PARAGON HIGHWAYS



194 High Street, Worsborough, Barnsley

Highway Statement

Feb 2019

Project 1572

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Quality Management

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1 INTRODUCTION

1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to the change of use (ground floor only) from residential (C3) to barbers shop (A1) at 194 High Street, Worsbrough. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The proposals are to change the use of the ground floor room located to the front of the existing residential property to a barbers Shop with one chair only. The existing entrance doorway leading directly from the footway on High Street will be used to access the barbers shop.

1.1.3 This Highway Statement considers such matters as 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 Worsbrough, a village situated 2 miles to the south of the town of Barnsley. Barnsley is a large town located halfway between the cities of Leeds and Sheffield.

2.1.2 The site is an existing mid terrace property positioned within a residential area, however, the site is bounded by commercial properties including a bookmakers, Chinese takeaway and a large public house. There is a mini supermarket adjacent to the site with free parking available. To the north of the site and located within the recommended maximum walking distance (shown in appendix B) are a range of locally run shops incorporating hairdressers, pharmacy, fish and chip shop and IT repair shop. Further amenities are available at the High Street junction with the B6100 (Thicket Lane). Its location is within close proximity of the neighbouring settlements of Birdwell (part) and Blacker Hill, both situated to the south of the site and are within the preferred maximum 5km cycling distance (see attached catchment plan – appendix B).

2.1.3 The site comprises of an existing, relatively small, two storey, three-bedroom, mid terrace property which is double fronted with access being gained on foot via the existing doorway accessed directly from the 1.4-metre-wide footway off High Street. Access can also be gained to the rear of the property via a private yard.

2.2 Local Highway Network

2.2.1 The proposed change of use to a barber's shop, which is the subject of this application, is located on High Street. To the south east of the site, High Street commences at its priority junction with Thicket Lane (B6100) – see photograph below.



2.2.2 From this point High Street travels in north/north westerly direction (See photograph below) for approximately 600 metres where it forms a priority junction at Bank End Road.



2.2.3 High Street is local distributor road with numerous individually served commercial and residential properties along the full length of the highway. It is a two-way single carriageway. The road surface is in reasonable condition with minor defects with a carriageway width of 5.8 metres. Footways are provided on both sides with a width of 1.4 metres nearside.

2.2.4 High Street benefits from street lighting to side road standards with a speed limit of 30mph, however vehicle speeds are estimated to be much lower than the actual speed limit, along the site frontage.

2.2.5 The site is located within easy walking distance of the bus services with the nearest fare stage positioned less than 200 metres away to the north of the site, which is well within the Governments recommended maximum walking distances for access to public transport. Flag/pole bus stops with timetable cases are available on High Street.

2.2.6 To the south of the site is Thicket Lane, a classified road (B6100) which forms part of the local bus route, opening up links to various neighbouring settlements. One of these settlements being the large town of Wombwell which offers a rail station providing access to destinations such as Sheffield, Huddersfield, Leeds, Wakefield and Castleford. Along with good train links to the wider rail network.

2.2.7 The CrashMap records have been obtained. The accident record for the last 5 years (up to December 2017) close to the proposed site have been reviewed.

2.2.8 The plan at Appendix C which identifies the search area, clearly shows there have been no recorded accidents on the immediate site frontage or at the High Street junction with George Street.

2.2.9 This only confirms that the immediate network operates in a safe and efficient manner and road safety in the area is not a concern.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are to change the of use of the ground floor area only of the residential property (C3) to Barbers Shop (A1) with one barber's chair only. The operational times will be from 9am to 5pm Monday to Saturday. The first floor will remain as residential use (C3) in the form of one bedroom flat for the benefit of the operator of the barber's shop, who will run the shop situated below the flat.

3.1.2 The operator of the barber's shop will live on-site reducing the requirement for any designated parking place. No further staff are required due to the limited space and the requirement for only one barber's chair.

3.1.3 Only the room to the front of the existing property will be required for the barber's facility. The ground floor layout will include a toilet for the visiting customers, ample storage area to reduce the number of deliveries required, along with a kitchen to provide the customers and barber with refreshments throughout opening hours.

3.2 Parking Provision

3.2.1 High Street offers ample on street parking, along the frontage of the site and beyond the site to the north. In addition, George Street adjacent to the site also provides on-highway parking. However, given the location of the proposal in a highly residential area, and having good accessibility on foot and also by the way of public transport, designated parking is not required for this local, sustainable facility, as the majority of the customers will arrive on foot.

3.2.2 There is a traffic regulation order on the near side of High Street for only the first 35 metres from its junction with the B6069, restricting on street parking or waiting or loading/unloading. The remainder, a further 500 metres of High Street until it meets with its junction at Bank End Road allows for un-restricted on-street parking.

3.3 Pedestrian and Cycle Provision

3.3.1 The catchment area for the preferred walking distances (2km) and cycling distances (5km) are shown on the plan in appendix B. Worsborough town centre, public transport facilities including bus stops and train stations are all located within these distances.

3.4 Servicing

3.4.1 The servicing requirements for the proposed development can be adequately catered for via the on-street collection from High Street.

3.5 Transport Sustainability

3.5.1 The site is in a sustainable location being within short walking distance of the many bus services located to the north and south west of the site and the large residential area within the 2km catchment.

3.5.2 The new National Planning Policy Framework (NPPF) was published on 24 July 2018 and sets out the government's planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in March 2012. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

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

3.5.3 The site is well placed for the preferred maximum walking distance of 2km. Customers can walk to the barber's facility that would be available on High Street.

3.5.4 Located directly opposite the site is a mini supermarket offering several services including pay point facility and ATM. Around the walking catchment area (show in appendix B) are locally run shops incorporating hairdressers, beauty salons, public houses, hot food takeaway outlets and pharmacy. Similarly, there are primary care facilities. Worsbrough Dental Care and Kakoty Doctors surgery are both placed less then 2km away.

3.5.5 Within the 5km cycle area are the additional settlements of Wombwell, Blacker Hill and Birdwell. Located in the settlement of Wombwell off the B6069, and within the recommended cycling distance shown in appendix B is Wombwell Rail Station.

3.5.6 The Trans Pennine Trail is located within the recommended walking distances to the southwest of the site and can be accessed off Thicket Lane. The Trans Pennine Trail is mainly a traffic free route. The route, which is mapped and signed and can be used by both walkers and cyclists, providing the opportunity for easy access to the barber's shop.

3.5.7 The closest bus stops are located approximately 140 metres north of the site and has the benefit of timetable information. A further flag/pole bus stop is located on Thicket Lane (B6100) and also benefits from a timetable case. The table below identifies the bus services available from the nearest stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
7	Barnsley – Worsborough Bridge – Blacker Hill – Platts Common – Hoyland	Every 60 minutes	-
67	Barnsley – Worsborough Common- Worsborough - Birdwell – Hoyland- Jump – Cortonwood – Wombwell- Wombwell Station	Every 30 minutes	Every 30 mins eve Every 60 mins Sun
479	High Street	School Service	-

3.5.8 The proposed barbers shop is located within a large residential area giving the potential for customers to walk or cycle to the premises, alleviating the need to travel out of the area reducing Co2 emissions.

3.5.9 The existing three bedroomed residential property could generate the need for a minimum of two parking spaces. The barbers shop proposal would remove the need for the requirement for any parking, due to the very small-scale nature of the proposed business with only one barber (who will live on site) with no further staff required. The sustainable location of the proposal will also prevent the need for any on street parking from customers utilising the shop.

4 TRAFFIC IMPACT

4.1.1 The proposals are for the change of use of the residential property (C3) to barbers shop (A1) with one barber's chair. Only the room to the front of the property on the ground floor will be used for a single barber's chair/operator.

4.1.2 A storage room has been factored in to the development to reduce the need for deliveries of supplies for the barbers shop. Supplies will be collected by the operator reducing the need for deliveries.

4.1.3 Given the high-density residential location of the site and its sustainable location it is anticipated that there would be no material impact on the operation of the local highway and will not add to any perceived congestion at the peak times on the local network.

5 CONCLUSIONS

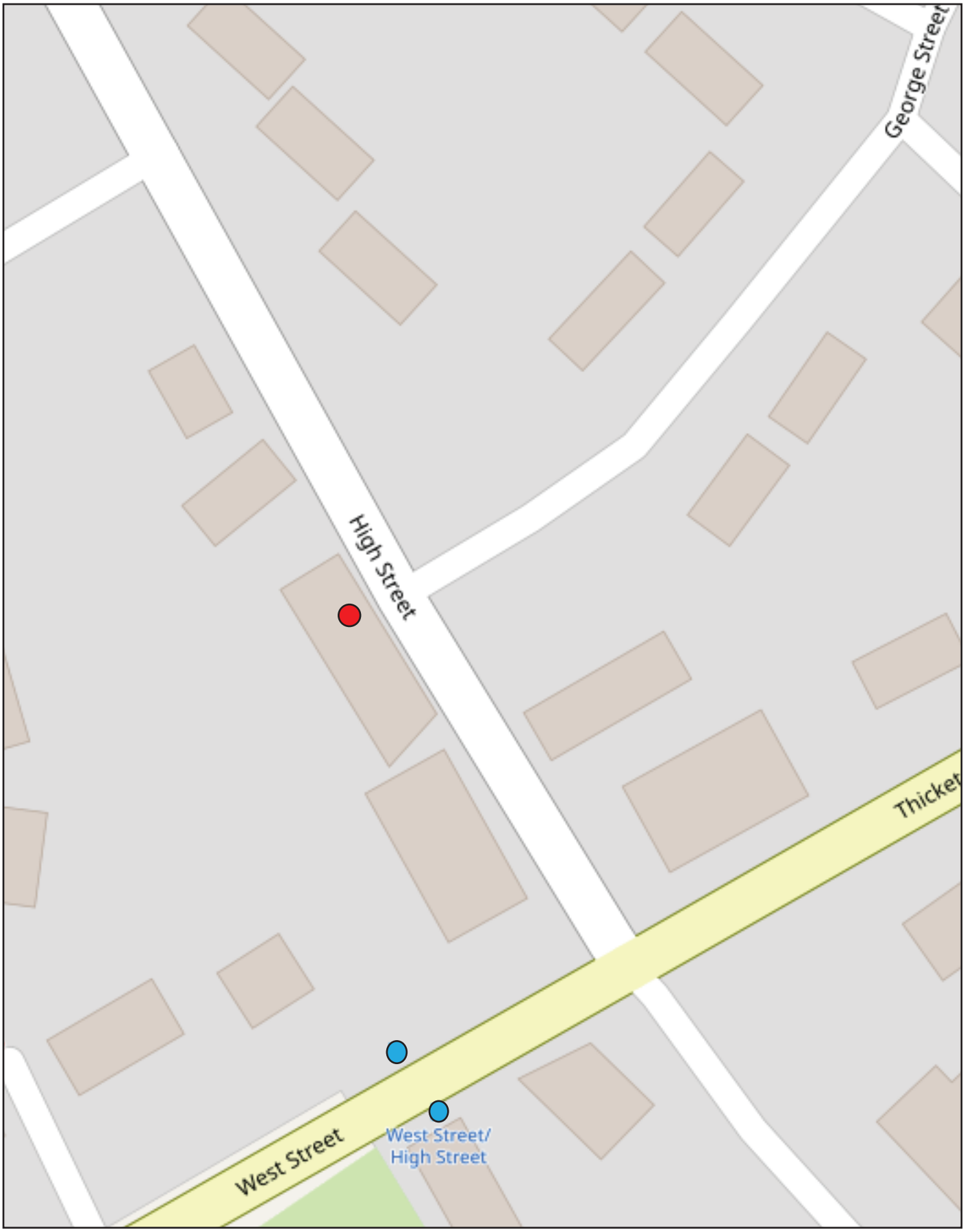
5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented.

5.1.2 The site is considered to be in a very sustainable location within walking distance of many residential properties. The proposed facility is for the use of the local community, thus reducing the requirement to visit neighbouring settlements to find an equivalent service. Therefore, the site generally conforms to current Government directives for ensuring developments are located in a sustainable location.

5.1.3 It is considered that the level of traffic generated by the proposal will have no impact on the operation of the highway network. 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

Location plan



SITE LOCATION

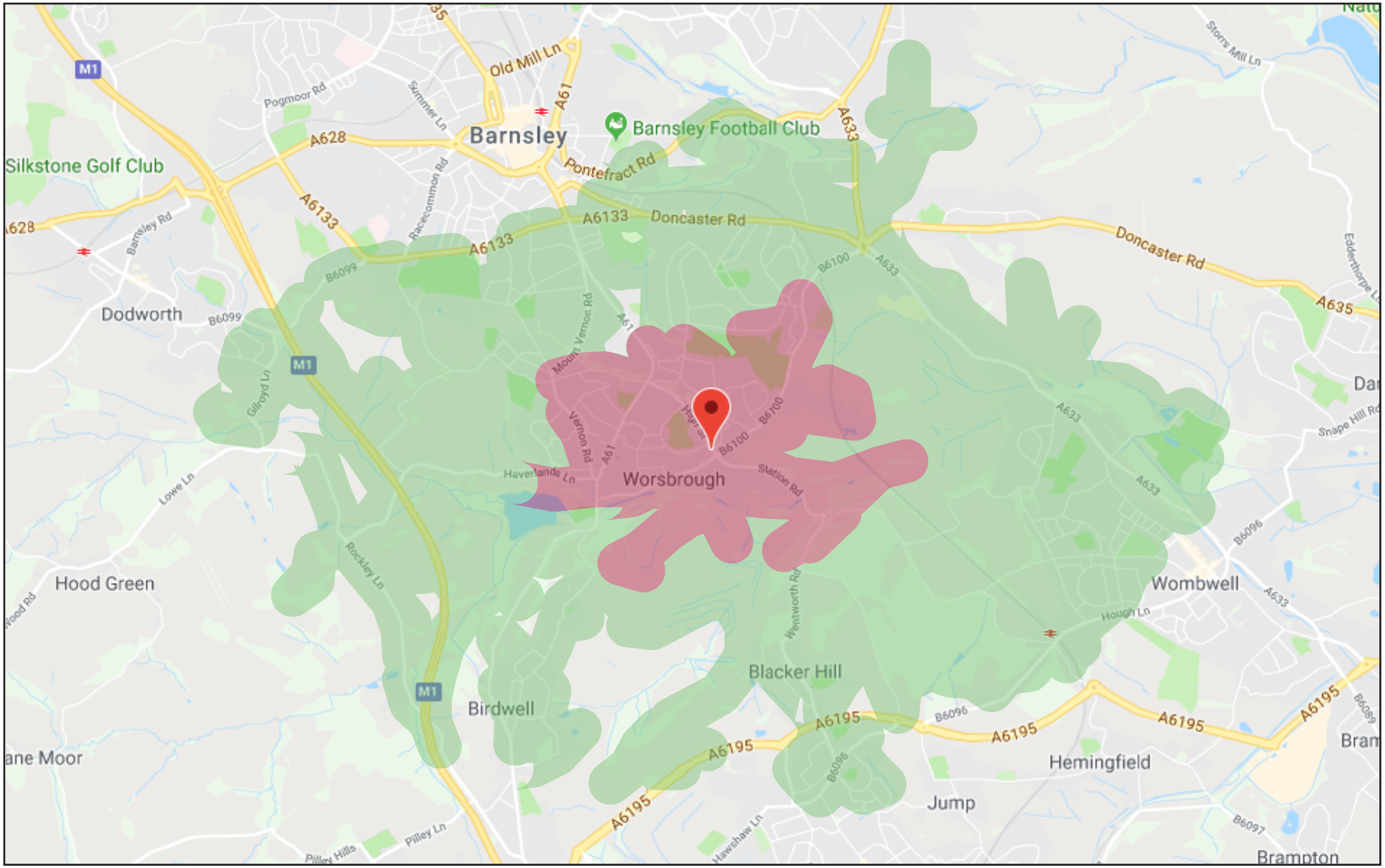
BUS STOP LOCATION

PARAGON HIGHWAYS

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

Appendix B

Catchment Plan



5km CYCLE CATCHMENT

2km WALKING CATCHMENT

SITE LOCATION

PARAGON HIGHWAYS

UNIT 2, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
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Appendix C

Crash Map

No results found

crashmap.co.uk More Information...

