PARAGON HIGHWAYS



Cemetery Road, Bolton-Upon-Dearne

Highway Statement

February 2018

Project 1434

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to a proposed residential dwelling at land off Cemetery Road, Bolton-Upon-Dearne. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to construct 1 residential dwelling on land off Cemetery Road. The proposals will also include car parking in accordance with the Council's car parking standards, on site turning facilities and a new vehicular access onto Church Street.

1.1.3 This Highway Statement considers such matters as access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located within the settlement of Bolton-Upon -Dearne approximately 11.6Km south west of Barnsley Town Centre, 11.9Km west of Doncaster Town Centre and approximately 9.8km north of Rotherham Town Centre.

2.1.2 The application site is generally square in shape forming an extensive green area currently used as a paddock for horses along with a stables building. To the north of the site are residential dwellings associated with both Cemetery Road and Church Street. To the east are further dwellings that front onto Angel Street. To the south is an unmade access tack which serves the extensive allotment area. To the west is minor tree belt followed by residential dwellings that front onto Coniston Drive.



Photograph 1 – Church Street / Cemetery Road junction

2.2 Local Highway Network

2.2.1 The site is currently accessed off Cemetery Road via an existing field access in proximity to the junction with Church Street. Cemetery Road from the junction with Church Street continues in a westerly direction for approximately 86m to where it terminates, a pedestrian link does however continue through to Kendall Drive.

2.2.2 Church Street from the junction with Cemetery Road, continues in both an easterly direction for approximately 60m to its junction with the B6098 Angel Street and also an initial northerly and the north westerly direction for approximately 188m to its junction with High Street.

2.2.3 High Street from the junction with Church Street continues in both an easterly for approximately 156m terminating at its junction with the B6098 Angel Street and in a westerly direction for approximately 1.2Km to its terminus and bus turn around. The B6098 from its junction with Church Street continues in a general northerly direction for approximately 1.9Km to its junction with Barnsley Road / Doncaster Road and also in a southerly westerly direction for approximately 3.5Km into Mexborough.



Photograph 2 – Church Street towards Angel Street

2.2.4 Church Street in proximity of the site is a single carriageway road with a footway along its southern flank with a soft verge opposite. The carriageway width is approximately 3.6m in width widening at the junction with Angel Street to in excess of 5.5m and also widening in a northerly direction. The footway is 1.2m in width widening to 1.5m on the approach to the junction and a verge of approximately 0.4m in width. On inspection in the immediate vicinity of the site access the carriageway and footway are in a good condition and considered to be suitable for their day to day use given the low traffic volumes experienced. The permitted speed limit along this section of Church Street is 30mph although actual traffic speeds are estimated to be between 15mph and 20mph. Church Street also contains street lighting to a suitable standard.



Photograph 3 – Church Street looking northwards

2.2.5 Cemetery Road in proximity of the site is a single carriageway road with no footway provision. The carriageway width is approximately 6m in width narrowing slightly on the approach to the Church Street junction. However, on street parking does occur along the south side of the road, which can reduce the usable carriageway area. Visibility at the junction with Church Street is commensurate with the vehicles speeds of approximately 15mph to 20mph. On inspection in the immediate vicinity of the site access the carriageway is in a good condition and considered to be suitable for its day to day use. Cemetery Road contains street lighting and is subject to a 30mph speed limit, although actual traffic speeds are envisaged to be around 15mph to 20mph due its short length.

2.2.6 Based on information obtained from the Crashmap website (crashmap.co.uk) there are no reported injury accidents along Cemetery Road, Church Street or its junction with Angel Street. Therefore, the local highway network appears to operate safely.

2.2.7 The site is located within reach of the bus services along both High Street and Angel Street. Details of the bus services available from the local fare stages are shown in section 2.3 below.

2.3 Transport Sustainability

2.3.1 The site is in a sustainable location being within a short walking distance of bus services to the north east of the site.

2.3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.3.3 However the guidance within PPG 13 is still useful as a reference and the relevant policies within the Council's UDP still apply.

2.3.4 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix B. The site is well placed for residents to walk to work and utilise transport and amenity opportunities in Bolton upon Dearne the within the nearby settlements Goldthorpe and Wath-Upon-Dearne. The railway station in Bolton-Upon-Dearne is approximately 362m to the north west and Goldthorpe railway station 2Km to the north, both of which provide regular services to Leeds and Sheffield.

2.3.5 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport". The 5km cycle catchment area from the site would include the additional settlements of Thurnscoe, Darfield, Wombwell, Brampton, Swinton and Mexborough, included in the catchment areas are the railway stations in Swinton, Mexborough and Thurnscoe.

2.3.6 The nearest bus stops to the site are located to the north along High Street and south east along Angel Street, approximately 160m respectively. The table below identifies the bus services that use the above stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
208	Rotherham – Swinton – Mexborough – Goldthorpe – Grimethorpe	3 journeys	journeys
226	Barnsley – Wath-Upon-Dearne – Thurnscoe	30mins	30mins

2.3.7 As can be identified from the above table, there are around 2 buses per hour throughout the day to the local towns and settlements with a regular service to Barnsley. The bus services are considered to be suitable to provide an alternative to the private car in line with current Government guidelines especially given the vast residential and service centre area of Bolton-Upon-Dearne.

2.3.8 The site is considered to be in a sustainable location given its proximity of the bus stops which provide a suitable connection to neighbouring settlements including Barnsley Town Centre that has a multitude of amenities, facilities and transport opportunities. Furthermore, the railway station in Bolton-Upon-Dearne is approximately 362m to the north west and Goldthorpe railway station 2Km to the north, both of which provide regular services to Leeds and Sheffield. Also included within in the 5Km catchment areas are the railway stations in Swinton, Mexborough and Thurnscoe. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable locations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to construct 1 residential dwelling on land off Cemetery Road, currently used as a paddock. The proposals will also include car parking in accordance with the Council's car parking standards, on site turning facilities and a new vehicular access onto Church Street.

3.1.2 The development proposals have already been submitted to the LPA under planning reference 2017/1263, of which the LHA as consultee have made representations as follows –

"Church Street and Cemetery Road are both severely substandard in terms of horizontal alignment, carriageway widths and footway widths. They are not suitable for further intensification of use by vehicular or pedestrian traffic"

"Therefore, planning permission should be refused in the interests of highway"

3.2 Vehicular Access

3.2.1 In respect of the LHA concerns, it is noted that the carriageway width along the majority of Church Street is circa 3.6m, being below that of the traditional 5.5m wide carriageway. Notwithstanding this, Church Street and Cemetery Road currently serve a number of established residential properties in addition to the site itself, which is currently used as a paddock generating a degree of vehicular traffic associated with tending horses etc.

3.2.2 Furthermore, Church Street is an adopted highway and forms an unrestricted connection between the B6098 Angel Street and High Street therefore there are no restrictions precluding the use of it by vehicles or pedestrians. Given this is the case and its use by through traffic is permitted it is considered difficult to conclude that the proposals for 1 additional dwelling could lead to an intensification so severe to warrant the refusal of planning permission, when the traffic generated by the dwelling would not be noticeable from the daily traffic fluctuations on the local highway network.

3.2.3 The field access along Cemetery Road is to be closed and a new vehicular dropped crossing is proposed to serve the development onto Church Street, immediately adjacent to the Cemetery Road junction.

3.2.4 Whilst Church Street has a permitted speed limit of 30mph, the typical vehicle speeds are considered to be no greater than 20mph, which based on Manual for Streets guidance requires sightlines of circa 25m, which is considered to be achievable at the site access.

3.2.5 A 2m 'X' distance is proposed which meets the criteria within paragraph 10.5.8 of Manual for Streets 2 which states: -

'A minimum X distance of 2m may be considered in some slow speed situations, where flows on the minor arm are low'

3.2.6 Given that the development is only going to serve one new dwelling and that Cemetery Road and Church Street are subject to low traffic speeds (circa 15mph to 20mph), it is considered that paragraph 10.5.8 is relevant in this case.

3.2.7 The development also proposes improvements to the parking situation along Cemetery Road. Given that parking can obstruct two way traffic flow on occasion, it is proposed to utilise the north side of the site to create a hardened and sealed area to extend the parking area available to nearby residents, allowing for all cars to park clear of the usable carriageway area.

3.2.8 Given that visibility splay provision is considered suitable and geometry of the site access meets the requirements within South Yorkshire Residential Design Guide, the proposed access arrangements are considered suitable. Details of the proposed access arrangements are shown on the plan at Appendix C.

3.3 Parking Provision

3.3.1 The proposals will include ample car parking provision, in addition to the provision of on site turning facilities capable of accommodating a typical estate/saloon sized vehicle.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access to the property will be via the new proposed access onto Church Street.

3.4.2 Again, given the adopted nature of Church Street and the link it forms between the B6098 Angel Street and High Street, pedestrian "intensification" is considered to be negligible and commensurate with daily fluctuations in traffic.

3.4.3 Secure cycle storage facilities can be provided within the site if required by the LPA, although it is considered that such can be catered for within the footprint of the dwelling.

3.5 Servicing

3.5.1 Servicing of the site will not differ from that experienced by the neighbouring dwellings along both Cemetery Road and Church Street.

4 TRAFFIC IMPACT

4.1.1 The proposals are to construct 1 residential dwelling on land off Cemetery Road, currently used as a paddock.

4.1.2 Given the sites current use, there will be a degree of traffic generation, including potentially, albeit infrequent trailered vehicles. Whilst considered infrequent such traffic will be removed as part of the proposals.

4.1.3 The typical traffic generation of a single dwelling has been determined using the national TRICS database. The proposed traffic generation has been identified on the table below during the network peak hours (morning peak 0800-0900 hours and evening peak 1700-1800 hours).

	Morning Peak			Evening Peak		
	ARRIVE	**DEPART**	**TOTAL**	**ARRIVE**	**DEPART**	**TOTAL**
Trip Rate	0.16	0.64	0.80	0.64	0.16	0.80
Generated Trips	0	1	8	1	0	1

4.1.4 The table above demonstrates that the development would generate 1 vehicle trip during each of the network peak hours. A single dwelling typically generates between 6 and 8 vehicle trips per day. Such levels of traffic increase would be unnoticeable from the daily fluctuations in flows that can be expected on the adjacent highway network.

4.1.5 It should also be considered that the current use on the site as a paddock would often requires trips to tender horses. Therefore, the level of increase in traffic anticipated to be generated by the proposals would not be significantly more than the current levels of traffic associated with the paddock use.

4.1.6 Furthermore, Church Street is an adopted highway and forms an unrestricted connection between the B6098 Angel Street and High Street there are no restrictions precluding the use of it by vehicles or pedestrians. Given that this is the case and its use by through traffic is permitted it is considered the traffic generated by the dwelling would be no different to daily traffic fluctuations on the local highway network, and unnoticeable.

4.1.7 The proposals offer improvements to the parking situation along Cemetery Road, which would easily offset any slight increase in traffic when compared to the current use of the site.

4.1.8 It is considered that the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the operation of the local highway. The level of traffic will not significantly add to any congestion at the peak times on the local network, as the 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.

5 CONCLUSIONS

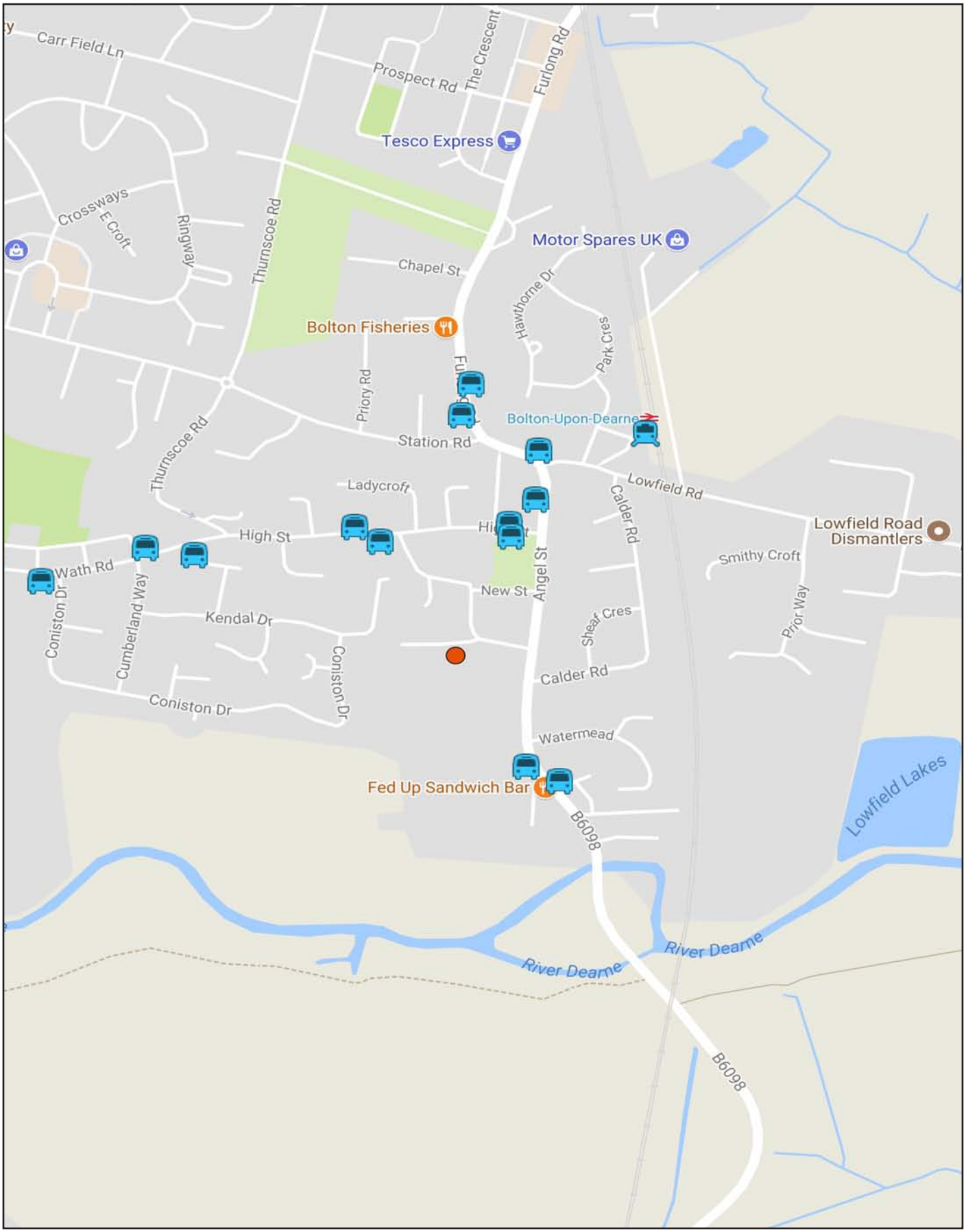
5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.

5.1.2 The site considered to be in a sustainable location given its proximity of the bus stops which provide a suitable connection to neighbouring settlements including Barnsley Town Centre that has a multitude of amenities, facilities and transport opportunities. Furthermore, the railway station in Bolton-Upon-Dearne is approximately 362m to the northwest and Goldthorpe railway station 2Km to the north, both of which provide regular services to Leeds and Sheffield. Also included within in the 5Km catchment areas are the railway stations in Swinton, Mexborough and Thurnscoe. Therefore, the site generally conforms to current Government directives for ensuring developments are located in sustainable locations.

5.1.3 It is considered that the proposed development would not result in excessive vehicle trips that would be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can easily be 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.

Appendix A

Location plan



SITE LOCATION

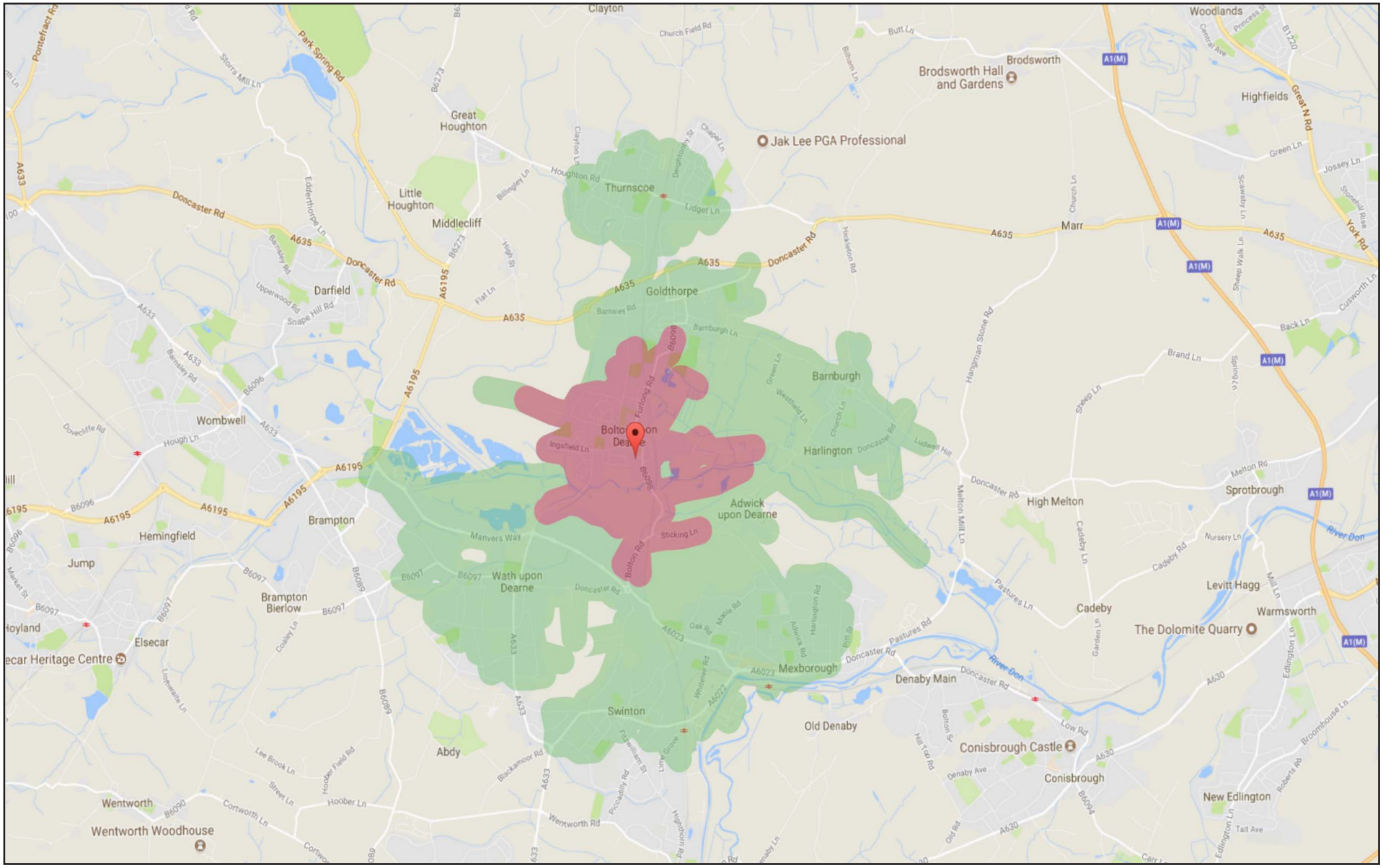
BUS STOP LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix B

Pedestrian and Cycle Catchment



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

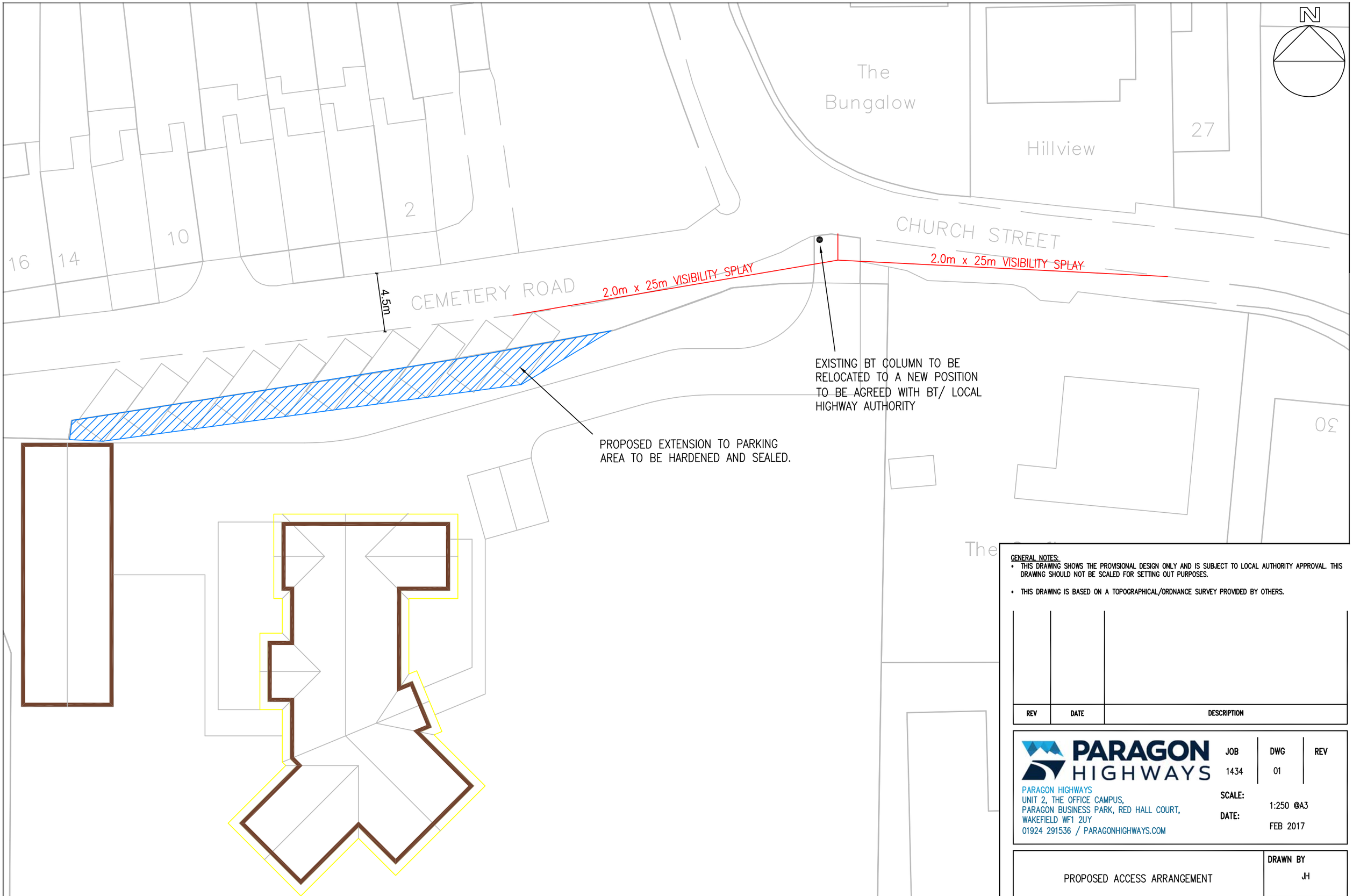
SITE LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY

Appendix C

Proposed Access Arrangement



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.
- THIS DRAWING IS BASED ON A TOPOGRAPHICAL/ORDNANCE SURVEY PROVIDED BY OTHERS.

REV	DATE	DESCRIPTION

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WAKEFIELD WF1 2UY
01924 291536 / PARAGONHIGHWAYS.COM

JOB	DWG	REV
1434	01	

SCALE: 1:250 @A3

DATE: FEB 2017

PROPOSED ACCESS ARRANGEMENT

RESIDENTIAL DEVELOPMENT
CEMETERY ROAD, BOLTON UPON DEARNE

DRAWN BY: JH

CHECKED BY: AH