

**HIGHWAY STATEMENT IN SUPPORT OF A
PLANNING APPLICATION FOR THE ERECTION
OF 4 APARTMENTS AT
STATION ROAD, BARNSELEY.**

1.0 EXISTING SITUATION

1.1 The site is located at the head of Station Road, on what was part of the Springfields mill site, which is a generally residential street that is fronted for most of its length by terraced dwellings that immediately abut the public highway. Most of the properties on the southern side do not have the benefit of off street parking facilities and vehicles are generally parked on street. However a small percentage of the properties on the northern side do have some of street parking space to the rear with access via a side street adjacent to no. 3 Station Road. Close to the junction with Summer Lane on the northern side of Station Road there is the Gillott industrial estate which comprises of small starter type units.

1.2 There are 2no. existing gated access points leading directly into the site from Station Road.

1.3 Station Road is a residential street running from Summer Lane to the east to the site boundary. Beyond this point there is a public right of way that traverses the adjacent railway, via a footbridge, which leads on to the Stocks Lane estate. Station Road is subject to a 30mph speed limit and it is lit to side road standards. There are no traffic regulation orders (TRO's) along its full length restricting on street parking / waiting.

1.4 Station Road is a two way single carriageway road and close to the proposed site access has a far side footway of 1.8 with no immediate nearside pedestrian facilities, however, the footway system on this side commences just some 25 metres to the east adjacent to no. 66 Station Road. The carriageway at this point is some 5.6 metres in width. From the junction with Farrar Street easterly the carriageway of Station Road widens significantly to an average of 7.3 metres which will allow for through access should cars be parked either side of the public highway.

2.0 DEVELOPMENT PROPOSALS

2.1 The proposed development is for the erection of 4 no. 2 bedroom apartments with 6no. parking spaces and associated bin and cycle storage areas. The provision of 6no. spaces will ensure that any visitors to the site do not park on street or the footway and obstruct the highway and pedestrian link to the footbridge.

2.2 Trip generation

With regard to traffic generation it is nationally recognised that apartments will generate some 4 vehicle movements per day with a peak hour trip rate of just 0.4 vehicle trips per apartment. Therefore, it must be recognised that these additional 2no. trips from the apartments during the recognised peak times will not be perceivable from the day to day fluctuations of traffic on the local highway network of Station Road / Farrar Street / Newton Street or the Summer Lane.

Vehicular access onto the major highway, Summer Lane, is available via two routes from the site. The most direct route is directly onto Summer Lane via the Station Road with a secondary and more acceptable route via the nearby Farrar Street and then along Newton Street. Access for the emergency services is therefore, also considered to meet the desired standard.

2.3 Pedestrian access

Footways leading from the fare stages and local facilities generally meet the required standard in terms of width / construction etc apart from a small section of Station Road running from the site to outside no. 66 Station Road which does not have the benefit of pedestrian provision. Given the low number of vehicle movements associated with this short section of Station Road the potential for vehicle / pedestrian conflict is considered to be extremely low.

2.4 Cycle access

Dedicated cycle parking will be provided within the apartments as identified on the layout drawing. The local facilities and Barnsley Town centre are all within the accepted cycling distance for commuting. The local streets leading to the major highway Summer Lane are relatively quiet even during the recognised peak times and can therefore accommodate additional cycle trips associated with the proposed development.

2.5 Public Transport

Fare stages are located on the Summer Lane. The outbound fare stage is some 228 metres from the site and the inbound fare stage (to Barnsley) approximately 350 metres. Therefore they are both located within the accepted 400m walking distance for commuting.

The bus services available from these fare stages are as follows:

Service no. 25 – Barnsley to Deepcar – 3 services per day at the peak times.

Service no. 14 – Barnsley Interchange to Dodworth and Gilroyd – generally a 30 minute service Monday to Saturday inclusive. No Sunday service.

Service no. 44 / 44A – Barnsley to Pogmoor – Generally a 30 minute service Monday to Saturday inclusive with an hourly service on a Sunday.

2.6 Local facilities / employment

Within less than 5 minutes walking distance of the site there are 3 public houses / 3 takeaways / a restaurant and café / 3 hairdressers and a taxi booking office. There are also several large businesses and small industrial estates all within a short walking / cycling distance of the site.

As can be noted from the above the site is situated in a reasonably sustainable location close to a good bus route with a regular service into Barnsley Interchange and within walking distance of several local facilities. Therefore, the development is located where there is the potential to reduce dependency on the private car and for short journeys i.e. to Barnsley town centre or local facilities to be made on foot or by cycle.

2.7 The site has been recognised as being in the line protected for the Town Centre - M1 Strategic Link Road. This route was identified during a multi modal study along the A628 corridor and was subsequently approved by Cabinet minute in 2003. However, this route is not contained within any statutory document and neither does there appear to be any commitment financially to ensure that the scheme becomes available within the foreseeable future. This was confirmed by Rebecca Gibson at Barnsley MBC who stated that she would not expect that objections will be raised to any application on the issue of the link road; however, applicants would be made aware of the link road proposals on submission of a planning application or on any local land charges enquiry.

3.0 SUMMARY

3.1 The proposal is for the erection of 4no. 2 bedroom apartments with 6no. parking spaces and associated bin and cycle storage areas.

3.2 The estimated number of trips generated by 4 no. apartments will be in the region of 16 trips per day, with 2no. trips at the recognised peak times, which will not be perceivable from the day to day fluctuations of traffic on the local highway network.

3.3 The site is located in a reasonably sustainable location close to a good bus route with a regular service. The development is located where the future occupants have the potential to make short journeys on foot or cycle and thereby reduce the dependency on the private car.

3.4 There is no highway safety or efficiency reasons which should prevent planning permission being granted for the proposed development of 4 apartments on this site with access via Station Road / Farrar Street / Newton Street onto the major highway Summer Lane.

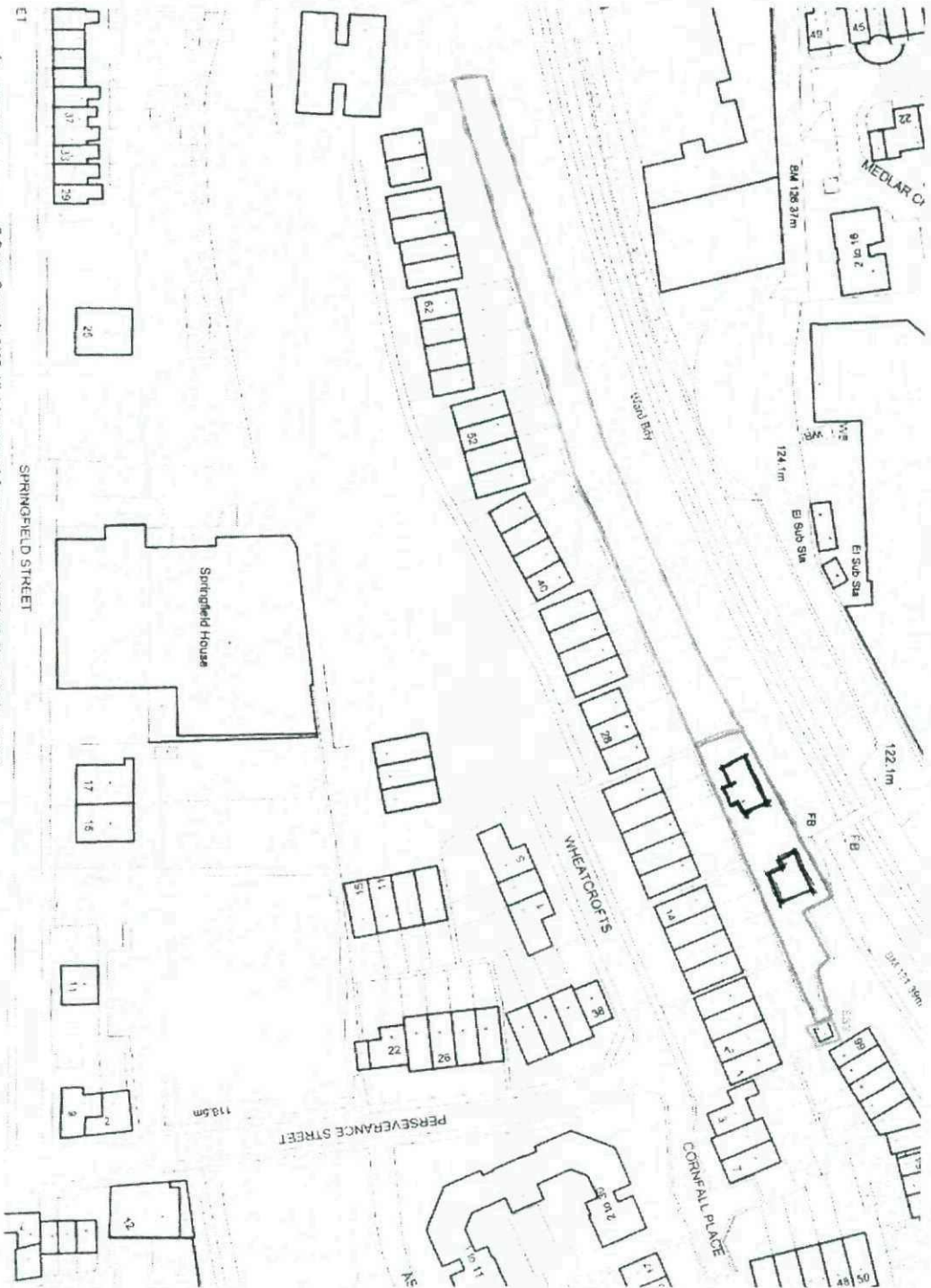
Paul Howarth
MIHIE MIHT

Enclosures: site location drawing

APPENDIX A

Site location plan.

LAND AT STATION ROAD
BARNSELY



OS
Ordnance
Survey

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