



PART ONE - TRANSPORT STATEMENT

**PROPOSED CARE HOME FOR OLDER
PEOPLE**

**SITE OF THE FORMER WARD GREEN
PRIMARY SCHOOL, HIGH RIDGE,
WORSBROUGH, BARNSELEY, S70 5HL**

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Date: October 2011**

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1.0 INTRODUCTION

- 1.1 This statement is submitted in support of the planning application to redevelop the site of the former Ward Green Primary School to provide a new care facility for older people by Ideal Care Homes.

Site Location

- 1.2 The site comprises 0.71 hectares (1.75 acres) of land situated adjacent to Ward Green Community Park. The site is accessed from High Ridge off Vernon Road. The site is occupied by the former Ward Green Primary School dating from the 1970s which is now closed.

Existing Use

- 1.3 The site benefits from a D1 Use Class under the current Town & Country Planning (Use Classes) Order. Class D1, Non-residential institutions, includes Clinics & health centres, crèches, day nurseries & day centres. Museums, public libraries, art galleries & exhibition halls. Non-residential education & training centres. Places of worship, religious instruction & church halls.

Proposed Use

- 1.4 It is proposed to redevelop the site to provide a new purpose-built, two-storey 64 bed residential care facility for older people with associated access, parking and landscaping. The Elderly Persons Home proposed therefore falls within the same Use Class C2 “Residential Institutions” as the existing use.
- 1.5 At this stage, it is estimated that the 64 bed care home proposed would provide for between 42 and 53 jobs (53 employees accounting for up to 25% of staff to be part-time). Car parking provision would be 18 spaces, including 2 disabled spaces. There would also be an ambulance drop-off zone and provision for 10 covered and secure cycle bays.

Background

- 1.6 LNT Group, which incorporates Ideal Care Homes, is a company that specialises in the development of care facilities for older people and has an excellent reputation for the quality and affordability of care accommodation it provides. At present the company has developed many care homes for older people located across Yorkshire, the North West and the Midlands.

2.0 SITE DESCRIPTION

- 2.1 The site is occupied by the former Ward Green Primary School dating from the 1970s which is now closed. The site comprises 0.71 hectares (1.75 acres) of land situated adjacent to Ward Green Community Park. It lies approximately 1.5 miles to the south of Barnsley Town Centre which can be accessed via the A61. The site is accessed from High Ridge off Vernon Road
- 2.2 The vehicle and pedestrian access point into the site serves car parking and pedestrian circulation to both sides of the building although there is no through route. The site perimeter has a combination of hedgerow to the east and west boundaries, a high retaining wall to the northern boundary and the boundaries of the existing residential properties forming the southern boundary. Figure 1 (appendix 1), shows an aerial view of the site as existing and indicates the points of vehicular access.
- 2.3 A traffic survey could not be undertaken as the existing school use has ceased operating. With regard to traffic from the proposed use, based on both the experience of the other homes operated by Ideal Care and from available TRICS data, the level of traffic generated by a care home is generally low and it is not considered that the level of traffic generation will be significant and will be accommodated satisfactorily within the existing highway network compared to the previous school use.
- 2.4 It is proposed to reuse the existing vehicular access points from High Ridge to serve the new car parking and service layout. A total of 18 no. car parking spaces are proposed including an ambulance/taxi drop-off area and 2 No. disabled spaces close to the main home entrance.
- 2.5 Whilst the proposal is residential in nature it falls within Class C2 but from our own experience the level of traffic generation and parking demand is very low. The following paragraphs provide further detail and justification in this regard.
- 2.6 At this stage, it is estimated that the 64 bed care home proposed would provide for between 42 and 53 jobs. This represents the total employment generation and not the number of staff present on site at any one time. Indeed due to the shift patterns operated in the home it is anticipated that the

maximum number of staff on site at any one time would be approximately 16. Table 1 (appendix 1) shows an indicative breakdown of the staffing and the shift patterns to demonstrate this more clearly. Staff generally work on a 3 days on and 3 days off basis. The total figure of 53 accounts for the fact that up to 25% of the posts may be part-time positions.

- 2.7 Using this table and the shift patterns it is possible to assess the impact of the proposed development on the surrounding road network at peak times. The staff arrivals and departures have been identified at Table 2 (appendix 1).
- 2.8 As the main shift starts at 08.00 the majority of the staff will have arrived at the home before the peak hours of traffic movements commence. It is also important to stress that the company promotes and operates Travel Plans across their homes. Indeed from the experience of operating other homes a good majority of the staff members will very likely be arriving by public transport. As a consequence this generally results in a relatively low or no impact on the surrounding road network.
- 2.9 The same principle applies to the staff member arriving at 09.00 which, even if using private transport, will have no impact on the highway and nearby junctions. During the evening peak hours of 17.00 and 18.00 there will be 3 members of staff leaving the site. This will have no impact on the surrounding highway network. Indeed, the majority of departures (8) will occur after 20.00 with no conflict with peak movements (Table 3 – appendix 1).
- 2.10 From experience it is also expected that the residents and visitors movements will have no adverse impact on the highway network. Generally none of the residents have a car due to their age. Additionally, there are no restrictions to visiting hours at the home which helps reduce the possibility of peak movements being created. If there are any concentrations in the visiting hours they tend to be at the weekend and evening between 18.00 and 20.00, which would not conflict with the peak hours on the road network. Residents meals are served around 17.00, most visitors tend to wait until after meal times to visit.
- 2.11 There are bus stops less than 100 metres from the application site with services to Barnsley Town Centre as highlighted in section 4.0 below.

3.0 POLICY CONTEXT

- 3.1 The planning policy background to the proposal is covered by the following central government guidance and development plan documents:

Planning Policy Guidance 13: Transport (PPG13)

- 3.2 PPG13 Transport aims to promote more sustainable transport choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, cycling and walking and to reduce the need to travel, especially by car. Levels of car parking should be more closely tailored to the individual development and there should be a move away from local planning authorities requiring minimum standards.

Local Development Framework

3.3 CSP 25 New Development and Sustainable Travel

New development will be expected to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

3.4 CSP 26 New Development and Highway Improvement

New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

4.0 ACCESS BY SUSTAINABLE MODES

Walking

- 4.1 Footway facilities in the immediate area are of adequate width and in a good state of repair for safe use making walking to and from the site (and access to public transport services), a perfectly viable option for all visitors and staff.
- 4.2 The nearest bus stops, stops A and B, (Figure 2, appendix 1) are conveniently located on Vernon Road providing good access to public transport to Barnsley Town Centre and destinations in between.

Cycling

- 4.5 The site is close to the Trans Pennine Trail which runs just to the south of the site although there appear to be no specific cycle routes for the Ward Green area. However, the local terrain is such that cycling presents a clear and potentially viable travel option within the area. Washing and changing facilities are in provided within the home for cyclists to use.
- 4.6 Cycle parking provision within the site would be a covered store for 10 bicycles. Each space would have a secure hoop to secure the bike to. The cycle store would be located within direct line of sight of the manned reception area, allowing for adequate surveillance.

Buses

- 4.7 The site has good access to bus stops within convenient walking distance (as outlined in sub-section 'Walking' above). The most accessible bus stops A and B are located on the Vernon Road less than 100m from the site. These are served by the 7, 7A, 8 and 8A services. Extracts of the routes for these services are included in Appendix 1 figure 3.

Bus Stop A – Ward Green Barnsley, Genn Lane, (On Vernon Road)

- 4.8 This stop is towards Barnsley and part of a circular route served by the 7 and 8 service. There are regular services throughout the day to Barnsley Centre and Barnsley interchange which run via Mount Vernon Hospital, Mount

Vernon Crescent and Mount Vernon Road. The journey time to Barnsley is approximately 8 minutes.

Bus Stop B – Ward Green Barnsley, Kingwell Road, (on Vernon Road)

- 4.9 The southbound service 7A and 8A runs to Barnsley via Wigfield Drive, Osmond Drive on to other destinations including Knowle Road and Pinder Oaks. This is another regular daily service with a journey time to Barnsley of approximately 15 minutes.

5.0 ACCESS BY VEHICULAR TRAFFIC

Previous Traffic Generation

- 5.1 A traffic survey could not be undertaken as the existing school use has ceased operating. From experience of the other homes operated by Ideal Care and from available TRICS data, the level of traffic generated by a care home is generally low. Therefore it is not considered that the level of traffic generation will be significant and will be accommodated satisfactorily within the existing highway network.

Proposed Traffic Generation

- 5.2 PPG 13 states that the availability of car parking has a major influence on the means of transport people choose for their journeys. Reducing the amount of parking in new development is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. Importantly it suggests that developers should not be required to provide more spaces than they themselves wish, other than in exceptional circumstances e.g. where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls. (Extracts from PPG 13 paragraphs 49 – 51).
- 5.3 In line with PPG13 and based on the company's own operational experience, the accessibility of the site and the positive use of a Travel Plan we would suggest that no more than 18 spaces would be required. It is considered that the level of parking proposed is in full accordance with the approach

advocated by PPG 13 and will contribute in particular to a reduction in car borne traffic.

- 5.4 Evidence from other care homes has shown that residents would generally be expected to come from a catchment area no more than three miles radius from the site or be associated with families/relatives that are resident within three miles of the site. It should also be noted that many of the visitors to residents of a care home are generally quite elderly themselves, a fact that will influence patterns of travel and choice of modes of travel to the site.
- 5.5 Ideal Care Homes would operate a policy of unrestricted visiting times. Friends and family of the residents are, therefore, permitted to visit at any time on any day, which reduces the probability of significant peaks not only in traffic flow but also parking demand. It is acknowledged that there will still be relative peaks in visiting during early evening and at weekends, however, these peaks in absolute terms are likely to be relatively low as a consequence of the policy of unrestricted visiting times.
- 5.6 As part of a previous case for a new 40 bed home, two car parking surveys were completed in relation to 40 bed operational homes in Doncaster and Wakefield respectively. A copy of the survey is attached as Appendix 2 to this document.
- 5.7 The Sycamores home in Wakefield is located just to the east of Wakefield centre, whilst Cantley in Doncaster is located 1.5 miles to the east of the town centre. Both demonstrate that the level of useage of car parking is low and, even at what might be regarded as peak times, is comfortably below the maximum number of spaces available. The subject site falls somewhere between these two examples but is certainly better connected in terms of main routes and public transport than the Cantley example.
- 5.8 Finally in terms of servicing requirements, the frequency and size of delivery vehicles is relatively low. On average the proposed home would generally receive a delivery up to three times a week in the form of a 7.5 tonne vehicle delivering perishables and foodstuffs.

6.0 CONCLUSION

- 6.1 Overall the proposed use should result in a low level trip generation and peak flows, to and from the site. Consequently the traffic impact on the surrounding highway network and on the amenity of occupants of adjoining residential development would not be expected to be significant.
- 6.2 The low incidence of the use of the drop-off facility and the improved main access with the provision of a turning area within the site will improve highway and pedestrian safety and reduce the potential for conflict with other traffic using the surrounding network.
- 6.3 The proposed level of on-site parking is fully consistent with the advice in PPG 13 and based on the experience of the operator backed up by evidence gathered from other similar type facilities elsewhere. The level proposed is considered entirely sufficient to meet the operational requirements of the development.
- 6.4 The stated improvements, low level of car parking and availability of alternative transport modes to the site, supplemented by the submitted Travel Plan should ensure that the level of vehicular activity and impact on the local highway network will be acceptable.

APPENDIX 1: FIGURES AND TABLES

Figure 1 – Aerial view of the site



Table 1 - Employment Table

Day shifts (08.00 - 20.00 window)	No. of staff in total	No. of staff per shift	Shift pattern
Manager	2	1	08.00 – 17.00
Deputy	2	1	08.00 – 20.00
Care Workers	16	8	08.00 – 20.00
Cook	2	1	08.00 – 17.00
Assistant cook	2	1	09.00 – 18.00
Laundry/Domestic staff	6	3	08.00 – 14.00
Receptionist	2	1	09.00 – 15.00
Total Day shift		16	
Night shifts (20.00 - 08.00 window)			
Night care manager	2	1	20.00 – 08.00
Care Workers	8	4	20.00 – 08.00
Total Night shift		5	
Total Day & Night shift		21	
Total Week	42		
Total inc 25% Part time	53		

Table 2: Staff arrivals

08.00 arrivals
Manager (1)
Deputy (1)
Care Workers (7)
Cook (1)
Laundry/Domestic staff (2)
Total staff arriving @ 08.00 =12

09.00 arrivals
Assistant cook
Total staff arriving @ 09.00 = 1

20.00 arrivals
Night Care Manager (1)
Care Workers (7)
Total staff arriving @ 20.00 = 8

Table 3: Staff departures

14.00 departures
Laundry/Domestic staff (2)
17.00 departures
Manager & Cook (2)
18.00 departures
Assistant Cook (1)
20.00 departures
Deputy Manager (1)
Care Workers (7)
Total staff departing @ 20.00 = 8
08.00 departures
Night Care Manager (1)
Care Workers (7)
Total staff departing @ 08.00 = 8

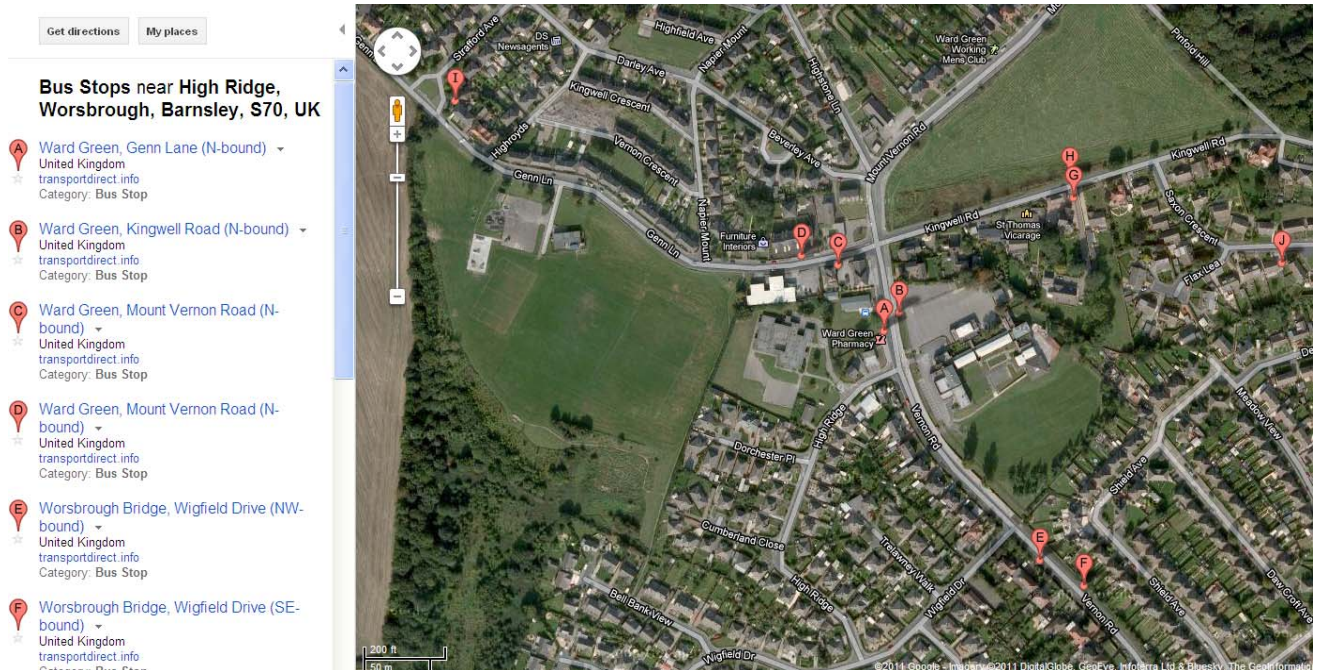


Figure 2 – Bus stops in the vicinity

Bus route map for services 8 and 8A

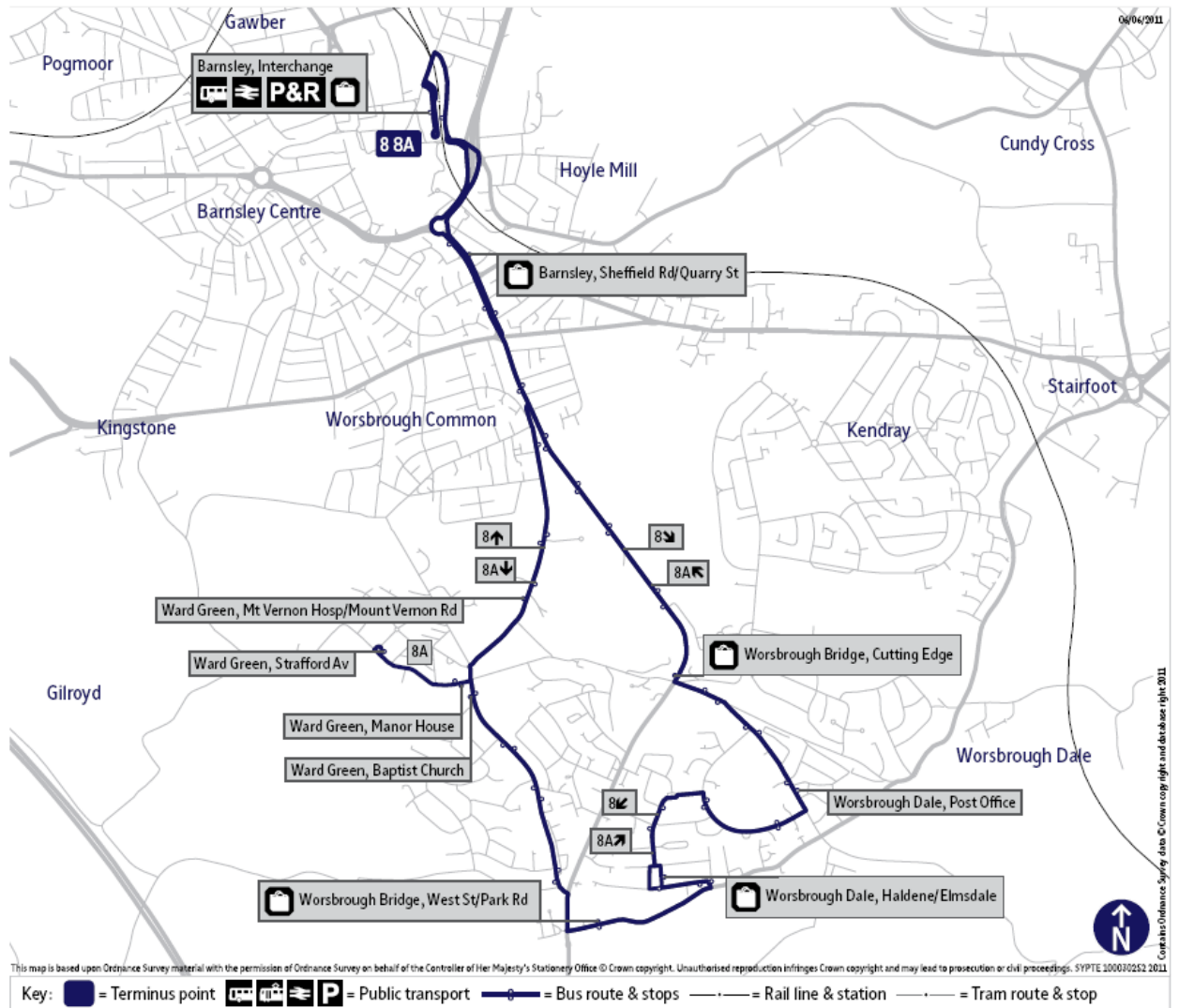


Figure 3 – Bus Routes 8 and 8A

Bus route map for services 7 and 7A

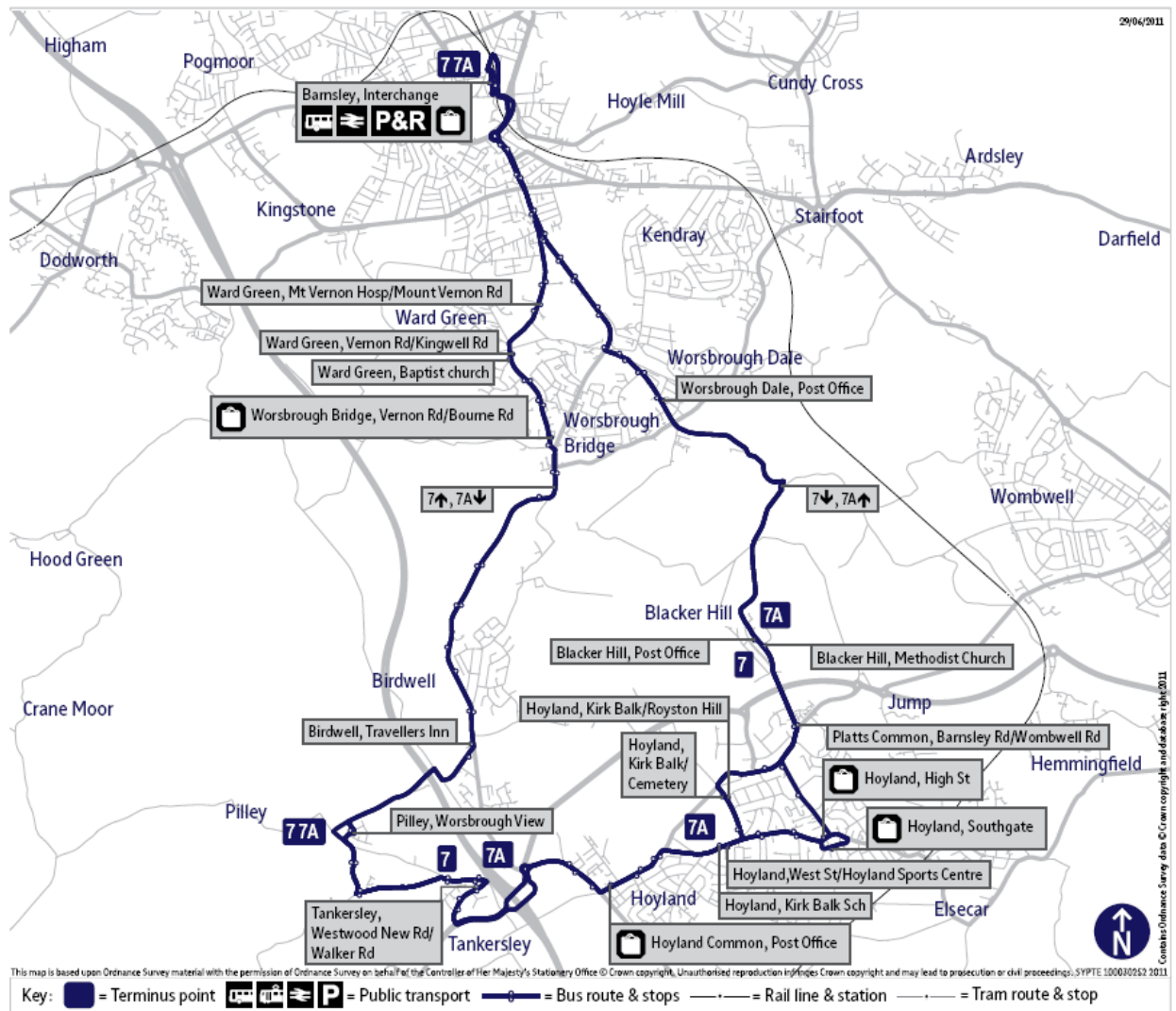


Figure 3 – Bus Routes 7 and 7A

APPENDIX 2: CAR PARKING SURVEY

Cantley Care Home, Doncaster - Number of Parking Spaces 10

	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
FRIDAY 19/09/2008	4	4	5	5	4	4	3	4	7	5	7	4	6	1	1
SATURDAY 20/09/2008	7	4	5	5	6	5	8	6	5	4	6	4	1	1	1
SUNDAY 21/09/2008	4	4	4	5	5	5	5	8	8	4	5	3	1	1	1
MONDAY 22/09/2008	2	2	3	4	5	4	7	8	3	7	7	7	9	2	2

Sycamores Care Home, Wakefield - Number of Parking Spaces 12

	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
FRIDAY 19/09/2008	2	1	Fire training session attended by all staff 9 9 11			2	2	3	1	1	2	2	3	1	0
SATURDAY 20/09/2008	3	2	2	3	3	4	7	3	3	3	5	3	2	0	0
SUNDAY 21/09/2008	2	2	2	5	4	2	2	2	5	2	2	3	1	1	1
MONDAY 22/09/2008	4	2	3	3	5	3	4	5	4	4	4	4	3	1	1

Two car parking surveys completed by two care home managers at 40 bed care homes at Wakefield and Doncaster. The figures show the total number of cars in the car park, on the hour every hour, between 08:00 and 22:00. This demonstrates the amount of parking spaces that are taken up between Friday and Monday, the busiest visitor period for care homes.