Ferry Lane/ Aberford Road, Stanley

Highway Statement

February 2020

1744

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the proposal to extract minerals and restore the land at Stanley Ferry, Wakefield. Appendix A shows the site location in relation to the local highway network.

1.1.2 The applicants propose to excavate minerals from the site over a period of 10 years over 10 phases. The minerals extracted from the site will be transported by canal transport and involve a new canal wharf and river conveyor connecting the two parcels of land that makes up the site on either side of the River Calder.

1.1.3 This Highway Statement considers the site access, and traffic impact associated with the proposed development and the accident record on the local network. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located in the Stanley area of Wakefield around 3km northeast of Wakefield City Centre. The site is situated to the east of Aberford Road and to the north of Ferry Lane and is split into 2 parcels of land by the River Calder. Both sections of the site are situated to the immediate west of the Aire and Calder Navigation.

2.1.2 The application site is bounded by Water Lane and sewage works to the north, Smalley Bight Farm to the west, green field and playing fields (including Ferry Lane) to the south, and the Aire and Calder Navigation to the east.

2.1.3 As the site is split into two sections by the River Calder, it is necessary for two points of access to be provided to serve the development. For the west side segment of the site it is proposed to utilise the existing vehicular access for Smalley Bight Farm, situated off Aberford Road A642 to the immediate north of Lime Pit Lane junction.

2.1.4 The Aberford Road access serves Smalley Bight Farm and two other residential properties and takes the form of a shared private road. The access takes the form of a simple priority junction with kerbed radii on both sides. The access is generally between 4.5m to 6m in width although it widens out to around 15m at the junction bellmouth. The access contains a culvert over a ditch initially and contains a wide gated entrance point allowing for simultaneous two way vehicle travel. From the gate the access changes a single width access road with a wide area around a sharp 90 degree bend forming an informal passing place. The access is in good condition within the site containing a bituminous macadam surface. Visibility from the existing access appears to be suitable having regard to the speed limit on the main road and the visibility standards provided in current Government guidance in Manual for Streets with visibility splays of 2.4m x 43m in both directions, which is appropriate for 30mph speed limit roads.

Photograph 1 – Smalley Bight Farm Access off Aberford Road

2.1.5 The footway network terminates to the south of this access on the east side of the road. From this point pedestrian access is provided to the footpath to the south of the site, linking Aberford Road with Ferry Lane. Despite no footway provision beyond the site access to the north along Aberford Road on its east side, there is a gap in the fencing allowing for pedestrian access into the junction area.

Photograph 2 – Site Access Aberford Road (south side)

2.1.6 The east side segment of the site will be served via the existing access off Ferry Lane, which is situated around 90m to the northeast of Stanley Ferry Marina. This existing access consists of an unmade stone surface and dropped kerbs as the access meets Ferry Lane. Gates are set back from Ferry Lane by around 16m. The access widths to the front of the gates is around 4.1m widening to 8m as it meets Ferry Lane. Beyond the gates the track is of single width and contains a stone surface. Visibility from the access is obstructed to the north due to overgrown vegetation adjacent to the highway. Visibility to the south is around 2.4m x 32m (to wheel track 500mm into carriageway), which appears to be in accordance with the low traffic speeds experienced along Ferry Lane at this point.

Photograph 3 – Site Access at Ferry Lane

2.2 Local Highway Network

2.2.1 The site is split into 2 sections by the River Calder. The northwest section will be accessed from Aberford Road, and the southeast section accessed from Ferry Lane.

2.2.2 The A642 Aberford Road is a principle route that connects Wakefield City Centre to the south with the M62 Junction 30 and Oulton to the north. It is fronted by residential properties providing one of the main arterial routes into Wakefield City Centre from the north. Subsequently, the A642 is subject to heavy traffic volumes throughout the day. In the vicinity of the site access the A642 is a two way single carriageway road between 6.8m and 7m in width, with a footway provided opposite the site access along the west side of the road with a width between 1.6m and 2.1m. A footway is also provided along the east side of Aberford Road to the south of the site access which is between 1.8m and 2.5m in width and contains pedestrian guardrail to channel pedestrians to the PROW network or opening into the access junction bellmouth. Both the footways and carriageway appear to be in suitable condition and layout for their day to day use. The A642 contains street lighting to suitable standards and is subject to a 30mph speed limit. There is vehicle activated sign located to the south of the site access, which has a positive impact in reducing traffic speeds for southbound vehicles. Traffic Regulation Orders are in place along the A642 Aberford Road in the vicinity of the site access, with 'no waiting at any time' restrictions in place on both sides of the carriageway, preventing vehicles from parking adjacent to the access allowing for suitable visibility.

2.2.3 To the south of the site access there is a path leading to a number of public rights of way along the south and east side of the entire site, this path forms part of the Section 53 Register and National Cycle Route 67 that runs along the south side of the site.

2.2.4 Located to the immediate south of the access on the opposite side is the Lime Pit Lane junction. This junction contains a giveway arrangement with upright signing and giveway markings. Lime Pit Lane is a local access road that provides access into the centre of Stanley providing access to other routes leading to surrounding settlements. Lime Pit Lane is predominantly residential in nature, although initially it contains green areas along both sides prior to reaching the main residential element of the road and is subject to moderate traffic volumes with a noticeably increase during the network peak hours and school opening and closing times. The junction with Aberford Road contains Traffic Regulation Orders restriction waiting at all times on both sides of the road. Lime Pit Lane is a two way single carriageway road with footways providing on both sides that are separated from the carriageway by grass verges. Along the southwest side of the road the footway forms a shared cycle route as part of the National Cycle Route 67. Lime Pit Lane contains street lighting to a suitable standard and is subject to a 30mph speed limit with traffic calming measures also provided in the form of speed cushions.

2.2.5 The southeast section of the site will be accessed from Ferry Lane. Ferry Lane forms part of a local distributor road that connects Stanley with the settlement of Altofts, providing further connections to the town of Normanton and Castleford. Ferry Lane connects with the A642 to the west and Birkwood Road to the east and is fronted by residential properties for the majority of its length, although adjacent to the site access there is a commercial/ industrial building and Stanley Ferry Marina opposite. Given the status of the road it is subject to moderate traffic volumes during the network peak periods.

2.2.6 In the vicinity of the site access Ferry Lane is a two-way single carriageway road with a footway along the east side of the road and grass verge along the west side. To the north of the site access the road narrows to a single lane over the canal bridge, which is controlled via traffic signals. To the immediate south there is a bridge over the River Calder and a sharp bend prior to the bridge, which help keep traffic speeds to an appropriate level. The carriageway in the vicinity of the access is around 5.6m and appears to be in fair condition for its day to day use. The road contains street lighting to a suitable standard and is subject to a 30mph speed limit.

2.3 Road Traffic Accidents

2.3.1 The personal injury accident records for the 5 year period between 2014 and 2018 have been obtained from the Crashmap website (crashmap.co.uk). The study area includes the lengths of highway within the vicinity of the proposed site access points. The search area is considered to be appropriate and allows a suitable appraisal of the road safety impact at the site access points and on the adjacent highway network. The injury accident record is included at Appendix B.

2.3.2 During the study period there has been one collision adjacent to the proposed access off Aberford Road, and one collision adjacent to the access off Ferry Lane. Both collisions were classified as slight.

2.3.3 The first collision occurred in April 2015 at the Lime Pit Lane junction near opposite the proposed site access off Aberford Road. This collision occurred during daylight hours with dry road surface conditions and fine weather. The collision involved 3 vehicles, with a vehicle moving off at the junction and colliding with a vehicle, subsequently a third vehicle was involved in the collision.

2.3.4 The second collision occurred in September 2018 to the south of the site access off Ferry Lane prior to the bridge over the River Calder. The collision occurred during the hours of darkness and during wet road surface conditions and a period of rainfall and high winds. This collision involved one vehicle only, travelling in a north direction along Ferry Lane and losing control on the left hand bend at the bridge.

2.3.5 It should be noted that during the study period there have been no collisions involving turning movements to and from the existing access point off Aberford Road or Ferry Lane. Therefore, the site access arrangement and adjacent local highway network appears to operate safely.

2.3.6 Given the above, there are no significant clusters of accidents and it would appear that these accidents are disparate events with on common trends occurring at varying times of the day, lighting conditions and locations.

2.3.7 The reported injury accident record along Aberford Road and Ferry Lane in the vicinity of the site access points does not indicate a road safety problem that would warrant treatment of be a cause for concern as a result of the slight change in traffic volumes using the access points.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The applicants propose to extract minerals from the site over the next 10 years. The land will be worked in 10 phases, with phase 1 to 5 being worked for the first 5 years, which is located between the River Calder and the Aire and Calder Navigation. Extraction will begin in year 6 for phases 6 to 10, with land then restored.

3.1.2 The extracted material will be transported by canal to the applicant's other quarry site at Dewsbury or to another site a Leeds. Therefore, as part of the proposals a new canal wharf will be constructed on the far northeast corner of the site in addition to a new wharf at Leeds.

3.1.3 Phases 1 to 5 will contain a stockpile area, plant compound and will also include a river conveyor linking the two parts of the site that are separated by the River Calder. The works include for the set up of the plant compound, construction of the canal wharf and conveyor to wharf, strip soils and creat soil mounds and bund, construction of internal access roads, excavation of lagoons, installation of river conveyor, and the continuation of excavation of minerals for the extraction period.

3.1.4 In terms of timescales, the plant set up and lagoons should take 3 months with phases 1 to 5 being worked for the first 5 years and phases 6 to 10 being works for years 6 to 10 before a 9 month restoration of all excavation and plant areas.

3.1.5 The operational hours of the works are envisaged to be 07:30hrs to 18:00hrs weekdays and 07:30hrs to 13:00hrs on Saturdays. It is envisaged that 4 employees would be based at the site.

3.1.6 In respect to traffic, large plant would be delivered to the site initially on low loaders, however for the majority of operations only cars associated with employees and visitors and maintenance vehicles/ fuel bowser would access the site. Further details are provided in the Traffic Impact section below.

3.2 Vehicular Access

3.2.1 It is proposed to utilise two existing access points for the site. Phases 1 to 5 will be accessed via Ferry Lane, and phases 6 to 10 will be accessed via Aberford Road. It should be noted that the access off Ferry Lane serving phases 1 to 5 will remain in operation for the full 10 years of the workings.

3.2.2 The Ferry Lane access will be improved to allow for safe access with localised widening of the access to allow for the largest vehicles anticipated to access the site to do so safely (articulated low loader). The access will be regraded as necessary to provide a suitable gradient between the site and Ferry Lane. It is also proposed to improve visibility for vehicles emerging from the site access, as the existing vegetation will be trimmed back to maximise visibility. Visibility splays of 2.4m x 32m and 2.4m x 33.5m can be provided to the south and north respectively at the access, and are considered to be proportionate to the general traffic speeds along this section of Ferry Lane that are estimated to be around 25mph in accordance with the SSD requirements within Manual for Streets. For the initial set up and delivery of largest plant it is proposed to provide a banksman at the site access to allow for easy and safe manoeuvrability for the low loader type vehicles. Once the initial set up is complete the access will then be used by employees only. The site access details at Ferry Lane are shown on the plan at Appendix C.

3.2.3 Once into the site it is proposed to provide an internal haul road leading to the plant compound running along the Aire and Calder Navigation to the canal wharf and along the north side of this section of the site to the immediate south of the River Calder to the lagoon areas.

3.2.4 Phases 6 to 10 will be accessed via the Aberford access at Smalley Bight Farm (year 6 onwards). This access contains suitable geometry allowing for the largest vehicles anticipated to access the site. Suitable visibility is also provided at the access with splays of at least 2.4m x 43m provided in both directions in accordance with the SSD requirements contained within Manual for Streets for 30mph speed limit roads. Details of the access arrangements at Aberford Road are also shown on the plan at Appendix C.

3.2.5 Once into the site traffic will utilise the existing access road for Smalley Bight Farm before linking to a new haul road along the south side of the section of the site running along the immediate north of the River Calder.

3.2.6 The reported injury accident record confirmed that during the study period there have been no collisions involving turning movements to and from the existing access points. Therefore, the site access arrangement and adjacent local highway network appears to operate safely.

3.2.7 Suitable areas for car parking and site accommodation for employees will be provided accommodating at least 5 vehicles allowing for the maximum of 4 employee vehicles and 1 visitor.

3.2.8 Following the initial set up there is no need to provide HGV parking or unloading areas as transportation of minerals would be carried out by barges utilising the canal system.

3.2.9 There is space available within the site to provide cycle parking facilities should there be a demand for it.

3.3 Traffic Impact

HGV Traffic

3.3.1 Ferry Lane access will be used for the first 5 years. For the initial setup of this section of the site there will be an excavator, 2x dump trucks and two wheeled loaders equating to 5 low loader articulated HGVs accessing the site. A crusher, 2x screens, a wash plant, and a number of conveyors will also be required at this section of the site along with half of the river conveyor. The total low loader vehicle accessing this section of the site would be up to 12 under the supervision of a banksman. After the initial 5 year period the excavator and dump trucks would be moved off site, equating to 3 low loaders leaving the site with heavy plant. Eventually, after the end of the workings the two loaders will be moved off site equating to a further 2 low loaders leaving the site with heavy plant.

3.3.2 With regard to the Aberford Road access via Smalley Bight Farm, this will also consist of an excavator, 2 dump trucks and 2 wheeled loaders equating to 5 low loaders accessing the site. The other half of the conveyor will need be brought into the site from this access providing a total of 6 low loaders. These movements would be part of the initial setup at year 6. With the same number of low loaders (6no) leaving the site when removing plant from this section at the end of the workings.

3.3.3 It should be noted that low loader deliveries would be carried out at pre arranged times with the site operators, so that only one low loader is to use the access points at any one time, which will also ensure suitable internal capacity for these delivery vehicles is provided at all times.

Other Traffic

3.3.4 Under normal operations once phases 1 to 5 are setup there will be 4 employee cars accessing the Ferry Lane access per day together with a fuel bowser and a fitters van movement per week. Therefore, should the fitters van and fuel bower enter the site during the same day of the week, then there will be a maximum of 12 vehicle movements during the busiest day of the week. The employee movements will be out of the network peak times given that the operational hours are between 07:30hrs and 18:00hrs.

3.3.5 Once phases 6 to 10 are being worked on (years 6 to 10), 2 of the employees using the Ferry Lane access will then utilise the Aberford access, with a fuel bowser and fitters van visiting this section of the site via Smalley Bight Farm once per week. Therefore, during years 6 to 10 there will be 8 vehicle movements per day using the Aberford Road access. As the workforce would be split into two, the vehicle movements at the Ferry Lane access will also reduce to 8 per day for years 6 to 10.

3.3.6 Based on the findings above the combined traffic generation would not be considered to be material or significant in terms of its impact on Ferry Lane or Aberford Road.

3.3.7 Given the proposed access geometry, road safety record and traffic generation associated with the proposed development the access arrangements are considered to be suitable.

4 CONCLUSIONS

4.1.1 This report presents the proposals to extract minerals and land restoration at the site off Ferry Lane and Aberford Road, Stanley.

4.1.2 The report concludes that both capacity and safety elements of the proposals are acceptable, as minerals would be extracted via the canal system and that the small amount of traffic associated with employees at the site and maintenance of plant would not be discernible from the daily fluctuations in flows that can be expected on the local network, and can be readily accommodated with suitable links with the wider strategic highway network from the site.

4.1.3 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

Legend:

- Site Location
- Access Points

PARAGON HIGHWAYS

Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

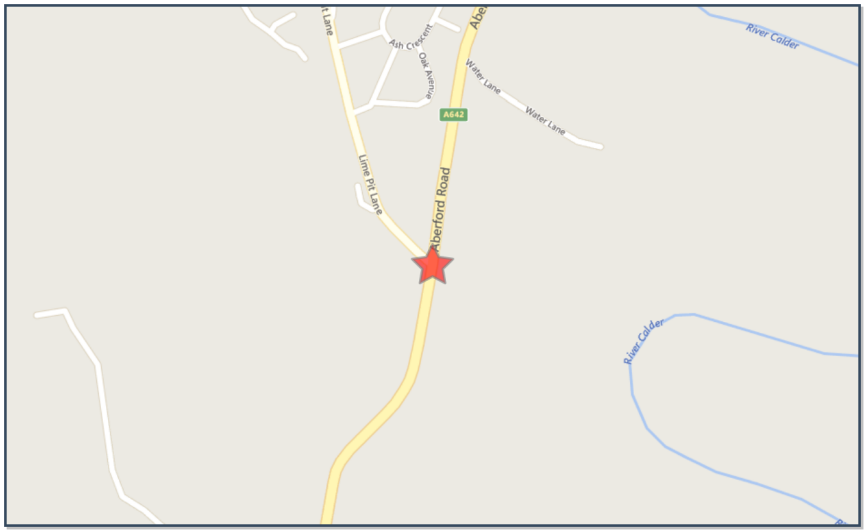
Appendix B

Accident Data

crashmap.co.uk

Crash Date:	Saturday, April 11, 2015	**Time of Crash:**	10:24:00 AM	**Crash Reference:**	**20151324B0450**

Highest Injury Severity:	Slight	**Road Number:**	A61	**Number of Casualties:**	4
Highway Authority:	Wakefield			**Number of Vehicles:**	3
Local Authority:	Wakefield			**OS Grid Reference:**	434720 423572
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	21 - 25	Vehicle is moving off	Front	Other	None	None
2	Car (excluding private hire)	5	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
3	Car (excluding private hire)	10	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	4	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
3	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
3	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

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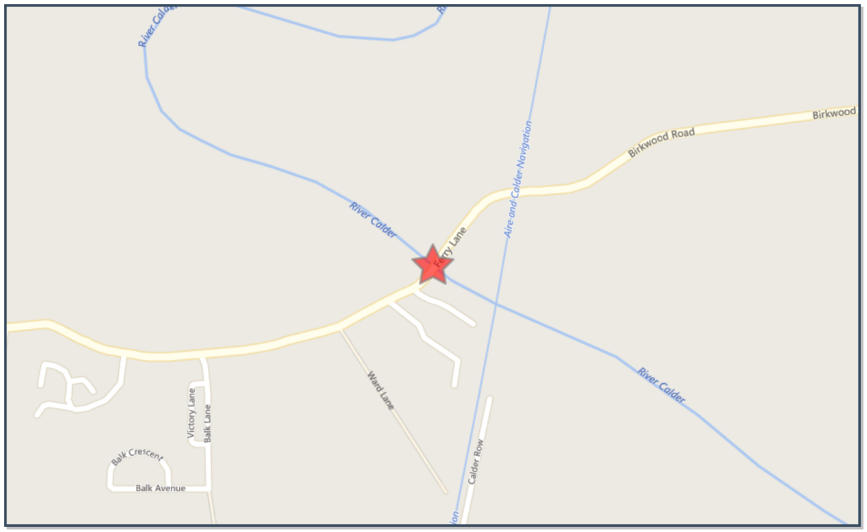
crashmap.co.uk

Crash Date:	Wednesday, September 19, 2018	**Time of Crash:**	12:32:00 AM	**Crash Reference:**	**2018135 9J0037**
Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wakefield			**Number of Vehicles:**	1
Local Authority:	Wakefield			**OS Grid Reference:**	435480 423081
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
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				



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Vehicles involved

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1	Car (excluding private hire)	8	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Nearside	Other	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

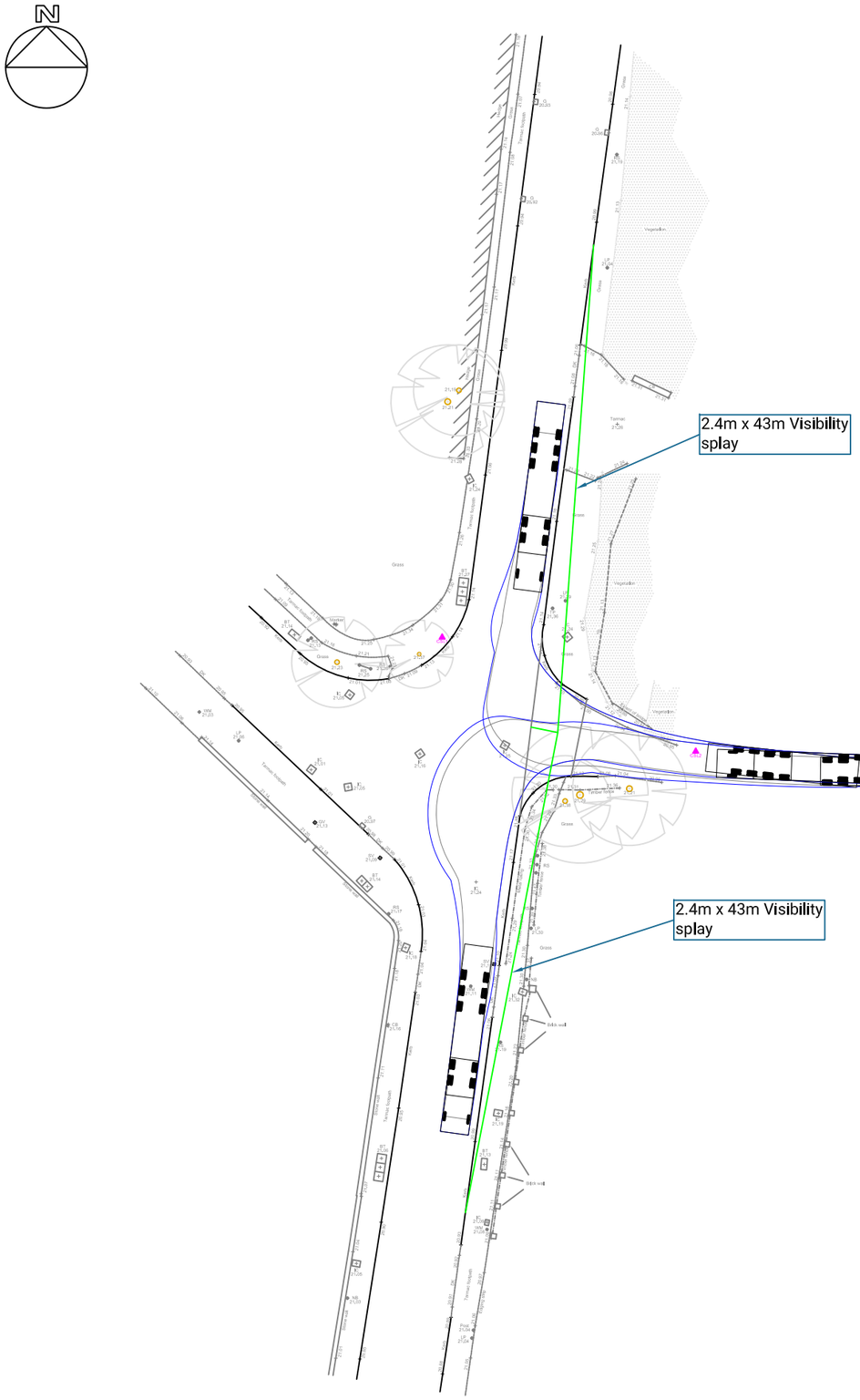
Appendix C

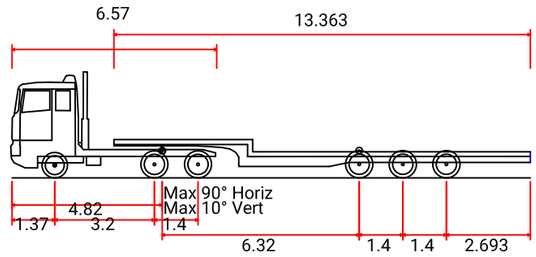
Proposed Access Arrangements

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.





Low Loader
Overall Length 16.633m
Overall Width 2.500m
Overall Body Height 3.396m
Min Body Ground Clearance 0.320m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.790m

Vehicle Track Body envelope (Forward gear)

Vehicle Track Body envelope (Reverse gear)

Vehicle Track Chassis envelope (Forward gear)

Vehicle Track Chassis envelope (Reverse gear)

REVISIONS

PROJECT

FERRY LANE, ABERFORD ROAD, STANLEY FERRY

TITLE

PRELIM ACCESS

SCALE

1:500 @ A3

DRAWING

1744-101

DATE

30.01.2020

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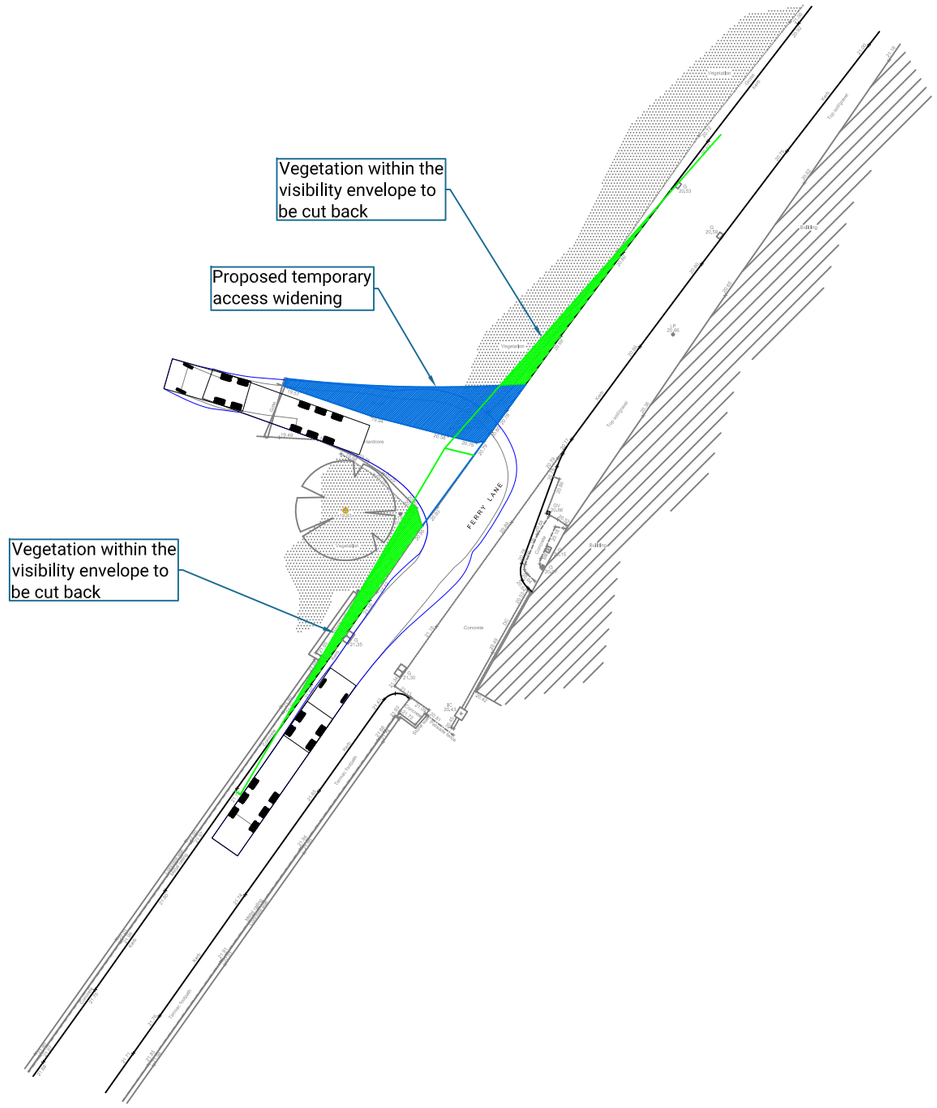

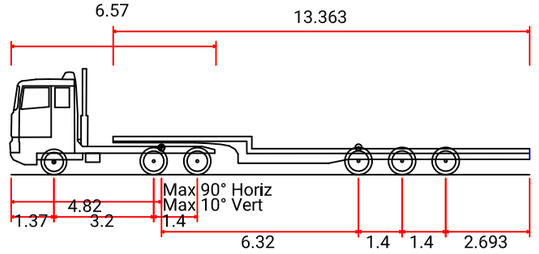

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Vehicle Track Body envelope (Forward gear)

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Vehicle Track Chassis envelope (Forward gear)

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REVISIONS

PROJECT

FERRY LANE, ABERFORD ROAD, STANLEY FERRY

TITLE

PRELIM ACCESS

SCALE

1:500 @ A3

DRAWING

1744-102

DATE

05.02.2020

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