

New Drawn Limited

**CAR SHOWROOM EXTENSION,
WAKEFIELD ROAD, BARNSELY**

Transport Statement

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1 INTRODUCTION

1.1 Introduction

1.1.1 Savell Bird & Axon have been instructed by New Drawn Limited to advise on the traffic and transportation aspects of proposals to extend an existing car showroom located off the A61 Wakefield Road in Barnsley.

1.1.2 This report provides information on the traffic and transportation aspects of the development and forms supplementary information to assist the forthcoming planning application for the development.

1.2 Development Site and its Location

1.2.1 The development site is located approximately 1.7 kilometres to the northeast of Barnsley town centre. **Plan 1** indicates the location of the development in relation to the surrounding area, with **Plan 2** illustrating the site in it's local context.

1.2.2 The site covers a total area of around 1.069 hectares and currently accommodates a car showroom, including a small service department comprising 8 workshop bays, an MOT bay and 3 service bays, and has a gross floor area of approximately 2,000sqm. The site is presently unoccupied, although all built infrastructure remains intact.

1.2.3 Vehicular access to the site is currently achieved via a priority junction with the A61 Wakefield Road. This junction is shared with the adjacent car showroom and is controlled outside the hours of operation by retractable security bollards. The site currently provides 70 car parking spaces, of which 4 are allocated for mobility impaired users.

1.2.4 An existing site plan is provided as **Plan 3**.

1.3 Development Proposals

- 1.3.1 Under the proposed development scheme the gross floor area of the car showroom would be extended to 2,868sqm. It is proposed that this extended area accommodate an expanded service department, with 20 new service bays provided, 2 jig bays, 1 lift bay and 2 new spray booths.
- 1.3.2 Under the proposals the existing car wash bays would be relocated approximately 75 metres to the east of their current location.
- 1.3.3 Vehicular access to the site would be retained from the existing priority controlled junction with the A61 Wakefield Road.
- 1.3.4 The development proposals would also reduce the car parking provision to 51 spaces, including four for mobility impaired users.
- 1.3.5 The site Masterplan is illustrated in **Plan 4**.

1.4 Scope of Report

- 1.4.1 The scope of this Transport Statement has been discussed with Highways Officers at Barnsley Metropolitan Borough Council (MBC).
- 1.4.2 Following this introduction, Section 2 of the report will describe the Baseline conditions including the site's accessibility by non-car modes of travel, together with a brief review of the surrounding highway network.
- 1.4.3 Section 3 then addresses the proposals in the context of national planning policy guidelines, with Section 4 providing a traffic impact assessment of the proposals, including an analysis of car parking provision and servicing arrangements.
- 1.4.4 Finally Section 5 will draw together the conclusions of the report.

2 EXISTING CONDITIONS

2.1 Introduction

- 2.1.1 This section of the Report will consider the existing site, accessibility by sustainable modes of transport and the surrounding highway network.

2.2 Existing Site Location

- 2.2.1 The proposed development site is located approximately 1.7 kilometres to the north of Barnsley town centre.
- 2.2.2 The site is roughly rectangular in shape and is bounded by Smithies Lane to the north, the A61 Wakefield Road to the east, a car showroom to the south, and an area of open land to the west which appears to previously have been used for car storage.

Baseline Transport Data

2.3 Pedestrian Assessment

- 2.3.1 Provision for pedestrians in the vicinity of the site is very good. Street lit footways of approximately 2.0 metres in width are provided on both the eastern and western sides of the A61 Wakefield Road in the vicinity of the site.
- 2.3.2 In addition, the A61 Wakefield Road junction with Smithies Lane, which is directly to the north of the site, includes controlled pedestrian facilities on all three arms, including tactile paving and dropped kerbs.
- 2.3.3 Further to the north full pedestrian facilities are also provided at the signal controlled junction of the A61 Wakefield Road with the B6132 Carlton Road. These facilities provide safe and accessible pedestrian links with the residential areas to the east of Wakefield Road.

- 2.3.4 PPG13 states that walking is the 'most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres.'
- 2.3.5 Similarly, guidelines produced by the Institute of Highways of Transportation (IHT) within their document entitled 'Guidelines for Providing for Journeys on Foot' details a 2 kilometre catchment as being the 'preferred maximum' distance for commuting, school and sight seeing journeys.
- 2.3.6 **Plan 5** displays a 2 kilometre catchment around the proposed development site to demonstrate the areas that can be reached within a walk of around 25 minutes.
- 2.3.7 As can be seen from **Plan 5** the 2 kilometre metre catchment covers almost the majority of Barnsley town centre, together with a significant residential catchment to the north of the town centre. In addition, the 2kilometre catchment area also includes a large part of Monks Bretton together with residential areas of Athersley North and Athersley South.
- 2.3.8 Significantly, the site's 2 kilometre catchment area also includes bus services operating along both the A61 Wakefield Road and Smithies Lane, as well as Barnsley railway station, thus making both these modes of transport a viable option for staff undertaking a commuting journey.
- 2.3.9 Within the site itself footways are provided to all building entrance points to ensure safe internal pedestrian movements.
- 2.3.10 In conclusion, the location of the development would be well connected on foot to the surrounding residential areas, as well as Barnsley town centre and local public transport services.

2.4 Cycling Assessment

- 2.4.1 An alternative mode of travel to the development could be achieved by bicycle. This would help encourage cycling as an alternative form of transport to access the site.
- 2.4.2 As described in paragraph 78 of PPG13 'Cycling also has the potential to substitute for short car trips, particularly those under 5km, and form part of longer journeys by public transport'. It has been demonstrated that a wide area can be accessed by foot, therefore, in turn an even wider area surrounding the site could be accessed by cycle, based on journeys under 5 kilometres.
- 2.4.3 **Plan 6** presents the 5 kilometre cycle catchment area, and shows how this extends to cover the entirety of Barnsley town centre and the surrounding residential areas, together with the majority of Royston, Worsbrough and parts of Cudworth.
- 2.4.4 This therefore provides the opportunity for the cycle to be used as a viable mode of travel for employment trips for those residing in these areas.
- 2.4.5 In addition, the highway network in the vicinity of the direct comprises wide, street lit roads, exhibiting low vehicle speeds, all of which are conducive with the creation of a cycle friendly environment.
- 2.4.6 The site is therefore considered to be accessible by cycle.

2.5 Bus Assessment

- 2.5.1 North and southbound bus stops are located on the A61 Wakefield Road well within the 400 metre catchment of the site, which is defined by the IHT's Guidelines on Planning for Public Transport for Developments as the recommended maximum walk distance to bus services.
- 2.5.2 In addition, further east and westbound stops are located on Smithies Lane, also situated well within the IHT defined catchment area.

2.5.3 The proximity of these stops clearly makes them highly accessible for walking trips from the proposed development site, with the necessary pedestrian infrastructure in place to compliment these desire lines.

2.5.4 Details of the bus services accessible from these bus stops are summarised in **Table 2.1** below.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
Wakefield Road Services							
1	Barnsley – Staincross –Mapplewell (Circular)	6	6	6	2	6	2
11	Barnsley – Athersley (Circular)	6	6	6	2	6	2
52	Barnsley – Newstead	0	1	1	0	1	0
Smithies Lane Services							
12	Barnsley – Athersley (Circular)	4	4	4	2	4	2

Table 2.1 – Existing Bus Services in the Vicinity of the Site

2.5.5 As **Table 2.1** illustrates regular peak and off-peak circular bus services are operated in the direct vicinity of the site which provide an ideal opportunity for employees on the site to use these services for commuting purposes.

2.5.6 In addition, the frequent services operated between the site and Barnsley town centre provide the opportunity for customers who work in the town centre to leave their vehicles at the new servicing facility before work and then use a sustainable mode of transport to continue their journey to work.

- 2.5.7 It can therefore be concluded that the proposed development is accessible by bus, with bus stops conveniently located within walking distance of the proposed development and providing frequent peak hour connections to a variety of local destinations thus making them ideal for commuting purposes.

2.6 Rail Assessment

- 2.6.1 As previously described Barnsley railway station is located within the site's 2 kilometre walking catchment and as such rail services are considered to be a viable form of transport for employees of the site undertaking commuting trips.
- 2.6.2 From Barnsley railway station Northern Rail operate 3 services an hour during the weekday peak hours to both Leeds and Sheffield, as well as an hourly service to Huddersfield, with these services also calling at local destinations including Wakefield, Castleford, Wombwell and Dodworth.
- 2.6.3 It can thus be concluded that the proposed development is accessible by rail, with frequent services operated to a variety of local and regional destinations, and which offer the potential for employees on the site to undertake their commuting trip via a sustainable form of transport.

2.7 Existing Sustainable Transport Summary

- 2.7.1 Provision for pedestrians is good with footways linking the proposed development site to an extensive residential catchment area, as well as Barnsley town centre and a number of alternative public transport modes.
- 2.7.2 Cycle provision in the vicinity of the site is also good, with wide, street lit, carriageways in the vicinity of the site also providing links to an extensive residential catchment area making this mode of transport a viable option for commuter based trips.

- 2.7.3 The proposed development site is very well located to take advantage of the local bus services with frequent peak hour circular services operated to Barnsley town centre and the outlying areas, providing a viable form of transport both for employees and customers leaving their vehicles at the service department.
- 2.7.4 It has also been demonstrated that Barnsley railway station is within the sites acceptable walking catchment area, making services operated from this node a viable sustainable transport option for employees.
- 2.7.5 As such it can be concluded that the proposed development is accessible by a range of sustainable travel modes.

2.8 Surrounding Highway Network

- 2.8.1 The A61 Wakefield Road runs along the eastern boundary of the site. This road has a circa 8 metre carriageway width and is subject to a 30mph speed restriction in the vicinity of the site.
- 2.8.2 Directly to the northeast of the application site the A61 Wakefield Road forms the northern and southern arms of a three arm signal controlled junction with Smithies Lane. The northern A61 arm includes separate right and ahead lanes, while the remaining two arms include single lane approaches. This junction includes full pedestrian facilities on all arms.
- 2.8.3 Thereafter the A61 Wakefield Road provides access to a number of small conurbations before terminating in Wakefield.
- 2.8.4 Smithies Lane meanders in an east/west direction from the junction with the A61 Wakefield Road, providing access to a large industrial approximately 250 metres from the A61 junction, and thereafter offering vehicular links to the residential areas to the north of Barnsley.
- 2.8.5 To the south of the site the A61 Wakefield Road provides access to a number of industrial premises (all accessed via priority controlled junctions), as well as residential properties.

2.8.6 Approximately 500metres to the south of the site the A61 forms a three arm signal controlled junction with the A61 Old Mill Lane and Burton Road. Burton Road then provides links into Monks Bretton.

2.8.7 From this junction the A61 Old Mill Lane travels westbound for approximately 375 metres before forming the eastern arm of a large five arm signalised gyratory which operates as part of the Barnsley Ring Road. This Ring Road provides links to Barnsley town centre and the surrounding residential areas, as well as linking (via the A628 Dodworth Road) with Junction 37 of the M1 motorway.

2.9 Site Access

2.9.1 The existing site is accessible for both customers and deliveries via a three arm priority controlled junction with the A61 Wakefield Road which is located approximately 85metres south of the junction with Smithies Lane.

2.9.2 This existing access is shared with the car showroom located directly to the south of the application site.

2.10 Existing Development

2.10.1 Although currently vacant the site was formerly used as a car showroom. All built infrastructure associated with this previous use is intact and as such the site has the potential to be reoccupied in it's current form without requiring a new planning permission.

2.11 Existing Traffic Data

2.11.1 For reasons outlined in Section 4 no Baseline traffic surveys have been undertaken as part of this Transport Statement.

3 TRANSPORT PLANNING POLICY

3.1 Introduction

3.1.1 The main source of national policy regarding the transport planning aspects of developments can be found in the Department of the Environment, Transport and The Regions (DETR) Planning Policy Guidance (PPG) note PPG13, Planning Policy Statement (PPS) PPS1, the 2004 White Paper 'The Future of Transport – A Network for 2030' and the DETR document entitled 'A Strategy for Sustainable Development for the UK' published in May 1999.

3.1.2 This section will briefly outline the pertinent policies relating to the proposed development.

3.2 National Planning Policy

Planning Policy Statement 1

3.2.1 Planning Policy Statement 1 provides guidance with regards the delivery of sustainable developments, and details key objectives as being:

- Regional planning bodies and local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight, promote the development of renewable energy resources), and take climate change impacts into account in the location and design of development.

- Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but also over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.

Planning Policy Guidance Note 13

- 3.2.2 PPG13 “Transport” was revised in March 2001. This document provides advice on how local authorities should integrate transport and land use planning for all types of development.
- 3.2.3 The key aim of PPG13 is to ensure that local authorities carry out their land use policies and transport programmes in ways which help to:
- Promote more sustainable transport choices for both people and for moving freight.
 - Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
 - Reduce the need to travel, especially by car.
- 3.2.4 Consideration of PPG13 is fundamental to development proposals and lies at the core of the government’s commitments in the sustainable development strategy to reduce the need to travel with the aim of reducing overall the environmental impacts of transport.
- 3.2.5 In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should, amongst other things:
- (i) Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town or district centres and near to major public transport interchanges.

- (ii) Locate local and day-to-day facilities, which need to be near their clients in local centres so that they are accessible by walking and cycling.
 - (iii) Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling.
- 3.2.6 A key planning objective of PPG13 is to ensure that jobs, shopping, leisure and services are all highly accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion.
- 3.2.7 In preparing their development plans, local authorities should give particular emphasis to accessibility in identifying the preferred areas and sites where such land uses should be located, to ensure they will offer realistic, safe and easy access by a range of transport modes, and not exclusively by car.
- 3.2.8 With respect to public transport accessibility, paragraph 72 of PPG13 states that:
- 'The likely availability and use of public transport is a very important ingredient in determining locational policies designed to reduce the need to travel by car.'*
- 3.2.9 In terms of walking PPG13 states that:
- 'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and cars.'*
- 3.2.10 In addition to walking, cycling has the potential to substitute for short car trips, particularly those less than 5 kilometres, and to form part of a longer journey by public transport.

3.2.11 With regards car parking PPG 13 recognises that the availability of car parking has a major influence on the modes of transport people choose for their journeys, and states that reducing the amount of parking in new developments is essential as part of a package of planning and transport measures, to promote sustainable transport choices.

3.2.12 In terms of car free residential developments, Paragraph 68 of PPG 13 also states that “*new residential developments should be designed to encourage low traffic speeds and may be car free where there is sufficient access by non-car modes*”. This is certainly the case with the proposed development site.

2004 White Paper - The Future of Transport ‘A Network for 2030’

3.2.13 The ‘A Network for 2030’ White Paper document published in July 2004 sets out the Government’s long term strategy for transport for the next 25 to 30 years. The underlying objective of the White Paper is to deal with pressure of increasing demand for travel without compromising the Government’s environmental, economic and social objectives.

A Strategy for Sustainable Development in the UK

3.2.14 In May 1999 the Secretary of State for the then Environment, Transport and The Regions presented the White Paper on Sustainable Development to Parliament. With respect to transportation and access in relation to specific development proposals, the White Paper supports the policy objectives established in the Transport White Paper and in the subsequent revision of PPG13.

3.3 Transport Planning Policy Summary

3.3.1 In conclusion the proposed development site accords with the relevant national planning policy guidelines by being sited on previously developed land and in a location accessible by a variety of sustainable transport modes, thus ensuring social inclusion for all.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Introduction

- 4.1.1 Having established that the proposed development site is accessible by modes of transport other than the private car, the following section of the report considers the traffic impact of the development proposals on the local highway network.

4.2 Development Proposals

- 4.2.1 Under the proposed development scheme the gross floor area of the car showroom would increase to 2,868sqm. This represents an increase of 868sqm over the existing development.
- 4.2.2 This increased floor area would accommodate 20 new service bays, 2 jig bays, 1 lift bay and 2 new spray booths.
- 4.2.3 The construction of the extension would require the existing car wash bays to be relocated approximately 75metres to the east. This new location would also accommodate the refuge storage area.
- 4.2.4 The existing car showroom includes 8 workshop bays, an MOT bay and 3 service bays, and as such it is not considered that the proposed development scheme would result in any change of use of the site.
- 4.2.5 Vehicular access to the site would be retained from the existing priority controlled junction with the A61 Wakefield Road.

4.3 Assessment Peak Hours

- 4.3.1 It has been agreed with Highway Officers from Barnsley MBC that the traffic impact of the proposed car showroom extension should be analysed for the weekday AM and PM peak hours.

4.3.2 In the absence of any existing traffic flow data for the adjacent highway network the assessment peak hours have been assumed to be the following:

- AM Peak: 08:00 – 09:00
- PM Peak: 17:00 – 18:00

4.4 Existing Site Trip Generation

4.4.1 Although the development site is currently unoccupied as the built infrastructure remains in place the site has the potential to be re-occupied by a similar land use without requiring a new planning consent. As such the potential trip generation of the existing site should be regarded as a pertinent issue when considered the traffic impact of the proposed development scheme.

4.4.2 In order to establish the level of traffic which could be generated by the existing site the TRICS version 2008(b) database has been interrogated for the 'Car Show Rooms' range of sites.

4.4.3 The parameters set for the TRICS assessment were as follows:

- London sites omitted
- Edge of Town/ Suburban Area/ Neighbourhood Centre site selected
- Gross floor areas between 1,450sqm and 2,238 selected

4.4.4 The resultant trip rates have been presented to Barnsley MBC who have raised no concerns regarding their use.

4.4.5 **Table 4.1** summarises the average trip rates, and resultant trip generations, for the existing 2,000sqm car showroom, with the full TRICS output provided in **Appendix A**.

Time Period	Trip Rate		Traffic Flows	
	Arr	Dep	Arr	Dep
Weekday AM Peak (0800-0900)	0.721	0.267	14	5
Weekday PM Peak (1700-1800)	0.319	0.659	6	13

Table 4.1 – Summary of Trip Generation Rates for Existing Development

- 4.4.6 As is illustrated in **Table 4.1** the existing development when fully operational is predicted to generate 19 two-way trips during the AM peak hour and 19 two-way trips during the PM peak hour.

4.5 Proposed Development Traffic Generation

- 4.5.1 In order to calculate traffic generated by the site following the proposed store extension the TRICS 2008(b) database has again been interrogated, using the same parameters as previously described.
- 4.5.2 **Table 4.2** summarises the average trip rates, and resultant trip generations, for the proposed 2,868sqm car showroom.

Time Period	Trip Rate		Traffic Flows	
	Arr	Dep	Arr	Dep
Weekday AM Peak (0800-0900)	0.721	0.267	21	8
Weekday PM Peak (1700-1800)	0.319	0.659	9	19

Table 4.2 – Summary of Trip Generation Rates for Proposed Development

- 4.5.3 As is illustrated in **Table 4.2** the existing development when fully operational is predicted to generate 29 two-way trips during the AM peak hour and 28 two-way trips during the PM peak hours.

4.6 Proposed Development Traffic Impact

4.6.1 **Table 4.3** below compares the traffic impact of the proposed development with the level of traffic which the site is predicted to generate if it were to be reoccupied in its current condition.

Time Period	Existing Development		Proposed Development		Difference	
	Arr	Dep	Arr	Dep	Arr	Dep
Weekday AM Peak (0800-0900)	14	5	21	8	+7	+3
Weekday PM Peak (1700-1800)	6	13	9	19	+3	+6

Table 4.3 – Trip Generation Comparison

4.6.2 As is evident from **Table 4.3** the proposed development is predicted to result in an increase of only 10 two-way trips in the AM peak hour and 9 two-way trips during the PM peak hour.

4.6.3 It is concluded that this increase in traffic would have no material impact on the local highway network or the site access junction, and as such should require no further analysis.

4.6.4 This position has been supported by Highways Officers from Barnsley MBC.

4.7 Vehicular Access

4.7.1 As previously described it is proposed that vehicular access to the site be taken from the existing priority controlled junction with the A61 Wakefield Road. In view of the traffic impact analysis presented in this section it is concluded that there are no material reasons why this junction in its existing form should not be sufficient to accommodate the increase in traffic resulting from the proposed car showroom extension.

- 4.7.2 It is assumed that all vehicles utilising the proposed servicing facilities would be private vehicles and as such there would be no internal complications with them accessing the service area.

4.8 Car Parking Provision

- 4.8.1 The existing car showroom has provision for 70 car parking spaces, of which 4 are allocated for mobility impaired users.
- 4.8.2 In conjunction with the proposed car showroom extension it is proposed to provide 51 customer car parking spaces, of which 4 will be allocated for mobility impaired users.
- 4.8.3 This provision therefore represents a reduction of 19 spaces over the existing site, which has arisen due to a number of spaces being removed to allow for the proposed service area.
- 4.8.4 Parking standards for car showrooms are contained within the Supplementary Planning Document 32 of Barnsley MBC's Unitary Development Plan (UDP), which was published in March 2005.
- 4.8.5 Reference to this document indicates that car sales are permitted a maximum car parking allowance of 1 space/ 50sqm. Based upon this standard the proposed development would be permitted a maximum allowance of 53 spaces.
- 4.8.6 As such it is evident that the proposed allocation fully accords with the Council's maximum parking standards. Furthermore, it is evident that this is in contrast with the existing situation where there is clearly a significant over supply of spaces. As such, the proposed car parking provision will help to promote sustainable transport practices in line with the ethos of planning policy guidelines.
- 4.8.7 The UDP states that the disabled parking should be on a scale of 4% of the total parking provision. In this instance 4% would equate to 2 spaces, and therefore the proposed provision clearly accords with the adopted standards.

4.9 Delivery and Servicing Arrangements

- 4.9.1 It is proposed that the site receive deliveries of vehicles via the A61 Wakefield Road junction, which is as per the existing situation. Furthermore, it is not anticipated that there would be any intensification of such movements as a result of the development proposals.
- 4.9.2 Similarly it is not proposed that there be any alterations in the existing servicing arrangements as a result of the development proposals.

4.10 Traffic Impact Assessment Conclusions

- 4.10.1 This traffic impact assessment has compared the level of traffic generated by the existing car dealership with that which would be generated following the proposed extension.
- 4.10.2 As the existing site is currently not operational, trip generations for both scenarios have been calculated based upon trip rates derived from the TRICS database.
- 4.10.3 The results of this analysis revealed that the proposed car showroom extension would generate only 10 more trips during the AM peak hour and 9 more trips during the PM peak hour.
- 4.10.4 It was robustly concluded that this increase in traffic would not have a material impact on either the local highway network, or site access, and therefore no further capacity analysis should be required. This position has been supported by highways officers from Barnsley MBC.
- 4.10.5 The reduced level of car parking has been demonstrated to fully accord with the adopted car parking standards, whereas the existing level of car parking was shown to be in excess of the permitted maximum parking allowance.
- 4.10.6 It was further concluded that there would be no alteration to delivery or service vehicle movements or frequencies as a result of the proposed extension.

5 CONCLUSIONS

- 5.1.1 Savell Bird & Axon have been instructed by New Drawn Limited to advise on the traffic and transportation aspects of proposals to extend an existing car showroom located off the A61 Wakefield Road in Barnsley.
- 5.1.2 The existing car showroom has a gross floor area of approximately 2,000sqm and includes 8 workshop bays, an MOT bay and 3 service bays. The development currently provides 70 car parking spaces. Although currently unoccupied all built infrastructure on site remains intact.
- 5.1.3 The site is currently accessed via a priority controlled junction with the A61 Wakefield Road, which is shared with an adjacent car showroom.
- 5.1.4 Under the proposed development scheme the gross floor area of the car showroom would be extended to 2,868sqm. It is proposed that this extended area accommodate an expanded service department, with 20 new service bays, 2 jig bays, 1 lift bays and 2 new spray booths.
- 5.1.5 The development proposals would include 51 car parking spaces, including 4 spaces for mobility impaired users.
- 5.1.6 It is proposed that vehicular access to the site be retained as per the current arrangement.
- 5.1.7 A number of conclusions can be drawn from this Report, namely, that:
- It has been demonstrated that the development proposals adhere with the ethos of national planning policy guidelines.
 - In this regard the sustainable transport credentials of the site have been described, with the report demonstrating that the site is accessible from both local residential areas and Barnsley town centre by walking and cycling, as well as being very well located to take advantage of bus and rail services.

- The traffic impact analysis demonstrated that when compared with the existing car showroom when fully operational the proposed extension would generate only 10 additional two-way vehicle movements during the AM peak hour and only 9 additional two-way movements during the PM peak hour. It was robustly concluded that such an increase in traffic would not have a material impact on the site access junction nor the surrounding highway network. This position has been agreed by Highways Officers from Barnsley MBC.
- The proposed development would reduce the car parking provision to 51 customer spaces, including 4 spaces allocated for mobility impaired users. This provision is in accordance with Barnsley MBC's maximum adopted parking standards. Furthermore, this provision represents a reduction over the existing provision of 70 spaces which is in excess of the maximum standards, and will therefore help to promote sustainable transport practices.
- It was further concluded that as the development proposals would not alter the existing access arrangements, or frequencies, of service and delivery movements the existing arrangements in these regards should be acceptable to the local highways authority.

5.1.8 In conclusion, the site represents an accessible and sustainable location fully in accordance with PPG13 and as such there are no highways or transportation related reasons why the proposal should not receive planning permission.

PLANS



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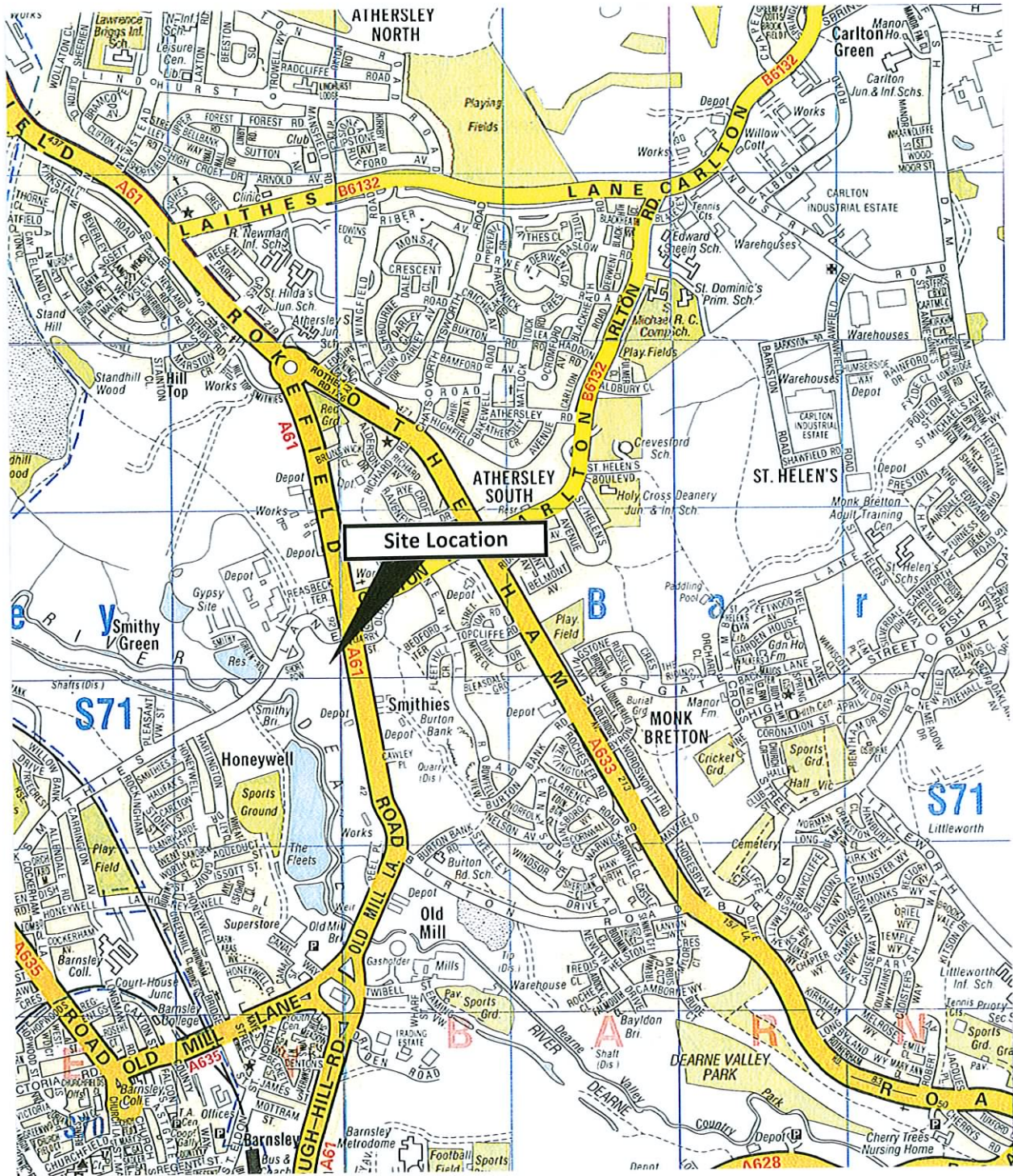
New Drawn Limited

Car Showroom Extension,
Wakefield Road,
Barnsley,
Site Location

Savell Bird & Axon
A White Young Green Company

Croxley House 14 Lloyd Street Manchester M2 5ND
t: 0161 835 2400 f: 0161 835 3400 e: sba@sba-man.co.uk

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:	REVISION:
SP	Dec 08	RW	Dec 08	1:50000	N81527/01	



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN INDEPENDENT TRANSPORT CONSULTANTS LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

New Drawn Limited

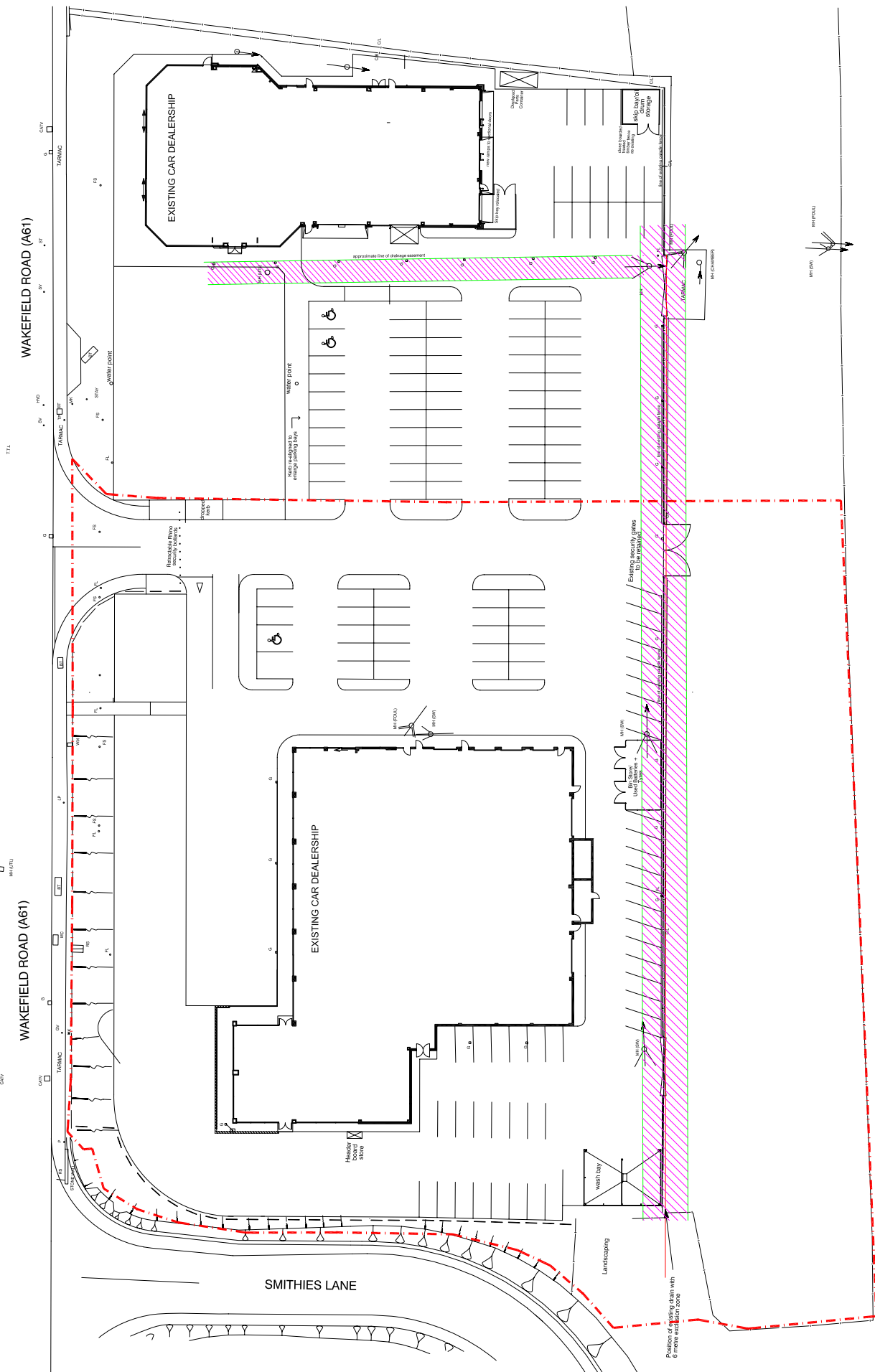
Car Showroom Extension,
Wakefield Road,
Barnsley,
Site Location (Local Context)

Savell Bird & Axon
A White Young Green Company

Croxley House 14 Lloyd Street Manchester M2 5ND
t: 0161 835 2400 f: 0161 835 3400 e: sba@sabax-man.co.uk

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER	REVISION:
SP	Dec 08	RW	Dec 08	N.T.S.	N81527/02	.

PLAN 3



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only

PLAN 5



REV. DETAILS DRAWN CHECKED DATE

CLIENT:

New Drawn Limited

PROJECT:

Car Showroom Extension,
Wakefield Road, Barnsley

DRAWING TITLE:

2km Pedestrian Catchment

SCALE:

1:25000

DRAWN:

SP

CHECKED:

RW

DATE:

Dec 08

Savill Bird & Axon
A White Young Green Company

Croxley House 14 Lloyd Street Manchester M2 5ND
t: 0161 835 2400 f: 0161 835 3400 e: sba@sbax-man.co.uk

DRAWING NUMBER:

N81527/05

REVISION:

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Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. While lining is indicative only.

PLAN 6

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

New Drawn Limited

PROJECT:

Car Showroom Extension,
Wakefield Road, Barnsley

DRAWING TITLE:

5km Cycle Catchment

SCALE:

1:50000

DRAWN:

SP

CHECKED:

RW

DATE:

Dec 08

Savell Bird & Axon

A White Young Green Company

Croxley House 14 Lloyd Street Manchester M2 5ND

T: 0161 835 2400 F: 0161 835 3400 E: sba@savell-bird-axon.co.uk

DRAWING NUMBER:

N81527/06

REVISION:

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APPENDICES

APPENDIX A

CAR SHOWROOM TRICS OUTPUT FILE

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS

Category : A - CAR SHOW ROOMS

VEHICLES

Selected regions and areas:

02 SOUTH EAST		
BD	BEDFORDSHIRE	1 days
SC	SURREY	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
WY	WEST YORKSHIRE	1 days
08 NORTH WEST		
GM	GREATER MANCHESTER	2 days
09 NORTH		
TW	TYNE & WEAR	1 days
10 WALES		
WR	WREXHAM	1 days
11 SCOTLAND		
PK	PERTH & KINROSS	1 days

Main parameter selection:

Parameter: Gross floor area
 Range: 1450 to 2238 (units: sqm)

Date Range: 01/01/00 to 22/05/07

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Friday	3 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Village	1
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	BD-14-A-01	DAEWOO, LUTON	BEDFORDSHIRE
		DUNSTABLE ROAD	
		LUTON	
		Total Gross floor area:	1925 sqm
		Survey date: MONDAY	05/07/04
2	GM-14-A-01	MOTORWORLD, NR MANCHESTER	GREATER MANCHESTER
		MANCHESTER OLD ROAD	
		RHODES	
		NEAR MANCHESTER	
		Total Gross floor area:	1459 sqm
		Survey date: FRIDAY	10/03/00
3	GM-14-A-02	BENTLEY, MANCHESTER	GREATER MANCHESTER
		CHESTER ROAD	
		STRETFORD	
		MANCHESTER	
		Total Gross floor area:	1675 sqm
		Survey date: MONDAY	24/05/04
4	PK-14-A-01	HONDA, PERTH	PERTH & KINROSS
		DUNKEND ROAD	
		THE TRIANGLE	
		PERTH	
		Total Gross floor area:	1800 sqm
		Survey date: TUESDAY	14/06/05
5	SC-14-A-02	HONDA, WEYBRIDGE	SURREY
		QUEENS ROAD	
		WEYBRIDGE	
		Total Gross floor area:	1700 sqm
		Survey date: TUESDAY	18/10/05
6	TW-14-A-01	SAAB, NEWCASTLE	TYNE & WEAR
		A191 WHITLEY ROAD	
		BELLWAY IND. ESTATE	
		NEWCASTLE	
		Total Gross floor area:	1920 sqm
		Survey date: FRIDAY	10/11/06
7	WR-14-A-01	FORD, NEAR WREXHAM	WREXHAM
		WREXHAM ROAD	
		RHOSTYLLLEN	
		NEAR WREXHAM	
		Total Gross floor area:	1450 sqm
		Survey date: FRIDAY	02/07/04
8	WY-14-A-02	FORD, NEAR HALIFAX	WEST YORKSHIRE
		MOORSIDE	
		MOORSIDE	
		NEAR HALIFAX	
		Total Gross floor area:	1870 sqm
		Survey date: WEDNESDAY	14/09/05
			Survey Type: MANUAL

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	1810	0.249	2	1810	0.055	2	1810	0.304
08:00 - 09:00	7	1763	0.721	7	1763	0.267	7	1763	0.988
09:00 - 10:00	7	1763	0.689	7	1763	0.470	7	1763	1.159
10:00 - 11:00	8	1725	0.703	8	1725	0.594	8	1725	1.297
11:00 - 12:00	8	1725	0.601	8	1725	0.652	8	1725	1.253
12:00 - 13:00	8	1725	0.507	8	1725	0.558	8	1725	1.065
13:00 - 14:00	8	1725	0.594	8	1725	0.609	8	1725	1.203
14:00 - 15:00	8	1725	0.710	8	1725	0.681	8	1725	1.391
15:00 - 16:00	8	1725	0.841	8	1725	0.732	8	1725	1.573
16:00 - 17:00	8	1725	0.500	8	1725	0.717	8	1725	1.217
17:00 - 18:00	8	1725	0.319	8	1725	0.659	8	1725	0.978
18:00 - 19:00	7	1696	0.126	7	1696	0.598	7	1696	0.724
19:00 - 20:00	2	1660	0.030	2	1660	0.090	2	1660	0.120
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			6.590				6.682		
							13.272		

Parameter summary

Trip rate parameter range selected: 1450 - 2238 (units: sqm)
 Survey date date range: 01/01/00 - 22/05/07
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Optional parameters used in selection: NO
 Surveys manually removed from selection: 0