

A Planning Application by  
**PUNCH PARTNERSHIPS (PML) LIMITED**

In respect of  
**The Kings Head,  
Mapplewell**

## Transport Statement

January 2018



## DOCUMENT SIGNATURE AND REVIEW SHEET

### Project Details

|                       |                                  |                    |               |
|-----------------------|----------------------------------|--------------------|---------------|
| <b>Project Title:</b> | The Kings Head, Mapplewell       |                    |               |
| <b>Project No.:</b>   | 1801-44                          | <b>Report No.:</b> | 1801-44/TS/01 |
| <b>Client:</b>        | Punch Partnerships (PML) Limited |                    |               |

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| <b>Date</b>      | 31.01.18            | January 18         | January 18                |

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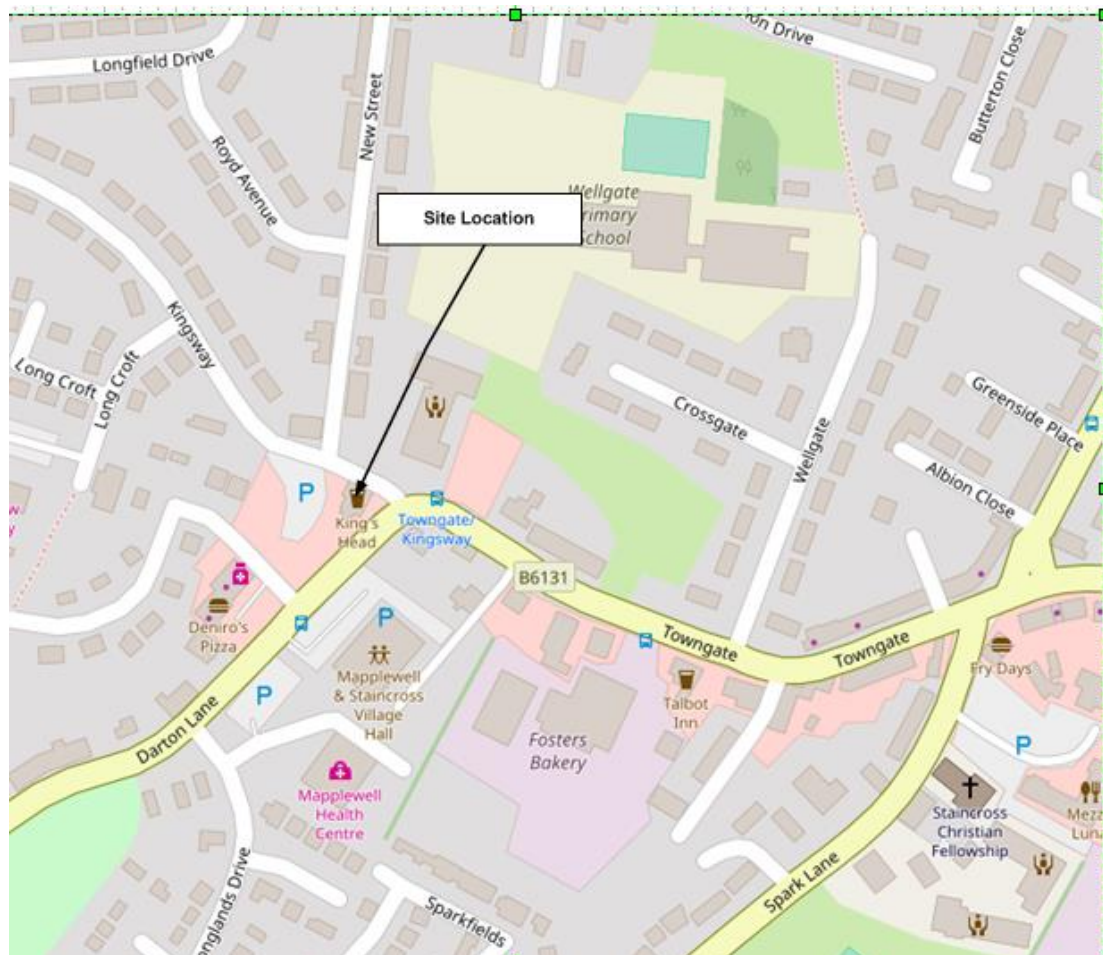
## **LIST OF APPENDICES**

- A Site Layout & Vehicle Access
- B Public House Service Vehicle Tracking

## 1 INTRODUCTION

- 1.1 Transport Planning Associates has been commissioned by Punch Partnerships (PML) Limited to prepare a *Technical Note* (“TN”) in support of its planning application to be submitted to Barnsley Council (“the Council”) for the development of land at Darton Lane, Barnsley (“the Site”).
- 1.2 It is to be noted that permission has been granted for a similar proposal (Application No: 2017/1299) in 2017. This revised scheme provides the same quantum of dwellings and car parking, however vehicle access is taken from Towngate, rather than Croft Drive.
- 1.3 The proposed scheme comprises the development of two houses located adjacent to the Kings Head Public House car park. The location of the Site can be found in **Figure 1.1**.

**Figure 1.1 Site Location Plan**



Source: © Openstreetmap contributors

## 2 APPLICATION SITE

- 2.1 As noted in the Introduction, the Site is located on Darton lane (B6131) in Barnsley. The application site is situated in Mapplewell / Staincross in a predominately residential area. Furthermore, the application site lies within the curtilage of the current Kings Head public house.
- 2.2 The majority of the site is grass verge and a car park which exits to the northern side of the Public house onto Darton Lane. The car parking is a combination of marked bays and hardstanding area, which cater for a total of 20 to 25 cars, approximately. The site is bounded by fencing.
- 2.3 The Site benefits from a good level of accessibility by all modes of transport; as described in the remainder of this Chapter.

### **Pedestrians and Cycle Accessibility**

#### *Pedestrian Infrastructure and Local Facilities*

- 2.4 The roads in the vicinity of the Site are provided with footways on at least one side of the road. They link the Site with local services and to bus stops.
- 2.5 The nearest local shop is located on Darton Lane, approximately 80 m to the south of the Site, and is reachable within a 4 minute walk, approximately. Bus stops are in the vicinity of the Site, south of Darton Lane and on Towngate.
- 2.6 The above distances compare favourably to the guidelines set out in the Institution of Highways and Transportation publication *Providing Journeys on Foot*. The following distances are taken from Table 3,2 of that publication.

Table 2.1 IHT suggested walking distance thresholds

|                   | <b>Commuting / School / Sight-seeing</b> |
|-------------------|--|
| Desirable         | 500 m                                    |
| Acceptable        | 1,000 m                                  |
| Preferred maximum | 2,000 m                                  |

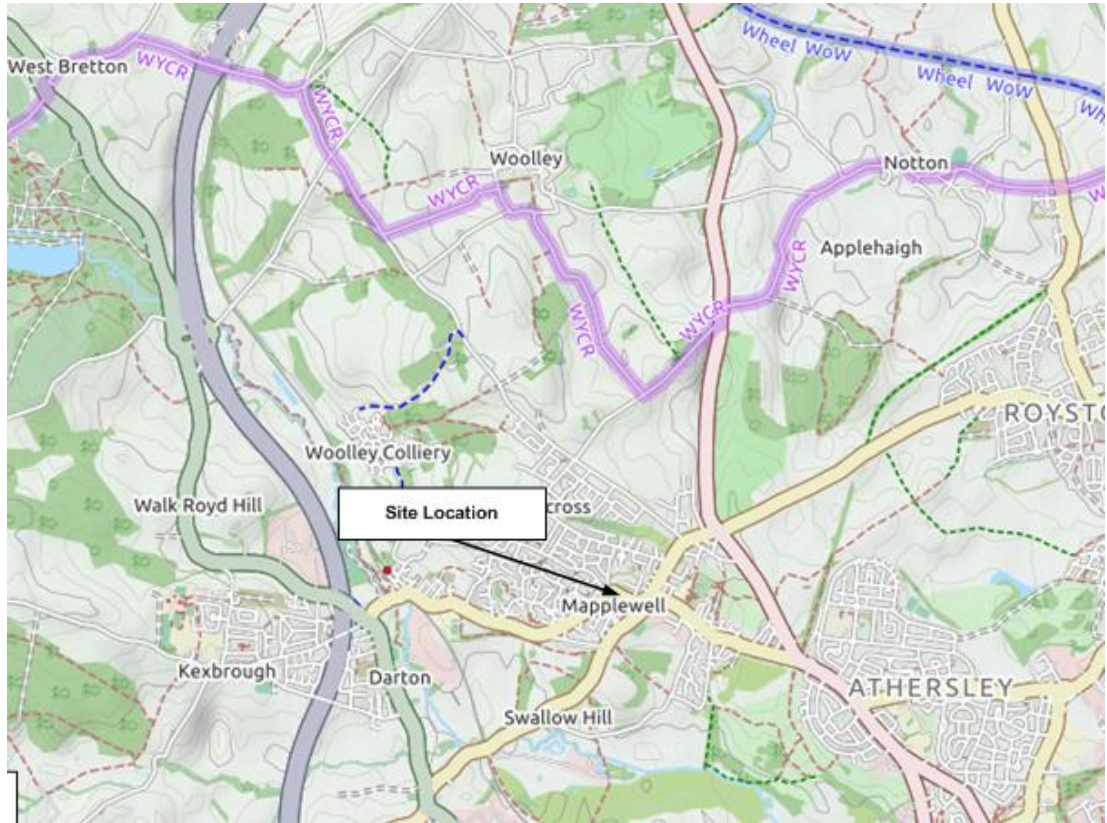
*Source: Table 3.2 of Providing Journeys on Foot (IHT)*

- 2.7 In addition, Wellgate Primary School is located approximately 360 m walking distance from the Site, which also lies within the Desirable threshold.

*Cycle infrastructure*

2.8 The network of local cycle route, which are shown at **Figure 2.1**.

**Figure 2.1** Local Cycle Network



Source: © Openstreetmap contributors

### 3 ACCESS ARRANGEMENTS

- 3.1 The access will lead onto Towngate / Kingsway, to the north of the site, immediately adjacent to the public house car park access. A plan illustrating that site layout and vehicle access is included at **Appendix A**.
- 3.2 The new vehicle access will be 4.0m in width and is set away from the site boundary by 2m, to allow for suitable pedestrian visibility splays.
- 3.3 To accommodate the new residential access, the public house car park access will be widened to the east and the adjacent wall shortened to accommodate. The wall further to the east will also be lowered to improve visibility splays from both accesses. The plan at **Appendix A** illustrates the available visibility splays, which are available to at least 2.4m x 45m, in accordance with Manual for Streets guidance.
- 3.4 Swept path analysis has been undertaken in order to confirm that the public house service vehicle can still access the site and is included at **Appendix B**.

## 4 CONCLUSION

- 4.1 The proposed development is a variation on a previously approved scheme, with the only changes relevant to highways / transportation being the relocation of the proposed vehicle access, from Croft Drive to Towngate.
- 4.2 Car and cycle parking provision is unchanged from the previously approved scheme and as such is considered to be acceptable.
- 4.3 The proposed access arrangement provides suitable pedestrian and vehicle visibility splays and the amended public house access retains suitable access for all vehicles expected to enter and exit the public house car park. There are therefore considered to be no highways or transportation reason why the application should not be approved.

# APPENDIX A

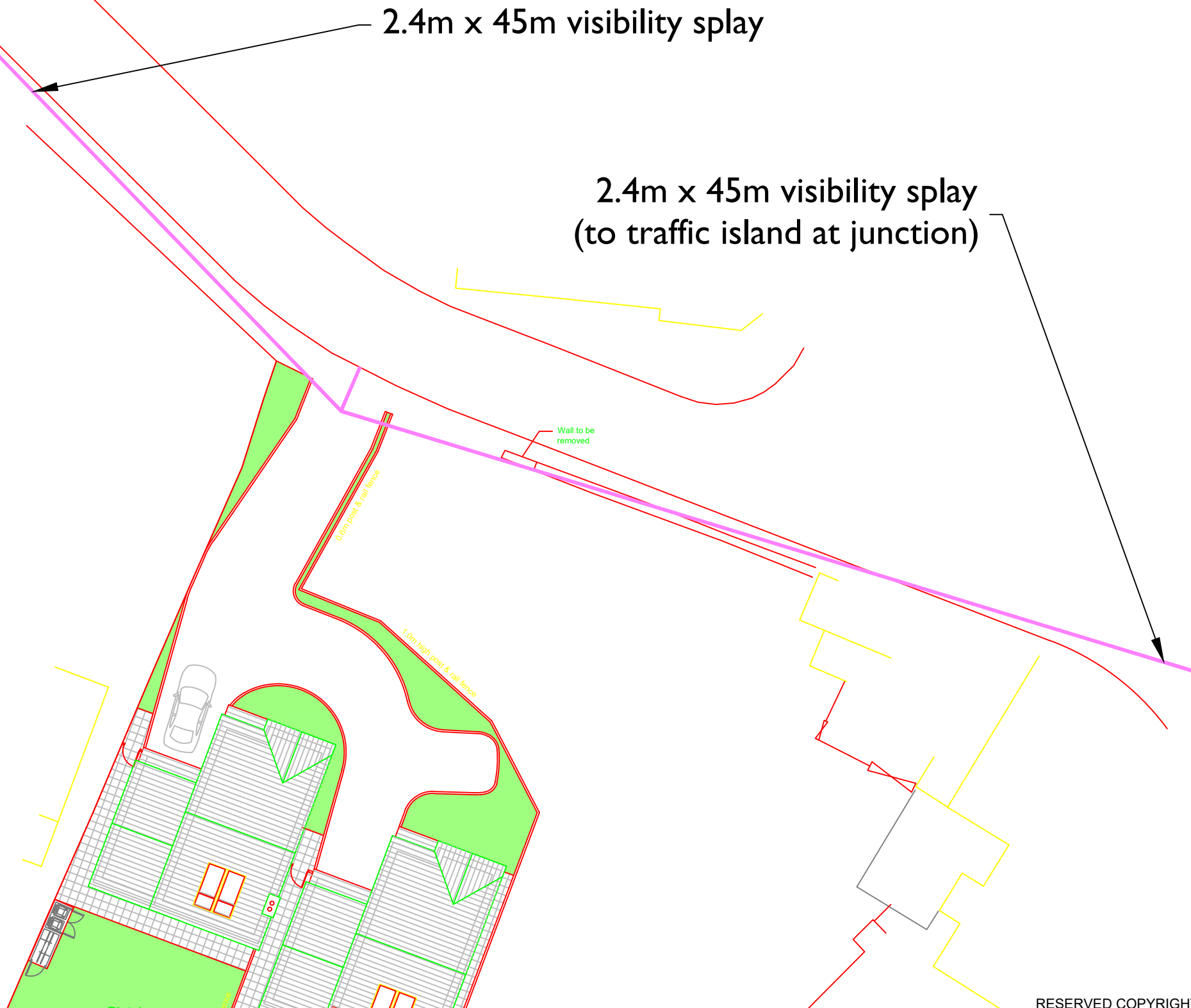
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ORIGINAL PLOT SIZE

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NOTES:

Highway alignment extrapolated from OS and aerial photography



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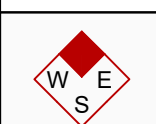
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TITLE:  
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STATUS:  
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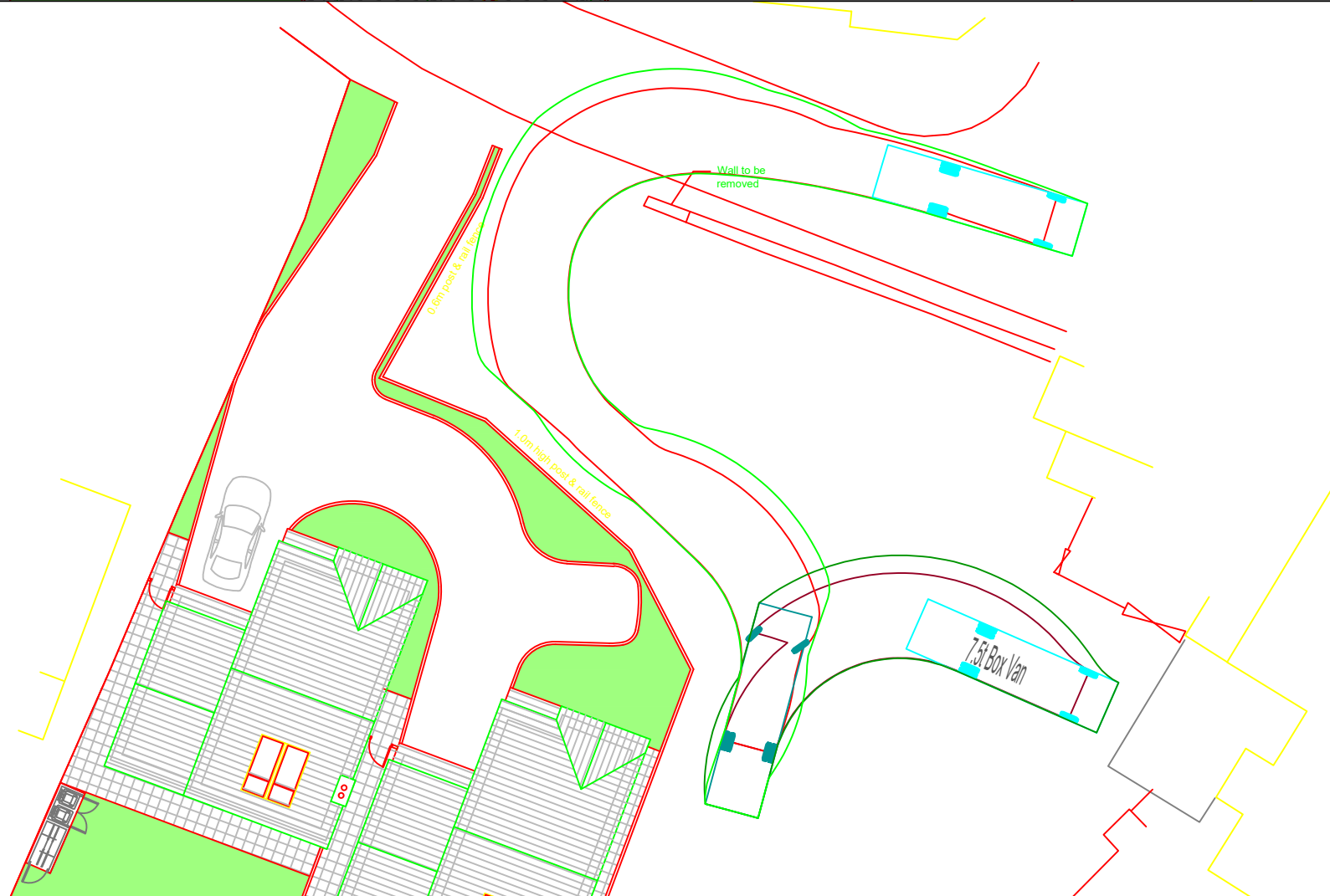
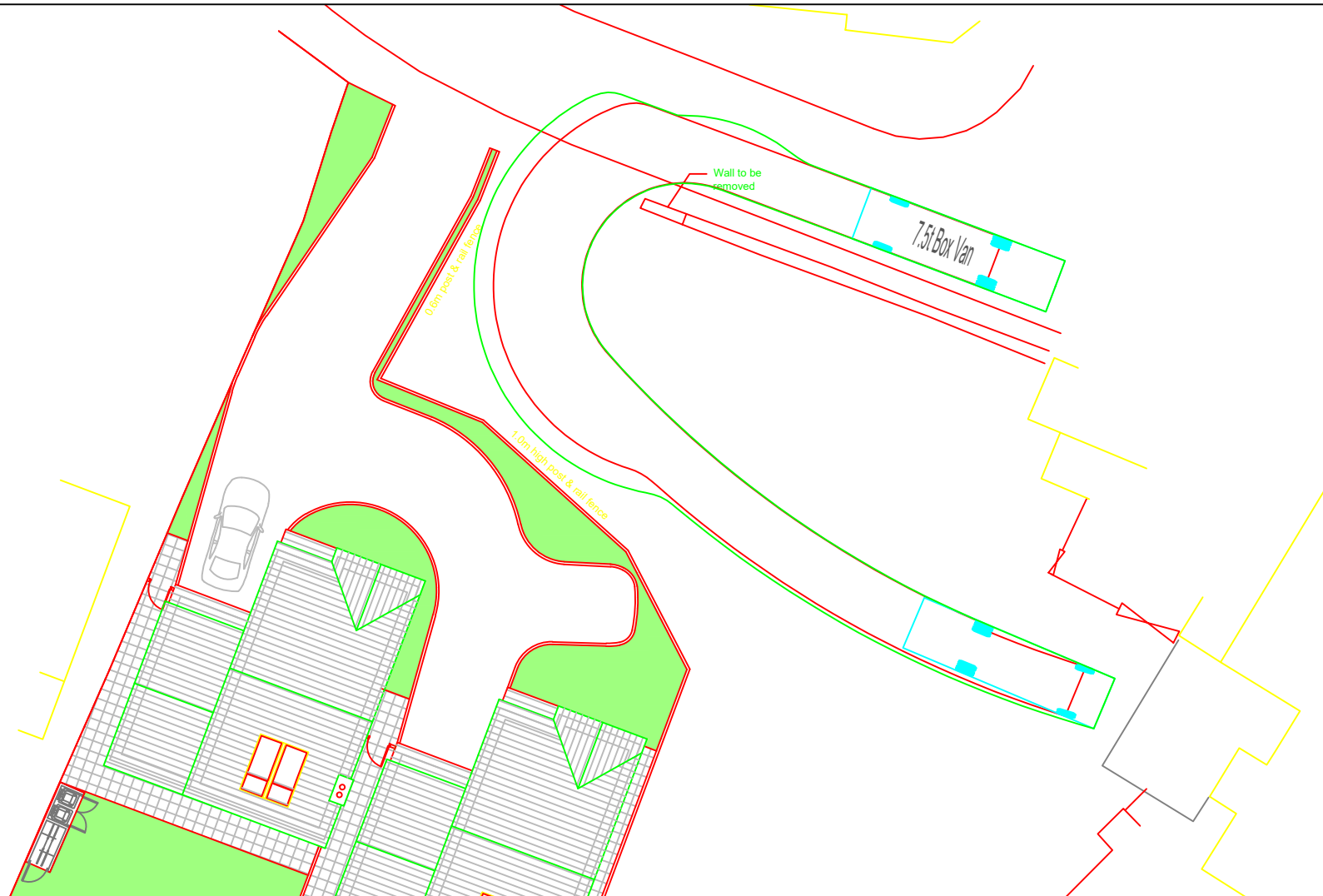
# APPENDIX B

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TITLE:  
**Swept Path Analysis  
of an 8m Rigid Vehicle**

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