

For and on behalf of
Empire Property Concepts Limited

TECHNICAL NOTE

Yorkshire House, Barnsley

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
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1.0 INTRODUCTION

- 1.1 This Parking Appraisal been prepared by SDD on behalf of Empire Property Concepts Limited in support of a forthcoming planning application for 8 apartments in the form of a rooftop extension at Yorkshire House in Barnsley.
- 1.2 By way of background, the Yorkshire House building was granted Class O Prior Notification approval in 2018 to change from Office land use to 19 Residential apartments (first, second and third floors). In terms of this consented scheme (planning reference 2018/1189), there was no dedicated parking provided within the curtilage of the site. Therefore the proposals for 8 apartments will follow the same principle of no car dedicated parking being provided on site.
- 1.3 In light of the above, the purpose of this Technical Note Appraisal is to confirm that from a highways and transportation perspective, the principle of an additional 8 residential apartments should continue to be acceptable to the Local Highway Authority, and that the proposals would not give rise to a detrimental impact on the surrounding highway network.
- 1.4 As a result, this report considers the requirements as set out in National Planning Policy Framework (2019) and also the Barnsley Local Plan and Supplementary Planning Guidance (2019).

2.0 EXISTING CONDITIONS AND SITE ACCESSIBILITY

Site Location

- 2.1 The site, also referred to as Yorkshire House, is located within Barnsley Town Centre, and lies to the immediate south of Shambles Street as shown in **Figure 1**.



Figure 1. Site Location Plan

- 2.2 The site recently gained planning approval to convert the former office building to 19 residential apartments. The building is currently provided with pedestrian access directly via Shambles Street via a dedicated entrance lobby.
- 2.3 Vehicle access to the rear of the site via Grahams Orchard is utilised for servicing and refuse collections. To the rear of Yorkshire House there is a servicing yard and 9 parking bays located within the curtilage of the site, however these parking bays are not allocated to Yorkshire House. Instead, they are available on a first come – first served basis for staff / visitors / residents / shoppers.

Sustainable Travel – Walking & Cycling

- 2.4 The site is located centrally within Barnsley Town Centre, and therefore provides access on

foot to numerous local facilities and services such as convenience stores, banks, pharmacies, retail units, restaurants and take-aways. In addition to this, future residents would have opportunity to walk to work, given the proximity of local employers and job opportunities.

- 2.5 Shambles Street to the north of the site has wide footways provided on either side of the carriageway and regularly spaced street lighting. Signalised pedestrian crossings are provided along Shambles Street at regular intervals, and form part of key desire lines to other parts of the town centre.
- 2.6 In addition to the above, a taxi rank is located approximately 120 metres to the east of the site on Market Hill. This provides an alternative option where walking / cycling / public transport is not a viable option for particular journeys.

Sustainable Travel - Public Transport

- 2.7 The nearest pair of bus stops are located to the immediate northwest of the site on Shambles Street. The aforementioned pedestrian crossing facilities allow future residents to access both the eastbound and northbound bus stops. The eastbound bus stop is located outside Barnsley Sixth Form College and has extensive waiting facilities and timetable information. The westbound bus stop has a shelter and timetable information. The bus stop immediately adjacent to the site is served by Stagecoach 20, 21, 21a, 22, 23a, 24, 43 and 44. These run at up to a 4 minute interval towards Barnsley Town Centre, Pogmoor, Penistone, Gilroyd and Ingbirchworth.
- 2.8 Barnsley Interchange is also located approximately 380 metres to the east of the site and provides a wide range of bus / train services to various local / regional / national destinations such as Sheffield, Leeds, Lincoln and Nottingham.
- 2.9 Overall, the site is excellently located for travel by sustainable modes, with excellent bus services located directly adjacent to the site. Hence it is considered that the existing infrastructure and proximity to services / facilities within the town centre offer extensive opportunities to travel by sustainable modes other than via car.

3.0 LOCAL PARKING PROVISION

Introduction

- 3.1 At present, there are 9 car parking spaces within the curtilage of the Yorkshire House site. These are not allocated to individual existing tenants and would therefore be available for future residents of the roof top extension on a first come first served basis.
- 3.2 There are several on-street pay and display and public / private car park options available in the vicinity of the site. **Table 1** below outlines the key parking locations available within a 400 metres walk distance of the site. In accordance with the “Lambeth Parking Methodology”, this is deemed to be the maximum walking distance that residents are willing to walk to park their car overnight.

Table 1. Existing Parking Availability

Location	Parking Type	No. of Spaces	Walk Distance from Site
Market Hill	On-Street (parking charges applied Monday to Saturday between 08:00 and 18:00 and stay limited to 1 hour where applicable)	N/A	100 metres
Peel Street	On-Street (parking charges applied Monday to Saturday between 08:00 and 18:00 and stay limited to 1 hour where applicable)	N/A	110 metres
Grahams Orchard	Public Car Park (max stay 1 hour)	46 spaces	10 metres
Sackville Street	Public Car Park (max stay 4 hours)	100 spaces	240 metres
Churchfield	Public Car Park (long stay) £22.00 per week	112 spaces	300 metres
County Way Car Park	Public Car Park (long stay) £22.00 per week	838 spaces	400 metres
Gateway Plaza	Private Car Park £5.00 per 24 hrs / £40.00 monthly	240 spaces	200 metres

- 3.3 The above demonstrates that there are a variety of options for future residents to park, should they still choose to own a car. Season tickets are available at the County Way Car Park, with monthly / quarterly and annual tickets available. Alternatively, the Gateway Plaza car park offers monthly tickets (£40.00). This demonstrates how overnight parking is available for residents / visitors, that is within an acceptable walking distance of the site.

- 3.4 Having reviewed the Census 2011 dataset “QS416EW - Car or van availability”, for the Barnsley 013 area, it is noted that 82% of residents own a single car or less. it is therefore anticipated that given the highly sustainable location of the site, residents of the roof top extension are unlikely to own a car.

4.0 PROPOSED DEVELOPMENT

Site Description

- 4.1 The proposals allow for an additional 8 residential apartments in the form of a roof top extension to Yorkshire House which has consent for residential conversion (19 units).
- 4.2 The access strategy serving the proposed additional 8 apartments would remain as per the existing situation / consented approval. This would continue to allow for pedestrian access via Shambles Street to the north of the site.
- 4.3 Service and emergency vehicle access will also be retained as per the consented scheme. This includes use of the new communal refuse / recycling storage area provided within the basement level of the residential development, with access provided via the main stairwell. Once again, it is envisaged that a representative for the building management company will be responsible for overseeing the refuse strategy for the site, in particular arranging for bins to be transported to and from agreed collection points.
- 4.4 The addition of 8 apartments can be serviced in the same way as the consented 19 units. Therefore, the existing servicing strategy should continue to be deemed acceptable.

Parking Provision

- 4.5 The Barnsley Local Plan “Supplementary Planning Document: Parking” (November 2019) provides guidance on the maximum parking provision requirements for new developments. However it is stated that these standards apply to the entirety of Barnsley except for the town centre. Whilst they are used as a basis for considering planning applications within the town centre, advice should be sought from the Local Highway Authority on a case by case basis.
- 4.6 In addition to this, it is stated at Paragraph 3.7 of the above guidance that:

“As schemes are implemented to improve the accessibility of areas, the guidance on parking provision will be subject to review, and each submission will be assessed on its own merits and the circumstances at that time.”
- 4.7 The Barnsley Local Plan (adopted January 2019) also states at Paragraph 12.46 that:

“The availability of car parking is a key factor affecting whether people choose to travel by car or use a smarter alternative and aims to limit car parking associated with new development whilst providing appropriate facilities for cycles, motorbikes, scooters, mopeds and disabled people.”
- 4.8 In light of the above, it is considered that given the sustainable location of the site, the principle of zero car parking on site should continue to be acceptable (as per the consented scheme).
- 4.9 In terms of cycle parking, the standards contained within the “Supplementary Planning

Document: Parking” states at Table 2 that a minimum of 1 space per flat should be provided.

- 4.10 As part of the consented residential scheme, 19 cycle parking spaces are to be provided for the residents of the 19 apartments (i.e 1 space per unit). These are to be provided within the building basement level, with access provided to the store from the service/parking area to the rear of the building. As part of the proposals for the additional 8 apartments, it is therefore advised that a further 8 cycle spaces are provided within the cycle store.

Trip Generation

- 4.11 As part of the consented scheme, a Technical Note was prepared (dated August 2016) in support of the scheme. This set out the likely trip generation associated with the future residential land use compared to the extant office land use. Given the principle of this development was deemed acceptable, the TRICS based trip rates have been extracted from the Technical Note and applied to the proposed scheme for 8 apartments.
- 4.12 Table 1 below shows the agreed trip rates (dated August 2016) applied to the proposals for 8 additional apartments.

Table 2. Trip Generation – Consented 19 Apartments

Trip Type	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Daily (07:00 – 19:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rate	0.028	0.06	0.079	0.063	0.433	0.443
Vehicle Trip Generation	1	1	2	1	7	9
Total Person Trip Rate	0.071	0.456	0.663	0.262	2.634	2.588
Total Person Trip Generation	1	9	13	5	51	49

Table 3. Proposed 8 Apartments

Trip Type	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Daily (07:00 – 19:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicle Trip Rate	0.028	0.06	0.079	0.063	0.433	0.443
Vehicle Trip Generation	1	1	1	1	4	4
Total Person Trip Rate	0.071	0.456	0.663	0.262	2.634	2.588
Total Person Trip Generation	1	4	5	2	21	21

Table 4. Net Trip Change (Conversion of B1 Office to 27 apartments in total)

Trip Type	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Daily (07:00 – 19:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Office Vehicle Trip Generation	9	1	1	8	37	37
Total residential Vehicle Trip Rate (27 apts)	2	2	3	2	11	13
Net Change	-7	+1	+2	-6	-26	-24

- 4.13 The above demonstrates that even with the additional 8 apartments, there would be a net reduction in vehicle and total person trips compared to the former office use.
- 4.14 In light of this, in accordance with Paragraph 109 of the NNPF, the additional 8 apartments would not give rise to a severe or significant impact on the surrounding highway network.

5.0 CONCLUSIONS

- 5.1 This Technical Note has been prepared by DLP on behalf of Empire Property Concepts Limited in support of a forthcoming planning application for 8 apartments in the form of a rooftop extension at Yorkshire House in Barnsley.
- 5.2 The proposals follow the agreed principles associated with the remainder of the Yorkshire House building which was granted Class O Prior Notification approval in 2018 to change from Office land use to 19 Residential apartments (first, second and third floors). As per the consented scheme (planning reference 2018/1189), there would be no dedicated parking provided within the curtilage of the site for the proposed 8 apartments.
- 5.3 The servicing strategy for refuse collection would be maintained as per the consented scheme, and it is deemed that this should continue to be acceptable.
- 5.4 This Technical Note has demonstrated how the site continues to be located in an excellent town centre location, with opportunities for walking, cycling and public transport. Should future residents choose to own a car (or visitors), off-site parking is available within the permitted walking distance of the site.
- 5.5 The proposed 8 apartments (including the consented 19 apartments) would continue to represent a cumulative net reduction in vehicle trips when compared to the former office use. Therefore, the net reduction of movements associated with the site should not give rise to an unacceptable impact on highway safety in accordance with Paragraph 190 of the NPPF.
- 5.6 In conclusion, having due regard to the NPPF, this Technical Note has clearly demonstrated that the development will not lead to a severe impact on the surrounding highway network. It is therefore considered that the proposed development would comply with both national and local planning policy and best practice guidance.
- 5.7 For the above reasons, it is considered that there are no highways or transport related reasons to object to this planning application and it is therefore recommended that the proposal be supported.

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