For and on behalf of
MR & MRS HAYSELDEN

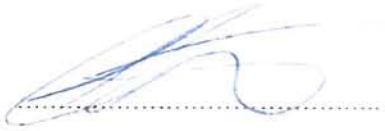
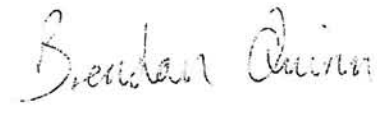
TRANSPORT STATEMENT

LAND ADJACENT TO 184 WATH ROAD, ELSECAR, BARNSLEY

Prepared by
DLP Transportation Ltd

July 2011

Mr & Mrs Hayselden

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1. INTRODUCTION

Brief

1.1 DLP Transportation Ltd (DLPT) has been appointed by Mr & Mrs Hayselden to prepare a Transport Statement in relation to an outline planning application for a residential development on land adjacent to 184 Wath Road, Barnsley.

Background

1.2 The proposed development is for the construction of a single residential dwelling on a parcel of undeveloped land adjacent to 184 Wath Road to be served via an existing access off Cobcar Lane. At present the owner of 184 Wath Road (who is also the owner of the proposed development land) uses the access off Cobcar Road as means of access which leads to the rear of 184. As part of this proposal vehicular access from Cobcar Lane for 184 Wath Road will no longer be permitted as part of a planning condition. Details of this are contained later in this report.



Arial View of Application Site

1.3 In 2002 the application site was the subject of a planning application and subsequent appeal. The proposals were for the construction of a single dwelling to be served from the existing access off Cobcar Lane. The appeal was dismissed on highway-related grounds in relation to the intensification of vehicle movements at the existing access and associated highway issues.

1.4 The following summarises the main reasons for dismissal, whilst the full Appeal Decision is attached as **Appendix A**.

- There is restricted visibility onto Cobcar Lane and forward visibility towards Wath Road.
- Intensification will potentially lead to collisions.
- The development will intensify the use of the Cobcar Lane access that currently serves residential garages, a parking area and allotments.

1.5 The inspector concluded that the main issue that the likely increased use of a substandard access would be detrimental to highway safety. As such the proposal is contrary to **Policy T2** of the Barnsley Unitary Development Plan.

Report Structure

1.6 This report has been prepared to assess the development proposals in relation to the surrounding highway network and seeks to address the inspector's issue of the proposal being contrary to Policy T2 of the Barnsley UDP. The remainder of the report is structured as below:

- Section 2: Outlines the relevant planning policies against which the transport issues should be measured against;
- Section 3: Describes the existing conditions surrounding the site;
- Section 4: Describes the development composition and discusses how the development traffic will impact on the surrounding highway network;
- Section 5: Provides a summary and conclusion to the report.

2. POLICY FRAMEWORK

National Policy

2.1 National planning policy guidance on transport issues is contained within Planning Policy Guidance 13 'Transport' published in March 2001. This guidance is underpinned by the government's White Paper 'A New Deal for Transport: Better for everyone'. The principle objective is to increase personal choice by improving the alternatives and to secure mobility that is sustainable in the long term. Developers are encouraged to promote more sustainable travel patterns by:

1) Reducing the need to travel by private car;

2) Ensuring that they are located in areas that are well served by public transport; or

3) Are easily accessible by walking or cycling.

Regional Policy

The focus of the Yorkshire and Humber Plan is on promoting regeneration and renewal and promoting a wider choice in travel options, thereby reducing the reliance on the private car and improving sustainability. This is reflected in the following policies:

- Policy T2: Parking Policy, which sets out the need for a consistent approach to parking policy as part of a range of demand management policies and sets out maximum parking standards;

- Policy T3: Public Transport outlines the need to safeguard and improve public transport infrastructure and services with developments making use of existing public transport services.

Local Policy

2.2 At a local level, the Barnsley Unitary Development Plan (adopted 2000) is the statutory development plant for the authority area. The plan is due to be replaced by the Local Development Framework but the policies contained within are still relevant.

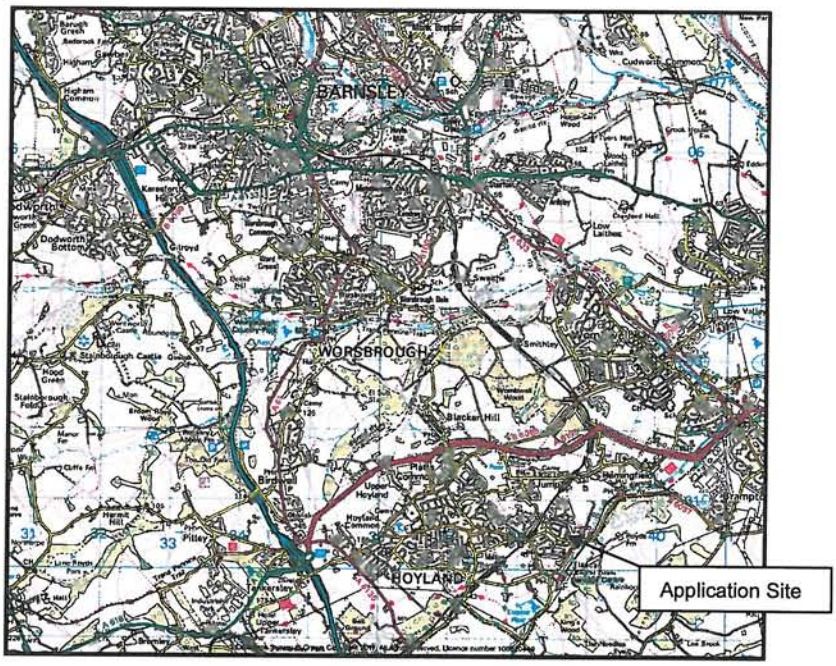
2.3 *Policy T2* of the UDP states that-

> ***"Development will only be allowed if the additional demand for travel generated can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network, or through measures to assist public transport, cycling or walking."***

3. EXISTING CONDITIONS

Site Location and Surrounding Road Network

3.1 The site is located in Elsecar directly to the east of Holyland and to the southeast of Barnsley. The following location plan shows the application site in relation to the surrounding road network.



Location Plan

3.2 The proposed development site is a parcel of grassland which is part of the rear garden of 184 Wath Road. Access would be from Cobcar Lane to the south which serves approximately 15 garages, a parking area and is a pedestrian access to allotments to the north. The garages are used by neighbouring residential properties which have frontages onto both Wath Road and Cobcar Lane.

3.3 Cobcar Lane is a two-way single carriageway road with a 30mph speed limit in place. A plan showing the application site in relation to the surrounding highway network is attached as **Figure 1**.

3.4 Cobcar Lane is predominately residential and has a junction with Wath Road approximately 15m southeast of the site access on Cobcar Lane. Wath Road is a section of the B6097 which is the main distributer road through Hoyland, the centre of which is approximately 2km from the Wath Road / Cobcar Lane junction.

3.5 The Cobcar Lane/Wath Road junction is a priority T-junction with central pedestrian crossing island. Wath Road, at its point with the Cobcar Lane junction, is a single carriageway, two way road with a 30mph speed limit in place.

Existing Site Use

3.6 The application site is within the rear garden area of 184 Wath Road as shown on the attached **Figure 1**. The site is a rectangular grass area with a perimeter fence. The total site area measures approximately 417sqm.

3.7 Currently 184 Wath Road can be accessed from Wath Road or Cobcar Lane and this is shown on the attached **Figure 1**. Currently, the owners of 184 Wath Road use the Cobcar Lane access as their main access. As part of the development proposals this will not be permitted and will be enforced by blocking up the rear access to the premises and through a condition on the planning consent.

Accident Data

3.8 Five year highway accident data was requested from Barnsley Borough Council to establish the incident record for the section of Cobcar Lane in close proximity to the access, and the Wath Road/Cobcar Lane junction. The following plan shows the extent of the highway used within the data search.



Extent of Highway Used for Accident Data Search

3.9 Barnsley Borough Council confirmed in writing that no incidents have been recorded within the above section of highway in the most recent 5-year period and both the site access and neighbouring junction have operated without incident. The written response is attached as **Appendix C**.

Site Access

3.10 The proposed development site is served by an existing access from Cobcar Lane. The access measures approximately 4m and continues for approximately 30m until it reaches a parking and turning area with 15 residential garages contained within 3 buildings. These garages are used by residents of properties with frontages onto Cobcar Lane and Wath Road.

3.11 It is understood that the allotments adjacent to the western part of the site are only accessed from Cobcar Lane by visitors on foot. The internal parking area and garages are for residents only.

3.12 From the access lane onto Cobcar Lane, a visibility splay of 9m is achievable to the right at a setback distance of 2.4m. To the left the visibility line is towards the junction of Wath Road. A plan showing the achievable visibility splays is attached as **Figure 2**.

3.13 For vehicles on Wath Road turning left into Cobcar Lane the achievable forward visibility to the rear of another vehicle waiting to turn right into the Cobcar Lane access is shown on the attached **Figure 2**.

3.14 Since the previous appeal the junction of Cobcar Lane and Wath Road has been upgraded to include new, clearer markings and a central pedestrian island with the entrance to the bell mouth being reduced to create a greater deflection on the approach to the stop line.

3.15 The improvements make the junction visibly more prominent and reduces the amount of vehicles sweeping into Cobcar Lane from Wath Road, particularly those turning left. Therefore, any vehicle preparing to turn onto the Cobcar Lane from Wath Road will be clearly visible to other vehicles emerging from the site access, particular as they will slow down to navigate the junction.

3.16 Clearly the visibility splays at the access are not in accordance with the standards; however this junction and the existing access have operated in a safe manner as demonstrated by the accident data. It is concluded that safety has been further improved by the improvements to the Cobcar Lane / Wath Road junction.

Trip Generation

3.17 To estimate the level of vehicular movements that would currently be generated by the existing access to and from Cobcar Lane, reference has been made to the TRICS 2011(b) database. As previously discussed the Cobcar Lane access serves 15 residential garages and also serves as an access for 184 Wath Road directly south of the application site.

3.18 The database has been interrogated under 'Residential – Houses/Privately Owned'. All greater London sites have been removed due to the differing transport characteristics. The following table summarises the TRICS results, whilst the full output is attached as **Appendix B**.

	AM			PM			Total Daily Vehicle Movements
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Per dwelling	0.147	0.392	0.539	0.383	0.234	0.617	7.881
16 Dwellings	2.352	6.272	8.624	6.128	3.744	9.872	126

Table 1 – Trip generation for Cobcar Lane Access

3.19 **Table 1** shows the existing access generates approximately 7 and 10 vehicle movements in the AM and PM peaks respectively whilst a total of 126 movements occur throughout the day.

Public Transport

3.20 Bus stops are located on Wath Road within 150m of the application site. The stops are equipped with bus shelters and timetable information displays. The stops are served by a regular and frequent bus service linking the site to Barnsley and Elsecar Train Station. The following table summarises the existing bus service from Wath Road.

Service No.	Route	Frequency (mins)								
		Monday - Friday			Saturday			Sunday		
		AM	Daytime	PM	AM	Daytime	PM	AM	Daytime	PM
66	Barnsley – Hoyland - Elsecar (circular)	10	10	9	15	10	10	30	30	60

Table 2 – Summary of Bus Services on Coventry Road

3.21 The closest railway station is Elsecar, located approximately 900m to the northwest of the application site at the junction of the Hill Street and Cobcar Street. The station is within an acceptable walking distance and can be accessed by the no.66 bus service summarised in **Table 2** above.

3.22 The station is served by an hourly train operating between Sheffield and Leeds during the off-peak period. Additional trains run during the morning and evening peaks offering a half-hourly service.

Walking & Cycling

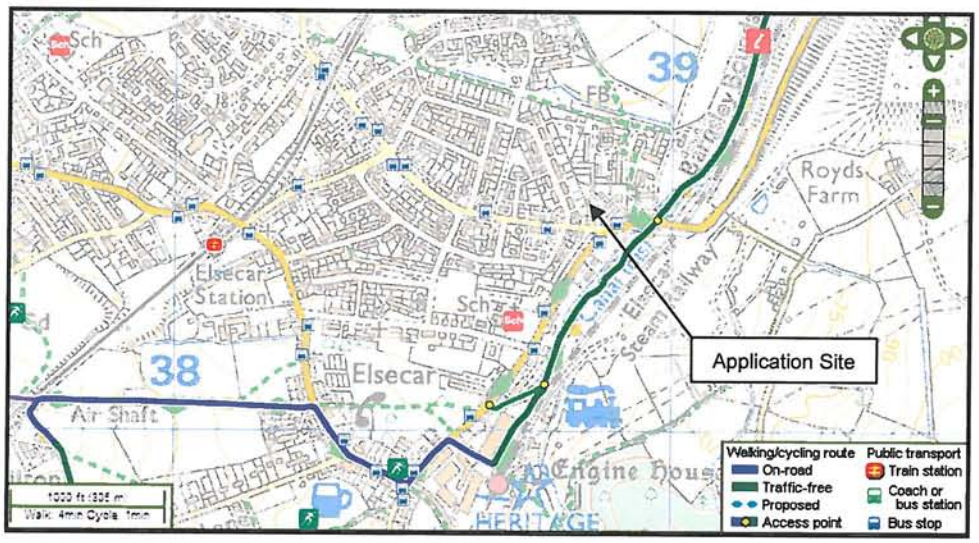
3.23 The site is linked to an excellent network of footways connecting the site to the neighbouring residential areas and the facilities within the centre of Hoyland approximately 1.5km to the northwest.

3.24 The application site is located approximately 170m from an off-road section of Route 67 of the National Cycle Network, also known as the Trans-Pennine Trail.



Access to NCN Route 67 on Wath Road

3.25 Route 67 of the National Cycle Network runs near Loughborough to Long Eaton and north via Ilkeston, Chesterfield, Wakefield and Leeds to join National Route 71 near Northallerton in Yorkshire. The following plan is an extract from the Sustrans website showing the application site in relation to the local cycle network.



Location of Local Cycle Networks

4. PROPOSED DEVELOPMENT

Development Composition

4.1 The proposed development is for a single detached dwelling to be built on a parcel of land that forms part of the rear garden of 184 Wath Road. The dwelling will be served via the existing access onto Cobcar Lane.

4.2 This planning application is materially different to the previous application and appeal in that the proposals also include the restriction of vehicle access to 184 Wath Road from the Cobcar Lane access. It is proposed that the rear access gate will be blocked off under condition to ensure that 184 Wath Road can be accessed from Cobcar Lane. In addition to this alterations have been made to the junction of Cobcar Lane and Wath Road improving the visibility of the junction.

Traffic Generation

4.3 To assess the likely number of vehicle movements that the proposed dwelling will generate, reference has been made to the TRICS data summarised in **Table 1** and attached as **Appendix B**.

4.4 The proposed dwelling will generate approximately 1 movement in both the AM and PM peaks respectively whilst a total of 8 movements will occur throughout the day.

4.5 The Inspectors decision notice dated 2002 (**Appendix A**) stated that the increase in vehicle movements would compromise highway safety and heighten the potential for vehicular conflict.

4.6 The restriction of vehicular access to 184 Wath Road from the Cobcar Lane access will mean that there will be no change to the level of vehicle movements from the site access as the proposed dwelling will generate the same number of movements as 184 Wath Road.

4.7 The site will therefore still generate 9 and 10 movements in the AM and PM peaks and 126 movements throughout the day, as shown in **Table 1**.

4.8 From the accident analysis in the previous section it can be seen that the Cobcar Lane and Wath Road in the vicinity of the site operates in a safe manner, therefore the proposals are therefore in accordance with *Policy T2* of the Barnsley Unitary Development Plan which states that new development does not cause significant detriment to highway safety.

Site Access

4.9 There are no proposed alterations to the existing access on Cobcar Lane and it is therefore as described in **Section 3**. The addition of access for the new dwelling and removal of access for 184 Wath Road will not increase vehicle movements and will therefore not create an additional potential for conflicts.

4.10 A 3m wide hard surface access will be constructed from the western site boundary to the northern section of the existing parking and garage area where it will tie in with the existing hard surface. A plan showing the achievable visibility splays is attached as **Figure 2**.

Parking

4.11 Parking relating to the proposed dwelling will be in accordance with local standards and will be located within the site boundary and the layout will be dealt with at the 'reserved matters' stage of the application.

Servicing

4.12 Deliveries, refuse collection and access for emergency vehicles will continue as with the current arrangement for existing dwellings. The addition of the proposed dwelling will not impact upon servicing to the site.

4 SUMMARY & CONCLUSIONS

Summary

5.1 This Transport Statement has been prepared to support the outline planning application for land to the rear of 184 Wath Road, Elsecar.

5.2 The main points are;

- The proposals are for the construction of a single dwelling utilising the existing vehicle access on Cobcar Lane.
- An appeal in 2002 was dismissed on highway grounds relating to the increased likelihood of vehicular collision in relation to the intensification of the vehicle access on Cobcar Lane.
- This application is materially different as the proposals also include the closure of the vehicle access from Cobcar Lane for 184 Wath Road, which will be served solely from Wath Road. This will be through a proposed planning condition and will be reinforced by blocking the existing rear access to the premises.
- Accident records show that no incidents have occurred at either the Cobcar Lane access or the Cobcar Lane/Wath Road junction in the most recent 5-year period.
- The site has excellent public transport links with bus stops located only 150m from the application site whilst Elsecar Train Station is located less than 1km away.
- The site is located within 170m of an off-road section of the Trans-Pennine cycle way (route 67).
- The existing access generates in the region of 9 and 10 movements in the AM and PM peak hours with approximately 126 movements throughout the day.
- The addition of a new dwelling and the removal of vehicle access to 184 Wath Road will not intensify the use of the existing Cobcar Lane access and will therefore accord with Policy T2 of the Unitary Development Plan.

Conclusion

5.4 In conclusion, this Transport Assessment has shown that due to the excellent highway safety record, excellent public transport and cycle links and no intensification at the site access the development proposals can be accommodated at in a manner that is not detrimental to highway safety, therefore, it is considered that there are no highways or transport related reasons to object to this planning application.