



*Proposed Redevelopment for a Mixed use Scheme at
The Kendray, Barnsley*

Transport Statement

On behalf of Knight Frank



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1 Introduction

1.1 Introduction

This report presents a Transport Statement in support of a mixed use hybrid application, seeking full planning permission for a 372m² unit comprising of 279m² ‘Use Class A1’ and 93m² of ‘Use Class A2’ and also outline planning permission for up to nine residential dwellings with details of access (all other matters reserved). The site is located at The Kendray, Birk Avenue in Barnsley. The report has been prepared by Opus International who are acting as transport planning consultant to the developer.

This Transport Statement is based on the Department for Transport’s (DfT), guidance document “Transport Evidence bases in plan making” dated 10th October 2014. However, where appropriate guidance with the archived document Guidance on Transport (GTA) has been adopted.

The development site is located to the north of Birk Avenue, and lies in a predominately residential area. The site area covers approximately 0.4ha and comprises a vacant public house, The Kendray, with residential dwellings on all sides. The location of the site is illustrated in Figure 1.



Figure 1: Indicative Site Location

1.2 Overview

This report has been prepared to appraise the impacts of the proposed site specifically relating to transportation matters. As such the main focus of the report will be accessibility and alternations to the existing access arrangements.

The general accessibility to the nine residential dwellings to the rear of the retail unit will be through an internal road which runs along the western boundary of the site. The same access will also be used for retail deliveries.

Barnsley Metropolitan Borough Council is the planning and highway authority.

1.3 Report Structure

The remainder of this report is structured as follows:

- Section 2 presents details of the existing conditions in the vicinity of the development site;
- Section 3 provides an overview of the associated planning and policy context;
- Section 4 presents details of the proposed development;
- Section 5 discusses the foreseen transport impacts; and,
- Section 6 presents the summary and conclusions.

2 Existing Context

2.1 Introduction

This section provides an appraisal of the existing site conditions including:

- Existing site information – describing the current physical infrastructure and characteristics of the site and its surroundings; and,
- Baseline transport data – background transport data and current transport infrastructure details.

2.2 Existing Site Information

The site location is shown in Figure 1. The site is broadly rectangular in shape and has an area of approximately 0.4 hectares. The site comprises a vacant public house, The Kendray, with residential dwellings on the western side of the boundary and a small number of retail shops and post office adjoining its eastern boundary.

The southern boundary fronts onto Birk Avenue and the northern boundary is bordered by residential properties. The site was previously a public house.

A site setting plan is presented in Figure 2.

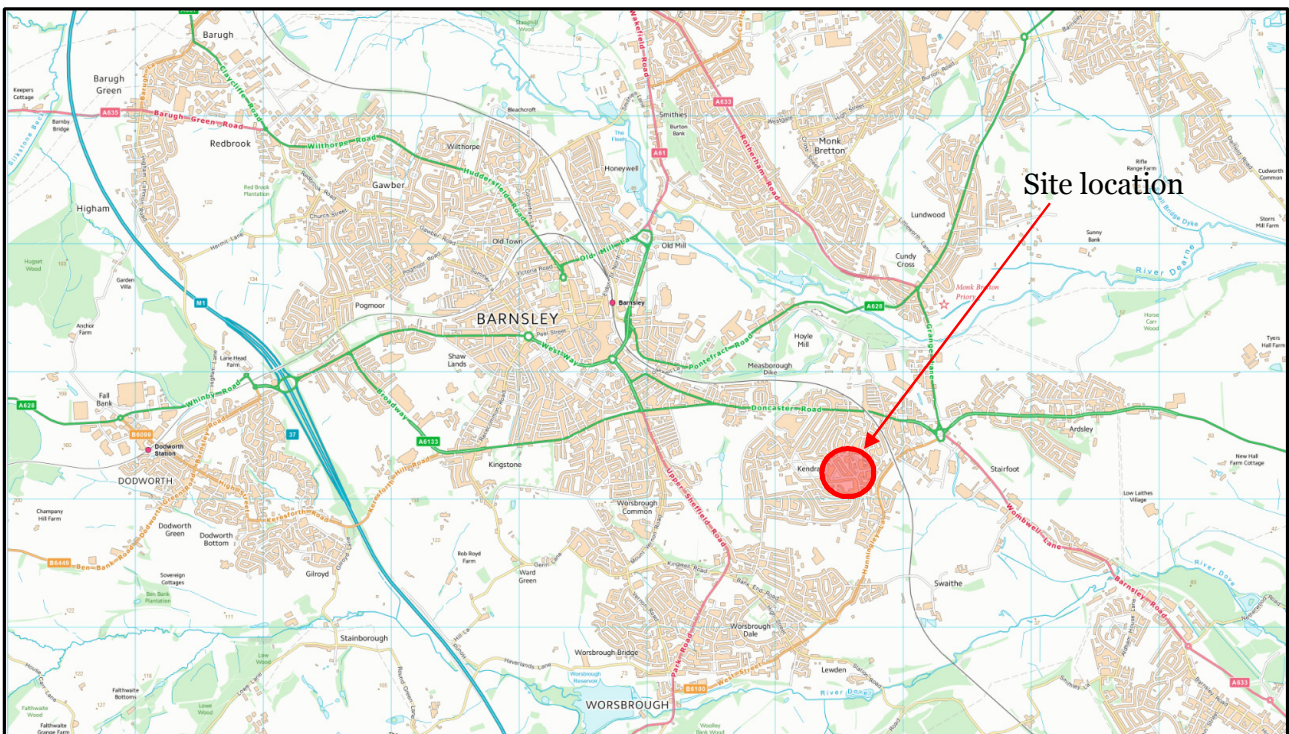


Figure 2: Site Setting Plan

2.3 Local Highway Network

The proposed site is located off the northern kerbline of Birk Avenue. To the west of the site, Birk Avenue links to Redhill Avenue which in turn leads onto Doncaster Road the A631 and on into Barnsley Town Centre, which lies approximately 3 kilometres north west of the site.

To the east of the site, Birk Avenue links to the Huntingly Lane, the B6100, which in turn leads to Park Road and Sheffield Road, and onto the A61 and M1 south west of the site.

Birk Avenue is subject to a 30mph speed limit for its entire length. In the immediate vicinity of the site, Birk Avenue is approximately 7.5 metres wide single carriageway with street lighting present. Footway are approximately 3m wide on both sides of the carriageway.

Local public transportation services are also available in close proximity to the site, including bus stops directly adjacent to the site entrance, and a train station in Barnsley Town Centre, offering services to the wider locality.

The site in conjunction with the local highway context is illustrated in Figure 3.

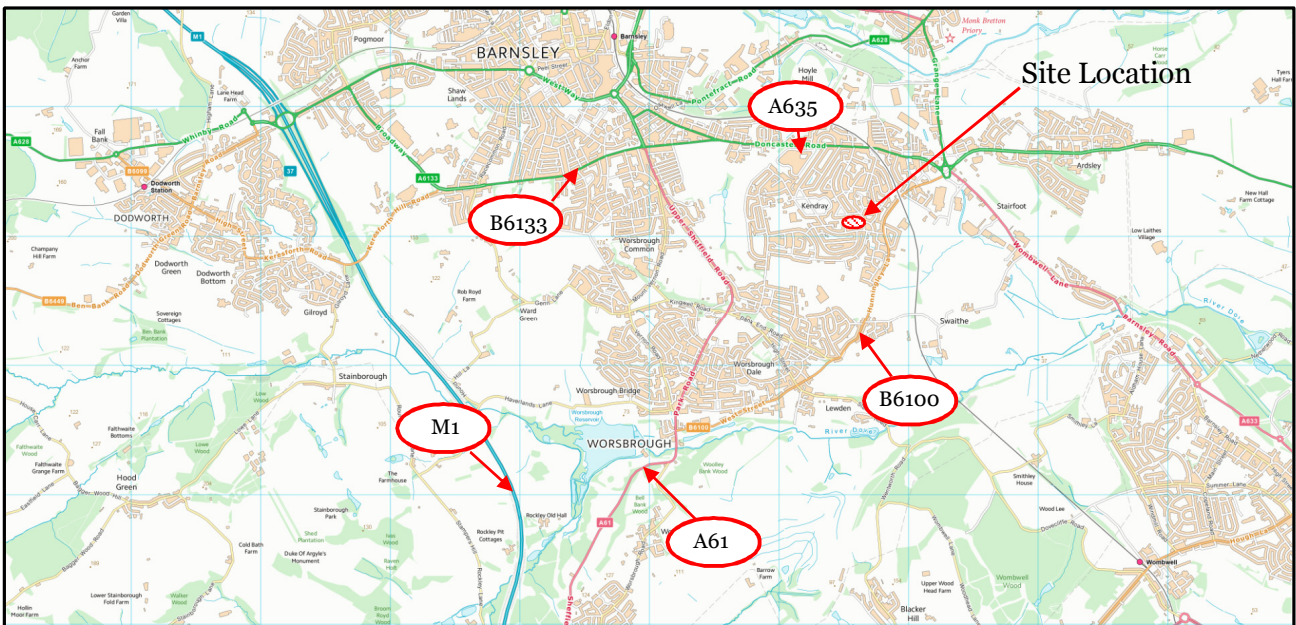


Figure 3: Local Highway Network



Plate 1: Birk Avenue in the vicinity of the site

There are no centre line road markings along Birk Avenue. A photograph of Birk Avenue adjacent to the site is illustrated in Plate 1.

It should be noted that there are a number of large semi-detached residential dwellings on Birk Avenue offering off street parking provisions in the form of private driveways. There are no parking restrictions along Birk Avenue, however several vehicles have been observed parking on-street on both sides of the carriageway at the local convenience retail shops adjoining the site boundary to the eastern side of the carriageway as illustrated in Plate 2.



Plate 2: Birk Avenue to the east of the site

It should be pointed out that although on-street parking was observed, the problem was only confined to a small area and for a short period of time.

2.4 Existing Site Access

2.4.1 Existing Vehicular Access

Two access points currently exist serving the site. The eastern most is the sole point of access leading to the rear yard of The Kendray, while the access to the western boundary of the site finishes on the front yard. Both accesses are in the form of bellmouth junctions however due to resurfacing works they may be perceived as vehicular crossovers and as such priority to pedestrians or vehicles is unclear.

The location of the access points are illustrated in Plate 3.



Plate 3: Existing site access off Birk Avenue

2.4.2 Existing Pedestrian Access

The Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".

PPG13 'A Guide to Better Practice' (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been recently superseded by the National Planning Policy Framework (NPPF), it is considered that this distance is still relevant and appropriate.

Within close proximity of the site local services are within a comfortable walking distance. Services including local shops, public houses, Barnsley Academy, Kendray Primary School, Hunningley Primary School, Ashville Medical Practice and are all easily accessible by foot for the residents of the proposed site.

In the immediate vicinity of the site, pedestrian footways are present on both the southern and northern side of the carriageway with an approximately width of 3m.

There are no formal crossing points within the vicinity of Birk Avenue, however vehicular crossovers are provided at the location of private driveways and junctions. No tactile paving is provided at any of the junctions within the vicinity of the proposed development.

Figure 4 displays a 2km (crow flies) isochrone which includes the majority of Kendray, Worsbrough and Stairfoot.

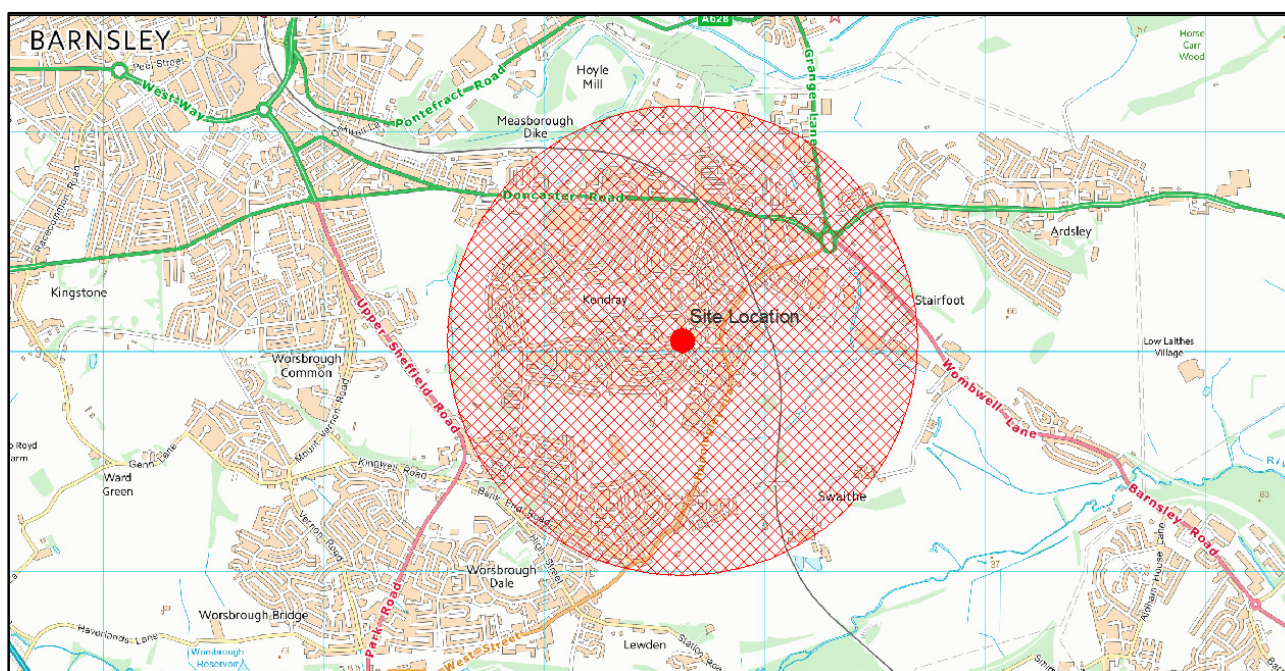


Figure 4: Indicative (crow flies) Walking Isochrone

2.4.3 Existing Cycle Access

The DfT in their Transport Statistics on Cycling in Great Britain state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 "A Guide to Better Practice" (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been recently superseded, is still considered appropriate. The DfT's LTN 2/08 'Cycle Infrastructure Design' (October 2008) states that 'in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon'.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. A cycling isochrone plan (crow flies) is presented in Figure 5.

There are no formal cycle facilities in the immediate vicinity of the site. However the topography of the local area in the vicinity of the development site is generally flat and conducive to comfortable walking and cycling.

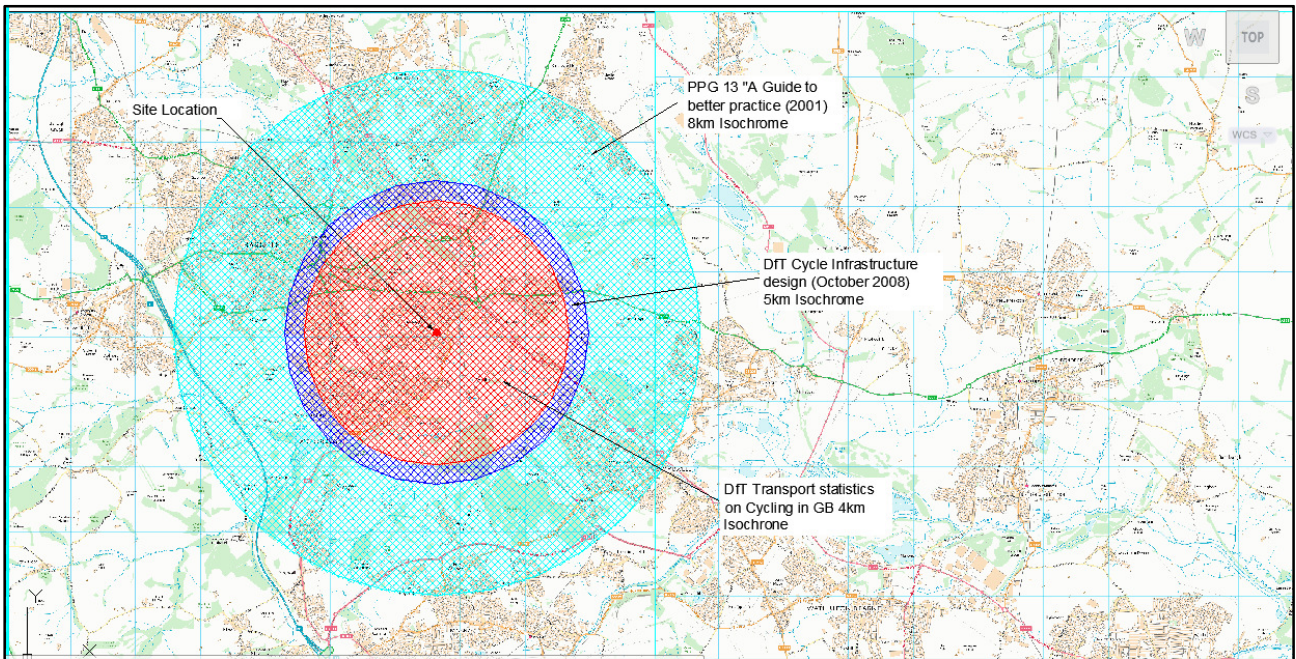


Figure 5: Indicative (crow flies) Cycle Isochrone

A local cycle route is located approximately 1.6km to the north west of the site. The route is a 5.7 km Mountain Bike route which runs from north west to south west along Yews Lane, terminating on Bracken Crescent.

There is also another cycle route “Darfield to Winscar Reservoir Cycle Route” to the south of the site, as illustrated in Figure 6 extracted from CYCLE-ROUTE.COM. The route starts from the Upperwood Road and runs along B6096 George Road, Station Road then to Sheffield Road, and passing through Wombwell Recreation Ground and other local access roads before terminating at Winscar Reservoir to the south western side of the site. The route is approximately 31.km long.

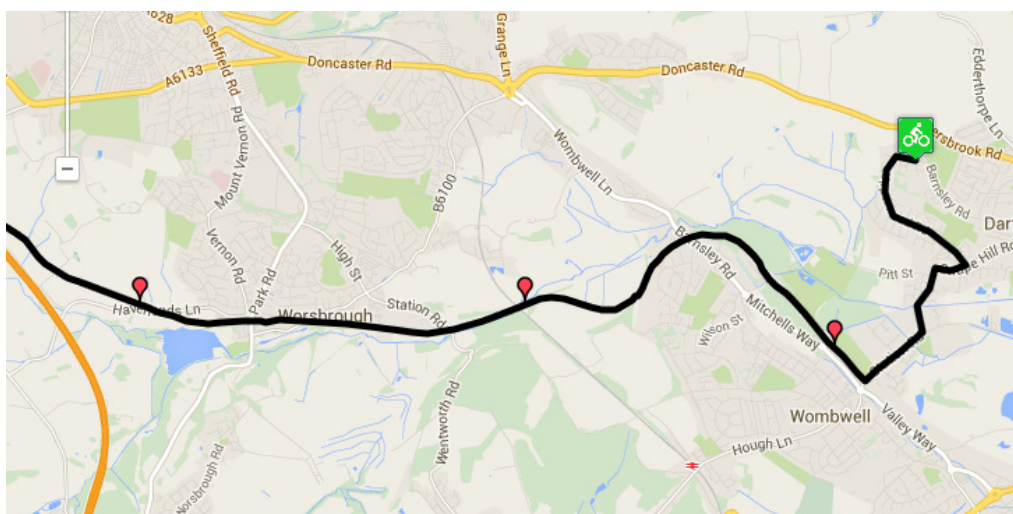


Figure 6: Darfield to Winscar Reservoir Cycle Route (Extract)