



41 Coniston Avenue,
Staincross
Highway Statement

August 2022

Project number 1949

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell
Estate

Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com



Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final			
Date	August 2022			
Prepared by	AH			
Checked by	LO			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1.0	Introduction	4
2.0	Existing Situation	5
3.0	Development Proposals	8
4.0	Transport Sustainability	10
5.0	Transport Policy	13
6.0	Traffic Impact	16
7.0	Conclusion	18

Appendices

Appendix A Development Proposals

1.0 Introduction

- 1.1.1 Paragon Highways have been appointed to prepare this Highway Statement relating to the proposed residential development of 6 dwellings to land off Coniston Avenue, Staincross in the metropolitan borough of Barnsley. The site location can be found at **Figure 1.1**.

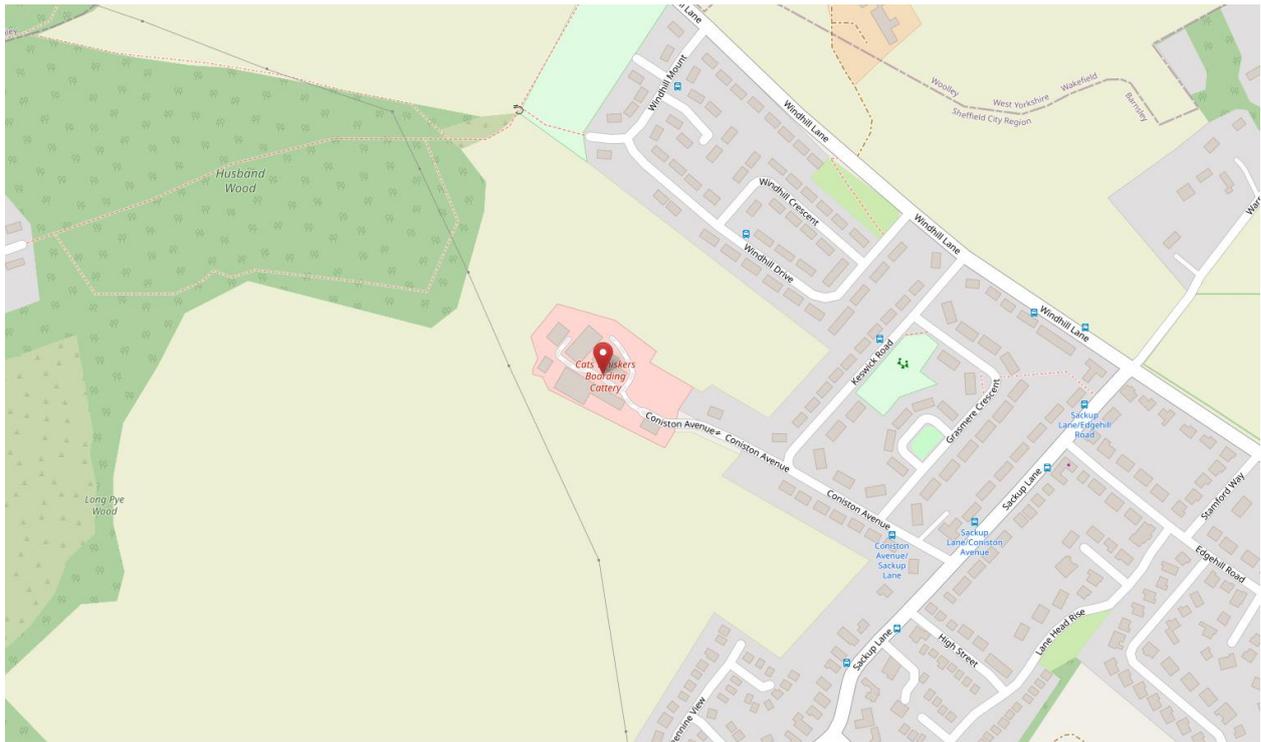


Figure 1.1 Site location

- 1.1.2 The land on which the site is to be constructed was formerly used as a boarding cattery.
- 1.1.3 The development proposals comprise of 5 new residential dwellings and the demolition of an existing dwelling to make way for the construction of a replacement dwelling. The development will be served from a new access including turning area, parking, and amenity areas in general accordance with Barnsley Council's current requirements.
- 1.1.4 This Highway Statement considers such matters as car parking, servicing, traffic impact, and sustainability provision associated with the proposed development. This Statement demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

2.1 Site Description

2.1.1 The application site is situated towards the north-western edge of the village of Staincross, located approximately 5.2km to the north-west of the town centre of Barnsley and 4km to the west of the village centre of Royston. The site is located within a predominantly mixed rural and residential area with good access to local public transportation services.

2.1.2 The site is bound by open fields to all sides, as well as a residential dwelling to the east served by Coniston Avenue.

2.1.3 The site is located within close proximity to public transport facilities in the form of bus services on Coniston Avenue, Keswick Road, and Sackup Lane. Further details regarding the services available are provided within the section titled Transport Sustainability.

2.2 Local Highway Network



Figure 2.1 Photograph along Coniston Avenue looking in a westerly direction

- 2.2.1 The site will take access via improvements and extension works to the western end of Coniston Avenue which currently serves as private access to the boarding cattery. Coniston Avenue is generally a minor access road which begins at its junction with Sackup Lane in the east and comes to an end approximately 250 metres in the west at the gated access to the aforementioned cattery.
- 2.2.2 Coniston Avenue provides access to residential dwellings and further minor access routes including Keswick Road and Grasmere Crescent and is generally surfaced and lit to a good standard suitable for its normal day-to-day uses. It is subject to a 30-mph speed-limit and has a width of approximately 6.4 metres with footways to either side measuring around 2.8 – 3 metres in width with on-street parking bays and small verge areas provided sporadically along its length. A photograph showing the general layout of Coniston Avenue can be found at **Figure 2.1**.

2.3 Road Traffic Accidents

- 2.3.1 The personal injury accident records for the 5-year period up to June 2021 have been obtained from the Crashmap website and include the full length of Coniston Avenue. The search area illustrated within **Figure 2.2** shows the search boundary.



Figure 2.2 Crashmap search area

- 2.3.2 As can be seen in **Figure 2.2** no injury accidents were recorded along the full length of Coniston Avenue. The good injury accident record indicates that there is not a road safety problem and there are no trends of any significance which would warrant treatment or be a cause for concern due to a slight change in flows as a result of the development proposals.

3.0 Development Proposals

3.1 Proposed Development

3.1.1 The proposals are for a small residential development consisting of 6 residential properties on the site of a former cattery on Coniston Avenue in the village of Darton in Barnsley. The development proposals can be found at **Appendix A**.

3.1.2 The development will comprise of 5 new residential dwellings and a 6th dwelling that replaces the existing dwelling at the site, providing a net gain of 5 dwellings. All 6 plots will be detached in type with garaging and garden space.

3.2 Access

3.2.1 The site will be accessed via an extension to the western end of Coniston Avenue into the site, containing improvements that meet the Council's adoptable standards and shared driveway standards. A new adoptable turning facility will be provided within the site between plots 5 and 6, and an additional turning facility is proposed to the end of the shared drive to accommodate a fire appliance. The proposed access arrangements can be seen on the drawing at **Appendix A**.

3.3 Parking Provision

3.3.1 The proposals will provide off-street parking within the driveways/ garages of the individual properties that meets the Council's car parking requirements.

3.3.2 Electric vehicle charging points will be installed in accordance with current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian routes within the site will provide a link to the existing footway network on Coniston Avenue.

3.4.2 Secure cycle storage facilities will be provided within the proposals, the type and location to be agreed with the LPA.

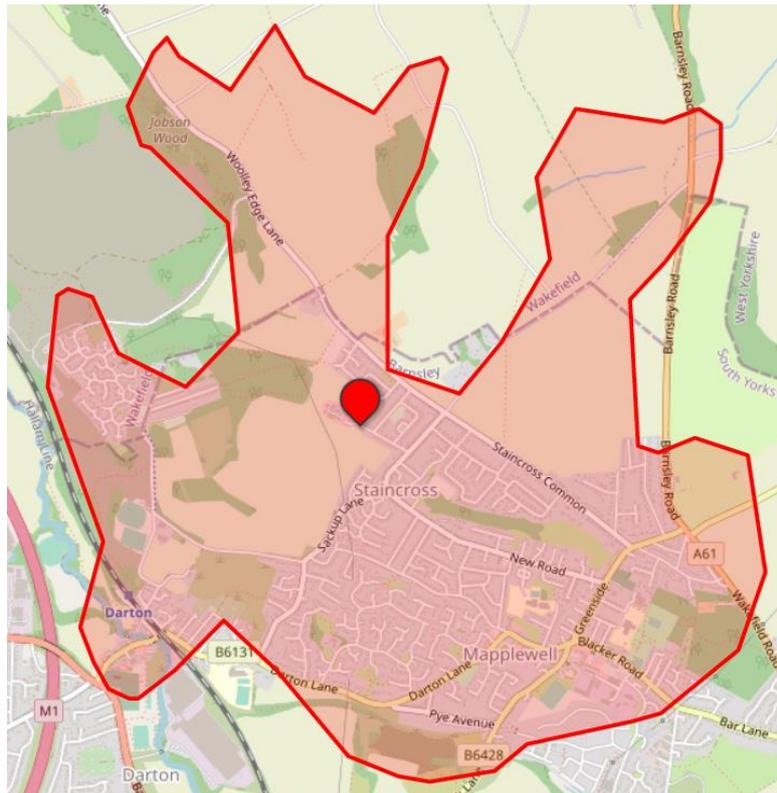
3.5 Servicing

- 3.5.1 The servicing requirements for the development are catered for via the proposed turning head which will serve all 6 dwellings. These allow a refuse vehicle to access and egress the development site in a forward gear. Tracking for a refuse vehicle can be found at **Appendix A**.

4.0 Transport Sustainability

4.1.1 Walking

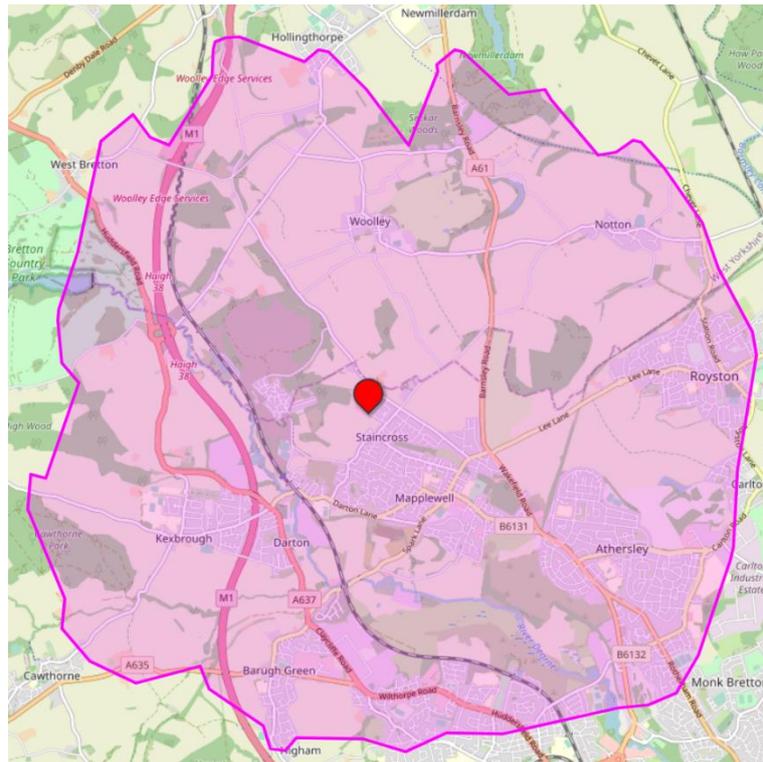
4.1.2 The catchment areas for the preferred maximum walking distance of 2km is shown highlighted in red on the plan below.



4.1.3 The plan identifies the neighbouring settlements which are located within walking distance of the application site. This includes Staincross, Mapplewell, Darton, Woolley and Woolley Grange, all of which boast their own unique services and amenities such as locally owned and operated businesses and independent shops, hot food takeaways, public houses, restaurants, convenience stores with ATM facilities and a hair and beauty salon. There is also a golf club and driving range, places of worship, parks with skating facilities, a bowling green and a cricket club. There are also several primary schools, a veterinary surgery and grooming parlour, Post Office and a small industrial estate which could provide employment opportunities for new residents. Primary care services in the form of a GP surgery, two pharmacies and a dental surgery are also available within walking distance.

4.1.4 Cycling

4.1.5 With regards to cycling, PPG 13: Transport states, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport." The 5km cycle catchment area is identified in purple on the plan below.



4.1.6 This catchment includes the settlements of Hall Green, Newmillerdam, Haigh, Notton, Royston, Barugh Green and Cawthorne; all of which provide their own unique services and amenities which can be accessed by bicycle.

4.1.7 Public Transport

4.1.8 The site is within easy reach of bus services available from Coniston Avenue and Sackup Lane, with the nearest stop being just 317 metres to the east of the development site. This westbound stop has the benefit of a passenger shelter, as do the east and westbound stops on Sackup Lane. Further details from these local fare stages can be found in the table below.

Number	Route	First Service	Last Service	Frequency			Provider
				Mon – Fri	Sat	Sun	
1	Barnsley Interchange – Staincross Circular	06.10	23.20	30 mins	30 mins	30 mins	Stagecoach Yorkshire
97	Darton – Wakefield	07.43	13.43	Infrequent	N/A	N/A	Globe Holidays
485	Kexborough – Mapplewell	14.55	14.55	Infrequent	N/A	N/A	Globe Holidays
497	Woolley Grange – Milnthorpe	07.43	N/A	Infrequent	N/A	N/A	Globe Holidays

Bus Services

4.1.9 As can be identified from the table above, there are several bus services which operate from the stops located close to the site providing regular services to Smithies, New Lodge, Mapplewell, Staincross, Bloomhouse Green, Woolley, Hall Green, Crigglestone, Sandal and Kexborough. There are also direct links to Wakefield bus station and Kettlethorpe High School.

4.1.10 In addition, the site also benefits from excellent rail links with Darton railway station situated just 1.17km to the southwest. This station has the benefit of 18 cycle storage stands which are sheltered and covered by CCTV. Details of the services available from Darton station can be found in the table below.

Destination	Route	First Service	Last Service	Frequency		
				Mon – Fri	Sat	Sun
Sheffield	Leeds – Sheffield	07.14	23.44	60 mins	60 mins	120 mins
Leeds	Sheffield - Leeds	06.03	23.04	60 mins	60 mins	120 mins

Darton Train Services

4.1.11 As can be seen, the site is located within a sustainable area with reference to its close proximity to nearby amenities and good public transport links which provide connections to neighbouring settlements and the large cities of Wakefield, Sheffield and Leeds. Therefore, it can be agreed that the proposed site conforms to current Government directives for ensuring developments are located within sustainable areas.

5.0 Transport Policy

5.1.1 When considering transport policy compliance for new planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, walking and cycling. This policy therefore sets out the Framework for this Highway Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

5.1.2 National Planning Policy Framework

5.1.3 The National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The Framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the highway network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 6 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site, and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient places	Charging points for plug-in vehicles will be provided as part of the overall scheme

5.1.4 Local Transport Plan

5.1.5 The current Local Transport Plan is the third South Yorkshire Local Transport Plan (LTP3) which covers the period of 2011 to 2026. The key goals of the LTP3 include:

- To support economic growth
- To enhance social inclusion and health
- To reduce emissions
- To maximise safety

5.1.6 The LTP sets out the policies and strategies for achieving the above goals. These include improving interurban connectivity, the increase in use of active traffic management and intelligent traffic control systems, public transport enhancements and design pedestrian friendly streets and footpaths for walking and cycling.

5.1.7 Barnsley Local Plan

5.1.8 Barnsley Council's Local Plan was adopted in January 2019. The Local Plan sets out the key elements of the planning framework for Barnsley and sets out the Council's strategy vision and priorities for housing, employment, and commercial development, including transport infrastructure and protection of the local environment.

5.1.9 With regards to Transport the Council recognises the following challenges:

- Reducing transport related greenhouse gas emissions
- Supporting sustainable development and the location for growth set out in the Local Plan
- Addressing cross-boundary transportation issues
- Reducing the need to travel, particularly by car
- Where travel is necessary, making it easier for people to travel between home, health, education, leisure, countryside, and work opportunities within the borough by walking, cycling and public transport

5.2 The Local Plan contains policy solutions including:

- Ensuring that new development is designed and located to be accessible to public transport, walking and cycling

-
- Applying minimum parking standards for cycles, motorbikes, scooters, mopeds and disabled people and maximum car parking standards
 - Requiring transport assessments and travel plans for new developments
 - Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users

5.2.1 Policy T3: New Development and Sustainable Travel states:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
- Provide at least the minimum level of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document
- Provide a Travel Plan Statement or Travel Plan in accordance with the guidance set out in the National Planning Policy Framework including where appropriate regard for cross-boundary local authority impacts. Travel Plans will be secured through a planning obligation or planning condition.

6.0 Traffic Impact

6.1 Existing Traffic

6.1.1 The site is currently used as a boarding cattery which has the potential to generate traffic movements at all times of the day with vehicles such as food delivery vehicles, veterinary surgeon visitations, and staff and customer vehicles. These vehicles will often travel to the site during the morning and evening peak hours and would create regular daily movements to and from the site.

6.1.2 The new dwellings will replace the trips generated by the current boarding cattery use of the application site. A true representation of the trips the boarding cattery and associated buildings generate cannot be provided; however, it is assumed to be larger than for a small residential development.

6.2 Proposed Traffic

6.2.1 The proposals are for a residential development of 6 dwellings (including the replacement dwelling). The development will therefore provide a net increase of 5 dwellings. The table at **Figure 6.1** provides the typical peak hour rates (morning 08:00 – 09:00 / evening 17:00 – 18:00) and likely traffic generation of the proposals and is based on the typical TRICs output.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Traffic Generations	1	3	4	3	1	4

Figure 6.1 Proposed Trip Rates and Traffic Generations

6.2.2 As can be seen from the table above, the proposed net increase of 5 dwellings is likely to generate up to 4 vehicle movements during the network peak hours. It should be noted that given the sustainable location of the site the actual trip rate is envisaged to be lower than the typical trip rates shown above.

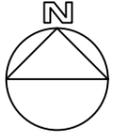
-
- 6.2.3 The development proposes suitable access arrangements in terms of layout and width and is located where there have been no recorded injury accidents. The development proposals would remove all the traffic related to the existing boarding cattery currently on the application site, which can only be a benefit to road safety on this section of the network.
- 6.2.4 It is considered that the level of traffic generated by the proposed development can easily be accommodated and will have no material impact on the safe operation of the local highway network and will not significantly add to any congestion at the peak times on the local network.

7.0 Conclusion

- 7.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of 6 residential dwellings (5 dwelling net increase) is also assessed, and compares the traffic generations, highway safety and access proposals within the existing situation.
- 7.1.2 The site is considered to be within a sustainable location by being in close proximity to nearby bus stops which provide excellent connections to neighbouring towns and cities and their multitude of unique amenities, facilities, and further transport opportunities. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.
- 7.1.3 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network and would only be a benefit to road safety due to removing the existing boarding cattery related vehicle movements from the site entrance. Therefore, the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 7.1.4 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.

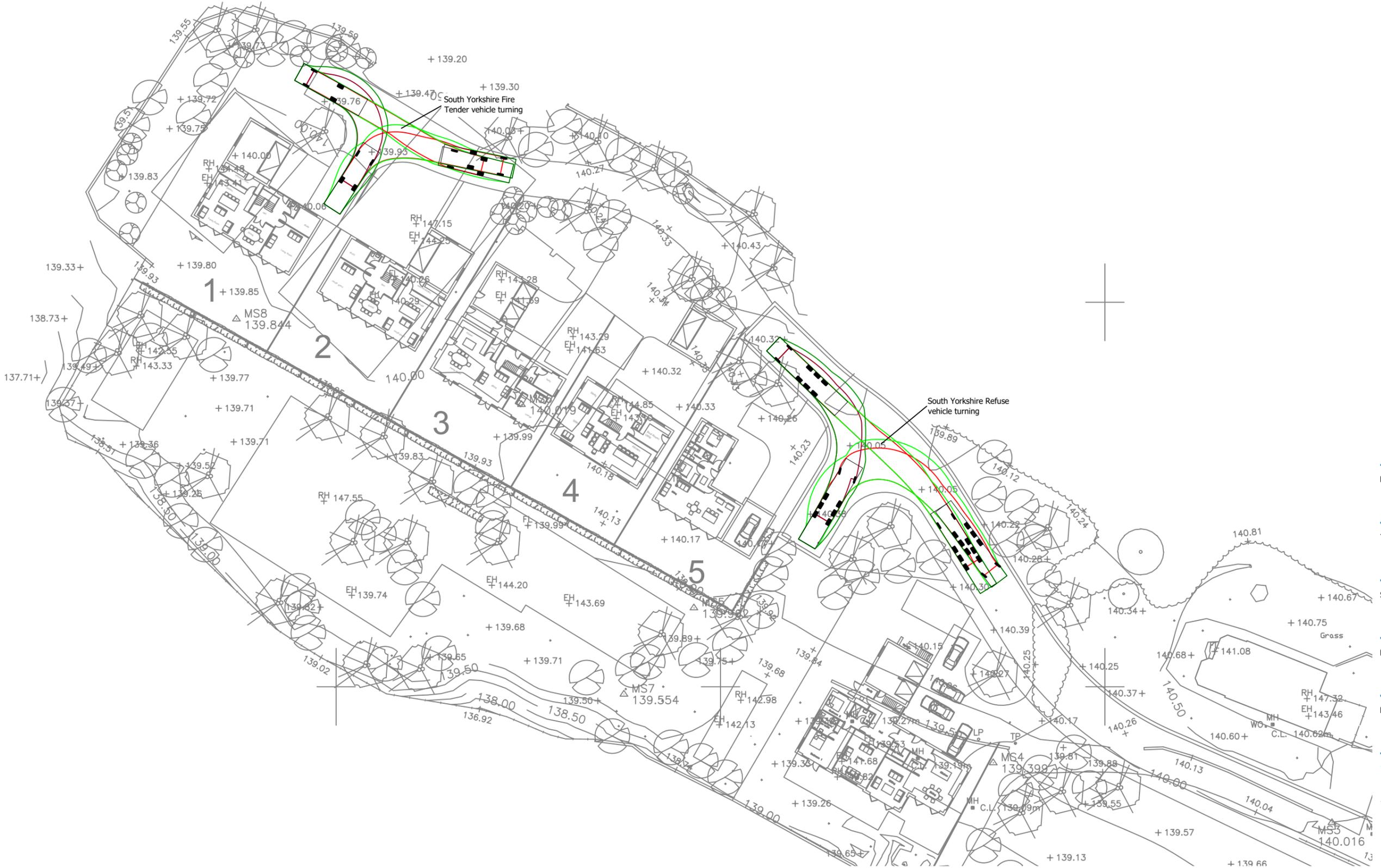
Appendix A

Development Proposals



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.



REV	DATE	DESCRIPTION
PROJECT		
41 CONISTON AVENUE STAINCROSS		
TITLE		
ACCESS PROPOSALS		
SCALE		
1:500 @ A3		
DRAWING		
1949 AP01		
DATE		
Aug 2022		

PARAGON HIGHWAYS
 PARAGON HIGHWAYS
 OFFICE 20/21 THE REAR WALLED GARDEN,
 THE NOSTELL ESTATE,
 WAKEFIELD WF4 1AB
 01924 291536 /
 MAIL@PARAGONHIGHWAYS.COM