

Highways Supporting Statement

Proposed Redevelopment of Retail Unit, Barnsley Retail Park

4th March 2024

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impact of proposed change of use of Unit 1B, Barnsley Retail Park from a restaurant (Use Class E) to restaurant/hot food takeaway use (Use Class E/sui generis) as well as alterations to the shop front.

This Statement sets out the following elements:

- ▶ Description of Site Location;
- ▶ Details of the Local Highway Network;
- ▶ Sustainable Modes of Access – Walking, Cycling and Public Transport;
- ▶ Proposed Development;
- ▶ Servicing; and
- ▶ Conclusion.

This Statement is also supported by the following Figures and Appendices:

- ▶ **Figure 1** – Indicative Site Location Plan; and
- ▶ **Appendix B** – Proposed Site Layout.

Description of Site Location

The site comprises Unit 1B within Barnsley Retail Park, which was most recently occupied by Cow and Cream (restaurant) and previously by Bathstore Ltd, located to the east of A61 Harborough Hill Road, Barnsley.

It is bound to the north and east by Dryden Road; to the south by We Buy Any Car Barnsley; and to the west by Harborough Hill Road. A site location plan is appended to this statement in **Figure 1**.

The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Barnsley Metropolitan Borough Council (BMBC).

Details of the Local Highway Network

Vehicular access is obtained through the current priority-controlled T-junction, connecting to Dryden Road in the north.

Dryden Road is a single-carriageway two-way road which provides access to Barnsley Retail Park to the northeast, as well as the A61 Harborough Hill Road to the northwest via a signal-controlled T-junction. This signal-controlled crossroad features six pedestrian crossings, ensuring safe pedestrian routes to and from the site via Harborough Hill Road.

The A61 Harborough Hill Road is a dual-carriageway two-way road subject to a 40mph speed limit and equipped with pedestrian footways and street lighting along both sides of the carriageway. Harborough Hill Road runs in an approximate north-south, to the north providing access to destinations including Wakefield and to the south providing access to residential settlements including Worsborough, Birdwell and Hoyland.

To the south of the site, the A61 provides access to the A628 via the Alhambra Roundabout.

The A628 comprises part of the Strategic Road Network (SRN) forming a vital route from Barnsley through to the Peak District National Park. Notable destinations along the A628 include Dodworth, Penistone and Manchester. The A628 proceeds west through Barnsley city centre before accessing Dodworth Roundabout.

Dodworth Roundabout is a grade-separated interchange which provides access to the M1 via the A628. The M1 serves as a major north-south vehicular route, integral to the SRN, connecting Barnsley to destinations such as Wakefield and Leeds to the north, and Sheffield, Rotherham, and London to the south.

In conclusion, the site enjoys robust road connections linking it to both local and regional destinations.

Sustainable Modes of Access – Walking, Cycling and Public Transport

The site is considered to be located in a sustainable and easily accessible location on foot, bicycle and public transport.

Within an acceptable 2km walking catchment of the site encompasses the entirety of Barnsley city centre and captures several residential settlements including Smithies, Old Town and Monk Bretton. This area comprises a dense concentration of residential and commercial areas, all easily accessible through the existing pedestrian facilities.

Approximately 90m walking distance north of the site access on Dryden Road is an uncontrolled pedestrian crossing which is equipped with dropper kerbs and tactile paving. This crossing provides access to a series of six signal-controlled pedestrian crossings across the A61, all of which are facilitated with dropped kerbs, tactile paving and red road markings highlighting the walking route. The signal-controlled pedestrian crossing connects to the wider footway network in Barnsley.

There are several Public Rights of Way (PRoW) are in close proximity of the site. The nearest PRoW (Footpath No. 191) is situated approximately 170m north of the site on Harborough Hill Road and connects to several residential settlements to the northeast of the site via Dearne Valley Country Park.

Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Additionally, destinations within this 5km radius include the settlements of Royston, Cudworth, Worsbrough, Dodworth and Darton

The site is well located in terms of access to cycle infrastructure, with several on-road and traffic-free cycle routes on and off the National Cycle Network (NCN). The nearest cycle route within vicinity of the site is the Barnsley to Old Moor RSPB Reserve Route, which provides travel between Barnsley and Old Moor via Wombell. Furthermore, the Barnsley to Old Moor cycle route serves as a cycle link to NCN Route 67 at Stairfoot.

NCN Route 67 connects Loughborough in the south to Northallerton in the north, serving as an integral segment of the Trans Pennine trail. The route facilitates access to neighbouring destinations, including Royston, Carlton, Ardsley, and Wombwell.

Further information on the local cycle infrastructure can be seen on the Barnsley interactive cycle map on the BMBC website.

The site is well located in terms of access to bus services, with two bus stops situated within a 400m walking distance of the proposed site located along Harborough Hill Road (c. 280m) and Old Mill Lane (c. 300m). Both bus stops are equipped with bus laybys with raised kerbs, sheltered waiting areas, timetabling information and bins.

Further details of the service are provided below in **Table 1**.

Table 1 – Local Bus Services

| Service | Route | Weekday | Saturday | Sunday |
|---------|---|-----------------------------------|------------------------------------|-----------------------------------|
| 1 | Barnsley Interchange – Staincross Circular | Every 20 Minutes 06:27 – 23:34 | Every 20 Minutes 07:06 – 23:34 | Every 40 Minutes 09:08 – 22:49 |
| 11 | Barnsley Interchange – Athersley North Circular | Every 20 Minutes 05:42 – 23:07 | Every 20 Minutes 05:42 – 23:07 | Every 40 Minutes 08:08 – 23:07 |
| 36 | Barnsley – South Elmsall | Every 40 Minutes 08:22 – 15:32 | Every 115 Minutes 09:02 – 14:22 | - |
| 57 | Barnsley Interchange – Royston | Every 30 Minutes 05:50 – 18:01 | Every 30 Minutes 06:14 – 18:46 | - |
| 59 | Barnsley Interchange – Wakefield Bus Station | Every 30 Minutes 05:13 – 23:24 | Every 35 Minutes 05:13 – 23:26 | Every 30 Minutes 09:43 – 23:24 |
| 59A | Barnsley Interchange – Royston Station | Every 60 Minutes 11:17 – 15:18 | Every 60 Minutes 11:18 – 17:16 | - |

The bus services detailed in Table 1 above, benefit from the provision of bus lanes along Harborough Hill Road and other key roads throughout Barnsley.

In addition to the bus services accessible via the nearby bus stops, the proposed redevelopment site is located in good proximity to Barnsley Interchange where further bus services as well as train services can be accessed. Barnsley Interchange can be accessed from the site via a 10-minute commute on the 57/1/11 bus services.

Barnsley Railway Station is located approximately 850m southwest of the site and provides services to local and regional destinations, including but not limited to Sheffield, Leeds, Huddersfield and Nottingham. Furthermore, the station is facilitated with 24 bicycle space in the form of stands, helping to facilitate intermodal travel.

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that there are ample facilities to accommodate pedestrian, cycle and public transport trips to and from the site.

The site is therefore considered to be in a highly sustainable location for access by non-car modes in line with national planning policy guidance.

Proposed Development

The proposal is for a proposed change of use of Unit 1B, Barnsley Retail Park from a restaurant (Use Class E) to restaurant/hot food takeaway use (Use Class E/sui generis)

The premises have been designed with interactive / over-the-counter order points with the intention that the majority of orders are taken away. Only limited seating will be provided for dining-in at the facility.

The proposed site layout is detailed in **Appendix A**.

Servicing

There is an existing service area to the west of the building complex where servicing can take place, as per the existing situation. Servicing is expected to occur 3 - 4 times per week, generally outside the busy operational periods.

Given the site's location within the central area of Barnsley, a proportion of delivery drivers picking up customer food orders will arrive on cycle/motorcycle.

Refuse collection will take place from the servicing area to the west of the building complex.

Conclusion

It is considered that the information contained in this Statement provides sufficient detail for the highways authority to confirm there are no adverse highways effects arising from the proposed change of use.

The proposed development is situated in a highly sustainable location within a dense area of residential properties in an urban setting. The site is surrounded by similar uses and services in Barnsley which makes this a suitable location for the proposed restaurant/delivery hub.

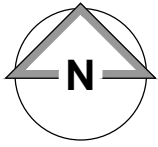
In conclusion, the proposals would not result in any detrimental highways impact on capacity or road safety and therefore there are no traffic or transportation reasons preventing the granting of planning permission for the development proposals.

Appended Documents

Figure 1 – Indicative Site Location Plan

Appendix A – Proposed Site Layout

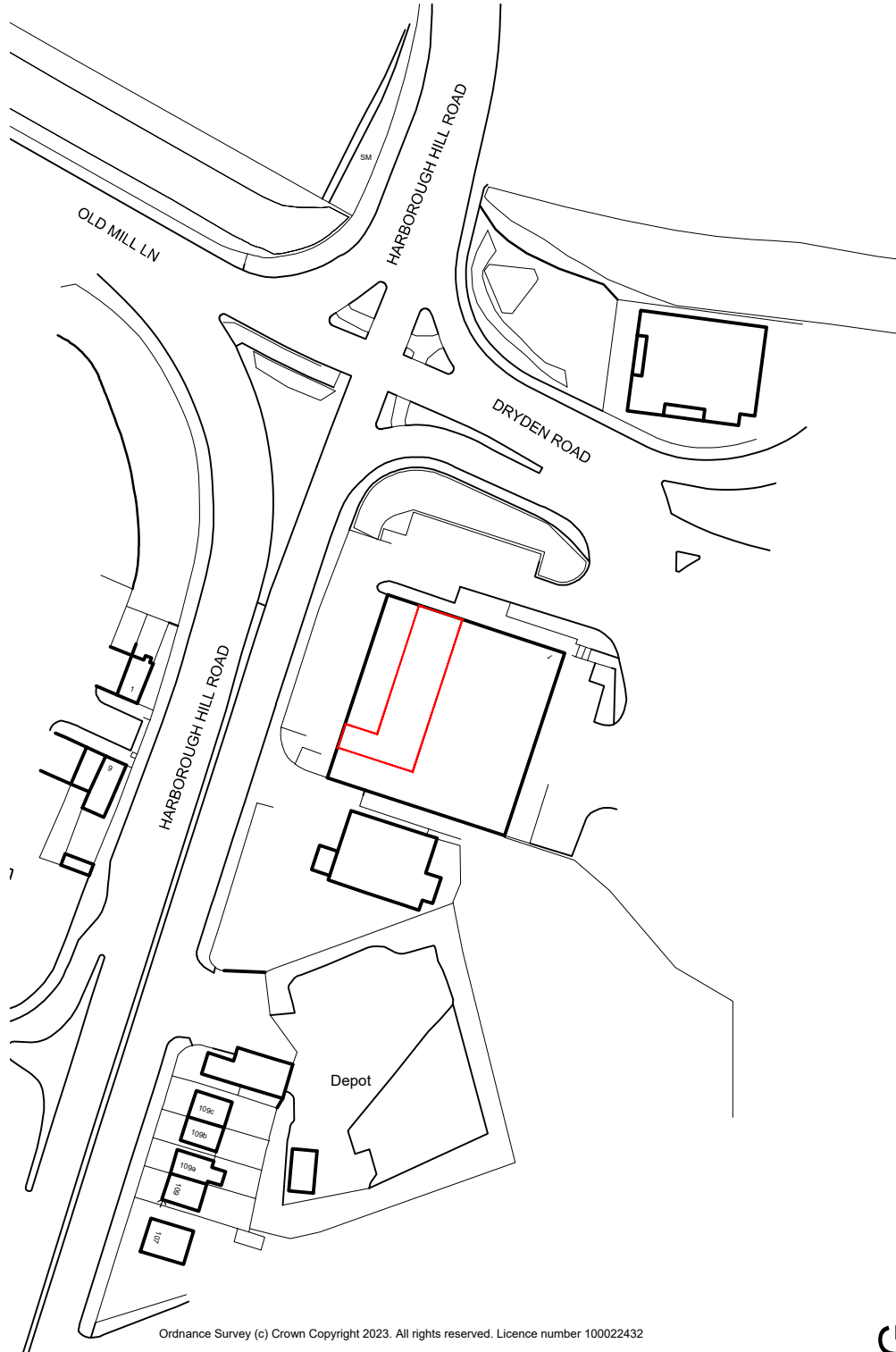
Figure 1
Indicative Site Location Plan



0 10 20 30 40 50m



Scale 1:1250



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Location Plan

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
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- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: **At Design Workshops**
Principal Designer: **CSS**

Unless noted below, all known hazards have been highlighted on the drawing:

Drawing Based:

OS Promap

Application Boundary Indicated:



| | | | |
|-------------------------------|------------------------|------------|--------------|
| - | 06/02/24 | TSS | JJS |
| Initial Issue | | | |
| REV | Date | Drawn by:- | Checked by:- |
| Status Purpose of Issue | | | |
| S2 | For Information | | |
| drawing stage Planning | | | |
| client | | | |

| | | | |
|---|--|--|------|
| McDonald's Restaurants Ltd | | | |
| project | | | |
| Barnsley Retail Park Harborough Hill Road S71 1JE | | | 2558 |
| drawing title | | | |
| Location Plan | | | |

| | | | |
|----------|----------|---------|-----|
| date | 06/02/24 | drawn | TSS |
| scale@A4 | 1:1250 | checked | JJS |

PLANNING

Rev

13694_AEW_2558_001

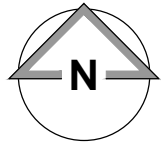
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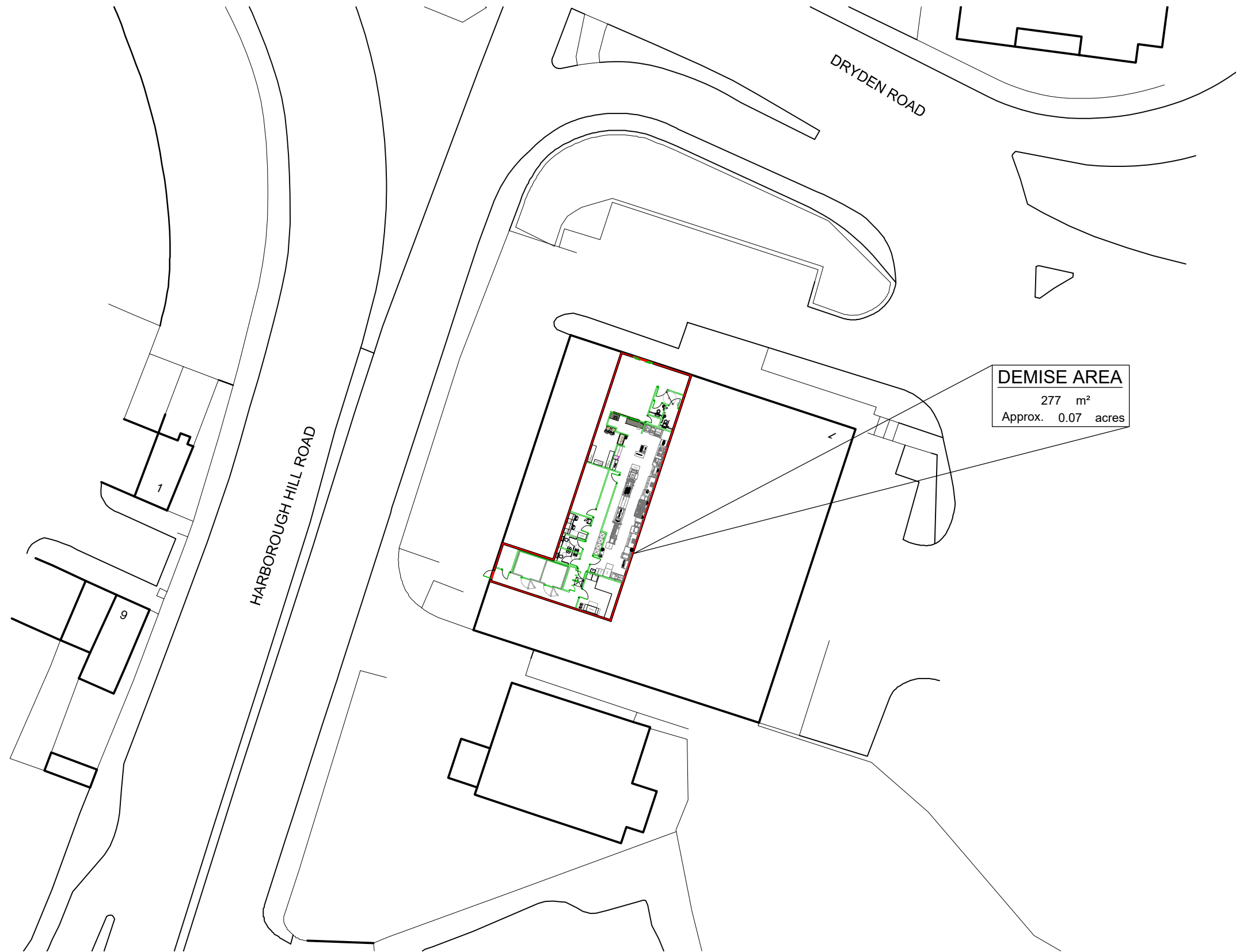


Appendix B

Proposed Site Layout



0 5 10 15 20 25m
Scale 1:500



DEMISE AREA
277 m²
Approx. 0.07 acres

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CDM 2015

Client notified of duties: **At Design Workshop**
Principal Designer: **CSS**

Unless noted below, all known hazards have been highlighted on the drawing:

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- OS Promap

Application Boundary Indicated:



- 06/02/24 TSS JJS
Initial Issue

REV Date Drawn by - Checked by -

Status Purpose of Issue
S2 For Information

drawing stage **Planning**

client
McDonald's Restaurants Ltd

project store
Barnsley Retail Park
Harborough Hill Road 2558
S71 1JE

drawing title
Block Plan

date 06/02/24 drawn TSS
scale@A3 1:500 checked JJS

Block Plan

PLANNING

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