



PARAGON
HIGHWAYS

48-50 Sheffield Road,
Barnsley
Highway Statement

September 2020

Project 1829

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Quality Management

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1.0 INTRODUCTION

- 1.1.1 Paragon Highway Consultants has been appointed to prepare this Highway Statement relating to a proposed change of use from a restaurant to a complex comprising of fourteen studio apartments at 48 – 50 Sheffield Road, Barnsley in South Yorkshire. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are for the conversion of a substantial four storey, mid terraced building which previously operated as a restaurant and associated function room in to fourteen studio apartments.
- 1.1.3 This Highway Statement considers such matters as access, servicing, accident data and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 EXISTING CONDITIONS

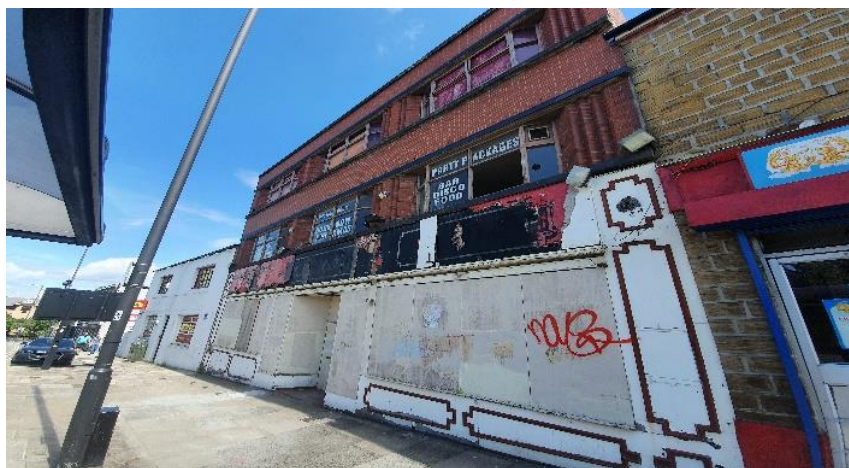
2.1.1 Site Description

2.1.2 The site is located off the Sheffield Road (A61) situated within close proximity of the main town centre of Barnsley. Its location offers immediate access to a wide selection of locally operated shops, schools, primary care facilities and lies within close proximity of the neighbouring settlements of Worsborough, Dodworth, Barugh Green and Monk Bretton.

2.1.3 The application site is positioned within a predominately commercial location combined with elements of residential properties in varying forms located to the west and south. It is bounded by Sheffield Road (A61) to the west with commercial properties to the north, east and south.

2.1.4 The development area is made up of a substantial four storey, mid terraced property which is presently in a state of disrepair, both internally and externally. This is due to extensive bouts of vandalism and graffiti whilst the building has remained unoccupied over a prolonged period of time.

2.1.5 As a preventive measure external doors along with several windows have been securely boarded to try and prevent further attempts by intruders to access the building, however, this unfortunately gives both the building, and the street scene an unsightly appearance – see photograph below illustrating the front elevation abutting Sheffield Road.



Photograph 1 – Front Elevation/Application Site.

- 2.1.6 The property which fronts directly on to the main Sheffield Road spans over four floors. The building (which is now derelict) has been closed for several years and most recently operated as a licensed restaurant offering a take-out service along with a large function room facility offering party packages, together with a separate designated bar/cocktail level.
- 2.1.7 The site is located within close proximity of excellent public transport facilities in the form of bus services along the full length of Sheffield Road combined with rail services by the way of Dodworth and Barnsley rail stations. The location of the site offers exceptional access to shops and primary care facilities, together with the numerous amenities situated within the centre of Barnsley and the adjoining settlements, as identified on the pedestrian and cycle catchment plan at Appendix B.
- 2.1.8 Local Highway Network**
- 2.1.9 Sheffield Road (A61) is a major highway lit to main road standards and is the subject of a 30mph speed limit offering exceptional links to numerous towns and settlements together with the main town centre of Barnsley.
- 2.1.10 To the immediate site frontage on the south bound side, the carriageway is made up of three lanes, narrowing to two lanes at its junction with Taylor Row for approximately 225 metres, where it becomes a dual carriageway. From this point the A61 continues in a southerly direction for just over 400 metres where it becomes Upper Sheffield Road, a two way single carriageway. The carriageway contains footway provision to both sides together with several side road junctions along the full length. Both the carriageway and footway are considered suitable in terms of width and construction for their day to day use. There are traffic regulations orders along the majority of the length of Sheffield Road restricting stopping and loading/unloading along with small designated areas allowing an element of free on street parking for limited periods.
- 2.1.11 There are pedestrian crossing facilities and associated road markings on Sheffield Road to the south east of the proposal to allow for the safe day to day movement on foot across the carriageway, with the closest of these situated just over 80 metres from the site entrance - see photograph on subsequent page.



Photograph 2 – Pedestrian Crossing Facility

2.1.12 A pedestrian underpass facility is readily available in the immediate vicinity with access points obtainable to the rear of the building placed approximately 120 metres to west of the site at the point where Doncaster Road terminates, and to the north side of Sheffield Road at its roundabout junction; both of which are illustrated on the photograph(s) below. This offers pedestrians and/or cyclists a safe traffic free route to the Alhambra shopping complex and numerous other amenities available within the town centre of Barnsley, including Barnsley Interchange.



Photograph 2 – Doncaster Road Underpass Entrance



Photograph 3 – Sheffield Road Underpass Entrance

2.1.13 The site is located within close proximity of public transport facilities in the form of bus services, with stops in the immediate vicinity available along the full length of Sheffield Road. These stops are located within the recommended walking distances for commuting as identified on the pedestrian and cycle catchment plan at Appendix B. The nearest bus stops are situated to the immediate site frontage as identified on the photograph below.

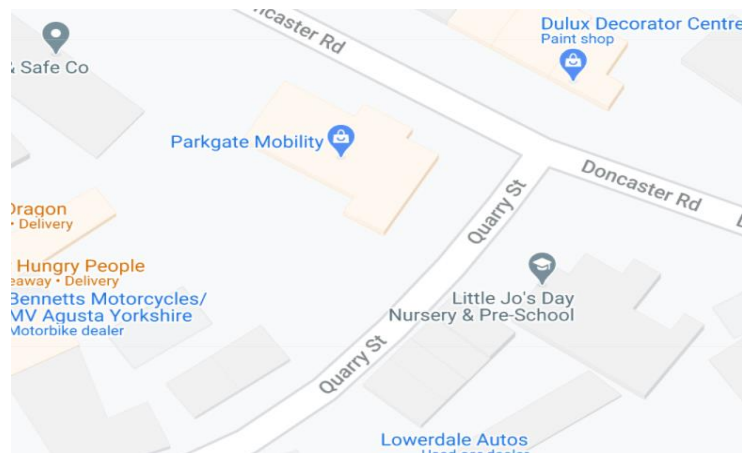


Photograph 3 – Sheffield Road Bus Stop(s)

2.1.14 Details of the bus services available from these local fare stages are available in the transport sustainability section below.

2.1.15 Accident Data

2.1.16 The information available on the crashmap.co.uk website which is approved by the National Statistics Authority and reported on by the Department for Transport, identifies that there have been no recorded injury accidents over the last 5 years up to December 2019 within the search area. The search area is identified below and incorporates the only vehicular access available to the site served directly off Quarry Street. This confirms the yard access operates in a safe and efficient manner.



Crashmap Search Area

2.1.17 Transport Sustainability

2.1.18 The site is in a sustainable location having access to excellent bus routes available from the fare stages located at regular intervals along the full length of Sheffield Road, with the closest bus stops placed to the immediate site frontage. The proposal is within walking distance of rail services in the form of Barnsley rail station (Barnsley Interchange) along with an abundance of local shops and services located in the immediate vicinity and within Barnsley town centre.

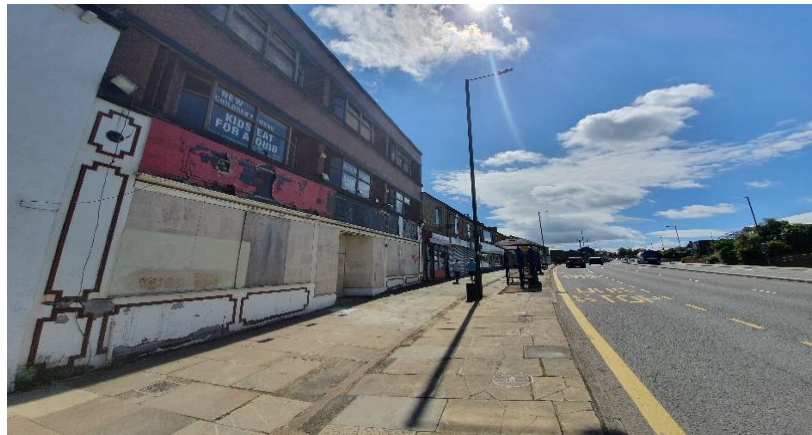
2.1.19 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Governments planning policies for England and how these are expected to be applied. It recommends that the development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 2.1.20 The former guidance within PPG 13 is still useful as a reference in relation to cycling and walking as a means of commuting.
- 2.1.21 Paragraph 35 of the NPPF states that development should be located and designed where practical to:
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones
 - Consider the needs of people with disabilities via all modes of transport.
- 2.1.22 The former guidance within PPG 13 is still useful as a reference in relation to cycling and walking as a means of commuting.
- 2.1.23 The catchment areas for the preferred maximum walking distance of 2km is shown on the plan at Appendix B. The site is well placed for residents to walk to the numerous facilities placed in and around Sheffield Road and the town centre of Barnsley, along with public transport facilities.
- 2.1.24 There are numerous facilities available on foot within the immediate locality. These include a wide range of locally operated shops consisting of barbers, public houses, food store, restaurants, hot and cold food outlets, pharmacy, cafes, and public houses together with places of worship. There is a large supermarket offering ATM facilities with ancillary cafe and petrol filling station. Primary health care facilities are also available in the immediate vicinity in the form of Burleigh Medical Centre placed less than 50 metres away from the site entrance. Calypso Cove, and the Metrodome complex offer a range of indoor recreational facilities such as swimming and bowling. Directly to the north of the site is a large shopping complex namely the Alhambra Shopping Centre; all these lie within the recommended walking distances as identified on the walking and cycle catchment plan at Appendix B.
- 2.1.25 With regards to cycling, PPG13 Transport states that "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 plan at Appendix B shows the 5km cycle catchment area from the site. Within

the cycle catchment are the additional areas of Worsborough, Birdwell, Dodworth and Barugh Green all of which offer numerous employment, retail and leisure opportunities.

2.1.26 Rail services are readily available within Barnsley Interchange which is located approximately 560 metres to the north east of the site, also located within the recommended walking and cycling offering residents the potential of multi modal journeys.

2.1.27 The site is within easy reach of numerous bus stops offering services across the district, available from the immediate site frontage and along the full length of Sheffield Road, with the nearest stop(s) placed directly adjacent to the site access (see photograph below). Available flag/pole bus stops on Sheffield Road also benefit from timetable cases with several of the stops having the welcome addition of passenger shelters.



Photograph 4 Bus Stops

2.1.28 The services that use these stops are identified below.

Service Number	From - To	Frequency Mon - Sat	Late evenings and Sundays
2	Barnsley – Birdwell – Chapeltown – Sheffield	60 mins	60 mins
6	Barnsley – Kendray – Worsborough Dale	20 mins	20 mins
7	Barnsley – Worsborough Bridge – Blackerhill – Hoyland	60 mins	Evenings 60 mins – no Sunday service
22x	Barnsley – Wath Upon Dearne – Rotherham	15 mins	60 mins
66	Barnsley – Hoyland – Elsecar	15 mins	30 mins

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67/67a/ 67b/67c	Barnsley – Hoyland - Wombwell	30 mins	60 mins
218/218a	Barnsley – Mexborough – Rotherham	30 mins	Sunday – 60 mins No evenings
219/219a	Barnsley – Thunscoe – Doncaster	30 mins 60 mins – Saturday	60 mins
222	Barnsley – Cortonwood	60 mins	60 mins
226	Barnsley – Wath Upon Dearne – Thunscoe	30 mins	60 mins
482	School Service	-	-
X17	Sheffield – Meadowhall -Barnsley Interchange	60 mins	60 mins No evening service
X19	Barnsley – Darfield – Doncaster Interchange	30 mins	Evenings 60 mins – no Sunday Service

Bus Services Table

- 2.1.29 As can be identified from the above table, there is a vast range of bus services that operate from the nearest stops all located within the recommended walking distance, providing a service every 15 minutes to the centre of Barnsley along with a service to the large Meadowhall shopping complex. Doncaster Interchange can also be easily accessed via these services, opening up options for residents to further bus and train services across the district and beyond.
- 2.1.30 The bus services are considered to be of an excellent standard and will provide an exceptional alternative to the private car in line with current Government guidelines.
- 2.1.31 Rail services are also readily available within Barnsley Interchange located approximately 600 metres to the north of the site which features on many local bus routes and can be easily accessed on foot, being placed well within the recommended walking distance.
- 2.1.32 Train services operate frequently from Barnsley Interchange providing convenient access to numerous destinations such as Castleford, Huddersfield, Sheffield and Wakefield with the large city of London also available on this line, allowing residents access to leisure, shopping and employment opportunities throughout the wider district.
- 2.1.33 The station offers numerous facilities including hot and cold food outlets, waiting area(s) customer service/ticket office and large on-site car park free to all rail users. In addition, the

station offers excellent cycle storage facilities providing the opportunity for multi modal travel combined with the added security of CCTV monitoring across the whole area.

2.1.34 Due to the country's restrictions owing to recent Covid-19 outbreak all of the available public transport services are currently subject to unscheduled changes, these are combined with new strict Government requirements and constraints put in place for users to try and help reduce the possible spread of further infection.

2.1.35 The site is considered to be in an extremely sustainable location being within walking distance of bus stops, an abundance of local services and employment opportunities in the immediate vicinity, along with being located within cycling distance of the numerous towns and settlements around the local area, together with the added benefit of access to good rail links. Therefore, the site fully conforms to current Government directives for ensuring developments are in sustainable locations.

3.0 THE DEVELOPMENT PROPOSALS

3.1.1 Proposed Development

3.1.2 The proposals are for a change of use from restaurant to a residential complex comprising of fourteen studio apartments at 48 – 50 Sheffield Road, Barnsley in South Yorkshire. The development will incorporate the renovation of the entire mid-terrace building which spans over four floors.

3.1.3 Parking Provision

3.1.4 Given the sites excellent sustainable location, having exceptional access to public transport services combined with its positioning within the walking catchment area, residents occupying the apartments will not require the benefit of a private vehicle. Therefore, off street parking provision is not a consideration of this proposal. However, the sites surrounding area and streets does provide pockets of on street pay and display parking and has the capacity to provide for those journeys by private car that are necessary and unavoidable.

3.1.5 Pedestrian and Cycle Provision

3.1.6 Pedestrian access will be made via the existing footway network accessed directly off the Sheffield Road.

3.1.7 Secure cycle storage facilities will be provided to the rear of the building which will offer residents adequate storage for fourteen cycles, illustrated on the plan at Appendix C

3.1.8 Servicing

3.1.9 A bin store is proposed to the rear of the property and will be accessed via Quarry Street allowing for convenient waste collection (See layout plan at Appendix C).

4.0 TRAFFIC IMPACT

4.1.1 Development Traffic

4.1.2 The proposals are for the construction of a residential development comprising of the conversion of a substantial four storey mid terrace property in to fourteen studio apartments.

4.1.3 The site previously operated as a licensed restaurant offering a take-out service along with a large function room facility offering party packages together with a separate designated bar/cocktail level. This previous operation had the potential to create regular, frequent daily trips by the employees, potentially at peak times. In addition, the site received regular daily deliveries by large vehicles/lorries combined with taxi visits transporting patrons, creating additional trips to and from the site.

4.1.4 The proposed change of use would remove the requirement for any daily trips to and from the site by any modes of transport other than potentially taxis. The site is placed within a highly sustainable area having exceptional access to public transport services with fare stages placed to the immediate site frontage and sited within walking distance of shops, services and places of employment removing any requirement for residents to own/use a private car.

4.1.5 Given the excellent sustainable location of the proposal, the residents occupying the studio apartments will not require the benefit of a car, therefore, there would be no material impact

on the operation of the local highway and will not add to any perceived congestion at peak times on the local network.

5.0 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 extremely sustainable location, being located directly within the centre of Barnsley; offering an abundance of local services along with excellent public transport opportunities in the way of local fare stages placed to the immediate site frontage on Sheffield Road which provide suitable connections to numerous neighbouring towns and settlements.
- 5.1.3 Local public transport services offer excellent connections allowing residents to access additional amenities, along with further transport opportunities and employment prospects throughout the wider district and beyond. Therefore, the site generally conforms to current Government directives for ensuring developments are within suitable locations.
- 5.1.4 The proposed development will improve highway safety and efficiency by eradicating the requirement for any large-scale deliveries and will remove the number of vehicles trips to and from the site due to its sustainable location.
- 5.1.5 It is considered that proposals will have no material impact on the safe operation of the local highway and will reduce congestion at the peak times on the local network.
- 5.1.6 Therefore, it is 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

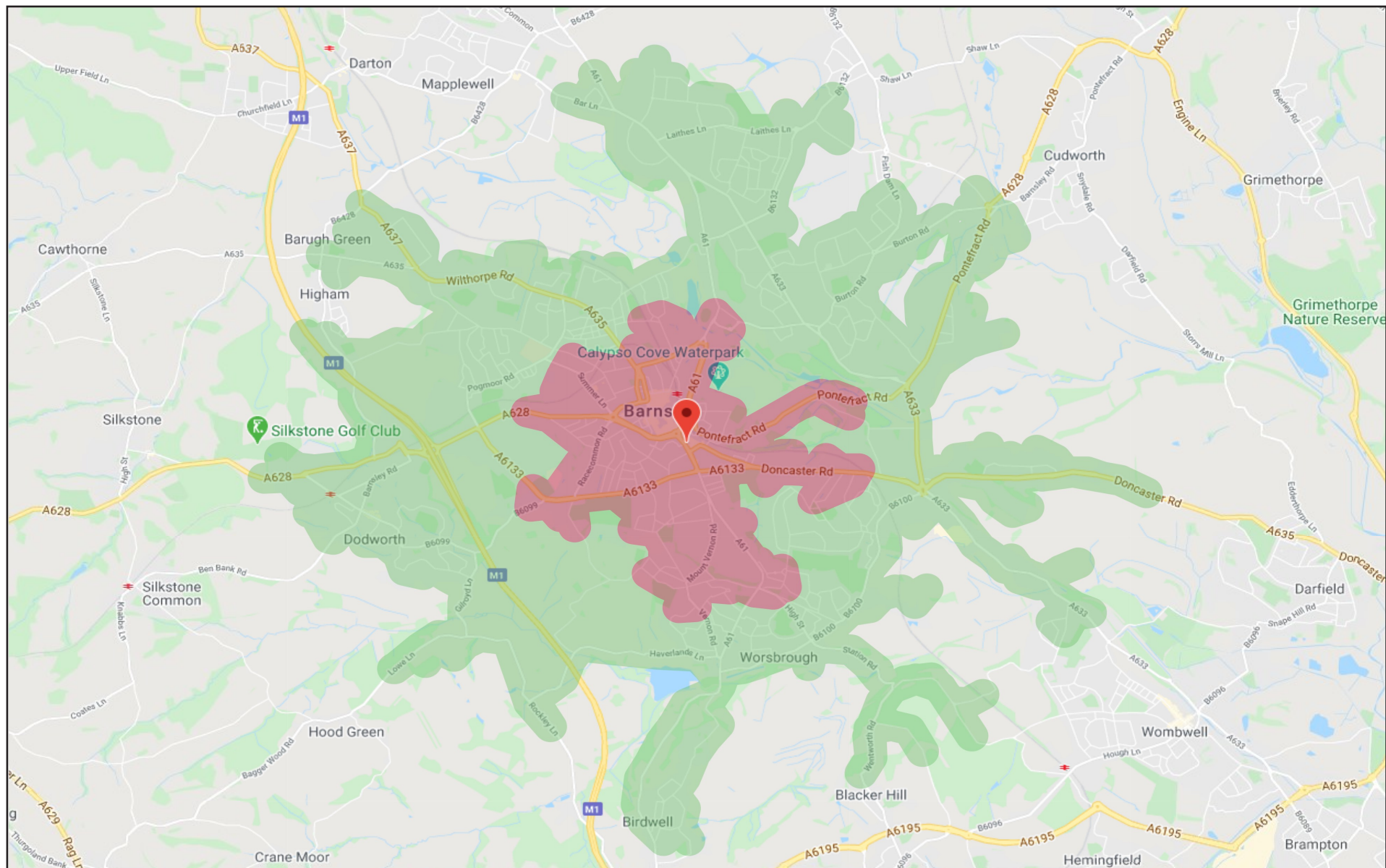


Legend:

-  Site Location
-  Closest Unique Bus Stops

Appendix B

Pedestrian & Cycle Catchments



Legend:

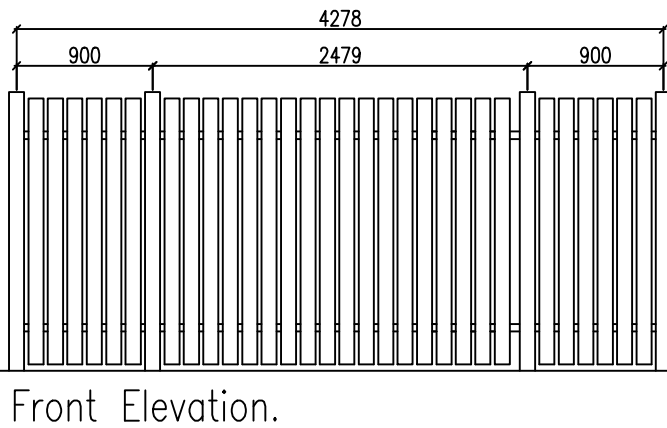
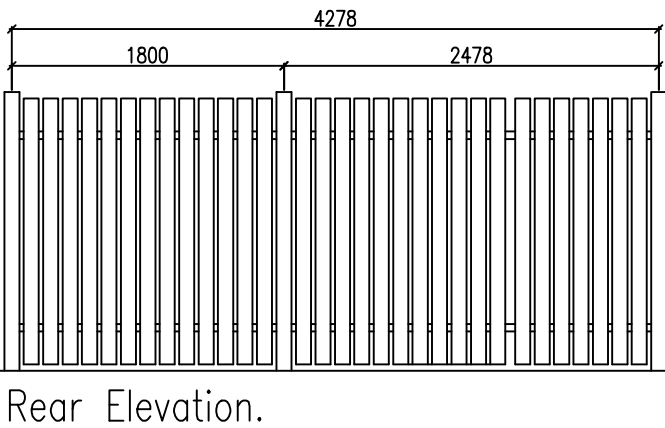
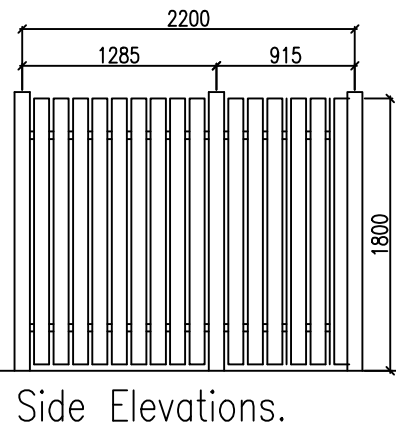
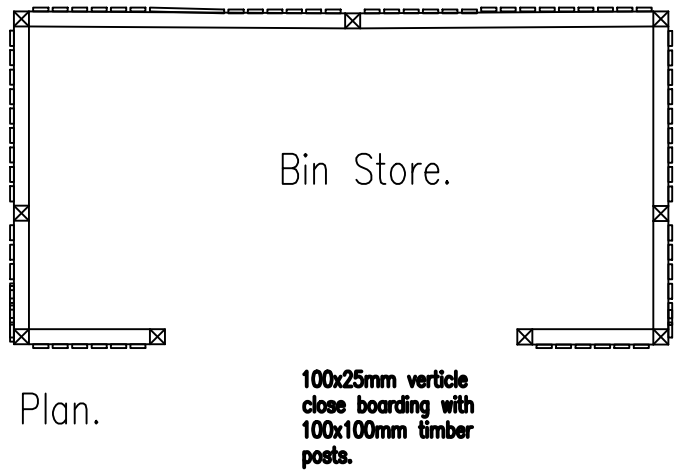
-  5km Cycle Catchment
 2km Walking Catchment
 Site Location



Unit 6 The Office Campus
Paragon Business Park
Wakefield Wf1 2uy

Appendix C

Site Layout Plan



OPTIONS

- Polyester powder coating - available in 14 standard colours or bespoke RAL colours for surcharge
- Vertical or horizontal formation
- Pitched (apex) or flat roof
- Locking options
- Graphics

SPECIFICATIONS

Horizontal Single Locker - W 750mm x H 1290mm x D 1850mm
Vertical Single Locker - W 750mm x H 1950mm x D 1100mm

REVISION	DATE	DESCRIPTION

Note to Client : These works will be subject to CDM Legislation
Note to client : If CIL applies,
Client must complete CIL form 6 commencement
notice and send to council. Then within 6 months of finishing
client must fill in form 7 part 2 and send to council
WARNING failure to do this may lead to CIL charges even if claimed
exemption.

Note to CONTRACTOR Check all dimensions prior to commencing works or ordering any materials Do not Scale On no account are any works whatsoever including foundations to be undertaken outside the boundary of the site without the express permission of the adjoining owner	Note to CLIENT It is your responsibility to check with the Statutory Authorities where all the services, particularly those outside the property are located, and to advise the Contractor accordingly, prior to accepting his quotation for the works Note, this may have both cost and safety issues
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APPROVAL	DATE	DRAWING	AUTHORITY	REFERENCE NO
Building Regulations Planning Approval Planning Submission				

Unit 2, The Office Campus, Paragon
Business Park, Red Hall Court,
Wakefield, WF1 2UY

Project
Proposed 14 No Studio Flats at
48-50 Sheffield Road, Barnsley
S70 1HS for Mr S Clayburn
Drawing
Proposed Site Plan & Bin Store /
Cycle Store Details

01924 380873
Date 24/09/2020

Drg No

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