



Transport Planning • Development Engineering

For and on behalf of
PARK GROVE BURLEIGH LIMITED




A decorative graphic consisting of 14 light blue circles of varying sizes arranged in a pattern that resembles a stylized 'M' or a cluster of dots. The circles are positioned in the center of the page, behind the main text.

TRANSPORT STATEMENT

Burleigh Street Health Centre, Barnsley

March 2016

Park Grove Burleigh Limited

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1. INTRODUCTION

1.1 This Transport Statement has been prepared by Matrix Transport and Infrastructure Consultants Ltd (Matrix) on behalf of Park Grove Burleigh Limited and is submitted in support of a planning application to Barnsley Metropolitan Borough Council (BMBC) for the construction of a new health centre and associated car parking at land off Burleigh Street, Barnsley.

Background

1.2 The proposed health centre is to replace the existing medical practice; Park Grove Surgery, which is located approximately 750m to the south of Barnsley town centre,

1.3 The proposed new health centre is to be located on Greenfield land off Burleigh Street, immediately south of Barnsley town centre. The proposed development will have some of the car parking located nearby on a former BMBC operated Pay and Display car park, which is on Burleigh Street to the south west of the site.

Purpose and structure of Report

1.4 The structure of the remainder of this report is summarised below:

- **Section 2:** describes the transport policy context in relation to the proposed development;
- **Section 3:** sets out the existing conditions including an analysis by sustainable modes and a description of the local highway network;
- **Section 4:** describes the development proposals;
- **Section 5:** identifies the predicted trip generation for the proposed development and a car parking accumulation assessment; and
- **Section 6:** sets out a summary of the Transport Statement and draws conclusions on the findings.

2. POLICY CONTEXT

National Policy

National Planning Policy Framework (NPPF)

- 2.1 National Planning Policy Framework (NPPF) was published in March 2012. It sets out the Government's planning policies for England and how these are expected to contribute to the achievement of sustainable development.
- 2.2 Paragraph 17 sets out twelve core land use planning principles that should underpin decision-taking. The key principle in relation to the principle of sustainable travel states that planning should *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*. It is also worth noting that planning should *'encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value'*.
- 2.3 Chapter 4 of the NPPF considers the promotion of sustainable transport. Paragraph 29 states that *'transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives'*. It goes on to state that *'the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'*. There is also a need to consider the location of proposed developments and in this context, the NPPF confirms that *'The Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'*
- 2.4 Paragraph 32 of the NPPF states that *'all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take into account whether:*
- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;*

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- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

2.5 NPPF Paragraph 34 states that *'plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.'*

Planning Practice Guidance on Travel Plans, Transport Assessments and Transport Statements (March 2014)

2.6 Updated guidance on Travel Plans, Transport Assessments and Transport Statements published by the Government in March 2014, states that these reports are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development.

2.7 Whilst this Planning Practice Guidance document supersedes the DfT Guidance on Transport Assessment 2007 (GTA), this previous document contains significantly more detailed guidance and has therefore been used, with caution, as a framework to guide the content of this report.

Local Policy

Barnsley Core Strategy (2009-2026)

2.8 The Core Strategy was formally adopted on the 8th September 2011 and provides a planning framework for the 15 year period from 2011 until 2026 to deliver the vision and aspirations of the Borough Strategy.

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2.9 The Core Strategy states as Objective 2: *To improve access, movement and connectivity with sustainable travel by:*

- *Reducing the reliance on the private car and encouraging walking and cycling;*
- *Ensuring new developments provide no more car parking than necessary.*

2.10 Core Strategy CSP3 The location of development states *'The preferred location of development will be considered in the following order of priority;*

- *Urban Barnsley;*
- *Yorkshire Growth Corridor; and*
- *Penistone'.*

2.11 Core Strategy Policy CSP 17 Parking states *'Proposals for development must provide at least the minimum level of parking for cycles, motorbikes, scooters, mopeds and disabled people, and must not provide more than the maximum number of car-parking spaces set out in the Supplementary Planning Document. If it is not possible or appropriate for the minimum amount of parking to be met on site, the developer must provide , or contribute towards, off-site parking, or improve or provide other forms of travel'.*

2.12 Core Strategy Policy CSP19 Accessibility states *'New developments will be located and designed to be accessible to public transport, the strategic road network and meet the needs of pedestrians and cyclists'.*

2.13 Core Strategy Policy CSP 23 Highway design states *'All new developments must be designed to provide safe, secure and convenient access for vehicles, cyclists, people with special needs, and people with mobility problems. When an application involves work or alterations to the highway, developers must provide fully detailed drawings of all highway design schemes'.*

2.14 Core Strategy Policy CSP 26 New Development and Highway Improvement states *'New development will be expected to be designed and built to provide safe, secure and convenient access for all road users'.*

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Summary

- 2.15 This Transport Statement has been prepared in reference to both national and local policy and seeks to demonstrate the suitability of proposals in accordance with these policies.
- 2.16 In particular, the proposed development is located within urban Barnsley, which is the preferred location of new development by BMBC and the site is highly accessible by public transport, walking and cycling. Furthermore the development can be accessed safely and conveniently by all road users and provides the minimum level of parking for cycles, motorcycles and disabled users.

3. EXISTING CONDITIONS

Site location

3.1 The site is located on Burleigh Street, south of Barnsley town centre as shown in **Figure 1** below.

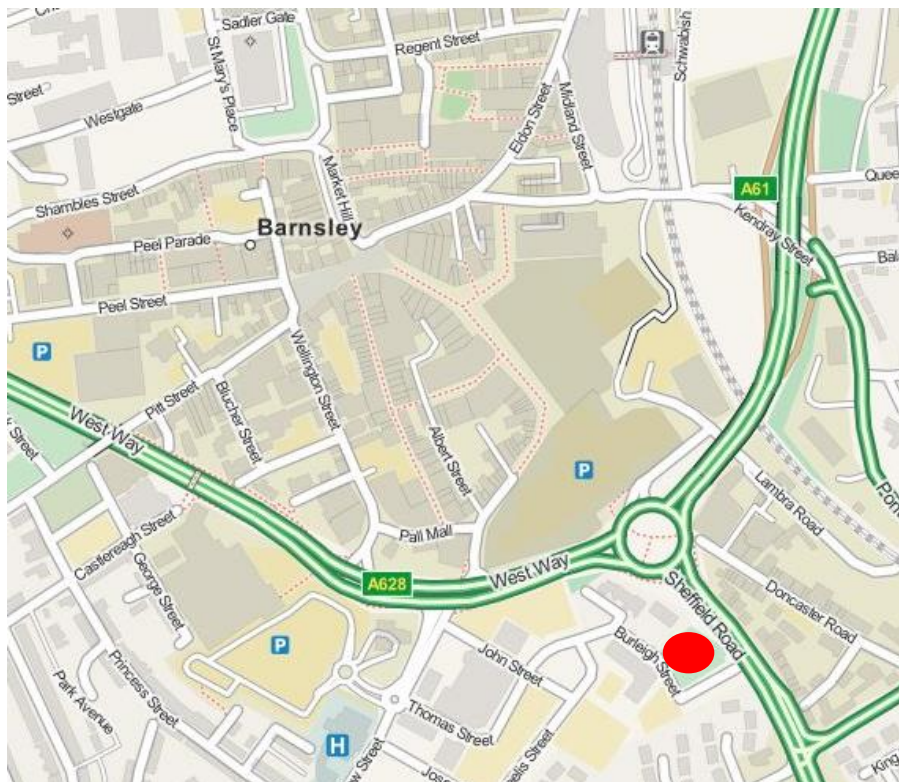


Figure 1 Site location plan

Existing site use

3.2 The site is currently Greenfield land. Park Grove Burleigh Limited has acquired a former BMBC operated Pay and Display car park located to the south west of the site, which will be used to provide additional car parking for the proposed development.

Local highway network

3.3 The site is shown in relation to the local highway network in **Figure 2**.

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- 3.4 Burleigh Street is a single carriageway urban road connecting Thomas Street with the A61 Sheffield Road and is subject to a 30 mph speed limit.
- 3.5 Burleigh Street forms a priority junction with A61 Sheffield Road adjacent to the south east boundary of the site. The junction is a left in / left out arrangement on the northbound carriageway of the A61 Sheffield Road, as shown in **Photograph 1** below.



Photograph 1 The priority junction between the A61 Sheffield Road and Burleigh Street

- 3.6 The A61 Sheffield Road is an urban dual carriageway at the junction with Burleigh Street and is subject to a 40mph speed limit in this location.
- 3.7 Approximately 50m north of junction with Burleigh Street, the A61 Sheffield Road forms a four arm roundabout with the A61 Harborough Hill Road, A628 West Way and Wesley Street, known as the Alhambra Roundabout. The roundabout has part-time traffic signals on all four arms.

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- 3.8 Burleigh Street provides vehicular access into an existing Pay and Display car park to be included within the development proposals, approximately 100m west of the junction with the A61 Sheffield Road.
- 3.9 Approximately 25m north of the junction with the car park, there is a service access for Joseph Looke House directly opposite the proposed development site.
- 3.10 Adjacent to the northern boundary of the site, there is a vehicular access for an office development providing access to a car park totalling 25 spaces.
- 3.11 Approximately 50m north of the site, Burleigh Street forms a priority junction with Burleigh Court.
- 3.12 Burleigh Court provides vehicular access to car parking for surrounding offices and provides pedestrian access to Alhambra roundabout and onto Barnsley town centre.
- 3.13 Burleigh Street forms a priority junction with Heelis Street approximately 25m west of the junction with Burleigh Court. Heelis Street is a single carriageway urban road connecting Burleigh Street to Wood Street.
- 3.14 Immediately prior to the junction with Heelis Street, a restricted on-street parking zone becomes operational between the hours of 08:00-18:00, Monday to Saturday.
- 3.15 Approximately 150m west of the junction with Heelis Street, Burleigh Street forms priority crossroads with John Street. The western arm of John Street is a no through route for motor vehicles which only provides access to a pay and display car park and offices. The eastern arm of John Street provides access onto Heelis Street however the road has been closed to allow for the construction for a new apartment development.
- 3.16 Approximately 150m metres west of the junction with John Street, Burleigh Street changes name to Thomas Street. At this point there is a pedestrian access onto Burleigh Street East Pay and Display car park, which has vehicular access off Joseph Street.

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3.17 Thomas Street then forms a four armed roundabout with New Street, Upper New Street and Lower Thomas Street approximately 100m west of the pedestrian access onto Burleigh Street East car park.

Personal Injury Accident Data

3.18 Matrix has utilised the website www.crashmap.co.uk to retrieve Personal Injury Accident (PIA) data on the local highway network for a five year period between January 2010 and December 2014 (2015 data is currently unavailable). A summary of the PIA data is provided below and the detail reports of each PIA can be found in **Appendix A**.

3.19 There has been no accidents on Burleigh Street / Thomas Street within the time period stated above.

3.20 There has been one serious accident at the junction between Burleigh Street and the A61 Sheffield Road, which involved a Bus or Coach and a pedestrian who was in the act of crossing the carriageway. The accident occurred at night, with fine weather conditions and a road description of wet / damp. At the time of the accident, the pedestrian was not using a designated pedestrian crossing, which may have been a contributing factor to the accident.

3.21 There has been one slight accident at the roundabout between Lower Thomas Street, Thomas Street, New Street and Lower New Street. The accident involved two cars proceeding normally along the carriageway and occurred at night, with wet weather and road conditions.

3.22 There has been a negligible number of PIAs on the local highway network in the immediate vicinity of the site which do not indicate any existing highway safety concerns, therefore Matrix does not consider that the vehicle movements associated with the proposed development will have a detrimental impact on road safety on the local highway network.

Access by sustainable modes

Walking and cycling

- 3.23 There is a good network of footways within the immediate vicinity of the site, all of which are well-lit with pedestrian crossing points and subways across busier roads as shown in **Photograph 3** below.



Photograph 3 Pedestrian subway at the Alhambra Roundabout

- 3.24 There are some designated routes for cycling within the immediate vicinity of the site, which can be accessed by the good network of footways.
- 3.25 Local Public Rights of Way and cycle routes within the direct vicinity of the site are provided in **Figure 3** over the page.

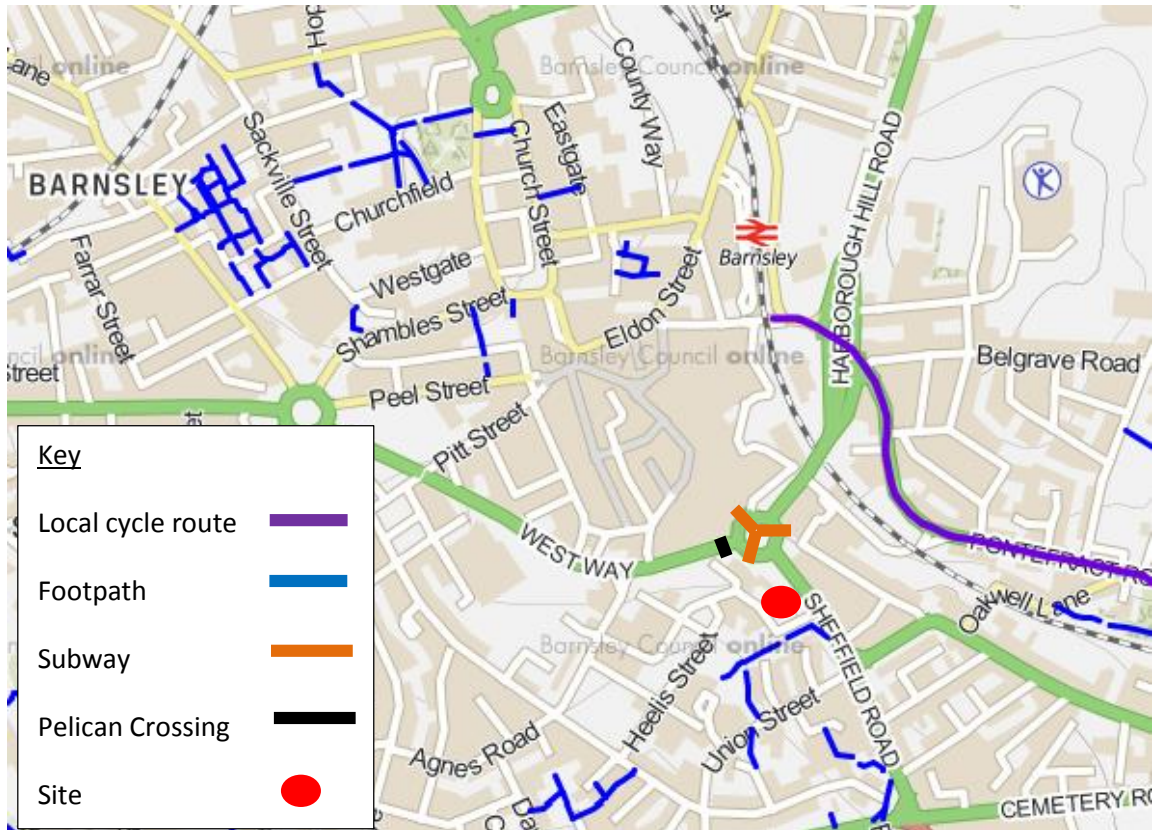


Figure 3 Designated footpaths and cycle routes by BMBC

Local bus network

- 3.26 The site is well connected to the local bus network with a range of stops located within the IHT recommended guidelines of 400m from the site. Details of the services available from the stops closest to the site are provided in summary tables over the page. **Figure 4** shows the site in relation to the nearest bus stops.
- 3.27 Details of the services available from the bus stop located on the northbound carriageway of the A61 Sheffield Road can be found in **Table 3.1** over the page. All of the bus services serving this stop terminate in Barnsley town centre.

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Table 3.1 Bus services on Sheffield Road northbound (Bus stop number: 37051181)					
Service number	Route	Headway (minutes)			
		Monday – Friday	Saturday	Sunday	
6	Barnsley Interchange – Worsborough Dale	10	12	30	
7	Barnsley – Birdwell circular	120	120	n/a	
7a	Barnsley – Birdwell circular	120	120	n/a	
22 /22m	Barnsley - Meadowhall	15 combined	15 combined	60	
22x	Barnsley Interchange – Rotherham Interchange	15	15	60	
66	Barnsley Interchange - Elsecar	10	10	30	
67	Barnsley Interchange – Wombwell	60	60	60	
203	Barnsley Interchange – Doncaster Frenchgate Interchange	60	120	No Service	
218	Barnsley Interchange – Rotherham Interchange	30	30	60	
219/219a	Barnsley Interchange – Doncaster Frenchgate Interchange	30	30	60	
222	Barnsley Interchange – Mexborough Interchange	30	30	60	
226	Barnsley Interchange – Thurnscoe	30	30	60	
265	Sheffield Interchange – Barnsley Interchange	30	30	60	
X19	Barnsley Interchange – Robin Hood Airport	60	60	60	
X20	Barnsley Interchange – Doncaster Frenchgate Interchange	60	60	No service	

3.28 The services found in **Table 3.1** above can be accessed from bus stops (37050535 and 37050536) located on the southbound carriageway of Sheffield Road which each have a bus shelters and seating. The bus stops are accessible via pedestrian subways at the Alhambra roundabout.

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3.29 There is a bus stop located on the eastbound carriageway of the A628 West Way, details of the services can be found in **Table 3.2** below.

Table 3.2 Bus services on Upper New Street / New Street					
Service number	Route	Headway (minutes)			
		Monday – Friday	Saturday	Sunday	
N27 (Night bus)	Barnsley Interchange – Grimethorpe	No Service	No Service	4 Services	
N66 (Night Bus)	Barnsley Interchange – Elsecar	No Service	No Service	4 Services	

3.30 There are an additional two bus stops on Upper New / New Street which provide access to services detailed in **Table 3.3** below.

Table 3.3 Bus services on Upper New Street / New Street					
Service number	Route	Headway (minutes)			
		Monday – Friday	Saturday	Sunday	
43	Barnsley Interchange – Pogmoor Circular	30	30	60	

3.31 Details of the services available from New Street can be found in **Table 3.4** below.

Table 3.4 Bus services on New Street					
Service number	Route	Headway (minutes)			
		Monday – Friday	Saturday	Sunday	
44	Barnsley Interchange – Pogmoor Circular	30	30	60	

3.32 A large number of additional bus services can be accessed from Barnsley Interchange which is located approximately 650m north of the site.

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Rail services

- 3.33 Barnsley Interchange is approximately 650m north of the site. The interchange provides access to frequent local rail services to Huddersfield, Leeds and Sheffield and regional services to Nottingham.

4. PROPOSED DEVELOPMENT

Development composition

4.1 The proposed site layout is shown in **Drawing No. 2562-D-90-002** in **Appendix B**. The floor plans **Drawing No. 2562-D-22-001** are provided in **Appendix C**.

4.2 The proposed development will include;

- 9 Consulting rooms;
- 1 Treatment room;
- Staff offices and facilities including a meeting and staff room;
- Reception area; and
- 120m² Pharmacy.

Opening hours

4.3 The health centre will be open as follows:

- 08:30 – 18:00 (Tuesday, Wednesday and Friday)
- 08:30 – 20:00 (Monday and Thursday)

4.4 The pharmacy will be open as follows:

- 09:00 – 18:30 (Monday to Friday)
- 09:00 – 12:30 (Saturday)

Staff

4.5 The following staff will be based at the health centre:

- 3 GPs (09:00 – 18:00);

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- 3 Advance Nurse Practitioners (08:30 – 16:30);
- 2 Practice Nurses (08:30 – 17:00);
- 2 Health Care Assistants (08:30 – 17:00); and
- 9 Administration / reception (various working hours)

4.6 There will also be four members of staff at the Pharmacy. The total number of staff on site at the busiest time will be 19.

Expansion space

4.7 The proposed development will also include some flexible areas of future expansion space for future proofing, which may include:

- 7 consulting rooms or office space;
- 1 treatment room; and
- Additional staff offices and ancillary facilities.

4.8 The future expansion space is likely to accommodate the following additional staff (at any one time) at the site:

- 1 GP;
- 1 Advance Nurse Practitioner;
- 1 Practice Nurse;
- 1 Health Care Assistant; and
- 2 admin staff

Site access arrangements

- 4.9 A new site access will be provided off Burleigh Street as shown in **YK5053-M-001** in **Appendix D**. This achieves 2.4m x 43m visibility splay along Burleigh Street to the north and a 2.4m x 25m visibility splay to the junction along Burleigh Street to the south. There will be low level planting just inside the site boundary for any areas that fall within the splays.

Car parking

- 4.10 BMBC has adopted maximum car parking standards which are outlined in **Table 4.1** below. This also shows the maximum number of spaces required at the site, allowing for the potential expansion space:

Table 4.1 BMBC maximum car parking standards		
Use	Criteria	Spaces
Medical Facilities / Doctors / Dentists / Healthcare / Clinics	1 space per medical practitioner on duty at the busiest time.	13
	1 Space pre 2 non-medical staff	5
	3 spaces per consulting room (this includes all rooms occupied by a medical practitioner as defined above).	51
Maximum		69

- 4.11 BMBC requires that 4% of all car parking space provided are designated for disabled users.

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- 4.12 The health centre will have 46 spaces located across the two car parks (28 existing and 18 proposed), including three disabled spaces located at the building entrance, which is within the maximum parking standards shown in **Table 4.1**.
- 4.13 Given the number of spaces to be provided is 33% less than the maximum standard, a car parking accumulation assessment has also been undertaken in **Section 5** to show the number of spaces provided will be sufficient for the operation of the site on a typically busy day, allowing for the potential expansion space.
- 4.14 Low level landscaping will be provided along the southern site boundary allowing any visitors to the site to check the availability of spaces in the car park before manoeuvring past the off-site car park. This will assist in minimising the number of vehicles entering the on-site car park when it is full and having to turn around and manoeuvre back out onto Burleigh Street.

Motorcycle / cycle parking

- 4.15 In addition to the maximum car parking requirements, BMBC has also adopted minimum cycle parking standards of 1 short stay space per 3 consulting rooms, and 1 long stay spaces per 40 staff. The proposed development will provide 4 short stay spaces and 2 long stay spaces.
- 4.16 Parking for motorcycles, moped and scooters is also required with a minimum of 1 space per 20 car parking spaces provided. Therefore, 2 spaces will be provided within the off-site car park.

Servicing

- 4.17 A refuse vehicle will not enter the site and bins will be collected from Burleigh Street, a dedicated bin store is shown as part of the site plans as shown in **Drawing No. 2562-D-90-002** in **Appendix B**.
- 4.18 The commercial refuse collection at Burleigh Court occurs on a Monday and Thursday between the hours of 06:00 – 14:00.

Deliveries

- 4.19 The following deliveries are anticipated at the site:

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- Pharmacy - 1-2 per day; and
 - Special delivery / signed for post – 4 – 5 per week
- 4.20 Deliveries will be made in a small van. A delivery bay will be located within the site, as shown on **Drawing No. 2562-D-90-002** in **Appendix B**.
- 4.21 Matrix has undertaken a swept path analysis of a delivery van accessing the site using AutoTrack software (taking into account potential on-street parking) and is shown in **Drawing No. YK5053-M-002**, provided in **Appendix E**.

5. TRIP GENERATION

Person trip generation

5.1 Matrix has used the following information obtained from Burleigh Park Grove Limited to forecast a profile of a typically busy day at the health centre, including an allowance for the potential expansion space:

- Maximum number of staff on site at the busiest time;
- Staff roles and activities;
- Staff working hours;
- Maximum number of available appointments; and
- Typical length of appointments.

5.2 The daily profile (provided in **Appendix F**) is divided into 10 minutes intervals between 08:00 and 18:30. Patients are assumed to arrive at the site 10 minutes before their appointment and depart in the 10 minute period afterwards.

5.3 Fixed appointment lengths (using anecdotal information from the GPs) have been assumed for each type of appointment, although in reality, appointment lengths are likely to vary slightly throughout the day. However, the range in appointment lengths throughout the day is unlikely to significantly change the results of the assessment, which assumes 100% of available appointments for all members of staff are taken. Therefore this is considered a robust assessment.

5.4 In addition to the core activities within the health centre, there are likely to be some trips associated with the pharmacy (over and above patients with appointments); however there are six other pharmacies within 500m of the site and therefore these additional movements are predicted to be negligible.

5.5 A summary of the key assumptions used is provided in **Table 5.1 – Table 5.4** over the page:

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Table 5.1 Person trip generation – GP assumptions	
On site at the busiest time	3
Working hours	09:00 – 18:00 – Tuesday, Wednesday & Friday 09:00 – 20:00 - Monday & Thursday
Appointments	09:00 – 11:30 Maximum 12 – 14 patients per GP 18:00 – 19:30 Maximum 8 patients per GP 10 minute appointments
Admin / telephone consultations / home visits	13:00 – 18:00
1 GP ‘on-call’ appointments (resulting from telephone consultations)	13:00 – 18:00 Maximum 10 additional patients

Table 5.2 Person trip generation – Advance Nurse Practitioner assumptions	
On site at the busiest time	4
Working hours	08:30 – 16:30
Appointments	08:30 – 11:30 13:30 – 16:30 Maximum 18 patients per ANP 10 - 15 minutes appointments

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Table 5.3 Person trip generation – Practice Nurse / Health Care Assistant assumptions	
On site at the busiest time	6
Working hours	08:30 – 17:00
Appointments	08:30 – 17:00 Maximum 22 patients per PN / HCA 15-25 minutes appointments

Table 5.4 Person trip generation – Administration assumptions	
On site at the busiest time	6
Working hours	Various full and part time

- 5.6 A total of 532 two-way daily (08:00-18:00) person (staff and patients) movements are forecast at the proposed development, including an allowance for the potential expansion space.

Vehicular impact

Staff

- 5.7 Currently 10 (53%) out of the 19 staff (existing Park Grove surgery and pharmacy) drive to work; however in the absence of a formal staff travel survey, 'Location of usual residence and place of work by method of travel to work (MSOA level)' data has been used for the Barnsley 017 MSOA from the Census 2011 data to provide a comparison to the proportion of staff that are likely to drive to the site should members of staff change at any time.

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5.8 The site is actually on the boundary between Barnsley 013 MSOA (Barnsley Central) and Barnsley 017 and therefore using the latter is considered a robust assessment, due to the lower car driver percentage in Barnsley Central.

5.9 The resulting percentage of 66% has been applied to the forecast staff movements to and from the site (including any additional staff associated with the expansion space), which equates to the following two-way staff vehicular movements

- 0800 to 0900 - 14
- 17:00 to 18:00 - 5
- 08:00 to 19:00 - 28

Patient

5.10 In terms of patient travel behaviour, the site is well located within central Barnsley (the broad catchment area for the health centre) with excellent public transport links and a large area of the catchment within realistic walking distance. However in the absence of a patient travel survey, for a robust assessment it is assumed that 75% will use a car. This results in the following patient two-way vehicular movements:

- 0800 to 0900 - 23
- 17:00 to 18:00 - 7
- 08:00 to 18:00 - 350

Total

5.11 The maximum total (staff and patients) two-way vehicular movements forecasted are:

- 0800 to 0900 – 37
- 17:00 to 18:00 - 12

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- 08:00 to 18:00 - 378

5.12 The maximum two-way vehicular movements in any hour during the day is 69, between 09:00 and 10:00.

5.13 In summary, the forecast vehicular impact of the proposed development is considered to be negligible, when considering the layout, capacity and safety record of the adjacent highway network.

Car parking accumulation

5.14 In order to further justify the number of car parking spaces proposed at the site, an assessment of likely vehicular movements throughout a typical busy day (the robust assessment identified in **Appendix F**) has been undertaken.

5.15 The maximum parking accumulation is identified as 33 between 10:00 and 11:00, which is well within the 46 available car parking spaces.

5.16 A sensitivity test has also been undertaken with 100% of patients arriving by car, which results in a maximum parking accumulation of 39, which is also well within the 46 available spaces.

5.17 In summary, the proposed number of spaces is considered to be acceptable and allows for any separate vehicular movements to and from the pharmacy.

6. SUMMARY AND CONCLUSION

Summary

- 6.1 This Transport Statement has assessed the traffic and transport implications associated with the construction of a new health centre on Burleigh Street, Barnsley.
- 6.2 It has been prepared in reference to both national and local policy and demonstrates the suitability of the proposals in accordance with these policies. The proposed development complies with BMBC maximum car parking guidelines and minimum cycle and motorcycle requirements.
- 6.3 The site is well connected to Barnsley town centre, and is served well by public transport with a good selection of bus services serving a wide range of locations within the catchment area of the health centre. The site is within walking distance of Barnsley Interchange which provides access to additional bus services and rail services.
- 6.4 The proposed development is forecast to generate a maximum of 37 two-way vehicle movements during the morning peak hour and 12 two-way vehicle movements during the evening peak hour, which will have a negligible effect on the operation of the local highway network.
- 6.5 The maximum car parking accumulation is forecast to be 33 between 10:00 – 11:00, which is lower than the total number of spaces provided. The additional assessment has shown that if all patients were to drive, the maximum car parking accumulation would be 39, which is still lower than the total number of spaces provided and allows for any separate vehicle movements associated with the pharmacy.

Conclusion

- 6.6 It is concluded that the proposed development is acceptable, that it complies with both national and local planning policy and that it will not cause detriment to the operation of the local highway network. Therefore, Matrix does not consider there to be any transport or highways reasons that would prevent this planning application being approved.

FIGURE 1

See page 7

FIGURE 2

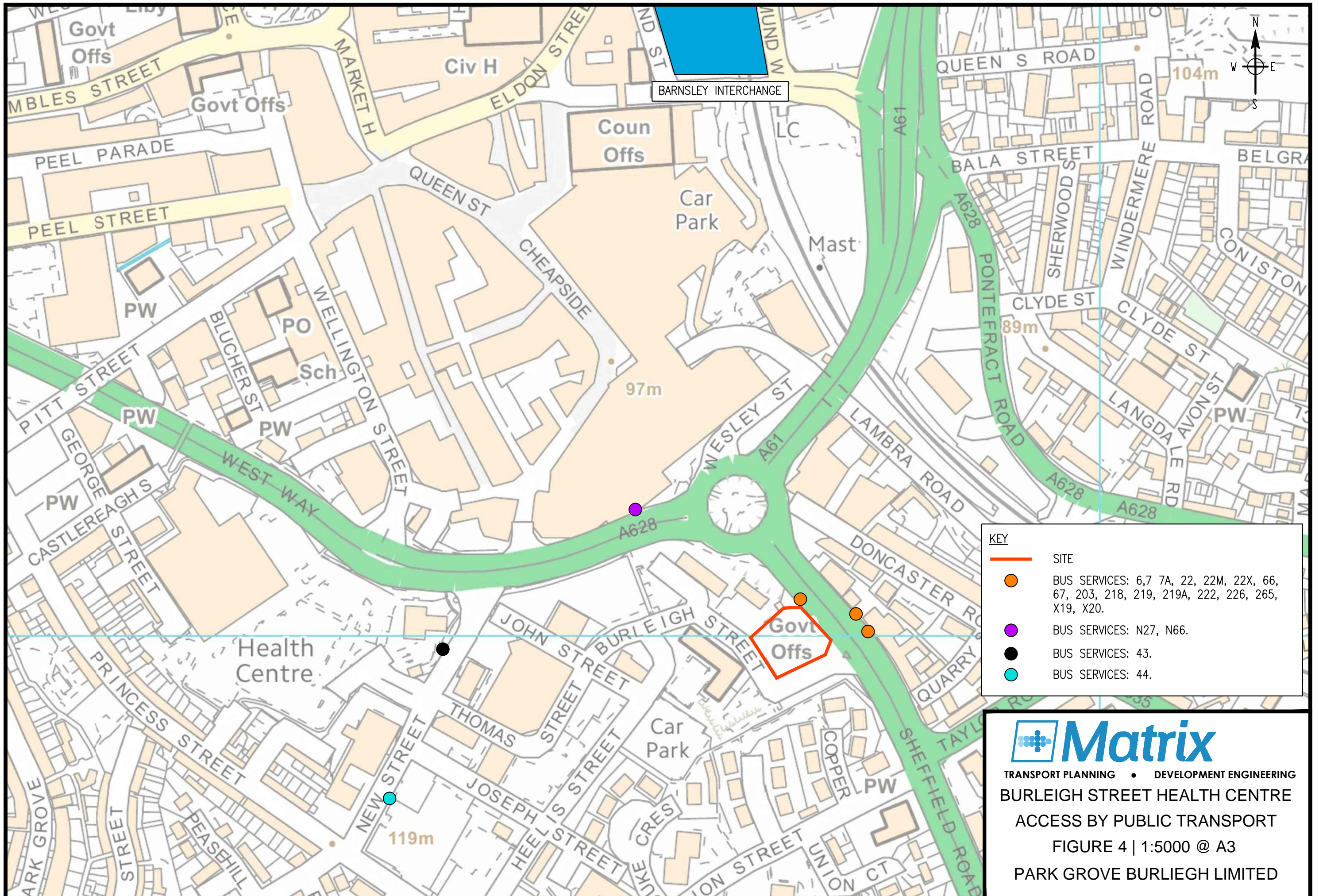
Local highway network

FIGURE 3

See page 12

FIGURE 4

Access by public transport



APPENDIX A

Accident data



Crash Date:	Monday, December 23, 2013	Time of Crash:	6:30:00 PM	Crash Reference:	201314B088413
Highest Injury Severity:	Serious	Number of Vehicles:	1	Number of Casualties:	1
Highway Authority:	Barnsley			OS Grid Reference:	434808 405995
Local Authority:	Barnsley Metropolitan Borough				
Road Number:	A61	Road Type:	Dual carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30	Junction Control:	Give way or uncontrolled		
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Bus or coach (17 or more passenger seats)	4	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	46 - 55	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Crash Date:	Wednesday, October 23, 2013	Time of Crash:	7:06:00 AM	Crash Reference:	201314B064613
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	2
Highway Authority:	Barnsley	OS Grid Reference:	434505	405956	
Local Authority:	Barnsley Metropolitan Borough				
Road Number:	U0	Road Type:	Roundabout		
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30	Junction Control:	Give way or uncontrolled		
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	11	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend
2	Car (excluding private hire cars 2005 onwards)	3	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

APPENDIX B

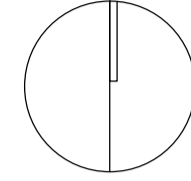
Site Layout

(P+HS Drawing No. 2562-D-90-002)

*For the purposes of Planning Consent the following applies to any copy of this drawing made by the Local Authority:
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North



Issue Purpose: PLANNING APPLICATION

P+HS Architects
 The Old Station Station Road Stokesley TS9 7AB 01642 712684
 Queens House 34 Wellington Street Leeds LS1 2DE 0113 245 4332
 Studio 14 Blackstock Mews London N4 2BT 0207 288 1232



Client	Park Grove	Issued From	Leeds
Project	Burleigh St. Health Centre	Date	March 2016
Title	Proposed Site Layout & Roof Plan	Scale	1:200@A1
Drawn	PJK	Auth	PB

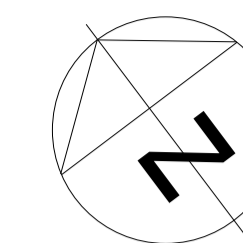
Drawing Number: 2562 - D - 90 - 002 - A
 Revision: A
 Stage Identification: Design - D Construction - C

Do not scale from this drawing. Work to figure dimensions, and any discrepancy to be reported to the Architect.
 Refer to larger scale drawings where available. © P+HS Architects Limited

APPENDIX C

Detailed floor plans

(P+HS Drawing No. 2562-D-22-001)



2 First Floor
1 : 100



1 Ground Floor
1 : 100

Issue Purpose: PLANNING APPLICATION

P+HS Architects
84 Alton Street, Leeds LS1 6AG
The Old Station, Station Road, Stokesley TS9 7AB
Design Works, William Street, Gateshead NE10 0JP



0113 245 4332 01642 712684 0191 4692585
www.pandhs.co.uk

Client	Park Grove Surgery	Issued From	Leeds
Project	Burleigh Street Health Centre	Date	March 2016
Title	Proposed Floor Plans	Scale	1 : 100 @ A1
Drawn	AMG	Auth	AJG

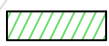
Drawing Number: 2562 - D - 22 - 001
Revision: -
Do not scale from this drawing. Work to the dimensions and any discrepancy is to be reported to the architect.
Refer to larger scale drawings where available. © P+HS Architects
Stage Identification: Design - D Construction - C

APPENDIX D

Site access visibility splays

(Drawing No. YK5053-M-001)



KEY	
	VISIBILITY ENVELOPE TO BE LOW LEVEL PLANTING

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

PROJECT
BURLEIGH STREET HEALTH CENTRE

CLIENT
PARK GROVE BURLEIGH LIMITED

DRAWING TITLE
SITE VISIBILITY



Matrix
TRANSPORT PLANNING • DEVELOPMENT ENGINEERING
1 BLENHEIM COURT, BEAUFORT OFFICE PARK, WOODLANDS, BRADLEY STOKE, BRISTOL, BS32 4NE
TEL: 0845 600 6668 FAX: 01454 410389
enquiries@matrixp.co.uk www.matrixp.co.uk
Also at: Bedford, Cardiff, London & Sheffield

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
JD	DM	DM	17.03.16	1:500	PLANNING

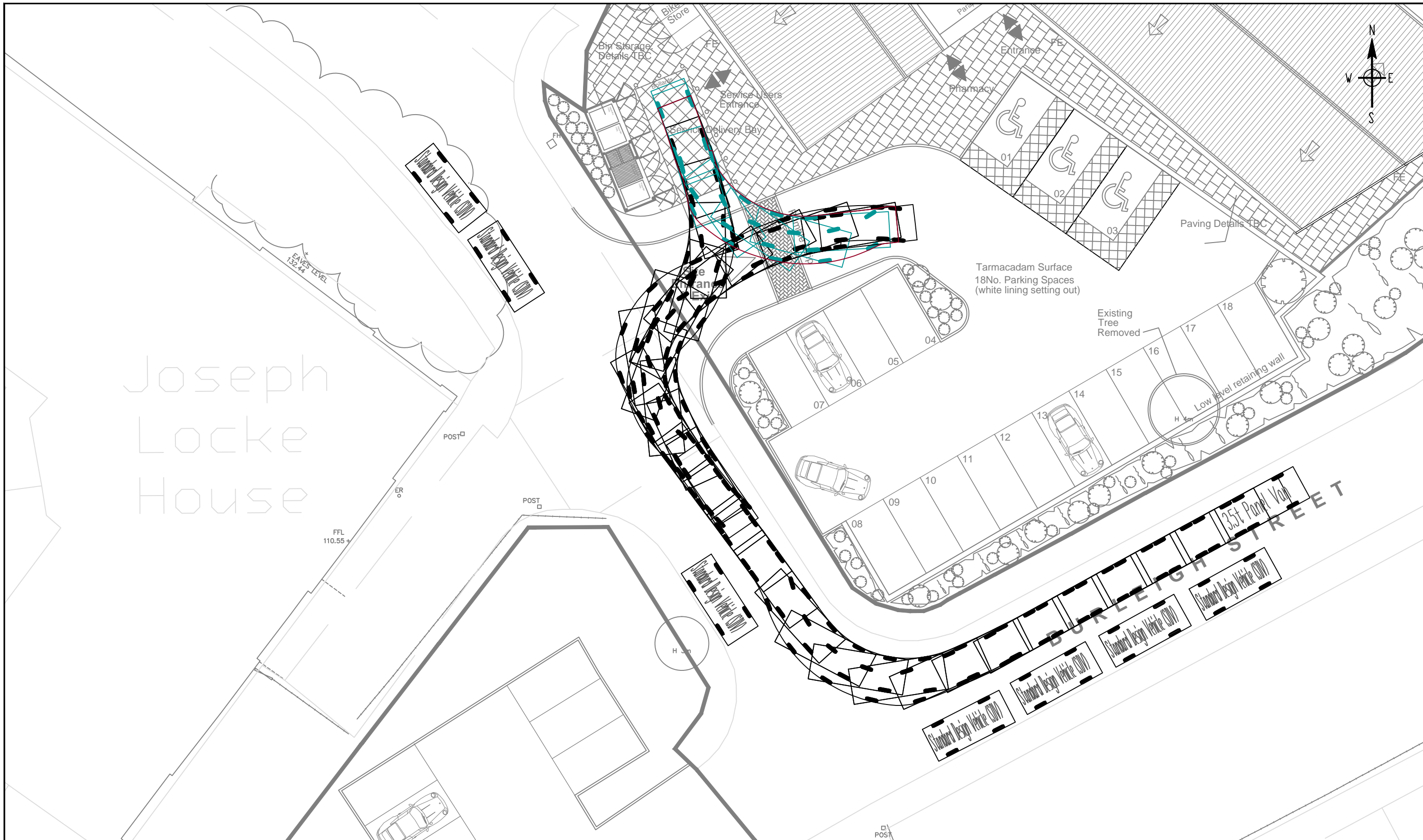
DRAWING NUMBER	REV.
YK5053M-001	-

CAD FILE NAME : YK5053M-001

APPENDIX E

Swept Path Analysis

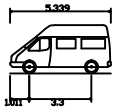
(Drawing No. YK5053-1M-002)



10mm
0
-10mm

Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE



3.5t Panel Van
 Overall Length 5.339m
 Overall Width 1.986m
 Overall Body Height 2.555m
 Min Body Ground Clearance 0.339m
 Track Width 1.986m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.400m

PROJECT **BURLEIGH STREET HEALTH CENTRE**
 CLIENT **PARK GROVE BURLEIGH LIMITED**

DRAWING TITLE **VEHICLE SWEEP PATH ANALYSIS**

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS	DRAWING NUMBER	REV.
JD	DM	DM	17.03.16	1:200	PLANNING	YK5053M-002	-

CAD FILE NAME : YK5053M-002

APPENDIX F

Daily profile and car parking accumulation

			08:20	08:30	08:40	08:50	09:00	09:10	09:20	09:30	09:40	09:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	
Max staff on site- Main accommodation																												
GPs	2	Arrivals				2																						
Advanced Nurse Practitioners	3	Departures																										
Practice Nurse / Health Care Assistant	4	Arrivals	3																									
Admin	6	Departures																										
Pharmacy	4	Arrivals	4																									
Total	19	Departures										2																
Staff working hours																												
GPs	09:00 - 18:00	Pharmacy				4																						
Advanced Nurse Practitioners	08:30 - 17:30	Departures																										
Practice Nurse	08:30 - 17:00	Main accommodation patients																										
Health Care Assistant	08:30 - 17:00	GP 1 - AM surgery				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Admin	Various	GP 2 - AM surgery				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Pharmacy staff	09:00 - 18:30	Departures						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Surgery opening hours		Advanced Nurse Practitioners	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Tuesday, Wednesday and Friday	08:30 - 18:00	Practice Nurse / Health Care Assistant	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Monday & Thursday	08:30 - 20:00	Arrivals																										
Pharmacy opening hours		Departures				4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Monday to Friday	09:00 - 18:30	Total person trips - Main accommodation																										
Saturday	09:00 - 12:30	Arrivals	16	7	8	9	2	9	2	9	4	9	2	9	2	9	1	8			4		4		4		4	
Appointments- surgery times		Departures			7		9	2	9	2	9	2	9	2	9	2	8	1	7			4		4		4		
GP 1 and 2	09:00 - 11:30	Accumulation	16	16	23	24	33	26	33	26	33	28	35	28	35	28	35	27	33	25	28	21	25	21	25	21	25	
GP 1 and 2 - telephone consultations	13:00 - 18:00	Expansion space staff																										
GP 1 - on call	13:00 - 18:00	GP				1																						
Advanced Nurse Practitioners AM	08:30 - 11:30	Arrivals																										
Advanced Nurse Practitioners PM	13:30 - 16:30	Departures																										
Practice Nurse / HCA	08:30 - 17:00	Advanced Nurse Practitioners	1																									
Appointments- max per day		Practice Nurse / Health Care Assistant	2																									
GP 1 (AM)	12	Admin	2																									
GP 1 (PM)	10	Departures																										
GP 2 (AM)	14	Expansion space patients																										
Advanced Nurse Practitioners (AM)	30	GP - AM surgery				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Advanced Nurse Practitioners (PM)	24	Arrivals	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Practice Nurse / HCA	30	Departures																										
Typical appointment length		Practice Nurse / Health Care Assistant	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
GP	10	Arrivals																										
Advanced Nurse Practitioners	15	Departures				2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Practice Nurse / HCA	20	Accumulation	8	8	11	10	14	11	14	11	14	11	14	11	14	11	14	10	12	9	11	8	10	8	10	8	10	
Total person trips - Expansion space		Arrivals	8	3	2	4	1	4	1	4	1	4	1	4	1	4	1	4	3	2		2		2		2		
Total person trips - Main + Expansion space		Departures			3		4	1	4	1	4	1	4	1	4	1	4	1	4	1	3		2		2		2	
Vehicle movements		Accumulation	8	8	11	10	14	11	14	11	14	11	14	11	14	11	14	10	12	9	11	8	10	8	10	8	10	
Arriving by car assumptions		Arrivals	24	10	10	13	3	13	3	13	5	13	3	13	3	13	3	13	1	11		6		6		6		
Staff	66%	Departures			10		13	3	13	3	13	3	13	3	13	3	13	3	11	1	10		6		6			
Patients	75%	Accumulation	24	24	34	34	47	37	47	37	47	39	49	39	49	39	49	37	45	34	39	29	35	29	35	29	35	
Staff		Arrivals																										
Staff	9	Arrivals			5							1																
Patients		Departures																										
Patients	7	Arrivals	7	7	2	9	2	9	2	9	2	9	2	9	2	9	1	8			5		5		5		5	
Total		Accumulation																										
Total	16	Arrivals	16	16	23	23	32	25	32	25	32	26	33	26	33	26	33	25	30	23	26	20	24	20	24	20	24	
Hourly totals		Departures																										
Hourly totals	41	Arrivals	41	34	36	38	35	35	35	35	35	35	32	31	29	24	22	17	17	14	14	14	14	9	9	5	5	
Sensitivity Test		Two way																										
Sensitivity Test	16	Arrivals	16	18	27	29	32	34	34	34	34	34	34	34	34	34	32	31	29	26	22	20	17	16	14	14	9	
Arriving by car assumptions		Accumulation																										
Arriving by car assumptions	66%	Arrivals	57	52	63	68	67	69	69	69	69	69	66	65	61	55	50	44	38	33	30	29	27	23	23	18	14	
Patients	100%	Departures																										
Staff		Arrivals																										
Staff	9	Arrivals			5							1																
Patients		Departures																										
Patients	9	Arrivals	9	9	3	12	3	12	3	12	3	12	3	12	3	12	3	12	1	10		6		6		6		
Total		Accumulation																										
Total	18	Arrivals	18	18	27	26	38	29	38	29	38	30	39	30	39	30	39	28	35	25	30	21	27	21	27	21	27	
Hourly totals		Departures																										
Hourly totals	50	Arrivals	50	44	47	50	46	46	46	46	46	46	43	41	38	32	29	23	22	18	18	18	18	12	12	6	6	
Two way		Two way																										
Two way	71	Arrivals	71	68	83	89	88	91	91	91	91	91	88	86	81	73	67	58	51	44	40	39	36	30	30	24	18	

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