



Land r/o 77/79 Chapel Road,
Pilley,
Barnsley
Highway Statement
December 2025
Project number 2503

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Quality Management

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1.0 Introduction

- 1.1 Paragon Highway Consultants have been appointed to provide a Highway Statement in relation to a proposed residential development (single dwelling) on land to the rear of 77/79 Chapel Road, Pilley in the District of Barnsley.
- 1.2 The site location can be found at Figure 1.1 below.

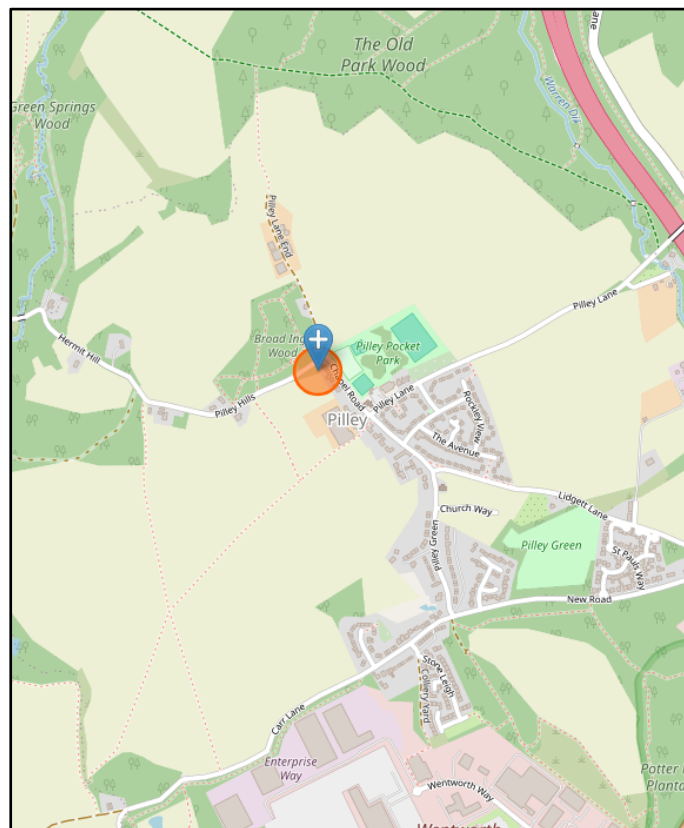


Figure 1.1 Site Location Plan

- 1.3 The site is located on the southern side of Pilley Hills immediately to the rear of nos. 77/79 Chapel Road, Pilley. The site is within the administrative boundary of the Barnsley Metropolitan Borough Council. The site is bound by Pilley Hills to the north, open land to the south and west and residential development to the east.
- 1.4 The development proposals comprise the erection of a single dwelling plus a driveway and a double garage.
- 1.5 A new footway will be provided along the site frontage to improve pedestrian accessibility and visibility from the site access.

1.6 This Highway Statement demonstrates that:

- The site is accessible via public transport and pedestrian routes;
- The highway network does not suffer from any defects that could contribute to an excessively high accident frequency.
- Efficient and suitable access to the site is established subject to minor improvements to Pilley Hills.
- The trip generation from the proposed development will not result in a significant residual impact on the local transport network.

1.7 The purpose of this Highway Statement is to bolster the application. Following this introduction, the Highway Statement is organised into the following sections:

- 2.0 Existing Situation examines the current site utilisation, evaluates its accessibility through various transportation modes, and reviews the local road safety records.
- 3.0 Development Proposals outlines the proposed development and provides information pertaining to the site's layout, parking and access provision.
- 4.0 Traffic Impact conducts an analysis of the potential influence of the development on local traffic patterns.
- 5.0 Conclusion contains a summary of the primary findings and conclusions drawn from the report.

2.0 Existing Situation

Local Highway Network

- 2.1 The site will be accessed off the Pilley Hills. Pilley Hills is a two-way single carriageway that forms part of the route connecting Carr Lane to the south via a two-way junction on its western flank and an inbound only arm on its eastern flank (see Google Earth image below) with a simple priority junction with the A629 Halifax Road to the west.

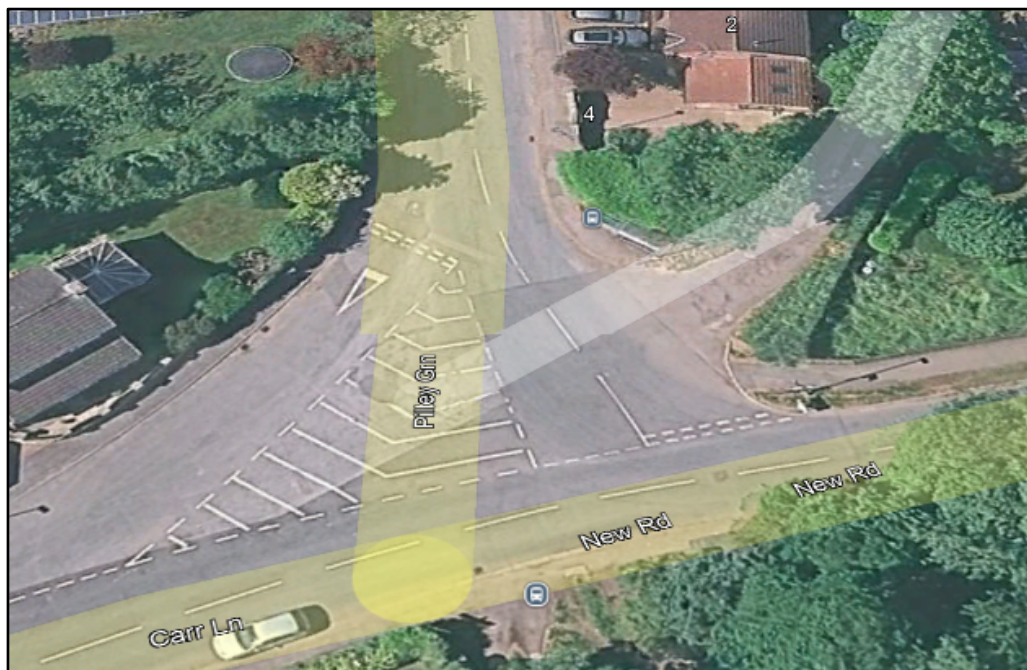


Figure 2.1 Junction of Pilley Green with Carr Lane

- 2.2 The route changes name several times and through the village of Pilley it is laid out more traditionally with generally footways fronting any sections of built frontage. On the lead up to the proposed site Pilley Green is a two-way single carriageway and when travelling from the village there is a footway along the near side and a grass verge along the opposite flank.
- 2.3 On the approach to the sharp bend in the highway when travelling from Pilley to the site, there are SLOW carriageway markings and signs warning drivers of a children's playground and the aforementioned left-hand bend. On this approach the speed limit is 30mph and the highway is lit to side road standards. Traffic movements along this part of the route are estimated to be low with no general increase during the network peaks.

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- 2.4 The speed limit changes at the bend with Chapel Road becoming Pilley Hills which has the national speed limit (60 mph) however, given the horizontal alignment at this point vehicle speeds past the site frontage are estimated to be well below the speed limit and closer to 15 – 20 mph.
- 2.5 On the approach to the bend when travelling towards the village of Pilley there are SLOW markings x 2 and advance warning of the children’s playground and also a warning sign for the bend. There are also chevron signs on the bend.
- 2.6 The footway system (nearside) stops at the site boundary just after the dropped footway crossing leading to a garage to no. 79 Chapel Street. From this point eastwards Pilley Hills and the remainder of the route are laid out more to rural route standards with it serving more rural activities such as farmsteads, individual dwellings and providing numerous access points to fields, woodland and a golf course.
- 2.7 Pilley Hills is unlit on the application site frontage and is two-way single carriageway with centre line road markings.

Walking and Cycling

- 2.8 Facilities for pedestrians within the vicinity of the development site include footways along Chapel Road and Pilley Green. There is pedestrian dropped footway crossings at numerous points along the route into the village including at the junction with Pilley Lane leading to the Church, allotments and the Welfare Hall. Tankersley St Peters Primary school is also within the recommended walking distance of the application site.
- 2.9 Bus services within the villages of Tankersley and Pilley are limited, however bus services travel along Worsborough View and Pilley Green which are both within walking distance of the site. Further information on local bus services can be found in the section on Public Transport below.
- 2.10 Pedestrian and cyclist isochrones are illustrated within Figure 2.2 and 2.3 respectively. Both isochrones are formulated on a maximum travel duration of 20 minutes.

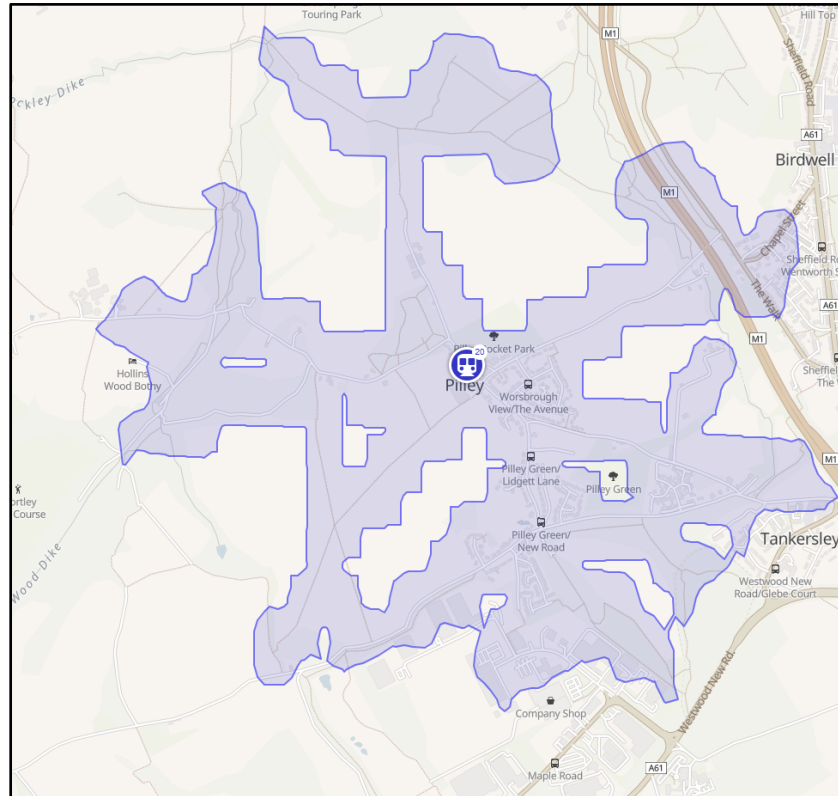


Figure 2.2 Pedestrian Isochrone

- 2.11 Figure 2.2 above demonstrates that both the majority of both the villages of Pilley and Tankersley are accessible within a 20-minute walking radius from the application site. Bus routes can be accessed using the good footway system along the major routes within the village.
- 2.12 Figure 2.3 highlights below that residents of the new dwelling can access a large area by bicycle. The large commercial park at Enterprise 36 and also Tankersley Manor served off the A61 are within the cycling catchment area. There are also several large industrial / commercial parks situated off the Dearne Valley Parkway near Hoyland Common which provide employment opportunities for residents of the new dwelling. Elsecar rail station is also within the catchment providing the opportunity for multi modal travel as the station has the benefit of cycle storage facilities.
- 2.13 It is acknowledged that some of the local terrain is challenging, however, for the competent cyclist it should not prevent this mode of transport being used as part of or the whole of their daily commute.

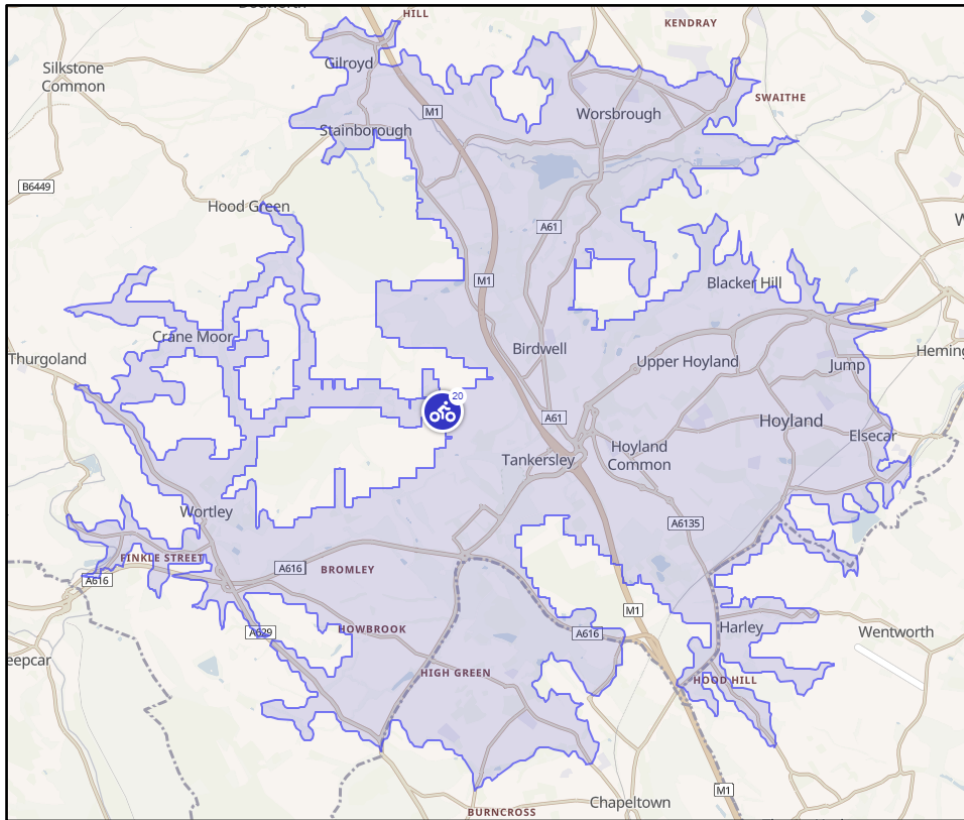


Figure 2.3 Cyclist Isochrone

Public Transport

- 2.14 The application site is conveniently situated with respect to access to public transport. The nearest bus stops are located on Worsbrough View and Pilley Green.
- 2.15 A summary of the services available from these fare stages is provided within Figure 2.4 below. The table includes information of service routes, frequencies and the bus provider offering the service.

Number	Route	Typical Frequency			Provider
		Mon – Fri	Sat	Sun & late evenings	
34	Barnsley – Gilroyd - Stanborough – Pilley – Deepcar – Stocksbridge – Bolsterstone	Limited service 4 services	3 services each	No service	South Pennine Community Transport

		each way mid- day	way per day		
67A	Barnsley – Worsborough Common – Pilley – Tankersley – Hoyland – Cortonwood - Wombwell	120 mins	120 mins	Every 4 hours Sunday 120 mins Evenings	Stagecoach

Figure 2.4 Bus Services

- 2.16 The services depicted in Figure 2.4 can provide potential commuting and leisure travel. They provide access to several local towns and villages in the South Yorkshire area.
- 2.17 With regard to rail travel, Elsecar railway station is located within the accepted cycling distance of the application site and has the benefit of cycle storage facilities. From the station there are regular services to Sheffield – Leeds – Huddersfield and Barnsley.

Road Traffic Accidents

- 2.18 The personal injury accident data for the previous 5-year period, ending December 2024, has been sourced from Collision Plot. This data encompasses any incidents that have occurred within the development site’s vicinity through Pilley village. Figure 2.5 identifies the search area and any accidents that may have occurred and the severity of each incident. As can be seen there has been no injury accidents within the search area parameters.



Figure 2.5 Collision Plot Search Area

- 2.19 The overall available accident data does not suggest any inherent road safety issues in the area surrounding the proposed development site. Given the low number of traffic movements associated with the proposed development this situation is unlikely to change.

3.0 Development Proposals

Proposed Development

- 3.1 The development proposals comprise of the erection of a single residential dwelling with separate detached single garage and forecourt parking to front.
- 3.2 The development proposals can be seen in full at Appendix A.

Access and Parking Provision

- 3.3 Access to the development site will be via a single point of access (6.6 metres in width) in the form of a simple dropped footway crossing arrangement.
- 3.4 Based upon the Councils parking guidance the development will require the provision of just 3no. off street parking spaces. In this case 2no. space will be within the double garage and 2no. within the forecourt area to the front, exceeding the minimum requirement.
- 3.5 1no. electric vehicle charge point will be provided as part of the development proposals linked to the garage.

Pedestrian and Cycle Provision

- 3.6 To improved pedestrian accessibility a footway will be provided along the site frontage to Pilley Hills. The footway will have a width of two metres and will tie into the existing footway at the eastern boundary. The footway scheme can be seen at Appendix A.
- 3.7 In addition, the proposals shall incorporate the inclusion of secure cycle storage facilities within the proposed garage. These facilities can only promote cycling as a means of transport to and from the site for residents. This approach ensures that the facilities are appropriately integrated into the site design and meet any specific requirements or guidelines set out by the LPA.

Servicing

- 3.8 In terms of servicing, the proposals will be serviced as per the dwellings situated along the local streets, with a bin collection point being located close to the point of access.

- 3.9 Access for the fire service will be available from Pilley Hills as the property will be located within the accepted hose reel distance from the public highway.

4.0 Traffic Impact

Potential Traffic Generations

- 4.1 Based on general TRICs data the proposed dwelling will generate only one vehicle trip at the recognised peak periods and only 4no trips overall per day.
- 4.2 Based on this very low trip rate trip rate mentioned above, it is considered that no assessments of local junctions are considered necessary as the number of trips predicted are well below the required threshold.
- 4.3 The proposed development based on the above should, therefore, have no impact on the local network and the proposed development should be considered acceptable in highway terms to the Local Highway Authority, especially so given the provision of an extension to the footway system.

5.0 Conclusion

- 5.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development is assessed together with highway safety and access proposals within the existing situation.
- 5.2 The development proposals compromise the erection of a single residential dwelling and detached garage.
- 5.3 The site is situated within a reasonably sustainable location, given its proximity to local bus stops along with pedestrian and cycle provision. The site will generally conform to current Government directives for developments that are in a semi-rural location.
- 5.4 As part of the development proposals the development will provide 4no. off street parking spaces inclusive of a double garage.
- 5.5 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 local highway network. The level of traffic generated by the proposals can easily be accommodated and with the suggested footway improvements will not add to any congestion at the peak times on the local highway network.
- 5.6 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

Site Layout

