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Mulgrave Properties

Proposed Residential Development Watermill Gardens, Penistone Transport Note

August 2023

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August 2023

Client Commission			
Client:	Mulgrave Properties	Date Commissioned:	May 2023

LTP Quality Control						
Job No:	LTP/23/5316	File Ref:	Watermill Gardens, Penistone TN - Final Issue 1A			
Issue	**Revision**	**Description**		**Author**	**Checked**	**Date**
1	A	Revised issue with additional assessments		RC	SW	04/08/2023
1	-	Final Issue for Submission		RC	JH	27/07/2023
				Authorised for Issue:		SW

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	*Technical Director (Developments)*	*BSc(Hons) MSc(Eng) CEng FIHE MCIHT*
Jack Hearnshaw	*Principal Transport Planner*	*BA (Hons)*
Ryan Cartwright	*Transport Planner*	*BSc(Hons)*

PROPOSED RESIDENTIAL DEVELOPMENT WATERMILL GARDENS, PENISTONE TRANSPORT NOTE

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1. INTRODUCTION

1.1 Background

1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Transport Note (TN) in support of proposals for 17 dwellings at land to the north of Watermill Gardens, Penistone. This TN provides an appraisal of the expected transport impacts of the proposals. A plan of the proposed site layout is attached as Appendix 1.

1.1.2 The local planning and highway authority for the site is Barnsley Metropolitan Borough Council (BMBC).

1.1.3 A pre-application enquiry (ref: 2022/ENQ/00310) was submitted to BMBC, and this TN seeks to address the specific comments raised by Highways Officers in the pre-application feedback.

1.2 Scope

1.2.1 This report is written in accordance with the Government's *'National Planning Policy Framework'* (MHCLG, 2021) and *'Planning Practice Guidance'* (MHCLG, 2014), with the scope summarised below:

- ***Introduction & Description of Proposals:***
  - Description of the development site, including location and any existing access arrangements;
  - Summary of relevant planning and allocation history for the site;
  - Description of the proposed development including site layout, pedestrian/cycle facilities and proposed access arrangements.
- ***Site Assessment:***
  - Site assessments to determine existing traffic conditions, such as posted speed limits, road restrictions, highway geometry, on-street parking restrictions and any other relevant features of the local area;
  - Assessment of the existing sustainable transport infrastructure (pedestrian, cycle and public transport) local to the site.
- ***Road Casualty Appraisal:*** Examination of road collision records (5 year study period) and assessment of the road safety impact of the proposed development on the local highway network.
- ***Access, Parking & Internal Layout:*** Consideration of the proposed access arrangements and internal layout of the site, including the proposed parking provision and access/servicing arrangements.
- ***Conclusions:*** Conclusions summarising the outcomes of the TN, including a commentary on the suitability of the proposals in terms of sustainable travel, road safety and traffic impact.

1.2.2 This report has been prepared in accordance with the above scope and reference has been made to the following documents where appropriate:

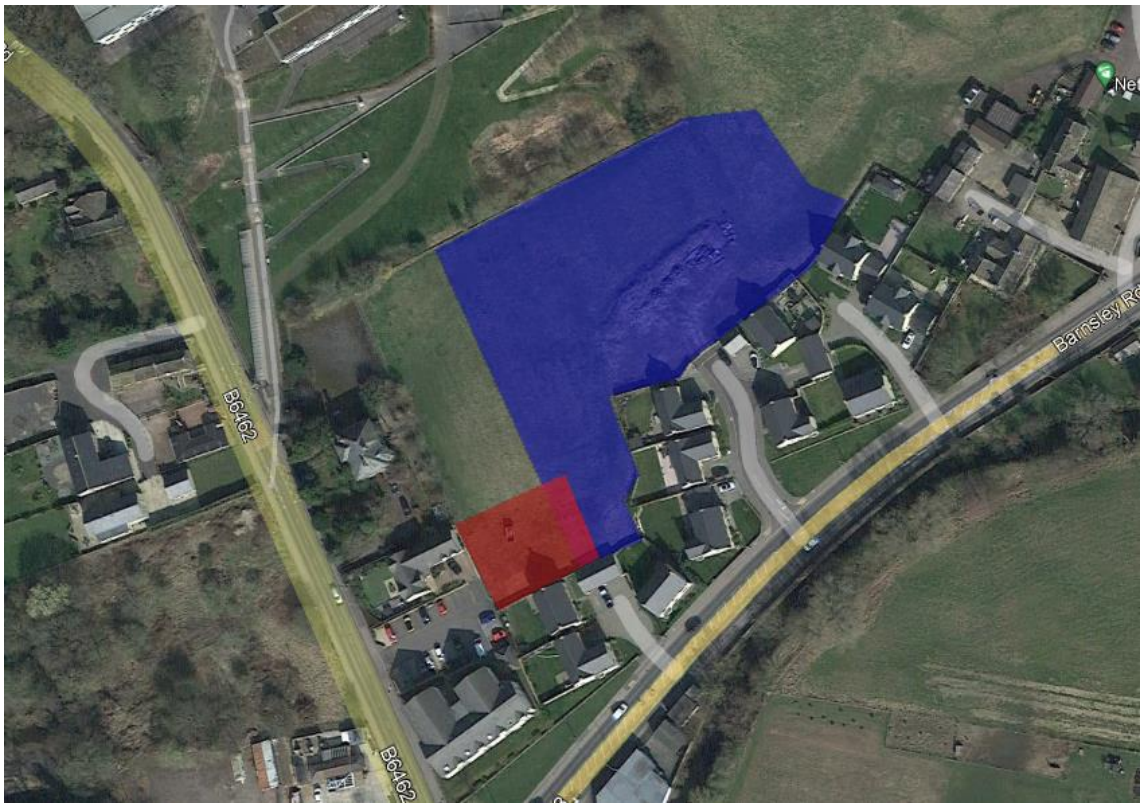
- Draft Barnsley Transport Strategy (BMBC, 2022a);
- National Planning Policy Framework (MHCLG, 2021);
- Adopted Barnsley Local Plan (BMBC, 2019a);
- South Yorkshire Local Transport Plan 2011 – 2026 (SYLTP, 2015)
- Planning Practice Guidance (MHCLG, 2014);
- Guidance on Transport Assessment (DfT, 2007a); and
- Manual for Streets (DfT, 2007b).

2. SITE BACKGROUND

2.1 Site Location & Existing Use

2.1.1 The proposed development site is located on land to the north of Watermill Gardens, Penistone and currently forms open grassland. The site is bound by Penistone Grammar School to the north, open grassland to the east and west and houses served by Watermill Gardens to the south. The approximate boundary of the main site highlighted in blue and the boundary of affordable housing shown in red within Figure 1.

Figure 1: Site Location

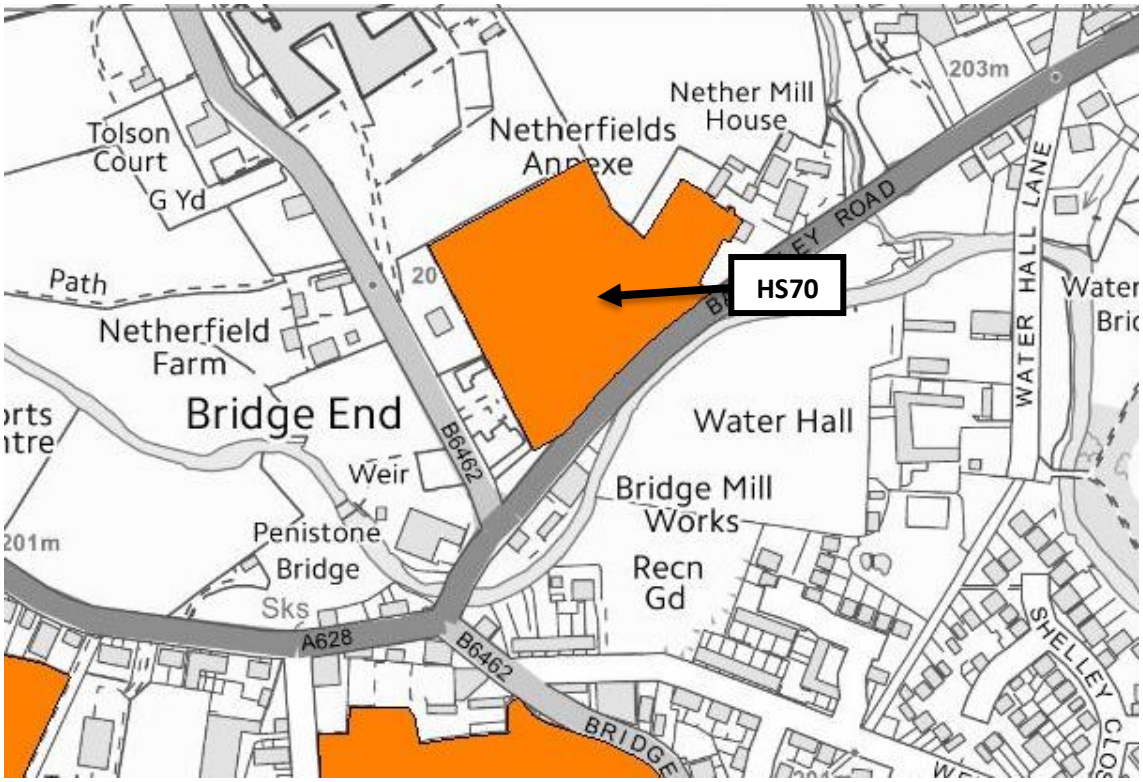


Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

2.2 Allocation Status & Planning History

2.2.1 The proposed development site forms part of the 'HS70' site, which is designated as 'Housing Allocation' within the adopted *'Barnsley Local Plan'* (BMBC, 2019a). The HS70 site is shown in Figure 2:

Figure 2: SL26 Allocation



Source: BMBC, 2019b

2.2.2 A planning application (ref:2015/1427) was submitted on 16/11/2015 and subsequently received conditional approval on 27/06/2016 for the '*Demolition of existing buildings and erection of 11 no. detached dwellinghouses, access, landscaping, drainage and associated works.'*, on land to the south of the proposed site, now Watermill Gardens.

2.2.3 A planning application (ref:2013/1098) was submitted on 30/09/2013 and subsequently approved on 24/12/2013 for the '*Erection of a block of 18 no. apartments (previous consent application - 2007/0591)*' on land to the south west of the proposed site, now Kings Court.

2.3 Development Proposals & Access Arrangements

2.3.1 The proposals seek to develop the site to accommodate 17 residential dwellings comprising of 4 no. 2-bedrooms, 7 no. 3-bedrooms, 4 no. 4-bedrooms and 2 no. 6-bedrooms. 4 of the 17 dwellings have been allocated as affordable housing, a proposed site layout plan is included as Appendix 1.

2.3.2 Primary access to the site is to be provided via an extension of Watermill Gardens on the southern boundary of the proposed site, connecting the proposed site with the A628 Barnsley Road at a priority T-junction with a ghost island right-turn lane. This access will serve 13 of the 17 proposed dwellings and will measure 5.5m in width, with 2m footways on both sides of the carriageway.

2.3.3 Secondary access to the site is to be provided via an existing car park (Kings Court) which can accessed via a simple priority T-junction on the B6462. This secondary access is to serve 4 of the 17 proposed dwellings.

2.4 Proposed Parking Arrangements

2.4.1 The local parking standards applicable to the proposed development are contained within BMBC's *'Parking Supplementary Planning Document' (*BMBC, 2019d), and suggest that dwellings with 1 or 2 bedrooms should be provided with 1 parking space and dwellings with 3 or more bedrooms should be provided with 2 car parking spaces. Guidance on Electric Vehicle (EV) charging is provided within *'Building Regulations 2010 Approved Document S'* (HMG, 2021) and requires each dwelling to be provided within an EV charging point.

2.4.2 Under these guidelines there should be a total of 30 car parking spaces with one electric car parking point at each dwelling. The proposals include a total of 34 car parking spaces (2 spaces per dwelling) alongside garages for secure cycle storage. Whilst this is slightly over the recommended number of spaces, it is considered to be suitable given the nature of the development, and that the parking standards are recommendations rather than maximum figures.

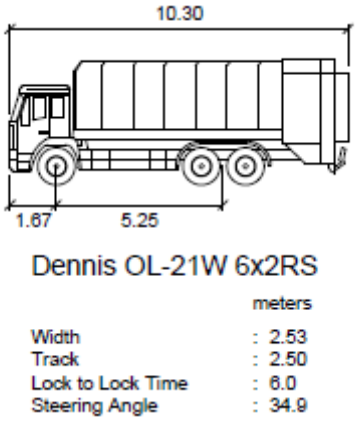
2.5 Proposed Internal Layout

2.5.1 An examination of the site layout plan shown in Appendix 1 has ascertained that all refuse collection points can be accessed within reasonable distances, with the farthest distance for carrying refuse being less than 30m from the residences to the Bin Collection Point (BCP). Furthermore, all BCPs are conveniently situated within the maximum allowable distance of 15m from the adoptable carriageway, with the exception of the four affordable dwellings which are expected to adopt a similar refuse disposal strategy to that of the Kings Court apartments on Huddersfield Road. The proposals are therefore in accordance with *'Manual for Streets'* (DfT, 2007b) and *'Building Regulations 2010. Approved Document H'* which state that *"residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point"* and *"waste collection vehicles should be able to get to within 25m of the storage point"* (DfT, 2007b).

2.5.2 The maximum length of a private drive lacking a turning head that can adequately accommodate a fire appliance spans 18.2m, extending from the adoptable carriageway to the point of access at the dwelling. This is in excess of the maximum 20m without a turning facility requirement set out within the *'South Yorkshire Residential Design Guide'* (TSY, 2011).

2.5.3 Swept path analysis for the site has been undertaken to establish whether a refuse vehicle can adequately navigate throughout the site and access/egress the site in a forward gear, with the results provided as Appendix 2. Information supplied by BMBC outlines that the refuse vehicle servicing the site would be a Dennis 10.3m rear steer, as shown in Figure 3.

Figure 3: Swept Path Analysis Test Vehicle



2.5.4 The results of the swept path analysis demonstrate that a 10.3m rear steer refuse vehicle can adequately access/egress the site in a forward gear and navigate the internal layout of the site.

2.6 Visibility Splays

2.6.1 The proposed primary access to the site via Watermill Gardens would not form a new junction, but rather an extension to the existing road, and therefore visibility splay measurements for junctions are not required. It is also noted that the proposed extension of Watermill Gardens is relatively straight, and therefore forward visibility along the proposed road is expected to be sufficient for the low speeds.

2.6.2 Watermill Gardens connects with the wider highway network via a T-junction with Barnsley Road junction, although this is an existing and established junction, which has not experienced any PICs within the last 5 years (see Section 4), and also the design of the junction was relatively recently approved by BMBC Highways as part of the planning consent for the Watermill Gardens scheme (see Section 2.2). It is therefore considered that the visibility splays at this existing junction are acceptable to BMBC Highways. Regardless though, an assessment of visibility splays has been undertaken as part of this TN.

2.6.3 As indicated on the approved site layout plan (DH, 2015) submitted with the Nether Mill Farm, now Watermill Gardens application (ref: 2015/1427) to the south of the proposed site, visibility splays in excess of 2.4m x 120m are achievable to the left and right of Watermill Gardens.

2.6.4 The proposed secondary access to the site via Kings Court would not form a new junction, but rather an extension to the existing car park, and therefore visibility splay measurements are not required.

2.6.5 The Kings Court access was constructed as part of the Kings Court development (ref: 2013/1098), the access onto Huddersfield Road was accepted by BMBC highways.

3. SITE ASSESSMENT

3.1 Local Highway Network

3.1.1 Watermill Gardens is a two-way single carriageway that measures approximately 5.6m in width and is subject to a 40mph speed limit, although the speed of vehicles on the cul-de-sac road is expected to be far less than the posted speed limit. There are not any waiting of parking restrictions within the vicinity of the site.

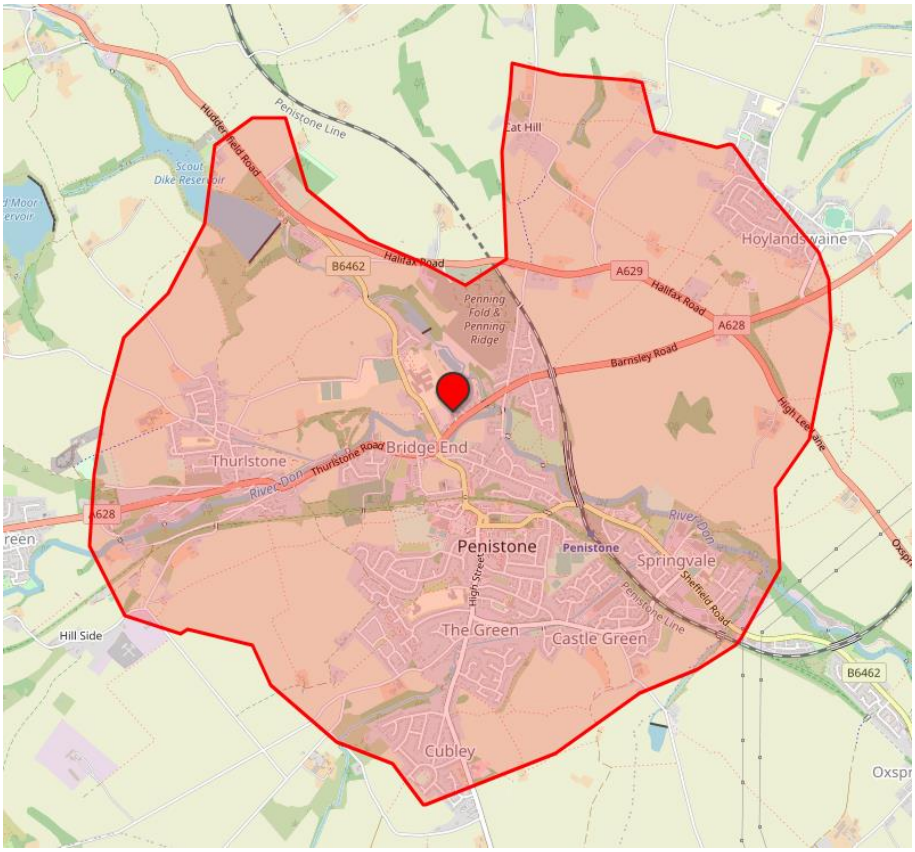
3.1.2 Watermill Gardens provides access to the A628 Barnsley Road at a priority T-junction, which has a ghost island right-turn lane for vehicles entering Watermill Gardens, located approximately 50m south of the proposed site access location.

3.1.3 Barnsley Road is a two-way single carriageway subject to a 40mph speed limit and measures approximately 10m in width in the vicinity of the Watermill Gardens/Barnsley Road junction. Approximately 25m west of the junction Barnsley Road is subject to a 30mph speed limit.

3.2 Pedestrian Provision

3.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The site is located within a 2km walking distance of the entire built-up extents of Penistone, as shown below in Figure 4.

Figure 4: 2km Walking Isochrone

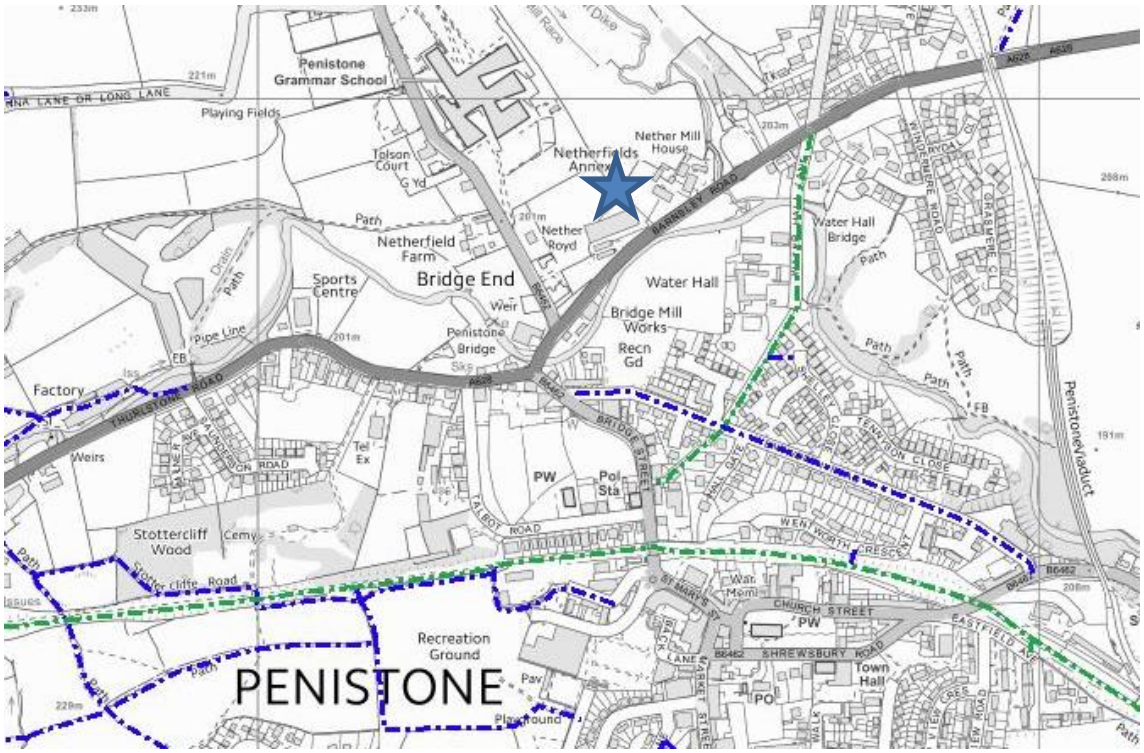


Source: ORS Maps, 2023

3.2.2 Footways are provided on both sides of the majority of roads local to the site, including footways measuring approximately 2.0m in width on the eastern side of Watermill Gardens and approximately 1.8m in width on the western side. These footways provide access to the wider pedestrian infrastructure in Penistone.

3.2.3 The footways are complimented by existing crossing facilities, including pedestrian refuge islands featuring dropped kerbs and tactile paving at several points along Barnsley Road, the nearest of which is approximately 50m west of the Watermill Gardens/Barnsley Road junction. Figure 5 shows the existing Public Rights of Way (PRoW) within the vicinity of the site (indicated by the blue star, with public footpaths in blue and bridleways in green). The closest PRoW (Footpath Number: 77) can be found approximately 180m south of the site forming a link between Bridge Street and Sheffield Road.

Figure 5: Local PRoW Map



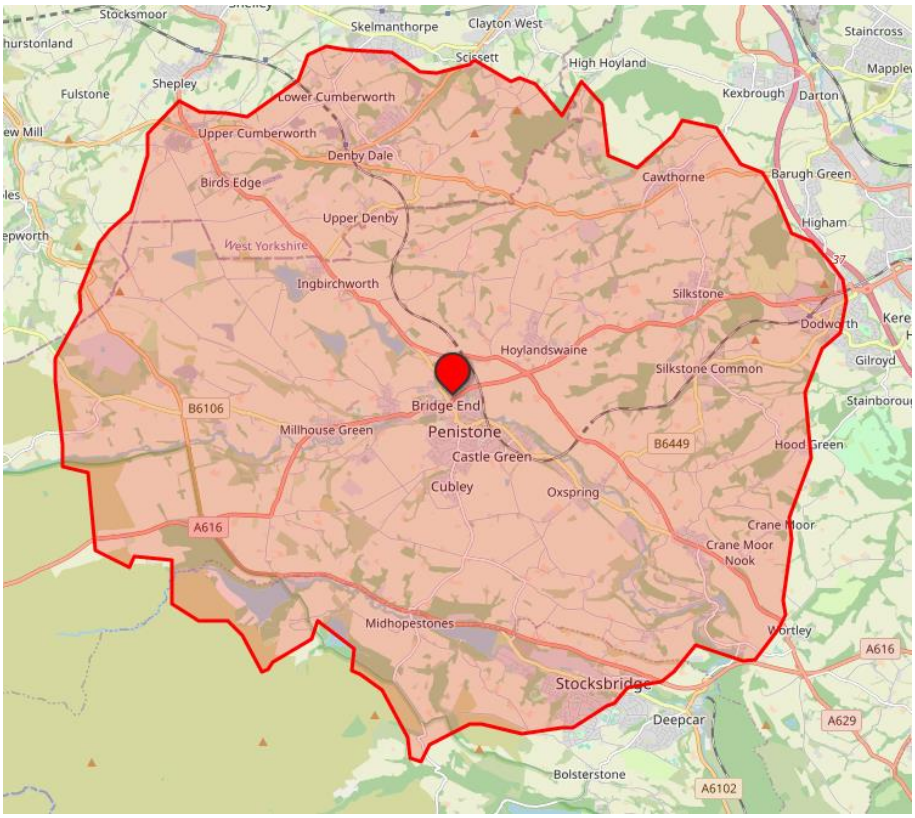
Source: BMBC, 2023

3.2.4 The pedestrian infrastructure within the vicinity of the site appears to generally be sufficient to facilitate the movements of mobility and visually impaired people, with provision of dropped kerbs and tactile paving at most local junctions and crossing points within the local area. The footways are generally of sufficient width and surface quality to accommodate the passage of wheelchairs (DfT, 2021).

3.3 Cycling Provision

3.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are *"an achievable distance to cycle for most people"* (DfT, 2020). The site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the entire built-up areas of Penistone, parts of Stocksbridge and other neighbouring villages such as Millhouse Green, Holyandswaine, Silkstone, Cawthorne, Denby Dale and others, as shown in Figure 6.

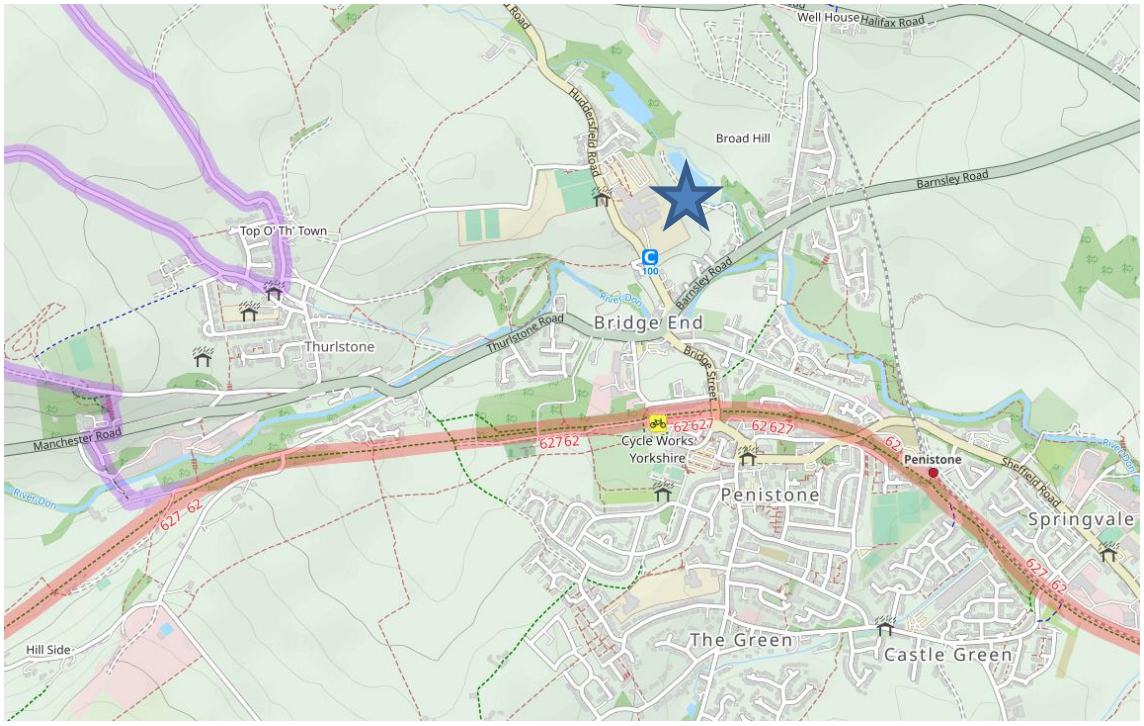
Figure 6: 8km Cycling Isochrone



Source: ORS, 2023

3.3.2 An extract from OpenCycleMap is provided as Figure 7 and demonstrates that there are a number of cycling facilities within the vicinity of the site. The location of the site is indicated by the blue star, with National Cycle Network (NCN) Route 62/627 running approximately 400m to the south of the site. NCN 62 is a long-distance cycle route between Fleetwood on the Flyde and Selby and forms part of the Trans Pennine Trail. NCN 627 connects Kirkburton to Millhouse Green. Approximately 1.2km west of the site the regional cycle route shown in purple Figure 7 can be accessed via NCN 62/627.

Figure 7: Local Cycle Routes



Source: OCM, 2023

3.4 Public Transport Provision

3.4.1 Advice within *'Guidelines for Public Transport in Development'* (IHT, 1999) states that the generally acceptable maximum distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer. The nearest bus stops to the site are located on the B6462, approximately 260m walk to the west of the primary site access, providing northbound travel and on Barnsley Road approximately 400m walk to the east of the primary site access providing travel in both directions.

3.4.2 Details regarding the bus services which operate from the local bus stops are outlined within Table 1:

Table 1: Local Bus Services

Service	Route	Weekday Frequency*
Barnsley Road		
20	Barnsley Interchange – Dodworth – Silkstone – Holyandswaine – Penistone - Cubley	Hourly
412	Barnsley Town Centre – Barugh Green – Silkstone - Holyandswaine	School Service
Huddersfield Road		
20	Barnsley Interchange – Dodworth – Silkstone – Holyandswaine – Penistone - Cubley	Hourly
21	Barnsley Interchange – Dodworth - Gilroyd – Silkstone – Oxspring – Spring Vale – Cubley – Penistone – Millhouse Green – Crow Edge	Hourly
350	Penistone – Ingbirchworth – Upper Denby – Denby Dale – Upper Cumberworth – New Mill - Holmfirth	Hourly
407	Penistone – Millhouse Green – Midhopestones – Howbrook – Hollinberry Lane	School Service

*Refers to the general frequency of services between 08:00 and 18:00.

3.4.4 Table 1 demonstrates that there are frequent bus services available from local stops to key areas, including Barnsley Interchange and nearby settlements. It should also be noted that the bus services outlined in Table 1 provide access to Barnsley Interchange where an array of additional bus services can be accessed.

3.4.5 The nearest rail station to the site is Penistone Rail Station, located approximately 900m to the southeast of the site. Penistone Rail Station is operated by Northern Rail and provides hourly services to Huddersfield, Barnsley, and Sheffield. Facilities at Penistone Rail Station include cycle parking, a ticket office and disabled access.

4. ROAD CASUALTY APPRAISAL

4.1 Collision Record

4.1.1 Personal Injury Collision (PIC) data for the highway network local to the site for the most recent available five-year study period (01/01/2017 to 31/12/2021), was obtained via a search of the Department for Transport's (DfT) road safety data (DfT, 2022).

4.1.2 Over the five-year period, there were 8 collisions in the study area, which includes a section of Barnsley Road, the Barnsley Road/Halifax Road roundabout, a section of Thurlstone Road and a section of the B6462. The collision plot is attached as Appendix 3, which shows the extent of the study area and the location of collisions. Table 2 below outlines the collision history of the study area:

Table 2: Collision History

Year	2017	2018	2019	2020	2021	Total
Fatal	-	-	-	-	-	**0**
Serious	1	-	1	1	2	**5**
Slight	1	-	2	-	-	**3**
Total	**1**	**0**	**3**	**1**	**2**	**8**

4.1.3 The collision records show that there was a peak of 3 collisions in 2019. 5 of the collisions ranked serious in severity, therefore the Killed or Seriously Injured (KSI) ratio is 62.5%. There were no fatal collisions in the study area throughout the study period.

4.2 Collision Conditions

4.2.1 Table 3 below summarises the collisions by road surface, weather, and lighting conditions:

Table 3: Collision Conditions

Road Surface	Collisions	%
Dry	6	**75.0%**
Wet or damp	2	**25.0%**
Weather	**Collisions**	**%**
Fine	6	**75.0%**
Rain	2	**25.0%**
Lighting	**Collisions**	**%**
Daylight	8	**100%**

4.2.2 As illustrated in Table 3, the majority (75%) of the collisions occurred during dry road surface conditions, and 75% occurred when the weather was fine. All recorded collisions occurred during daylight. Therefore, a considerable majority of the collisions did not occur during adverse weather, road surface or lighting conditions.

4.3 Collision Times

4.3.1 Table 4 below summarises the collisions by the time of year:

Table 4: Collisions by Time of Year

Time of Year	Collisions	%
Winter (Dec-Feb)	1	**12.5%**
Spring (Mar-May)	2	**25.0%**
Summer (Jun-Aug)	2	**25.0%**
Autumn (Sep-Nov)	3	**37.5%**

4.3.2 Table 4 shows that over a third (37.5%) of collisions occurred in the autumn months.

4.3.3 Table 5 below summarises the collisions by day of week and also the time of day:

Table 5: Collisions by Day & Time

	Morning (06:00-11:00)	Lunch (11:00-14:00)	Afternoon (14:00-19:00)	Evening (19:00-01:00)	Night (01:00-06:00)	Total	%
Monday	1	1	1	-	-	**3**	**37.5%**
Tuesday	-	-	-	-	-	**0**	**-**
Wednesday	-	-	1	-	-	**1**	**12.5%**
Thursday	1	1	2	-	-	**4**	**50.0%**
Friday	-	-	-	-	-	**0**	**-**
Saturday	-	-	-	-	-	**0**	**-**
Sunday	-	-	-	-	-	**0**	**-**
Total	**2**	**2**	**4**	**0**	**0**	**8**	
%	**25.0%**	**25.0%**	**50.0%**	**-**	**-**		

4.3.4 Table 5 shows that half of collisions occurred in the afternoon period between 14:00 and 19:00. There were no collisions recorded during the evening or night throughout the study period. Half of collisions were recorded on a Thursday, with no collisions recorded on a Tuesday, Friday, Saturday or Sunday.

4.4 Collision Locations

4.4.1 Analysis of the collision locations has been considered in this TN to establish whether any collision clusters have occurred. The locations of the 8 study collisions (as shown on the plot attached as Appendix 3) can be summarised as follows:

- 4 PICs occurred on Barnsley Road not at a junction;
- 1 PIC occurred at the Barnsley Road/Halifax Road roundabout;
- 1 PIC occurred at the Barnsley Road/B6462 junction;
- 1 PIC occurred at the Barnsley Road/Talbot Road junction; and
- 1 PIC occurred on the B6462 not at a junction.

4.4.2 No collisions were recorded in the vicinity of the proposed site access junction on Watermill Gardens.

4.5 Casualties

4.5.1 A total of 10 casualties occurred as a result of the 8 recorded injury collisions during the study period. Table 6 below provides a breakdown of the casualties according to the mode of travel and age group:

Table 6: Casualty Road User Groups

	Age (years)							
Road User Group	**0 to 15**	**16 to 20**	**21 to 25**	**26 to 45**	**46 to 65**	**66 +**	**Total**	**%**
Pedestrian	1	-	-	1	-	-	**2**	**20.0%**
Powered Two-Wheeler (PTW)	-	-	-	-	-	1	**1**	**10.0%**
Car Driver	-	-	1	3	2	-	**6**	**60.0%**
Goods Vehicle Occupant	-	-	-	-	1	-	**1**	**10.0%**
Total	**1**	**0**	**1**	**4**	**3**	**1**	**10**	
%	**10.0%**	**-**	**10.0%**	**40.0%**	**30.0%**	**10.0%**		

4.5.2 Table 6 shows that the largest casualty group was car drivers at 60%. Casualties were spread across the age groups, with casualties in all age groups except 16 to 20 years, with the most (40%) being aged 26 to 45 years.

4.6 Road Safety Impact

4.6.1 A total of 8 collisions, resulting in 10 casualties, has occurred within the study area during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collisions issues associated with the movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site.

5. CONCLUSION

5.1.1 This Transport Note (TN) provides an appraisal of the likely transport impacts associated with 17 residential dwellings at Watermill Gardens, Penistone.

5.1.2 The proposed development includes the development of a total of 17 residential dwelling including 4 dwellings allocated as affordable housing. Access to 13 of the dwellings is to be provided via an extension to Watermill Gardens, with the remaining 4 dwellings served via the Kings Court parking area to the west. This TN demonstrates that suitable car parking will be provided at the site, and that suitable access arrangements will be provided for refuse vehicles and fire appliances.

5.1.3 The site is located within an 2km walking distance of the entire built-up extents of Penistone. There are footways provided on both sides of Watermill Gardens which provide access to the wider pedestrian infrastructure in Penistone. The entire built-up areas of Penistone, parts of Stocksbridge and other neighbouring villages such as Millhouse Green, Holyandswaine, Silkstone, Cawthorne, Denby Dale are within a 25-minute cycle ride. The nearest bus stops to the site are located on the B6462, approximately 260m walk to the west of the primary site access, providing northbound travel and on Barnsley Road approximately 400m walk to the east of the primary site access providing travel to key areas including Barnsley Interchange and near-by settlements. The nearest rail station to the site is Penistone Rail Station, located approximately 900m to the southeast of the site and provides services to Huddersfield, Barnsley and Sheffield.

5.1.4 A road casualty study showed that 8 Personal Injury Collisions (PICs) occurred within the study area around the proposed development site during the five-year study period. Analysis of the study collisions has not revealed any identifiable existing collision issues associated with the expected movements of the proposed development. Therefore, it is considered that there are no existing road safety issues pertinent to the development of the site. If the proposed internal roads of the development are designed with due consideration to road safety, then the proposals should not have a detrimental road safety impact on the local transport network and should not adversely affect the safety of other road users.

5.1.5 Based on the assessments of this TN, it is considered that the proposed residential development will not have a significant impact on the operation of the local highway network. Therefore, as the impact of the proposals at the site is not expected to be severe, the proposals are considered to be in accordance with the '*National Planning Policy Framework*' (NPPF) which states that *"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"* (MHCLG, 2021).

5.1.6 It is concluded from the assessments within this TN that the proposed development would not be expected to have a severe impact in terms of sustainable travel and, road safety.

6. REFERENCES

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Appendix 1 – Proposed Site Layout

Land off Watermill Gardens, Penistone, South Yorkshire

Electric car charging Point.

Mode 3 electric vehicle charging point with a type 2 outlet socket.

- External wall of dwelling or garage. E
- Bollard.

Enclosures

- 1.8m high masonry wall.
- 1.8m board fence.
- 1.2m post & rail fence.
- 1.2m estate railings.

External Materials.

- Facing material - Artificial Stone.
- Facing material - Render.
- Roof tile - Natural Slate.

Soft Landscaping

- Proposed tree planting.
- Proposed hedging.
- Proposed shrub planting.
- Mown Grass.

For detailed landscape design refer to Landscape Architects drawings and specification.

Schedule of Accommodation

House Types

H4	2 b 2 St	781	04	03,124
Newton	3 B 2 St	1006	05	05,030
Farnham	4 B 2 St	1191	03	03,573
Chatsworth	4 B 2 St	1554	01	01,554
Brompton	3 B 2 St	1665	02	03,330
Kirby	6 B 2 St	2758	02	05,516
Site Total			17	22,127

Gross Site Area = 0.74 Ha (1.82 Acres)
Nett Site Area = 0.66 Ha (1.63 Acres)

13,574 SqFt Per Acre

25.75 DPH

Rev	By	Note	Date
Rev	**By**	**Note**	**Date**

Status	Planning
	Sketch Planning Tender Construction As Built

PRA Architecture
55 The Tannery . Lawrence Street . York . YO10 3WH T:01904 653772
E:mail@pra-architecture.com W: www.pra-architecture.com

PROJECT	Land off Watermill Gardens, Penistone, S Yorkshire		
TITLE	Proposed Site Layout		
CLIENT	Mulgrave Developments Ltd		
DATE	26.07.23	SCALE	1:500@A2
DRAWING	1286.04	REVISION	0
DRAWN	JD	CHECKED	JD

Proposed Site Layout

Appendix 2 – Swept Path Analysis

Refuse Vehicle Entering Site

Refuse Vehicle Exiting Site

10mm

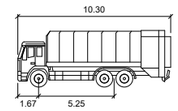
A3

Key:-

Outer Wheel Track	
Vehicle Swept Path	
Vehicle Centreline and Direction	
0.5m Clearance Buffer	

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



Dennis OL-21W 6x2RS

	meters
Width	: 2.53
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.9

Disclaimers:-

i. This drawing is copyright and must not be copied in part or in whole unless agreed in writing by Local Transport Projects Ltd.

ii. Reference should be made to the project's drawing register to ensure the latest drawing is being referred to.

iii. All dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Local Transport Projects Ltd.

iv. All work shall be carried out in accordance with local authority, statutory authority and health & safety requirements & regulations.

v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects.

vi. Based on site plan provided by client: Planning layout - Rev M - 20.01.23

Rev.	Date	By	Chk	Description
0	-	-	-	-

Client

Mulgrave Properties

Project

Proposed Residential Development
Watermill Gardens, Penistone

Title

Refuse Vehicle
Swept Path Analysis

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

01482 679 911
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Registered No. 5295328

Drawn	Date	
MH	07 06 23	
Scale	Checked	Approved
1 : 500	SW	TK

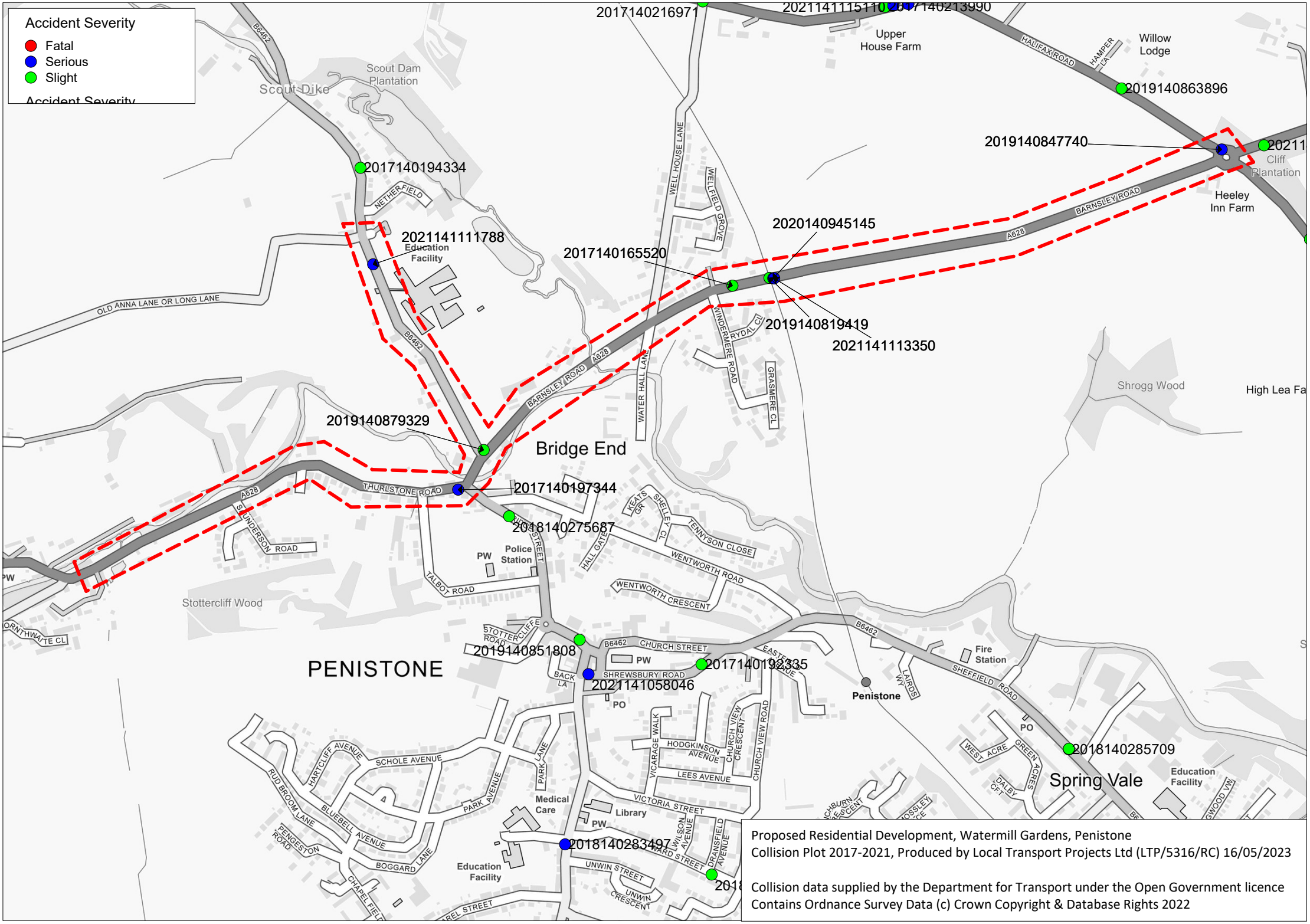
Status

SITE TESTING

Drawing number

Project	Job	Drawing	Sheet	Revision
LTP/ 5249 /	T1 /	01	.01	0

Appendix 3 – Collision Plot


Accident Severity
Fatal
Serious
Slight
Accident Severity
2017140216971
2021141115110
2017140213990
Upper House Farm
Willow Lodge
HALIFAX ROAD
HAMPER LA
2019140863896
2019140847740
Cliff Plantation
Heeley Inn Farm
BARNSLEY ROAD
A628
2017140194334
NETHERFIELD
Scout Dike
Scout Dam Plantation
2021141111788
Education Facility
2020140945145
2017140165520
2019140819419
2021141113350
WELL HOUSE LANE
WELLFIELD GROVE
WINDERMERE ROAD
RYDAL CL
GRASMERE CL
WATER HALL LANE
OLD ANNA LANE OR LONG LANE
B6462
Shrogg Wood
High Lea Fa
2019140879329
Bridge End
THURLSTONE ROAD
2017140197344
2018140275687
KEATS CR
SHELLEY CL
TENNYSON CLOSE
WENTWORTH ROAD
WENTWORTH CRESCENT
HALL GATE
HIGH STREET
PW
Police Station
TALBOT ROAD
SUNDERSON ROAD
Stottercliff Wood
STOTTERCLIFFE ROAD
2019140851808
B6462
CHURCH STREET
PW
SHREWSBURY ROAD
2017140192335
2021141058046
PO
PENISTONE
BACK LA
EASTFIELD AVENUE
Fire Station
Penistone
LAIRDS WY
SHEFFIELD ROAD
PO
2018140285709
Spring Vale
Education Facility
WEST ACRE
GREEN ACRES
DALBY CFT
VICARAGE WALK
HODGKINSON AVENUE
CHURCH VIEW CRESCENT
CHURCH VIEW ROAD
LEES AVENUE
VICTORIA STREET
Medical Care
Library
PW
2018140283497
HARTCLIFF AVENUE
SCHOLE AVENUE
PARK LANE
PARK AVENUE
RUD BROOM LANE
BLUEBELL AVENUE
TENGESTON ROAD
BOGGARD LANE
Education Facility
WILSON AVENUE
DRANSFIELD AVENUE
HOYLAND STREET
UNWIN STREET
UNWIN CRESCENT
CHAPEL FIELD
2018
Proposed Residential Development, Watermill Gardens, Penistone
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