



Jaguar Estates Ltd and
Wortley Constructuion Ltd

**PROPOSED RESIDENTIAL DEVELOPMENT
AT STUD FARM, CARLTON , BARNSELY**

TRANSPORT STATEMENT



December 2011
Ref: 180/2 (a)

Cannon
Highways Limited

Contents

1.0 INTRODUCTION.....3

2.0 EXISTING CONDITIONS.....4

2.1 Existing Site.....4

2.2 Highway Network.....4

2.3 Sustainable Travel and Accessibility of the Site.....5

3.0 PROPOSED DEVELOPMENT.....7

4.0 TRANSPORT IMPACT.....9

4.1 Existing Traffic.....9

4.2 Proposed Traffic.....10

4.3 Traffic Impact.....10

5.0 SUMMARY & CONCLUSIONS.....11

5.1 Summary.....11

5.2 Conclusions.....11

APPENDICIES.....13

Appendix A: Existing Site.....14

Appendix B: Proposed Development.....18

1.0 INTRODUCTION

- 1.1 This statement has been written in support of a planning application for a proposed residential development in land off Spring Lane and Church Street, Carlton, Barnsley. The location of the site and existing access arrangements are shown on the plans at Appendix A.
- 1.2 Vehicular access to the development will be from two locations off Spring Lane, one of which, an existing access opposite to Spring Grove, will be improved to accommodate the development. Additionally, direct pedestrian access will be provided from Church Street.
- 1.3 The proposals will provide adequate access to the proposed dwellings together with parking facilities in accordance with the latest guidelines. This statement will demonstrate that the vehicle movements resulting from the development are unlikely to compromise the flow or safe operation of the local highway network.
- 1.4 The Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. The statement demonstrates that the development should be acceptable to planning approval purposes.
- 1.5 Section 2.0 describes the site in more detail and provides a review of the existing highway network. Section 3.0 describes the proposed development. Section 4.0 provides an assessment of traffic impact of the proposed development within the local highway network. The conclusions are provided in Section 5.0.

2.0 EXISTING CONDITIONS

2.1 Existing Site

- 2.1.1 The site is located centrally in the village of Carlton, approximately 6.1 kilometres to the north east of Barnsley.
- 2.1.2 The site is currently occupied by Stud Farm, which comprises existing residential accommodation, agricultural land and associated farm buildings. The total area of the site is approximately 0.786 hectares.
- 2.1.3 The land is bounded to the east by Church Street and to the south by Spring Lane. The land to the north is occupied by St John's Church. To the west are existing residential properties.
- 2.1.4 Opposite the junction of Spring Lane and Church Street, on the east side of Church Street, there is a public car park with space for approximately 75 private cars. The parking area accommodates the patrons of Carlton Municipal Park, access to which can be gained from the rear of the car park.
- 2.1.5 The main access to the site is off Spring lane, where there is an existing vehicular access located directly opposite the junction of Spring Grove. The access is approximately 30 metres from the junction of Spring Lane and Church Street. There are two further accesses available off Church Street, via vehicular footway crossings.
- 2.1.6 The extent and layout of the Existing Site, including the position of the existing accesses, is shown on the the plan contained in Appendix A.

2.2 Highway Network

- 2.2.1 In the context of the existing highway network the site is bounded, to the east, by Church Street and, to the south, by Spring Lane.

- 2.2.2 Both Church Street and Spring Lane are subject to speed limits of 30 mph.
- 2.2.3 Church Street is the main north/south traffic route through the village of Carlton. The road links the residential areas in the north of Barnsley with Royston, which is located some 1.6 kilometres to the north of Carlton. Approximately 135 metres to the north of the site, Carlton Road (B6132) connects to Church Street from the west by means of a priority junction. The B6132 Carlton Road forms the main route to Carlton from the west.
- 2.2.4 Spring Lane is a residential street linking Carlton Road (B6132) to Church Street at the south east corner of the site. It is a one-way street operating in a west to east direction. With the exception of a short section of footway on the north side of the road that provides a pedestrian connection from the existing site access to Church Street, a single pedestrian footway is located on the south side of the road. Road lighting columns are located at the back of the footway on the south side. In the carriageway a series of road humps provide “traffic calming”. In addition, Spring Lane is subject to a weight restriction that prohibits vehicles in excess of 7.5 tonnes except for access.
- 2.2.5 Through traffic using Spring Lane tends to turn right at the junction of Church Street. Left turning traffic, other than trips originating from Spring Lane, would, in preference, tend to remain on Carlton Road and turn left at the junction of Carlton Road and Church Street instead.

2.3 Sustainable Travel and Accessibility of the Site

Bus stops/services

- 2.3.1 Table 1 (below) lists the bus stops in the vicinity of the site together with details of the scheduled services provided.

Transport Statement

TABLE 1

BUS STOP LOCATION	WALKING DISTANCE TO SITE (m)	OPERATOR	SERVICES	DESTINATIONS
Fishdam Lane	178	Stagecoach (Yorkshire) / Arriva (Yorks)	57	Barnsley (Interchange) Royston (Meadstead Dr/Manor Gr)
		Stagecoach (Yorkshire)	59	Barnsley (Interchange) Wakefield (Bus Station)
Shaw Lane	148	Tates Travel	34, 34A	Barnsley (Interchange)
Royston Lane	203	Tates Travel	52	Barnsley (Interchange) Havercroft (Hatfield Pl)
		Stagecoach (Yorkshire) / Arriva (Yorks)	57	Barnsley (Interchange) Royston (Meadstead Dr/Manor Gr)
		Stagecoach (Yorkshire) / Arriva (Yorks)	59	Barnsley (Interchange) Wakefield (Bus Station)
		Arriva (Yorks)	194	Barnsley (Interchange) Wakefield (Bus Station)
		Tates Travel	451	St Michaels School (school bus service)
Carlton Road	242	Tates Travel	34, 34A	Barnsley (Interchange)
		Tates Travel	52	Barnsley (Interchange) Havercroft (Hatfield Pl)
		Arriva (Yorks)	194	Barnsley (Interchange) Wakefield (Bus Station)
		Tates Travel	451	St Michaels School (school bus service)

The bus stops are all located within the normally accepted walking distance of 400 metres of the site. The services provide connections to Barnsley Interchange and Wakefield Bus Station, both of which

provide a high level of public transport provision by bus and train to key destinations in the surrounding area and nationally.

- 2.3.1 Journey times by bus are typically 15 minutes to Barnsley Interchange and 40 minutes to central Wakefield.

Pedestrian Facilities

- 2.3.1 Good quality footways are available along all of the highways in the vicinity of the site. In Spring Lane the footway located adjacent to the site terminates at the existing access. On the opposite side of Spring Lane the footway continues along the full length of the road.

Cycle Facilities

- 2.3.1 There are no specific cycle facilities provided within the vicinity of the site. Nevertheless, the local highway network adequately supports cycle use.

Accessibility

- 2.3.1 Local shopping and amenities are available at New Lodge (approximately 2.73 Km from the site) and Royston (approximately 1.77 Km from the site), both of which fall within the acknowledged accepted cycling distance of the development (5Km).

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposals, which comprise a total of 14 residential dwellings, include the construction of 12 new residential dwellings and the retention of 2 existing dwellings. The dwellings would be laid out around two culs-de-sac both of which would take access off Spring Lane.

- 3.2 The eastern most of the two culs-de-sac would join Spring Lane at the position of the existing private access located some 30 metres west of the junction of Spring Lane and Church Street. The existing access would be improved to meet the requirements of the new cul-de-sac. Access to 6 residential units would be provided by this access junction.
- 3.3 A new access junction would be constructed to accommodate the second cul-de-sac. The new access would be located some 40 metres to the west of the existing access on Spring Lane. This cul-de-sac would provide access to 8 new dwellings.
- 3.4 The cul-de-sac would be laid out as shared surface access ways in accordance with local design guidance.
- 3.5 The proposed layout of the development provides vehicular parking within the curtilage of the proposed dwellings in accordance with the local planning requirements.
- 3.6 In order to accommodate pedestrian movements to and from the development, a new section of footway would be constructed along the north side of Spring Lane between the proposed access junctions. A dedicated pedestrian link direct to Church Street is also proposed.
- 3.7 The existing vehicular accesses to Church Street would be stopped up.
- 3.8 The layout of the development, including the proposed access junctions on Spring Lane and the access ways are shown on drawing number 23.40 SK01 (Rev B), a copy of which is contained in Appendix B to this report.

4.0 TRANSPORT IMPACT

4.1 Existing Traffic

- 4.1.1 Existing traffic flows in the roads adjacent to the site have been assessed on the basis of a survey of evening peak traffic at the junction of Spring Lane and Church Street carried out on 8 September 2010. The survey was undertaken between the hours of 17:00 and 18:00. Table 2 (below) shows details of the recorded traffic movements.

Table 2: Church Street/Spring Lane – pm peak hour traffic movements 8/9/10			
Church Street (southbound)	Spring Street (turning to north)	Spring Street (turning to south)	Church Street (northbound)
311	19	112	566

- 4.1.2 Using the recorded peak hour traffic movements at the junction of Spring Lane and Church Street, the estimated Average Annual Daily Flow (AADF) is as indicated below: -

Church Street (northbound): 5,165

Church Street (southbound): 2,838

Spring Lane (turning north): 174

Spring Lane (turning south): 1,022

- 4.1.3 Using twice the northbound flow in Church Street to allow for any tidal flow effects, the combined, two way daily AADF flows would be

10,330 in Church Street and 1,196 in Spring Lane (travelling eastbound).

4.2 Proposed Traffic

4.2.1 The estimated peak hour trips generated by the development are as indicated below.

	Trip Generation			Units	Total Trips
	In	Out	Total		
am	0.105	0.595	0.7	14	10
pm	0.595	0.105	0.7		10

4.2.2 The estimated trip generation is based upon residential developments of similar scope and character.

4.3 Traffic Impact

4.3.1 The proposed development would generate approximately 10 additional peak hour trips in Spring Lane. This equates to an average of approximately 1 trip every 6 minutes, which is unlikely to have a material impact on the existing traffic flow.

4.3.2 Assuming that all of the additional vehicle trips are by private car, the existing traffic flow at the priority junction of Spring Lane and Church Street would increase by approximately 9 vehicles in the morning peak and 2 vehicle in the evening peak. Using the surveyed traffic flows, this would represent an increase of approximately 0.89% and 0.019% during the respective peak periods. Such levels of increase would not be sufficient to materially affect the operational flow or capacity of the junction.

- 4.3.3 Similarly, while no assessment of the accident history at or near to the junction has been undertaken, the estimated increase in traffic is unlikely to have a material affect on the road safety record of the junction or local highway network in the vicinity.

5.0 SUMMARY & CONCLUSIONS

5.1 Summary

- 5.1.1 This Transport Assessment presents the existing traffic characteristics and infrastructure in the surrounding area of the development. The development proposals are then presented. The traffic impact of the development is also assessed.
- 5.1.2 The proposed development comprises the construction of 14 new residential dwellings in land off Spring Lane and Church Street, Carlton.
- 5.1.3 The proposed access arrangements include the improvement of the existing vehicular access to the land in Spring Lane, the construction of a second vehicular access in spring lane a the stopping up of the existing vehicular accesses in Church Street. The construction of a new section of footway in Spring Lane and a dedicated footpath connection to Church Street provide improved accessibility for pedestrians.
- 5.1.4 Access to public transport services is available within easy walking distance of the proposed development.

5.2 Conclusions

- 5.2.1 The development and it's location in relation to the availability and sustainability of sustainable travel initiatives are therefore compliant

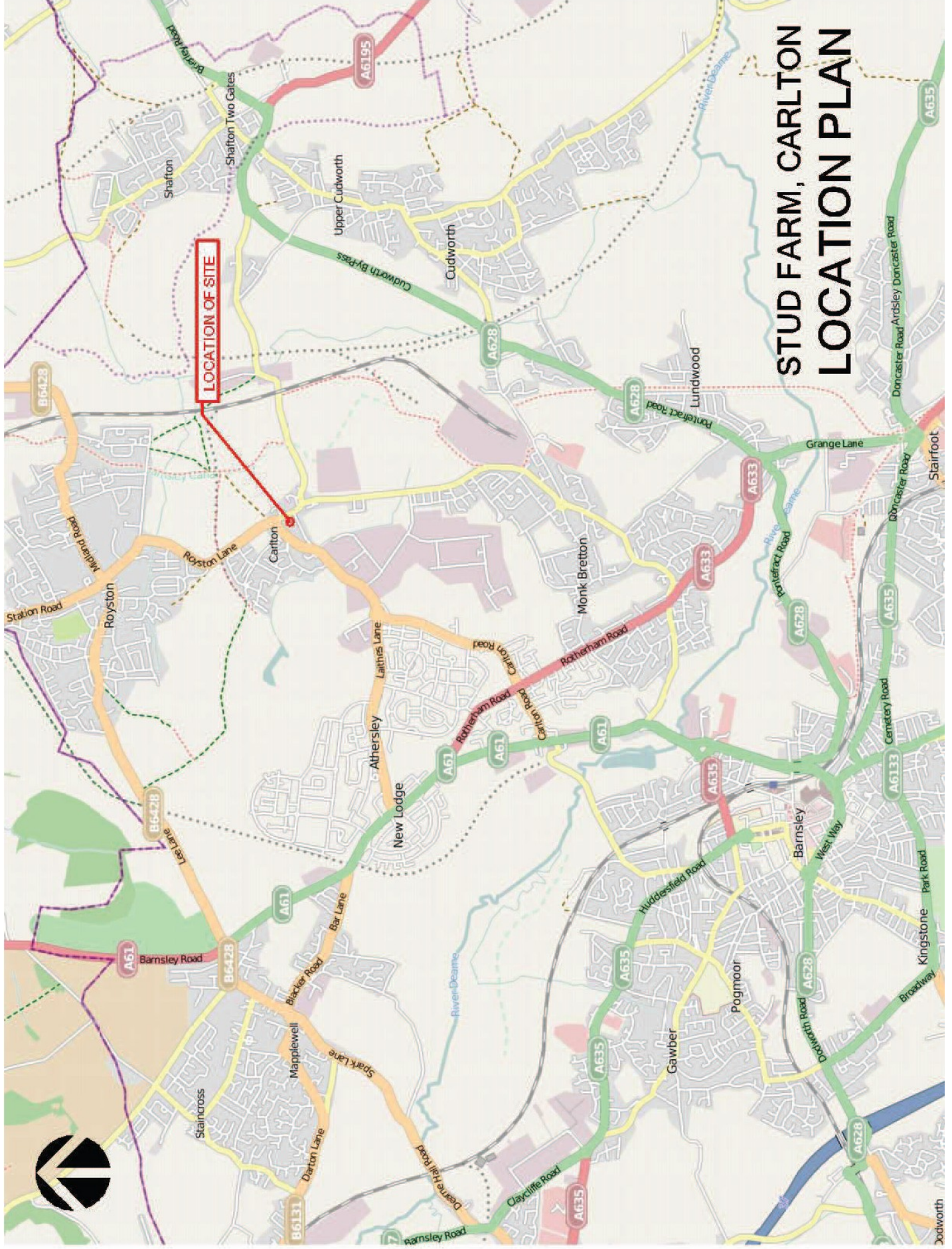
with national and local transport policy for new developments in urban areas.

- 5.2.2 This statement concludes that the development is acceptable in terms of traffic impact and accessibility provision and that there are no highway safety or capacity reasons why planning consent for the proposed development should not be granted.

APPENDICIES

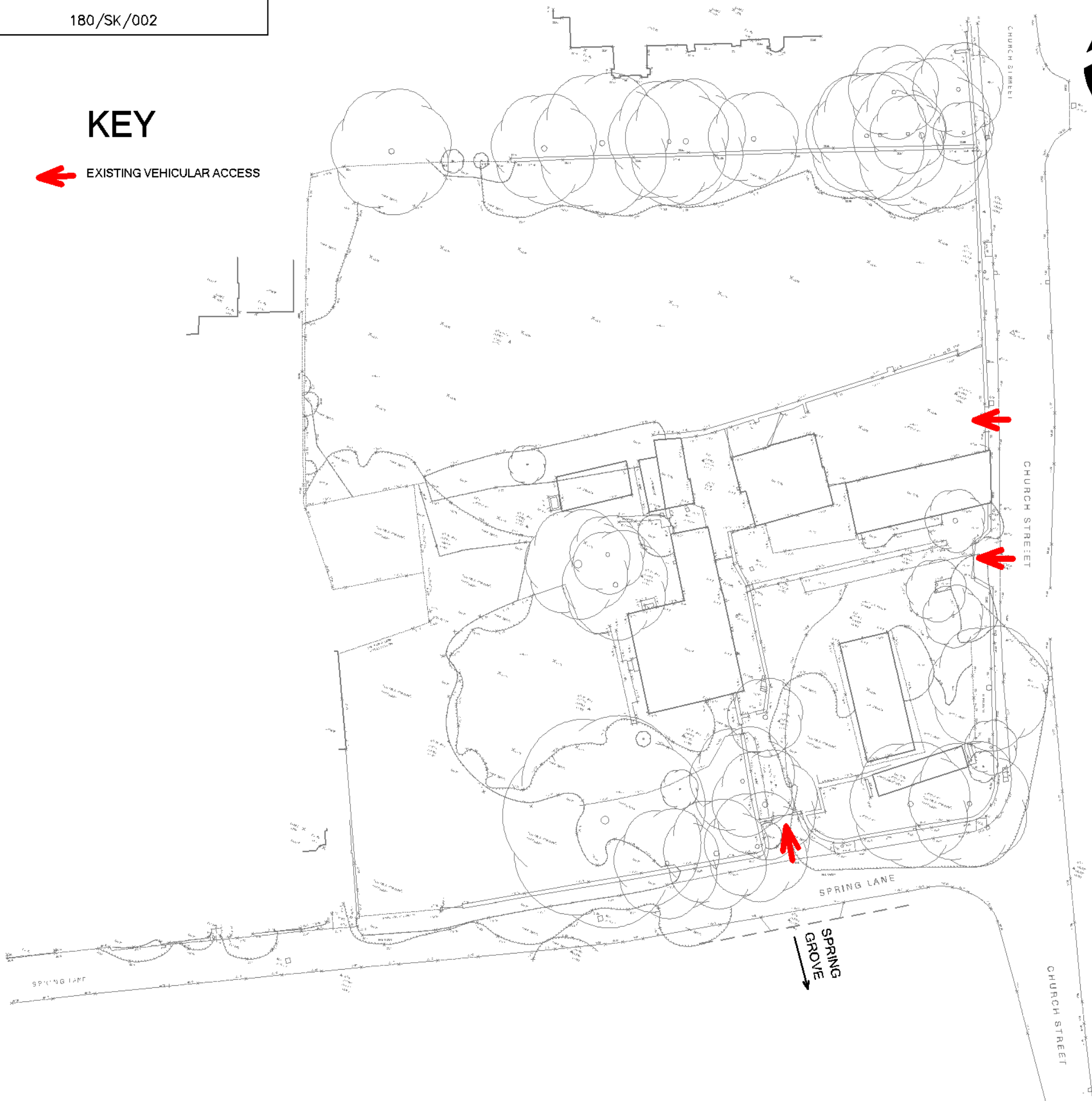
Appendix A: Existing Site

STUD FARM, CARLTON LOCATION PLAN



KEY

EXISTING VEHICULAR ACCESS

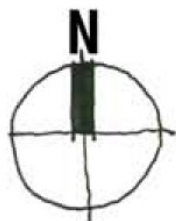


Rev	Amendment	Drn	Date	Chkd
Client				
JAGUAR ESTATES & WORTLEY CONSTRUCTION				
Project Title				
STUD FARM, CARLTON				
Drawing Title				
EXISTING SITE				
Drawn By	DT	Chkd By	Appr	
Scale	1:500	Drg Size	A3	Date 09/10
Drawing Number				Rev
180/SK/002				
12b Hall Annex, Newton Chambers Road, Thorncliffe Park, Chapeltown, Sheffield S35 2PH				
tel: 0114 294 5453 www.cannonhighways.co.uk				

STUD FARM CARLTON EXISTING HIGHWAY NETWORK



Appendix B: Proposed Development



ST JOHN'S CHURCH

VILLAGE GREEN

CONCEPT DESIGN PROPOSALS

CHURCH STREET

THE GABLES

ACCESS ROAD

SPRING LANE

EXISTING HOUSING

FOOTPATH

FOOTPATH



VIEW C



VIEW B



VIEW A

**STUD FARM
CARLTON
BARNSELY**



Chris Carr Associates

ARCHITECTS

6A Eastgate, Barnsley S70 2EP

Tel: (01226) 286256 Fax: (01226) 207304

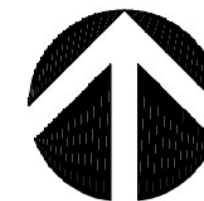
email: mail@cca-arch.co.uk

This drawing and the copyright is the Architects property and may be used or reproduced only by agreement. All Dimensions in Millimetres unless specified otherwise and subject to verification on site.

23/40 CDP01 OCT 2010

180/SK/001

Notes:



Rev	Amendment	Dim	Date	Chkd
Client				
JAGUAR ESTATES & WORTLEY CONSTRUCTION				
Project Title				
STUD FARM, CARLTON				
Drawing Title				
PRELIMINARY ACCESS LAYOUT				
Drawn By	DT	Chkd By	Appr	
Scale	1: 500	Org Size	A3	Date 09/10
Drawing Number				Rev
180/SK/001				
12b Hall Annex, Newton Chambers Road, Thornecliffe Park, Chapeltown, Sheffield S35 2PH				
Tel: 0114 294 5453				
www.cannonhighways.co.uk				

Cannon
Highways Limited