



PROPOSED WATER BOTTLING
FACILITY, LILEY LANE,
BARNSELEY

TRANSPORT STATEMENT

JULY 2024

PROPOSED WATER BOTTLING FACILITY, LILEY LANE, BARNSELY

TRANSPORT STATEMENT

Marsdens Farms Limited

Draft Issue

Project no: 21821

Date: July 2024

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QUALITY MANAGEMENT

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft Issue	Updated Comments	Updated Comments	Updated Comments
Date	09.04.2024	18.04.2024	02.05.2024	29.07.2024
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Appendix C – Existing Site Access Visibility Splay

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Marsdens Farms Limited to produce this Transport Statement (TS) in support of a planning application. The application seeks approval to convert an existing 856m² agricultural building into a water bottling facility (Use Class B2) and another agricultural building into office space. The proposed development is situated on land located to the south of Liley Lane, South Yorkshire. For reference, an indicative site layout can be found in **Appendix A**.
- 1.1.2 The site is situated on land to the south of Liley Lane, South Yorkshire, which is approximately 1.3km from Millhouse Green as well as 4km southwest of the historic market town of Penistone. The site is situated on Liley Lane Farm, which borders Liley Lane to the north; Liley Farm House to the east; and agricultural farmland to the south and west. The location of the site is shown in **Figure 1**.
- 1.1.3 The Local Planning Authority (LPA) and Local Highways Authority (LHA) is Barnsley Metropolitan District Council (BMDC).
- 1.1.4 This TS will demonstrate that the site is in an accessible location with access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the proposals will not result in a material change in vehicle movements to and from the site when compared with the permitted use.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows;

Section 2 – describes in detail the site location and the local highway network in the vicinity of the proposed development site;

Section 3 – describes existing and proposed sustainable transport infrastructure in and around the proposed development site;

Section 4 – sets out the development proposals including the access / egress and vehicle movements;

Section 5 – sets out the estimated traffic generation of the proposed development; and

Section 6 – provides a summary of this TS derived from the review and analysis set out in the above sections.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1 The site is situated on land to the south of Liley Lane, approximately 1.3km from Millhouse Green as well as 4km southwest of the historic market town of Penistone. The site is situated on Liley Lane Farm, which borders Liley Lane to the north; Liley Farm House to the east; and agricultural farmland to the south and west.
- 2.1.2 The proposed development is located within the broader ownership of Liley Farm which comprises of several agricultural buildings. The proposed water bottling unit is located towards the southern boundary of the site ownership and can be seen detailed in **Figure 1**.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 Liley Lane is a single-carriageway two-way rural road which is subject to the National Speed Limit (NSL) and runs in a general east-west alignment. Approximately 190m from the site access, Liley Lane intersects with A628 Manchester Road, forming a priority-controlled T-junction. To the east, Liley Lane provides access to residential properties along Parkin House Lane before routing towards the village of Millhouse Green.
- 2.2.2 A628 Manchester Road is a single-carriageway two-way road which has an approximate east-west alignment and is subject to the National Speed Limit (NSL). From the A628 / Liley Lane T-junction, the road travels approximately 2.1km southeast before forming the Flouch Roundabout with the A616. The A628 forms part of the Trans Pennine Route serving as a vital link between Greater Manchester and South Yorkshire.
- 2.2.3 The A616 serves as a significant arterial route, connecting various towns and urban centres within Yorkshire and Nottinghamshire. Within proximity of the site, the A616 routes through the residential settlements of Stocksbridge and Deepcar before routing to the Westwood roundabout, which provides access to the A61.
- 2.2.4 The A61 has an approximate north-south alignment, to the south providing access to Sheffield city centre and to the north providing access to the M1 via Tankersley Roundabout.
- 2.2.5 The M1 serves as one of England's principal motorways on the Strategic Road Network (SRN), providing travel between major urban cities such as Sheffield, Leeds, Nottingham, Leicester and London.
- 2.2.6 The site is located in proximity to the Strategic Road Network (SRN) of the M1 and the A628 for transpennine connectivity. These roads offer access to significant destinations and routes spanning South Yorkshire and beyond, positioning the site strategically for connectivity to local, regional, and national highway networks.

2.3 PERSONAL INJURY COLLISION DATA

- 2.3.1 Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site for the period 2018 – 2022 has been obtained from CrashMap, providing the latest five years of collision data available. The study area captures the entirety of Liley Lane. Details of the PIC study area are shown in **Figure 2**.

- 2.3.2 The PIC data shows that there have been zero collisions within the vicinity of the proposed development. Therefore, given the lack of collisions it is considered that there are no existing road safety issues within proximity to the site and the existing situation is safe for all users. The development would not detrimentally impact upon highway safety.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 PEDESTRIAN ACCESSIBILITY

- 3.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74).

- 3.2.2 A plan showing the 2km walking catchment from the site is attached in **Figure 3**.
- 3.2.3 There are no specific pedestrian provisions within immediate proximity of the site, however there is the opportunity to use the grass verges and country roads along Liley Lane towards Millhouse Green if required.
- 3.2.4 Despite there not being pedestrian infrastructure within the immediate vicinity of the site, there are numerous Public Right of Way (PRoW) within the surrounding area, the nearest footpath (*Footpath No. 91*) being located approximately 300m north of the site on Field Lane. The footpath connects to other PRoW which provide pedestrians with traffic-free walking routes around Millhouse Green and the surrounding areas.
- 3.2.5 The Upper Don Trail is another PRoW situated approximately 800m north of the site. The route provides a traffic-free walking route to Millhouse Green, Thurlstone and Penistone. A figure detailing the PRoW within proximity of the site can be seen as attached in **Figure 4**.
- 3.2.6 While acknowledging that pedestrians accessing the site on foot is possible, it is understood that pedestrians walking to and from the site will not be the primary mode of travel, especially when considering its intended industrial use as a water bottling facility.

3.3 CYCLE ACCESSIBILITY

- 3.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)

- 3.3.2 The plan attached in **Figure 5** shows the 5km cycling catchment from the site. The plan identifies that the entireties of Thurlstone, Penistone, Cubley and Langsett are accessible, offering employees the opportunity to cycle to work. Additionally, there are numerous amenities and facilities for staff to utilise within the nearby settlements that are accessible by a short cycle.
- 3.3.3 The plan attached in **Figure 6** demonstrates that the site is located within good proximity to cycle infrastructure. Situated approximately 800m north of the site via Manchester Road the Upper Don Trail and National Cycle Network (NCN) Route 62 are both accessible.
- 3.3.4 The Upper Don Trail is a local traffic-free pathway which follows the course of the River Don in South Yorkshire. Within proximity of the site the route provides access to nearby residential settlements including Penistone, Thurlstone and Oxspring. The Upper Don Trail shares the same route as the NCN Route 62 before diverging near Oxspring.
- 3.3.5 NCN Route 62 connects Fleetwood on the Flyde in Lancashire with Selby in North Yorkshire, forming the west and central sections of the Trans Pennine Trail. The Trans Pennine Trail is a long-distance path comprising of on-road and traffic-free cycle paths from coast-to-coast across northern England.

3.4 PUBLIC TRANSPORT

- 3.4.1 The proposed development site is within proximity of Penistone Railway Station which is situated approximately 4km west of the site in Penistone which is an approximate 14-minute cycle from the site using the Upper Don Trail. The station provides services between Sheffield and Huddersfield which provides access to several residential settlements such as Darton, Denby Dale and Stocks Moor as well as access to Meadowhall and Barnsley Interchange.
- 3.4.2 Penistone Railway Station provides sixteen sheltered cycle stands within its car park to accommodate cyclists. Coupled with the accessibility of nearby traffic-free cycle infrastructure, these facilities support an alternative method of travel to the site.

3.5 SUMMARY

- 3.5.1 A review of the existing facilities for access to the site by a range of non-car modes has been carried out. While it's noted that the provision of pedestrian, cycling, and public transport facilities is somewhat limited, considering its semi-rural location, the level of provision is deemed adequate for the surrounding area.
- 3.5.2 The site is considered to provide some opportunity for access by non-car modes and in line with local and national planning policy.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

- 4.1.1 The proposed application site comprises of two agricultural buildings, one of which will be converted into a water bottling facility (Use Class B) and the other into an office space. The application site will continue to be accessed from Liley Lane via the existing access point to the north.
- 4.1.2 Refer to **Appendix A** for detailed layouts illustrating the proposed change of use. At this stage, the application relates solely to the change of use of the building. Any additional physical alterations or construction works requiring planning permission will be addressed in separate applications at a later stage.
- 4.1.3 Since the proposed development involves a change of use for the site, no modifications to access or surfacing are deemed necessary. The current operational setup will be maintained.
- 4.1.4 The internal arrangements within the site will allow the water bottling facility and the retained agricultural elements to operate concurrently.
- 4.1.5 Swept path analysis has been undertaken to demonstrate that a max articulated vehicle and large refuse can successfully access and egress the site in a forward gear. Details of tracking can be seen as attached in **Appendix B**.
- 4.1.6 Given that Heavy Goods Vehicles (HGVs) already access the site, it is deemed suitable for accommodating the proposed development without any alterations being required.
- 4.1.7 Notwithstanding this, drawing no. AMA/21821/SK003 attached at **Appendix C** shows visibility splays of 2.4m x 43m at the existing site access. Visibility splays for a 30mph speed limit (even though Liley Lane is posted as national speed limit) are considered appropriate given the horizontal and vertical alignment of the carriageway in the vicinity of the site. Well in excess of these splays can be achieved in both directions.
- 4.1.8 The proposed provision of parking will be in line with Barnsley Local Plan SPD for Parking, as detailed below:
- ▶ B2 Industrial Unit: 1 Space per 60m² = 14 parking spaces; and
 - ▶ Offices: 1 Space per 35m² = 5 parking spaces.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 DEVELOPMENT PROPOSALS TRIP GENERATION

- 5.1.1 Using the employment densities specified by the Local Planning Authority (LPA) for the Local Plan, it has been determined that the proposed development will create the following full-time equivalent (FTE) jobs:
- ▶ Bottling Facility: 23 jobs
 - ▶ Offices: 11 jobs
- 5.1.2 Based on live traffic data from Google Maps, peak traffic hours occur from 08:00 to 09:00 in the morning and from 17:00 to 18:00 in the evening. With a total of 34 employees at the proposed development site, it is estimated that there will be approximately one trip every two minutes during these peak hours.
- 5.1.3 The applicant has also confirmed that the proposals will involve two trips per day for water haulage, resulting in approximately four round trips to and from the site. This minor increase in trips does not represent a significant change from the current operational activity on the broader site.
- 5.1.4 Therefore, the proposed development is not expected to substantially increase traffic volume on the highways

6 SUMMARY

- 6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Marsdens Farms Limited to produce this Transport Statement (TS) in connection with the submission of a planning application seeking approval for the conversion of an existing agricultural building GEA 856m² into a water bottling facility (Use Class B2). The proposed development is situated on land located to the south of Liley Lane, in the vicinity of Millhouse Green, Barnsley.
- 6.1.2 The site will retain its current access from Liley Lane in the form of a simple priority-controlled T-junction. The site is considered conducive for the operation of the development proposals given that HGVs already access the site as necessary.
- 6.1.3 The internal arrangements within the site will allow the water bottling facility and the retained agricultural elements to operation concurrently.
- 6.1.4 It is concluded that the proposals would not result in an unacceptable impact on highway safety, nor any severe cumulative impacts on the local road network, and as such are in accordance with the requirements of the National Planning Policy Framework.
- 6.1.5 Therefore, there are no overriding traffic and transportation reasons why planning permission could not be granted.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – PIC Location Plan

Figure 3 – 2km Walking Isochrone

Figure 4 – Public Rights of Way Map

Figure 5 – 5km Cycling Isochrone

Figure 6 – National Cycle Network Map

Key:

Site Location
Site Ownership



Title:

Indicative Site location Plan
Abb Scott Lane, Bradford

Figure No.:

Figure 1

Drawn By:

IJT

Key:
 PIC Area

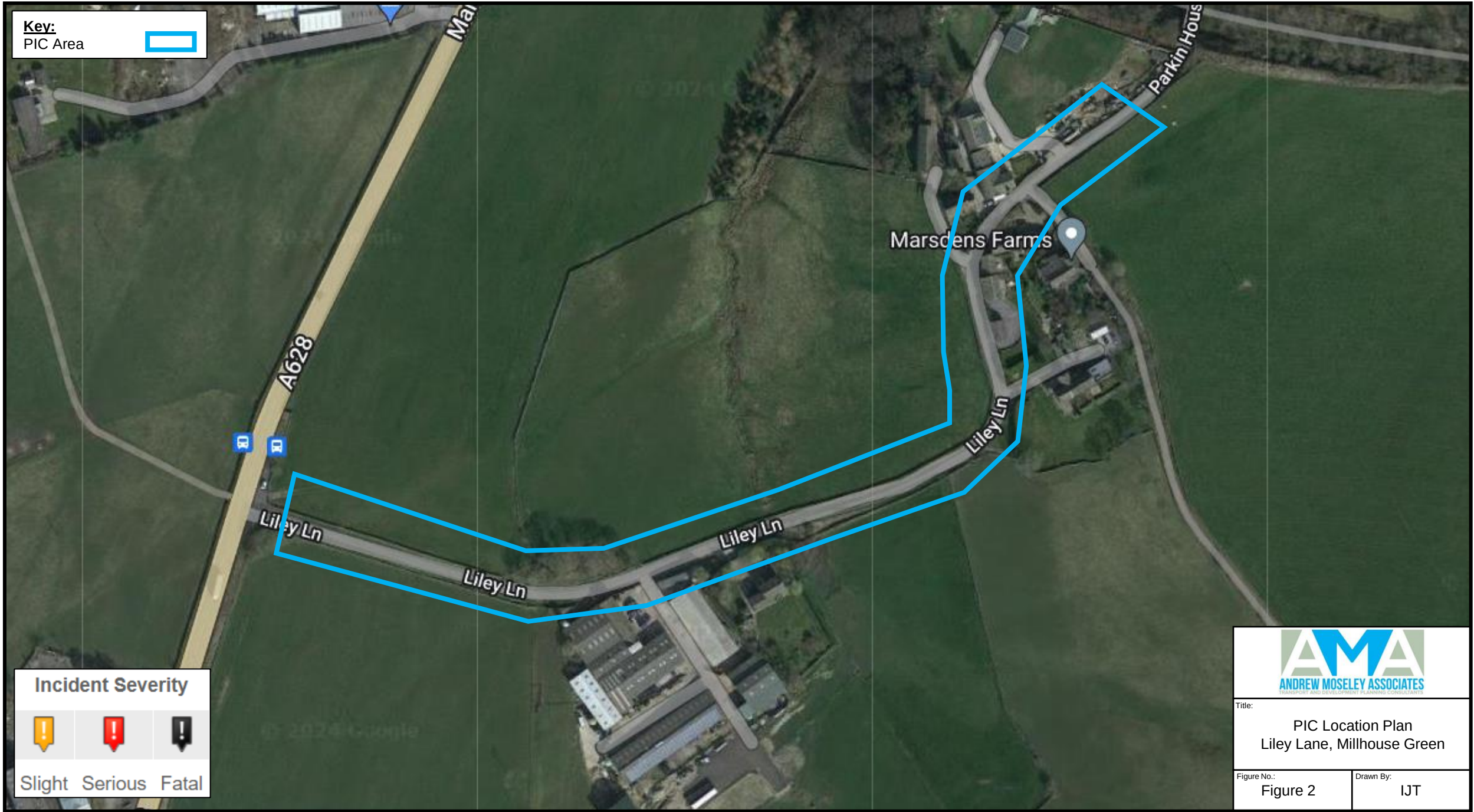


Incident Severity



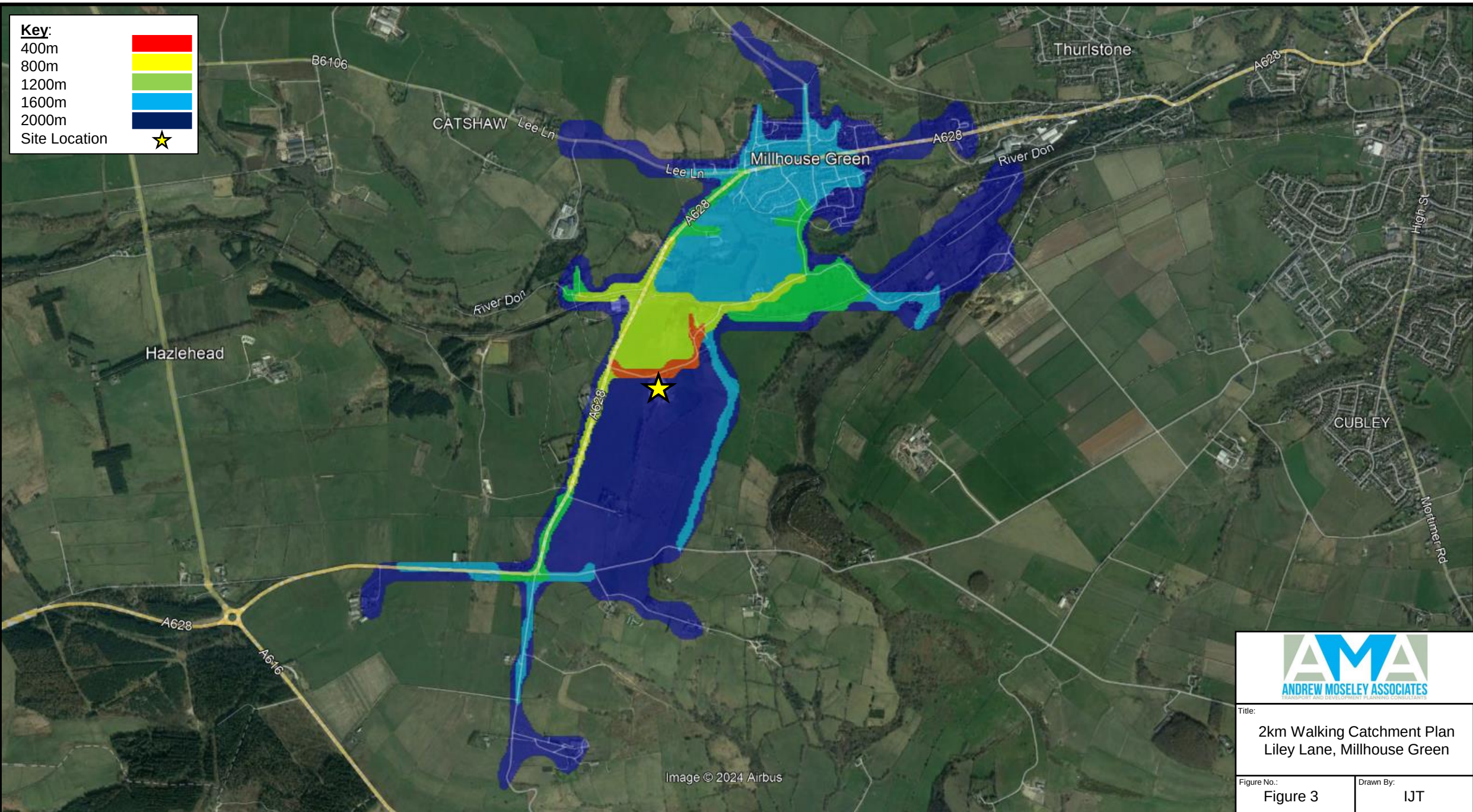


Slight Serious Fatal



Title:	
PIC Location Plan Liley Lane, Millhouse Green	
Figure No.:	Drawn By:
Figure 2	IJT

Key:
400m
800m
1200m
1600m
2000m
Site Location

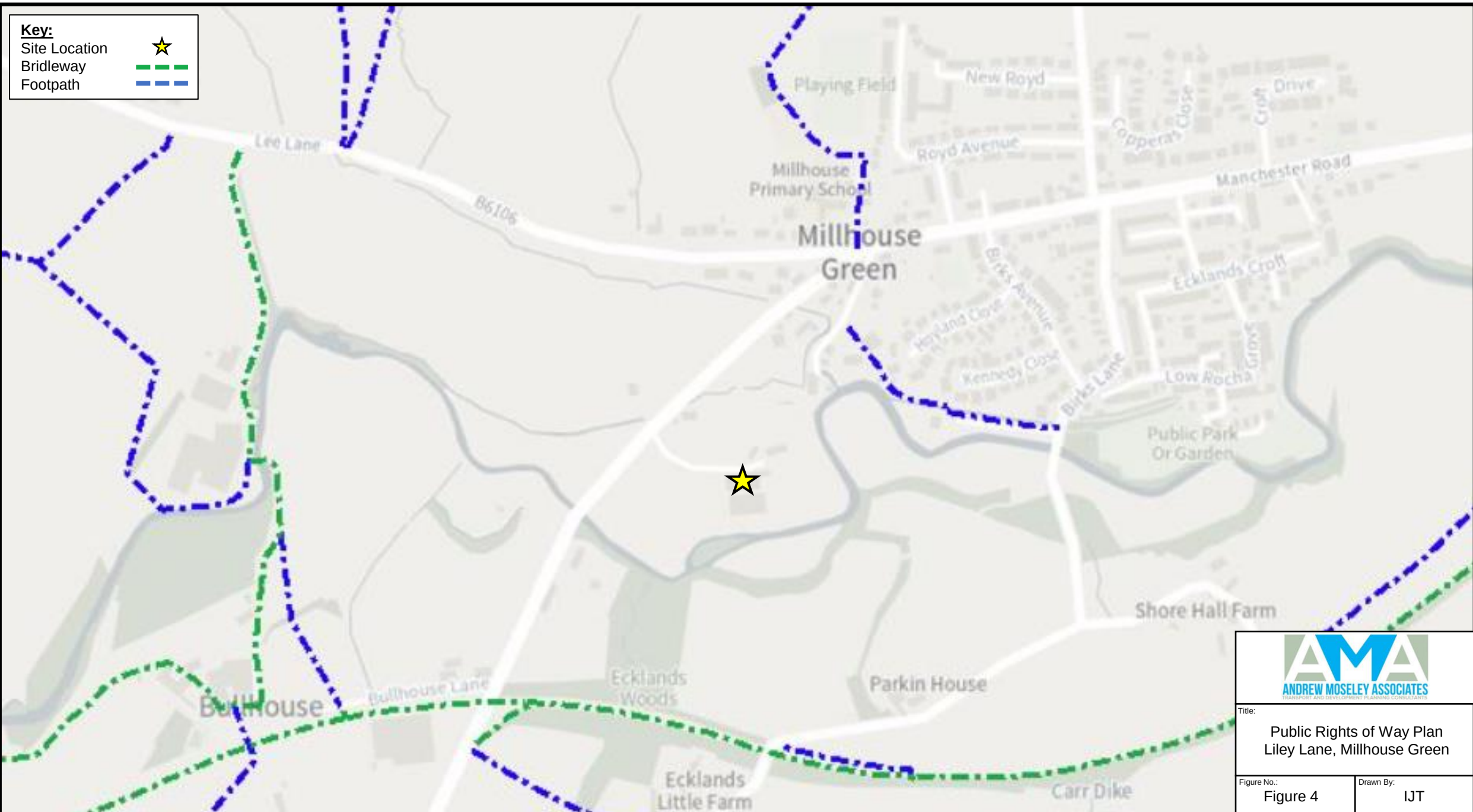


Title:
2km Walking Catchment Plan
Liley Lane, Millhouse Green

Figure No.: Figure 3	Drawn By: IJT
-------------------------	------------------

Key:

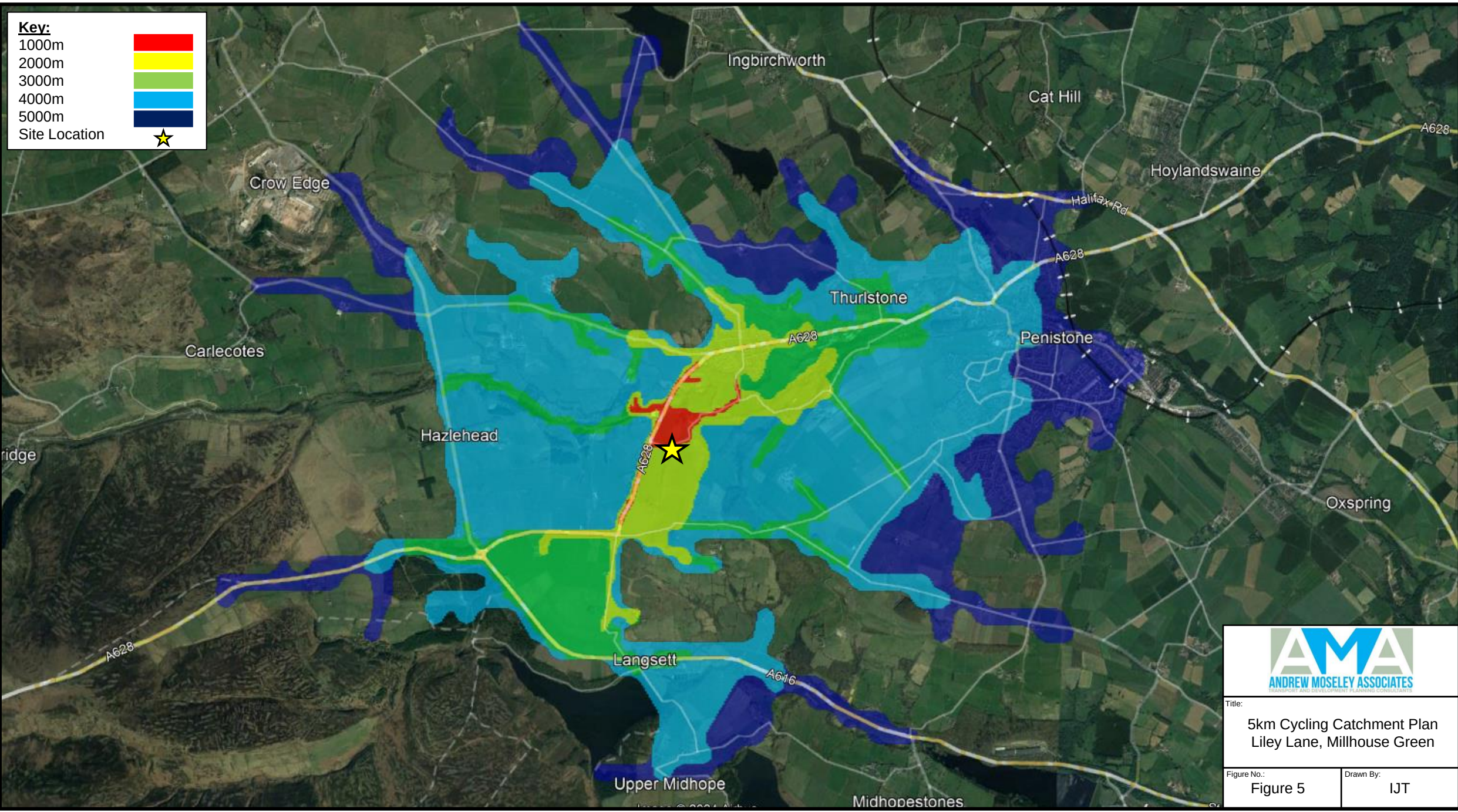
- Site Location 
- Bridleway 
- Footpath 



Title:

Public Rights of Way Plan
Liley Lane, Millhouse Green

Figure No.:	Drawn By:
Figure 4	IJT

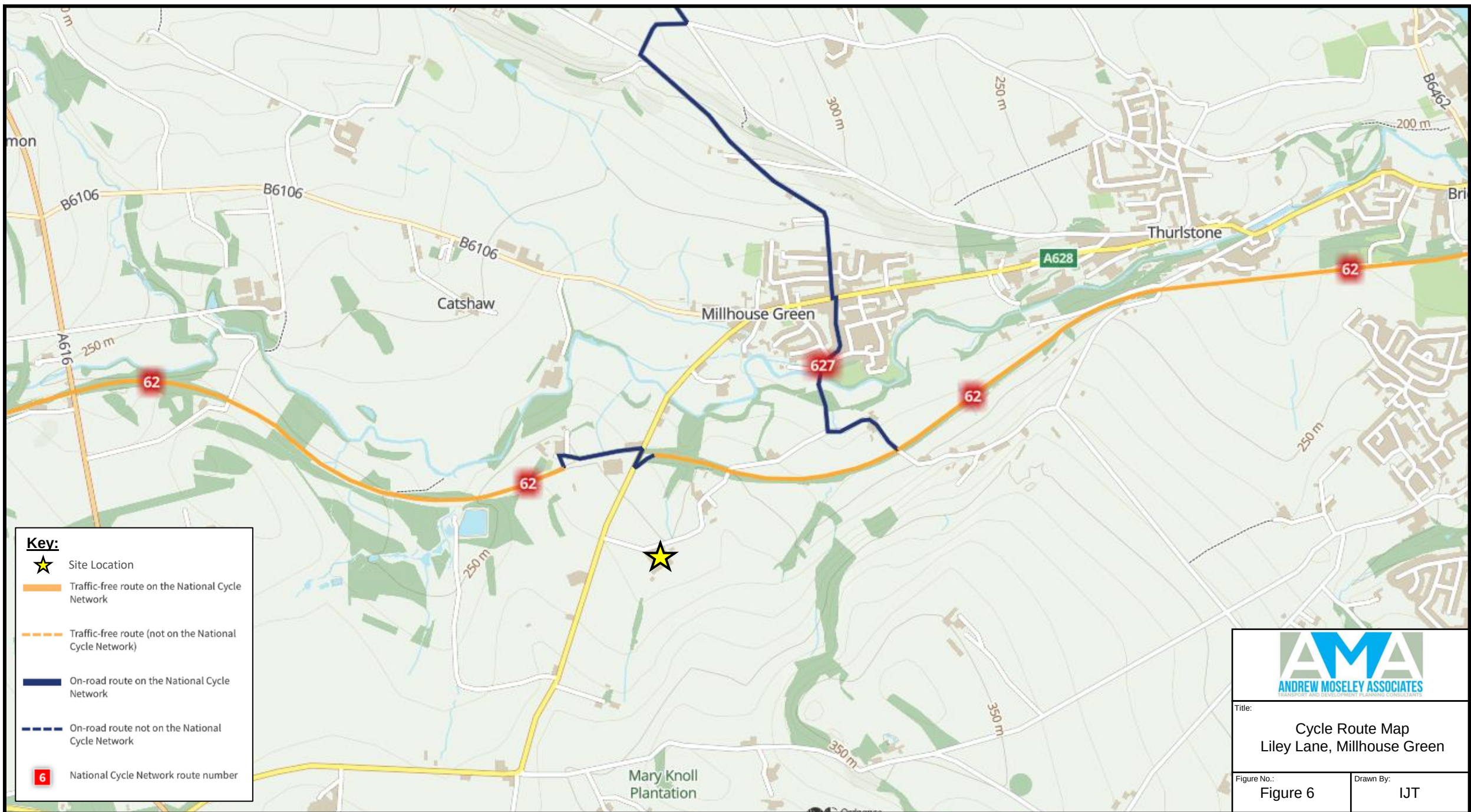


Key:
1000m
2000m
3000m
4000m
5000m
Site Location



Title:
5km Cycling Catchment Plan
Liley Lane, Millhouse Green

Figure No.: Figure 5	Drawn By: IJT
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APPENDICES

Appendix A – Proposed Site Layout

Appendix B – Swept Path Analysis

Appendix C – Existing Site Access Visibility Splays

Appendix A

PROPOSED SITE LAYOUT

Proposed Industrial Unit Site Plan
1 : 200



024816
Scale 1: 200

PLANNING

Architects are to be notified of any discrepancies. Contractors must check all dimensions on site. This drawing is subject to copyright laws and is for use on this project only. This drawing is to be used solely for the information as titled only. For other information refer to the latest revision of any cross referenced drawings. To be read in conjunction with relevant design standards/protocols This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour. No Survey Information Available. Shown As Indicaive Only. TBC On Site By Contractor

Key

Site Boundary

Site Ownership

Existing Hand-Landscaping to be retained

Existing Soft-Landscaping to be retained

Entrance

Total No. Office Car Parking Spaces = 15

No. Office Disability Car Parking Spaces = 2

No. Long Stay Cycle Store = 1

No. Short Stay Cycle Store = 2

Refuge = 3 x 1100mm Bins

P02	Parking Layout Amended Following Vehicle Tracking Comments From Highways Consultant	22.07.24	MT
P01	Issued for Planning	15.07.24	MT
No.	Revision	Date	Initis

LILEY FARM

Drawing
Proposed Industrial Unit Plan

Client
MARSDEN DEVELOPMENTS

FRANK

SHAW

ASSOCIATES

LIMITED

ARCHITECTS

www.frankshawassociates.co.uk			
Chesterfield 01246 233 255	Cambridge 01223 838 100	Leeds 0113 512 7510	
Scale 1:200@A1	Drawn/Checked MT		
Job Number 22328	Date JULY 2024		
Drawing Number 22328-FSA-BN-SI-DR-A-1006	Rev P02		

Appendix B

SWEPT PATH ANALYSIS



Liley Lane

Office

Barn

Agricultural Building

Agricultural Building

Agricultural Building

Agricultural Building

Agricultural Building

Area As Existing

6074

Pedestrian Walkway Demarcation

11

10

9

8

7

6

5

4

3

2

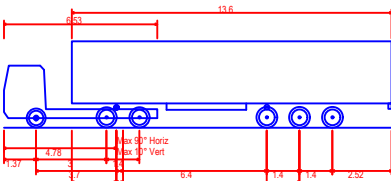
1

Note: Preliminary Entrance Subject to Review

concrete

concrete

refuse store



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P01	Preliminary Issue	00.00.00	XX
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Project:

LILEY LANE, BARNSELEY

Client:

MARSDENS FARMS LIMITED

Drawing:

MAX ARTICULATED VEHICLE
SWEEP PATH ANALYSIS

Drawn By:	SA	Date:	24.07.2024
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Checked:	JH	Scale:	1:250	Paper:	A3
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Drawing No.	AMA-21821-ATR003-1.2	Rev.	P01
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Liley Lane

Office

Barn

Agricultural Building

Agricultural Building

concrete

Agricultural Building

Agricultural Building

Agricultural Building

Area As Existing

6074

Pedestrian Walkway Demarcation

11

10

9

8

7

6

5

4

3

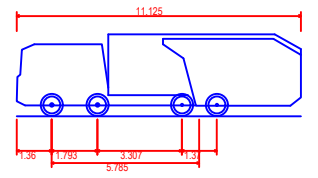
2

1

Note: Preliminary Entrance Subject to Review

refuse store

concrete



Phoenix 2-25W (with Volvo FM12 chassis)
Overall Length 11.125m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

11.125m
2.530m
3.205m
0.410m
2.500m
4.00s
9.250m

P01	Preliminary Issue	00.00.00	XX
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Project:

LILEY LANE, BARNSELEY

Client:

MARSDENS FARMS LIMITED

Drawing:

LARGE REFUGE VEHICLE SWEPT
PATH ANALYSIS

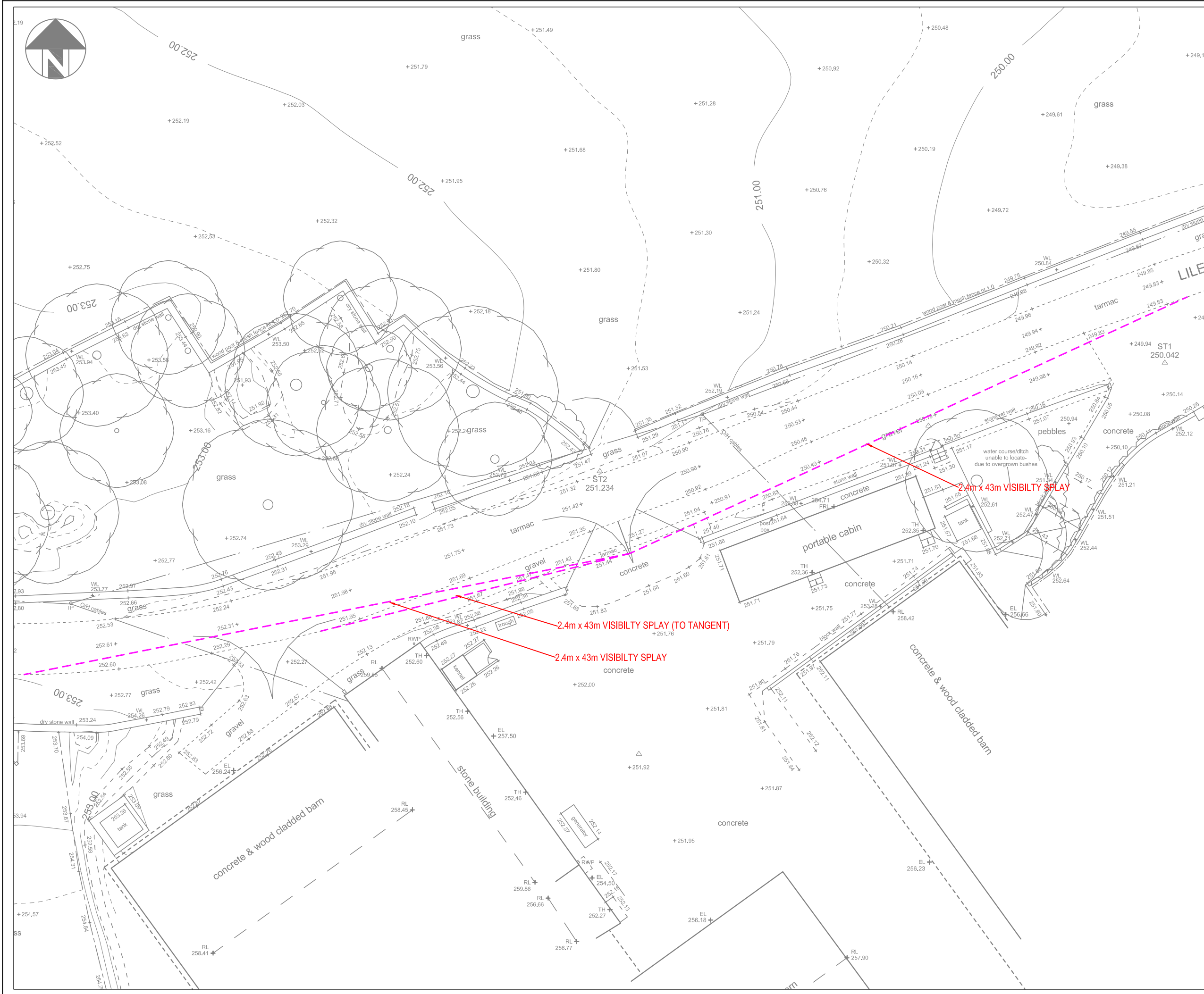
Drawn By:	SA	Date:	24.07.2024
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Checked:	JH	Scale:	1:250	Paper:	A3
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Drawing No.	AMA-21821-ATR003-2.2	Rev.	P01
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Appendix C

EXISTING SITE ACCESS VISIBILITY SPLAYS



NOTES			



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