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**MIXED USE DEVELOPMENT
AT
THE FORMER COAL DROPS
ST MARY'S STREET
PENISTONE
SOUTH YORKSHIRE
S36 6DT**

TRANSPORT STATEMENT

on behalf of
RELIANT BUILDING CONTRACTORS LIMITED

PMcL/2857d1/MAR 2012

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TRICS data

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DRAWINGS

Architect's Site Layout (reduced) – RBC02/13/H

Redwood Partnership Drawing No. REDW-2857-111

1.0 Introduction

- 1.1 The Redwood Partnership have been instructed by Reliant Building Contractors Limited to provide highways and transportation planning advice and prepare a Transport Statement on a detailed planning application for proposals to provide 13 dwellings and 2 live/work units; 473 sq m (GIA) office accommodation; 5 no. commercial units (total 135 sq m GIA) and a 132 sq m (GIA) restaurant/commercial unit, all located on the former coal drops site off St Mary's Street, Penistone.
- 1.2 Penistone is a market town within the Metropolitan Borough of Barnsley and is located on the cross-Pennine A628 road, 28 miles east of Manchester, 23 miles south of Leeds, 13 miles north-west of Sheffield, and 7 miles west of Barnsley. Junction 37 of the M1 motorway is located approximately 6.5km east of Penistone via the A628 (**Appendix A, Figure A1**).
- 1.3 The site itself is located on the north-western edge of Penistone Town Centre (**Figure A2**) and is accessed off a minor unadopted and un-named private road which joins onto the west side of Stottercliffe Road which immediately connects onto a new roundabout junction with the B6462 St Mary's Street. The unadopted road also provides access to other industrial uses further to the west of the application site. The Applicant has a right of way over the access road.
- 1.4 The Transport Statement will measure and assess the highway and transportation effects of the development proposals on the surrounding highway network and review the sustainability of the development proposals against local and national guidelines.
- 1.5 The Transport Statement considers the following issues:
- **Chapter 2.0** describes the existing highway conditions and patterns of movement within the study area together with public transport provision and accessibility of all modes of travel in the vicinity of the site

- **Chapter 3.0** describes the development proposals
- **Chapter 4.0** assesses the volume and characteristics of trips likely to be attracted to the development, car parking and the likely impact of the development on the adjoining highway network
- **Chapter 5.0** describes the local and national planning policy background
- **Chapter 6.0** provides a full summary and report conclusions

1.6 The Highway Authority responsible for highways and transportation issues within the development area is Barnsley Metropolitan Borough Council. The Council is also the Local Planning Authority.

1.7 The Transport Statement should be read in conjunction with other submitted documents namely the site layout plans and the Design and Access Statement prepared by yourspace Architects and the Planning Statement prepared by Mark Jackson Planning. A reduced copy of the site development proposals is included at the rear of this report.

2.0 Existing Highway & Accessibility

- 2.1 The site is located on the north- western edge of the market town of Penistone. Penistone is well located in relation to the strategic highway network and is approximately 6.5km (3.5 miles) west of Junction 37 of the M1 motorway via the A628 (**Figure A1**).

- 2.2 The site is located approximately 200 metres walking distance from the main shopping centre via St Mary's Street. Existing vehicular access to the site is via a private road which joins to the west side of Stottercliffe Road (**Figure A2**). The private road forms a junction with Stottercliffe Road at its eastern end via a simple priority junction. Stottercliffe Road then immediately joins St Mary's Street as the western arm of a new roundabout recently constructed as part of the nearby Tesco supermarket development.

- 2.3 **Photo 2.1** shows the private unadopted road which runs along the southern side of the development site, whilst **Photo 2.2** shows the eastern end of the site and the location of Regency House and the former coal drops:

Photo 2.1
Existing site access road
(looking west from Stottercliffe Road)



Photo 2.2
Existing Site
(Eastern end near coal drops)



Walking

- 2.4 The site is located to the north-west of Penistone Town Centre, approximately 200 metres walking distance from Penistone’s main shops and services (**Figure A3**). The route to the centre is well connected via a dedicated pedestrian route which has an upwards gradient towards the town centre but is safe and convenient.
- 2.5 The location of the site in an urban area provides a very good opportunity for residents to walk or cycle to nearby services and for customers visiting the site to walk from other facilities in the town centre. **Figure A3** shows the location of nearby schools, shops and other main services within easy walking and cycling distance of the site which would be used by residents and customers of the business uses.
- 2.6 Two strategic documents define the walking distances that people would generally be willing to walk:
- i) Planning Policy Guidance 13 (PPG13) identifies walking as “the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres (Para 75)”
 - ii) The Institution of Highways and Transportation (IHT) publication “Guidelines for providing for journeys on foot” (2000) outlines acceptable walking distances for pedestrians without impaired mobility in **Table 2.1**:

Table 2.1
Suggested Acceptable Walking Distances (IHT, 2000)

	<i>Town Centre (m)</i>	<i>Commuting/School Sightseeing (m)</i>	<i>Elsewhere (m)</i>
<i>Desirable</i>	200	500	400
<i>Acceptable</i>	400	1000	800
<i>Preferred Maximum</i>	800	2000	1200

- 2.7 Both documents refer to 2000 metres (2km) as being the maximum distance which the

general public would consider when walking. The edge of Penistone's centre with its many shops and services is approximately 200 metres walking distance from the site along St Mary's Street which is well within the acceptable maximum walking distance.

Cycling

2.8 PPG13 considers cycling at paragraphs 78-80. Paragraph 78 states that:

“Cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport”

2.9 Penistone's centre is located well within the suggested 5 kilometre cycle distance and could provide a realistic mode of transport for residents who will have the option to cycle to work or shop or for customers visiting the commercial units on the site or indeed for staff working on the site.

2.10 National Cycle Route 62 passes the northern boundary of the site as part of the Trans-Pennine Trail and the proposals will provide two new direct links to this route. In other areas of Penistone the carriageway is generally wide enough to allow safe access for cyclists, providing residents, customers and staff accessing the site with a realistic alternative mode of transport linking directly to Penistone's centre and beyond.

Public Transport - Bus Services

2.11 Walk distances to and from the nearest bus stops to the site entrance are well below the walk distances suggested the Institution of Highways & Transportation's *“Guidelines for Planning for Public Transport in Developments”* (Para 5.18) which states: *“The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop”*.

2.12 The Pedestrian route between the site and the nearest bus stops in the town centre has a slight gradient upwards towards the town along a convenient to use walking route. **Figure A2 (Appendix A)** shows the bus service provision and bus stop location adjacent to the site. **Table 2.2** shows the route and frequency of local bus services passing through Penistone Town Centre, showing a frequent and good service to many nearby centres:

Table 2.2
Local Bus Services and Frequencies (Figure A2)

<i>Bus Route</i>	<i>General Frequency (mins)</i>			<i>Route</i>
	<i>Mon - Fri</i>	<i>Sat</i>	<i>Sun</i>	
20	120	120	120	Barnsley, Silkstone, Penistone, Dunford Bridge, Holmfirth
20A	120	120	120	Barnsley, Silkstone, Penistone, Flouch, Boulderstone, Deepcar
21	20/40	20/40	60	Barnsley, Silkstone, Oxspring, Penistone, Cubley
23	120	120	120	Barnsley, Hood Green, Wortley, Deepcar, Stocksbridge
24	120	120	-	Barnsley, Silkstone, Green Moor, Penistone
29	120	120	120	Sheffield, Ecclesfield, Penistone Upper Denby
57	30	30	60	Sheffield, Worrall, Oughtibridge, Deepcar, Stocksbridge
58	30	30	60	Sheffield, Worrall, Oughtibridge, Deepcar, Stocksbridge
58A	30	-	-	Sheffield, Oughtibridge, Deepcar, Stocksbridge, Bolsterstone
201	60	60	-	Meadowhall, Ecclesfield, Deepcar, Stocksbridge
300	60	60	-	Penistone, Thurlstone, Millhouse Green
301	60/120	60/120	-	Penistone, Ingbirchworth, Upper Denby
TF1	10	10	-	Middlewood, Oughtibridge, Wharcliffe Side, Deepcar, Stocksbridge

2.13 The nearest bus stops to the site are located in Penistone town centre at the bus stand in Market Place and are approximately 200 metres south-east of the site. The main bus stand in the town centre has a covered waiting area (**Photo 2.4**).

- 2.14 **Photo 2.3** shows the bus stop and shelter on the north side of Shrewsbury Road, whilst **Photo 2.4** shows the bus stand and shelter in Market Place, both in the town centre approximately 200 metres walk distance from the site (**Figure A2**):

Photo 2.3
Existing bus stop
Shrewsbury Road



Photo 2.4
Existing bus stop
Market Place



Public Transport - Rail Services

- 2.15 The nearest station is Penistone railway station approximately 750 metres (0.4 miles) east of the site (**Figure A2**). The station is managed by Northern Rail who operate hourly trains Monday to Saturday towards Huddersfield and Sheffield stopping at Huddersfield, Lockwood, Berry Brow, Honley, Brockholes, Stocks Moor, Shepley, Denby Dale, Penistone, Barnsley, Meadowhall and Sheffield with two-hourly services on Sundays. The railway station is a realistic distance to walk for residents and Transport Direct suggests the walk time from the site to the station is in the order of 10 minutes.

Personal Injury Accident Data

- 2.16 We requested personal injury accident data from Barnsley Metropolitan Borough Council for the last five years for the private road junction with Stottercliffe Road and the Stottercliffe Road junction with St Mary's Street. It has now been confirmed by the Council that there have been no recorded traffic accidents in this area for the last five years (**Appendix D**).

3.0 Development Proposals

3.1 Reliant Building Contractors Limited has submitted a detailed planning application for a mixed-use development of an existing brownfield site off St Mary's Street, Penistone, South Yorkshire, S36 6DT.

3.2 The proposed mixed-use development consists of the following:

- i) 7 no. 2-bed terraced dwellings and 2 no. live/work units
- ii) 6 no. 3-bed terraced dwellings
- iii) 473 sqm (GIA) B1 Office (Class D1 Consulting Rooms)
- iv) 5 x 27 sqm (GIA) commercial units within the former coal drops
- v) 1 x 132 sqm (GIA) commercial/café accommodation
- vi) 36No. car parking spaces (including 1 disabled space) to serve the different uses (**Figure B2**)
- vii) 1 no. motorcycle parking space (1.5x2.5 metres)
- viii) Secure and covered cycle storage space for 2 no. cycle parking spaces per house located within a 2.4x1.8m shed in each garden of the residential dwellings, together with 6 no. sheffield type cycle parking spaces to provide secure cycle parking for 12 cycles for both staff and customers visiting the commercial units
- viii) A 7.3m wide site access with 1No. 2.0m footway. The footway width outside Regency House will narrow locally to 1.5 metres along the frontage of the building

Proposed Site Access

3.3 Proposals for the new site access are shown on the attached **Drawing No. REDW-2857-111**. The existing private road provides access not only to the Application Site but to other industrial uses further west and south of the site. These other industrial areas

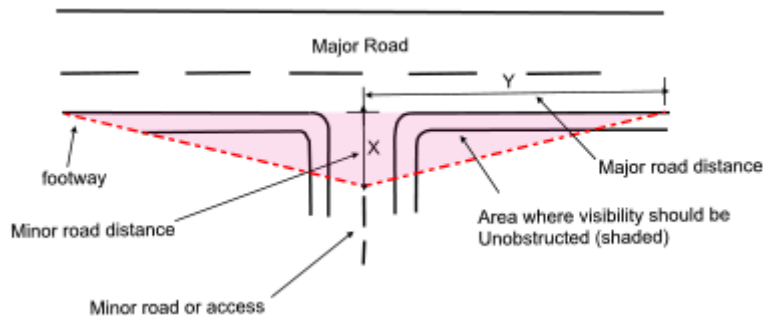
will require access for articulated lorries, therefore the width and alignment of the proposed access road needs to remain linear to cater for this type of large vehicle. The access road width has, been standardised at 7.3 metres wide with minimal curvature. Access to other existing uses to the south of the access road will be maintained.

- 3.4 The access road will provide access to two new car parks serving the residential and office uses, together with 8No. longitudinal on-street car parking spaces on the north side of the access road located within the Application Site. These on-street parking spaces will have a dual use of providing car parking for the commercial uses during the day (with a 2 hour waiting limit) and for the residential uses during the night with no restriction. The longitudinal spaces have dimensions of 2.0x6.5m to enable disabled drivers to access the spaces.
- 3.5 The Applicant has a right of way over the access road and rights to improve and upgrade the road. Subject to agreement with the landowner of the access road it is the intention of the Applicant to offer the private road for adoption as maintainable public highway. Should the road not be adopted as Public Highway sometime in the future, the on-street parking within the Application Site would be subject to enforcement by a private company to ensure that parking regulations are observed.

Access visibility

- 3.6 Drivers emerging from minor roads or accesses require adequate visibility in each direction to enable a safe manoeuvre to be made. Visibility splay envelopes are made up of two elements, the 'x' distance and the 'y' distance. The 'x' distance is the distance along the minor road (site access) from the give way line with the major road and the 'y' distance is the distance along the nearside kerb in both directions from the centre line of the minor road. **Figure 3.1** shows the construction of a typical visibility splay:

Fig 3.1
Visibility splay requirements



3.7 The minimum requirement for the major road distance (dimension 'y') is dependent upon the speed of the major road. Department for Transport guidance TD/93, Table 3 provides an indication of desirable minimum stopping sight distance for a 30 mph speed limit as 70 metres. In the light of recent research into vehicle stopping distances and highway safety a recent DfT approved publication 'Manual for Streets 2 – Wider Application of the Principles (MfS2)', published at the end of September 2010 states the following:

- i) Paragraph 1.3.2 states *"It is clear from Table 1.1 that most of MfS advice can be applied to a highway regardless of the speed limit. **It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS**".* The bold text is included within the publication itself and clearly supports the fact that vehicle stopping site distance variables are not dependent upon road classification or traffic volume, but only vehicle speed, driver perception-reaction time and deceleration
- ii) Paragraph 1.3.6 states *"...It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended"*

- 3.8 Manual for Streets 2 is considered to be the appropriate reference document for this development with regard to junction visibility requirements. Reference to Manual for Streets 2, page 75 suggests a 'y' distance of 50 metres is sufficient for routes with buses and HGVs travelling at 30 mph. MfS2 (paragraph 10.5.6) suggests "*An x distance of 2.4m should be used in most built-up situations*". We consider an 'x' distance of 2.4 metres is appropriate in this location as this distance introduces an element of traffic calming, lowering vehicle speeds on the approach to the junction from the minor road.
- 3.9 The site access road has a straight alignment with two proposed accesses to new car parks as shown on **Drawing No. REDW-2857-111**, however we do not consider vehicles will be travelling at 30 mph in this location, so shorter visibility splays could be acceptable. The proposed western car park access provides 2.4 x 50 metres visibility splays in both directions, the proposed eastern car park access provides 2.4x50 metre visibility splay to the right and a reduced 2.4x20 metre visibility splay to the left which is considered acceptable as vehicle speeds will be lower in this direction as traffic turns into the junction. The eastern car park access turns away from the corner of Regency House to provide adequate visibility between pedestrians crossing the access and vehicles emerging from this car park.
- 3.10 The junction between the site access road and Stottercliffe Road is located close to the new roundabout junction with St Mary's Street. Visibility to the left at this junction is not relevant as in this direction the road is effectively one way onto the roundabout. Visibility to the right is slightly obstructed by the front boundary wall of the property to the south of the site access road, however a visibility splay of 2.4x35 metres is achievable to the main road centreline. The angle of the access road onto Stottercliffe Road allows emerging vehicles to be seen early by vehicles on Stottercliffe Road who will, in any event, be slowing down as they approach the new roundabout. In this situation we consider the reduced visibility splay to be acceptable as the reduced visibility at the existing junction has not resulted in any reported accidents over the last five years.

3.11 There will be a small increase in traffic movements from the development proposals which, in our view will not result in a significant reduction in highway safety and we consider the visibility splays along the site access road and at the junction with Stottercliffe Road to be adequate and should not compromise highway safety.

Car Parking

3.12 Supplementary Planning Document 32, March 2005 provides guidance on the maximum car parking standards for different development uses. Table 1 of SPD32 suggests the following maximum parking levels:

- i) Class C3 Dwellings: *“In accordance with PPG3 maximum of 1.5 spaces per dwelling”* which equates to a maximum average of 23 spaces (15x1.5). For the live/work units we have used Class C3 parking levels
- ii) For the coal drops - A1 Retail: *“1 space per 20m²”* which equates to a maximum of 7 spaces (142/20), assuming that GFA = GIAx1.05
- iii) For Regency House – Class D1 Consulting Rooms: *“1 space per medical practitioner on duty at the busiest time; 1 space per 2 non-medical staff; 3 spaces per consulting room”*. It is anticipated that Regency House will include 1no. consulting room, therefore the maximum standard equates to 5 spaces (1+1+3)
- iv) For a mixed use site we have assumed that the coffee bar element of the proposal falls into A1 retail use for car parking purposes, therefore using 1 space per 20m² equates to a maximum of 7 spaces (142/20)

3.13 Table 2 of SPD32 allows for a 70% reduction in the maximum parking standard for town centre situations and although the site is marginally outside the Penistone retail centre we consider that a 70% reduction in the maximum standard is appropriate for retail uses on this site. Therefore applying the 70% reduction to the coal drops and coffee bar elements of the proposals reduces the maximum parking standard for these uses to 5 spaces (14x0.3).

3.14 The maximum parking standard for this mixed use development suggests 33 parking spaces (23+5+(14x0.3). The development includes a total of 36 car parking spaces for the development (**Figure B2**). The spaces will be allocated as follows:

- i) 25no. parking spaces for the 13no. terraced dwellings and live/work units with a standard size of 2.4x4.8m, which equates to a parking ratio of 1.67 parking spaces per dwelling
- ii) 3no. parking spaces including 1no. disabled space for the Class D1 Consulting Room use
- iii) 8no. on-street parking spaces (6.5x2.0 metres) with a maximum 2 hour waiting restriction during the day to provide for the consulting room and business uses on the site and no restriction at night to provide additional resident's parking

3.15 Clauses 49-56 of Planning Policy Guidance 13: Transport (PPG13) has been subject to a recent amendment in January 2011. It has been recognised that insufficient car parking on new developments can cause knock-on effects to surrounding neighbourhoods. Spill-over creates street congestion that can cause blind spots for pedestrians, hinder emergency vehicles and lead to fly parking.

3.16 Amended PPG13 clauses provide the following important changes:

- i) Limits on car parking spaces for new homes is removed
- ii) Maximum parking standards should not apply to small developments below the relevant thresholds
- iii) Local authorities should take care not to create perverse incentives for development to locate away from town centres. Local authorities should be cautious in prescribing different levels of parking between town centres and peripheral locations
- iv) Policies in development plans should set levels of parking for broad classes of development (new Clause 51, PPG13)

- 3.17 In order to further understand the Government's underlying reasons for the recent change in PPG13 policy we have included a number of recent quotes from Government ministers. In January 2011, Communities and Local Government Secretary Eric Pickles said: *"Whitehall's addiction to micromanagement has created a parking nightmare with stressed-out drivers running a gauntlet of unfair fines, soaring charges and a total lack of residential parking. The result is our pavements and verges crammed with cars on kerbs endangering drivers, cyclists and pedestrians, increased public resentment of over-zealous parking wardens and escalating charges and fines. Today the Government is calling off Whitehall's war on the motorist by scrapping the national policy restricting residential parking spaces..."*.
- 3.18 Transport Secretary Philip Hammond has said: *"This is a key step in ending the war on the motorist. For years politicians peddled the pessimistic, outdated attitude that they could only cut carbon emissions by forcing people out of their cars. But this Government recognises that cars are a lifeline for many people - and that by supporting the next generation of electric and ultra-low emission vehicles, it can enable sustainable green motoring to be a long-term part of Britain's future transport planning"*.
- 3.19 Decentralisation Minister Greg Clark added: *"Limiting the number of drives and garages in new homes doesn't make cars disappear - it just clogs residential roads with parked cars and makes drivers cruise the streets hunting for a precious parking space. That's why I'm pleased today to get rid of another daft, interfering rule that has only succeeded in annoying people"*.
- 3.20 In applying the parking standards it was deemed necessary to ensure that an effective balance is achieved between the provision of adequate car parking to serve the development and the need to minimise congestion and avoid any increase in highway danger from residents and visitors parking on footways or in other inappropriate places.
- 3.21 The development proposals have directly addressed this issue by providing slightly in excess of 1.5 car parking spaces per dwelling which will prevent regular on-street parking in the local area. We consider this level of car parking to be appropriate for

the residential development considering its location as a reduced parking provision within each plot will not reduce car ownership but will instead force car owners to park on nearby roads.

3.22 Government policy is not aimed at restricting car ownership or residential car parking spaces but instead is aimed at locating development where there is a choice of alternative travel modes such as walking, cycling and bus travel. This development location provides that choice as well as the opportunity to park and use the car.

3.23 With regards to the proposed uses other than the residential development, the proposals provide an efficient shared use of available parking space as follows:

- i) The Consulting Room use will have three dedicated parking spaces close to Regency House; one for the medical practitioner and one for an essential staff member together with a nearby disabled space for a patient. Other on-street car parking spaces included in the development proposals are of a sufficient length and width to cater for disabled motorists but would have a 2 hour waiting limit during the day, more than adequate for a standard consultation. Other staff working at the medical centre would not have dedicated parking as the site is easily accessible to those who wish to walk, cycle and use public transport which would be a realistic alternative
- ii) The coal drops retail uses and the coffee bar element of the proposals will not have dedicated car parking, customers will have the use of publicly available car parking proposed on the street (8no. spaces) which is in excess of the maximum five spaces suggested by SPD32. Staff would not have dedicated parking as they also can easily travel to the site using other modes of travel

Powered Two Wheel Vehicles & Cycle Parking

- 3.24 Barnsley Council's SPD32 suggests a provision for powered two wheel vehicles as 1 space per 20 parking spaces (retail and commercial uses parking). This equates to one motorcycle parking space which is located in the eastern car park close to the commercial uses.
- 3.25 Barnsley Council's SPD32, Table 3 specifies minimum cycle parking standards for various uses. The minimum standard for housing is assessed on an individual basis and development proposals will provide a 2.4x1.8m garden shed located within each garden which will be sufficient to store 2 cycles per unit. Access to the rear of each garden will be provided for all these properties so that cycles do not have to be wheeled through the property.
- 3.26 Minimum cycle parking standards for the other uses is taken from SPD32, Table 3. For Medical facilities the standard suggests 1 short stay space per 3 consulting rooms and 1 long stay space per 40 staff. For the retail element we have used the standard for offices which is 1 short stay space per 1000sqm and 1 long stay space per 400 sqm.
- 3.27 The proposals include 3no. Sheffield type stands in front of the coal drops retail shops for short stay purposes which will be secure but uncovered and 3 Sheffield type stands behind Regency House for long stay purposes which will be secure and covered; a total storage provision for 12 cycles which is in excess of the minimum cycle parking standards. The location of the cycle parking is shown on **Drawing No. REDW-2857-111**.

Refuse Collection, Servicing and Emergency Access

- 3.28 Refuse collection, servicing and emergency access will be provided along the site access road. The site access road is provided with a turning head facility suitable for the turning of a large refuse vehicle. **Figure B1 (Appendix B)** shows a large refuse vehicle adequately turning within the eastern car park entrance. Emergency vehicles are smaller than this large refuse vehicle and will therefore require less space to turn.

Pedestrian Access

- 3.29 Pedestrians will access the site via a new footway on the north side of the access, a 2.0m wide footway will be provided within the site narrowing over a short distance to 1.5m wide as it passes Regency House. Two new access points to the Trans-Pennine Trail are proposed along the northern boundary of the site.

4.0 Traffic Analysis

- 4.1 Using the TRICS vehicle trip rate database (**Appendix C**) we can estimate the AM and PM peak hour traffic flows to the new residential development element of the proposals. For the commercial elements of the development the TRICS database includes a category 'small shops' however the uses within the database are not considered applicable to the current proposals as they have relatively unrestricted parking and are of a larger size therefore for this site during the AM and PM peak hours we consider that the on-street parking (which would be available to the coal drops shops) would generate a trip rate of 0.5 per parking space which equates to 4 arrivals and 4 departures in both peak hours. We do not anticipate there will be any peak hour trips for the coffee shop element of the development, possibly a maximum of 2no. arrivals and 2no. departures in the peak hour. Again, only the on-street parking spaces would be available to customers of these uses.
- 4.2 Regency House is proposed as Class D1 Consulting Rooms with 1 consulting room. The proposal provides 3no. dedicated parking spaces for this use and for a single consulting room we consider the traffic generation will be a maximum of 1 trip for the disabled parking space with 1no. additional trip for a patient waiting for a consultation together with 2no. staff arrivals in the morning and 2no. staff departures in the afternoon. This equates to 4 arrivals and 2 departures during the AM peak hour reversed in the PM peak hour to account for staff arriving and departing the site.
- 4.3 **Table 4.1** includes the development vehicle trip rates (together with the resultant traffic flows in vehicles per hour for the AM and PM peak hour periods when maximum traffic flows from the development occur on the local highway network. The live/work units are assumed to have the same traffic generation as Class C3 Use:

Table 4.1
Redeveloped Site
Peak Hour Vehicle Trip rates and Traffic Flows

	<i>AM peak hour</i>				<i>PM peak hour</i>			
	<i>Arrivals</i>		<i>Departures</i>		<i>Arrivals</i>		<i>Departures</i>	
	<i>Trip rate</i>	<i>Vehs (No.)</i>	<i>Trip rate</i>	<i>Vehs (No.)</i>	<i>Trip rate</i>	<i>Vehs (No.)</i>	<i>Trip rate</i>	<i>Vehs (No.)</i>
<i>C3 residential 15 Units</i>	0.158	3	0.445	7	0.440	7	0.239	4
<i>Coal drops Shops</i>	-	4	-	4	-	4	-	4
<i>Coffee shop</i>	-	2	-	2	-	2	-	2
<i>Class D1 Use</i>	-	4	-	2	-	2	-	4
<i>TOTAL</i>		13		15		15		14

4.4 A development of this size with the mixed uses proposed will not generate a significant number of peak hour vehicle movements. In the AM peak hour the maximum traffic generation equates to approximately 1 vehicle arriving and departing every 4 to 5 minutes in the AM and PM peak hours, which is considered to be minimal indeed we consider this figure to be an overestimate due to the restraint that will occur from restricted parking provision for the commercial uses. The mixed use will also introduce a potential for shared use shopping trips where a single car trip to the site could serve a number of purposes.

4.5 We conclude that the effect of the new development traffic on the surrounding highway network will not be material. The parking proposals for the commercial uses will introduce an important shared facility whilst maintaining sufficient dedicated parking for essential car users working at and attending the Class D1 medical centre use.

5.0 Planning Policy Guidance

5.1 Both National Planning Policy Guidance PPG13 (Transport) and Barnsley MBC's Core Strategy aim to secure sustainable development in terms of transport. The policy aims are to:

- Reduce growth in the length and number of motorised journeys
- Encourage alternative means of travel which have less environmental impact; and hence
- Reduce reliance on the private car and offer a realistic choice of access by a choice of transport modes and where one journey can fulfil a number of purposes

5.2 The common themes running through these documents are:

- Promoting sustainable transport alternatives to the private car, particularly healthy alternatives such as walking and cycling, but also including bus travel which is less environmentally damaging than the equivalent car trips

The site is located next to good public transport infrastructure passing through Penistone offering walking, cycling and public transport as realistic choices for modes of travel other than the car

- Promoting brownfield development as a sustainable alternative to out of town development in order to reduce the need for, and length of, car trips and to promote healthy alternatives to the car.

The site is located on surplus brownfield land within an urban area. The site provides a sustainable location for the proposed uses and local facilities and services are nearby which will promote walking and cycling and shorter essential car journeys

PPG13 Transport

5.3 In order to achieve government transport objectives the site is well located to deliver PPG13 objectives. PPG 13, Paragraph 6 states that local authorities should:

- *Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;*
- *Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at location which are highly accessible by public transport, walking and cycling*

Barnsley Metropolitan Borough Council's Core Strategy

5.4 The Barnsley Local Development Framework provides the main planning policies and proposals replacing those in the Unitary Development Plan (UDP). The LDF includes the Core Strategy which has the following objectives applicable to this site:

- Supporting growth and regeneration - **The site is positioned in an accessible location and the proposal is for mixed residential and commercial uses on a brownfield site**
- Making transport easier to use and places easier to get to - **The site is close to Penistone Town Centre which will encourage walking, cycling and trips using public transport. Access to services and jobs is realistic without the use of the private motor car**
- Reducing road transport emissions - **The site's location will reduce potential vehicle emissions as residents and local people will be able to access local services and the site without the need for a car**

5.5 The proposals have been reviewed in the light of current planning and transport policy and are fully complimentary policy objectives. The location of the mixed use development within an urban area will have the effect of reducing the length of motorised journeys and will provide facilities which can be accessed by local people without the use of the motor car. The urban location of the site near to good public transport routes and nearby services will promote walking and cycling and reduced car usage and will fully complement these Local Development Framework policy objectives.

6.0 Summary and Conclusions

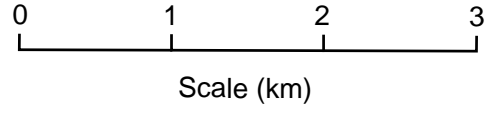
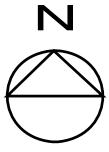
- 6.1 The Redwood Partnership have been instructed by Reliant Building Contractors Limited to provide highways and transportation planning advice and prepare a Transport Statement on an outline planning application for proposals to provide 13 dwellings and 2 live/work units; 473 sq m (GIA) office accommodation; 5 no. commercial units (total 135 sq m GIA) and a 132 sq m (GIA) restaurant/commercial unit, all located on the former coal drops site off St Mary's Street, Penistone.
- 6.2 The site is located on the north-western edge of Penistone Town Centre approximately 200 metres walking distance from the main shopping centre via St Mary's Street and is accessed off a minor unadopted and un-named private road which joins onto the west side of Stottercliffe Road. The unadopted road also provides access to other industrial uses further to the west of the application site.
- 6.3 The nearest bus stops to the site are located in Penistone Town Centre at the bus stand in Market Place and are approximately 200 metres south-east of the site. The main bus stand in the town centre has a covered waiting area. The pedestrian route between the site and the nearest bus stops has a slight gradient upwards towards the town but is along a convenient to use walking route accessing frequent and reliable bus services to all nearby areas.
- 6.4 Walk distances to and from the nearest bus stops to the site entrance are below the walk distances suggested the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop*". The nearest station is Penistone railway station approximately 750 metres (0.4 miles) east of the site with a walk time from the site to the station in the order of 10 minutes.

- 6.5 The development includes a total of 36 car parking spaces for the development. In applying the parking standards it was deemed necessary to ensure that an effective balance is achieved between the provision of adequate car parking to serve the development and the need to minimise congestion and avoid any increase in highway danger from residents and visitors parking on footways or in other inappropriate places.
- 6.6 The development proposals have directly addressed this issue by providing slightly in excess of the maximum standard of 1.5 car parking spaces per dwelling which will prevent regular on-street parking in the local area. We consider this level of car parking to be appropriate for the residential development considering its location as a reduced parking provision within each plot will not reduce car ownership but will instead force car owners to park on nearby roads.
- 6.7 With regards to the proposed uses other than the residential development/live work units, the proposals provide an efficient shared use of available parking space with three dedicated parking spaces close to Regency House; one for the medical practitioner and an essential staff member together with a nearby disabled space for a patient. Other on-street car parking spaces included in the development proposals are of a sufficient length and width to cater for disabled motorists but would have a 2 hour waiting limit during the day, more than adequate for a standard consultation. Other staff working at the medical centre would not have dedicated parking as the site is easily accessible to those who wish to walk, cycle and use public transport which would be a realistic alternative.
- 6.8 The coal drops retail uses and the coffee bar element of the proposals will not have dedicated car parking, customers will have the use of publicly available car parking proposed on the adjacent street (8no. spaces) which is in excess of the maximum five spaces suggested by SPD32. Staff would not have dedicated parking as they also can easily travel to the site using other modes of travel.
- 6.9 A development of this size with the mixed uses proposed will not generate a significant number of peak hour vehicle movements. In the AM peak hour the maximum traffic

generation equates to approximately 1 vehicle arriving and departing every 4 to 5 minutes in the AM and PM peak hours, which is considered to be minimal indeed we consider this figure to be an overestimate due to the restraint that will occur from restricted parking provision for the commercial uses. The mixed use will also introduce a potential for shared use shopping trips where a single car trip to the site could serve a number of purposes.

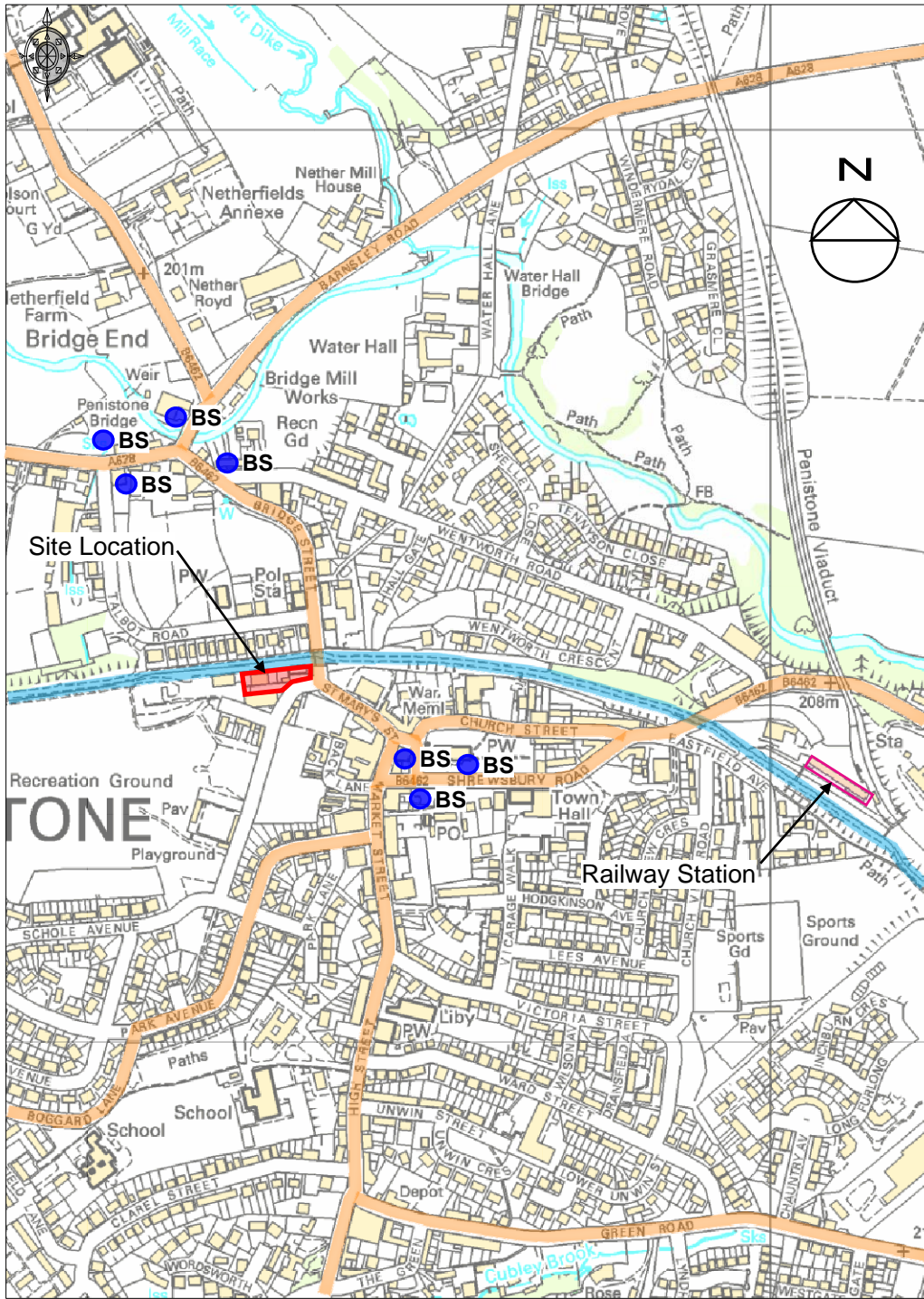
- 6.10 We conclude that the effect of the new development traffic on the surrounding highway network will not be material. The parking proposals for the commercial uses will introduce an important shared facility whilst maintaining sufficient dedicated parking for essential car users working at and attending the Class D1 medical centre use.
- 6.11 The proposals include 3no. Sheffield type stands in front of the coal drops retail shops for short stay purposes which will be secure but uncovered and 3 Sheffield type stands behind Regency House for long stay purposes which will be secure and covered; a total storage provision for 12 cycles which is in excess of the minimum cycle parking standards.
- 6.12 The main theme that is consistent throughout all the relevant transport policies is the need to seek a reduction in the use of the private car. Alternative, more sustainable modes of travel, such as walking, cycling and public transport are important and provide choice if they are realistic alternatives. The site is located on the edge of Penistone Town Centre with good accessibility to other modes of transport and therefore provides that alternative choice of transport.
- 6.13 The proposals have been reviewed in the light of current planning and transport policy and are fully compliment policy objectives. The location of the residential development on the edge of an urban area will have the effect of reducing the length of motorised journeys. The transport and access arrangements for the proposed development strike an appropriate balance between providing for access by the private car and at the same time reducing pressure on the surrounding highway network as a result of the site's location.

APPENDIX A



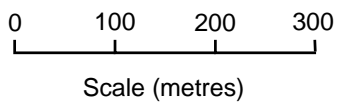
**Mixed use development, Penistone
Site Location Plan**




FIGURE A1



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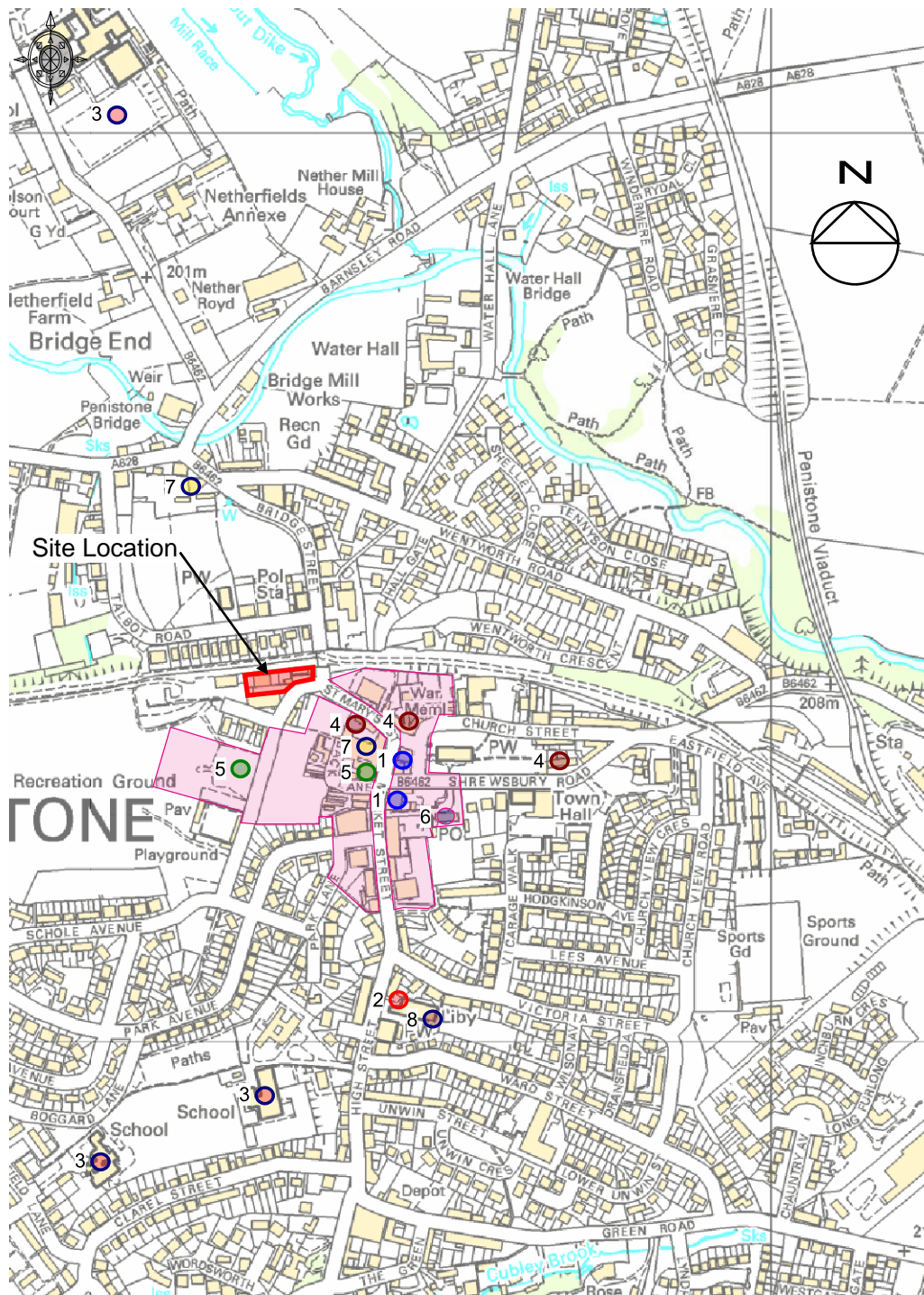
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KEY	
	Bus served routes
	National Cycle Route 62 Trans-Pennine Trail
	Bus stop

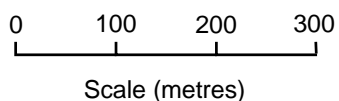
**Mixed use development, Penistone
 Public Transport & Cycle Routes Plan**

FIGURE A2



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KEY

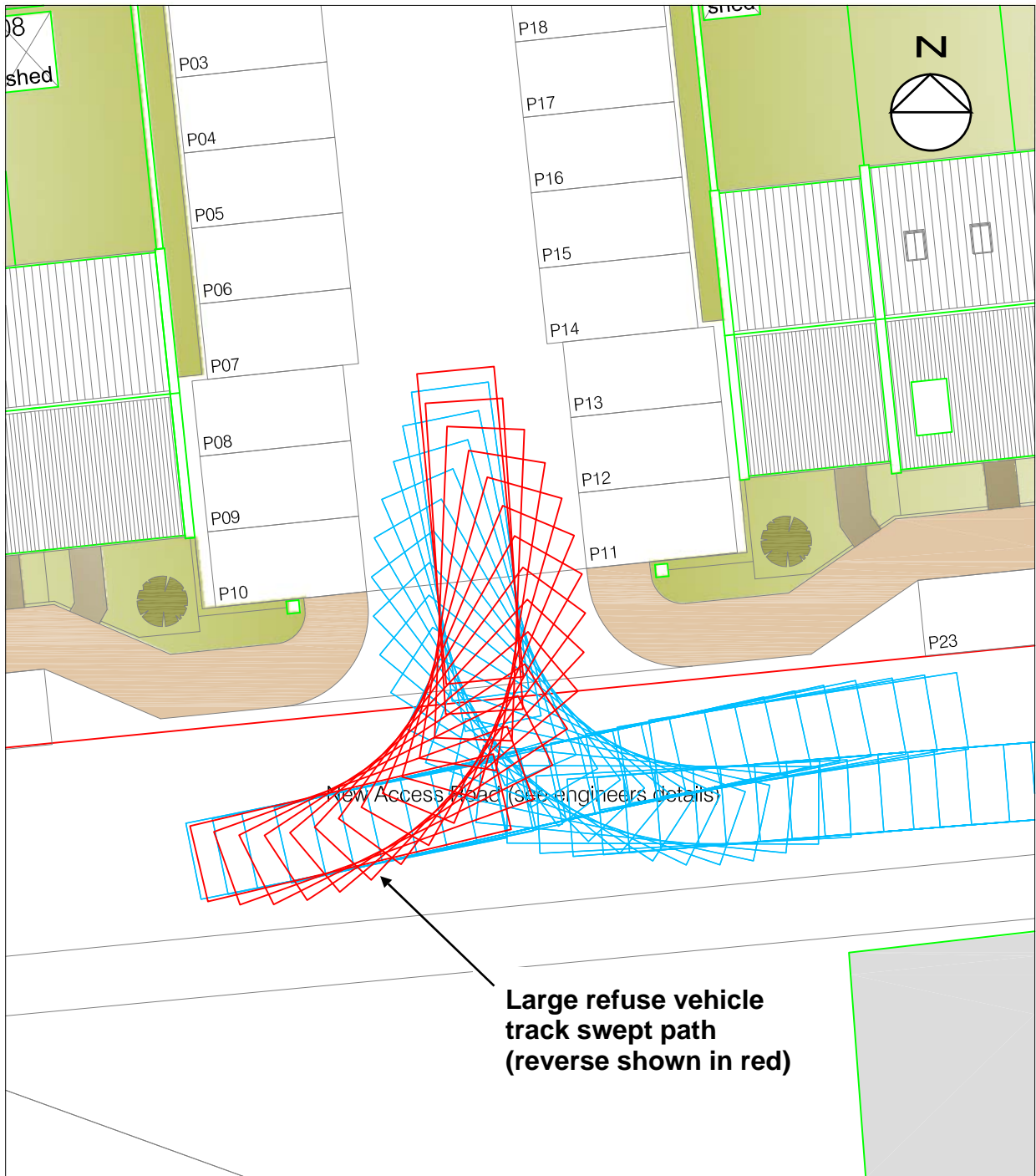
- 1 ● Chemist
- 2 ● Dentist
- 3 ● School
- 4 ● Bank
- 5 ● Supermarket
- 6 ● Post Office
- 7 ● Public House
- 8 ● Library

■ Penistone Town Centre boundary

**Mixed use development, Penistone
Local Services & Facilities Plan**

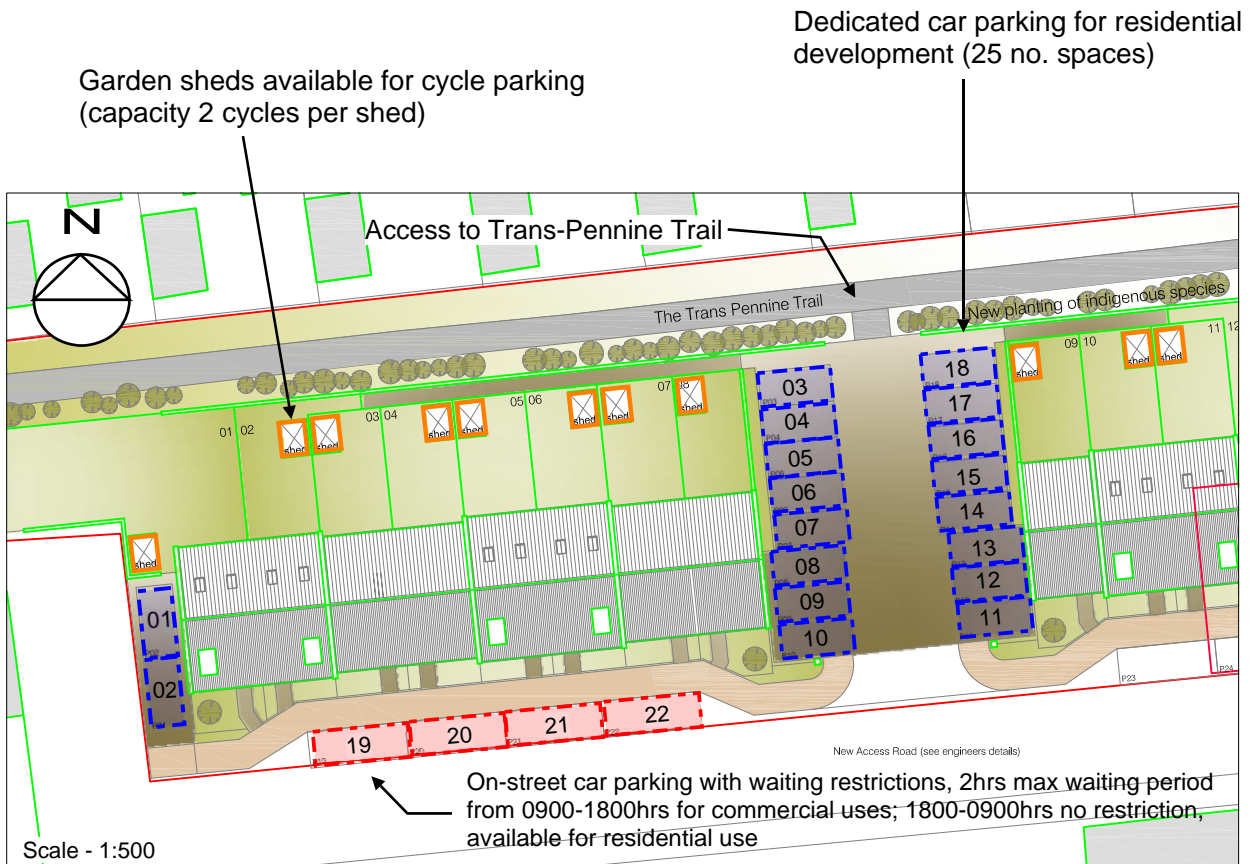
FIGURE A3

APPENDIX B

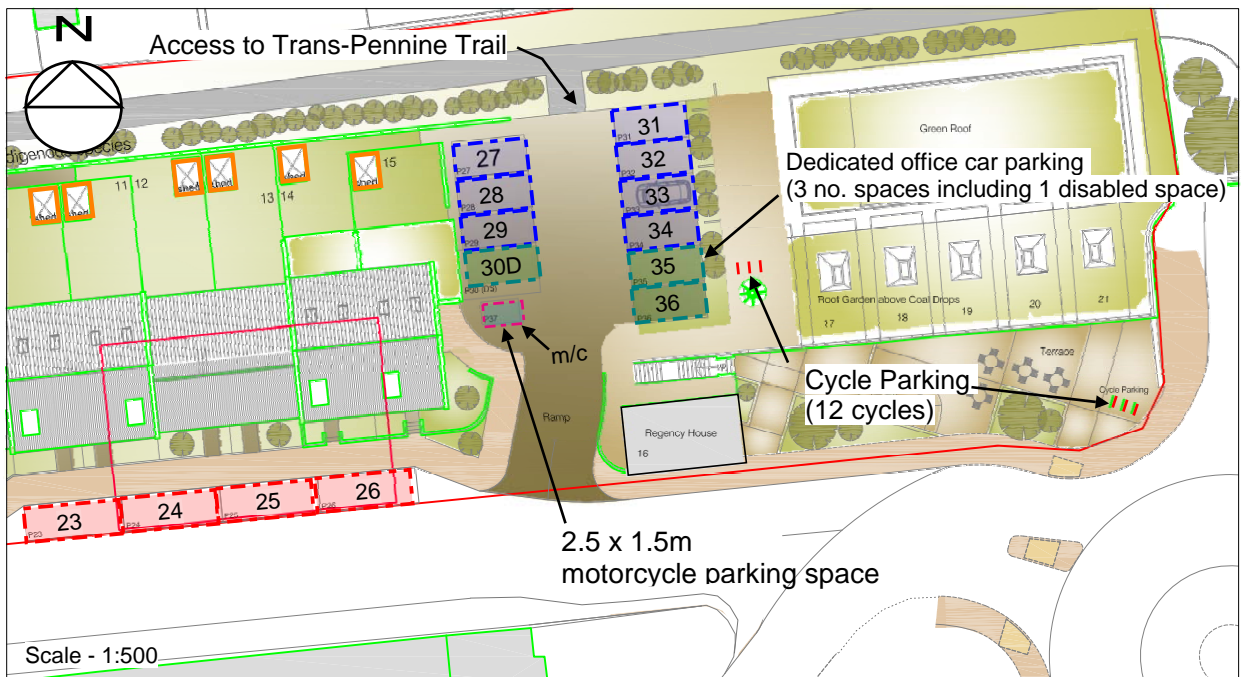


**Mixed use development, Penistone
Large refuse vehicle track swept path**

FIGURE B1



Application Site (west)



Application Site (east)

**Mixed use development, Penistone
Car and Cycle Parking Allocation**

FIGURE B2

APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	WR WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 48 to 237 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 13/05/08

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	8
--------------	---

Selected Location Sub Categories:

Residential Zone	5
Out of Town	1
No Sub Category	2

LIST OF SITES relevant to selection parameters (Cont.)

8	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM
	MOLD ROAD		
	RHOSDDU		
	WREXHAM		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	82	
	Survey date: MONDAY	05/07/04	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	131	0.095	8	131	0.294	8	131	0.389
08:00 - 09:00	8	131	0.158	8	131	0.445	8	131	0.603
09:00 - 10:00	8	131	0.192	8	131	0.241	8	131	0.433
10:00 - 11:00	8	131	0.155	8	131	0.194	8	131	0.349
11:00 - 12:00	8	131	0.201	8	131	0.187	8	131	0.388
12:00 - 13:00	8	131	0.226	8	131	0.206	8	131	0.432
13:00 - 14:00	8	131	0.202	8	131	0.198	8	131	0.400
14:00 - 15:00	8	131	0.189	8	131	0.178	8	131	0.367
15:00 - 16:00	8	131	0.357	8	131	0.239	8	131	0.596
16:00 - 17:00	8	131	0.340	8	131	0.216	8	131	0.556
17:00 - 18:00	8	131	0.440	8	131	0.239	8	131	0.679
18:00 - 19:00	8	131	0.275	8	131	0.239	8	131	0.514
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.830			2.876			5.706

Parameter summary

Trip rate parameter range selected: 48 - 237 (units:)
 Survey date range: 01/01/02 - 13/05/08
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

APPENDIX D

Paul McLaughlin

From: O'Carroll , Orla [orlaocarroll@barnsley.gov.uk]
Sent: 28 July 2011 14:53
To: 'Paul McLaughlin'
Subject: RE: Site at St Mary's Street Penistone - traffic accident data request

Paul,

I have searched the accident statistics for the area specified over the past 5 years. There were no injury collisions recorded.

As such the charge will be £50 + VAT instead of £100 + VAT, which covers staff time searching the area for collisions.

Kind Regards
I hope

Regards
Orla O'Carroll

From: Paul McLaughlin [mailto:paul.mclaughlin@redwoodpartnership.co.uk]
Sent: 28 July 2011 10:47
To: O'Carroll , Orla
Subject: RE: Site at St Mary's Street Penistone - traffic accident data request

Orla

Thank you for your quick response. The cost is acceptable, please invoice us at the address below (Our reference PMcL/2857). I attach completed customer form

If we could have the data as soon as possible, that would be great

Regards

Paul

Paul McLaughlin
Director

Direct dial: 01273 421521
Mobile: 07765 880867
Email: paul.mclaughlin@redwoodpartnership.co.uk

Redwood Partnership Transportation Limited
Consulting Engineers Transportation Planners
Maritime House, Basin Road North, Portslade, Brighton, East Sussex, BN41 1WR

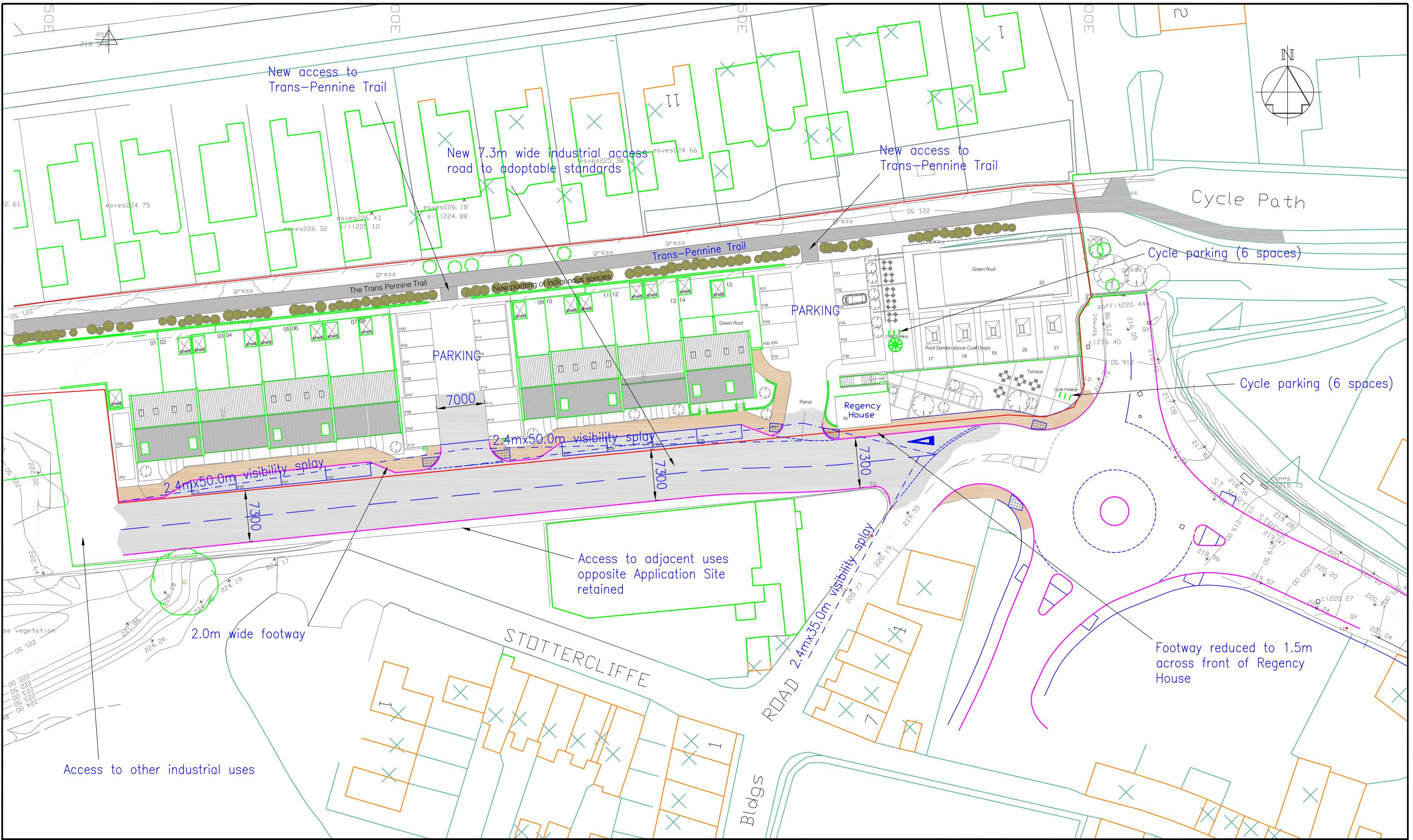
Telephone: 01273 414515
Fax: 01273 376824

www.redwoodpartnership.co.uk

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Redwood Partnership Transportation Limited
Registered Office: The White House, 2 Meadrow, Godalming, Surrey GU7 3HN. Registered in England No: 7200530

DRAWINGS



Client		Project	
RELIANT BUILDING CONTRACTORS LIMITED		LAND AT ST MARY'S STREET, PENISTONE	
Status		Drawing Title	
FOR APPROVAL	Drawn PMcL	HIGHWAY ACCESS PROPOSALS	
Scale	Sheet	Date	Drawing No.
1:500	A3	MAR 2012	REDW-2857-111
Rev			

Client		Project	
RELIANT BUILDING CONTRACTORS LIMITED		LAND AT ST MARY'S STREET, PENISTONE	
Status		Drawing Title	
FOR APPROVAL	Drawn PMcL	HIGHWAY ACCESS PROPOSALS	
Scale	Sheet	Date	Drawing No.
1:500	A3	MAR 2012	REDW-2857-111
Rev			

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