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# PROPOSED CHANGE OF USE OF AN EXISTING WMC TO A CHURCH AT DONCASTER ROAD, BARNSLEY

## TRANSPORT STATEMENT

**945 / December 2014**

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# 1 INTRODUCTION

1.1.1 The PAH Highway Consultants Ltd has been appointed to prepare this Transport Statement to support a proposed change of use from an existing WMC – The Ashfield Club to a Church – The Ashfield Christian Centre Church. A site location plan is contained at Appendix A at the rear of this report.

1.1.2 The Ashfield Working Men's Club is currently still in general use and gains vehicular and pedestrian access via the A635 Doncaster Road located to the north of the premises. The vehicular access is currently unsuitable for simultaneous two way flow at its junction with the A635.

1.1.3 This Transport Statement considers such matters as the improved access arrangements, sustainability, car parking and servicing and also presents the existing operation of the site. This report outlines the proposals in relation to current guidance and data.

# 2 EXISTING CONDITIONS

## 2.1 Site Description

2.1.1 The site lies to the north eastern side of Barnsley approximately 2.2km from the Barnsley town centre. The site location is shown at Appendix A.

2.1.2 The existing access to the site is taken via a lower order type junction with the A635 Doncaster Road approximately 70m to the east of the priority signal controlled junction of Neville Avenue and Ashleigh Vale with the A635 Doncaster Road.

2.1.3 The sites current use is as a Working Men's Club type facility, The Ashfield Club which has a single width vehicular access leading to a parking and servicing area to the rear of the WMC. See photograph below:




**Existing site access**

2.1.4 A segregated ramped pedestrian access is also available directly off the Doncaster Road some 20 metres west of the vehicular access.

2.1.5 The site is bounded by residential property to its, east, west and south and Doncaster Road to the north.

## 2.2 Planning History

2.2.1 There is no recent planning history for the site.

## 2.3 Local Highway Network

2.3.1 The A635 Doncaster Road is a class 1 highway and runs from Barnsley to the town centre to the north west to Darfield / Goldthorpe and the A1M and eventually Doncaster Town centre via the A638 Wakefield to Doncaster Road which it joins just on the outskirts of Doncaster at Scawsby.

2.3.2 In the vicinity of the site it is generally a two-way single carriageway road, however, towards the western end of the site frontage to the major road the nearside lane divides to form two lanes, the right hand lane being for access to Ashleigh Vale only and the nearside lane being access for Neville Avenue (left turn) and straight ahead towards Barnsley. The far lane eastbound remains as a single lane, however, the right turn lane for Raymond Road located some 50metres to the east commences at almost a central point along the application site frontage, providing a safe right turn facility for the Ashfield Club site and the adjacent residential site.

2.3.3 Doncaster Road at this point is the subject of a 30mph speed limit, is lit to an appropriate standard and has wider than average footways to both sides. The Doncaster Road is a busy route during the day with a noticeable increase during the peak periods.

2.3.4 As mentioned in para. 2.1.2 above the site is located close to the signal-controlled junction of the Doncaster Road with Neville Avenue and Ashleigh Vale. Three arms of the four arm junction have the benefit of pedestrian push button crossing facilities which aid pedestrian access to local services and bus stops. The Ashleigh Vale arm, probably due to its low number of dwellings it serves and the associated low trip does not have dedicated pedestrian controlled facilities.

2.3.5 Parking restrictions are located along the full site frontage to Doncaster Road from the aforementioned signal controlled junction to the site access.

## 2.4 Transport Sustainability

2.4.1 The site is in a sustainable location being within walking distance of the local bus stops and existing residential areas such as Stairfoot, Worsborough Common and Lund Wood.

2.4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). Section 4 of the NPPF now replaces the national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport'. However, the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

2.4.3 The site is well placed to allow local residents to access the Church on foot, by bicycle or by public transport.

2.4.4 Street lighting and good quality footways are provided to both sides of the A635 Doncaster Road with dropped crossings provided across many of the side road accesses.

2.4.5 Part of the site is used for car parking and servicing and this area is located to the rear of the premises.

2.4.6 With regards to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport". There are significant residential areas within this catchment providing further potential for local residents to cycle from their home to the Church.

2.4.7 The Trans Pennine Trail passes to the north of the Doncaster Road and access can be gained at several points along Doncaster Road. The section of the Trans Pennine Trail close to the site forms part of National Cycle Route 62, which forms a junction with the National Cycle Route 67. The presence of these cycle routes provides an excellent facility for local residents to access the site via safely, and partly via an off-road route.

2.4.8 It is concluded that safe and convenient access to the site is readily available for pedestrians and cyclists

## 2.5 Public Transport

2.5.1 Bus stops serving buses in both directions are found on the A635 Doncaster Road to the east and west of the site entrance an approximate maximum distance of 240m to the inbound Barnsley service. Both stops have the benefit of passenger shelters, are marked by a pole and timetable case and are also provided with raised boarding kerbs. Bus stop markings are provided on the carriageway fronting each fare stage to try and ensure that they are not used for indiscriminate parking by other road users.

2.5.2 The table below summarises the services that utilise these stops:

| Service | Route | Frequency | |
|---|---|---|---|
| | | Mon - Sat | Sun and late evening |
| 218 | Rotherham – Rawmarsh – Kilnhurst – Swinton – Mexborough - Manvers- Bolton on Dearne – Darfield _ Kendray – Stairfoot - Barnsley | 30 mins | 60 mins |
| 222 | Barnsley – Wombwell – West Melton – Wath upon Dearne – Swinton – Mexborough – Conisborough – Doncaster | 30 mins | 60 mins |
| 226 | Barnsley – Stairfoot – Wombwell – Wath upon Dearne – Bolton on Dearne – Goldthorpe – Thurnscoe | 30 mins | 60 mins |
| 22 / 22M | Barnsley – Wombwell – Wath Upon Dearne – Manvers – Rawmarsh – Meadowhall | 30 mins | Hourly from 10.00 am |
| 219 / 219A | Barnsley – Darfield – Great Houghton – Thurnscoe – Goldthorpe – Sprotborough – Doncaster | 30 mins | 60 mins |

2.5.3 The above table shows that there is a good quality of provision of bus services that serve this site, allowing local residents and those more further afield to access the site by bus.

2.5.4 The closest railway station to the site is Barnsley, approximately 2.1km from the application site. The station lies on the Penistone and Hallam lines with regular services to Huddersfield, Sheffield, Leeds and Wakefield.

| Route | Monday to Saturday Frequency | | Sunday Frequency |
|---|---|---|---|
| | Daytime | Late evening | |
| Huddersfield - Denby Dale - Barnsley - Sheffield | 60 mins | 60 mins | 60/120 mins |
| Leeds - Castleford - Wakefield Kirkgate - Barnsley - Sheffield | 60 mins | 60 mins | 120 mins |
| Leeds - Wakefield Kirkgate - Barnsley - Sheffield | 30 mins | no service | 60 mins |
| Leeds - Wakefield Kirkgate - Barnsley - Sheffield - Chesterfield - Nottingham | 60 mins | no service | 60 mins |

2.5.5 The table above summarises the service frequencies on these lines:

2.5.6 It is clear from the above information that the site lies in a very sustainable location with high quality transport links available to public transport.

# 3 THE DEVELOPMENT PROPOSALS

## 3.1 Proposed Development

3.1.1 The application is for the change of use of an existing working men's club to a church – the Ashfield Christian Centre Church. It is proposed to provide minor improvements to the existing site entrance to allow for simultaneous two way flow by providing minor widening at the junction with and close to the entrance onto the A635. The new junction arrangement will be a major improvement to the current situation and will allow for simultaneous two-way vehicle movement onto a class 1 highway.

3.1.2 The proposed Ashfield Christian Centre Church will have opening hours as follows:

**Weekdays**

**Tuesday** - 18.30 – 21.00hrs - A Bible study group (usually 6 people in attendance) arriving in 4 cars.

**Wednesday** – 12.30 – 14.00hrs – A Bible study group (usually 6 people in attendance) arriving in 4 cars.

**Thursday** – 18.30 – 21.00hrs – Prayer meeting (usually 7 people in attendance) arriving in 5 cars.

**Friday** – Clothing Bank - Afternoon only and open for 2 hours maximum – people attend by appointment (4 cars maximum).

**Weekends**

**Saturday** – 9.30 – 14.30 Worship Services – Congregation 50 – 60 with generally 20 arriving in cars.

Generally once per month between 15.30 and 18.00hrs there is a children's service attended by 30 children with a maximum of 15 being brought to the site by car.

## 3.2 Vehicular Access

3.2.1 The access will be widened to accommodate simultaneous two way flow which will be a major improvement to road safety at this location close to a signalised junction. The junction improvements are highlighted on the drawing in Appendix C.

3.2.2 The improved junction arrangement will be laid out to the standards set out in the South Yorkshire Design guide.

3.2.3 The majority of the site access generally falls away from the public highway, however, the relatively small additional section formed by the widening that does fall towards the public highway will have surface water discharged to a soakaway.

## 3.3 Parking Provision

3.3.1 The parking arrangements within the site will remain generally as existing, and an indicative layout is shown on the access drawing ref: 945-01 in Appendix C. It is not proposed to significantly improve the car parking area and the aforementioned drawing just highlights how the informal arrangement within the site could operate. As can be noted the available hard surfaced area could accommodate addition vehicles if required. The existing car park is shown in the photograph below:



**Existing car park.**

## 3.4 Traffic Impact

3.4.1 The site is currently a working men's club i.e. a drinking establishment with a use class of A4 under the Use Class Order 2005 with a permitted change to A1 (shops / general retail warehousing / hairdressers etc) A2 (Professional and financial services, estate agents etc) or A3 (restaurants / snack bars and cafes) without recourse to planning providing there is no change to the building.

3.4.2 However, based on its current use as a Working Men's Club with a floor space of some 850sqm or thereabouts and utilising the evidence contained within the TRICs database for public houses without restaurant facilities and based on a calculation factor of 100sqm the site has the potential to generate the following peak time and daily trip rates and especially so given its frontage to a major and busy class A road.

| | Morning Peak | | | Evening Peak | | |
|---|---|---|---|---|---|---|
| | ARRIVE | DEPART | TOTAL | ARRIVE | DEPART | TOTAL |
| **Trip Rate** | 0.00 | 0.00 | 0.00 | 4.038 | 3.212 | 7.250 |
| **Generated Trips** | 0.00 | 0.00 | 0.00 | 34.32 | 27.30 | 61.62 |

| | Daily | | |
|---|---|---|---|
| | **ARRIVE** | **DEPART** | **TOTAL** |
| **Trip Rate** | 46.004 | 46.397 | 92.401 |
| **Generated Trips** | 391.03 | 394.37 | 785.40 |

3.4.3 As can be noted from the TRICs data the existing use of the site has the potential to generate a considerable number of trips on a daily basis. Even reducing this figure by 50% would still result in a considerable number of trips utilising a substandard width access.

3.4.4 As identified in 3.1.2 above the number attending the Church by private car will be low with all the proposed hours of use being outside the recognised peak periods on the local network. Therefore, the impact on the network will be equally as low.

3.4.5 As acknowledged above the Church will generate significantly less vehicular trips on the local network compared to the existing use, therefore, the proposals should be acceptable in their own rights to the Local Authority in highway safety terms. Notwithstanding this the applicants are also prepared to widen the access with the Doncaster Road to provide simultaneous two way flow which again would be a major improvement to road safety. Overall the development proposals should therefore, be acceptable to the Local Highway Authority.

# 4 TRANSPORT POLICY

4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

4.1.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

*4.1.3* Paragraph 35 of the NPPF states that *"developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *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;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

4.1.4 Paragraph 36 of the NPPF goes on to say *"a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."* As the proposals will not generate a significant amount of trips the submission of a Travel Plan is not considered relevant in this case.

Local Transport Plan

4.1.5 The current Local Transport Plan is the third South Yorkshire Local Transport Plan (LTP3) which covers the period 2011 to 2026. The primary goals of the LTP 3 include:

- *To support economic growth;*
- *To enhance social inclusion and health;*
- *To reduce emissions;*
- *To maximise safety.*

Local Policies and Strategies

4.1.6 Local transport policy is set out in the Barnsley Unitary Development Plan adopted in December 2000. Chapter 6 Transport specifically relates to transport with a number of policies covering transport related issues.

4.1.7 It is considered that this site is in compliance with local and national transport policies due to the sustainable location of the site with good quality facilities for travel from modes other than the single occupancy private car trips.

# 5 CONCLUSIONS

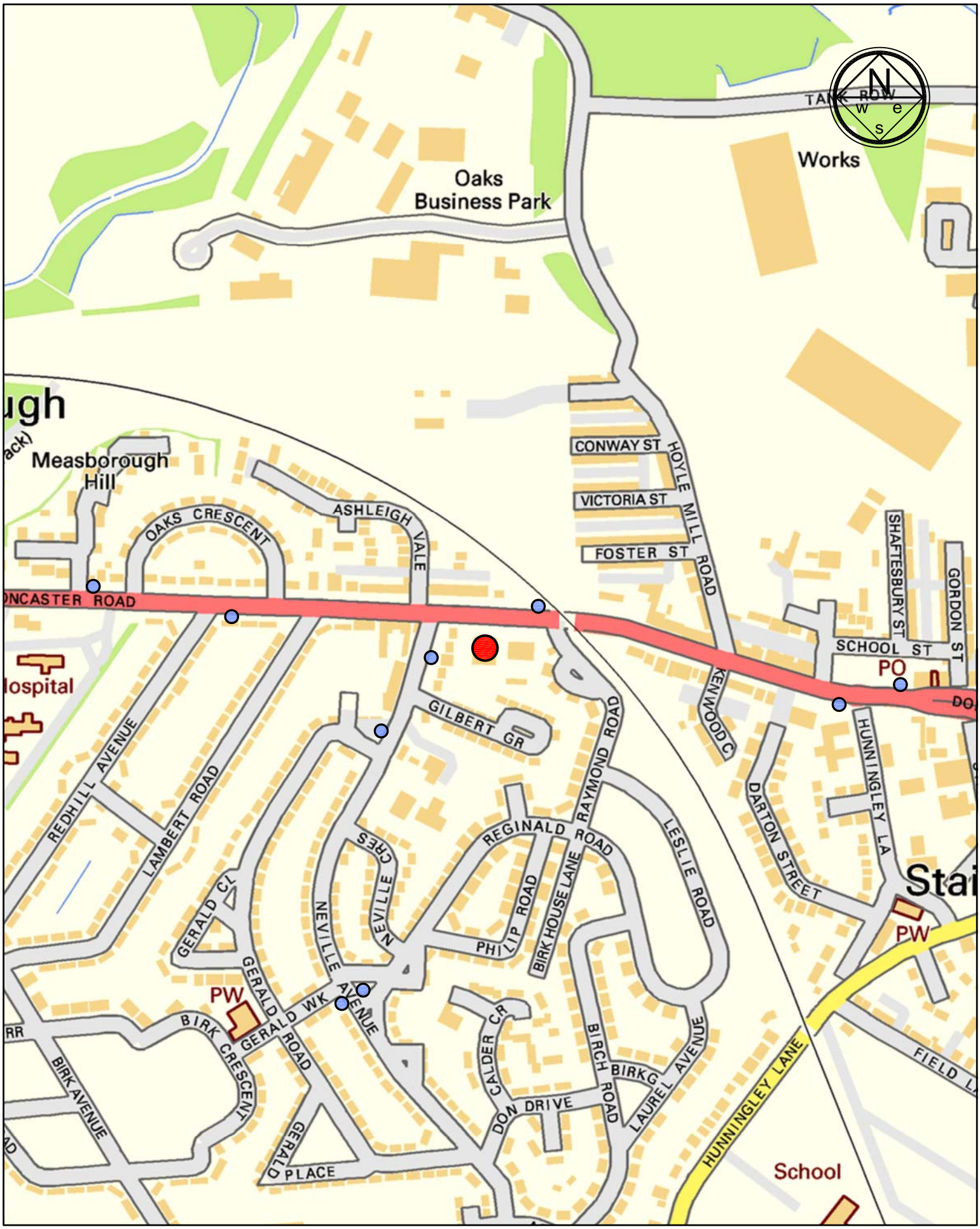
5.1.1 This report presents the proposals to change the use of an existing working men's club (Ashfields) into a Church – the Ashfield Christian Centre Church. The proposals will also see a reduction in the vehicle trips associated with the site and a widening of the access to allow simultaneous two way flow at the junction with the A635.

5.1.2 The report demonstrates that the traffic associated with the Church will not raise any cause for concern in relation to the local highway network.

5.1.3 This report also considers that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the local highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local 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 STOPS

FIGURE 1

SITE LOCATION

PAUL A HOWARTH
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10 ROSE FARM MEADOWS, ALTOFTS, WAKEFIELD, WF6 2HY
tel. 07854048918 email. mail@howarthconsultancy.co.uk

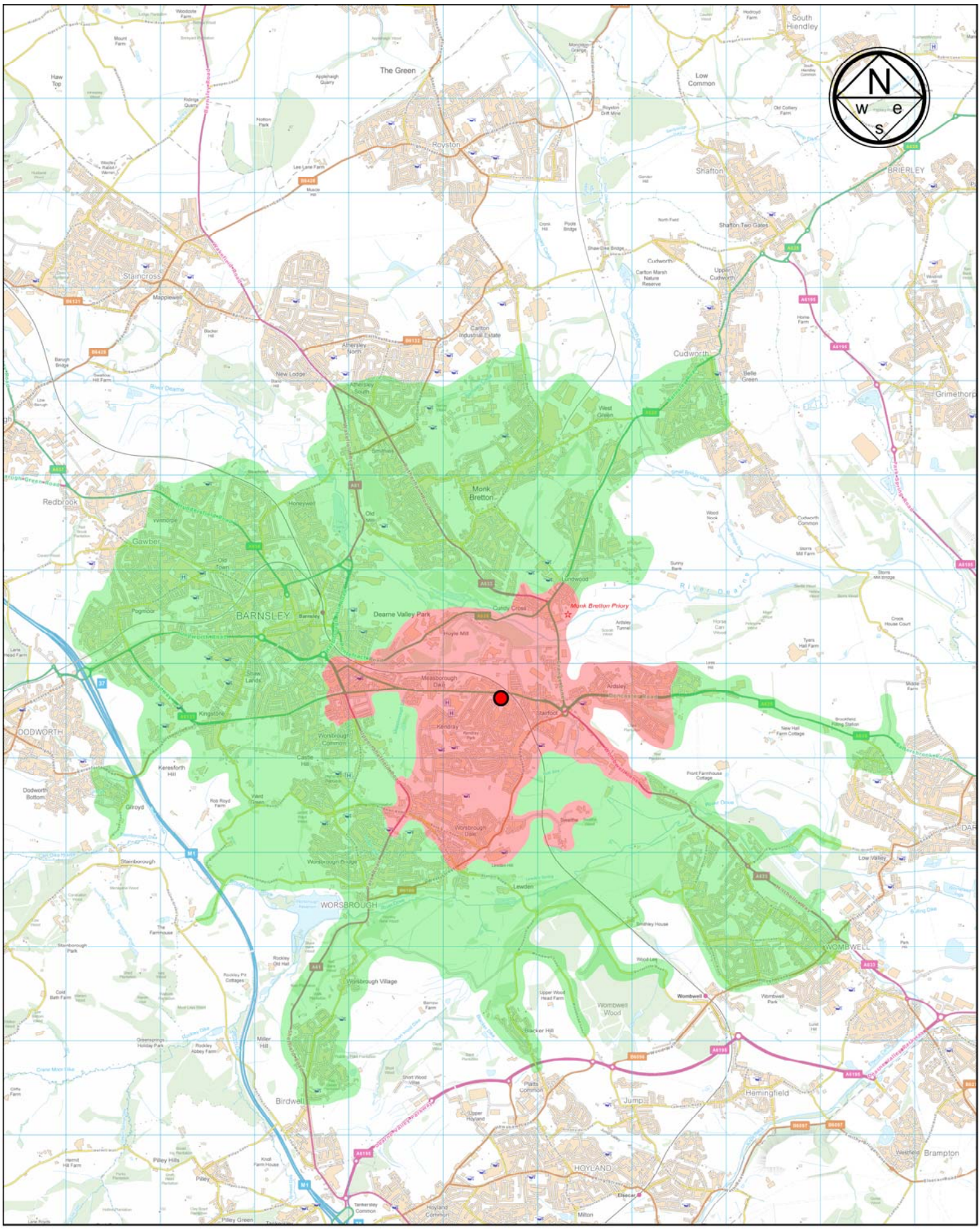
SCALE: NTS @A4

DATE: DEC 2014

| JOB | DWG | REV |
|---|---|---|
| 945 | 01 | A |

# Appendix B

Catchment plan




SITE LOCATION

2km CATCHMENT

5km CATCHMENT

FIGURE 2

CATCHMENT PLAN

PAUL A HOWARTH
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10 ROSE FARM MEADOWS, ALTOFTS, WAKEFIELD, WF6 2HY
tel. 07854048918 email. mail@howarthconsultancy.co.uk

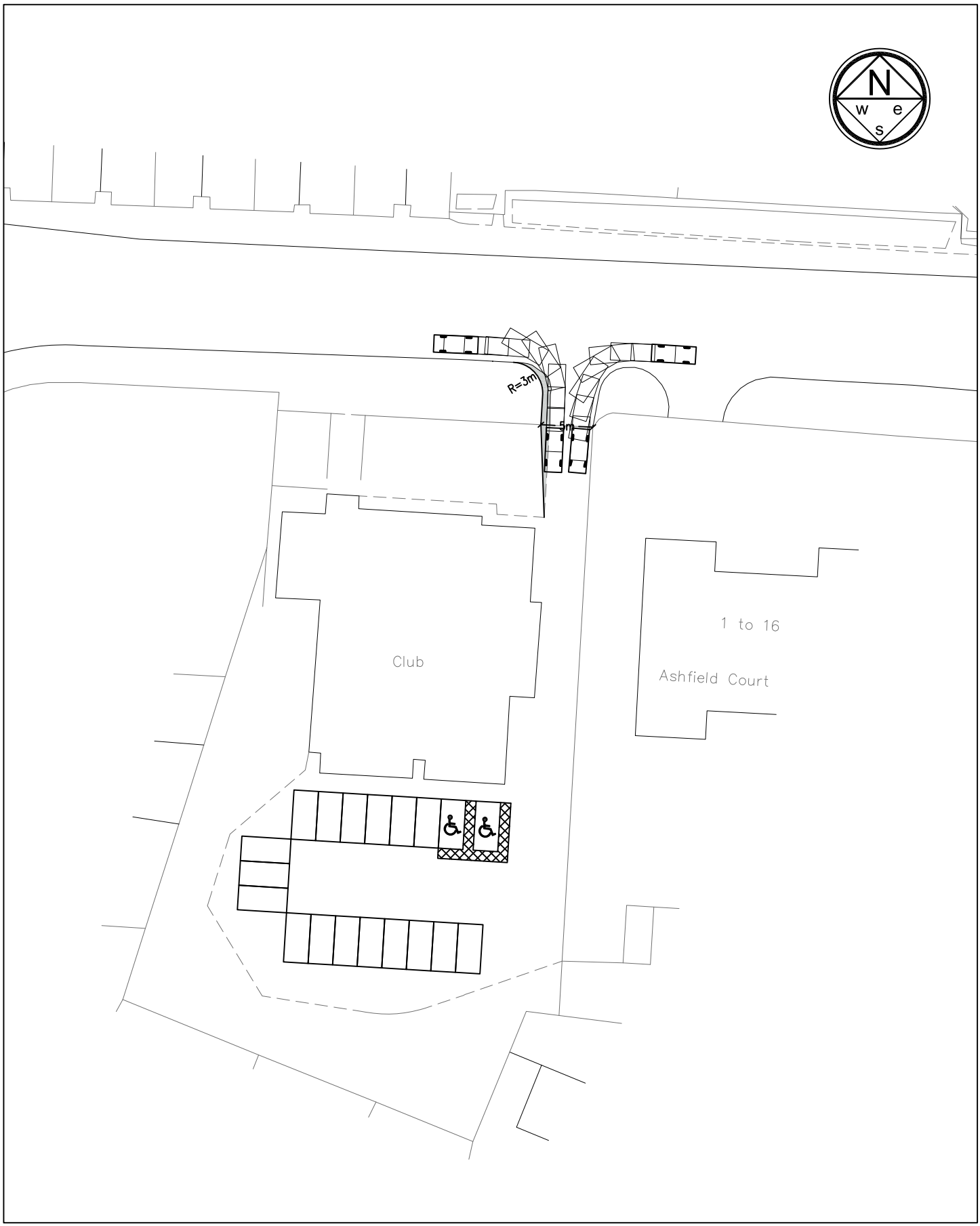
SCALE: NTS @A4

DATE: DEC 2014

| JOB | DWG | REV |
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| 945 | 01 | A |

# Appendix C

Parking layout and access improvements




THIS DRAWING SHOWS THE PRELIMINARY DESIGN ONLY AND IS SUBJECT TO DETAILED DESIGN, TOPOGRAPHICAL SURVEY INFORMATION AND LOCAL AUTHORITY APPROVAL

ASHFIELD WMC,
DONCASTER ROAD, BARNSLEY

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DATE: Dec 2014

| JOB | DWG | REV |
|---|---|---|
| 945 | 01 | |