

Land off Moor Lane, Lundwood

Highway Statement

Nov 2019

Project no. 1706

Paragon Highways

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Quality Management

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CONTENTS

1	INTRODUCTION.....
2	EXISTING CONDITIONS
2.1	Site Description
2.2	Local Highway Network.....
2.3	Transport Sustainability
3	THE DEVELOPMENT PROPOSALS.....
3.1	Proposed Development.....
3.2	Vehicular Access
3.3	Parking Provision
3.4	Pedestrian and Cycle Provision
3.5	Servicing.....
3.6	Accident Data.....
4	TRAFFIC IMPACT
5	CONCLUSIONS.....

APPENDICES

Appendix A	Site Location
Appendix B	Walking and Cycle Catchment Plan
Appendix C	Accident data
Appendix D	Proposed Layout.

1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the removal of livery stables, tack room and a residential caravan and their replacement with 1no. dwelling on land off Moor Lane, Lundwood in the District of Barnsley. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to replace the existing livery stables, tack room and residential caravan on the site with 1no. dwelling. Car parking and cycle parking is to be provided as part of the scheme to the Local Authority standards.
- 1.1.3 This Highway Statement considers such matters as access, sustainability, accident data, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.
- 1.1.4 There have been no planning applications relating to this site within the last 5 years.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site is located at the southern end of Moor Lane before it runs east at 90 degrees away from the application site. The section of Moor Lane from the Pontefract Road leading to the site also forms part of a signed public right of way – Definitive Footpath no. 156.
- 2.1.2 Access to the site is directly from the Moor Lane via an unsurfaced, gated access– see photograph below.



Site access from Moor Lane.

- 2.1.3 To the east of the site is open land and also to the north and south with a private dwelling to the west with Moor Lane on its eastern flank.

2.2 Local Highway Network

- 2.2.1 Moor Lane is accessed from the class 1 highway network (A628) Pontefract Road which is also a bus route. The A628 locally runs from Barnsley town centre and the A633 to the south west to Cudworth, Shafton, Brierley, Ackworth and Pontefract to the north east.

- 2.2.2 Pontefract Road (A628) in proximity of the Moor Lane junction, is a two-way single carriageway. This section of the Pontefract Road is the subject of a 40-mph speed limit and is lit to main road standards. It has a carriageway width of some 8 metres with a nearside footway of some 1.5 metres with a narrow verge and a hedge line to the rear of same. The footway on its northern flank is considerably wider at 2.4 – 3 metres in width. See photograph below:



Pontefract Road at the junction with Moor Lane looking south west

- 2.2.3 On Pontefract Road in and around the Moor Lane junction there are no traffic regulation orders restricting on street parking or waiting.
- 2.2.4 Locally along the route, there are several side road junctions with the majority of frontage properties having direct vehicular access.
- 2.2.5 Pontefract Road is moderately trafficked with a noticeable increase at the peak periods.
- 2.2.6 Moor Lane serves the application site and 2/3 dwellings. It is a single-track width with a surfaced carriageway varying between 3.5 and 4.5 metres. It has a signed 5 mph speed limit and carries the line of a public right of way for part of its length. There are wide verges to both sides.
- 2.2.7 Moor Lane has no street lighting and the surface water from same discharges into the adjacent wide verges. Moor Lane forms a simple priority junction with the Pontefract Road in the form of a radius junction.



Moor Lane looking towards the Pontefract Road.

2.3 **Transport Sustainability**

2.3.1 The site is in a sustainable location being within a short walking distance of local bus services on Pontefract Road and retail and health facilities within Lundwood and also it is within cycling distance of facilities within Barnsley town centre and Shafton.

2.3.2 The new National Planning Policy Framework (NPPF) was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Consider the potential impacts of development on the transport network
- Allow for efficient delivery of good and access by service and emergency vehicles and,
- Include within the design for the charging of plug in and ultra-low emission vehicles.

2.3.2 However, the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's Local Plan still apply.

- 2.3.3 The catchment area for the preferred maximum walking distance of 2km is shown on the plan at Appendix B. The site is well placed for residents to walk to and from the fare stages and facilities on the Pontefract Road and within Lundwood. There are pedestrian refuge islands to the south of the site closer to the centre of Lundwood which have tactile crossing points providing a safer point to cross for those on foot or on a cycle.
- 2.3.4 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. The 5km cycle catchment area from the site includes parts of Barnsley town centre and the rail / bus interchange, Monk Bretton, Kendray, Stairfoot, Cudworth and Shafton. There are numerous cycle routes utilising the bridleways in the locality including the Trans Pennine Trail. The large commercial areas in and around Carlton are also within cycling distance of the application site providing employment for potential residents of the new development.
- 2.3.5 The nearest nearside bus stop to the site is located to the south west of the Moor Lane junction with the Pontefract Road a distance of approximately 40 metres. This fare stage has a pole / flag and a timetable case. The far side, Cudworth bound fare stage is opposite the Moor Lane junction. This fare stage also has the benefit of a flag / pole and timetable case.
- 2.3.6 The bus services available from these fare stages are as per the table below. As can be identified from same, there are regular services which operates from the nearest bus stops providing circa 7 bus services per hour throughout the day to the large town of Barnsley and the interchange. The surrounding area of Cudworth, Brierley, Grimethorpe and Shafton are also well served by the local bus services. The bus services are considered to be of a good standard particularly through the day and will provide a good alternative to the private car in line with current Government guidelines.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
27/27A/27B	Barnsley – Shafton – Brierley – Grimethorpe – Darfield (27)– Wombwell (27)	20 mins 30 mins (27)	30 mins
28/28A/28C	Barnsley – Shafton – Grimethorpe – Brierley – Hemsworth - Pontefract	60 mins	60 mins

32	Barnsley – Hoyle Mill – Cundy Cross – Lundwood – Cudworth	30 mins	-
38	Barnsley – Cundy Cross – Lundwood – Cudworth – Shafton – Grimethorpe – Brierley – Hemsworth	60 mins Up to 16.00hrs	-

Bus Services

2.3.7 The majority of the bus serviced mentioned above call at the Barnsley bus / rail Interchange and the rail station is on the Hallam and Penistone lines. The rail station has an hourly service (Hallam Line) to the cities of Wakefield, Leeds and Sheffield together with Meadowhall, Castleford and Normanton. The Penistone Line also provide an hourly service to Sheffield, Huddersfield, Denby Dale and Penistone.

2.3.8 The site is considered to be in a sustainable location given its proximity to bus stops and local facilities. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposals are for the removal of 6no. livery stables, tack room and mobile residential caravan which and their replacement with just 1no. dwellings on land off Moor Lane, Lundwood in the District of Barnsley.
- 3.1.2 The mobile residential caravan has been on site for some 13 years and during that period full council tax has been paid to the Local Authority.
- 3.1.3 The new dwelling will have 3no. bedrooms.

3.2 Vehicular Access

- 3.2.1 The site has an existing vehicular access onto the Moor Lane this is in the form of a simple verge crossing located some 114 metres or so south of the junction with Pontefract Road.
- 3.2.2 This existing arrangement is to be retained as are the existing gates on the access drive to the site.
- 3.2.3 The access is predominately un-surfaced and leads to the proposed dwelling, however, this will be significantly improved as part of the development proposals.
- 3.2.4 A turning area will also be provided which will ensure that the majority of vehicles likely to enter the site can re-enter the major road and Moor Lane in a forward gear.

3.3 Parking Provision

- 3.3.1 Parking currently takes place ad hoc dependent upon what space is available in relation to the existing use of the site.
- 3.3.2 From the Council's Car Parking standards, it can be confirmed that the parking demand associated with the proposed development can easily be met i.e. 2 spaces per dwelling.

- 3.3.3 Furthermore, bearing in mind the existing use of the site which is to be replaced by the residential scheme (1no. dwelling). The number of trips associated with the new dwelling will be lower than that currently generated by the use of the site which can only be a benefit to highway safety.
- 3.3.4 It should also be recognised that the removal of the stables and associated trips with vehicles towing horseboxes, this will remove slow vehicles movements through the junction with Moor Lane / Pontefract Road junction which can only benefit road safety.
- 3.3.5 If acceptable the location of an EVC point can be conditioned as part of any planning approval.

3.4 Pedestrian and Cycle Provision

- 3.4.1 Pedestrian access to the properties will be along the existing access along Moor Lane to reach the local fare stages and facilities.
- 3.4.2 Secure cycle storage facilities will be provided within the site to a standard to comply with Local Authority requirements.

3.5 Servicing

- 3.5.1 The servicing requirements to the buildings will not change from what is currently experienced at the site and for local properties within close proximity of the application site.

3.6 Accidents Data

- 3.6.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there have been no recorded injury accidents along Moor Lane or at its junction with the Pontefract Road during the last five years up to December 2018. However, for completeness the 2 accidents that occurred some distance from the site access to the north and south on the classified road network have been included below.

- 3.6.2 The first incident occurred in June 2017 some distance north of the Moor Lane / Pontefract Road junction. This incident involved a private car and a young pedestrian. This incident occurred during daylight hours and with dry road surface conditions at sometime around 09.00hrs. The private car was traveling along the A628 when it collided with the young pedestrian who was crossing the carriageway. The pedestrian received slight injuries.
- 3.6.3 The second incident occurred in September of the same year during darkness but with dry road surface conditions. This incident occurred some distance to the south of the Moor Lane junction on the A628 and involved one vehicle which hit an object, however, no explanation for the collision was provided. The driver received serious injuries and the 2 passengers' slight injuries. The drivers' journey was part of his route to work.
- 3.6.5 The injury accident record in the vicinity of the Moor Lane / Pontefract Road junction does not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of a reduction in traffic flows as a result of the development proposals.
- 3.6.6 The accident data can be found in Appendix C.

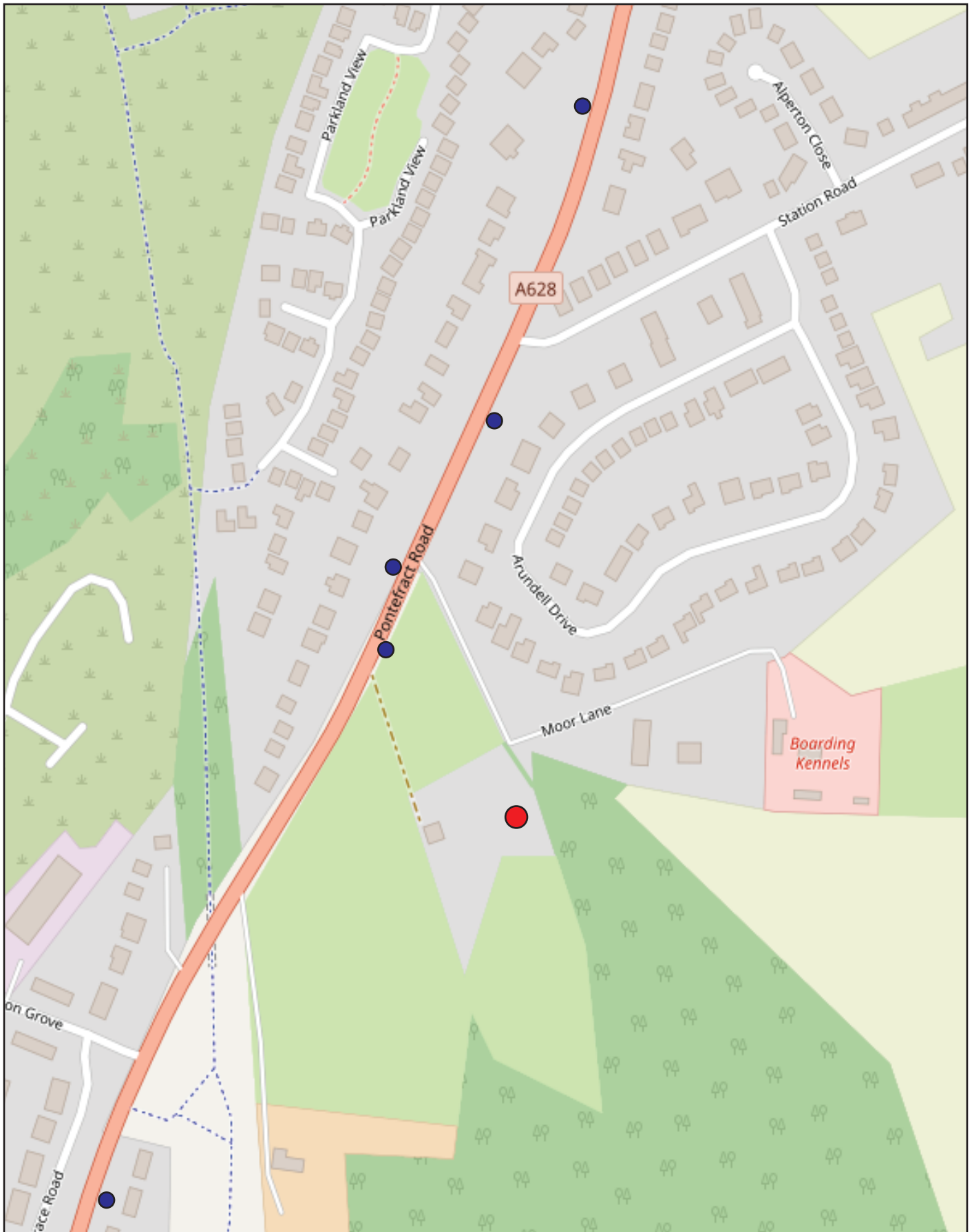
4 **TRAFFIC IMPACT**

- 4.1.1 The proposals are to remove the existing stables, tack room and residential caravan on the site and replace same with just 1no. dwelling.
- 4.1.2 In terms of traffic generation of the stables, over the last 15 years or so there have been DIY livery for 6 horses plus the applicant's own horses. The stables were accessible generally between 06.30 hrs and 21.30hrs 7 days per week. On average there were 5 – 6 trips (10 - 12 two way) for the livery stables with a slight increase for the residential caravan an average 2 - 4 trips per day (4 -8 two way). There are also regular trips to horse shows / gymkhanas which involve horse boxes / trailers plus visits from vets and farriers.
- 4.1.3 As can be seen from the above information in para 4.1.2 above, this is already a relatively busy site with regular vehicle trips on a daily basis.
- 4.1.4 Based on current TRICs data the development (1 dwelling) is anticipated to be a low traffic generator at the peak times with only 1 trip during both of the network peaks. This trip rate and the demand for parking space is also considerably lower than the sites use i.e. livery stables with a residential caravan which has been at the site for some 13 years.
- 4.1.5 The proposed development will see a marked decrease in vehicle movements to and from the site access onto Moor Lane and the Pontefract Road (A628) which can only benefit highway safety and those pedestrians utilising the public right of way that follows the line of Moor Lane.
- 4.1.6 Accordingly, it is considered that the traffic generation of the development proposals would not be discernible from the daily fluctuations in flows that could be expected on the highway network but would be considerably lower than those generated by the sites existing use.
- 4.1.7 Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the operation of the local highway or the public right of way. The impact can only be a positive one due to the reduction in traffic movements associated with the proposed development.

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development is also assessed, and generally compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The proposed development will see a marked decrease in vehicle movements to and from the site access onto Moor Lane and the Pontefract Road (A628) which can only benefit highway safety and those pedestrians utilising the public right of way that follows the line of Moor Lane.
- 5.1.3 The site is considered to be in a sustainable location given its proximity to bus stops and facilities within Lundwood and Cudworth. Therefore, the site fully conforms to current Government directives for ensuring developments are located in a sustainable location.
- 5.1.4 It is considered that the proposed development would result in a considerable reduction in the number of vehicle trips to and from the site compared to the sites existing use, which can only be a major benefit to highway safety in this location. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway.

Appendix A

Location plan



Legend:

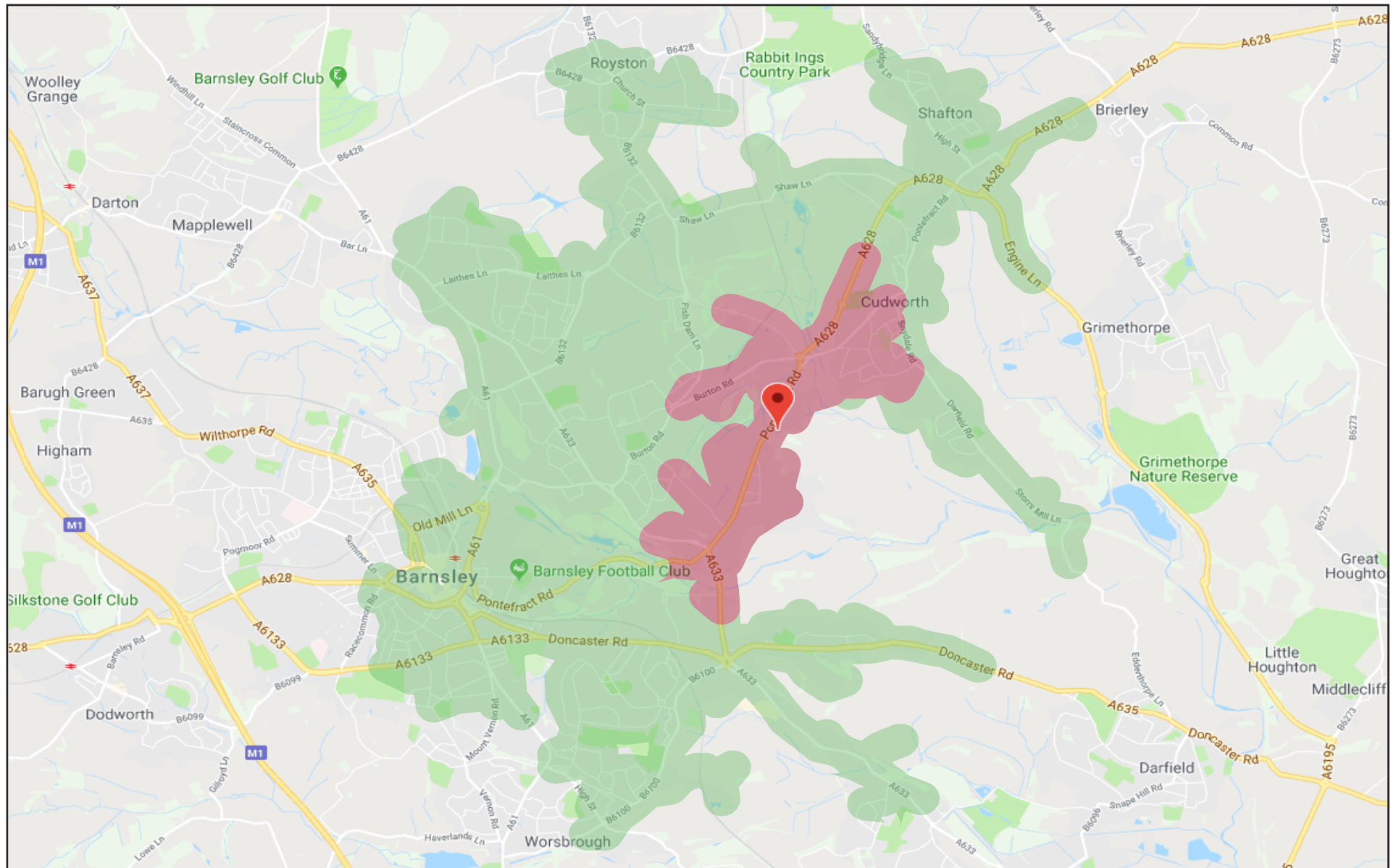
- Site Location
- Bus Stop Location



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Appendix B

Pedestrian and Cycle Catchment



Legend:

-  5km Cycle Catchment
-  2km Walking Catchment
-  Site Location

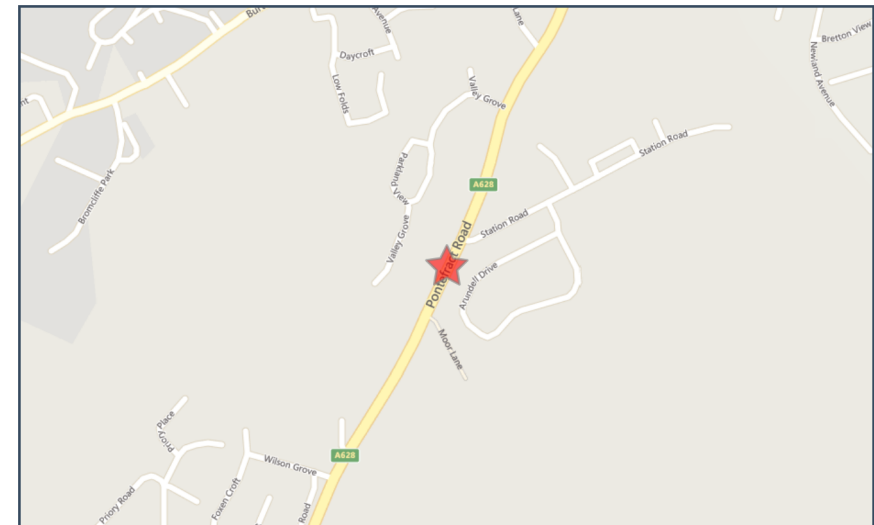
Appendix C

Accident Data



crashmap.co.uk

Crash Date:	Saturday, June 24, 2017	Time of Crash:	9:05:00 PM	Crash Reference:	2017140195785
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	1
Local Authority:	Barnsley Metropolitan Borough			OS Grid Reference:	437760 408064
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere	Unknown or other

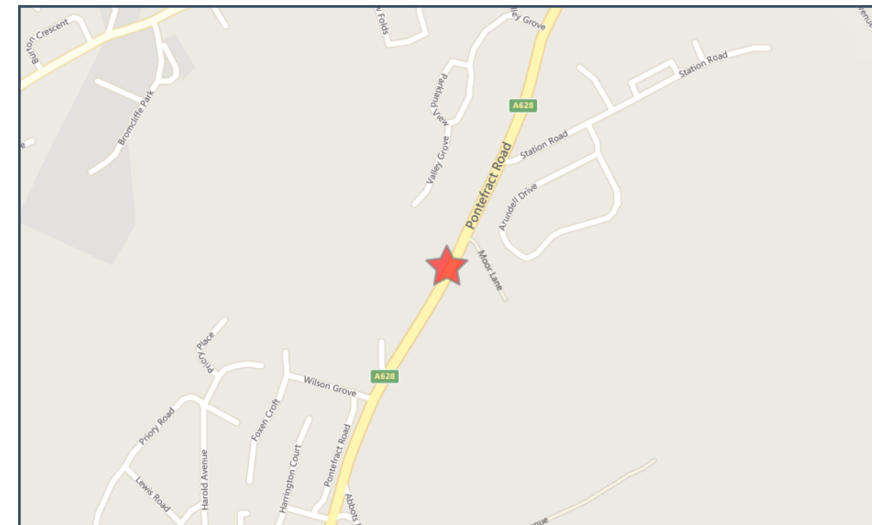
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Crash Date:	Friday, September 22, 2017	Time of Crash:	7:17:00 PM	Crash Reference:	2017140224259
Highest Injury Severity:	Serious	Road Number:	A628	Number of Casualties:	3
Highway Authority:	Barnsley			Number of Vehicles:	1
Local Authority:	Barnsley Metropolitan Borough			OS Grid Reference:	437699 407942
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix D

Layout Plan

20.11.201
20.11.201

[illegible]

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request. 20.11.2011
request. 20.11.2011

OBSERVATIONS	Scale	1:5
	Date	NOV 2017
	Drawn by	SW
	Drawing no.	20



EXISTING BUILDINGS.	516.00 cu.m.
EXISTING BUILDINGS TO BE DEMOLISHED	516.00 cu.m.
DEVELOPMENT REDUCTION (15%).	74.00 cu.m.
PROPOSED BUNGALOW.	<u>442.00 cu.m.</u>
TOTAL DEVELOPMENT.	442.00 cu.m.

516.00	cu.m.
516.00	cu.m.
74.00	cu.m.
442.00	cu.m.
442.00	cu.m.

Property Address MOOR LANE. LUNDWOOD. BARNSELEY. S71 5LF.	Project Title PROPOSED DWELLING. MOOR LANE. LUNDWOOD. BARNSELEY. FOR MRS. L. WOOD.	Drawing Title PLANS AND ELEVATIONS AS PROPOSED.	Scale 1:50 - 1:100 @ A3.	
			Date NOV. 2019	
			Drawn by SW	Checked by -
			Drawing no. 2019-35-02	Revision B