



MBooth DesignLtd

**Proposed Residential Dwelling in Land Off  
Millhouse Lane, Millhouse Green, Barnsley**

## ***TRANSPORT STATEMENT***



**Date: November 2015  
Ref: 315/01 (-)**

**Cannon**  
Highways Limited

**Transport Statement**

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**1.0 INTRODUCTION**

- 1.1 MBooth Design Ltd are preparing a planning application for development, for residential use, of land off Millhouse Lane, Millhouse Green, Barnsley.
- 1.2 A plan showing the location of the site, together with plans showing the layout and extent of the site, including the existing access arrangements are contained in Appendix A.
- 1.3 This Statement is written in support of a Planning Application for the proposed development. It will demonstrate that the vehicular movements resulting from the development are unlikely to compromise the traffic flow or safe operation of the local highway network.
- 1.4 The Statement describes the proposals and considers the potential traffic impact of the development and the transport sustainability provision associated with the proposals in the context of the scale of the development. The assessment demonstrates that the development of the site should be acceptable for Planning Approval purposes.
- 1.5 Section 2.0 of this Assessment describes, in more detail, the characteristics of the existing site and provides a review of the layout and operational characteristics of the existing highway network in the vicinity of the site. Section 3.0 describes the proposed development and section 4.0 considers the potential impact of the development on the local highway network. A summary of the Assessment and conclusions are contained in section 5.0.

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## 2.0 EXISTING CONDITIONS

### 2.1 Existing Site

- 2.1.1 A plan showing the location of the site is contained in Appendix A.
- 2.1.2 The land is situated at Millhouse Green to the northwest of Millhouse Lane, between Millhouse Lane and the A628 Manchester Road. It is located in the west of the settlement.
- 2.1.3 The site is bounded by the A628 Manchester Road to the northwest and Millhouse Lane to the southeast. Existing residential properties border the site to the northeast and to the southwest is Millhouse Green Nursery, which comprises a group of buildings in both residential and agricultural use.
- 2.1.4 A watercourse, within the site, flows from the northern corner of the site (where it passes under the A628 Manchester Road at Benny Bridge) towards the southern corner. The watercourse, broadly, follows the site boundary (along the north and east of the site).
- 2.1.5 The land is currently undeveloped.
- 2.1.6 There is currently no vehicular access to the land direct from the local highway network (vehicular access is currently over third party land from the rear of Millhouse Green Nursery, which is accessed from the A628 Manchester Road).
- 2.1.7 A topographical survey showing the layout and extent of the site is contained in appendix A.

### 2.2 Existing Highway Network

- 2.2.1 Millhouse Lane is a short section of two-way "No Through Road" extending some 120 m south from the A628 Manchester Road. The carriageway measures some 4.0 m to 4.5 m wide and there is a

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narrow footway running, intermittently, along the east side. Street lighting columns facilitate illumination of the street during the hours of darkness. There are residential properties on both sides of the street.

- 2.2.2 The street terminate at the access to an existing residential dwelling, with no formal facility for vehicles to turn around within the extents of the highway.
- 2.2.3 Millhouse Lane connects to the A628 Manchester Road by means of a simple priority junction. A central refuge island is located in Manchester Road directly opposite the exit from Millhouse Lane. The position of the island makes it difficult for drivers emerging from Millhouse Lane who wish to turn to the right. It also impedes drivers turning right into Millhouse Lane from Manchester Road due to the difficulty they have of manoeuvring into the right turn lane (to the extent that the manoeuvre is likely to impede the flow of eastbound through traffic in Manchester Road).
- 2.2.4 Visibility at the junction, for drivers emerging from the side road (i.e. Millhouse Lane) is constrained by the alignment of Manchester Road and the boundary features adjacent to the junction.
- 2.2.5 The A628 Manchester Road is a strategic, trans-penine, route connecting Barnsley, the M1 Motorway and Penistone to the east of Millhouse Green with Greater Manchester to the west. In Millhouse Green Manchester Road is a single carriageway all purpose road. It is urban in character and has pedestrian footways on both sides. The road is subject to a speed limit of 40 mph and is illuminated by a system of street lighting during the hours of darkness. In the vicinity of it's junction with Millhouse Lane, the carriageway in Manchester Road measures approximately 8.5m wide. The traffic lanes are

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divided by road markings comprising a strip of central hatching of up to approximately 3 m in width. Pedestrian refuge islands at regular (but not fixed) intervals are present within the central hatching. To the west of Millhouse Lane, beyond Lee Lane, the carriageway in Manchester Road narrows and the central hatching is eliminated in order to maintain appropriate widths of traffic lane<sup>1</sup>.

### 2.3 Existing Traffic

- 2.3.1 Existing traffic in Millhouse Lane is limited to the residents of Millhouse Lane, visitors to the existing properties and service vehicles associated with the existing dwellings.
- 2.3.2 While no traffic surveys have been carried out for the purpose of this Statement, it is reasonable to assume that existing traffic flows are light and well within the theoretical operational capacity of the simple priority junction where Millhouse Lane connects to the A628 Manchester Road.
- 2.3.3 The National Road Traffic Survey recorded (in 2014<sup>2</sup>) an Annual Averaged Daily Flow in the A628 Manchester Road of 2675 vehicles (in both directions)<sup>3</sup>, which is consistent with a peak hour flow of approximately 294 vehicles per hour (in both directions)<sup>4</sup>.

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1 The central hatching is replaced by a single intermittent centre line marking.

2 This being the most recent published information.

3 The count point is located some 2.8 km to the west of the site, prior to the junction of the A628 with the A616 at The Flouch. It is acknowledged that this figure does not include turning movements at the junction of Manchester Road and the B6106, Lee Lane, which would mean that traffic flows in the A628 Manchester Road, close to the site, would be slightly higher than the figure recorded at the point of survey.

4 Based on the formula; Peak Traffic = 2.63(AADF/24)

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## 2.4 Highway Safety

- 2.4.1 Personal injury accident records contained in the national collision database (<http://road-collisions.DFT.gov.uk>), in the vicinity of the site, have been reviewed for the period 2010 - 2014 inclusive (this being the most recent five year period for which data has been published).
- 2.4.2 The records show that a total of two accidents occurred during the assessment period, both of which resulted in "Slight" injury.
- 2.4.3 The first of the two accidents occurred on 22 April 2010, in the B6106 Lee Lane at a position approximately 64 m from the junction of Lee Lane with the A628 Manchester Road. The accident involved a single vehicle and resulted in a single casualty.
- 2.4.4 The second of the two accidents, which involved two vehicles (and resulted in two casualties), occurred in the A628 Manchester Road, immediately to the west of the junction of Manchester Road with the West End Avenue.
- 2.4.5 No accidents are recorded in Millhouse Lane or in the immediate vicinity of the junction of Millhouse Lane with the A628 Manchester Road.
- 2.4.6 There is nothing in the accident records that would indicate that there are currently any safety issues on the highway network in the vicinity of the site or access to/from it.

## 2.5 Sustainable Travel

- 2.5.1 Public transport facilities and other opportunities for sustainable travel that are available within an acknowledged acceptable walking distance of the site are described below.

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**Bus Services**

- 2.5.1 There are bus stops in the B6106 Lee Lane (Eastbound) and in the A628 Manchester Road (Eastbound and Westbound). The bus stops are located within an acknowledged acceptable walking distance of the site (i.e. less than 400 m). Travel times by bus from these locations are, typically, 31 minutes to Barnsley, 13 minutes to Stocksbridge and 8 minutes to Penistone.
- 2.5.2 Table 2.1 (below) lists the bus service available in the vicinity of the site, the walking distance to the bus stops (from the access to the site), the frequency of the services and the available destinations.

| <b>TABLE 2.1</b>            |                                     |                 |                 |   |
|-----------------------------|-------------------------------------|-----------------|-----------------|---|
| <b>BUS SERVICES</b>         |                                     |                 |                 |   |
| <i>BUS STOP LOCATION</i>    | <i>WALKING DISTANCE TO SITE (m)</i> | <i>OPERATOR</i> | <i>SERVICES</i> | <i>DESTINATIONS (frequency)</i>         |
| Manchester Road (eastbound) | 240                                 | Tates Travel    | 23/23a          | Penistone (8 times per day)             |
|                             |                                     |                 | 25a             | Penistone                               |
|                             |                                     |                 | 92/92a          | Barnsley (hourly)                       |
| Manchester Road (westbound) | 200                                 | Tates Travel    | 23/23a          | Stocksbridge/Barnsley (8 times per day) |
|                             |                                     |                 | 92              | Crow Edge/Holmfirth (hourly)            |
|                             |                                     |                 | 300             | Penistone (hourly)                      |
| Lee Lane (eastbound)        | 180                                 | School Service  |                 |   |

**Stated frequencies are daytime Monday to Saturday**

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***Rail Services***

- 2.5.3 Penistone railway station is located some 3.7 km from the site (approximately 6 minutes by private car).
- 2.5.4 The station is situated on the Sheffield/Huddersfield Line.
- 2.5.5 Regular services operate, hourly, to Huddersfield (also stopping at Denby Dale, Shepley, Sdtocksmoor, Brockholes, Honley, Berry Brow and Lockwood) and Sheffield (also stopping at Sikstone Common, Dodworth, Barnsley, Wombwell, Chapeltown and Meadowhall). Journey times from Penistone Station are, typically, 16 minutes to Barnsley, 45 minutes to Sheffield and 36 minutes to Huddersfield.

***Pedestrians***

- 2.5.6 There is a network of well maintained footways and paths that provide access to nearby local amenities and public transport services.

***Cyclists***

- 2.5.7 There are no specific cycle facilities in the immediate vicinity of the site. Nevertheless, there are a range of amenities and employment areas that are accessible within an acknowledged acceptable cycling distance of the site (i.e. less than 5 Km), via the local highway network.

***Accessibility (Local Amenities)***

- 2.5.8 Millhouse Green General Store is located on the east of Millhouse Lane adjacent to the junction of Millhouse Lane and the A628 Manchester Road. It is some 90 m from the proposed access to the development. The store incorporates a news agency and Post Office.

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Other nearby amenities include Millhouse Green Primary School (located in Lee Lane close to the junction of Manchester Road), the Blacksmiths Arms public house (adjacent to the Primary School in Lee Lane), Millhouse Green Institute & Bowling Club (in Manchester Road) and a Café & General Store (in Manchester Road to the east of Birks Avenue).

- 2.5.9 More comprehensive amenities including banking facilities, restaurants, a market, a major supermarket and limited range of high street stores, are available nearby at Penistone some 3 Km from the site (approximately 6 minutes away by private car or 12 minutes by bus)

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### 3.0 PROPOSED DEVELOPMENT

#### 3.1 Development Proposals

- 3.1.1 The proposals are for a residential development comprising a single 5 bedroom dwelling with access onto Millhouse Lane.
- 3.1.2 Access to the property would be via a driveway connecting to Millhouse Lane. The driveway would incorporate a bridge structure where it would cross the existing watercourse adjacent to the south west boundary of the site. The existing boundary of the site would be set back to facilitate appropriate levels of visibility where the driveway connects to Millhouse Lane. Within the site a courtyard provides sufficient space for vehicles to turn around with the site so that vehicles are able to drive forwards into and out of the site.
- 3.1.3 A plan showing the layout of the development including the proposed access arrangements is contained in Appendix A.

#### 3.2 Trip Generation

- 3.2.1 The proposed dwelling is unlikely to generate a significant number of daily or peak hour traffic movements (possibly an average of approximately 3 vehicle movements in both directions during each of the peak traffic hours).

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## 4.0 TRANSPORT IMPACT

### 4.1 Proposed Traffic

4.1.1 Using the estimate above, peak hour traffic flows in Millhouse Lane would increase by approximately 3 vehicle movements in each of the peak hours. Turning movements at the junction of Millhouse Lane and the A628 Manchester Road, would increase by similar amount.

### 4.2 Traffic Impact

4.2.1 It is reasonable to conclude that the modest increase in traffic generated by the development would have little impact on the operational safety in Millhouse Lane, the junction of Millhouse Lane and the A628 Manchester Road and the local highway network beyond.

### 4.3 Safety

4.3.1 Recent accident records indicate that there are no road safety problems in the vicinity of the site. While accident risk may increase with changes to the traffic flow characteristics or volumes, the potential increase in vehicle trips generated by the development proposals are unlikely to materially affect the road safety record in Millhouse Lane or elsewhere on the local highways network.

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## 5.0 SUMMARY & CONCLUSIONS

### 5.1 Summary

- 5.1.1 The proposals are to construct a single residential dwelling in land off Millhouse Lane at Millhouse Green.
- 5.1.2 Access to the dwelling would be a private driveway connecting to Millhouse Lane. The land boundary adjacent to the access would be set-back to provide drivers emerging from the access with appropriate levels of visibility along Millhouse Lane.
- 5.1.3 Turning facilities within the development would allow drivers to enter and leave the dwelling travelling in a forward direction (avoiding any need for drivers to reverse out into the highway).
- 5.1.4 The dwelling would generate a modest number of additional vehicle trips on the local highway network but the additional volume of traffic would be unlikely to have a measurable impact in terms of traffic flow, capacity or road safety.

### 5.2 Conclusions

- 5.2.1 This Statement concludes that the proposed development would have negligible impact in terms of traffic and there are no compelling highway safety or capacity reasons why Planning Consent for the proposed development should not be granted.

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Appendices

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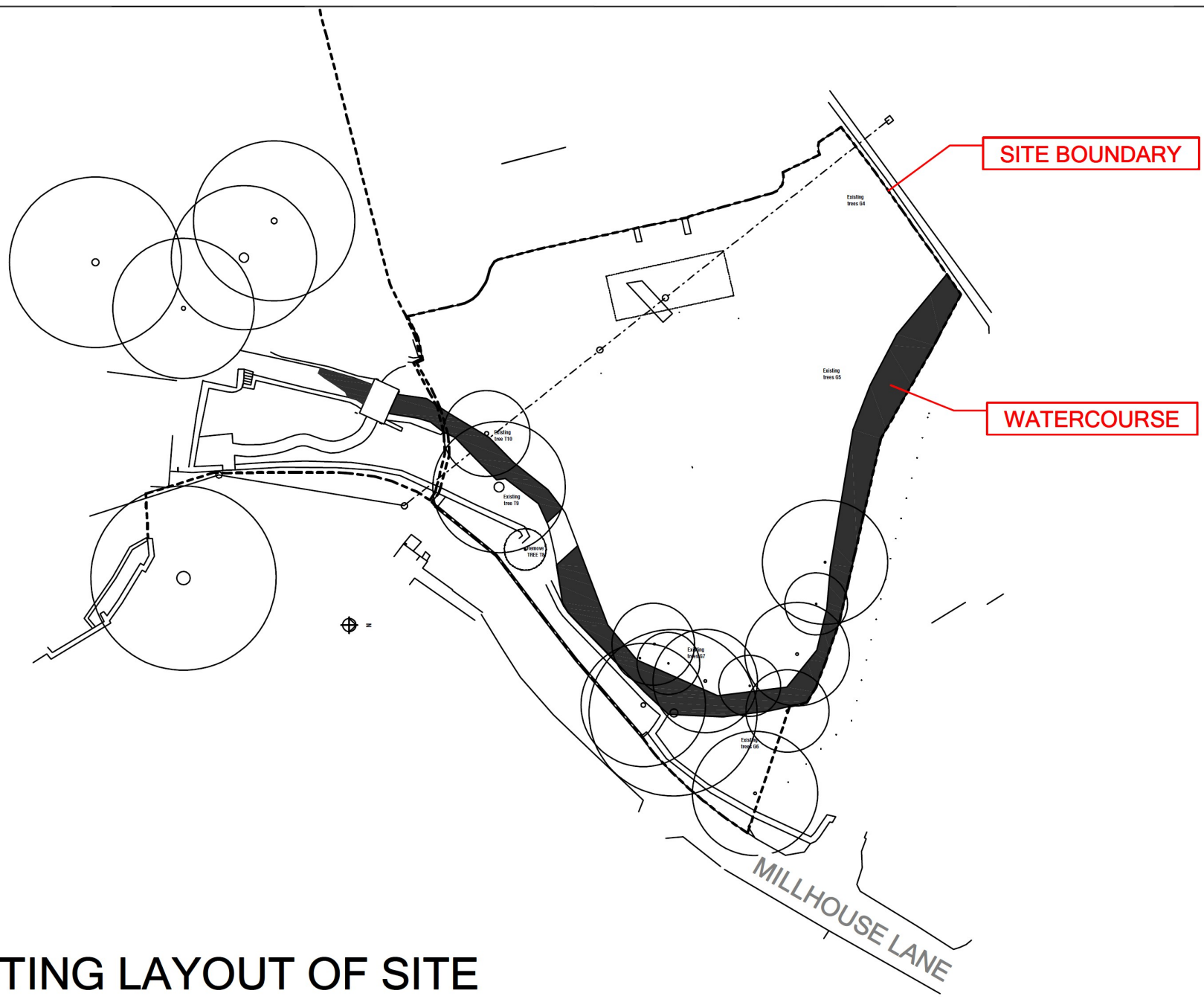
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Appendix A: Plans

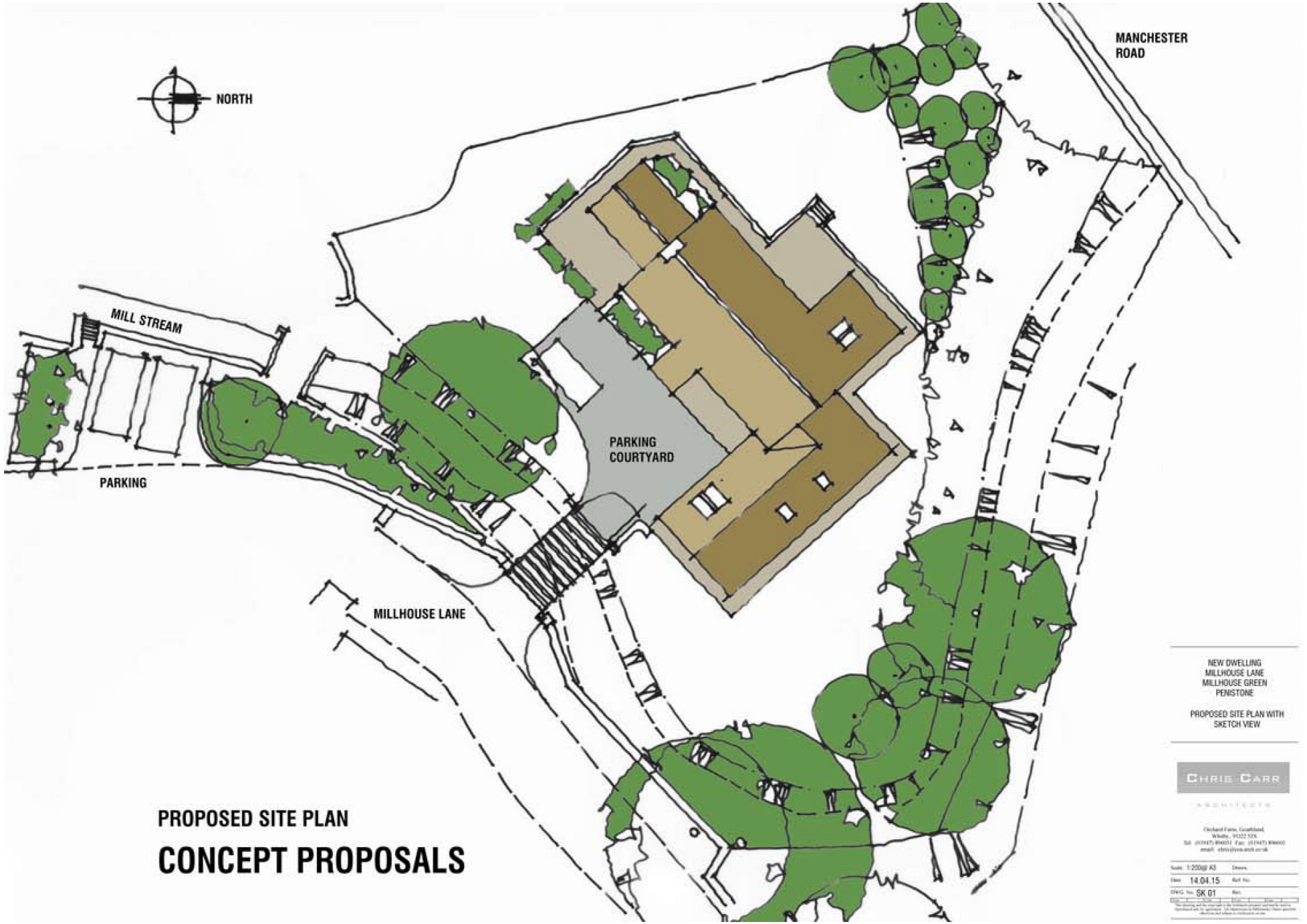


**LOCATION OF SITE**

**LOCATION PLAN**



# EXISTING LAYOUT OF SITE



**PROPOSED SITE PLAN  
CONCEPT PROPOSALS**

NEW DWELLING  
MILLHOUSE LANE  
MILLHOUSE GREEN  
PENISTONE

PROPOSED SITE PLAN WITH  
SKETCH VIEW

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Appendix B: Photographs

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<<< Looking across the A628 Manchester Road, south, along Millhouse Lane.

>>> Looking across the A628 Manchester Road from the junction of Millhouse Lane showing the central traffic refuge in Manchester Road.



<<< Looking south along Millhouse Lane with the development site on the right (beyond the existing residential buildings).

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>>> Looking north along Millhouse Lane towards it's junction with the A628 Manchester Road (the intermittent centre line marking are visible at the approach to the give-way line).



<<< Looking north along Millhouse Lane with the site of the proposed development, beyond the existing boundary wall, on the left.