



Consented Residential Care Home Development

Perseverance Street, Barnsley

Pre-Construction Highway Condition Survey

Prepared for



Exemplar Health Care Services Ltd

**August 2023
3825-01-HTN01**



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
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CONTENTS

1.0	INTRODUCTION	1
1.1	Overview	1
1.2	Report Structure	2
2.0	SITE LOCATION AND SURVEY METHODOLOGY	3
2.1	Site Location	3
2.2	Survey Extent	3
2.3	Survey Methodology	4
3.0	SURVEY FINDINGS	5
3.1	Overview	5
3.2	Springfield Street (West)	5
3.3	Perseverance Street	9
3.4	Springfield Street (South)	12
4.0	SUMMARY AND CONCLUSIONS.....	15
4.1	Summary	15
4.2	Conclusion	17

IMAGES

Image 2.1 – Site Location	3
Image 2.2 – Extent of Survey.....	4
Images 3.1 (left) and 3.2 (right) – Springfield Street (west)	6
Images 3.3 (left) and 3.4 (right) – Springfield Street (west)	6
Images 3.5 (left) and 3.6 (right) – Springfield Street (west)	7
Image 3.7 – Springfield Street (west)	7
Images 3.8 (left) and 3.9 (right) – Springfield Street (west) / Perseverance Street Junction – northern side	8
Images 3.10 (left) and 3.11 (right) – Springfield Street (west) / Perseverance Street Junction – southern side.....	8
Image 3.12 – Perseverance Street.....	9
Image 3.13 – Perseverance Street.....	10
Images 3.14 (left) and 3.15 (right) – Perseverance Street.....	10
Images 3.16 (left) and 3.17 (right) – Perseverance Street.....	11
Image 3.18 – Perseverance Street.....	11
Images 3.19 (left) and 3.20 (right) – Springfield Street (south)	12
Images 3.21 (left) and 3.22 (right) – Springfield Street (south)	13
Images 3.23 (left) and 3.24 (right) – Springfield Street (south)	13
Images 3.25 (left) and 3.26 (right) – Springfield Street (south)	14



APPENDICES

Appendix A – Pre-Construction Condition Survey Photograph Record



1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis has been appointed by Exemplar Health Care Service Ltd to undertake a pre-construction highway condition survey to assess the existing condition of the local highway network which will provide the access and egress for construction traffic associated with the proposed development of a residential care home on land to the west of Perseverance Street, Barnsley.

1.1.2 Planning consent for the proposed development was granted by the Local Planning Authority (LPA), Barnsley Metropolitan Borough Council (BMBC), in July 2024 under planning application reference number 2023/0587.

1.1.3 Condition 13 of the planning permission for the care home scheme requires the undertaking of pre- and post-construction carriageway surveys of the immediate sections of the adopted highway network, in order to identify any existing defects and locations where damage to the highway could / has occurred as a result of on-site construction activities. The wording of this condition is set out below:

“No development shall take place until a survey of the condition of the adopted highway condition to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. The survey must consist of:

- i. A plan to a scale of 1:1250 showing the location of all defects identified*
- ii. A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.*

On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.



Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety.”

- 1.1.4 The purpose of this Highways Technical Note (HTN) is to present and discuss the findings of the pre-construction condition survey as stipulated by the above planning condition. The survey was undertaken on 8th August 2024.

1.2 Report Structure

- 1.2.1 The remainder of this HTN is structured as follows:
- i) **Chapter 2** provides a description of the site location, the extent of the survey area, and the survey methodology;
 - ii) **Chapter 3** provides a detailed review of the survey findings and a photographic record of points of note for each of the roads within the survey area; and
 - iii) **Chapter 4** provides a summary and conclusions.

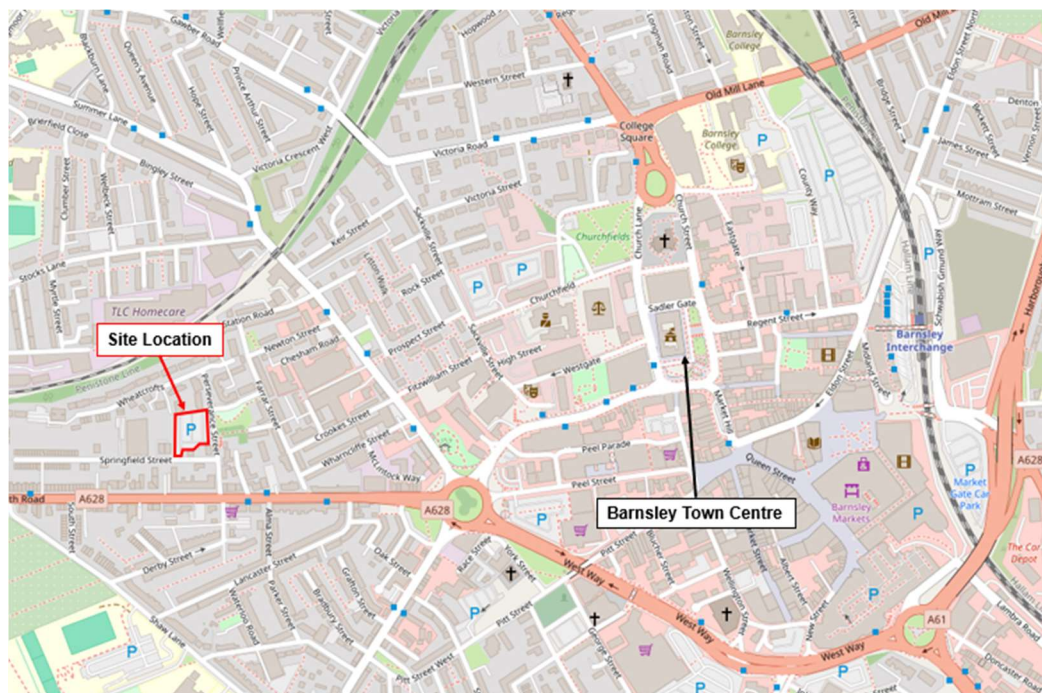


2.0 SITE LOCATION AND SURVEY METHODOLOGY

2.1 Site Location

- 2.1.1 The consented development site is located on land to the west of Perseverance Street, Barnsley. The site currently comprises a disused car park, which was formerly used as ancillary parking for the nearby Springfield House Co-operative building, which is no longer in use.
- 2.1.2 The site is situated immediately to the north-west of the junction between Perseverance Street and Springfield Street, with the centre of the site being approximately 100m north-west of the A628 Dodworth Road / Springfield Street priority junction, and approximately 0.9km west of Barnsley Town Centre.
- 2.1.3 The site location is illustrated on **Image 2.1**.

Image 2.1 – Site Location



2.2 Survey Extent

- 2.2.1 The survey area comprises the full width of the carriageway and adjacent footways along Perseverance Street and Springfield Street in the immediate vicinity of the consented development site. The survey area is illustrated in **Image 2.2** and the extents of the survey area are as follows:



- i) Springfield Street (west): Along the southern frontage of the site for a distance of approximately 60m west of the junction with Perseverance Street;
- ii) Perseverance Street: Along the eastern frontage of the site for a distance of approximately 80m north of the junction with Springfield Street; and
- iii) Springfield Street (south): Covering the length of Springfield Street to the south of the junction with Perseverance Street as far as the junction with the A628 Dodworth Road, including the footway along the northern side of Dodworth Road immediately to the east and west of Springfield Street.

Image 2.2 – Extent of Survey



2.3 Survey Methodology

- 2.3.1 The pre-construction condition survey consisted of a detailed 'walk-over' of the study areas, to record the existing condition of all the relevant sections of the running carriageway and footways, and recording the type, nature and location of any defects observed.
- 2.3.2 A photographic record was taken of key points of note and areas where existing defects / deterioration was observed. A video record covering all of the roads within the survey area was also obtained. The video files can be provided upon request.

3.0 SURVEY FINDINGS

3.1 Overview

- 3.1.1 The pre-construction walk-over survey was undertaken by Axis on Thursday 8th August 2024, between 13:00 and 13:30. Weather conditions were recorded as being overcast but dry, with no surface water on the carriageway. The survey was undertaken in the presence of Phil McGrath, Senior Engineer, BMBC Highways Development Control.
- 3.1.2 The general existing condition of the adopted highway within the study area was considered to be good. The following sections provide a description of the observed existing defects within each section of the survey area, as well as other key areas noted as being worthy of specific monitoring at the post-construction survey stage. The full photographic record is included as **Appendix A**.

3.2 Springfield Street (West)

- 3.2.1 Springfield Street (west) runs in an east-west alignment along the southern frontage of the consented development site. The site boundary is generally set back from Springfield Street to the north of existing dwellings, such that only a narrow section of the site boundary, approximately 10m in width, would directly front onto Springfield Street. There would be no vehicular access into the site from this road.
- 3.2.2 An existing service chamber hatch is present within the westbound side of the carriageway, which is surrounded by a patch of reinstated surface (**Image 3.1**, approx. grid ref. 433653, 406337). This was generally in good condition but was noted for further observation.
- 3.2.3 The footway along the section of site frontage is generally in good condition, with no observed defects in either the footway surface or kerb edging (**Image 3.2**, approx. grid ref. 433659, 406343). There is some encroachment of vegetation into the footway.



Images 3.1 (left) and 3.2 (right) – Springfield Street (west)



- 3.2.4 A drain access within the westbound side of the carriageway was noted for further observation (**Image 3.3**, approx. grid ref. 433683, 406338). Adjacent to this, patches of reinstated surface were observed around service chamber hatches within the footway along the southern side of the road (**Image 3.4**).

Images 3.3 (left) and 3.4 (right) – Springfield Street (west)



- 3.2.5 An existing service chamber access within the westbound side of the carriageway was noted for further observation (**Image 3.5**, approx. grid ref. 433686, 406341). Adjacent to this, a patch of reinstated surface within the footway across a private driveway access was observed, which displayed some discolouration along the edge of the carriageway (**Image 3.6**).

Images 3.5 (left) and 3.6 (right) – Springfield Street (west)



- 3.2.6 There is a strip of reinstated surface across the full width of the carriageway and both footways approximately 17m west of the junction with Perseverance Street (**Image 3.7**, approx. grid ref. 433696, 406339). This was generally in good condition but was noted for further observation.

Image 3.7 – Springfield Street (west)



- 3.2.7 A clear join was visible indicating different ages of surfacing between Springfield Street and Perseverance Street, within both the footway (**Image 3.8**) and carriageway (**Image 3.9**) on the northern side of Springfield Street. **Image 3.9** also illustrates an area of slight cracking within the footway surface on Perseverance Street, adjacent to a service chamber access (approx. grid ref. 433713, 406344).

Images 3.8 (left) and 3.9 (right) – Springfield Street (west) / Perseverance Street Junction – northern side



- 3.2.8 To the southern side of the junction, a small patch of surface beak-up was observed adjacent to a service chamber access within the footway (**Image 3.10**, approx. grid ref. 433713, 406334). A single loose kerbstone was noted on the southern corner of the junction (**Image 3.11**).

Images 3.10 (left) and 3.11 (right) – Springfield Street (west) / Perseverance Street Junction – southern side



3.3 Perseverance Street

- 3.3.1 Perseverance Street runs in a north-south alignment along the eastern frontage of the consented development site. The road has a length of approximately 120m to the north of Springfield Street, terminating in a pair of cul-de-sacs known as Wheatcrofts and Cornfall Place. To the south of Springfield Street, the road name changes from Perseverance Street to Springfield Street. Vehicular access into the former car park site was via a dropped-kerb crossover approximately 25m north of Springfield Street. Vehicular access into the consented development will be via a new priority junction to be constructed approximately 30m north of the existing crossover. Perseverance Street featured extensive on-street parking on both sides of the carriageway, which restricted the visible extent of the footway.
- 3.3.2 The existing crossover is generally in good condition (**Image 3.12**, approx. grid ref. 433707, 406364). There is some overgrowth of vegetation to both sides.

Image 3.12 – Perseverance Street



- 3.3.3 An existing service chamber hatch is present within the footway on the western side of Perseverance Street immediately to the north of the junction with Springfield Street (**Image 3.13**, approx. grid ref. 433709, 406345). This was generally in good condition but was noted for further observation.

Image 3.13 – Perseverance Street



- 3.3.4 The carriageway and footway in the vicinity of the proposed access junction was generally in good condition, with only some slight discolouration observed along the edge of the carriageway (**Image 3.14**, approx. grid ref. 433713, 406344). Just to the north of this there is an existing service chamber access within the carriageway (**Image 3.15**). There were no observed defects relating to this, but it was noted for further observation.

Images 3.14 (left) and 3.15 (right) – Perseverance Street



- 3.3.5 Immediately to the north of the private driveway known as Ashrams Court there is a service chamber access within the footway on the eastern side of Perseverance

Street (approx. grid ref. 433709, 406417). Originating from this are strips of reinstated surface across the width of the carriageway (**Image 3.16**) and along the length of the footway (**Image 3.17**). There was evidence of localised cracking within the reinstated surface course along the footway, but otherwise no obvious defects were noted.

Images 3.16 (left) and 3.17 (right) – Perseverance Street



- 3.3.6 A strip of reinstated surface within the footway on the eastern side of Perseverance Street, opposite the junction with Springfield Street (west) was observed (**Image 3.18**, approx. grid ref. 433718, 406345). There is a localised depression within the reinstated surface, some localised surface cracking adjacent to a service chamber access, and some slight dislodgment of the kerb edging.

Image 3.18 – Perseverance Street



3.4 Springfield Street (South)

3.4.1 Springfield Street (south) is effectively a continuation of Perseverance Street, comprising the southern end of the road between the junction with Springfield Street (west) and a priority junction with the A628 Dodworth Road, with a length of approximately 50m.

3.4.2 A strip of reinstated surface within the footway on the eastern side of the road, extending along the full length of Springfield Street (south) was observed to feature some localised pitting and cracking within the reinstated surface course (**Image 3.19**, approx. grid ref. 433720, 406327). Slightly to the south of this, an area of localised depression within the footway adjacent to the kerb edging was observed, along with some slight cracking within the original surface course (**Image 3.20**, approx. grid ref. 433722, 406307).

Images 3.19 (left) and 3.20 (right) – Springfield Street (south)



3.4.3 An existing service chamber hatch is present within the footway on the eastern side of Springfield Street just to the south of the junction with Dodworth Road (**Image 3.21**, approx. grid ref. 433722, 406300). Some localised pitting adjacent to the kerb edging was noted, but otherwise this was generally in good condition.

3.4.4 Opposite this, two service chamber access hatches are present within the carriageway on the northbound side of the road (**Image 3.21**, approx. grid ref. 433717, 406298). Next to the southernmost hatch there was a short strip of missing surface course between the hatch and the kerb. Otherwise, the carriageway and

footway in this vicinity was generally in good condition and was noted for further observation.

Images 3.21 (left) and 3.22 (right) – Springfield Street (south)



- 3.4.5 At the junction with Dodworth Road, the footway to the eastern side of the junction features extensive areas of reinstated surfacing (approx. grid ref. 433723, 406290). Some localised pitting was observed within the original surface course (**Image 3.23**), and there was some slight cracking of the kerbstones on the corner of the junction (**Image 3.24**). Otherwise, the footway on the eastern side of the Dodworth Road / Springfield Street junction was in generally good condition.

Images 3.23 (left) and 3.24 (right) – Springfield Street (south)



- 3.4.6 The tactile paving present on the western side of the junction was observed to be extensively cracked. There was also some slight cracking within the footway surface surrounding the tactile paving, and in the kerb edging adjacent to Dodworth Road (**Image 3.25**, approx. grid ref. 433716, 406290).

- 3.4.7 The carriageway along Dodworth Road in the vicinity of the junction with Springfield Street, including a short length of Springfield Street within the junction bell mouth, appeared to have been resurfaced relatively recently and so was in good condition. There is also a strip of reinstated surface stretching across the width of Springfield Street immediately adjacent to the junction with Dodworth Road (**Image 3.26**, approx. grid ref. 433719, 406394). No obvious defects were observed in relation to this, and the carriageway surface along Springfield Street between Dodworth Road and Perseverance Street was generally in good condition.

Images 3.25 (left) and 3.26 (right) – Springfield Street (south)



4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

- 4.1.1 The purpose of this report is to present the visual findings of a pre-construction condition survey of the carriageway and footways in the vicinity of a consented residential care home development on land to the west of Perseverance Street, Barnsley. The extent of the survey comprises the carriageway and footways along the length Perseverance Street and Springfield Street (west) along the frontage of the consented development site, and the length of Springfield Street (south) between the A628 Dodworth Road and Perseverance Street, which would be used as the access route for construction vehicles.
- 4.1.2 The pre-construction walk-over survey was undertaken in the presence of Phil McGrath, Senior Engineer, BMBC Highways Development Control. Axis has collected video footage of the area surveyed, which is available on request.
- 4.1.3 Within the survey area the adopted highway was found to be generally in good condition despite extensive areas of surface reinstatement within both the carriageway and footways. The main observations are summarised below.
- 4.1.4 Springfield Street (west):
- i) Some discolouration along carriageway edge adjacent to reinstated surface within footway across private driveway;
 - ii) A single loose kerbstone was observed on the southern side of the Perseverance Street / Springfield Street junction, adjacent to a small patch of surface break-up next to a service chamber access within the footway;
 - iii) Features noted for further observation:
 - a. An existing service chamber hatch within the westbound side of the carriageway opposite site frontage;
 - b. A drain access and service chamber hatches within the carriageway and footway approximately 25-30m west of Perseverance Street;
 - c. A strip of reinstated surface across the full width of the carriageway and both footways approximately 17m west of Perseverance Street.



4.1.5 Perseverance Street

- i) An area of slight cracking was observed within the footway surface on Perseverance Street immediately north of Springfield Street, adjacent to a service chamber access.
- ii) There was evidence of localised cracking within the reinstated surface course along the footway on the eastern side of Perseverance Street near Ashrams Court.
- iii) There is a localised depression within a strip of reinstated surface on the eastern side of Perseverance Street, opposite the junction with Springfield Street, as well as some localised surface cracking adjacent to a service chamber access, and some slight dislodgment of the kerb edging.
- iv) Features noted for further observation:
 - a. The existing crossover providing vehicular access into the development site;
 - b. An existing service chamber hatch situated within the footway on the western side of Perseverance Street immediately to the north of the junction with Springfield Street;
 - c. The carriageway and footway in the vicinity of the proposed access junction;
 - d. Existing service chamber access within the carriageway and footway immediately to the north of the proposed access junction;

4.1.6 Springfield Street (South)

- i) Some localised pitting and cracking was observed within a strip of reinstated surface within the footway on the eastern side of the road. Slightly to the south of this, an area of localised depression within the footway adjacent to the kerb edging was observed, along with some slight cracking within the original surface course.
- ii) Some localised pitting adjacent to the kerb edging was noted next to an existing service chamber hatch within the footway on the eastern side of Springfield Street just to the south of the junction with Dodworth Road.
- iii) A short strip of missing surface course between a service chamber access and the kerb was observed within the carriageway on the northbound side of the road just to the north of Dodworth Road.



- iv) To the eastern side of the junction with Dodworth Road some localised pitting within the footway was observed, as well as slight cracking of the kerbstones on the corner of the junction.
- v) The tactile paving present on the western side of the junction was observed to be extensively cracked. There was also some slight cracking within the footway surface surrounding the tactile paving, and in the kerb edging adjacent to Dodworth Road.
- vi) Features noted for further observation:
 - a. Existing service chamber access hatches situated within the carriageway and footways; and
 - b. General condition of the carriageway between Dodworth Road and Perseverance Street, as well as the footways particularly at the corners of the junction with Dodworth Road.

4.2 Conclusion

- 4.2.1 Some localised minor surface course repairs may be required at these locations in due course should any substantive deterioration over and above the identified pre-construction condition take place over the period of the construction project.
- 4.2.2 Should any substantive deterioration of these locations and / or any immediate sections of the local adopted highway be demonstrated to have been caused by site construction work / regular construction related deliveries to site, the developer / contractor will be required to undertake to repair any damage caused and make good any parts of the highway that are affected. The full extent of any such works would need to be agreed with the Local Highway Authority and delivered upon substantive completion of the construction work & prior to formal opening of the development.



Appendix A – Pre-Construction Condition Survey Photograph Record



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Consented Development Site Boundary

Extent of Survey Area

0344 8700 007
axis.co.uk



Client

Exemplar Healthcare

Project

Perseverance Street, Barnsley

Drawing Title

Pre-Construction Highway Condition Survey - Photograph Record Location Key

Scale

1:1250 @A4

Status

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Date

08.08.2024

Drawn Checked

DC --

Dwg no

3825-01-D01

Rev



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		Pre-Construction Highway Condition Survey - Record: Sheet 1		Photograph	August 24	3825-01
		Perseverance Street, Barnsley			Appendix A	

10		11		12		
13		14		15		
16		17		18		
		Pre-Construction Highway Condition Survey - Record: Sheet 2		Photograph	August 24	3825-01
Perseverance Street, Barnsley				Appendix A		

19		20		21		
22		23		24		
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		Pre-Construction Highway Condition Survey - Record: Sheet 3		Photograph	August 24	3825-01
Perseverance Street, Barnsley				Appendix A		

28		29				
		Pre-Construction Highway Condition Survey - Record: Sheet 4		Photograph	August 24	3825-01
		Perseverance Street, Barnsley			Appendix A	