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Metropolitan Borough Council

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My ref: General Your Ref.

Date: 5th May 2009 Enquiries to: Mr. Keiron Dunn Dial Direct (01226) 772588

Dear Caroline

RE: THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999 - Screening Opinion

Proposal: Outline for residential development at Stairfoot, Barnsley

I refer to your letter of 20th April 2009 and the enclosed plan showing 272 dwellings on land to the south of B&Q. I can confirm that the information provided has been screened to establish whether this proposal would be development that requires the submission of an Environmental Statement in accordance with the 1999 Environmental Impact Assessment Regulations.

The proposed development falls within the description contained at paragraph 10b of Schedule 2 to the 1999 Regulations and meets the criteria set out in column 2 of the table in that Schedule. However the Local Planning Authority, having taken into account the criteria set out in Schedule 3 to the 1999 Regulations, is of the opinion that the development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

Accordingly the Local Planning Authority has adopted the opinion that on the basis of the submitted information the development referred to above, for which planning permission is to be sought, is not EIA development as defined in the 1999 Regulations.

Yours sincerely

for and on behalf of
Martin Winnard, Development Control Manager

Caroline Keane
Planning
CBRE
Kingsley House
Wimpole Street
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Awarded for excellence

Appendix 3

B R Y A N G H A L L

consulting civil & transportation planning engineers

LAND AT WOMBWELL LANE/BLEACHCROFT WAY STAIRFOOT, BARNSLEY

APPLICATION BY STAINSBY GRANGE LIMITED TO BUILD 272 MIXED RESIDENTIAL DWELLINGS

TRANSPORT ASSESSMENT

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June 2009

Ref: 08-391-001.1

001.1

Transport Assessment prepared by..... N Appleton

Transport Assessment checked by ..... MW Jennings

June 2009

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1.0 INTRODUCTION

1.1 This Transport Assessment considers the highway and transportation issues associated with the proposed residential development of land to the west of, and accessed from, Bleachcroft Way, Stairfoot, Barnsley. This land is currently unused although it was granted outline permission for mixed B1/B2/B8 development as part of an approval at Public Inquiry for a larger site that also included the development of a B&Q retail store (DIY).

1.2 The B&Q retails store was built and became operational in 2003. Highway improvements to the existing access and adjacent traffic signal control gyratory junction were undertaken in accordance with the requirements of this permission and hence the B1/B2/B8 permission remains extant. The current application by Stainsby Grange Ltd seeks the employment land to be developed for a total of some 272 mixed residential units served off Bleachcroft Way replacing the employment permission.

1.3 Access to the application site is proposed by way of an extension of Bleachcroft Way. The purpose built residential priority junctions within the proposed development and onto the extension of Bleachcroft Way will all conform to the recommendations of the DfT publication 'Manual for Streets" (MfS). These junctions will provide minimum egress visibility splays of 2.4 x 40.0/43.0 metres in both directions consistent with the advice given in "Manual for Streets" for the junctions within 30 mph speed limits.

1.4 A loop type arrangement of residential roads with short cul-de-sac will provide access to the residential dwelling plots. The residential roads will incorporate a minimum of 5.5 metre wide carriageways with 2.0 metre wide footways either side of the carriageway. The site layout is shown on the plans submitted as part of the current planning application.

1.5 The development will be designed to maximise permeability for pedestrians and cyclists and proposed footways/cycleways will link to existing

by public transport, walking and cycling, and

- reduce the need to travel, especially by car.

6.5 In order to deliver the objectives of this guidance, when considering planning applications, Authorities should, amongst other things accommodate housing in locations which are highly accessible by public transport, walking and cycling.

6.6 With specific reference to policies on the development of housing, PPG13 makes reference to PPG3 (now replaced by PPS3), which requires Local Planning Authorities to build in ways that exploit and deliver accessibility by public transport to local services. They are also encouraged to place the needs of people before ease of traffic movement in designing the layout of residential developments in order to seek to reduce car dependency and increase the attractiveness of walking and cycling.

6.7 As identified previously, the site is located at the convergence of several public transport routes and was close to other potential routes. Grange Lane, Wombwell Lane and Doncaster Road are all public transport corridors providing frequent bus services in both directions. The journey to and from the town centre is also only some 5 minutes in each direction. Hence the application site is considered to be convenient to encourage public transport journeys.

6.8 The Institution of Highways and Transportation document 'Guidelines for Planning for Public Transport in Developments' recommends that the maximum walking distance to a bus stop should not exceed 400 metres. There were (and still are) numerous bus stops on Grange Lane, Doncaster Road and Wombwell Lane within this recommended maximum walking distance.

6.9 In addition, the gyratory junction improvement implemented to facilitate access to the proposed DIY development includes three formal crossing facilities. A

formal crossing facility on Hunningley Lane was provided in addition to the pedestrian refuge located on this Lane. A formal crossing facility was also provided on Wombwell Lane at its junction with Bleachcroft Way. Formal crossing facilities were also provided at the junction of Bleachcroft Way with the site egress road.

6.10 As regards walking to local facilities, PPG13 advises that walking will be the predominant mode of transport for journeys of less than 1.6 km. As shown on the plan attached at Appendix BGH4, the site is also well located to take advantage of the existing food and non food retail developments in the area, i.e. Tesco, Aldi, B&Q, etc and other local facilities, all of which were in convenient walking distances of the site. There is also an existing public bridleway which runs from Field Lane across the development site, which provided improved accessibility. The proposed residential development will be designed to promote walking.

6.11 The current residential development proposal now the subject of this planning application will divert and extend the existing public bridleway to connect it to the towpath of the disused canal near the Tesco store, so as not to preclude a connection to the Tesco complex at some future date. Such a connection could also help reduce car trips by allowing customers making a shirt trip to walk between Tesco and B&Q.

6.12 As regards cycling to local facilities, the Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' states that the bicycle is an ideal mode of transport for journeys under 8 kilometres. PPG13 states that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport."

6.13 As shown on the plan attached at Appendix BGH5, the cycle catchment of 8 km encompasses Worsbrough, Monk Bretton, Cundy Cross, Windward, Lundwood, Ardsley, Wombwell and the entire town centre. The site is also fortunately located in close proximity to the Trans-Pennine Trail which is a

coast-to-coast route across the country for walkers, cyclists, horse riders and, wherever possible, for people using wheelchairs and push chairs. The route runs along the dismantled railway which crosses the stairfoot roundabout by grade separation. Safe traffic free routes are therefore available to the town centre, Lundwood, Aldham and Wombwell for cyclists.

6.14 Various 'walk to school' and 'cycle to school' initiatives are in operation particularly to the nearby Ardsley, Hunningley Lane and Grange Lane schools and the Barnsley Academy. Residents of the proposed dwellings would also be encouraged to embrace these initiatives.

6.15 The formal crossing facility on Wombwell Lane is conveniently located to assist cyclists from the Trans-Pennine Trail to cross Wombwell Lane to access/egress the site.

6.16 The upgrading of the public footpath connection to Field Lane to pedestrian/cycle route status provided cyclists with a safer and more direct route between the site and the Kendray and Worsbrough areas. The Council's policy, that all bus lanes are also available to cyclists also ensures the enhanced bus facilities will benefit cycle access ability. The Cudworth and Wombwell areas are directly accessible by the traffic-free Trans-Pennine Trail or its links and therefore cycling to these destinations is particularly attractive.

6.17 The proposed residential development is therefore within a sustainable location in terms of the availability of alternative modes of transport. It will further the aims and objectives of the Government's Sustainable Transport Policy as set out in PPG13 by promoting the use of alternative modes of transport and hence reducing the need to travel by private car.

7.0 DESCRIPTION OF PROPOSED RESIDENTIAL DEVELOPMENT

7.1 As previously identified, the proposed residential development is for some 272 mixed residential dwellings replacing the extant employment permission on the site. Access to the application site is proposed by way of an extension of Bleachcroft Way (as would have been the case for the extant employment permission on the site).

7.2 The simple priority junctions within the proposed development and onto Bleachcroft Way will provide minimum egress visibility splays of 2.4 x 40.0/43.0 metres in both directions consistent with the advice given in the Department of Transport publication "Manual for Streets" for junctions within a 30 mph speed limit.

7.3 A loop type arrangement of residential roads with short cul de sac will provide access to the residential dwelling plots. The residential roads will incorporate a minimum of 5.5 metre wide carriageways with 2.0 metre wide footways either side of the carriageway.

7.4 The development will be designed to maximise permeability for pedestrians and cyclists and proposed footways/cycleways will link to existing footways/cycleways running adjacent to the site.

7.5 In considering the appropriate level of egress visibility required at each residential junction, it is necessary to consider the two elements that comprise the visibility splay, namely:

1 the visibility 'X' dimension measured along the centreline of the access from the nearside kerbline of the major road. This dimension is related to the traffic use of the access and hence is predominantly related to capacity.

2 the visibility 'Y' dimension measured along the major road from the centre of the access. This dimension is dependent upon the speed of traffic approaching the access on the priority road

and is predominantly related to safety of operation.

7.6 Guidance on visibility splays at junctions and accesses is now contained within MfS, the advice within which applies predominantly to lightly-trafficked residential streets. However, in the 'Status and application' section of the publication, it advises that:

"many of its key principles may be applicable to other types of streets, for example high streets and lightly trafficked lanes in rural areas."

7.7 This document defines a street as:

"a highway that has an important public realm function beyond the movement of traffic. Most critically, streets should have a sense of place, which is mainly realised through local distinctiveness and sensitive design. They also provide direct access to the buildings and the spaces that line them. Most highways in built-up areas can therefore be considered as streets."

7.8 MfS advises that a street will also generally carry traffic flows of less than 1000 vehicles per hour and be subject to traffic speeds of less than 60kph (37mph). It is considered that Bleachcroft Way leading to the site falls within this definition and therefore the recommendations given in MfS should be applicable in considering the current proposal.

7.9 MfS sets out that:

"an 'X' dimension of 2.4 metres should normally be used in most urban situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye."

7.10 It further advises that:

"using an 'X' distance in excess of 2.4 metres is not generally required in built-up areas."

7.11 It also states that:

"Longer 'X' distances enable drivers to look for gaps as they approach the junction. This increases the junction capacity for the minor arm and so may be justified in some circumstances but it also increases the possibility that drivers on the minor approach will fail to take account of other road users in the immediate vicinity of the junction, particularly pedestrian and cyclists. Longer 'X' distances may also result in more shunt accidents on the minor arm. TRL Report No. 184 found that accident risk increased with greater minor road sight distance."

7.12 Given the low traffic generation associated with the proposed residential developments, there is no capacity reason why an 'X' distance greater than 2.4 metres should be required at the site access junction. This distance is therefore considered to be appropriate at this access.

7.13 As regards the major road visibility distance, the manual sets out that 'Y' distances should be based upon stopping sight distances. Stopping sight distances are base on the 85th percentile wet weather journey speed of traffic approaching along the major road. For junctions within a 30 mph speed limit, MfS identifies the appropriate 'Y' distance as being 40.0/43.0 metres (depending upon whether an allowance for the driver position relative to the front of the bonnet is included).

7.14 It will be demonstrated later in this Assessment that the proposed accesses will have ample capacity to accommodate the generated traffic volumes likely to use them. As such, it is concluded that there can no justifiable or defensible access related reasons why the granting of consent for the proposed residential developments should be withheld.

7.15 The layout of the site will be designed in a manner that will enhance pedestrian/cycle linkages between the site and the adjacent highway network thereby encouraging modes of travel other than the private car. The site will be accessible by bus being within convenient walking distances of the existing bus stops in Wombwell Lane, Doncaster Road and Grange Lane, which serve

a frequent number of bus services covering the City Centre and a wide area surrounding the application sites.

8.0 NET TRAFFIC CHANGES

8.1 The starting point for assessment of the traffic consequences of the application proposal is a comparison between the traffic generating potential of the existing and proposed land uses. The current guidance on Transport Assessments sets out that the permitted and existing use of the site should be identified. Furthermore, previous advice set out in the Institution of Highways and Transportation document 'Guidelines for Traffic Impact Assessment'. On the question of net impact the Guidelines state:

> "3.3.4 Frequently a new development will be proposed that will replace an existing use. In such cases it will be important to identify as much information as possible about a current activity since the traffic impact of the proposal will be the net change between the two uses."
>
> "3.4.10 Many developments are not on greenfield sites and account needs to be taken of the traffic generation of the existing use which is to be replaced. The quantification of traffic generated by the existing use is therefore important and should be separately identified within the assessment of existing conditions."

8.2 Furthermore, Section 70(2) of the Town and Country Planning Act also states that, in dealing with applications the authority shall have regard to the provisions of the development plan and to other material considerations. In the general note on this section in the Encyclopaedia of Planning Law, Paragraph 8 discusses material considerations and under paragraph 9(8) reference is made to the planning history of the site stating that:-

> "An existing planning permission may be a material consideration in determining an application."

The sub-paragraph goes on:-

> "The planning authority are entitled, and indeed obliged, to have regard to the 'fall-back' position, i.e. what the applicant could do without any fresh planning permission."

8.3 A substantive issue in the assessment of the traffic and environmental impact of any development is therefore whether the proposed development of the site and associated change in land use from an employment development to a mixed residential development will give rise to a material increase in levels of traffic generation.

8.4 To establish the traffic generation associated with the extant B1/B2/B8 employment floorspace, the TRICS national trip rate database has been interrogated for business park use similar to that granted permission on the site. The resultant hourly and daily trip rates are attached at Appendix BGH6.

8.5 As shown at Appendix BGH6, the peak generated traffic activity associated with employment development occurs during the morning and evening peak traffic hours. The resultant peak hour and daily trip rates obtained from TRICS are summarised at Table 2 below:

Table 2

Employment Trip Rates (per 100 sq. m. GFA)

AM Peak		PM Peak		Daily	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
1.427	0.275	0.201	1.168	5.213	5.193

8.6 Applying the above trip rates to the employment floorspace approved under the extant planning permission (i.e. 24,155 sq. m. GFA) gives the peak hourly and daily trips summarised in Table 3 below:

Table 3

Employment Trips (24,155 sq. m. GFA)

AM Peak		PM Peak		Daily	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
344	66	48	282	1259	1254

8.7 By comparison, to establish the likely traffic generation associated with the

proposed residential development on the application site, the TRICS national trip rate database has again been interrogated for mixed private housing similar to that now being sought on the site. The resultant hourly and daily trip rates are attached at Appendix BGH7.

8.8 As shown at Appendix BGH7, the peak generated traffic activity associated with residential development also occurs during the morning and evening peak traffic hours. The resultant peak hour and daily trip rates obtained from TRICS are summarised at Table 4 below:

Table 4

Residential Trip Rates (per dwelling)

AM Peak		PM Peak		Daily	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0.149	0.411	0.382	0.218	2.465	2.560

8.9 Applying the above trip rates to the residential development proposed (i.e. 272 dwellings) gives the peak hourly and daily trips summarised in Table 5 below:

Table 5

Residential Trips (272 dwellings)

AM Peak		PM Peak		Daily	
Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
40	111	103	59	670	696

8.10 Tables of the residential and employment trip rates and trips for each hour of the day are attached at Appendix BGH8. These can be used for comparison purposes for each hour of the day.

8.11 The net changes in traffic flows entering and leaving the site during the morning and evening peak traffic hours and on a daily basis resulting from the replacement of the employment permission on the application site by residential use are summarised in Table 6 below:

Table 6

Net Changes in Traffic Flows

Land Use	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Employment	344	66	48	282	1259	1254
Residential	40	111	103	59	670	696
Net Difference	-304	+45	+55	-223	-589	-558

8.12 It can be seen from the above table that the substitution of residential land use for the extant employment permission will result in no net increase in overall two-way traffic generation than would have been expected (and has been accepted by the planning and highway authorities) in association with the extant employment permission on the application site.

8.13 Whilst there will be a reversal of the peak traffic direction during the peak morning and evening traffic periods, the overall two-way traffic movements approaching and leaving the site will be significantly lower than has been accepted by the planning and highway authorities by virtue of the granting of the employment permission. Hence, the overall operation of the adjacent highway network, particualrly the adjacent Wombwell Lane/Doncaster Road/Bleachcroft Way traffic signal controlled gyratory junction.

8.14 Hence, there can be no defensible highway reason why the proposed residential development should not be acceptable as a substitute for the extant planning permission granted on the site.

9.0 CONCLUSIONS

9.1 The application by Stainsby Grange Barnsley seeks the residential development of land to the west of Bleachcroft Way, Stairfoot, Barnsley to replace the extant employment permission currently on the site. The site is capable of accommodating some 272 mixed residential dwellings.

9.2 Access to the application site is proposed by way of an extension of Bleachcroft Way. The priority access junctions within the proposed development and onto Bleachcroft Way will conform to the recommendations of the DfT publication 'Manual for Streets' (MfS). These simple priority junctions will provide minimum egress visibility splays of 2.4 x 40.0/43.0 metres in both directions consistent with the advice given in 'Manual for Streets' for the anticipated 30 mph approach speeds of traffic.

9.3 A loop type arrangement of residential roads with short cul de sac will provide access to the residential dwelling plots. The residential roads will incorporate a minimum of 5.5 metre wide carriageways with 2.0 metre wide footways either side of the carriageway.

9.4 The development will be designed to maximise permeability for pedestrians and cyclists and proposed footways/cycleways will link to existing footways/cycleways running adjacent to the site.

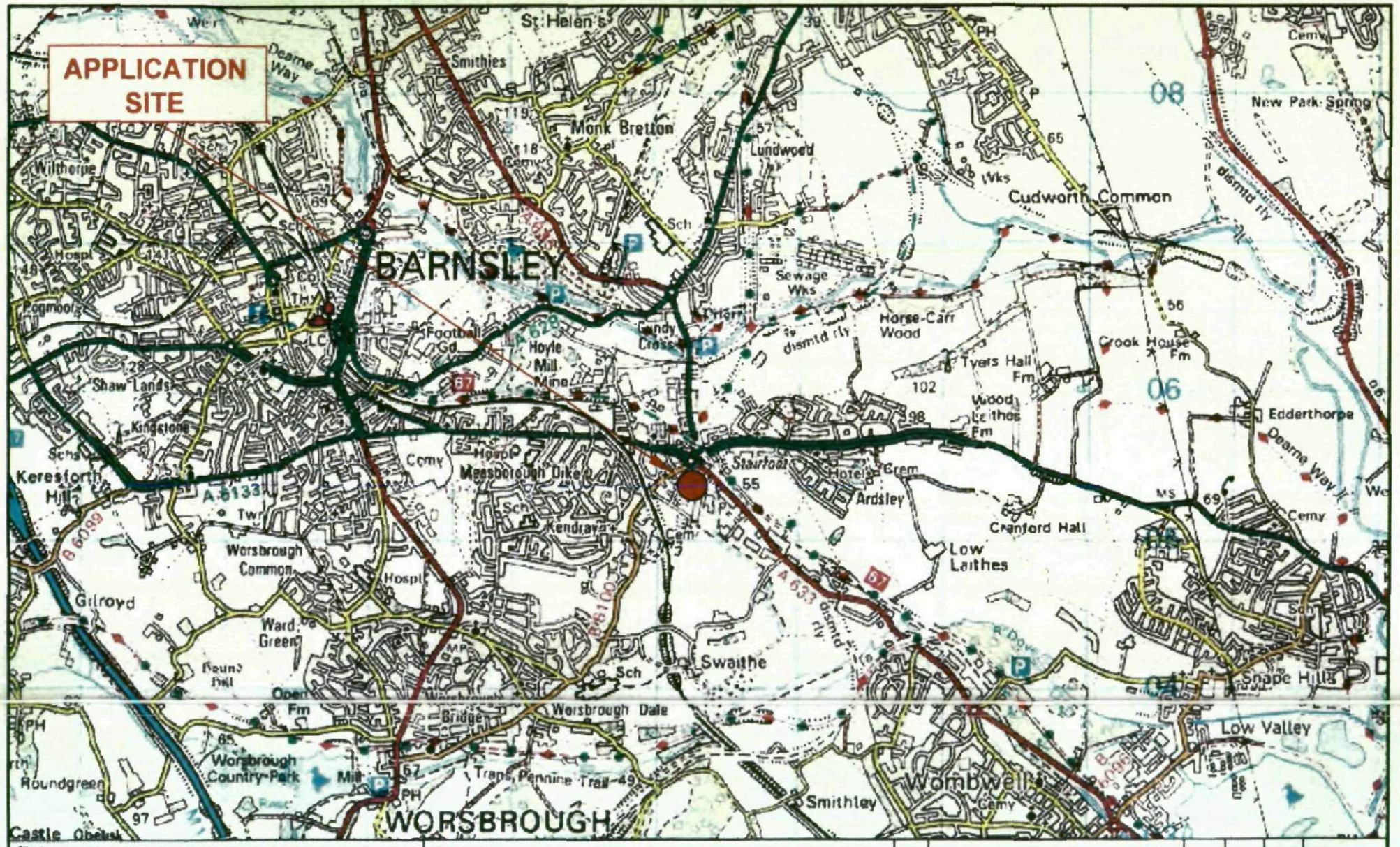
9.5 This Assessment has demonstrated that, by reference to policies set out in PPG13, the application site is in a sustainable location within easy walking and cycling distances of public transport and other neighbourhood facilities and services.

9.6 It also demonstrates that the site can be safely and satisfactorily accessed and that, by comparison with the extant employment permission, the traffic generated by development of 272 mixed residential dwellings can be accommodated on the surrounding highway network without prejudice to its

operation or road safety.

9.7 It concludes therefore that the residential development of the application site can be achieved without harm to highway interests and therefore there are no highway reasons why the site should not be approved

APPENDIX BGH 1



Client	STAINSBY GRANGE (WOMBWELL) LTD	Project	STAIRFOOT ROUNDABOUT, BARNSLEY				
				Rev	Amendments	Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers	Bryan G Hall Ltd, Suite 4E, St Joseph's Mid Pioneer Park, Leeds, LS9 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanghall.co.uk	Title	SITE LOCATION PLAN	Scale	NTS	Date	JUNE 2009	Doc Sheet No	
				Drawn	CA	Checked	NA	Approved	NA
				Job No	08-391	Drawing No	08-391-TR-001	Rev	–

APPENDIX BGH 2



1:500

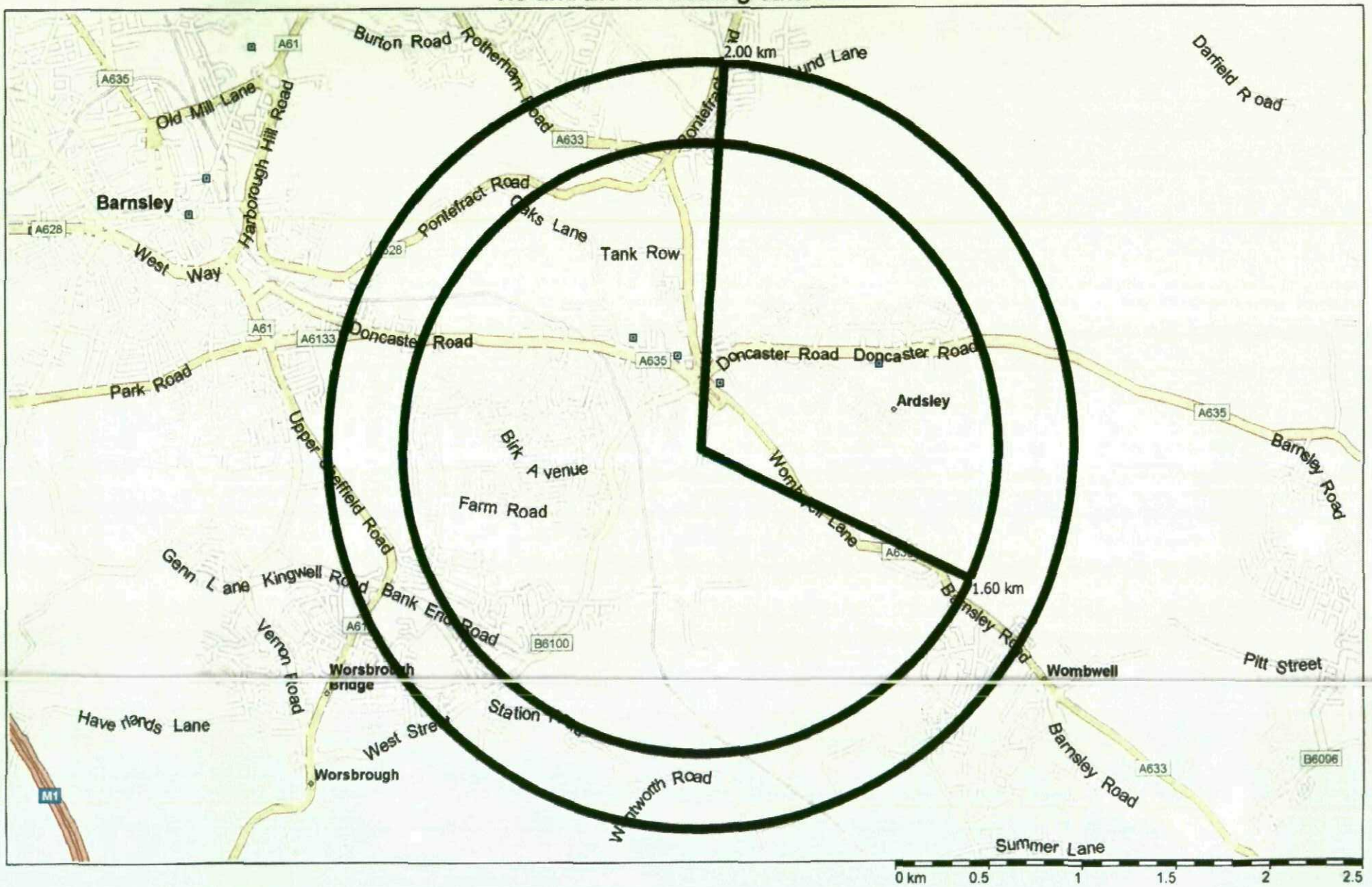
APPENDIX BGH 3

BUS SERVICES : STAIRFOOT, BARNSLEY

Service	Route	Frequency	
		Mon – Sat	Evenings and Sundays
218	Barnsley, Stairfoot, Darfield, Goldthorpe, Mexborough, Kilnhurst, Rawmarsh, Rotherham	30 minutes	No service
219	Barnsley, Stairfoot, Darfield, Great Houghton, Thurnscoe, Goldthorpe, Scawsby, Doncaster	30 minutes	60 minutes
222	Barnsley, Wombwell, West Melton, Wath upon Dearne, Swinton, Mexbrough, Conisbrough, Doncaster	30 minutes	60 minutes
226	Barnsley, Stairfoot, Wombwell, Wath upon Dearne, Bolton on Dearne, Goldthorpe, Thurnscoe	30 minutes	60 minutes
227	Rotherham, Greasbrough, Nether Haugh, Wentworth, Elsecar, Hoyland, Wombwell, Barnsley	No service	60 minutes
229	Barnsley, Wombwell, Brampton, Wath upon Dearne, Swinton, Rawmarsh, Rotherham	30 minutes	60 minutes

APPENDIX BGH 4

1.6 and 2.0 km walking catchment



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