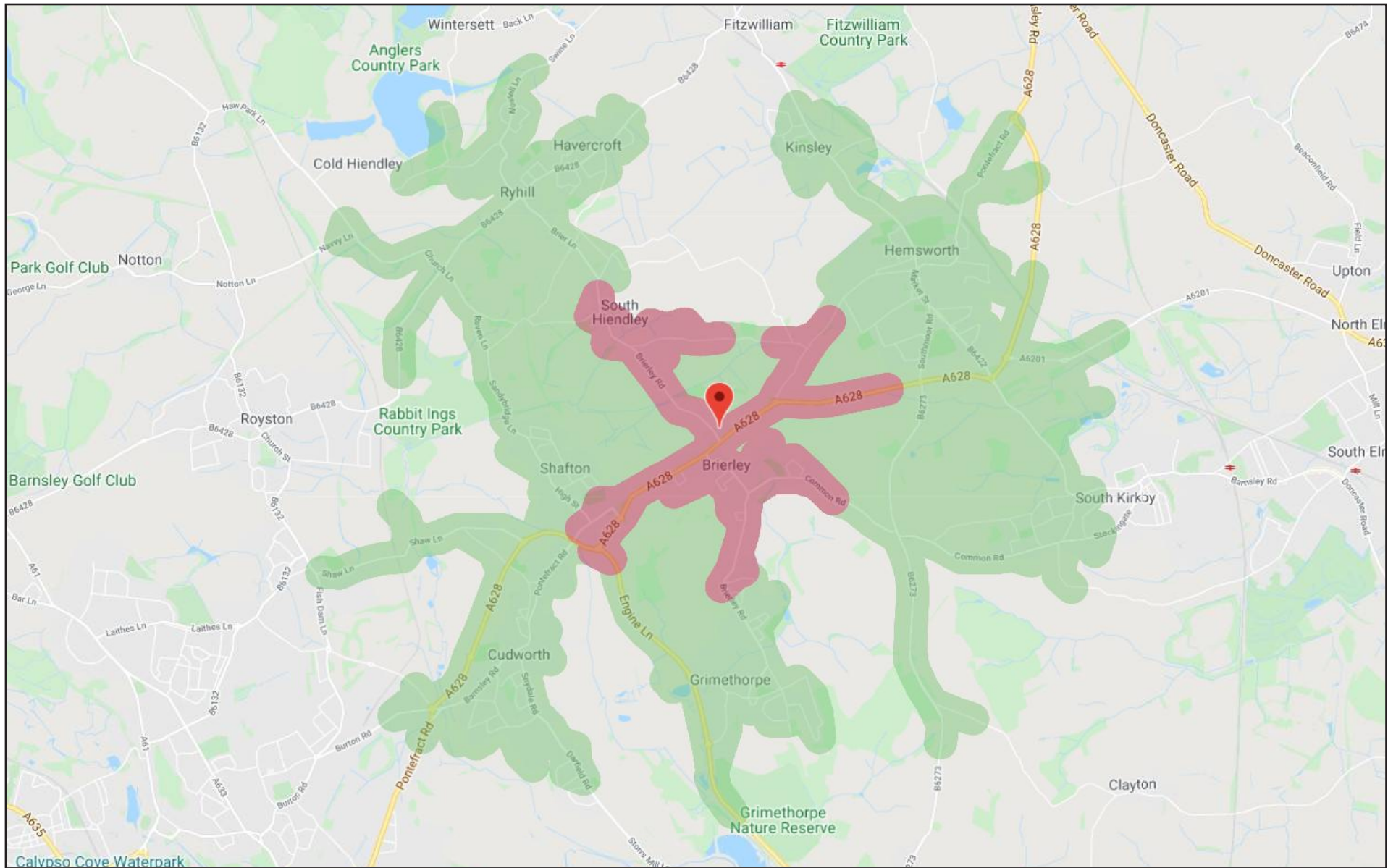
- Site Location
- Closest Unique Bus Stops



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Appendix B

Cycle and Pedestrian Catchment Plan

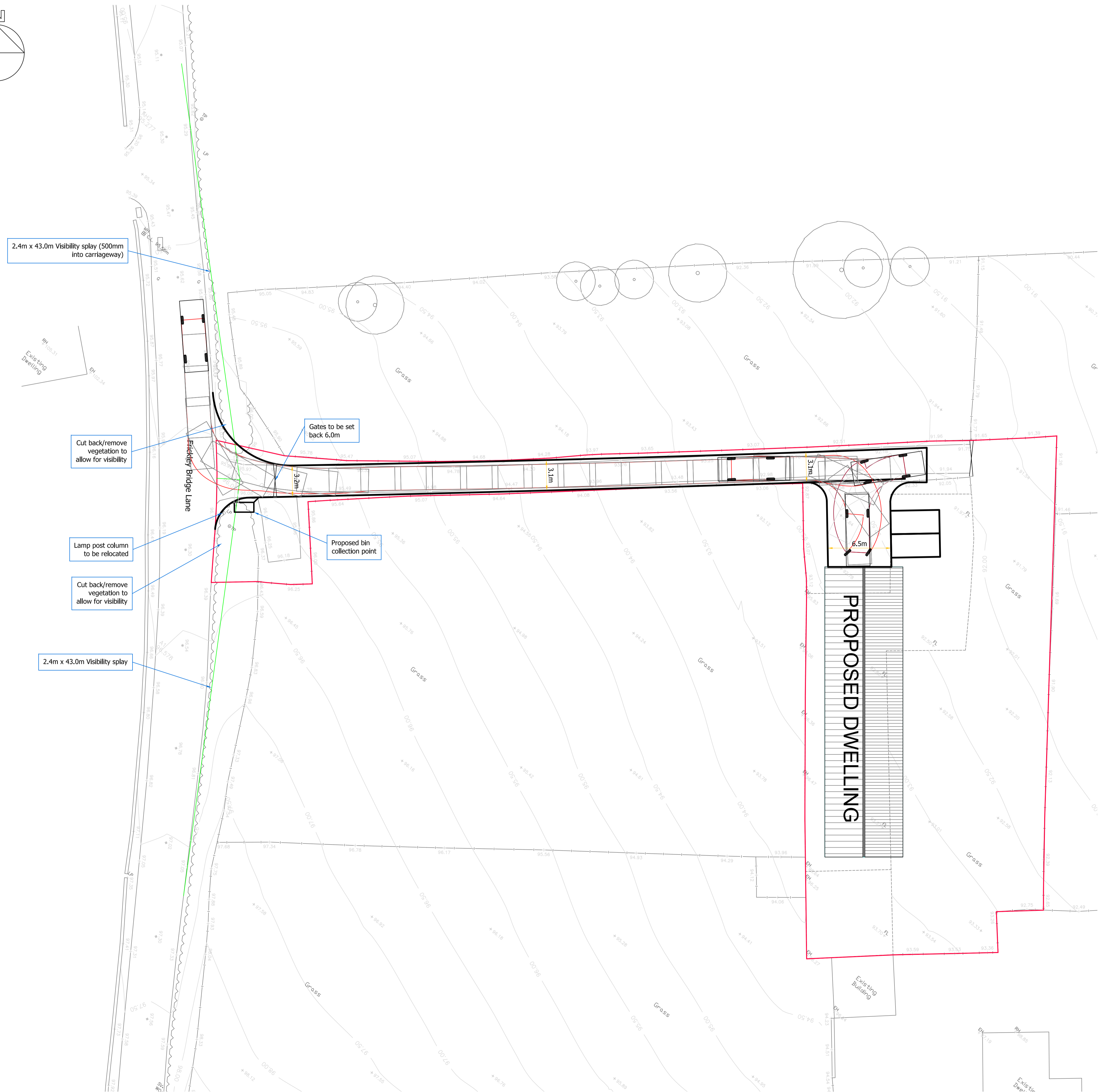
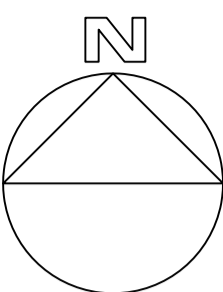


Legend:

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






Appendix C

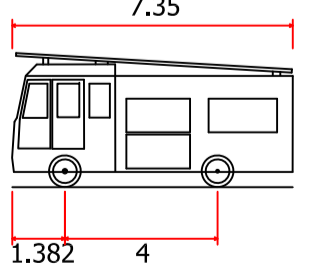
Proposed Access Arrangements



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.

Key:

-  Vehicle body
-  Body outline (forward gear)
-  Wheel outline (forward gear)
-  Body outline (reverse gear)
-  Wheel outline (reverse gear)



Dennis Sabre Fire Tender
 Overall Length 7.350m
 Overall Width 2.430m
 Overall Body Height 3.512m
 Min Body Ground Clearance 0.397m
 Track Width 2.380m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 7.100m

REV	DATE	DESCRIPTION
PROJECT		
BARNSELY ROAD, BRIERLEY		
TITLE		
PRELIM ACCESS		
SCALE		
1:500 @ A1		
DRAWING		
1843-101		
DATE		
28.08.2020		