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PROPOSED DEMOLITION OF AGRICULTURAL BUILDINGS AND RESIDENTIAL DEVELOPMENT OF 5 NEW DWELLINGS AT WATER HALL LANE, PENISTONE SITE B SUPPORTING HIGHWAY STATEMENT

1.0 Site Location and Local Highway Network

1.1 The application site is situated within the town of Penistone, some 500m north of the town centre, and approximately 9.5km west of Barnsley Town Centre. The application site is accessed from Water Hall Lane 125m south of its junction with the A628 Barnsley Road. Water Hall Lane is a short access road which is approximately 220m in length serving a small number of residential properties in addition to the application site. It also provides one of the routes leading to Water Hall Park. Subsequently it is subject to low traffic volumes throughout the day. Water Hall Lane also forms part of a public right of way, which provides a pedestrian link from the south end of Water Hall Lane to the B6462 Bridge Street around 300m to the south. Water Hall Lane is accessed from the A628 Barnsley Road via a simple priority junction. The A628 is a primary route linking Greater Manchester with the large towns of Barnsley and Pontefract, and serves a number of individually served residential and commercial properties, and residential access roads together with other local distributor roads including the B6462 Bridge Street which leads to Penistone Town Centre. Barnsley Road also provides access to the motorway network namely the M1 some 8.1km east of its junction with Water Hall Lane. Given the status of Barnsley Road it is subject to heavy traffic volumes throughout the day.

1.2 Water Hall Lane is a two way single carriageway road which has the benefit of a footway on its west side for the first 100m. The carriageway width where a footway is provided is around 4.2m wide, allowing for two cars to safely pass simultaneously. However, there is a narrow section across the bridge over the river which is 3.5m wide. From the bridge to the south the remaining section of Water Hall Lane has a shared surface which is 4.8m wide at the site access. Where a footway is provided on Water Hall Lane it is generally around 1.2m wide.

Water Hall Lane contains street lighting to residential road standards, and is subject to a 30mph speed limit (by the presence of a system of street lighting). The carriageway surface is in relatively good condition, and where a footway is provided these are in reasonable condition given there day to day use. As a result of the narrow width, road layout, and volumes of traffic using this road, traffic speeds are reduced to an appropriate level typical of a shared surface street.

1.3 There is a public right of way from the south end of Water Hall Lane which connects with both Wentworth Road and the B6462 Bridge Street to the south. This footpath contains street lighting and is of a suitable width and construction for its day to day use, providing a good quality pedestrian link to Penistone Town Centre.

1.4 Water Hall Lane joins with the A628 Barnsley Road via a simple priority junction, although visibility at this junction is somewhat restricted to the east due to overgrown vegetation along the boundary of the adjacent property. This section of Barnsley Road is a two way single carriageway road with footways provided on both sides. The carriageway contains a series of pedestrian refuge islands and central hatching with right turn lanes for various local access roads including Wellhouse Lane opposite the Water Hall Lane junction, and Windermere Road. The carriageway width is approximately 10m wide and is in good condition. The footway widths range between 1.5m and 2m within the vicinity of the Water Hall Lane junction, and are in reasonable condition given there day to day use. Barnsley Road contains street lighting to main road standards, and is subject to a 40mph speed limit, which is generally complied with as there are speed camera enforcement signs on the approach to this section of Barnsley Road.

1.5 Penistone Town Centre can be accessed from the B6462 Bridge Street which joins with the A628 Barnsley Road some 450m southwest of the Water Hall Lane junction via a signalised junction, which have the benefit of push button crossing facilities. The section of B6462 that leads to Penistone Town Centre is a two way single carriageway road which generally contains footways on both sides, although there are some sections where a footway is provided on one side only. The B6462 contains street lighting to a suitable standard and is subject to a 30mph speed limit. Both the condition of the carriageway and footways are considered to be in reasonable condition, and are of a suitable width. There is a low bridge on this section of B6462 south of the Talbot Street junction, and traffic regulation orders that restrict waiting as the road meets Penistone Town Centre.

1.6 The site is located within easy reach of the bus services available on Barnsley Road. Further details of the bus services available from the local fare stages are shown in paragraph 2.0.

2.0 Sites Accessibility by other Modes of Transport

2.1 Bus Travel

Opportunities to access bus services exist on Barnsley Road within 170m of the site, which have the benefit of a shelter, and timetable information. Bus services available from these fare stages are shown in Fig 2.1A below:

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
20	Holmfirth – Penistone – Silkstone – Dodworth – Barnsley Interchange	Every 2 hours	Every 2 hours
92/92A	Barnsley – Gawber – Barugh Green – Cawthorne – Silkstone - Penistone	60mins	Every 2 hours

Fig 2.1A

2.1.1 As can be identified from Fig 2.1A, bus services from the nearest stop on Barnsley Road to the commercial and retail areas of Barnsley Town Centre are every 60 minutes, with hourly services to the local villages of Silkstone and Barugh Green with its industrial and commercial areas. In addition there are also services every 2 hours to the town of Holmfirth. The bus services are therefore considered to be of a reasonable standard and will provide a suitable alternative to the private car in line with current Government guidelines.

2.2 Train Travel

The nearest railway station from the application site is Penistone Railway Station, which is located approximately 880m southeast of the application site when using the public right of way along Water Hall Lane. This railway station benefits from having secure cycle parking facilities. The local and national rail services available from this station are as shown below:

Train route

Sheffield – Meadowhall – Chapeltown – Elsecar – Wombwell – Barnsley – Dodworth – Silkstone Common – Penistone – Denby Dale – Shepley – Stocksmoor – Brockholes – Honley – Berry Brow – Lockwood - Huddersfield

Service summary

Route	Monday to Saturday frequency		Sunday frequency
	Daytime	Late evening	
Sheffield – Barnsley - Huddersfield	60 mins	60 mins	120 mins (daytime only)

2.2.1 As can be identified from the train routes and services summarised above there are good train links with hourly services to the local city of Sheffield, and the large towns of Barnsley and Huddersfield.

2.3 Access for pedestrians and cyclists

Pedestrian and cycling accessibility are to a good standard given the sites location close to Penistone Town Centre.

2.3.1 **Walking** – Pedestrian accessibility within the site will be via a new shared private driveway leading from the existing access from Water Hall Lane, to each of the proposed dwellings. This will be at a suitable level for all pedestrians including the ambulant disabled.

2.3.2 Once onto the local network, Barnsley Road provides a good quality link to the nearest bus stops and to the B6462 in to Penistone Town Centre, as the footways are considered suitable in terms of lighting, width, and construction. Barnsley Road also has the benefit of pedestrian refuge islands assisting pedestrians in accessing the nearest bus stops on the opposite side of the road, and at its junction with the B6462 has the benefit of push button crossing facilities at the signalised junction. The public right of way along Water Hall Lane also provides a convenient link to Penistone Town Centre and to the railway station. The pedestrian catchment as demonstrated on Figure 2 at Appendix B includes the whole of Penistone Town Centre, with local services and amenities typical of a town of this size. These include the railway station, a large supermarket, convenience stores, a post office, a pharmacy, hairdressers, food outlets, and other local shops, services, and businesses. In addition to Penistone the village of Thurlston with its residential and commercial properties is also within the catchment area for walking. There are also four schools available within this catchment including an Infant, a junior, a primary and a grammar school.

2.3.3 **Cycling** – In addition to Penistone Town Centre and the neighbouring village of Thurlstone, within the accepted cycling distance for commuting (5km) there are also the villages of Millhouse Green, Oxspring, Upper Denby, and Hoylandswaine. These villages can offer some amenities, services, and employment potential to the residents of the proposed residential development, in addition to the excellent employment opportunities within Penistone Town Centre. The nearest railway station is Penistone railway station, which has the benefit of cycle storage facilities allowing for multi modal journeys.

2.3.4 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed by the LPA.

2.4 Accessibility Conclusion

The site is in a sustainable location being within acceptable walking distance of the many local services and amenities within Penistone Town Centre, and the nearest bus stops on Barnsley Road and Penistone railway station together with the neighbouring village of Thurlston. Within cycling distance of the site there are the local villages of Millhouse Green, Upper Denby, Hoylandswaine and Oxspring, which all have employment potential. Therefore the site generally conforms to current Government directives for ensuring developments are located in sustainable location.

3.0 Current use of the site

3.1 The site is utilised for agricultural/ farming purposes. It consists of a three large buildings located on the east, west and southwest sides of the site. The north side of the site contains the vehicle access leading from Water Hall Lane, and rough grass which is bounded by the river to the north. The site is bounded by greenfield land to the west, residential properties to the south, and Water Hall Lane to the east. The site forms part of the agricultural operations associated with Nether Mill Farm and its large agricultural buildings, which are located on the north side of Barnsley Road some 300m to 400m west of the application site. The site has an existing gated access off Water Hall Lane, which is used by both pedestrians and vehicles, and is constructed of loose stone ranging in width between 4.5m at the access point narrowing to 2.5m in places within the site. Sightlines from the existing access are somewhat restricted to the south due to overgrown vegetation, and despite the low traffic speeds along Water Hall Lane, they fall short of the recommendations given within Manual for Streets (MfS).

3.2 Two of the large agricultural buildings are used for the storage of small farming machinery and equipment including various attachments for the large farming vehicles operating out of Nether Mill Farm. These buildings house approximately 50 separate items of agricultural equipment. The third large building located at the far southwest side of the site is used for straw bale storage. The site does contain large areas of rough grass to allow for internal vehicle turning, and possible expansion of agricultural operations including additional storage buildings.

4.0 Proposed development

4.1 The applicants propose to demolish the three existing agricultural buildings and the removal of associated agricultural operations, to make way for the construction of five new dwellings, each with car parking provision in accordance with the requirements given within Barnsley Metropolitan Borough Council's Unitary Development Plan. The proposed dwellings will be served via a shared private drive, from the improved access from Water Hall Lane. The access will be 4.8m wide allowing for two vehicles to pass simultaneously and to allow vehicles to completely manoeuvre off Water Hall Lane should another vehicle be waiting within the access. The access will be of suitable construction to provide a good quality and even surface especially for pedestrians and cyclists. Internal turning facilities will be provided to accommodate both private vehicles and a fire appliance, so that they can enter and exit the site in a forward gear.

4.2 As part of the development it is proposed to improve visibility at the access by cutting back/ removing overgrown vegetation on both sides of the access, so that visibility splays commensurate with the general traffic speeds on Water Hall Lane and recommendations given within MfS are provided. Visibility can also be improved at the Water Hall Lane/ Barnsley Road junction as the existing overgrown vegetation to the east of the junction can be cut back, maximising available visibility.

4.3 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed by the LPA

5.0 Traffic Impact

Existing Traffic Generation

5.1.1 As the site forms part of the agricultural operations associated with Nether Mill Farm, the existing traffic generation of the site consists of large farming vehicles travelling to and from Nether Mill Farm. These large vehicles consist of 5 tractors, 4 trailers, and 3 large articulated trailers, which would either delivery straw bales to the site, or pick up and drop off farming equipment to be used on the tractors, or to be transported to Nether Mill Farm to be used on other large farming machinery.

5.1.2 During the peak periods for farming (April to October), the site generates between 25 to 30 movements per day which exclusively consist of the large vehicles mentioned in paragraph 5.1.1. The frequency and size of these vehicles is considered to be inappropriate for the status of Water Hall Lane, as it has a narrow width and is a shared surface, and the use of these wide vehicles would present a road safety hazard to pedestrians and cyclists using Water Hall Lane.

5.1.3 Furthermore, as these large farming vehicles and machinery are slow moving when compared to the majority of other vehicles using the road, when these vehicles emerge from Water Hall Lane on to the A628 Barnsley Road, it is inevitable that they would disrupt the safe and free flow of traffic on the main road, potentially increasing the likelihood of accidents due to sudden stopping/ braking manoeuvres. This problem is exacerbated by the use of the large articulated trailers that travel to and from the application site due to the geometry of the Water Hall Lane junction, and the location of the pedestrian refuge island on Barnsley Road some 13m southwest of the junction.

5.1.4 The site does not contain any properly laid out internal turning arrangements to accommodate the large farm vehicles that currently visit the site. Therefore, these vehicles have to travel over rough grass to turn, which inevitably leads to mud on the carriageway of Water Hall Lane, presenting a hazard to pedestrians, and increasing the potential for loss of control type accidents for cyclists and motorised traffic.

Anticipated Traffic Generation

5.2.1 The anticipated traffic generation from the new development of 5 dwellings has been assessed using data from the national TRICS 2010(b) database.

5.2.2 Table 5.1A 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 dwellings.

	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	1	3	4	3	1	4

Table 5.1A Predicted development trip Rates & Generation

5.2.2 As can be seen from the above table, the proposed development is anticipated to generate approximately 4 trips during the morning and evening peak hours. It is estimated that the development would generate a daily trip rate of around 30 to 40 vehicle movements.

5.2.3 The existing use of the site generates between 25 and 30 trips per day, and therefore the proposals amount to a net increase of approximately 5 to 10 vehicle movements per day.

5.2.4 However, the proposals present a significant road safety benefit when compared to the existing use of the site, as the existing high number of large farm machinery and articulated trailers will be removed from the site access, Water Hall Lane, and the A628 Barnsley Road. This will not only will have a positive impact on road safety along Barnsley Road, but more significantly pedestrians and cyclists using the narrow shared carriageway of Water Hall Lane. The proposals also include an improvement to visibility at the existing access in accordance with the recommendations given in MfS improving safety on Water Hall Lane.

5.2.6 The site can be adequately serviced, and it is proposed to provide internal turning facilities to accommodate a fire appliance, so that these vehicles can enter and exit the site in a forward gear.

5.2.7 It is considered that the level of traffic generated by the proposed development would be negligible and can easily be accommodated on Water Hall Lane and the surrounding highway network. Given that this small increase can easily be offset by the removal of agricultural operations, associated HGV traffic, and subsequent benefits to road safety, that visibility is to be improved at the existing access and at the Water Hall Lane/ Barnsley Road junction, the proposals can only have a positive impact on the safe operation of Water Hall Lane and the A628 Barnsley Road. Therefore the development will not add to any congestion during the peak times on the local network.

6.0 Conclusion

6.1 The applicants propose to demolish the three existing agricultural buildings and the removal of the associated agricultural operations, to make way for the construction of five new dwellings. The proposed dwellings will be served via a shard private drive, from the improved access from Water Hall Lane.

6.2 The site is in a sustainable location being within acceptable walking distance of the many local services and amenities within Penistone Town Centre, and the nearest bus stops on Barnsley Road and Penistone railway station together with the neighbouring village of Thurlston. Within cycling distance of the site there are the local villages of Millhouse Green, Upper Denby, Hoylandswaine and Oxspring, which all have employment potential. Therefore the site generally conforms to current Government directives for ensuring developments are located in sustainable location.

6.3 It is considered that the level of traffic generated by the proposed development would be negligible and can easily be accommodated on Water Hall Lane and the surrounding highway network. Given that this small increase can easily be offset by the removal of agricultural operations, associated HGV traffic, and subsequent benefits to road safety, that visibility is to be improved at the existing access and at the Water Hall Lane/ Barnsley Road junction, the proposals can only have a positive impact on the safe operation of Water Hall Lane and the A628 Barnsley Road. Therefore the development will not add to any congestion during the peak times on the local network. It is therefore concluded that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted and the Local Planning Authority is therefore requested to confirm the findings of this report.

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Appendices:
Appendix A – Location Plan
Appendix B – Pedestrian & Cycle Catchment

Appendix A

Location Plan



SITE LOCATION

BUS STOP

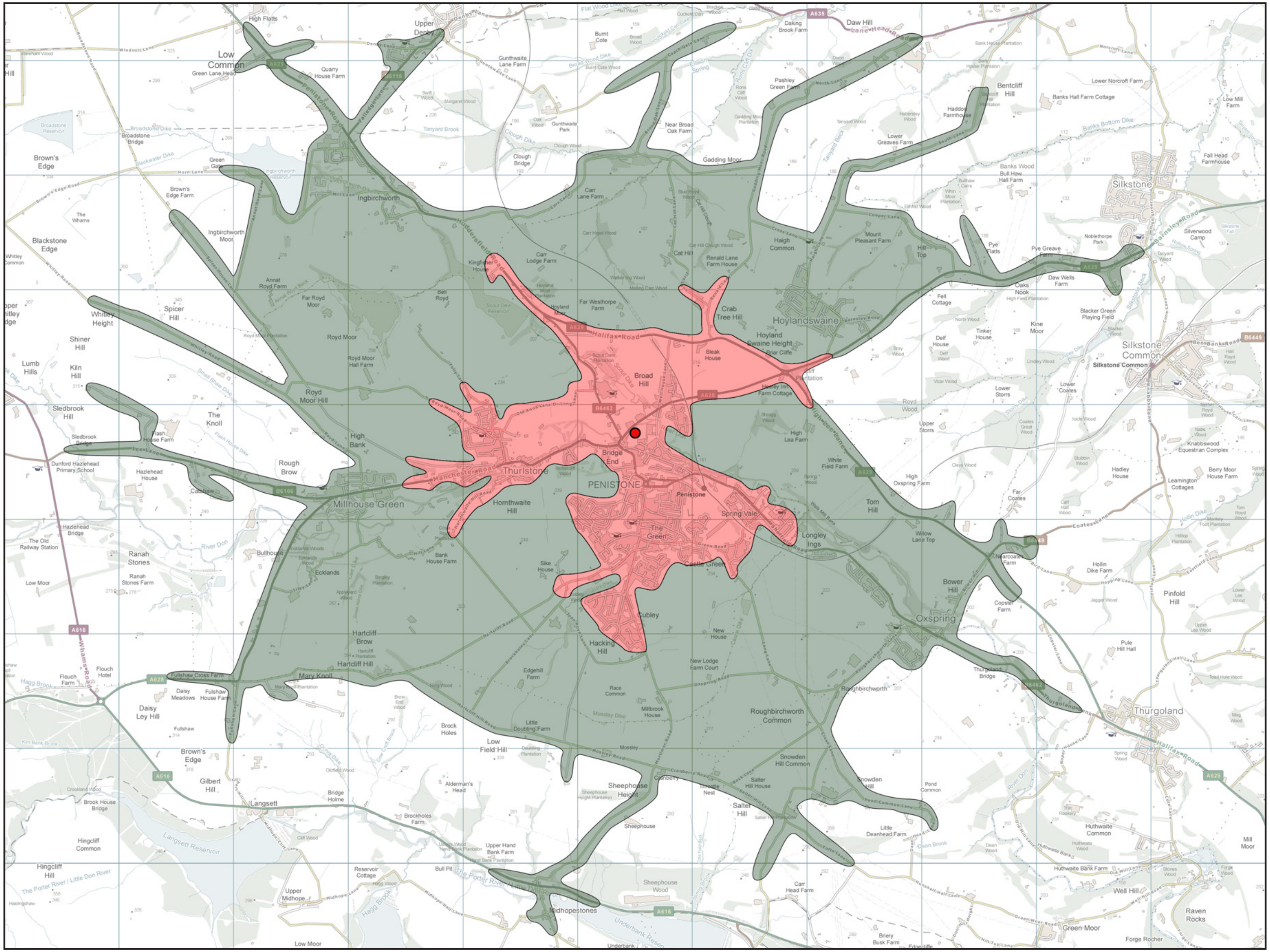
FIGURE 1

SITE LOCATION PLAN

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Appendix B

Pedestrian & Cycle Catchment



SITE LOCATION

2KM WALK CATCHMENT

5KM CYCLE CATCHMENT

FIGURE 2

CYCLE / PEDESTRIAN
CATCHMENT AREA

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