



**APPLICATION FOR THE ERECTION OF A
DETACHED TWO BEDROOM BUNGALOW, ON
LAND ADJ. TO 32 PRIESTLEY AVENUE, KEXBROUGH, BARNSELY.
SUPPORTING HIGHWAY STATEMENT**

1. Site Location and Local Highway Network

1. The application site forms the side garden area to no. 32, Priestley Avenue, a semi-detached bungalow with existing flat roofed extension to the side. The site is located on the inside of the bend in the road (south side). The surrounding area is predominantly residential in nature. A number of the bungalows on Priestley Avenue are managed by Berneslai Homes, an arms length management company, on behalf of Barnsley Council.
2. Priestley Avenue is laid out as a traditional estate road leading into a cul de sac. There are some 49 bungalows served directly off Priestley Avenue. Vehicular access off Priestley Avenue is also available to two small cul de sacs; Highwood Close and Rushworth Close, each serving some 12 dwellings. Priestley Avenue also provides vehicular access to Churchfield Avenue, serving some 24 dwellings.
3. Access to the strategic highway network is taken via either Ballfield Lane, to which Priestley Avenue is connected via a priority junction to the west of the site, or Churchfield Lane via Churchfield Avenue. After a distance of approximately 500m, Ballfield Lane connects to the A637 Huddersfield Road, providing access to the M1 motorway while Churchfield Lane connects to the A637 after a moderate distance giving access to Darton, Barugh Green and Barnsley Town

Centre.

4. The property benefits from a five metre wide access via a simple drop kerb crossing from Priestley Avenue. Within the vicinity of the site access, the carriageway has a width of 5.5m with 2m wide footways either side of the road. The road is a traditional estate road and is therefore lit to side road standards. Priestley Avenue is subject to a 30mph speed limit but in reality traffic speeds are lower at around 15 - 20mph. Traffic levels are light in this area even at the recognised peak times. There are no traffic regulation orders within the vicinity of the application site.

5. Sustainability

6. The site is well located in terms of sustainability. It is within an existing urban area, close to a range of services and facilities. There are a number of local services and facilities within acceptable walking distance from the site. On Ballfield Lane, there is a Post Office, general convenience store, primary school, hot food takeaway and public house. On Churchfield Avenue, there is a local supermarket, pharmacy and social club. There is a park/public open-space immediately opposite the site providing amenity and recreational opportunities.

1.7 Walking / cycling

The local footway network is to a high standard in terms of construction, width, street lighting and the provision of pedestrian crossings at junctions. The routes to local facilities and fare stages are also of a very high standard.

Again all local facilities, schools, and nearby business parks such as Spring Ram business park are all within the accepted cycling distance as is Darton village and railway station.

1.8 Public Transport

There are existing fare stages within acceptable walking distance of the site on both Ballfield Lane (approx 250m from site) and Churchfield Lane (approx 300m) providing access to the following services:

Service No	To	Frequency Mon - Sat (day time)	Frequency Sunday
93	Barnsley Town Centre - Darton	Hourly	N/A
95A	Skelmanthorpe -Denby Dale - Barnsley Town Centre	Hourly	Hourly

95	Skelmanthorpe -Denby Dale - Barnsley Town Centre	Hourly	N/A
444	Leeds-Rothwell -Wakefield - Barnsley	Hourly	Hourly

These fare stages also provide access to school services.

1.9 Darton Railway station is situated to the east of Kexbrough and within walking distance of the fare stages in Darton Village. There is a bus service into Darton from Kexbrough therefore, this could provide the opportunity for multi modal travel from the site. The services available from Darton Railway station are detailed below:

Hallam Line

Leeds - Woodlesford - Castleford - Wakefield Kirkgate - Darton - Barnsley - Meadowhall - Sheffield.

Summary of Services and Frequencies

Operator <u>Northern</u>	Monday to Saturday daytime	Late evening	Sundays
Leeds - Castleford	30 mins	30 mins	60 mins
Leeds - Castleford - Wakefield Kirkgate - Barnsley - Sheffield	60 mins	60 mins	120 mins
Leeds - Wakefield Kirkgate - Barnsley - Sheffield	30 mins	no service	60 mins
Leeds - Wakefield Kirkgate - Barnsley - Sheffield - Chesterfield - Nottingham	60 mins	no service	60

It is considered that the site and local services, facilities and employment opportunities may be accessed via more sustainable means that the private car, consistent with Government Policy.

2. Proposed Development

2.1 The development proposals comprise the erection of a two bedroom bungalow within the side garden of 32 Priestley Avenue.

3.0 Proposed Access / Parking Arrangements

1. Existing access to the existing property is gained via a vehicular crossing point onto Priestley Avenue. The existing access is 5m in width.
2. The scheme provides for the proposed property to utilise this existing access point therefore, there will be no change to the existing highway arrangement. Each property will have its own driveway, albeit side by side which is no different to

many similar access arrangements, with provision for a single parking space, which it is considered to be more than adequate for the size of the properties served. Pedestrian intervisibility splays of 2m x 2m will be maintained at the point of access.

4.0 Traffic Generation and Highway Impact

4.1 Existing

The existing property is likely to generate traffic movements below that of traditional family housing bearing in mind the nature of the property. It is nationally accepted that family housing generates 0.6 to 0.8 trips per household and on average 1 trip per household at the recognised peak times. Therefore, the existing property would likely generate less than these nationally accepted traffic movements standards.

4.2 Proposed

The traffic generated by the proposed two bedroom bungalow, will be minimal with an estimates 4 - 6 vehicle movements per day. As such the additional traffic generated will not be perceivable from these day-to-day fluctuations of traffic through the local area.

1. Traffic Generation Conclusion

The proposal will generate only minimal additional traffic movements onto Priestley Avenue and the wider highway network at peak times. It is extremely unlikely that this very small increase in numbers of trips at the busy peak times will result in a detrimental impact on highway safety or efficiency.

5.0 Conclusion

5.1 The application seeks permission for the erection of a single two bedroom bungalow in the side garden of an existing property. Safe and adequate access arrangements are achieved, with the proposed dwelling making use of an existing access point. Therefore no change to the existing highway arrangement is required. Adequate off-street parking facilities for both the adjacent and proposed dwelling are provided.

5.2 The proposed dwelling will only generate a very small amount of additional traffic at the busiest peak times that would unlikely have a detrimental impact on the usual traffic flows on Priestley Avenue. There are also no recognised capacity issues at the Priestley Avenue/Ballfield Lane or Priestley Avenue / Churchfield Avenue junctions.

5.3 The development proposals would therefore have no discernable highway impact and would not be detrimental to the safety and efficiency of the highway. 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.

<i>Paul A Howarth Highway Consultants Ltd</i>	<i>PAH/355</i>
	<i>Feb/09</i>

Proposed Bungalow

Land adjoining 32 Priestley Avenue Kexbrough, Barnsley

Highway Statement

Proposed Bungalow - Land adjoining 32 Priestley Avenue Kexborough, Barnsley - Highway Statement