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RESIDENTIAL DEVELOPMENT, BOX MILL LANE, PENISTONE, BARNSLEY.

SUPPORTING TRANSPORT STATEMENT

Prepared for: - Harard Developments (Penistone) Ltd
2 Whiteley Wood Road
Sheffield.
S11 7FE.

Prepared by:- M Longden Date:- May 2012 Doc Ref:- ML/HD/860/TS01A

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Report Title: SUPPORTING TRANSPORT STATEMENT.

Residential Development, Box Mill Lane,
Penistone, Barnsley.

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SUPPORTING TRANSPORT STATEMENT

RESIDENTIAL DEVELOPMENT,
BOX MILL LANE,
PENISTONE, BARNSLEY

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AERIAL VIEW OF THE DEVELOPMENT SITE AND SURROUNDS.

L.D.A. Ltd
Consulting Engineers and
Transportation Planners

1.0 PROPOSED DEVELOPMENT

1.1 The proposed development is a mix of residential units consisting of semi-detached and detached houses with some small terrace blocks. Refer to Self Architects series of drawings - Ref: 3479.

1.2 There will be (33) thirty three residential units in total, primarily constructed along a central estate road 'cul-de-sac' which will lead onto a short section of 'access or mews court' before terminating in a 'private drive'.

1.3 The proposed residential access road will connect to the (B6462) Sheffield Road, a secondary route linking Penistone and Oxspring to the (A628) Barnsley Road to the North, and the (A629) Oxspring Lane to the South (Refer to Section 2).

1.4 The proposed development will abut an existing public footway leading from Queen Street to cross the River Don to the north, via a footbridge, linking to leisure facilities and open country side in this direction.

1.5 The proposed development will add to the existing residential conurbation of Spring Vale and will benefit from the established alternative modes of transport, incorporating both bus and rail services, available at this location.

1.6 The Britannia PH. at the junction of (B6462) Sheffield Road and Box Mill Lane is in the control of the developer in this case and advantage will be taken to improve any sight lines and public footway requirements at this location.

2.0 EXISTING HIGHWAY NETWORK

2.1 Sheffield Road at this location would be classified as a residential main road and/or local street.

2.2 At approximately 6 metres wide with 2No. 1.8metre footways, the (B6462) Sheffield Road provides direct access for terraced properties built along the public highway as well as major/minor priority junctions serving the larger residential areas of Spring Vale and Castle Green.

2.3 The terraced ribbon development generates on-street parking both along Sheffield Road and other side roads locally.

2.4 There are no traffic regulation orders applicable to Sheffield Road and the mandatory speed limit is 30mph.

2.5 Springvale Primary School is located adjacent to Sheffield Road and advanced warning signs are provided on both approaches.

2.6 The (B6462) Sheffield Road also provides access to industrial premises and leisure facilities locally.

2.7 The (B6462) Sheffield Road is a bus route and Stage Coach Services 24, 24A & 29 provide links to Barnsley and Sheffield with stops in the vicinity of the development site.

2.8 Forward visibility along the (B6462) Sheffield Road on both approaches to the development site is good. Although affected to some degree by on-street parking, the horizontal and vertical alignment of Sheffield Road provides for a Stopping Sight Distance (SSD) in excess of that required for 30mph (50kph) road speeds.

2.9 Queen Street and Box Mill Lane are unclassified public roads that provide access to public open space and recreational facilities and a variety of industrial premises in the vicinity of the development site. A waste transfer re-cycling depot is located at the extreme end of Box Mill Lane.

3. ASSESSMENT OF JUNCTION PROPOSALS TO SERVE THE PROPOSED RESIDENTIAL DEVELOPMENT

3.1 The proposed residential estate of thirty three dwellings will be served by a combination of internal estate roads varying from a traditional style 'two way' carriageway: a sort section of 'shared surface' carriageway and finally a short section of 'private drive'. All the internal roads will be constructed in compliance with the adoption requirements of Barnsley MBC as the Highway Authority in this case.

3.2 The residential estate roads will form an integral part of the overall development as the majority of the proposed residential units will take access directly from them.

3.3 With only one point of access to the local highway network the appearance, characteristics and serviceability of the internal estate roads will have to be considered in detail with particular relevance to the following documents:

i. Better Places to Work and Better Places to Live In South Yorkshire. (BMBC)
ii. Manual for Streets. (MfS)

3.4 The initial section of the new estate road, from the proposed junction on Sheffield Road will continue to provide access to the commercial premises at this location.

3.5 As a 'cul de sac' the internal arrangement of the estate roads will incorporate turning heads of sufficient dimensions to enable service vehicles to turn and leave the development in forward gear. Sufficient off-street parking will be provided in the vicinity of the turning head to prevent obstructions by parked vehicles and without the need for traffic regulation measures.

3.6 With reference to the above documents, the following guidance is provided on the design and layout of the major/minor junction to be incorporated in the built development: -

- A 'Village Street' to Para 2.32 of BMBC Specification document will provide direct access to all properties within the proposed residential development.
- The proposed estate road will operate as a 'cul-de-sac', but separate pedestrian and cycle access will be provided to existing bridleways and public rights of way in the immediate vicinity of the development site.

- Critical dimensions will be: -

i.	Max number of dwellings	=	100
ii.	Design speed	=	20 mph (33Kph)
iii.	Carriageway width	=	4.8m minimum - 5.5m preferred
iv.	Footway width	=	2 x 2m minimum
v.	Carriageway gradient	=	7% maximum
vi.	Junction radii	=	6m
vii.	Visibility at junction	=	'x' dist = 2.4m 'y' dist = 70m max - 43m min (MfS) (Subject to confirmation of major road speeds).

3 *CONCLUSIONS*

4.1 This Supporting Transport Statement has been prepared on behalf of Harard Developments Ltd to establish the scope, design, specification and future adoption of a new residential street or streets to service thirty three new dwellings on vacant land off Sheffield Road, Penistone, Barnsley.

4.2 The accessibility of the area is well suited for the proposed change of land-use, as it is located within a residential area and has good public transport services and complementary local facilities which will benefit the proposed residential development.

4.3 The site offers significant opportunities for travel by environmentally friendly modes, in accordance with national and regional guidelines and would be accessible by modes other than the private car. The location of the proposed development in the vicinity of local amenities and existing residential development would facilitate non-motorised trips, which again conforms to the regional planning policy of reducing the need to travel.

4.4 Off-site highway improvements for the proposed junction on to Sheffield Road will include a vehicular access laid out and constructed in compliance with the requirements of the Highway Authority; amendments to public footways to provide continuity along the major road; provision of public and private footpaths to all the dwellings proposed on the development; alterations to street lighting on the major road and all necessary traffic regulation orders to provide a clear and unobstructed visibility to and from the proposed estate road junction.

4.5 In conclusion it is considered that the Local Planning Authority should not consider highway and traffic related matters to be a reason for refusal of the planning application submitted on behalf of Harard Developments Ltd.