



119 Cross Lane, Royston

Highway Statement

July 2019

1633

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Quality Management

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Prepared by	AH			
Checked by	LO			

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1 INTRODUCTION

- 1.1.1 Paragon Highways Consultants has been appointed to prepare this Highway Statement relating to the construction of a residential development comprising of one detached, four bedroom residential dwelling on land to the rear of the existing property at 119 Cross Lane, Royston. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to construct one detached, four bedroom residential dwelling on land lying to the west of number 119 Cross Lane, which has been historically used as stables including stable block and yard area.
- 1.1.3 An improved vehicular access arrangement and new turning facility is proposed to serve the development directly off Cross Lane along with designated car parking for the new dwelling.
- 1.1.4 This Highway Statement considers such matters as access, sustainability, 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.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The proposed site is located within a residential area in the town of Royston. The site is to be accessed via an upgraded access arrangement off Cross Lane as identified on the plan at Appendix B. It lies just over 1000 metres from the main service centre area within Royston Town Centre, subsequently the site has excellent access to local shops, high street stores, schools, primary care, essential services and other amenities.

2.1.2 The site comprises of an area of land situated to the west of 119 Cross Lane, which includes a stable building that can accommodate around 4 horses. The existing property (119 Cross Lane) comprises of a large semi-detached dwelling which is accessed via a private drive from Cross Lane and consists of a dropped crossing arrangement and is of single width. This existing, established access arrangement will be upgraded and forms part of the application. The photograph below shows the existing arrangement. There is also an adjacent access serving garages and rear yard for the hairdressers, which is unmade and also of single width. It should be noted that currently this adjacent access does not allow for two vehicles to simultaneously pass despite serving two garages and rear yard for the hairdressers, along with 119 Cross Lane and stable uses to the rear.



2.2 Local Highway Network

- 2.2.1 As part of the proposal the existing access point directly off Cross Lane will be upgraded (see access plan at Appendix B) which will serve both the existing semi-detached property and the new detached property which is the subject of this application.
- 2.2.2 Cross Lane is a local residential access road that provides access to residential streets and individually served properties. Cross Lane connects with Church Hill / Pools Lane to the south and Midland Road (B6428) to the north and is subject to light traffic volumes throughout the day.
- 2.2.3 The section of Cross Lane to the site frontage of 119 Cross Lane, is a two-way single carriageway (see photograph below) which continues for the entire length of Cross Lane. Numerous individually served properties, side roads and cul-de-sacs feature along the full length of the highway. The road surface is in a reasonable condition with the carriageway varying in width along its length.



- 2.2.4 Continuous footway provision 4.0 metres in width are provided to one side of the carriageway along the immediate site frontage of the proposed development extending around 90m to the north, reducing to 2m beyond this to the north and south. Footway provision 2.5m in width is provided on the opposite side of Cross Lane. The remainder of Cross Lane (heading in the direction of Midland Road (B6428)), contains footways of between 2.0 metres to 7.0m on the western side, and between 2.0m to 3.0m of the eastern side of the carriageway. Both the carriageway and footways are considered suitable in terms of width and layout for their day to day use.
- 2.2.5 Cross Lane benefits from street lighting to side road standards with the speed limit of 30mph in force. However, vehicle speeds are estimated to be lower due to the road layout and on-street parking patterns, which may also have a traffic calming effect.
- 2.2.6 The B6428 is a primary route offering links to the M1 to the west, providing excellent connectivity to the larger cities of Wakefield, Leeds, and Sheffield, opening the wider highway network to access employment and recreation.
- 2.2.7 The site is located within easy reach of the bus services on Cross Lane, Church Hill, and Midland Road (B6428) with details of the bus services available from the local fare stages being shown in section 2.3 below.

2.3 Transport Sustainability

- 2.3.1 The site is in a sustainable location being within short walking distance of the bus services directly to the frontage of 119 Cross Lane, as well as to the north, east and west of the of the site.
- 2.3.2 The new National Planning Policy Framework (NPPF) was published on 24 July 2018 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.3.3 However, the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's LDF still apply.

- 2.3.4 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix C. The site is well placed for residents to walk to several facilities accessible by foot located on and around Cross Lane, Midland Road (B6428), and the centre of Royston. There are several supermarkets with ATM facilities, pharmacies and places of worship; combined with banks, locally operated shops, hairdressers, cafes, beauty salons, bakeries, vets, post office along with a wide selection of hot/cold food outlets. Similarly, there are schools catering for all age groups, numerous dental care centres and doctors' surgeries, which are all located in proximity of the development, and well within the normally accepted walking distance (2km).
- 2.3.5 Employment opportunities are also available in the immediate vicinity within the recommended walking distance in the form of schools and health care facilities, namely Parkside Primary Academy, Oakwood Grange Care Home and Outwood Academy Carlton. Furthermore, leisure facilities are available at Rabbit Ings Country Park and Royston Leisure Centre, all of which are within with the recommended distances for cycling or walking.
- 2.3.6 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport". The 5km cycle catchment area from the site would include the additional settlements of Carlton, Notton, Ryhill, South Hiendley, Cold Hiendley, Havercroft, Shafton, and Cudworth.
- 2.3.7 A signed cycle route with dismount barriers runs to the west of the site and carries on both north and southwards and can be joined on either Church Lane to the south or Midland Road (B6428) to the north (see photograph below). With the full route offering access to the centres of Wombwell to the south and Leeds to the north.



2.3.8 Rabbit Ings Country Park is located off Lund Hill Lane (B6428) and offers a series of both walking and cycle tracks suitable for users with all cycling abilities.

2.3.9 Both flag / pole bus stops as well as sheltered bus stops with timetable cases are available on Cross Lane, Church Hill, and Midland Road (B6428). The table below identifies the bus services available from the nearest stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
57	Barnsley – Monk Bretton – Carlton – Royston – Notton – Newmillerdam – Sandal – Wakefield	15 mins	n/a
59 / 59a	Barnsley – Monk Bretton – Carlton – Royston – Notton – Newmillerdam – Sandal – Wakefield	30 mins	30 mins
37ss	Barnsley – Honeywell – Monk Bretton – Cudworth – Shafton – Grimethorpe	60 mins	n/a

Table 1 – Bus Service

- 2.3.10 As can be identified from table above, there are three bus services that operate from the nearest bus stops. These services are located within the recommending walking distance, offering access for residents to the neighbouring settlements. In addition to these services, Barnsley Interchange can be accessed from the nearby bus stops allowing residents to access further bus and train services across the district and beyond.
- 2.3.11 These bus services are considered to be an excellent alternative to the private car in line with current Government guidelines.
- 2.3.12 The site is well placed in terms of rail links with Barnsley Interchange featuring on the local bus routes.
- 2.3.13 Train Services from Barnsley Interchange run frequently and provide access to destinations such as Leeds, Castleford, Huddersfield, Sheffield, and Wakefield. Barnsley Interchange also offers access to the same destinations with additional services locations such as the cities of London, Nottingham, and York. Barnsley Interchange has the added security of being monitored by CCTV and offer cycle storage facilities, providing the opportunity for multi modal travel.
- 2.3.14 The site is considered to be in a very sustainable location with reference to its proximity to Royston town centre and local fare stages which provide a suitable connection to many neighbouring settlements along with the larger city of Barnsley. The train links from Barnsley Interchange located on the local bus network offers excellent connections across the wider district accessing larger cities such as London, Sheffield, York and Leeds that offer a multitude of amenities, facilities, employment and transport opportunities. Therefore, the site 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 to remove the existing stables building and associated uses to provide one new dwelling on land lying to the west of number 119 Cross Lane with alterations to the existing access leading to the existing garaging and the proposed parking and turning area.

3.2 Vehicular Access

- 3.2.1 It is intended to upgrade the existing vehicular access point to serve the new dwelling immediately off Cross Lane. The existing private drive serving the host property will also be upgraded.
- 3.2.2 The proposed access alterations will involve resurfacing the initial 8.5m x 6m section of the access to the rear of the footway, which will allow for two cars to simultaneously pass within the mouth of the access for both the existing and proposed dwellings, and the adjacent access serving the garages and rear yard for the hairdressers. A shared drive will then be constructed with a suitable hardened and sealed surface, leading to the proposed dwelling and 119 Cross Lane, providing a parking and turning area, with the existing garaging for 119 Cross Lane remaining.
- 3.2.3 A speed limit of 30mph is in force along the length of Cross Lane. Based on the SSD requirements contained within Manual for Streets, a 'Y' distance of 43 metres is considered to be appropriate for 30mph speeds.
- 3.2.4 Therefore, visibility splays of 2.4m x 43m are proposed at the access, which is considered to be suitable.
- 3.2.5 When considering the existing historical use of the site as stables that can accommodate 4 horses, the proposals would not result in the intensification of the access, and is therefore considered appropriate to serve the development with the suggested improvements.

3.3 Parking Provision

- 3.3.1 The proposal will provide car parking for four vehicles, two within parking bays, and two within the existing double garage, meeting the requirements with Barnsley Councils Street Design Guide.

3.4 Pedestrian and Cycle Provision

- 3.4.1 Pedestrian access will be made via the existing vehicular access from Cross Lane into the site.
- 3.4.2 Secure cycle storage facilities will be provided in line with local authority requirements.

3.5 Servicing

- 3.5.1 The servicing requirements for the proposed development can be adequately catered for via on street collection from Cross Lane, as per the current situation for the adjacent properties.
- 3.5.2 The proposals include suitable internal turning to cater for the largest vehicles anticipated to access the site. The plan at Appendix B demonstrates the turning head can accommodate a fire appliance.

4 TRAFFIC IMPACT

4.1.1 The proposals are to remove the existing stables and provide a single detached residential dwelling. The stables have historically occupied up to 4 horses and have been accessed by horse trainers, farriers, and students as they have been used for private and commercial use. Due to the horses having different owners during busy periods at the stables there can be 3 vehicles accessing the site at any one time associated with the care and use of horses, which includes those vehicles with horse boxes. These vehicles would often travel to the site in the morning and evening, and frequently within the network peak hours. Therefore, during busy periods when the stables were fully occupied the existing use could generate up to 8 movements during a typical day, with around 2 to 3 traffic movements potentially during each of the network peak hours.

4.1.2 Table 4.1 provides the typical peak hour trip rates (morning peak 0800-0900 hours and evening peak 1700-1800 hours) and likely traffic generation of the proposed new dwelling.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Generated Trips	0	1	1	1	0	1

Table 4.1 Predicted Development Trip Rates & Generation

4.1.3 As can be seen from the above table, the proposed development is anticipated to generate around one trip during each of the network peak hours, with typically 6 to 8 movements per day.

4.1.4 Accordingly, based on the traffic generation of the existing stables and the traffic generation of the proposed residential dwelling there will be no net increase in vehicle traffic throughout the day, as the existing historical use as stables would generate a comparable number of trips associated with a new dwelling. However, there would be a net reduction in vehicle trips during the am and pm peak hours.

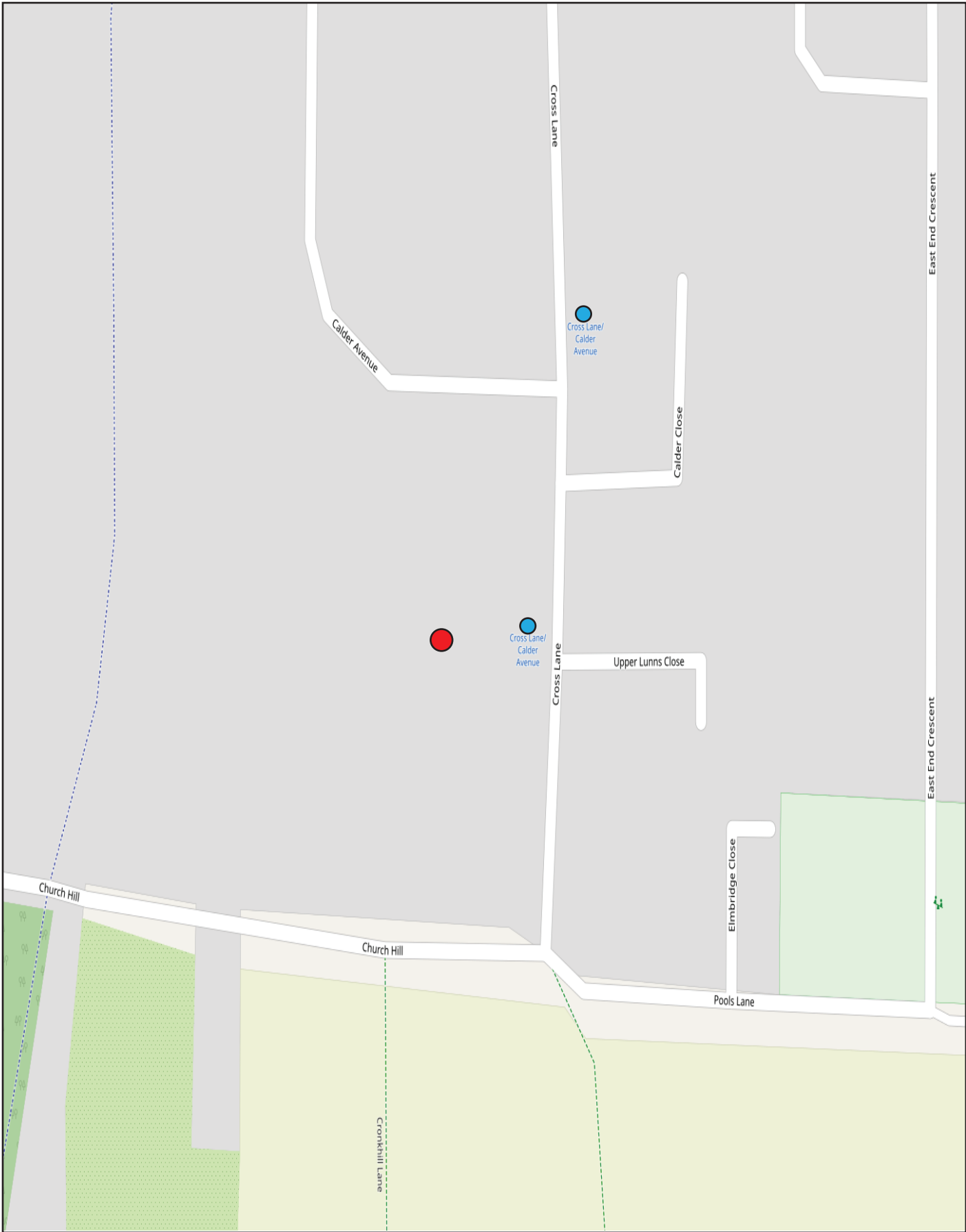
- 4.1.5 Therefore, the proposed development would not intensify the use of the existing vehicular access during the network peak hours and will also remove horse boxes from the site, improving safety at the site access junction and subsequently for all users of Cross Lane as horse box vehicles are generally slow moving and can potentially disrupt the safe and free flow of traffic along Cross Lane when entering and exiting the existing site access.
- 4.1.6 As the proposal would generate the above trip, it is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. The traffic from the development could easily be offset by the removal of stables traffic and the proposed improvements to the access, allowing two cars to simultaneously pass for existing and proposed users.
- 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 and will not significantly add to any congestion at the peak times on the local network, as the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network.

5 CONCLUSIONS

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development to remove a stable building and associated uses to make way for a new dwelling. The development proposals are then presented. The traffic impact of the proposed development is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The site is considered to be in a very sustainable location with reference to its proximity to Royston Town Centre and local fare stages which provide suitable connections to numerous neighbouring settlements, along with the cities of Wakefield and Barnsley. The train links from Barnsley Interchange offer excellent connections across the wider district, accessing much larger cities such as London, Sheffield, Castleford and Leeds that offer a multitude of amenities, facilities, employment and transport opportunities. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.
- 5.1.3 It is considered that 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 and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



● SITE LOCATION

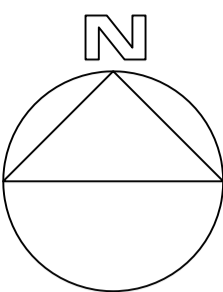
● BUS STOP LOCATION



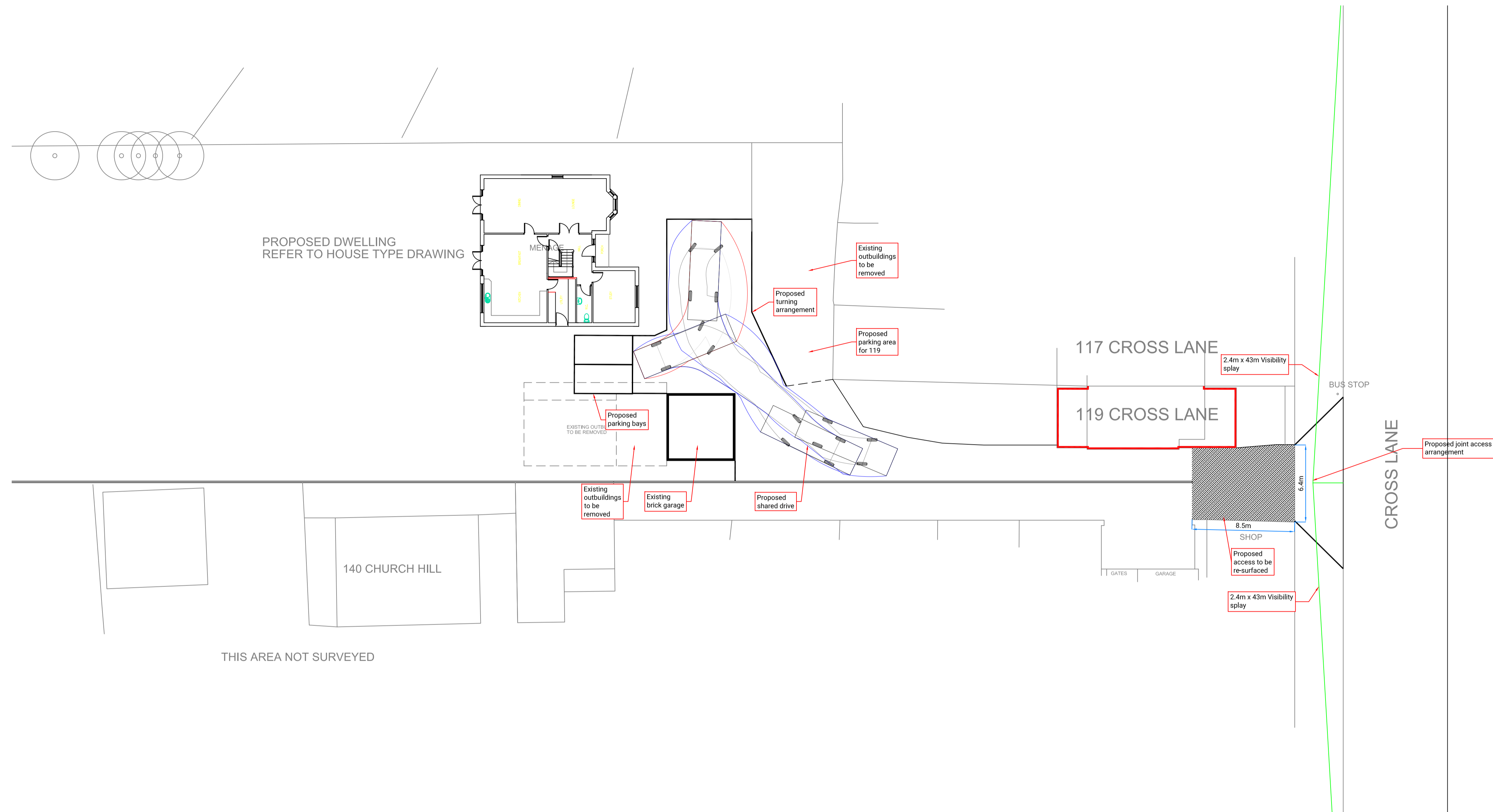
UNIT 2, THE OFFICE CAMPUS,
 PARAGON BUSINESS PARK, RED HALL COURT,
 WAKEFIELD WF1 2UY

Appendix B

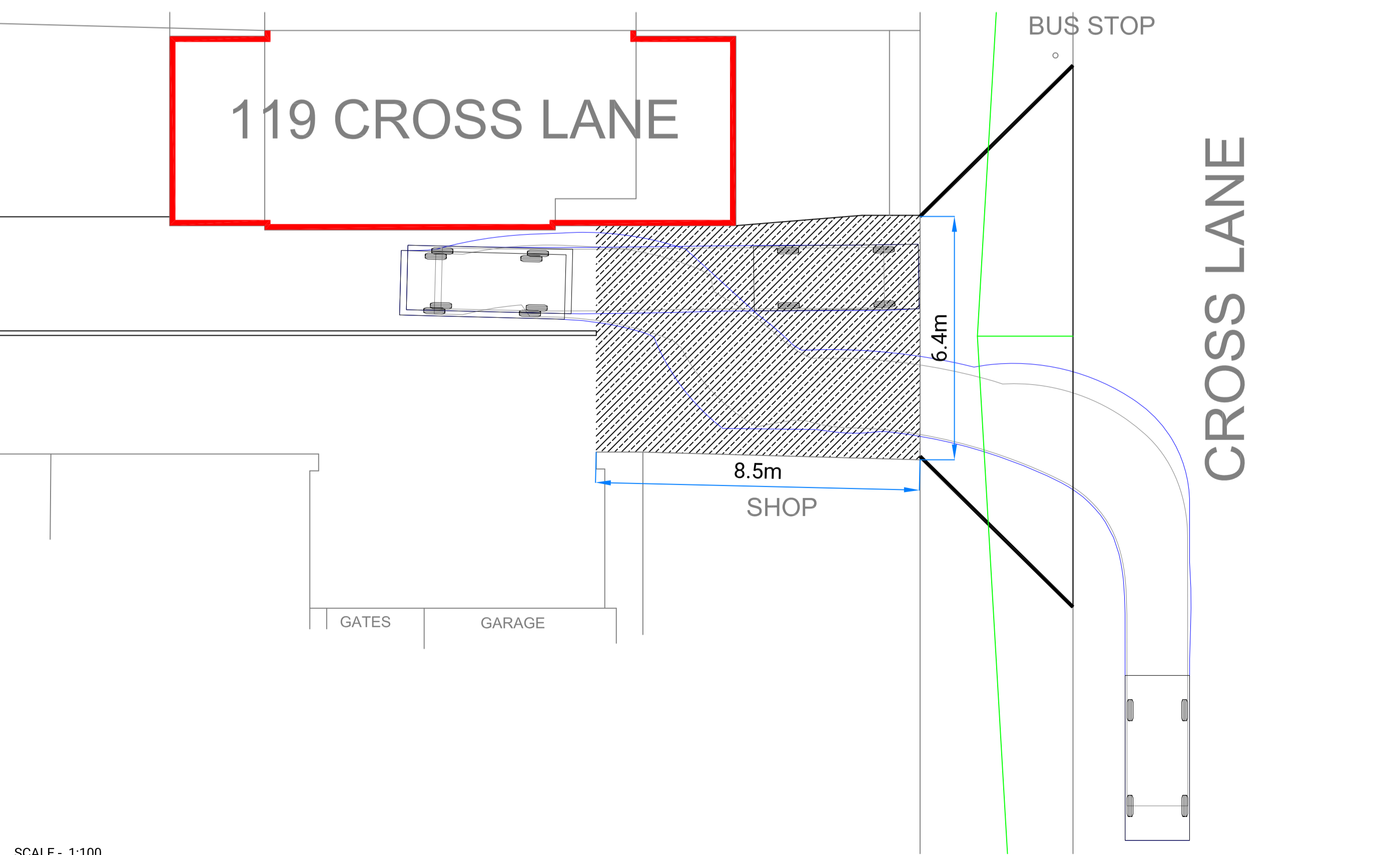
Proposed Access Arrangement



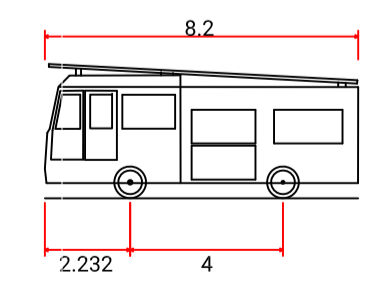
GENERAL NOTES
 This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.
 This drawing is based on a topographical/ordnance survey provided by others.



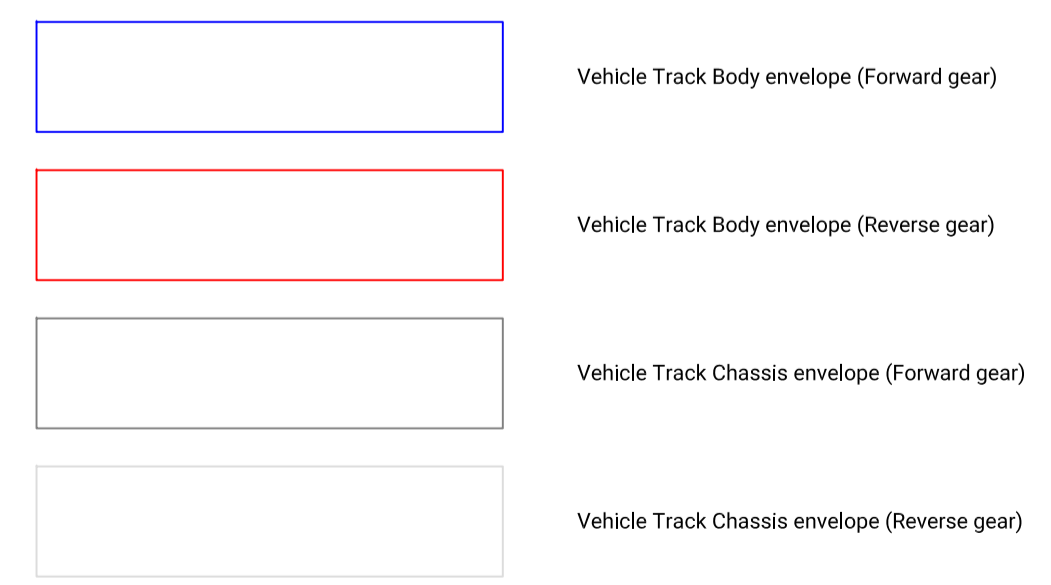
SCALE - 1:200



SCALE - 1:100



8.2m Fire Tender
 Overall Length 8.200m
 Overall Width 2.430m
 Overall Body Height 3.512m
 Min Body Ground Clearance 0.397m
 Track Width 2.380m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 7.100m



A 01.07.19
 TRACKING AMENDMENTS & DIMENSIONS
 ADDED

REVISIONS

PROJECT
 119 CROSS LANE, ROYSTON

TITLE
 PRELIM ACCESS AND TRACKING

SCALE
 AS SHOWN @ A1

DRAWING
 1633 - 01A

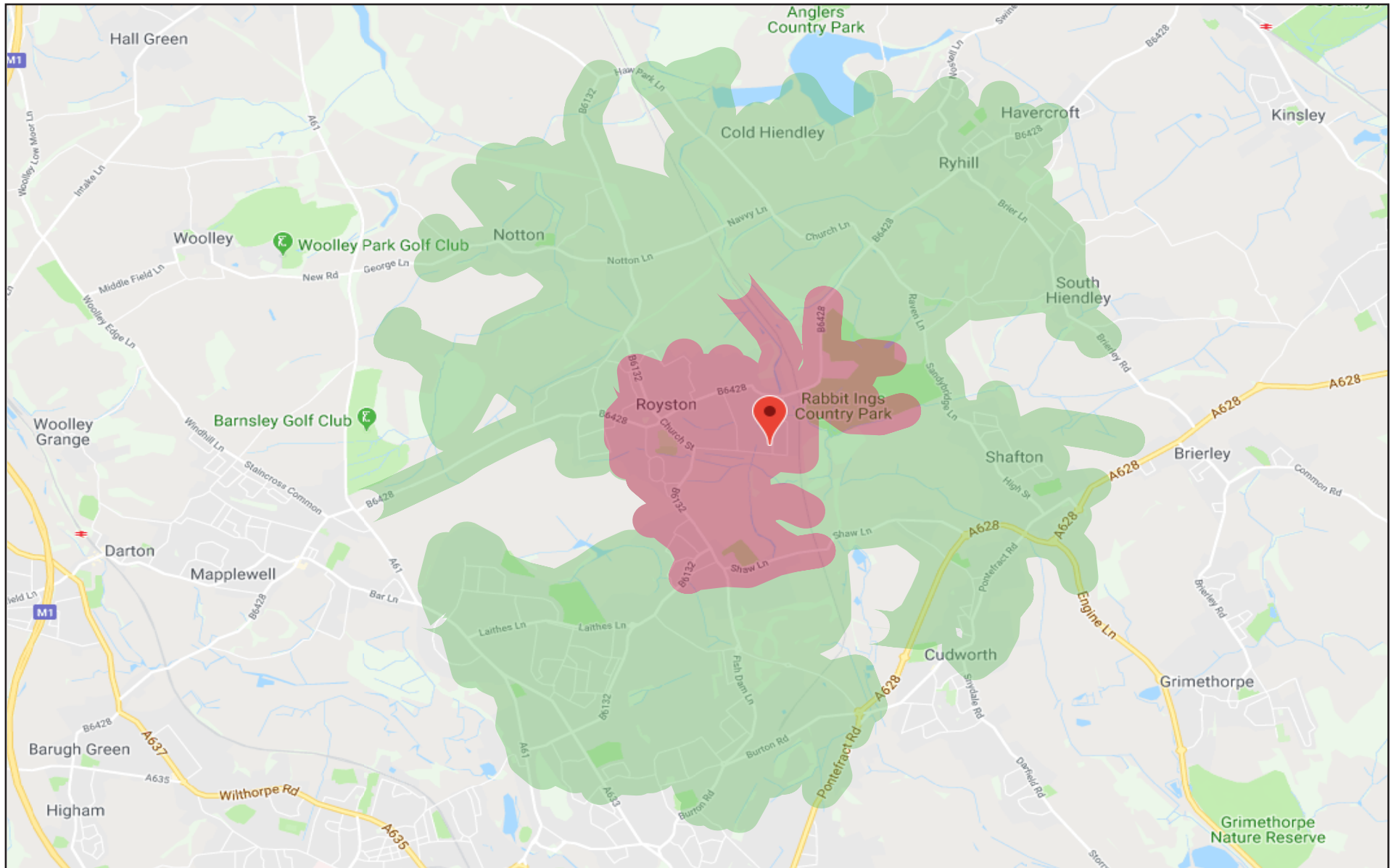
DATE
 01.07.2019






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Appendix C

Pedestrian & Cycle Catchment



-  5km CYCLE CATCHMENT
-  2km WALKING CATCHMENT
-  SITE LOCATION



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