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**Hartcliff Road, Penistone**  
**Proposed Residential Development by Persimmon Homes**  
**Application Ref: 2013/0785**

**Optima Response to Comments made at 24<sup>th</sup> June 2014 Barnsley Council Planning Committee (Revision A)**

This report has been prepared by Optima in response to the members deferral at Barnsley Planning Committee (24<sup>th</sup> June 2014) of the Hartcliff Road, Penistone residential scheme – application ref: 2013/0785. Members raised the following points in relation to Highways:

- 1. Whether the permanent Site access could be obtained off Clarel Street;
- 2. Whether the access in respect of the construction of the Site could be obtained off Clarel Street.

### **1. Permanent Site Access**

#### **Clarel Street**

As set out in the 24/6/14 Committee report the planning history of the Site already clarifies the Council's position that the access to the Site from Clarel Street and the adjacent estate is not acceptable from a Highway's perspective.

The Committee report also confirms that the Clarel Street/High Street junction is not acceptable. The existing junction has been reviewed and the visibility to the right from Clarel Street does not meet appropriate visibility standards. Existing on-street parking along Clarel Street presents further geometric constraints along this route.

Additionally there are land constraints preventing an acceptable access junction into the Site via Clarel Street

#### **Hartcliff Road**

It is reiterated that the proposed permanent access from Hartcliff Road meets all highway safety requirements and is an acceptable access arrangement which has been agreed with officers. With regards to the proposed signalised arrangement at the Hartcliff Road/Chapel Lane bend it has been through a period of consultation with residents, highways development control and traffic signals group. Within the consultation period several amendments to the scheme have been made as follows:

- Signage warning of a new junction layout;
- White lining arrangement altered to improve alignment of vehicles through junction; and
- Additional build out proposed in order to provide the eastbound signal head with greater protection.

Following the consultation period, the proposed signal arrangement has been confirmed as safe, deliverable and meeting the appropriate highway standards.

Notwithstanding this and in consideration of some comments made at the 24/06/14 Committee we can confirm now that some specific details which are normally produced post planning approval and at detailed design stage can be included within the junction design and are shown on the enclosed updated layouts (12005-GA-05 Rev D & 12006-GA-06 Rev C):

- Push button unit provided on the westbound secondary signal head in order to provide a dedicated green phase for the private drive to exit, which would provide an 'all red' on Hartcliff Road;
- Provide an advisory sign on Hartcliff Road to the west (close to the A628 Manchester Road junction) advising that Hartcliff Road is an unsuitable route for HGV's (except for access);
- Warning signs on the approach to the signals indicating no kerbed footway provision ahead;
- Coloured surfacing to be provided at the bend in order to increase driver awareness; and
- Hatched area which provides some shelter for pedestrians.

In addition to the overall significant highway safety benefit that the scheme will provide, in relation to the last bullet point the hatched area will provide further betterment for pedestrians over and above the existing situation. Notwithstanding these improvements it is of course the case that the key local facilities and services including schools, bus stops and town centre will all be accessed directly via Chapel Field Lane to the east and north of the site. I.e. pedestrians will not utilise Chapel Lane as the direct route to key facilities. The attached Figure 4 shows the location of key facilities in Penistone.

## **2. HGV Construction Site Access Route**

In order to provide certainty at this planning stage that the Site can be safely accessed during the construction period, the potential routing of HGV construction vehicles has been considered below.

### **Clarel Street**

At the 24/6/14 planning committee members queried whether Clarel Street could be used as a HGV construction access. For the reasons given under item 1 in respect to the permanent access, it is considered that Clarel Street is not suitable for construction traffic either.

However three potential alternative routes have been investigated (including site visits) and identified which could provide construction access to the Site. These are shown on Figure 100 and could operate as a one-way or two-way working arrangement in order to manage conflict of larger vehicles.

### **HGV Route 1 – Via Hartcliff Road then Hartcliff Hill Road/Cranberry Road and then A616**

This would route vehicles through the Hartcliff Road/Hartcliff Hill Road junction and a bend at the junction with Dyson Cote Lane. The HGV construction vehicle (max legal artic) which is likely to serve the Site is shown tracking round the bend on drawing 12006-ATR-09 and 12006-ATR-10. The movement can be achieved in these locations. This is therefore the preferred construction route, however others are available as follows.

### **HGV Route 2 – Via Chapel Lane then either Mortimer Road or High Street**

This would route vehicles through the Hartcliff Road/Chapel Lane bend. The HGV construction vehicle (max legal artic) which is likely to serve the Site is shown tracking round the bend on drawing 12006-ATR-06. Consideration would be given to managing HGV movements at the bend.

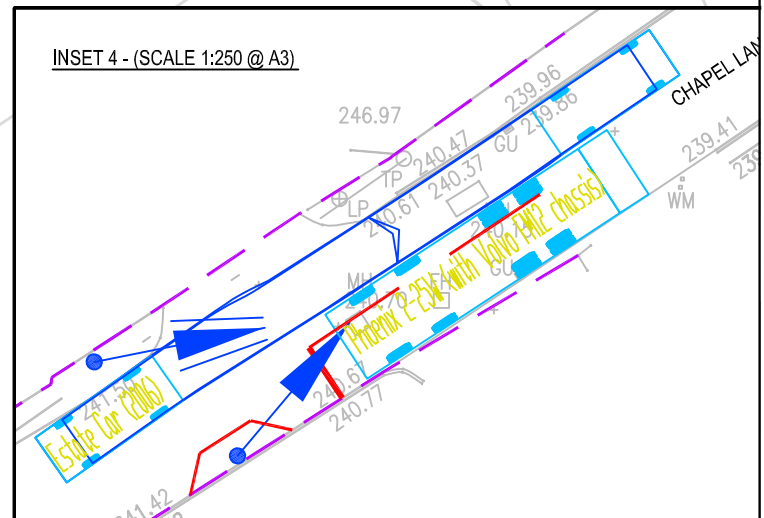
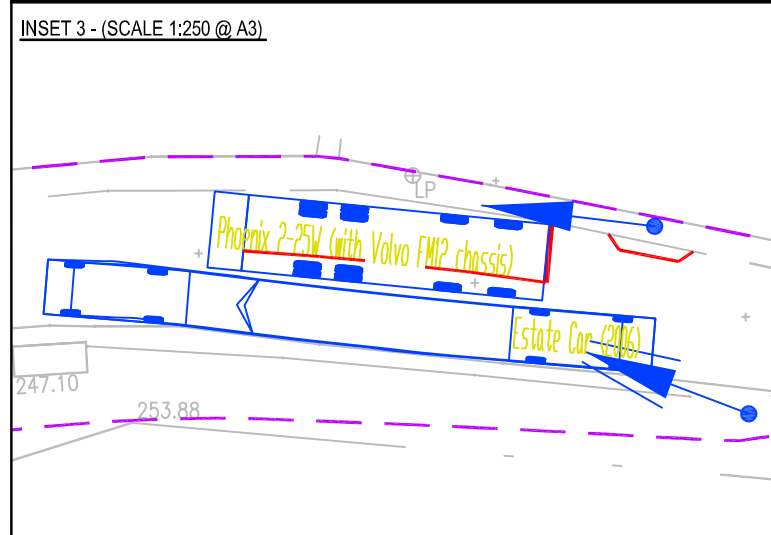
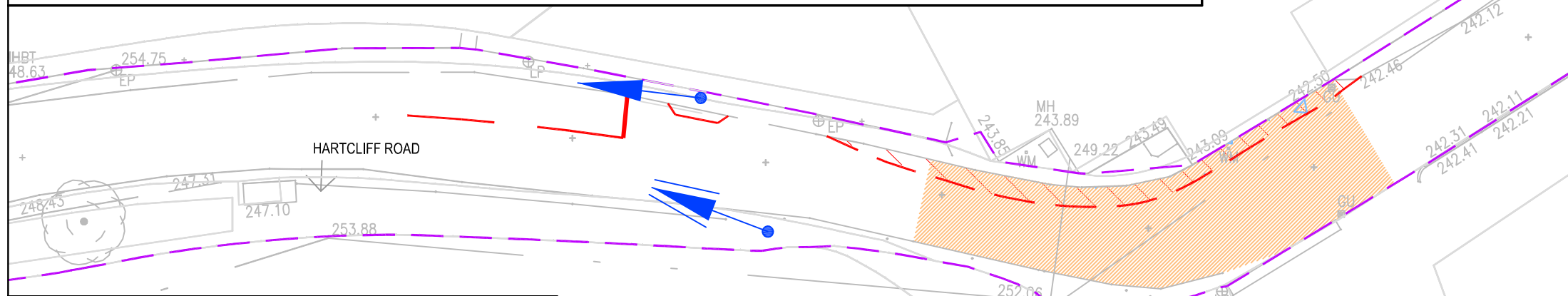
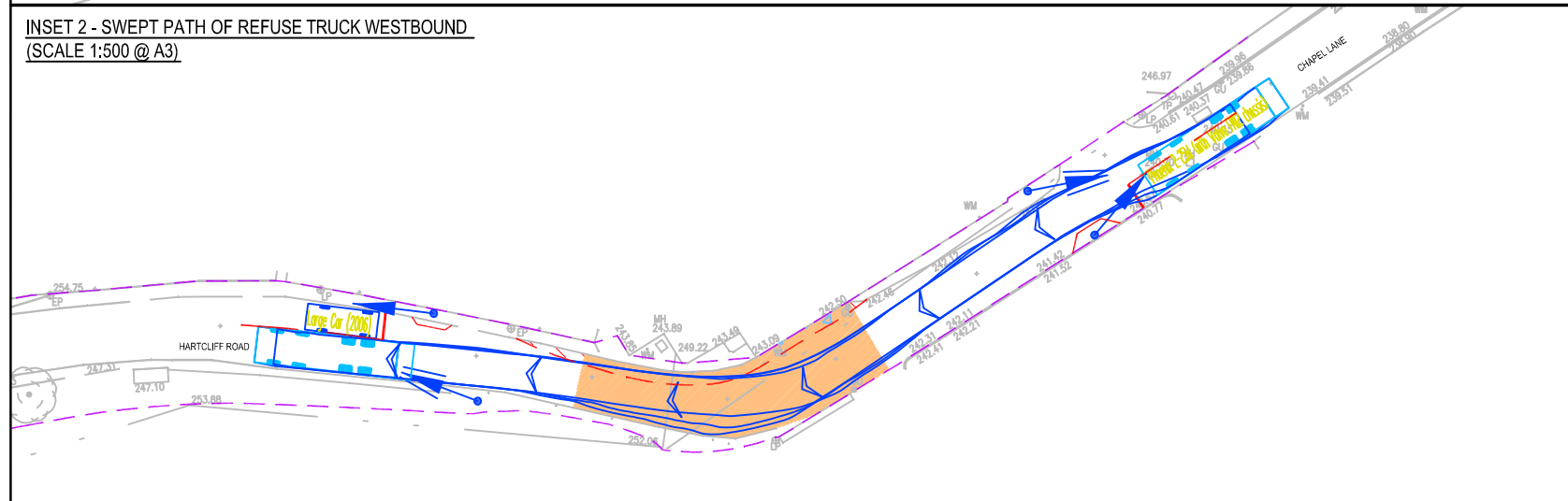
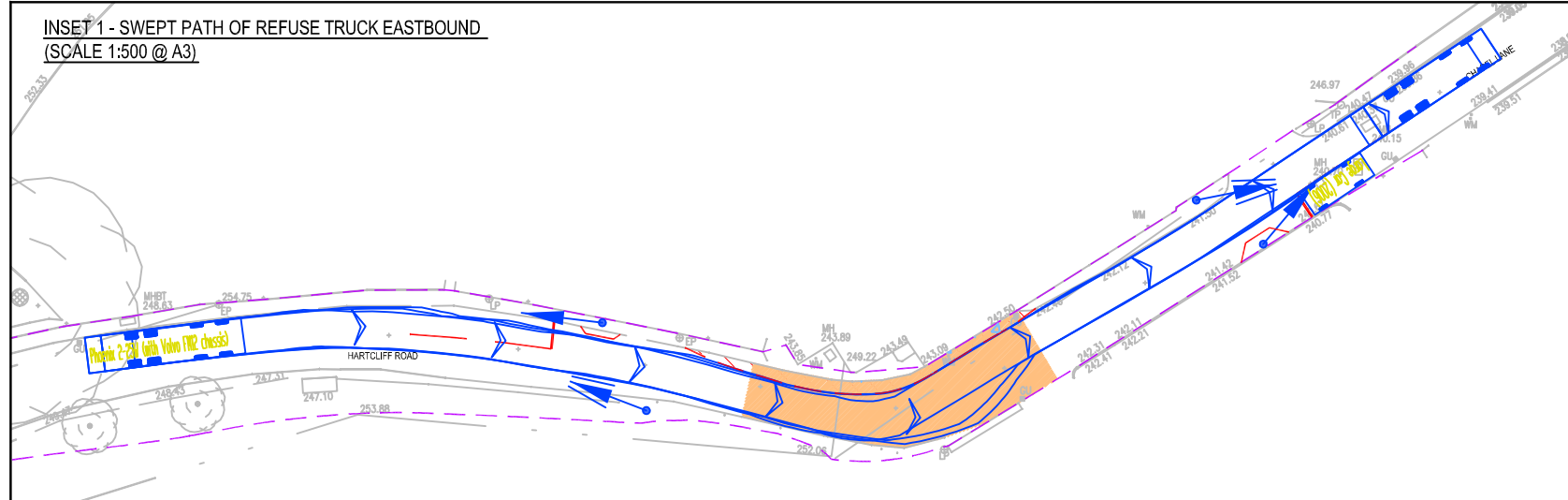
### **HGV Route 3 – Via Hartcliff Road then A628**

This would route vehicles through Hartcliff Nick and onto the A628. The HGV construction vehicle (max legal artic) which is likely to serve the Site is shown tracking round Hartcliff Nick and a bend to the west on drawings 12006-ATR-07 and 12006-ATR-08. The tracking analysis shows that vehicles are able to pass on the western junction, but the movement around Hartcliff Nick would need to be managed during periods where large HGVs are expected. The traffic flows in this location are likely to be low.

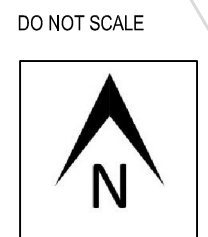
### **Attachments**

The following are attached to this report:

- Drawing 12006-GA-05 Rev D;
- Drawing 12006-GA-06 Rev C;
- Drawing 12006-ATR-06;
- Drawing 12006-ATR-07;
- Drawing 12006-ATR-08;
- Drawing 12006-ATR-09;
- Drawing 12006-ATR-10 Rev B;
- Figure 100 - Potential Construction Routes Plan; and
- Figure 4 – Pedestrian Accessibility Plan.



- KEY**
- EXTENT OF ADOPTED HIGHWAY\*
  - PROPOSED HIGHWAY IMPROVEMENTS
  - PROPOSED PRIMARY SIGNAL HEAD
  - ↔ PROPOSED SECONDARY SIGNAL HEAD



- NOTES**
1. PRELIMINARY DESIGN SUBJECT TO FULL DETAILED DESIGN INCLUDING CDM COMPLIANCE, STATUTORY UNDERTAKERS REQUIREMENTS, DRAINAGE PROVISION, THIRD PARTY LAND CONSTRAINTS AND LOCAL AUTHORITY APPROVAL
  - \* ADOPTED HIGHWAY SHOWN INDICATIVELY AS TRANSPosed FROM DATA PROVIDED BY BARNsLEY COUNCIL

REV	DATE	BY	DESCRIPTION	CHK	APP
D	26/06/14	SJP	ADDED COLOURED SURFACING	PMO	PMO
C	03/06/14	SJP	MINOR WHITE LINING/SIGNAL PROTECTION CHANGES FOLLOWING BMBC MEETING OF 3/6/14	PMO	PMO
B	18/02/14	SJP	ADDED OS INFORMATION	PMO	PMO
A	29/01/14	SJP	INITIAL ISSUE	PMO	PMO
STATUS: PRELIMINARY					

PROJECT: HARTCLIFF ROAD, PENISTONE			CLIENT: PERSIMMON HOMES		
DRAWING TITLE: POTENTIAL HARTCLIFF ROAD/CHAPEL LANE SIGNALISED HIGHWAY IMPROVEMENTS		CHECKED: PMO	APPROVED: PMO	DRG No. 12006-GA-05	
DRAWN BY: SJP	SCALE @ A3: 1:250	DATE: JANUARY 2014	REV.: D		

**OPTIMA**  
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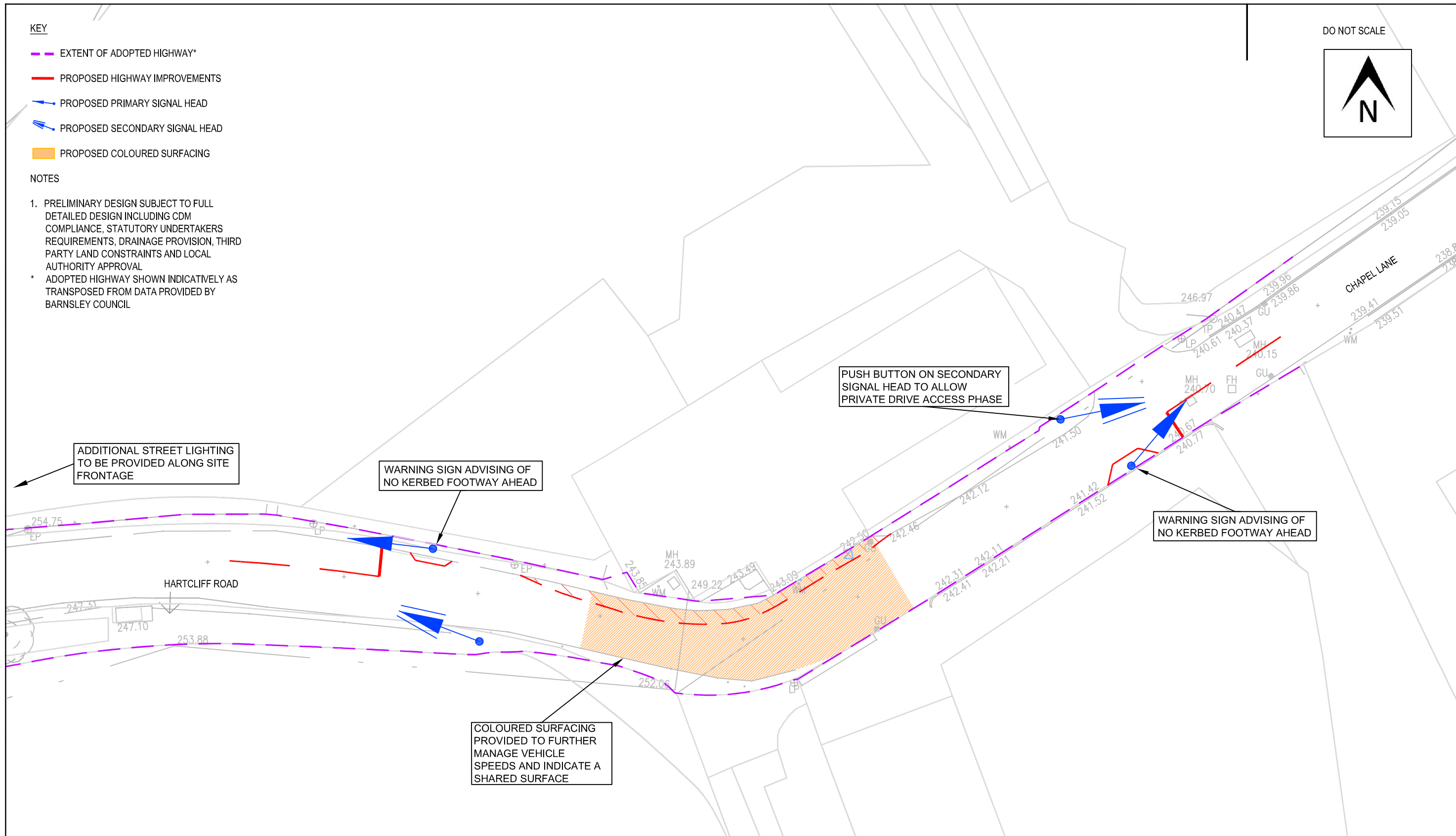
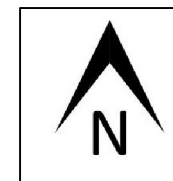
KEY

- EXTENT OF ADOPTED HIGHWAY\*
- PROPOSED HIGHWAY IMPROVEMENTS
- ▶ PROPOSED PRIMARY SIGNAL HEAD
- ◀ PROPOSED SECONDARY SIGNAL HEAD
- PROPOSED COLOURED SURFACING

NOTES

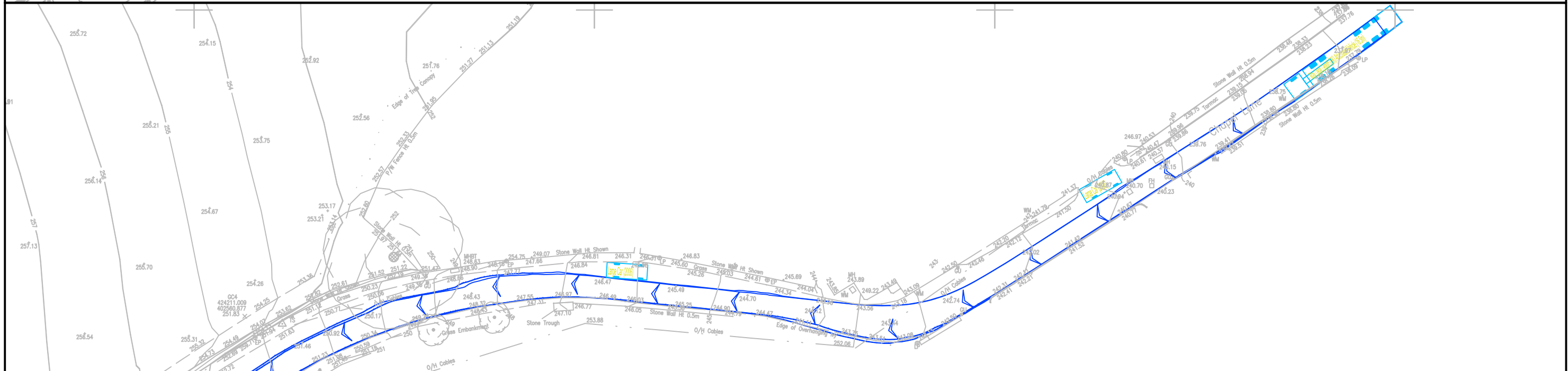
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- \* ADOPTED HIGHWAY SHOWN INDICATIVELY AS TRANSPOSED FROM DATA PROVIDED BY BARNSELY COUNCIL

DO NOT SCALE



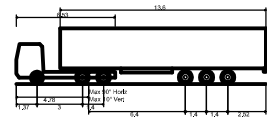
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B	03/06/14	SJP	MINOR WHITE LINING/SIGNAL PROTECTION CHANGES FOLLOWING BMBC MEETING OF 3/6/14	PMO	PMO	DRAWING TITLE POTENTIAL HARTCLIFF ROAD/CHAPEL LANE SIGNALISED HIGHWAY IMPROVEMENTS (EXTRACT OF GA-05)	CHECKED PMO	APPROVED PMO	DRG No. 12006-GA-06	
A	18/02/14	SJP	INITIAL ISSUE	PMO	PMO		DRAWN BY: SJP	SCALE @ A3 1:250	DATE FEBRUARY 2014	REV. C
REV	DATE	BY	DESCRIPTION	CHK	APP					
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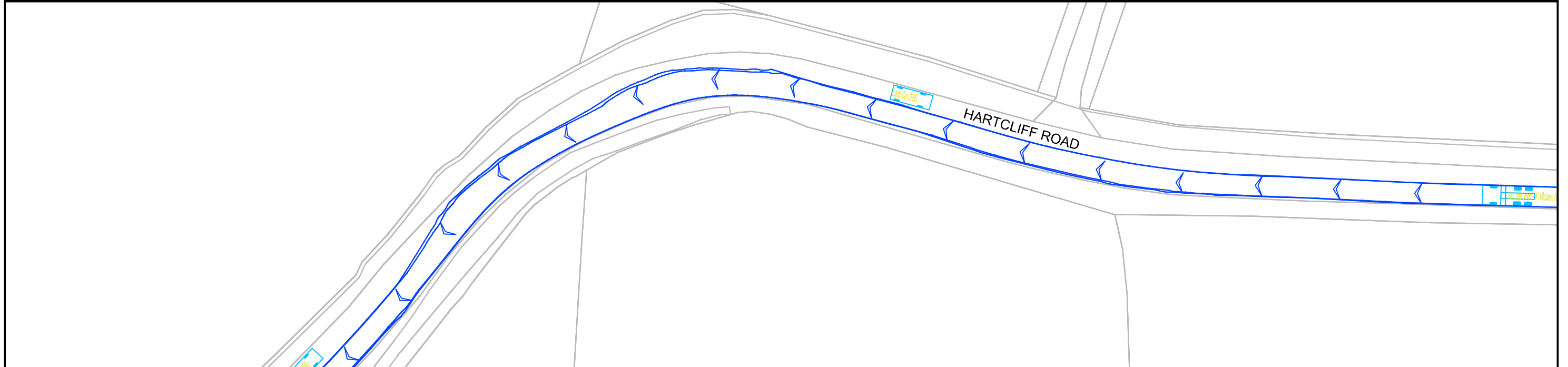
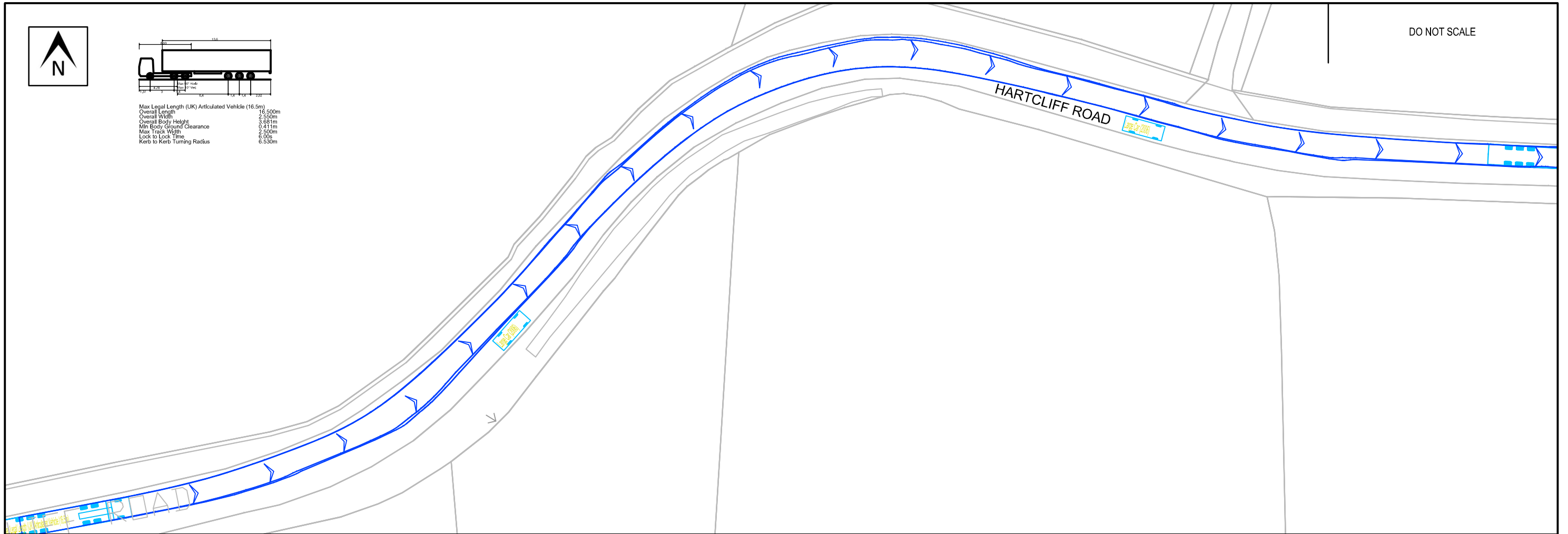
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STATUS						INFORMATION			DRAWN BY:	SCALE @ A3	DATE	REV.
									TP	1:500	26/06/14	A





Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 13.6m  
 Overall Width 2.55m  
 Overall Body Height 3.68m  
 Min Body Ground Clearance 0.41m  
 Max Track Width 2.50m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 6.530m

DO NOT SCALE

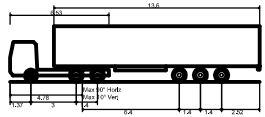


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						CHAPEL FARM, PENISTONE		PERSIMMON HOMES			
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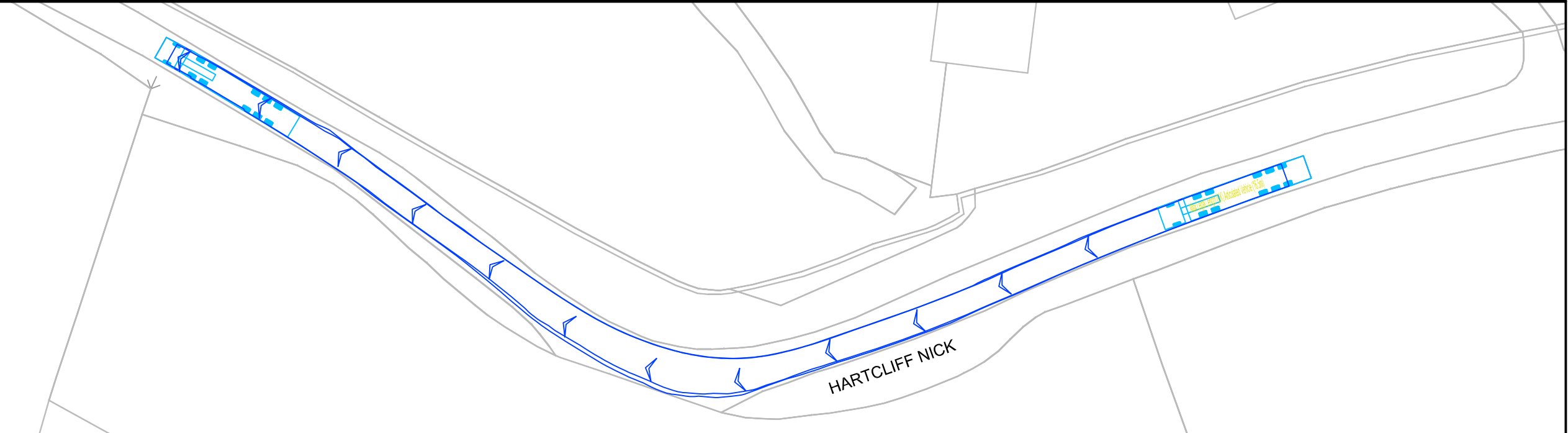
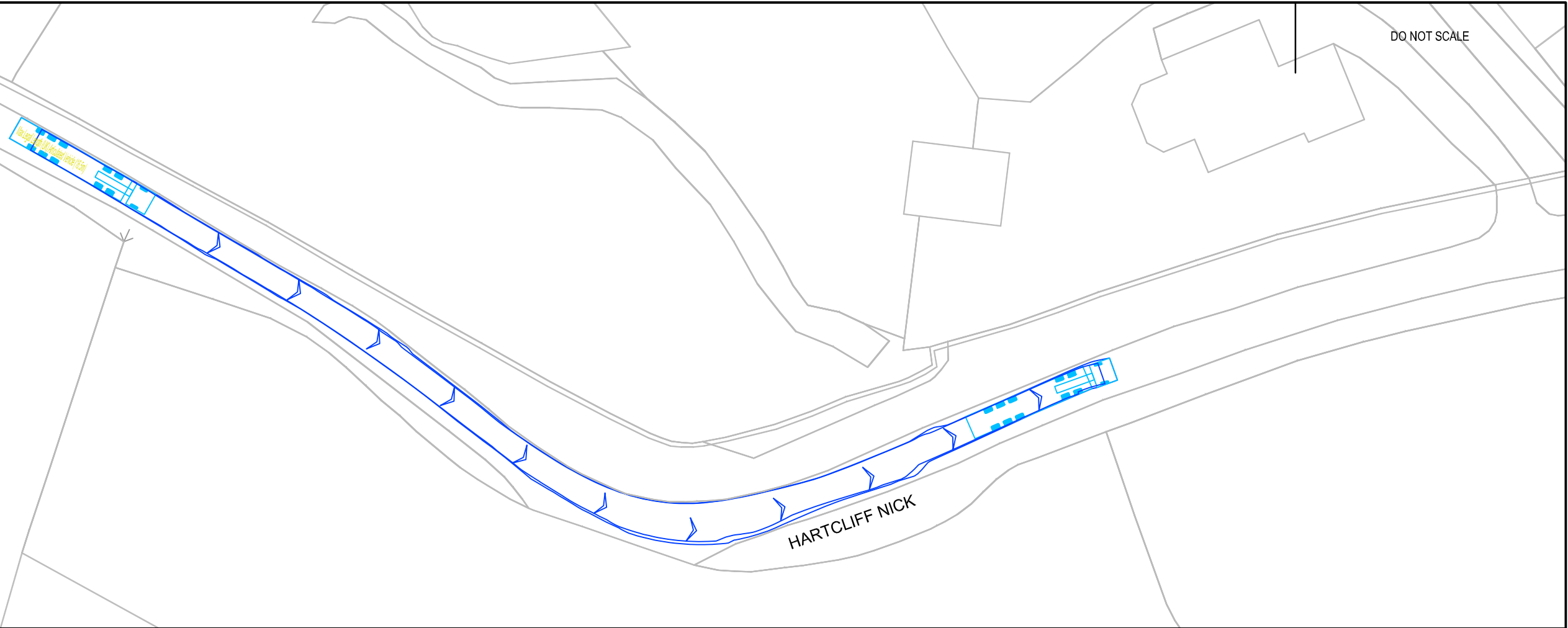
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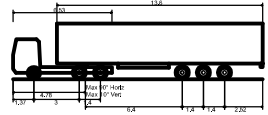
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Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.550m  
 Overall Body Height 3.551m  
 Min Body Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock to Lock Time 6.00s  
 Kerb to Kerb Turning Radius 6.530m



						PROJECT		CLIENT				 <b>OPTIMA</b> Intelligent Highways Solutions Atlas House, 31 King Street, Leeds, LS1 2HL T 0113 245 1679 F 0113 245 9042
						CHAPEL FARM, PENISTONE		PERSIMMON HOMES				
A	26/06/14	TP	TRACK RUNS	SJP	PMO	DRAWING TITLE		CHECKED	APPROVED	DRG No.		
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INFORMATION								TP	1:500	26/06/14	A	



Max Legal Length (UK) Articulated Vehicle (16.5m)  
 Overall Length 16.500m  
 Overall Width 2.500m  
 Overall Body Height 3.681m  
 Min Empty Ground Clearance 0.411m  
 Max Track Width 2.500m  
 Lock to Lock Time 6.92s  
 Kerb to Kerb Turning Radius 6.530m

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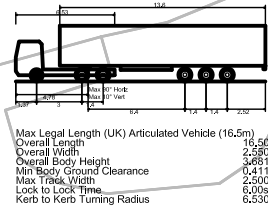


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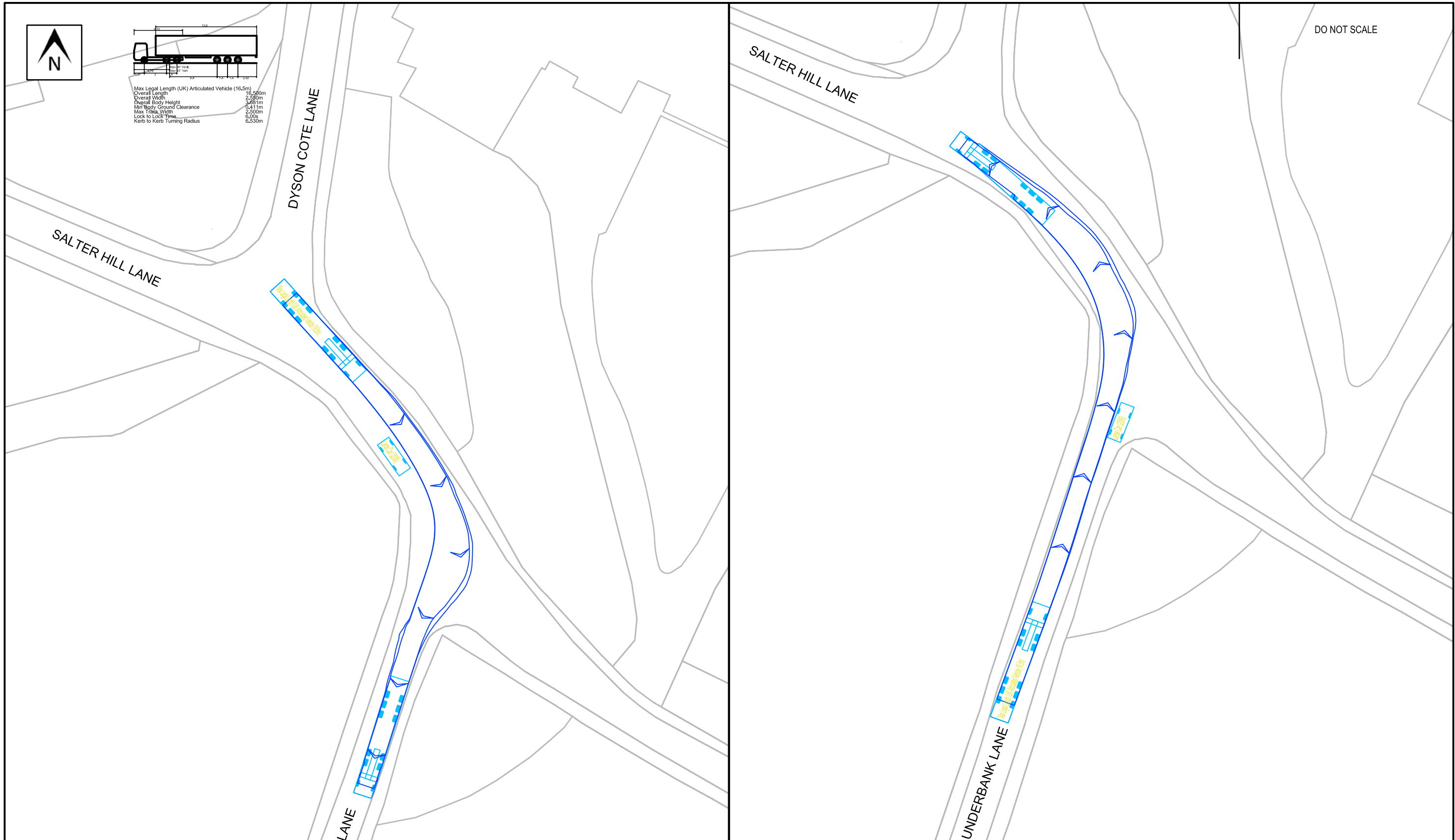


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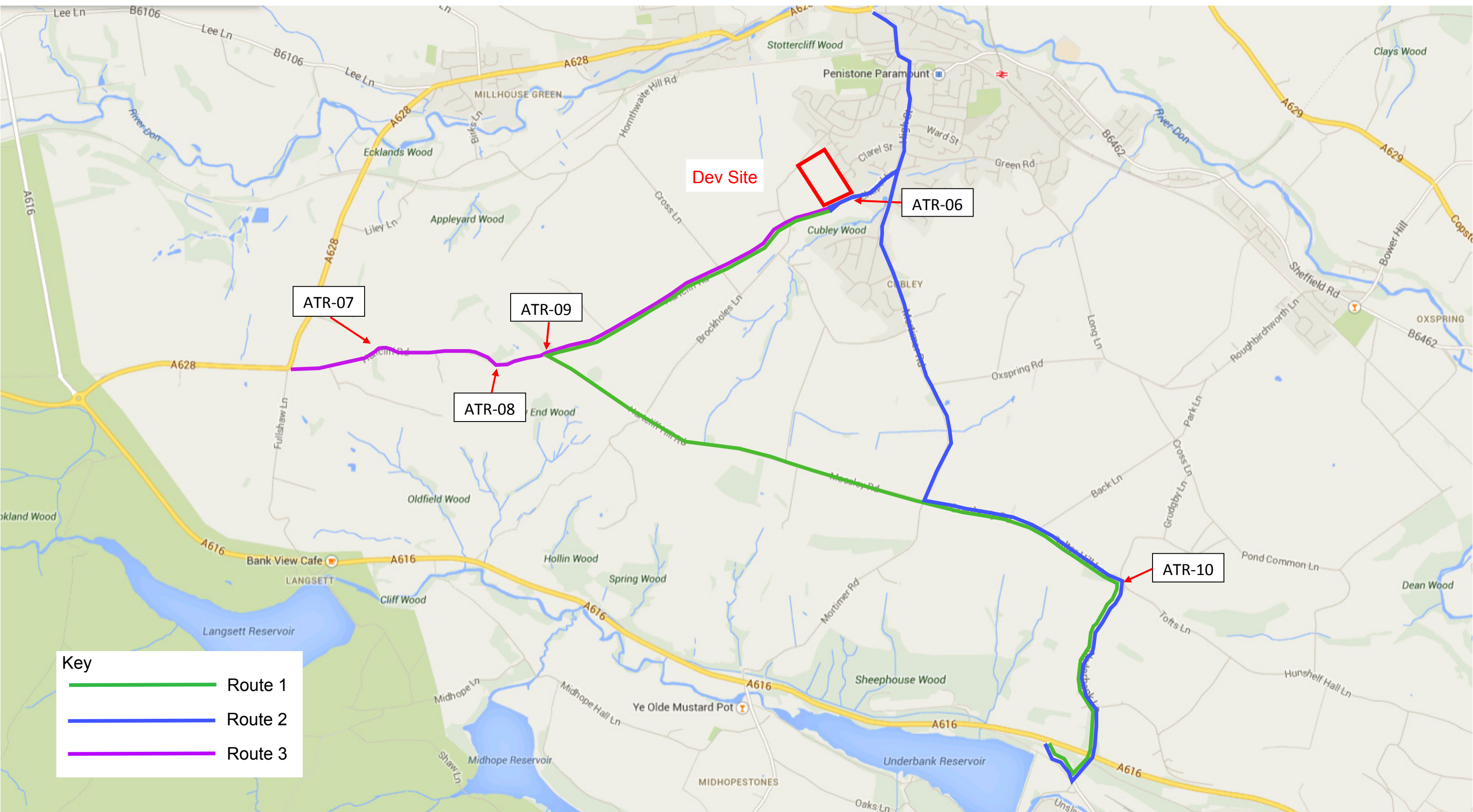


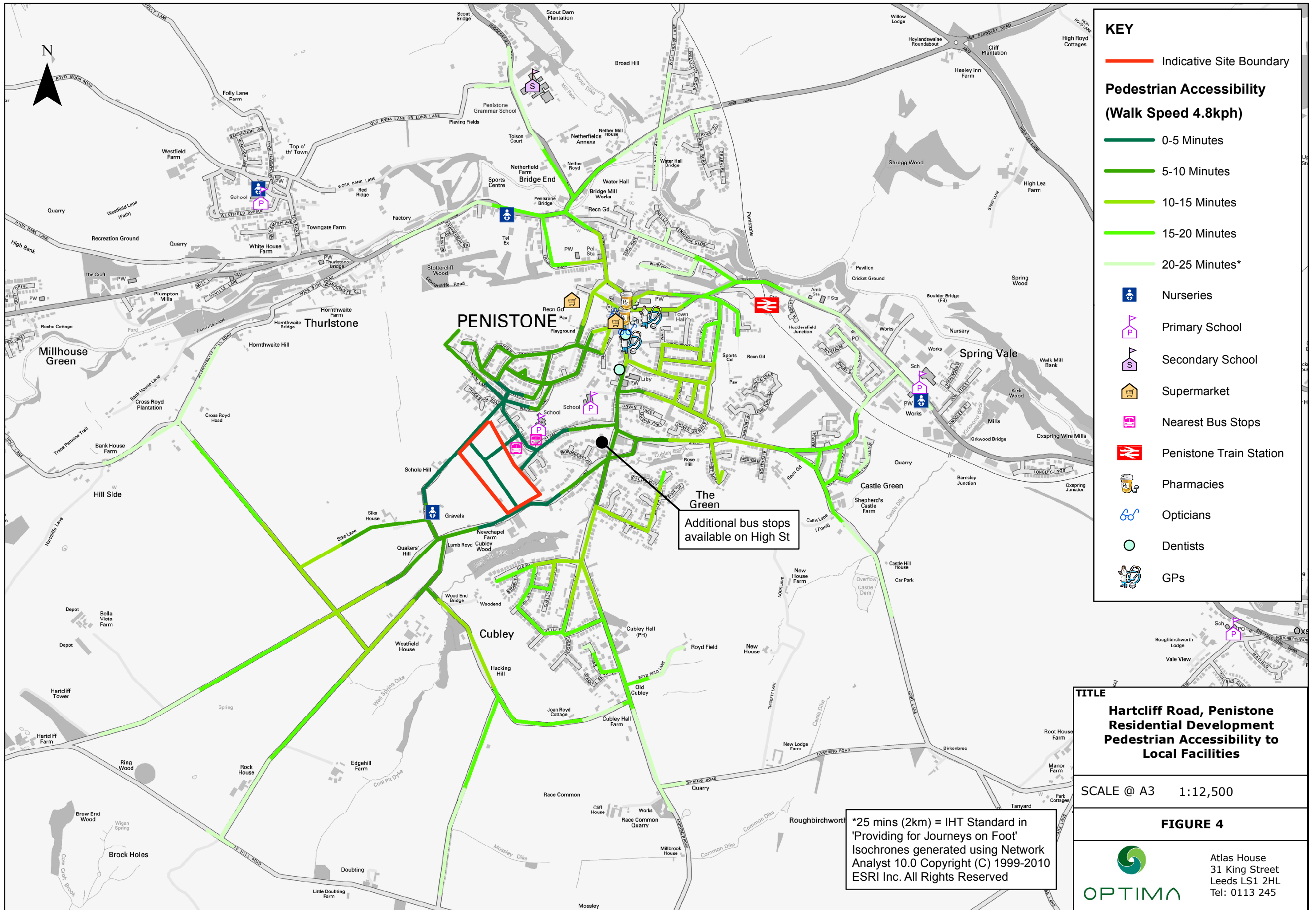
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REV	DATE	BY	DESCRIPTION
STATUS		CHK	APP
PRELIMINARY			
DRAWING TITLE		CHECKED	APPROVED
SWEPT PATH TRACKING		SJP	PMO
- SALTER HILL LANE/UPPERBANK LANE		DRG No.	12006/ATR-10
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		TP	1:250
		DATE	REV.
		26/06/14	B

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










Potential HGV Construction Routes - Figure 100






**KEY**

- Indicative Site Boundary
- Pedestrian Accessibility (Walk Speed 4.8kph)**
- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes\*
-  Nurseries
-  Primary School
-  Secondary School
-  Supermarket
-  Nearest Bus Stops
-  Penistone Train Station
-  Pharmacies
-  Opticians
-  Dentists
-  GPs

**TITLE**  
**Hartcliff Road, Penistone Residential Development Pedestrian Accessibility to Local Facilities**

SCALE @ A3 1:12,500

**FIGURE 4**

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\*25 mins (2km) = IHT Standard in 'Providing for Journeys on Foot' Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved