

Stocksbridge Community Hub, Sheffield
Proposed Development
Transport Statement

December 2023 (Rev 1)

Prepared on behalf of
Sheffield City Council

Quality Management

Stocksbridge Community Hub, Sheffield - Transport Statement Project No: 23144				
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Signature				

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1. Introduction

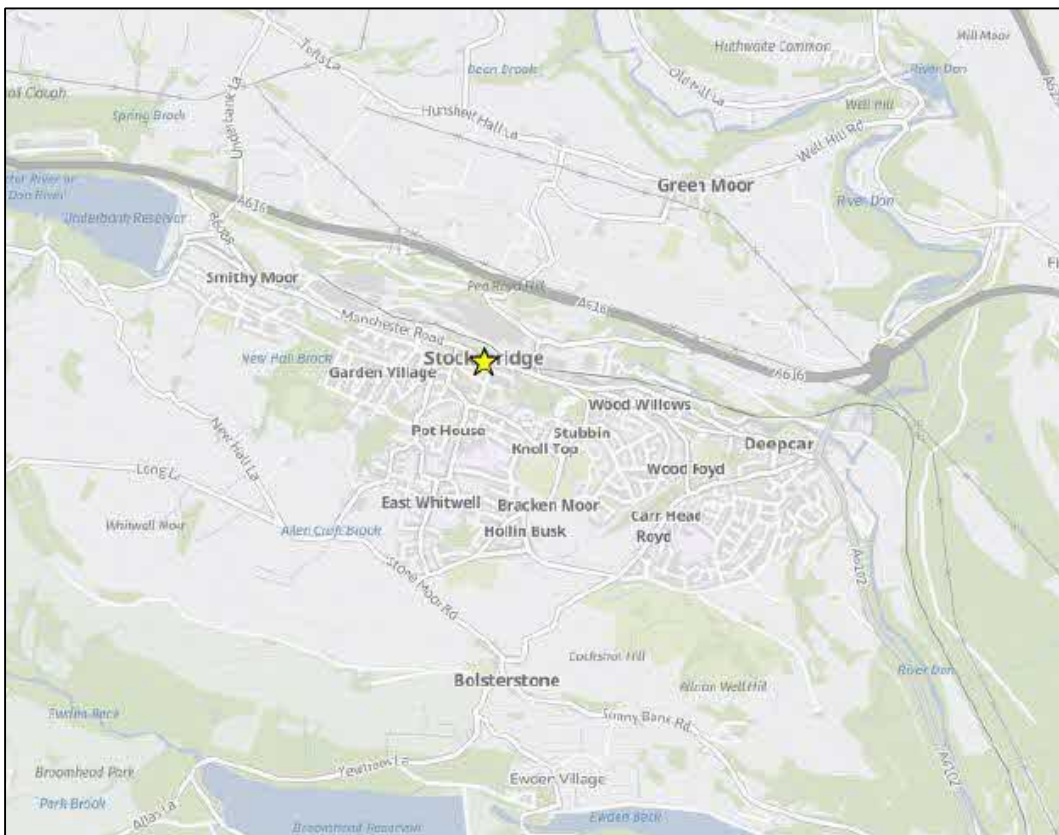
1.1 BACKGROUND

1.1.1 This Transport Statement (TS) has been undertaken by Optima Highways and Transportation (Optima) to consider the highways and transportation matters raised by a proposed Community Hub off Manchester Road, Stocksbridge, Sheffield (“the Site”).

1.1.2 The Site is located within Stocksbridge some 14km northwest of Sheffield. Stocksbridge is located within the administrative area of Sheffield City Council (SCC), which as a unitary authority holds responsibility for both Highways and Planning matters.

1.1.3 The Site is located on land to the south of B6088 Manchester Road, within Stocksbridge Town Centre as illustrated on Image 1.1.

Image 1.1 Site Location Plan



1.1.4 The development proposals, which are shown on the CODA Architecture Site Plan contained at Appendix A, can be summarised as follows:

Lower Ground Floor

- Library (Class F1(d)) – 499sqm
- Café (Class E Space) – 147sqm

Upper Ground Floor

- Bike Store, Changing Room and Bin Store

First Floor

- Workspace (Class E Space) – 894sqm



Second Floor

- Northern College (Class E Space) – 422sqm

1.2 SCOPE OF REPORT

1.2.1 This TS supports a full application for a mixed-use development comprising of a library, café and office space and sets out the transport matters relating to the proposed development, identifying if any measures are necessary to accommodate the anticipated transport impacts of the scheme.

1.2.2 This report has been prepared in accordance with the Ministry of Housing, Communities & Local Government ‘Travel Plans, Transport Assessments and Statements’ advice published in 2014.

1.2.3 Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF) published in February 2019 and updated in September 2023, which states that all developments that will generate significant amounts of movements should be required to provide a travel plan, and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed. It is not considered that the Development will generate a significant amount of traffic given its modest quantum and Town Centre location and consequently this statement is considered appropriate to judge impact.

1.2.4 Paragraph 111 of the NPPF goes on to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

1.2.5 This report sets out the transport matters relating to the development proposals and considers the sustainability and accessibility of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas.

1.2.6 A Travel Plan (TP) has also been produced as part of the planning application and should be read alongside this TS.

1.3 REPORT STRUCTURE

1.3.1 The document structure is as follows:

Chapter 2 – describes the Site and the existing access conditions;

Chapter 3 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services;

Chapter 4 – defines the development proposals and demonstrates that the development will have no impact on the local highway network; and

Chapter 5 – summarises and concludes the Transport Statement.



2. Existing Site Conditions

2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also includes a review of existing collision data.

2.2 EXISTING SITE

2.2.1 The Site is located on land to the south of B6088 Manchester Road, east of Johnson Street and to the north of Button Row, approximately 14km to the northwest of Sheffield City Centre.

2.2.2 Given the Town Centre location of the Site, the development is surrounded by complementary uses, facilities and public car parking.

2.2.3 The location of the Site in relation to the strategic and local transport networks is shown on Figures 1 and 2 respectively. The indicative Site boundary is shown on Image 2.1.

Image 2.1 Indicative Site Boundary



2.2.4 The Site is bound by Manchester Road to the north, a row of shops including Wells Pharmacy to the east, Button Row to the south and Johnson Street to the west. The Site is located within a town centre area and therefore is considered to be an appropriate location for the proposed use.

2.2.5 In terms of existing uses at the Site, there are two buildings of which the eastern building is occupied by the existing library and a community shop, and the western building is occupied by a solicitors and a charity shop.

2.2.6 Given the Town Centre location, no car parking is provided and staff and visitors utilise the existing public transport network, travel on foot, by bike or park in a nearby public car parks.



2.2.7 A summary of the existing uses and floor areas are shown in Table 2.1.

Table 2.1 Existing Occupiers

Use Class	Occupier	Floor Space
Western Building		
Financial Services Class E(c)(i)	Best Solicitors	153sqm
Retail Class E(a)	St. Luke's Shop	98sqm
Eastern Building		
Public Library Class F1(d)	Stocksbridge Library	661sqm
Retail Class E(a)	Bridge community shop	186sqm

2.3 LOCAL HIGHWAY NETWORK

2.3.1 The B6088 Manchester Road bounds the Site to the north and is a single carriageway with a width of circa 7.3m with circa 2m wide footways on both sides of the carriageway.

2.3.2 Manchester Road is lit and is subject to a 30mph speed limit. Manchester Road runs in an east / west direction through Stocksbridge. To the east, Manchester Road continues onto the village of Deepcar to the west it continues to meet Stocksbridge bypass.

2.3.3 A westbound bus layby is provided along the Site frontage and an eastbound bus stop is provided some 50m further east along Manchester Road.

2.3.4 Johnson Street forms a priority T junction to the northwestern corner of the Site. Johnson Street is a single carriageway, which is circa 6m in width. The road is generally aligned north-south and provides a link between Manchester Road to the north and Edward Street to the south.

2.3.5 Button Row runs along the southern boundary of the Site and provides a one-way link (east to west) from Hope Street/Vicotria Street to Johnson Street.

2.3.6 On street parking bays are located along the southern flank of the carriageway and a loading bay is situated to the rear of the western building.

2.3.7 All surrounding roads are subject to parking restrictions and a loading restriction is provided at the junction of Johnson Street and Button Row.



2.4 PERSONAL INJURY COLLISION ANALYSIS

2.4.1 Personal Injury Collision (PIC) data has been obtained from Crashmap.co.uk for the highway network in the immediate vicinity of the Site.

2.4.2 Crashmap relies on published data from the Department for Transport to populate the map and associated reports. The records relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.

2.4.3 Collisions are classified by severity using the following:

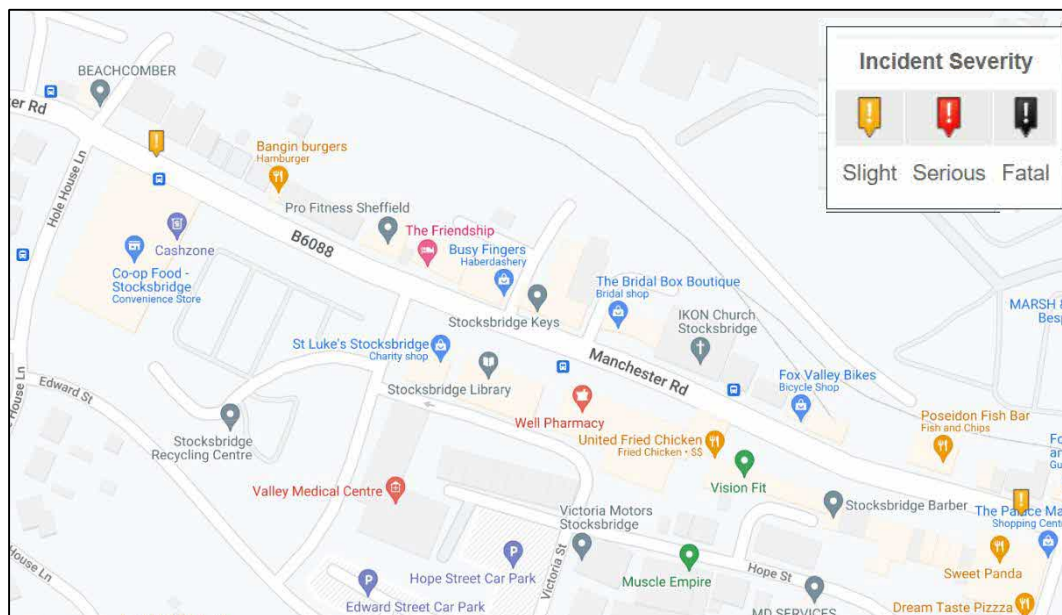
Slight – A collision where at least one person is slightly injured but no personal is killed or seriously injured;

Serious – A collision in which at least one person is seriously injured (detained in hospital as an in-patient) but no personal is killed; or

Fatal – A collision in which at least one person is killed.

2.4.4 The study area includes a length of Manchester Road from the Site access to its junction with Johnson Street. The study area also includes Button Row to the south to the site. The data obtained from Crashmap, is shown in Image 2.2.

Image 2.2 Personal Injury Collision Plan – Manchester Road (2018-2022)



Source: <https://www.crashmap.co.uk/Search>

2.4.5 Analysis of the data has shown that there have been two accidents recorded within the five-year period, both of which were classified as being slight in severity.

2.4.6 The first collision occurred in June 2018 to the west of the Site on Manchester Rad and involved two vehicles resulting in one slight casualty.

2.4.7 The second collision occurred in March 2018 on Manchester Road to the east of the Site. This collision was recorded as slight in severity and involved one vehicle and resulted in one casualty.

2.4.8 A summary is provided within Table 2.2.



Table 2.2 Personal Injury Collision Analysis – Severity

Severity	No of accidents	Percentage
Slight	2	100%
Serious	0	0%
Fatal	0	0%
Total	2	100%

2.4.9 It is therefore concluded that there are no existing safety problems associated with the road network in the immediate vicinity of the Site.



3. Site Accessibility

3.1.1 The Site is located in a town centre location and as such benefits from high levels of accessibility on foot, by bicycle and by public transport.

3.2 ACCESSIBILITY ON FOOT

3.2.1 A summary of the existing pedestrian provision in the immediate vicinity of the Site is provided below:

Lit, circa 2m wide footways are provided along both sides of Manchester Road;

A pelican crossing facility is provided along Manchester Road some 35m to the east of the Site, catering for pedestrians using the eastbound bus stop; and

Dropped crossings with tactile paving are provided across all junctions in the immediate vicinity of the Site.

3.2.2 It is generally considered that an acceptable walking distance from home to a place of work is 2km. The CIHT document 'Guideline for Providing for Journeys on Foot' recommends various thresholds for desired, acceptable and preferred maximum distances to various services as shown in Table 3.1.

Table 3.1 Accessibility by Foot

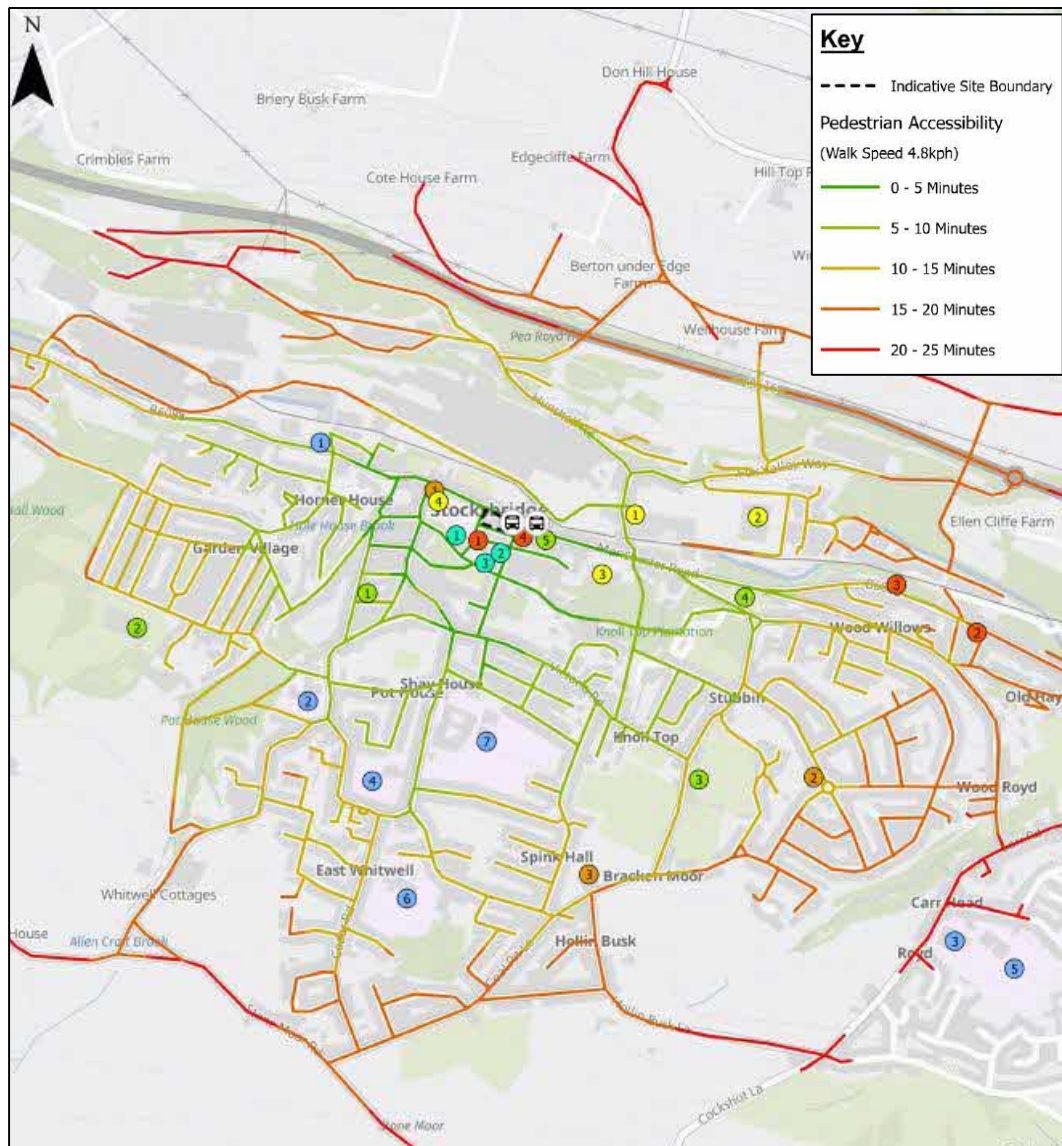
	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journey on Foot' published by CIHT

3.2.3 GIS Network Analyst software has been used to plot typical walk times (up to 25 mins), which equates to a 2km journey to walk as shown on Figure 3 and Image 3.1.



Image 3.1 Pedestrian Accessibility



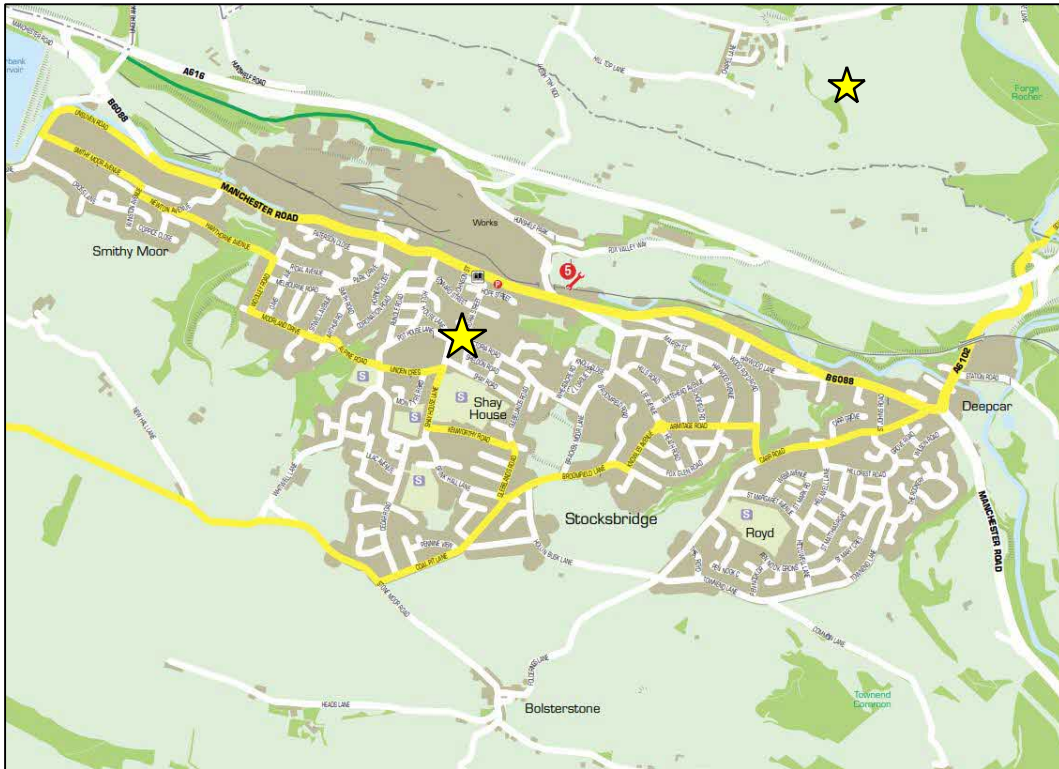
3.2.4 Figure 3 shows that within 2km of the Site, the majority of Stocksbridge can be accessed, which provides the opportunity for employees to walk to work and local residents to utilise the Community Hub. Given the town centre location, there are also a number of complimentary facilities within the surrounding area which will facilitate linked trips to the Community Hub.

3.2.5 It is therefore concluded that the proposed development will be provided with appropriate accessibility on foot to a range of services and facilities in accordance with national MFS and CIHT guidance.

3.3 ACCESSIBILITY BY CYCLE

3.3.1 An extract from Sheffield's Cycle Network map is shown in Image 3.2 with suggested cycle routes shown in yellow. Manchester Road is listed as a suggested cycle route.

Image 3.2 Sheffield Cycle Network



Source: www.sheffield.gov.uk

3.3.2 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Whilst, in terms of design guidance for cycle facilities, this LTN has now been superseded by LTN 1/20, there is no reason to suggest that the accepted cycle distances have changed.

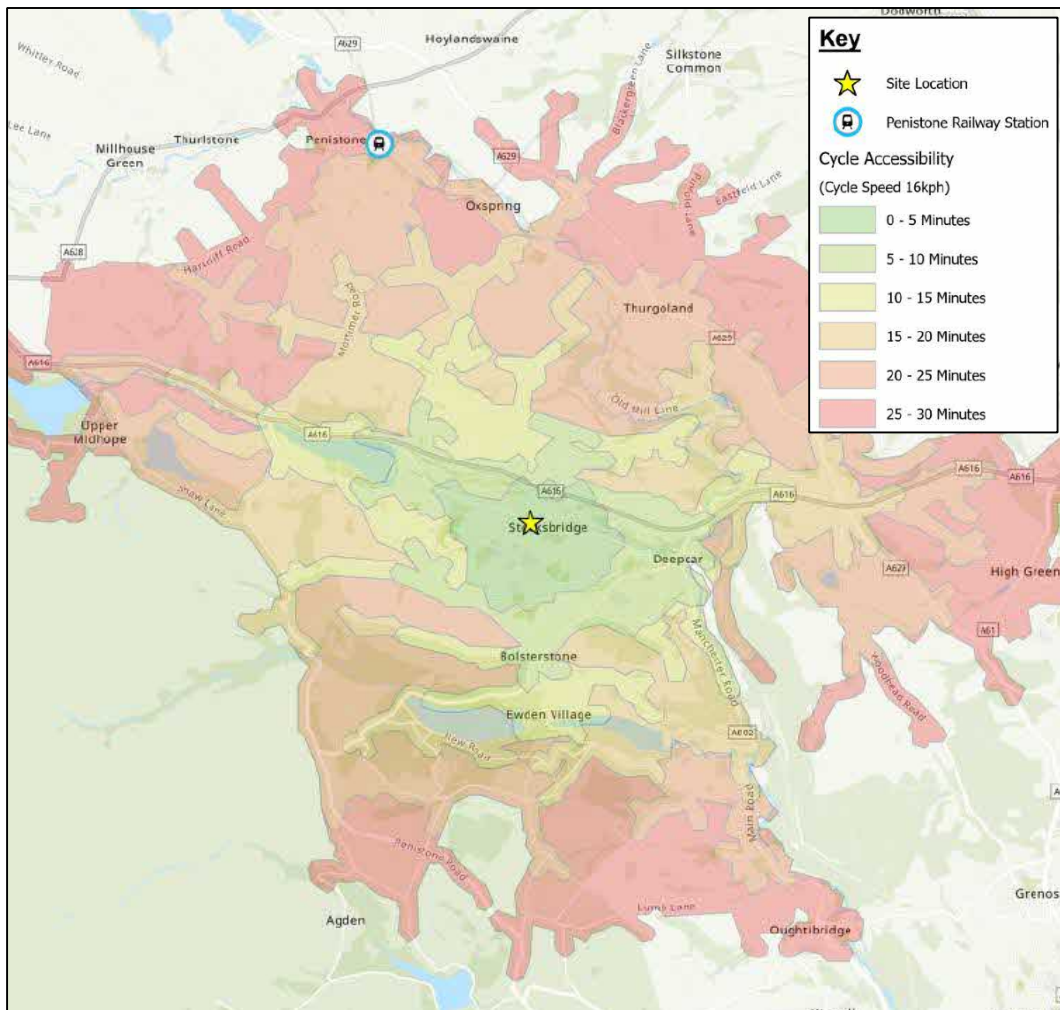
3.3.3 Furthermore 'Integrating Cycling into Development Proposals' published in 2008 by Cycling England states that:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed".

3.3.4 Using GIS Network Analyst software typical cycle times from the Site are shown on Figure 4 and Image 3.3.



Image 3.3 Cycle Accessibility



3.3.5 Figure 4 (Image 3.3) shows that:

The town of Stocksbridge can access the development within a 5-minute cycle journey;

The suburban areas of Thurgoland, Deep Car, Ewden Village, Bolsterstone, High Green are all within a 30 minute cycle time; and

Penistone Railway Station can be accessed within 30 minutes.

3.3.6 It is therefore concluded that the development will be provided with appropriate accessibility by cycle to a wide range of local services and facilities and within reach of a number of residential areas, many of which are within a short cycling distance.

3.4 ACCESSIBILITY BY BUS

3.4.1 The nearest bus stops to the site are located on Manchester Road. The westbound stop is located directly outside the proposed building, with the eastbound stop located a further 50 metres to the east. The westbound stop is recognised by a bus lay-by, shelter and timetable information and the eastbound stop is recognised by a shelter displaying a timetable and a bus cage.

3.4.2 To access the eastbound stop, pedestrians would cross Manchester Road by using the pelican crossing to the east where dropped kerbs and tactile paving are provided.

3.4.3 The bus stops are served by services 23, 26, 57 and 201. A summary of the services is provided in Table 3.2.

Table 3.2 Bus service Summary – Manchester Road

Service	Route	Days of Operation	Approximate Frequency	Time of Operation
23/23a	Barnsley (23a) - Gilroyd (23a) - Millhouse Green (23) - Penistone (23) - Thurgoland Crane Moor (23a) - Wortley (23, 23a) - Deepcar (23, 23a) - Stocksbridge (23,23a)	Monday - Friday	120 minutes	08:52 – 16:10
		Saturday	120 minutes	08:52 – 16:10
		Sunday	No Service	
26/26a	Thurgoland - Crane Moor (26) - Wortley (26) - Stocksbridge (Fox Valley) - Cubley (26) - Penistone (26) - Midhoptstones (26a) - Langsett (26a) - Holmfirth (26a)	Monday - Friday	Hourly	07:30 – 16:29
		Saturday	No service	
		Sunday	No service	
57/57a	Sheffield - Hillsborough - Middlewood - Wadsley (57a) - Oughtbridge - Wharnccliffe Side (57) - Deepcar - Stocksbridge	Monday - Friday	30 minutes	04:38 – 23:41
		Saturday	30 minutes	06:18 – 23:41
		Sunday	120 minutes	06:29 – 23:25
201	Chapelton - Tankersley - Stocksbridge	Monday - Friday	Hourly	07:15 – 18:35
		Saturday	Hourly	08:25 – 18:03
		Sunday	No Service	

3.4.4 The combined services operating from Manchester Road provide a minimum of 4 services an hour throughout Monday – Friday to destinations including neighbouring village of Deepcar and Sheffield City Centre.

3.4.5 It is therefore concluded that the development has appropriate accessibility by public transport to local destinations which include a vast range of residential areas from which employees may travel using public transport.

3.5 ACCESSIBILITY SUMMARY

3.5.1 It is concluded that the development will be provided with appropriate accessibility on foot, by bicycle and on public transport from local destinations which include a vast range of residential areas.



4. Development Proposals

4.1 INTRODUCTION

4.1.1 This section of the report provides details of the proposed development including the uses of the Site, access and servicing arrangements.

4.2 DEVELOPMENT PROPOSALS

4.2.1 The scheme proposals are illustrated on the Coda Architecture floor plans contained at Appendix A.

4.2.2 The existing buildings will be demolished, and a new purpose-built building will be constructed and occupied by a library, café (which will be externally managed), and office space.

4.2.3 The proposed new building will be made up of four floors. A breakdown of each floor, including the floorspace is shown in Table 4.1.

Table 4.1 Community Hub – Floor Space

Use Class	Occupier	Floor Space
Lower Ground Floor		
Class F1(d)	Library – Sheffield City Council	499sqm
Entrance lobby & entrance area	N/A	N/A
Class E(g)(i) Office Space	Ancillary to Library or workspace	104sqm
Class E(b) Sale of food/drink	Café	147sqm
Upper Ground Floor		
Bike store, changing room, bin store	N/A	N/A
First Floor		
Class E(g)(i) Office space	Workspace	894sqm
Second Floor		
Class E(g)(i) Office space	Northern College	422sqm

4.3 ACCESS

4.3.1 There is no direct vehicular access to the proposed building. Access on foot is to be taken from Manchester Road, whereby there is an entrance directly into the library, into an entrance lobby or into the café.

4.3.2 For cyclists, users will be able to enter into the bike storage area to the rear of the building using a fob.

4.4 SERVICING

4.4.1 The Site is designed to ensure that the movements of service and refuse vehicles can be appropriately accommodated and the Site has been designed with the bin collection at the rear of the building. Refuse collections, servicing and delivery vehicles will continue service the Site via Button Row where the existing loading bay will be retained.

4.4.2 It is not anticipated that the servicing demand will materially change between the existing and proposed scenarios.



4.5 CAR PARKING

4.5.1 In order to discourage car use and due to the Site's town centre location there is no specific requirement to provide dedicated car parking for the proposed uses. Should visitors choose to travel by car, there are a number of existing public car parks and on street parking within close proximity of the Site as summarised within Table 4.2.

Table 4.2 Public Parking Locations

Parking Location	Restrictions
On Street Parking	
Button Row	Monday – Saturday 8am – 6:30pm 1 hour
Johnson Street	Monday – Saturday 8am – 6:30pm 1 hour
Manchester Road	Monday – Saturday No waiting 8am to 6:30pm, along Site frontage, with sections of on street parking to the east and west of the Site.
Car Park	
Edward Street	Free parking
Hope Street	Free parking

4.5.2 It is also worth noting that a high proportion of trips to the Community Hub are also likely to be associated with other town centre visits such as to a supermarket, therefore a high proportion of linked trips would be expected.

4.6 CYCLE PARKING

4.6.1 The Site will provide 52 cycle spaces in the form of double stacked stands, which will be accessed by a fob. There will be 10 external Sheffield Stands for short stay visitors.



5. Conclusions

5.1.1 Optima has been appointed to produce this Transport Statement in support of a planning application for the proposed Community Hub, Manchester Road, Stocksbridge, Sheffield. This TS supports a full planning application submitted on behalf of Sheffield City Council.

5.1.2 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is located in a sustainable location that is accessible with good public transport, cycle and pedestrian links. This provision provides staff and visitors with opportunities to travel via alternatives modes of transport and help to minimise trips by the private car.

5.1.3 Personal injury collision information has been interrogated and concludes that there are no specific causes of concern.

5.1.4 Due to the Site's accessibility to both local facilities and public transport links, no car parking will be provided for the Community Hub. There are a number of existing car parks within close proximity of the Site for staff and visitors traveling by car.

5.1.5 It is also worth noting that a high proportion of trips to the Community Hub are also likely to be associated with other town centre visits such as a supermarket, therefore a degree of linked trips would be expected.

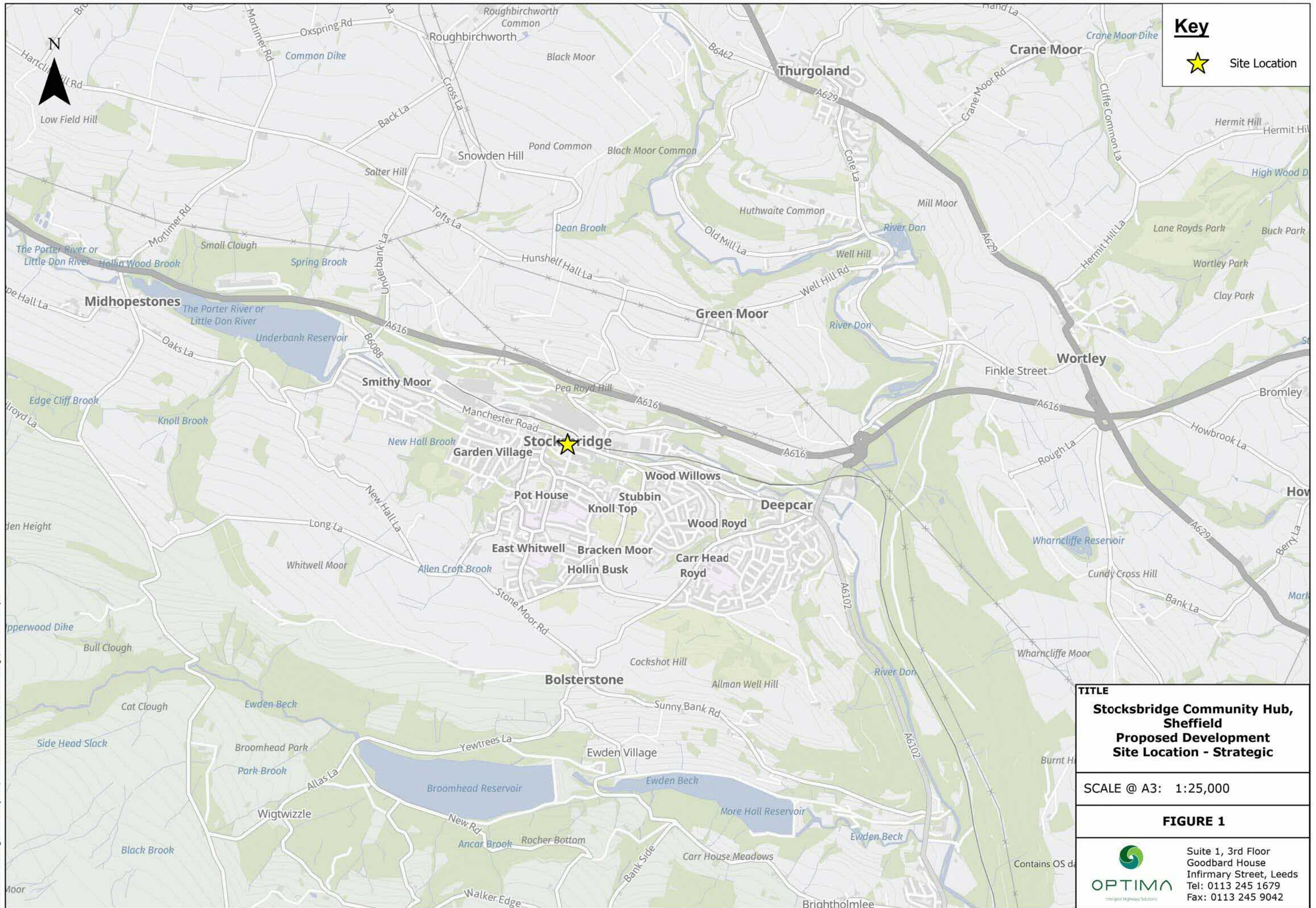
5.1.6 Appropriate servicing facilities are retained to the rear of the building.

5.1.7 It is therefore concluded that there are no highway or transport related issues that prevent the proposed development from being granted full planning permission.



Figures





Key

★ Site Location

TITLE
**Stocksbridge Community Hub,
 Sheffield**
**Proposed Development
 Site Location - Strategic**

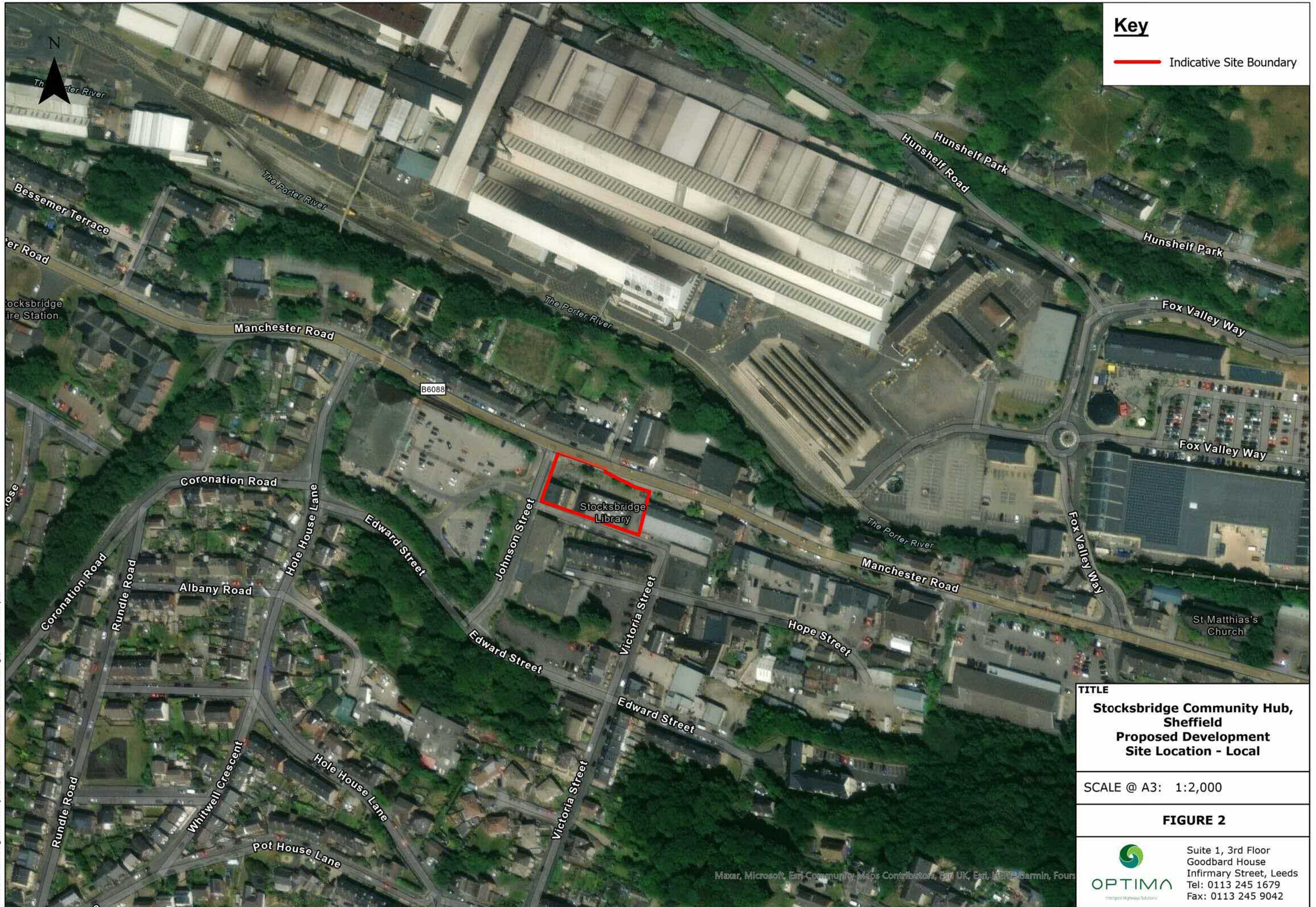
SCALE @ A3: 1:25,000

FIGURE 1



Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042

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Key

— Indicative Site Boundary

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TITLE
**Stocksbridge Community Hub,
 Sheffield**
**Proposed Development
 Site Location - Local**

SCALE @ A3: 1:2,000

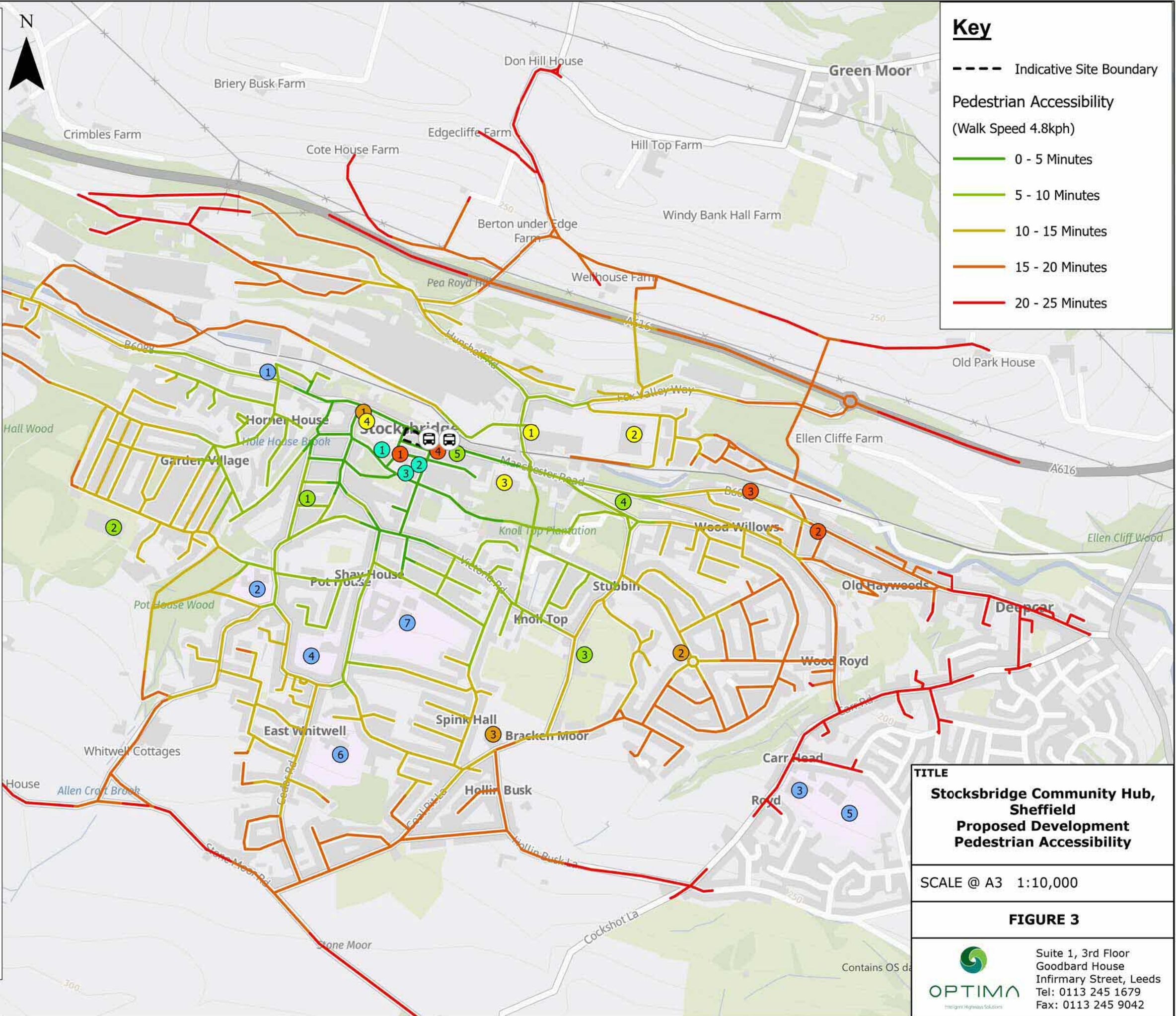
FIGURE 2

 Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042






Maxar, Microsoft, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Fours

Facilities

-  Nearest Bus Stops
- Car Parks**
-  Johnson Street Car Park
-  Hope Valley Car Park
-  Edward Street Car Park
- Education**
-  Early Steps Nursery
-  Stocksbridge Nursery & Infant School
-  Royd Nursery Infant School
-  St Ann's Catholic Primary School
-  Deepcar St John's CoFE Junior School
-  Stocksbridge Junior School
-  Stocksbridge High School
- Health**
-  Valley Medical Centre & Allied Pharmacy
-  Deepcar Medical Centre & Pharmacy
-  Deepcar Dental Practice
-  Well Pharmacy - Stocksbridge
- Recreation**
-  Rundle Road Park
-  Stocksbridge Community Leisure Centre
-  Stocksbridge Park Steels FC & Playing Fields
-  Stocksbridge Clocktower Gardens
-  Vision Fit Gym
- Retail**
-  Fox Valley Shopping Centre
-  Aldi
-  Lidl
-  Co-op Food - Stocksbridge
- Services**
-  Stocksbridge Post Office
-  Lee Avenue Post Office
-  Stocksbridge Youth Centre



Key

-  Indicative Site Boundary
- Pedestrian Accessibility**
(Walk Speed 4.8kph)
-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes

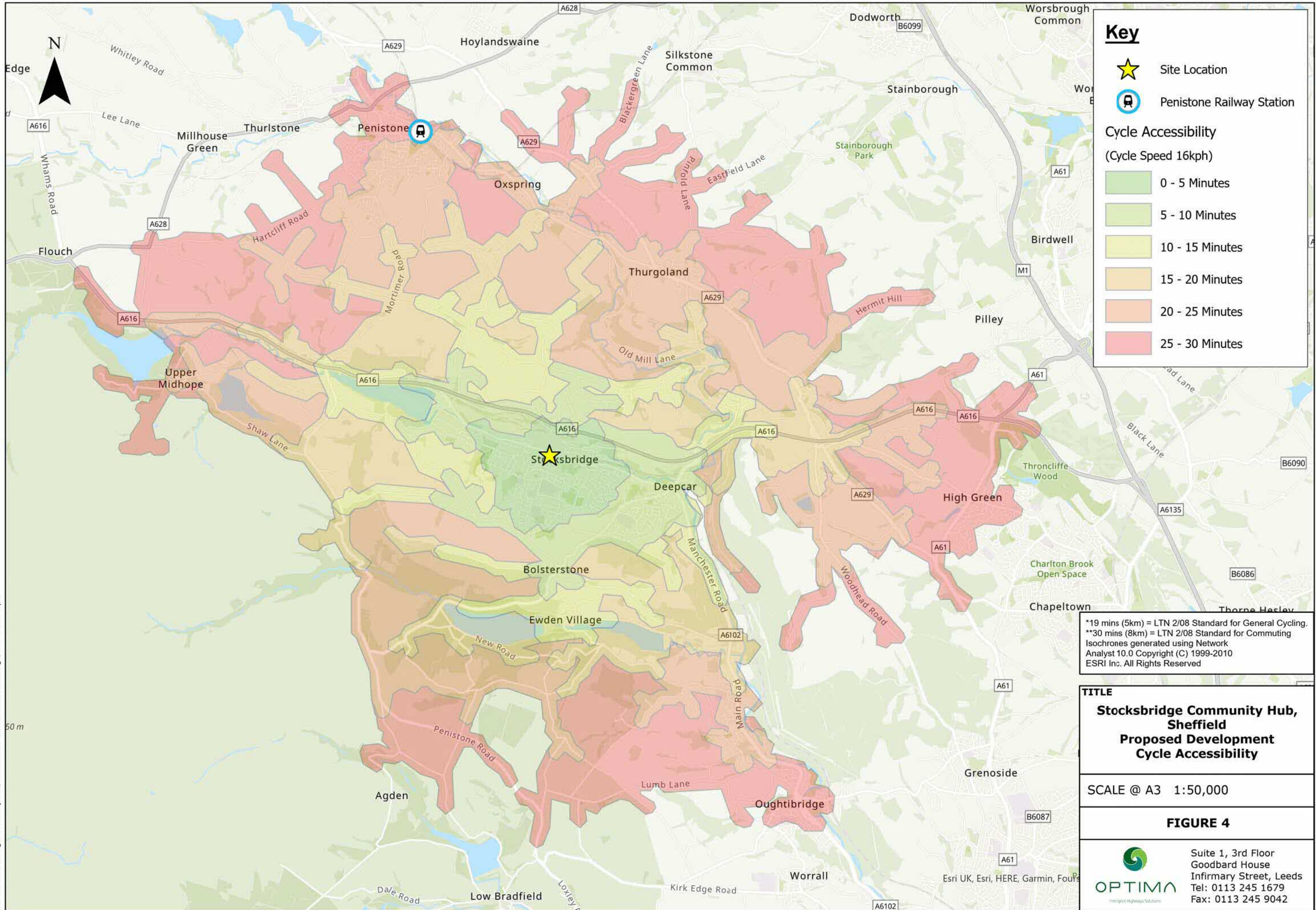
TITLE
Stocksbridge Community Hub, Sheffield
Proposed Development
Pedestrian Accessibility

SCALE @ A3 1:10,000



FIGURE 3

 Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042

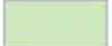
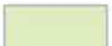

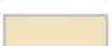

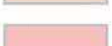
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Key

-  Site Location
-  Penistone Railway Station

Cycle Accessibility
(Cycle Speed 16kph)

-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes
-  25 - 30 Minutes

*19 mins (5km) = LTN 2/08 Standard for General Cycling.
 **30 mins (8km) = LTN 2/08 Standard for Commuting
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TITLE
**Stocksbridge Community Hub,
 Sheffield
 Proposed Development
 Cycle Accessibility**

SCALE @ A3 1:50,000

FIGURE 4



Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042

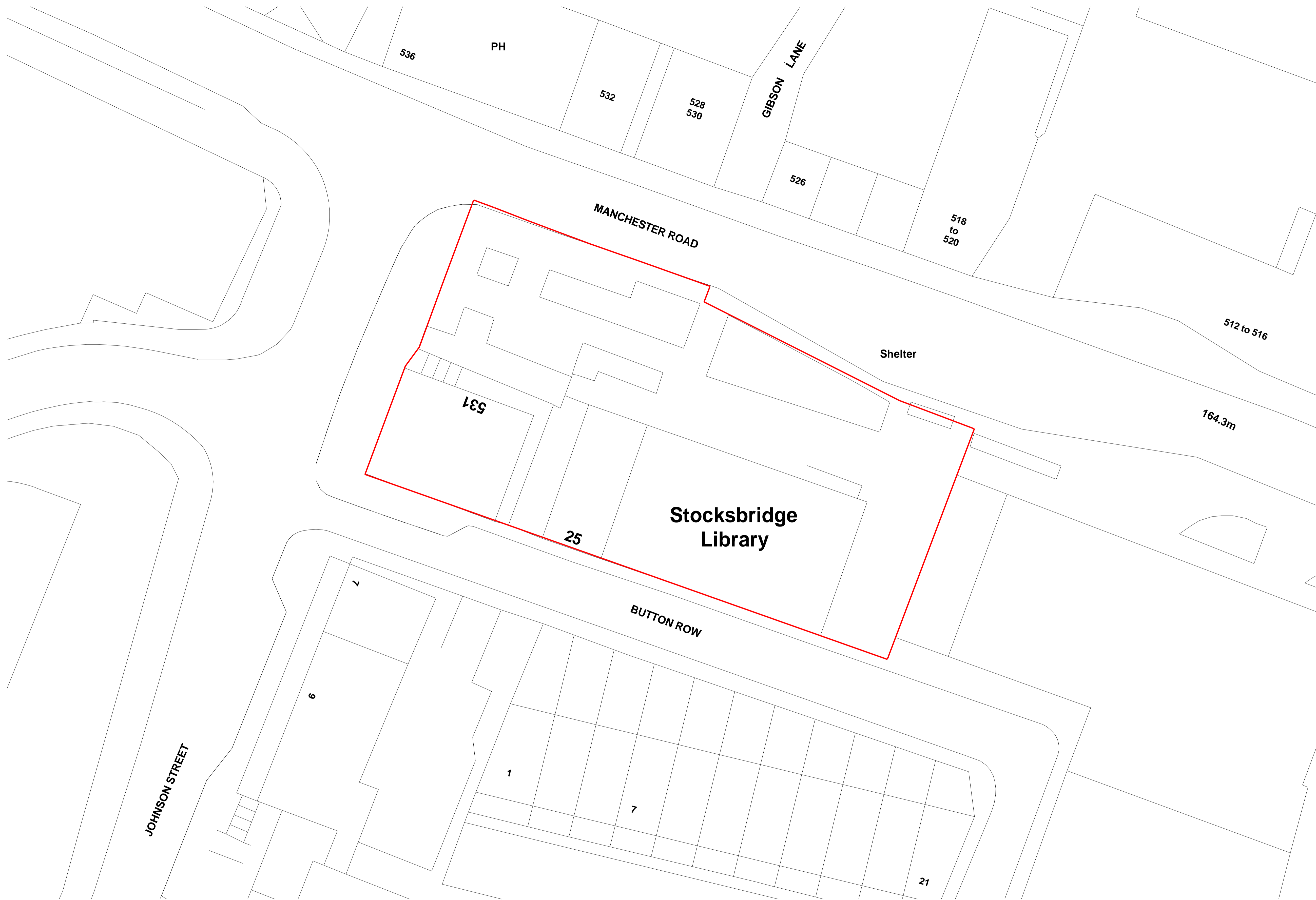
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Appendices

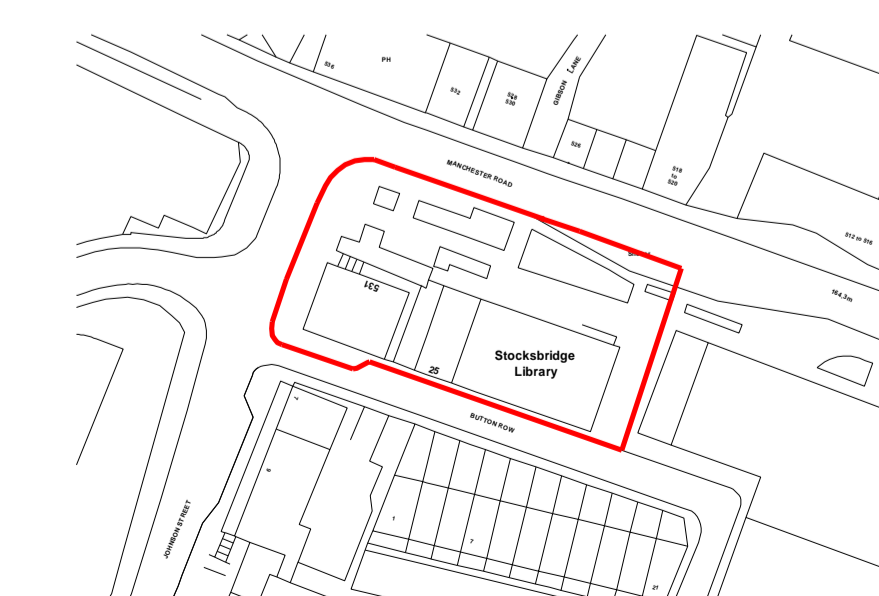
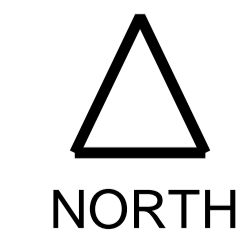


Appendix A Proposed Floor Plan (CODA Architecture)





EXISTING SITE PLAN
1 : 200



EXISTING LOCATION PLAN
1 : 1250

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Revision	Date	Drawn	Checked
A	27-10-23	KE	JH
B	15-11-23	KE	JH

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE FOLLOWING SERIES

00 FEASIBILITY	19 INTERNAL DETAILS
01 EXISTING SITE	20 LIFT AND STAIRS
02 EXISTING PLANS	21 ROOF DETAILS
03 EXISTING ELEVATIONS	22 WINDOW PACKAGE
04 EXISTING SECTIONS	23 DOOR PACKAGE
05 PROPOSED SITE	24 METAL WORK
06 PROPOSED PLANS	25 FACADES
07 PROPOSED ELEVATIONS	26 EXTERNALS PACKAGE
08 PROPOSED SECTIONS	27 BATHROOM PACKAGE
09 PLANNING DETAILS	28 KITCHEN PACKAGE
10 DEMOLITION	29 WAYFINDING
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16 GROUND WORKS DETAIL	35 PRIVATE CEILINGS
17 SUPERSTRUCTURE DETAILS	36 LEGAL PACKAGE
18 MASONRY	50 DOCUMENTS



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Project
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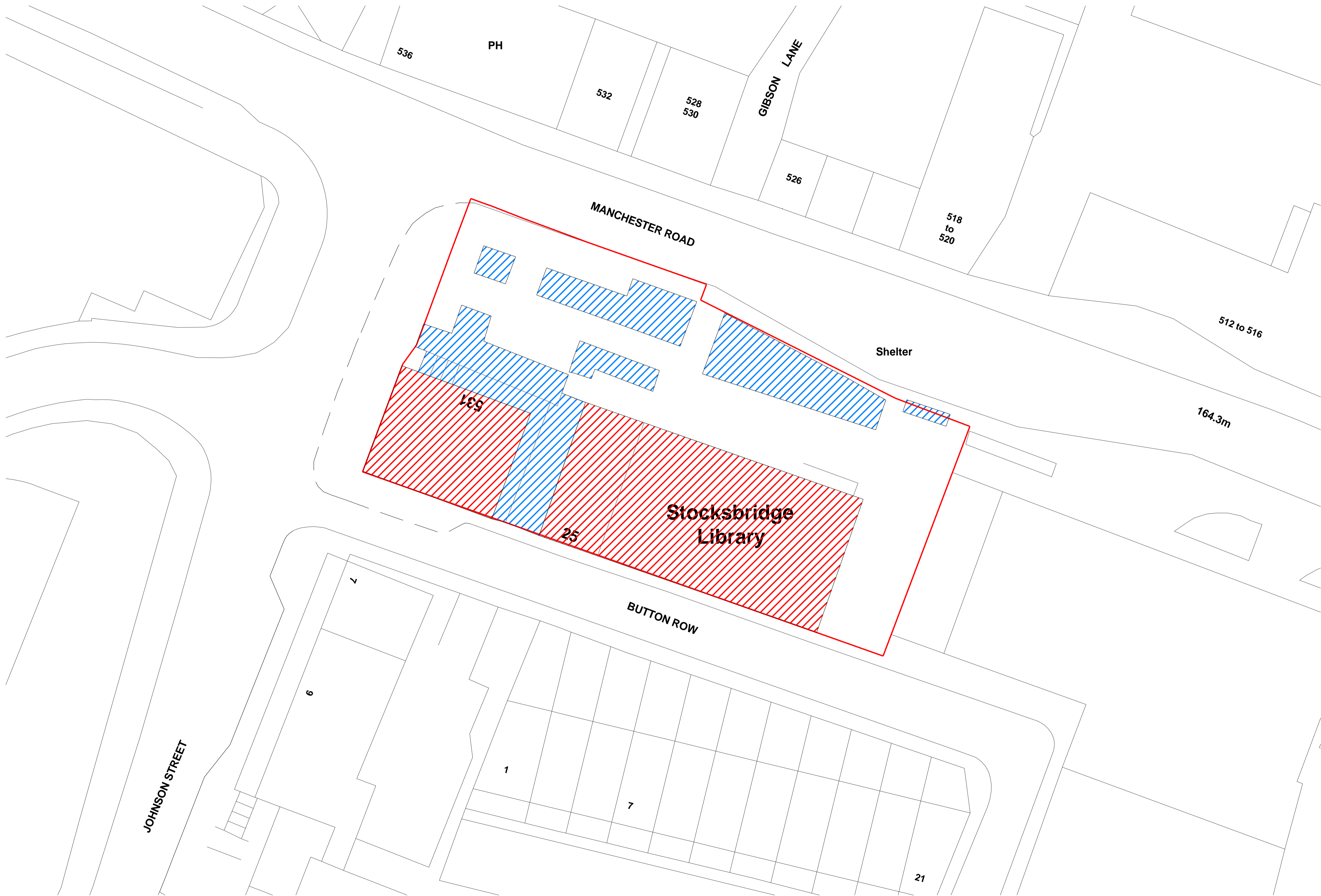
Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	As indicated

Title
Existing Site Plan

Suitability Code
A1

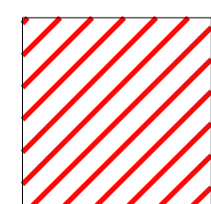
Drawing No
PC06176

Project Originator Volume Level Type Role Number Revision
CDA AA ZZ DR A 00001 B

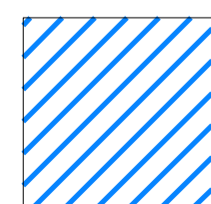


DEMOLITION PLAN

1 : 200



INDICATES BUILDING TO BE DEMOLISHED



INDICATES LANDSCAPING TO BE REMOVED

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Revision	Date	Drawn	Checked
A	27-10-23	KE	JH
B	15-11-23	KE	JH

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE FOLLOWING SERIES

00 FEASIBILITY	19 INTERNAL DETAILS
01 EXISTING SITE	20 LIFT AND STAIRS
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KE	JH	15-11-23	1 : 200

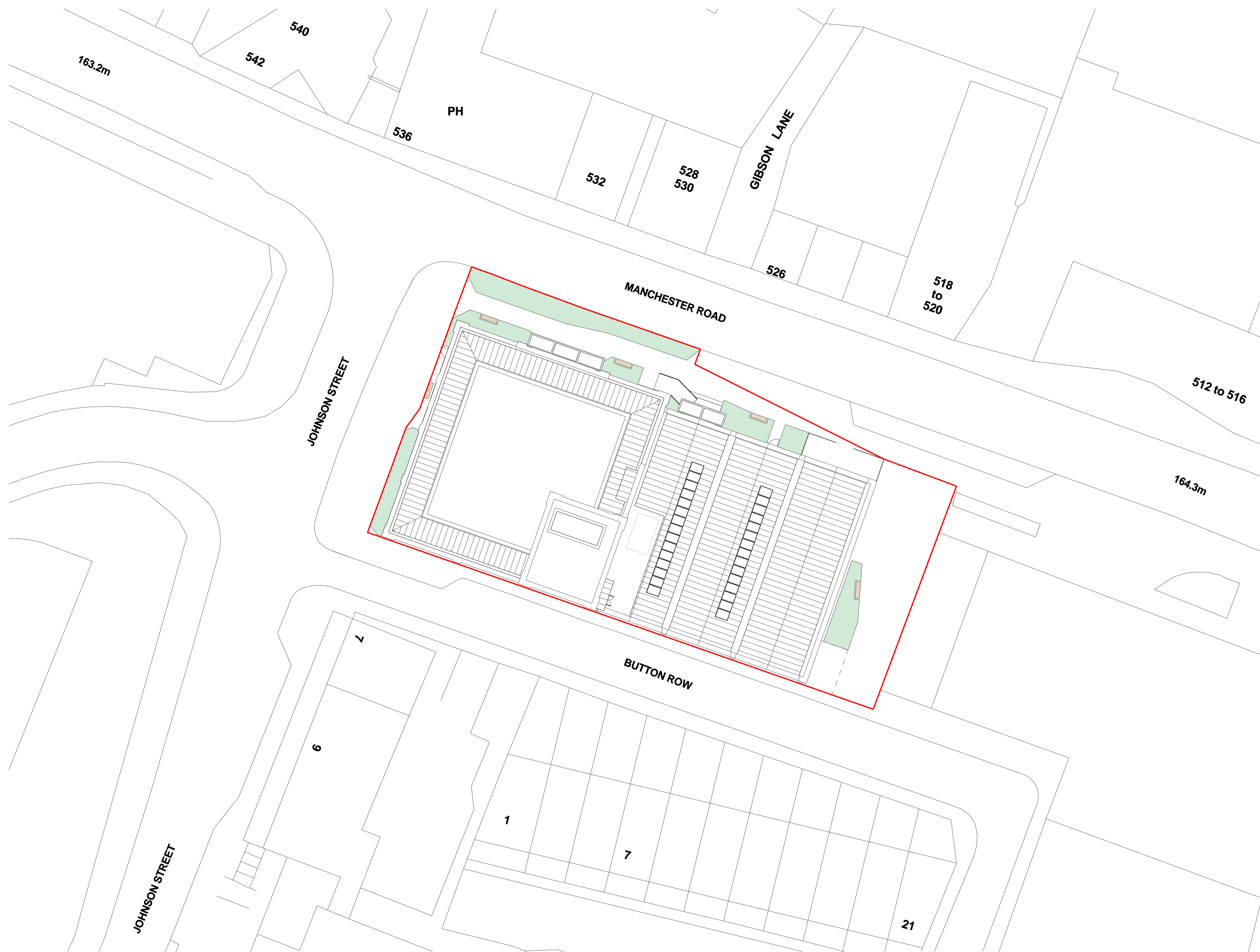
Title
Proposed Demolition Plan

Suitability Code
A1

Purpose for issue
PLANNING

Drawing No
PC06176 - CDA - AA - ZZ - DR - A - 15001

Project Originator Volume Level Type Role Number Revision



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A	08-08-23	KE	JH
B	12-09-23	KE	JH
C	27-10-23	KE	JH
D	15-11-23	KE	JH

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Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	1:200

Title
Proposed Site Plan

Suitability Code
A1 Purpose for issue
PLANNING

Drawing No
PC06176 - CDA - AA - ZZ - DR - A - 00002 - D

Project Originator Volume Level Type Role Number Revision

PROPOSED SITE PLAN
1 : 200



MANCHESTER ROAD



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D	15-11-23	KE	JH

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Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	1 : 100

Title
Lower Ground Floor GA Plan

Suitability Code
A1

Purpose for issue
PLANNING

Drawing No
PC06176 - CDA - AA - L1 - DR - A - 00101

Project Originator Volume Level Type Role Number Revision

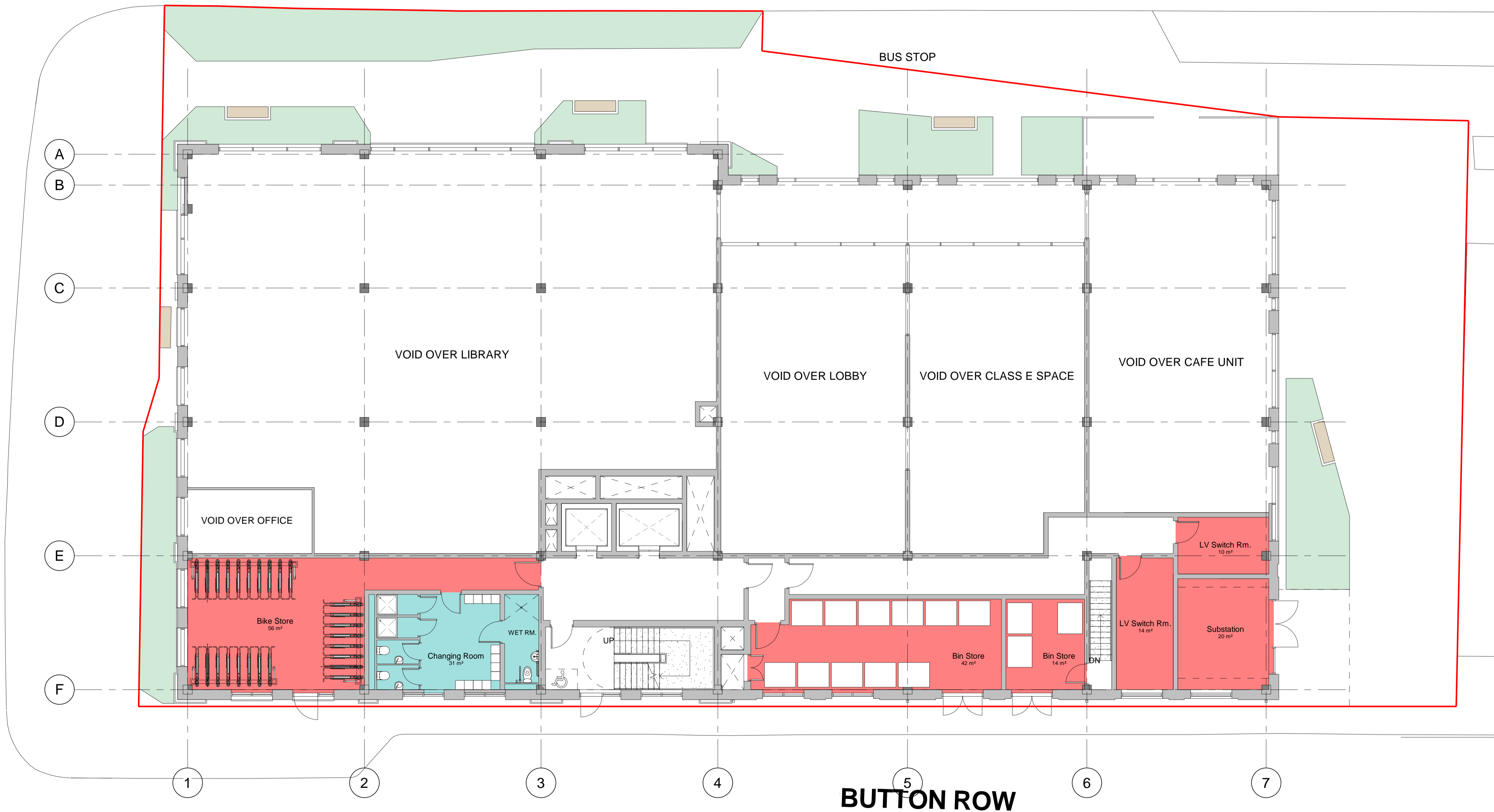
LOWER GROUND FLOOR

1 : 100

MANCHESTER ROAD

BUS BAY

BUS STOP



BUTTON ROW

UPPER GROUND FLOOR
1 : 100

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D	15-11-23	KE	JH

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Drawn	Checked	Date	Scale @ A1
KE	MB	15-11-23	1 : 100

Title
Upper Ground Floor GA Plan

Suitability Code
A1 Purpose for issue
PLANNING

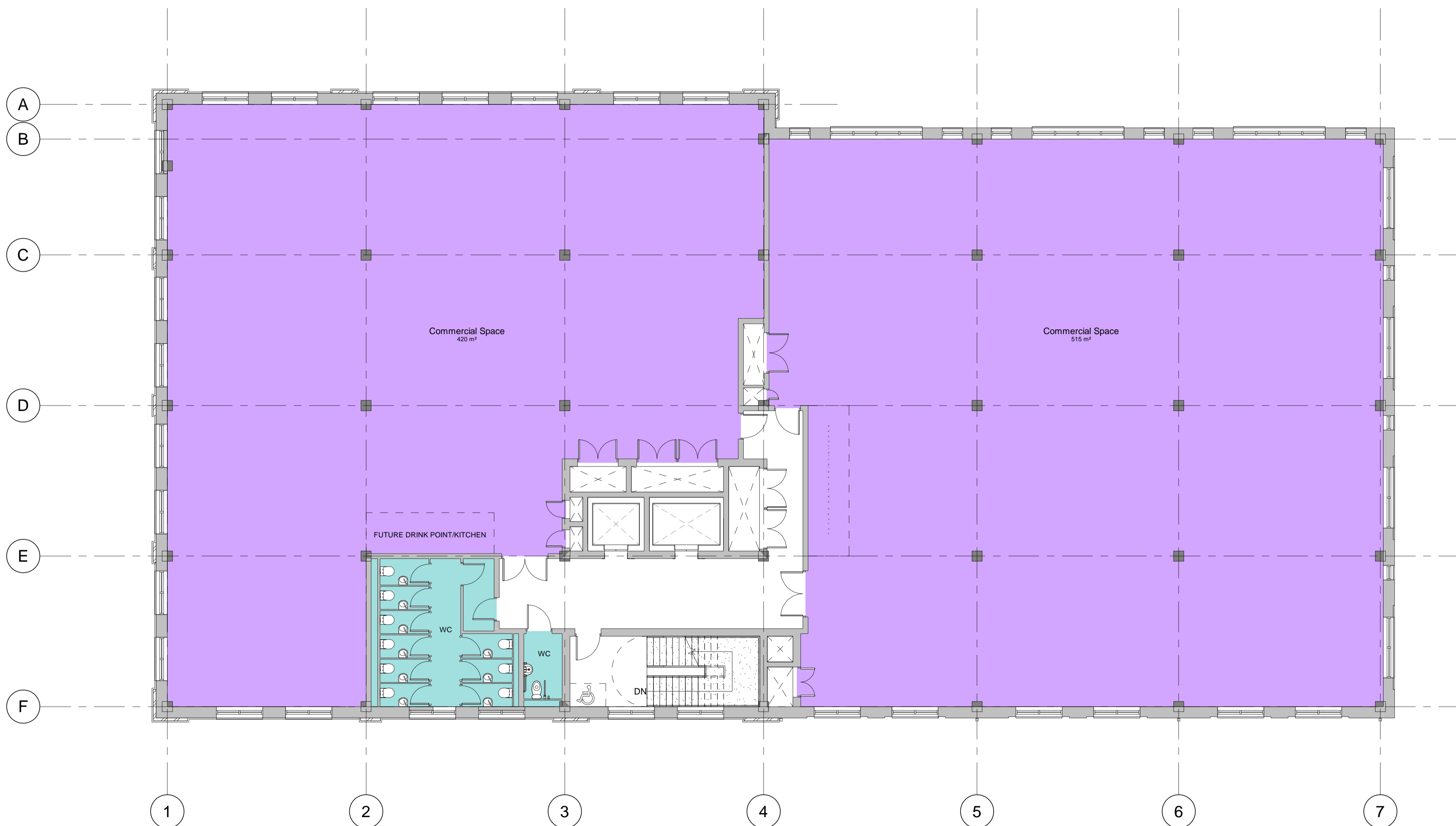
Drawing No
PC06176 - CDA - AA - 00 - DR - A - 00102 - D

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C	27-10-23	KE	JH
D	15-11-23	KE	JH



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|-----------------------------|------------------------|
| 00 FEASIBILITY | 19 INTERNAL DETAILS |
| 01 EXISTING SITE | 20 LIFT AND STAIRS |
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| 18 MASONRY | 50 DOCUMENTS |



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KE	MB	15-11-23	1 : 100

Title
First Floor GA Plan

Suitability Code
A1

Purpose for issue
PLANNING

Drawing No
PC06176 - CDA - AA - 01 - DR - A - 00103 - D

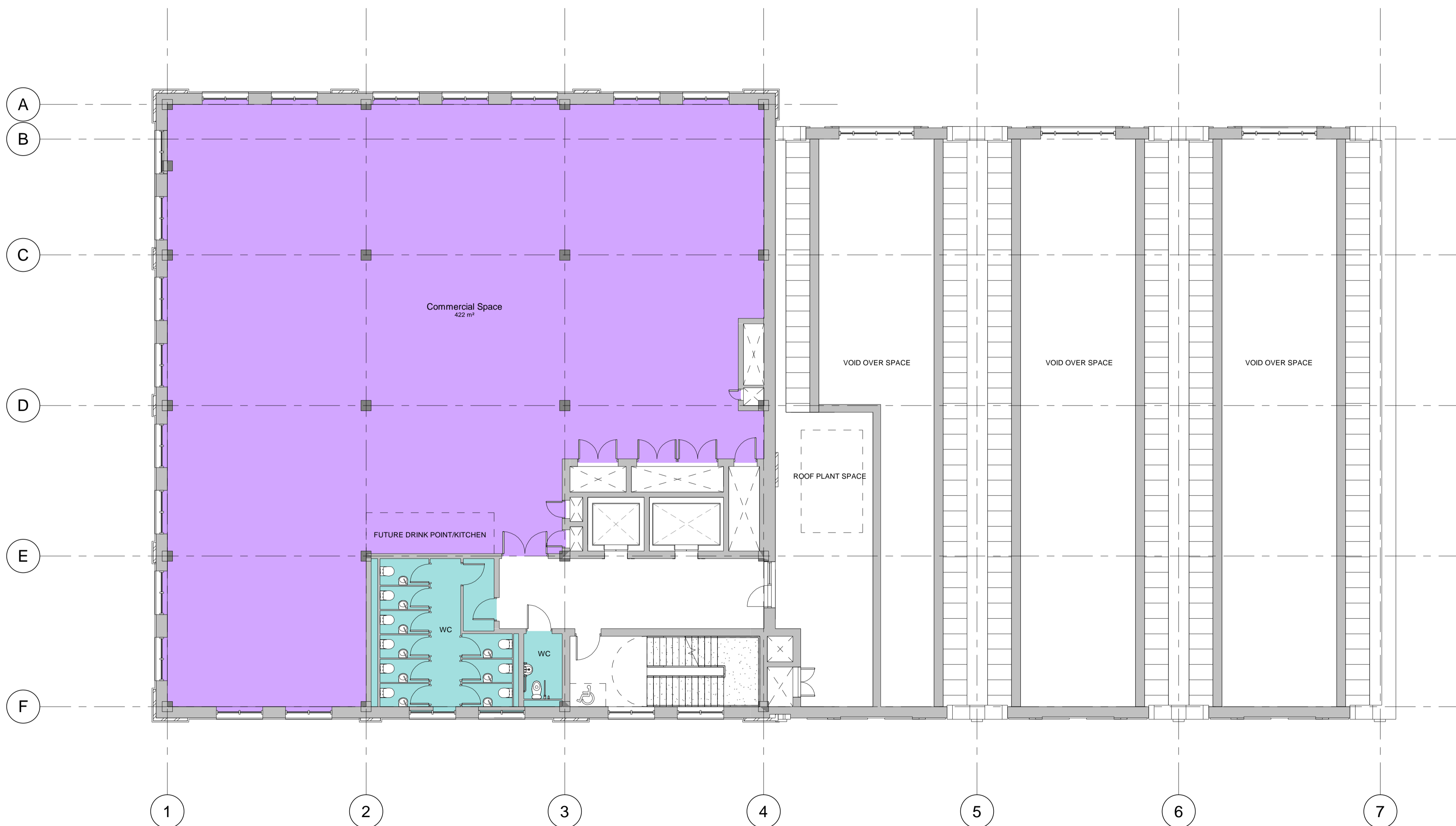
Project Originator Volume Level Type Role Number Revision

PROPOSED FIRST FLOOR
1 : 100

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D	15-11-23	KE	JH



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Drawn	Checked	Date	Scale @ A1
KE	MB	15-11-23	1 : 100

Title
Second Floor GA Plan

Suitability Code
A1

Drawing No
PC06176 - CDA - AA - 02 - DR - A - 00104 - D

Project Originator Volume Level Type Role Number Revision

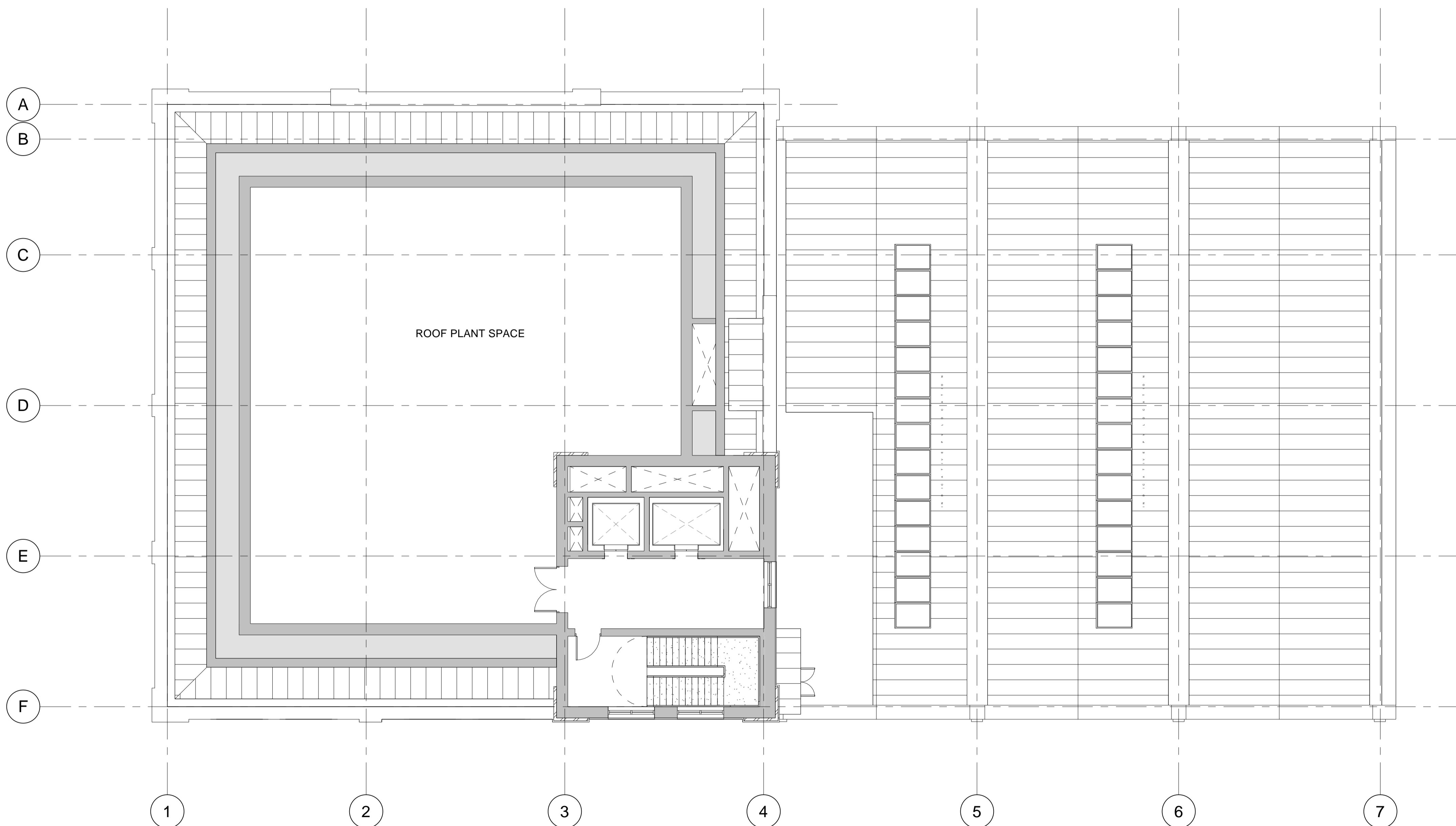
PROPOSED SECOND FLOOR
1 : 100

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C	27-10-23	KE	JH
D	15-11-23	KE	JH



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- | | |
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| 18 MASONRY | 50 DOCUMENTS |

PROPOSED ROOF LEVEL
1 : 100



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Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	1 : 100

Title
Roof GA Plan

Suitability Code
A1

Purpose for issue
PLANNING

Drawing No
PC06176 - CDA - AA - R1 - DR - A - 00105 - D

Project Originator Volume Level Type Role Number Revision

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PROPOSED NORTH EAST ELEVATION
1 : 100



PROPOSED NORTH WEST ELEVATION
1 : 100

Revision	Date	Drawn	Checked
A	08-08-23	KE	JH
B	12-09-23	KE	JH
C	27-10-23	KE	JH
D	15-11-23	KE	JH

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Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	1 : 100

Title
Proposed Elevations

Suitability Code
A1

Drawing No
PC06176 - CDA - AA - XX - DR - A - 00301

Project Originator Volume Level Type Role Number Revision

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PROPOSED SOUTH WEST ELEVATION
1 : 100



PROPOSED SOUTH EAST ELEVATION
1 : 100

Revision	Date	Drawn	Checked
A	08-08-23	KE	JH
B	12-09-23	KE	JH
C	27-10-23	KE	JH
D	15-11-23	KE	JH

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Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	1 : 100

Title
Proposed Elevations

Suitability Code
A1

Drawing No
PC06176 - CDA - AA - XX - DR - A - 00302 - D

Project Originator Volume Level Type Role Number Revision



MANCHESTER ROAD CONTEXT ELEVATION

1 : 200



JOHNSON STREET CONTEXT ELEVATION

1 : 200



BUTTON ROW CONTEXT ELEVATION

1 : 200

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A	27-10-23	KE	JH
B	15-11-23	KE	JH

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02 EXISTING PLANS	21 ROOF DETAILS
03 EXISTING ELEVATIONS	22 WINDOW PACKAGE
04 EXISTING SECTIONS	23 DOOR PACKAGE
05 PROPOSED SITE	24 METAL WORK
06 PROPOSED PLANS	25 FACADES
07 PROPOSED ELEVATIONS	26 EXTERNALS PACKAGE
08 PROPOSED SECTIONS	27 BATHROOM PACKAGE
09 PLANNING DETAILS	28 KITCHEN PACKAGE
10 DEMOLITION	29 WAYFINDING
11 FIRE STRATEGY	30 COMMUNAL ELECTRICAL
12 SETTING OUT	31 PRIVATE ELECTRICAL
13 APARTMENT SETTING OUT	32 COMMUNAL FINISHES
14 WALL AND PARTITION TYPES	33 PRIVATE FINISHES
15 FLOOR AND ROOF TYPES	34 COMMUNAL CEILINGS
16 GROUND WORKS DETAIL	35 PRIVATE CEILINGS
17 SUPERSTRUCTURE DETAILS	36 LEGAL PACKAGE
18 MASONRY	50 DOCUMENTS



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Sheffield City Council Capital Delivery Service

Project
Stocksbridge Towns Fund Community Hub

Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	1 : 200

Title
Proposed Context Elevations

Suitability Code
A1

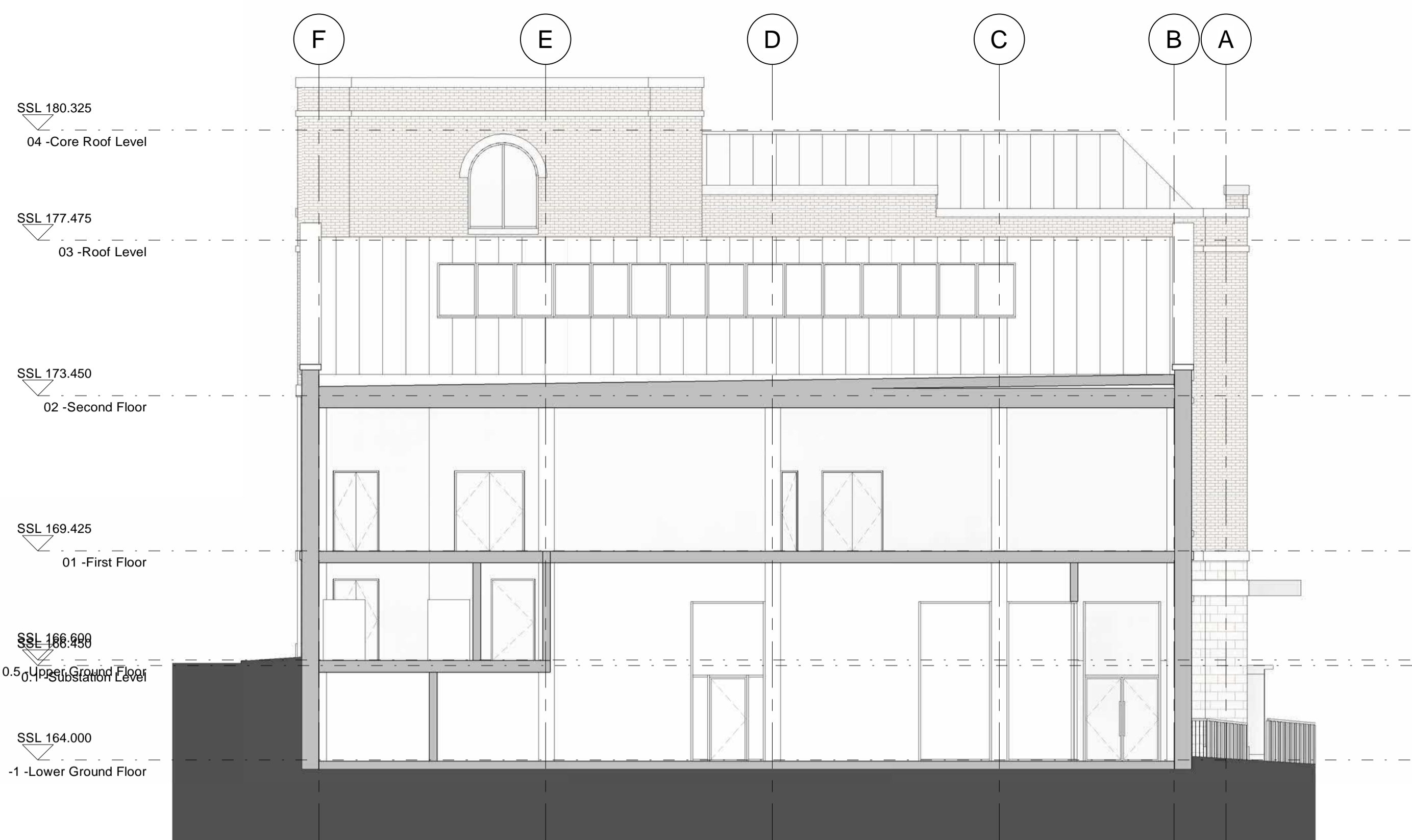
Drawing No
PC06176 - CDA - AA - XX - DR - A - 00303

Project Originator Volume Level Type Role Number Revision

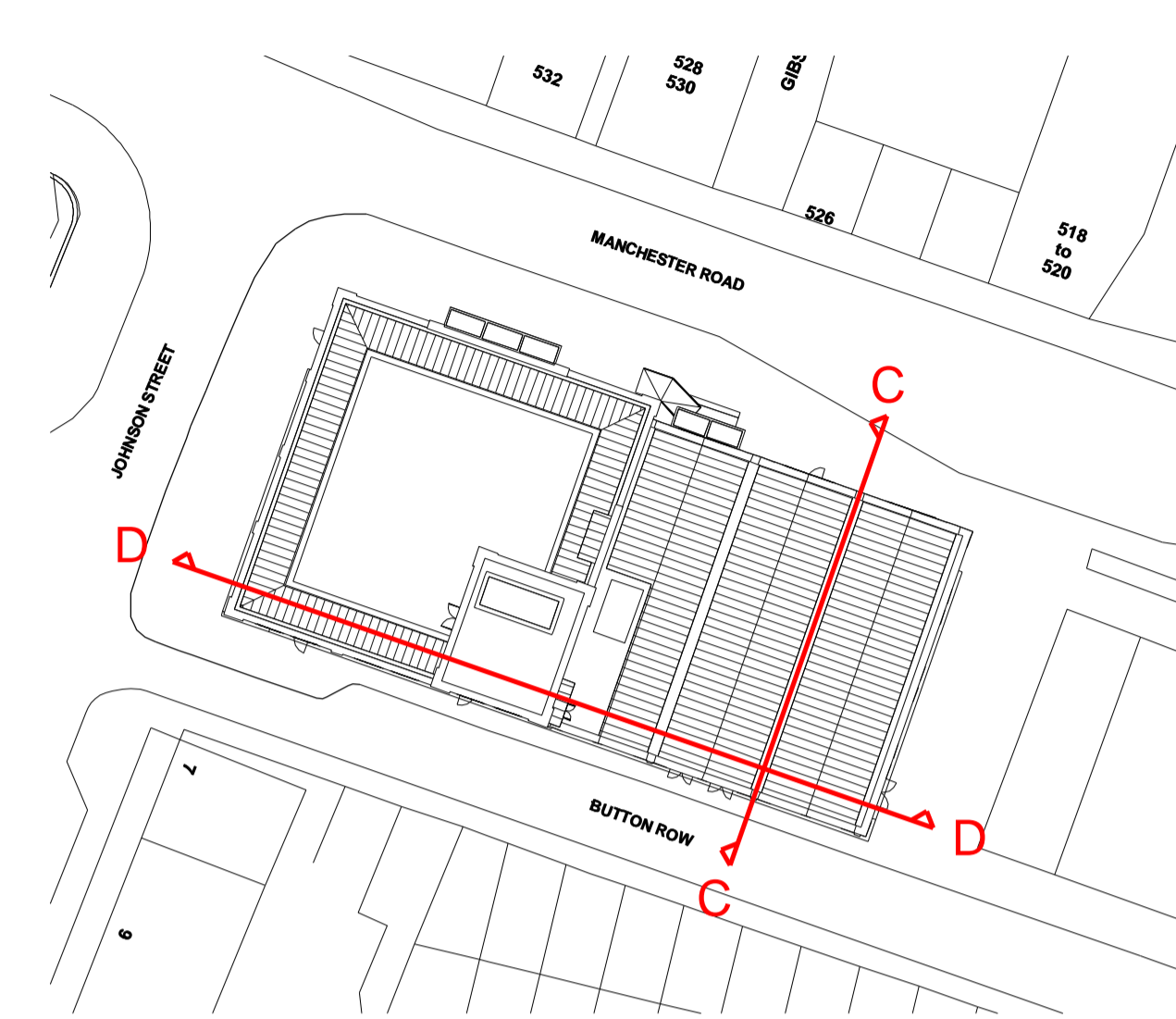
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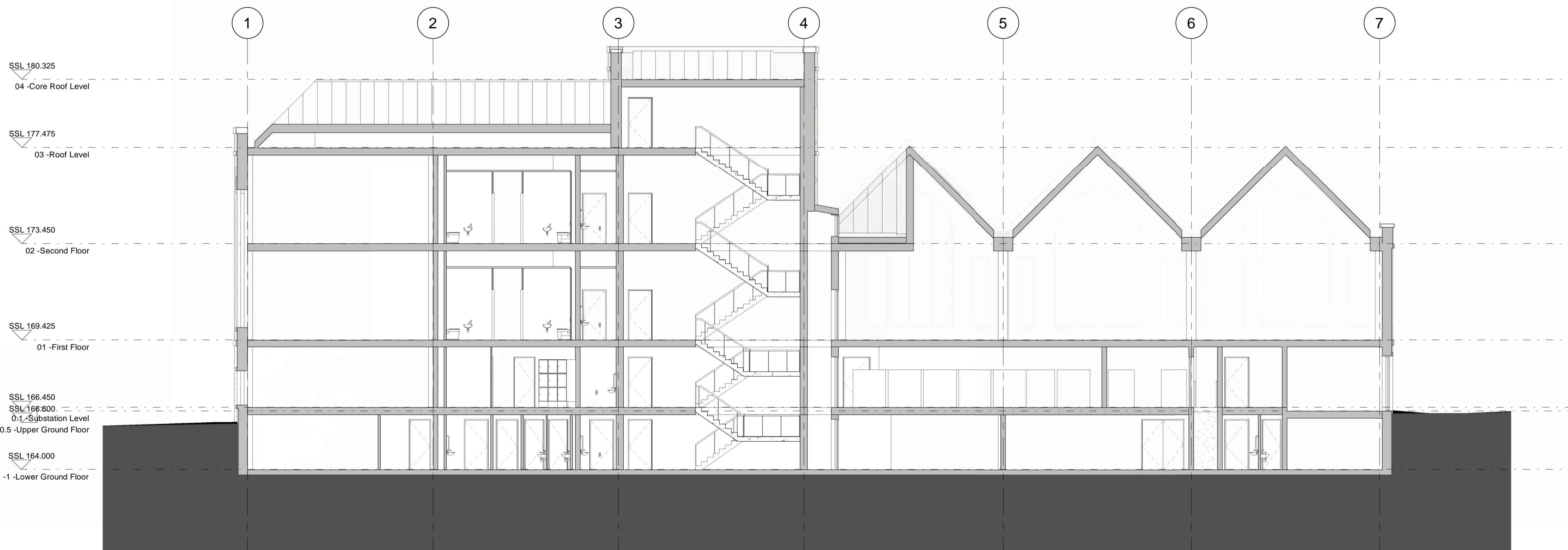
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C-C SECTION
1 : 100



Revision	Date	Drawn	Checked
A	08-08-23	KE	JH
B	12-09-23	KE	JH
C	27-10-23	KE	JH
D	15-11-23	KE	JH



D-D SECTION
1 : 100

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE FOLLOWING SERIES

00 FEASIBILITY	19 INTERNAL DETAILS
01 EXISTING SITE	20 LIFT AND STAIRS
02 EXISTING PLANS	21 ROOF DETAILS
03 EXISTING ELEVATIONS	22 WINDOW PACKAGE
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Drawn	Checked	Date	Scale @ A1
KE	JH	15-11-23	As indicated

Title
Proposed Sections

Suitability Code
A1

Purpose for issue
PLANNING

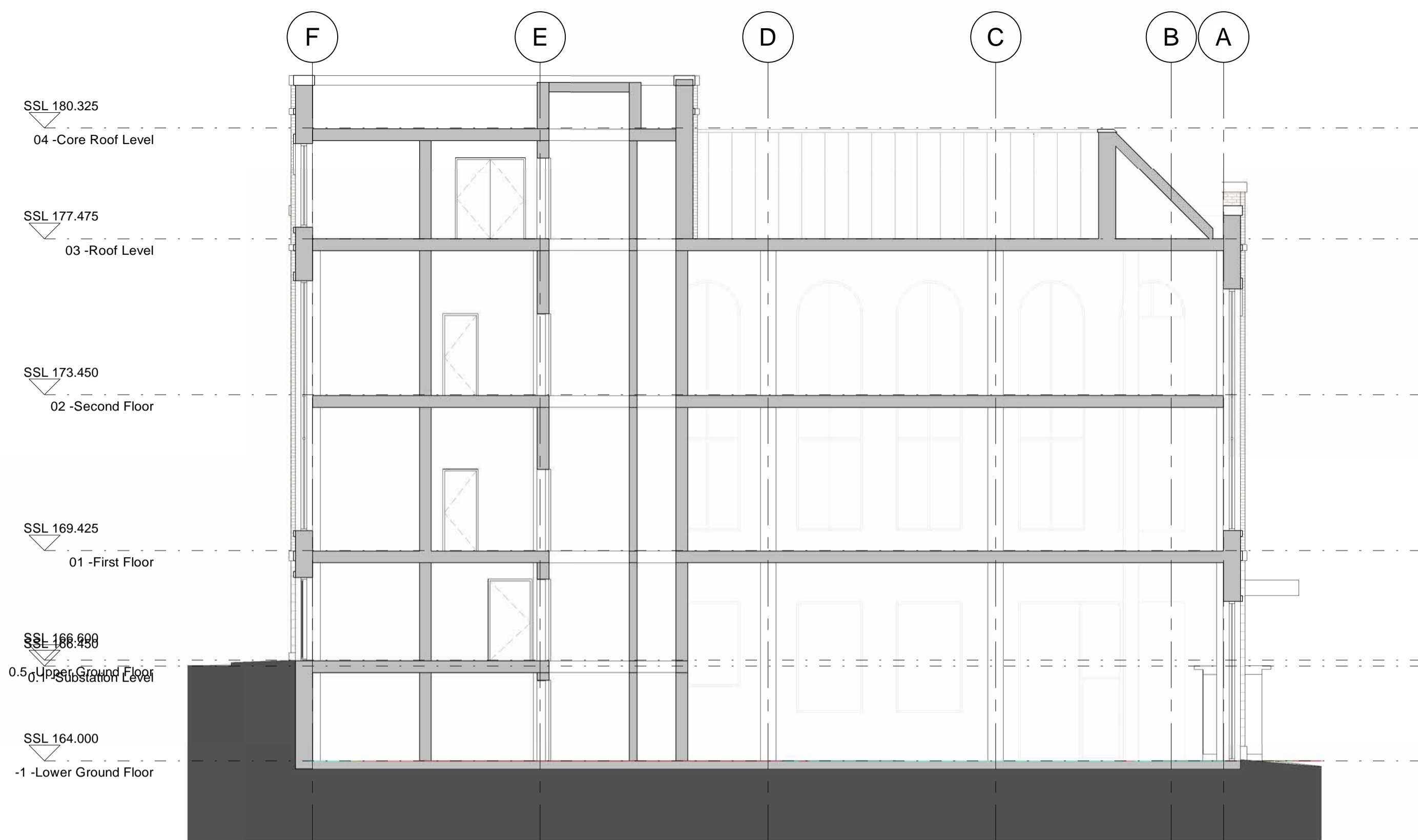
Drawing No
PC06176 CDA - AA - XX - DR - A - 00202

Project Originator Volume Level Type Role Number Revision

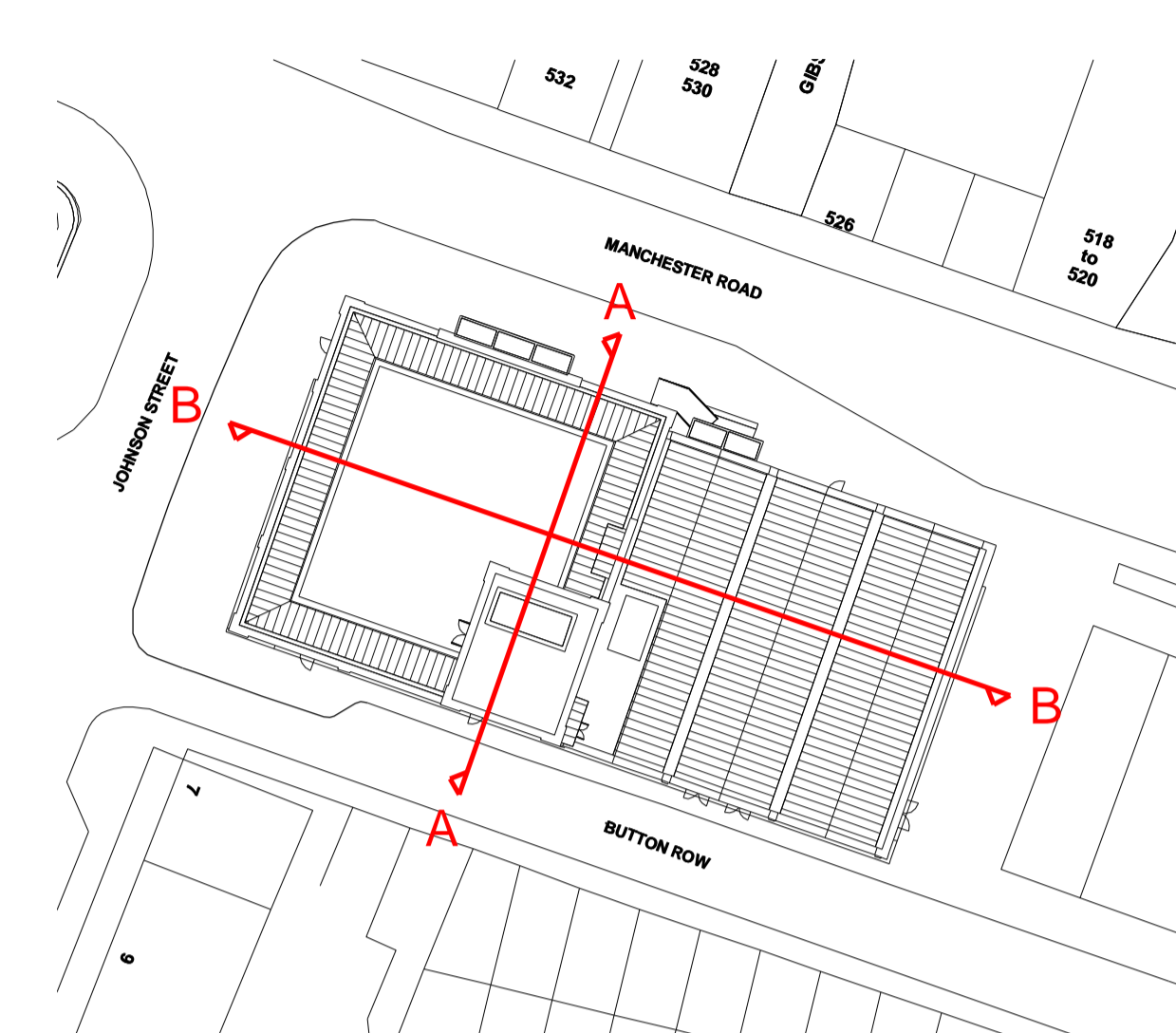
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A-A SECTION
1 : 100



B-B SECTION
1 : 100

Revision	Date	Drawn	Checked
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A	Building levels adjusted and internal layout modified	08-08-23	KE	JH
B	Redesign of internal core layout including relocating toilets. Reduction of plant space on lower ground level and addition of LV switch rooms. Lower ground floor layout modified to include café unit and library/community space. Subsequent adjustments to fenestration.	12-09-23	KE	JH
C	Internal layout modified to reposition core, relocate office entrance, and integrate MEP and structural requirements. Building moved 500mm north-west and north-east to accommodate retaining wall. Upper Ground Floor ceiling height increased by 300mm. Facade design adjusted to meet new structural grid and internal changes. Red line modified to include public realm improvements and landscaping.	27-10-23	KE	JH
D	Upper & lower ground floor & substation levels adjusted in line with FPCR landscaping levels. Internal layout amended to suit fire escape recommendations, including removal of eastern stair and rearrangement of ancillary facilities to suit. Second floor roof plant space introduced with access from central core. Minor amendments to facade in line with structural comments. Redline boundary modified in line with landscaping proposals.	15-11-23	KE	JH

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE FOLLOWING SERIES

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Title
Proposed Sections

Suitability Code	Purpose for issue
A1	PLANNING

Drawing No	Project	Originator	Volume	Level	Type	Role	Number	Revision
PC06176	CDA	AA	XX	DR	A	00201	D	