



TRAFFIC STATEMENT

Proposed Commercial Workspace and Office Development
St. Mary's Street, Penistone.

For

Dransfield Properties Ltd

25 January 2011

Met Consulting Engineers
Southgate House
Pontefract Road
Stourton
LEEDS
LS10 1SW

Revision A
File Ref 10692/5009/MJW

Traffic Statement in Support of:-

Planning Application for Proposed Commercial Workspace and Office Development at St. Mary's Street, Penistone.

1.0 Introduction

- 1.1. A planning application has been submitted to Barnsley Metropolitan Borough Council for a new commercial workspace and office development at St. Mary's Street, Penistone. This development is being proposed on the site of a former abattoir and cattle market situated on Back Lane, a minor road taking access off Market Street.
- 1.2. Access into the area around Back Lane has been considerably amended following construction of the new Tesco store and access road off the new roundabout constructed on St Mary's Street. Prior to these improvements, Back Lane formed a vehicular link between Market Street and Stottercliffe Road although there was minimal pedestrian provision on this link (Appendix A: Photograph 1 and 2). As part of the Tesco proposals, a section of Back Lane was stopped up by an order made under Section 247 of the Town and Country Planning Act 1990 and a turning facility was provided in conjunction with improvements to Back Lane (Appendix B). These improvements included provision for pedestrians between the new Tesco store car park and the proposed entrance to the commercial and office development now under consideration (Appendix A: Photographs 3 and 4).

2.0 The Development

- 2.1. The proposed development (Appendix C) will provide 10,805 sqft of accommodation for financial services on the ground floor with direct pedestrian access from St Mary's Street and 7995 sqft of office accommodation on the first floor with pedestrian access taken from the rear service court. Twenty five parking spaces are being proposed in the rear service court including two disabled spaces. It is proposed that all deliveries for the Ground Floor units will be made via a service layby to be provided on St Mary's Street. Refuse collection for both sets of accommodation will be undertaken from the rear service yard. Deliveries to the office units on the first floor will also be taken from the rear service yard which will incorporate adequate turning facilities for the anticipated vehicle types.

- 2.2. The parking being provided within the development is for staff only, strictly controlled by barriers. Visitors to the offices will be expected to use the town centre car parking facilities recently provided within the Tesco site, taking advantage of the newly provided pedestrian provision along Back Lane. As parking within the site is to be limited to staff only, vehicular movements are primarily anticipated in the morning and evening when the conflicts with pedestrians using Back Lane would be minimal. Parking on Back Lane is to be prevented by the introduction of waiting restrictions implemented as part of the Tesco development works.
- 2.3. Public transport provision in the form of a public bus service is available within a convenient walking distance of 100metres from the site and the nearest rail service is approximately 600metres away.

3.0 Traffic Demand

- 3.1. Analysis from the TRICS database (Appendix D) suggests that a trip rate of 18.274 would be applicable for the thirty minute duration in the morning peak (3 vehicles per 5 minutes) and 19.622 in the evening peak. The main potential for conflict with other users on Back Lane will be during the operation of the market, which is held every Thursday, the peak operating time for this being assessed as 12.00 to 12.30pm. The TRICS data would indicate that a maximum trip rate of 9.328 would be applicable for this 30 minute period (less than 2 vehicles per 5 minutes). It should be noted that the 85th percentile ranking figure for the TRICS data (Appendix D) gives a total trip rate (arrivals and departures) of 18.148 which is consistent with the above. However, further analysis of the available TRICS data shows that the parking densities of the sites at or around the 85th percentile figure are well in excess of the 1.48spaces per 100 square metres GFA being proposed for this development. The closest match within the assessed sites is Site Ref. SK-02-A-02 (Appendix D) with a parking density of 1.432spaces per 100square metres GFA. This site is ranked 21 in the ranking list, close to the 15th percentile figure. The total trip rate shown for this site is 6.253 which is considerably lower than that used in the assessment above, suggesting that the above analysis should be considered as the worst case scenario, with the likelihood that actual trip rates will be less than this.

4.0 Highway Issues

- 4.1. Back Lane is currently used as a vehicular route to several properties, including residential parking, businesses and a pub car park. In addition, the temporary market currently operates from the land to be developed as part of this scheme. We are not aware of any past or recent vehicle/pedestrian conflict in this area, even during the construction phase of the new Market Building. Once the Market building has been completed and all scaffolding etc removed there would be even less chance of conflict with vehicles.

- 4.2. The market traders are scheduled to use the Tesco car park for off loading etc once the new Market Building has been completed this will create a significant reduction in the volume of traffic using Back Lane on Market days.
- 4.3. The old abattoir/butchers/cattle storage land and associated buildings also has existing access for servicing and car parking off St Mary's Street, on a blind bend adjacent to the NatWest Bank. The proposed scheme would reduce the number of properties served from this route and improve highway safety on St Mary's Street. This would be a useful and significant benefit to the area.
- 4.4. The loading bay being proposed on St Mary's Street will be constructed at footway level by the use of splay kerbs with a 75mm upstand in order to deter vehicles approaching from Bridge Street from using the layby (Appendix E –Photograph). The requirement to access the layby only from the near side lane will also be conveyed to delivery companies servicing the site.
- 4.5. This length of St Mary's Street is covered by a "No Waiting at any Time" restriction covering the full extent of the highway, including the footways and it is proposed to seek to apply the "yellow" lines around the layby to make this restriction obvious to the general public together with further restrictions for loading only, as considered necessary by the Highway Authority. It is felt that the introduction of these measures will enable servicing of the ground floor units to be handled safely and efficiently.

5.0 Conclusions

- 5.1. Back Lane has, for many years, been used for the passage of vehicles into and out of the area surrounding the previous uses of the site of the new Tesco store and the new offices and commercial space now under consideration. The demolition of the abattoir and the relocation of the servicing for the new market building from Back Lane into the town centre car park, provided as part of the new store provision, will considerably reduce the number of vehicles using Back Lane.
- 5.2. The proposed new offices will have limited controlled parking for employees only. Other visitors to the development will use the public car park adjoining the new Tesco store and will use the improved pedestrian facilities recently provided on Back Lane to access the offices. The anticipated traffic generation from the development, at times of maximum potential conflict with other users of Back Lane, will be considerably less than 2 vehicles in any 5 minute duration.
- 5.3. Refuse collection will be made from Back Lane which is already used for refuse collection from the existing public house and retail outlets. Other deliveries for the offices will be minimal.

- 5.4. Servicing of the commercial space fronting onto St Mary's Street will be made from a proposed new service layby which will be designed in such a way as to deter the general public from using this facility for any other purpose.
- 5.5. The introduction of the recently improved pedestrian facilities on Back Lane are considered to be a major improvement to road safety in this area, and as it is considered that the access and servicing arrangements for this new development will not adversely change the character of Back Lane, given its past use, it is recommended that the scheme be approved in traffic/highway terms.

Met Consulting Engineers

APPENDIX A

Photographs



Photograph 1

Back Lane looking towards the new development site prior to improvements being undertaken.

Note the lack of pedestrian facilities.



Photograph 2

Back Lane looking from Stottercliffe Road prior to improvements being undertaken.

Note the lack of pedestrian facilities.



Photograph 3

Back Lane looking towards the new development following the improvement works.

Note the improvements to pedestrian facilities.

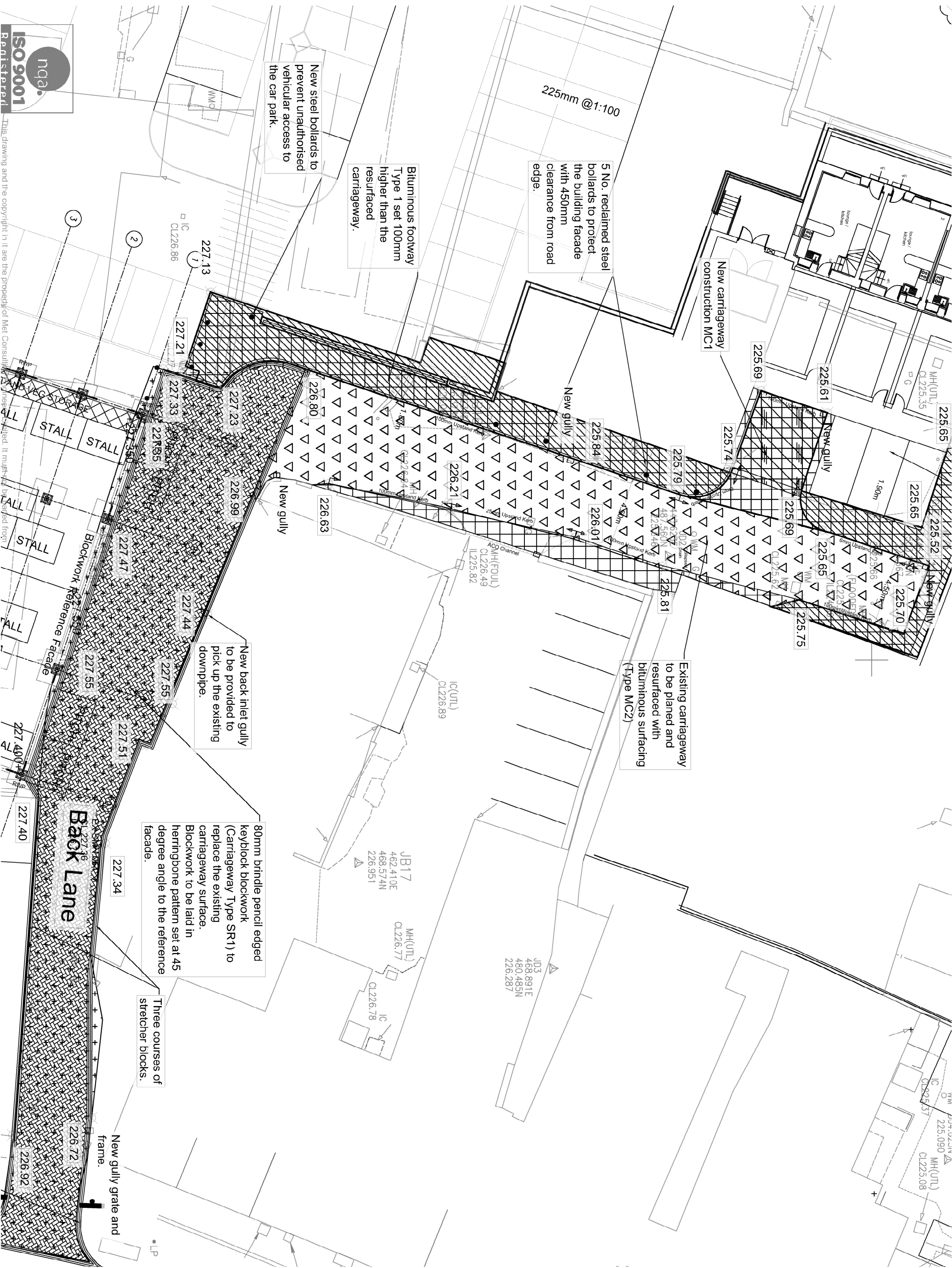


Photograph 4

View of Back Lane taken at the entrance to the proposed development showing change in status from vehicular route to pedestrian route following the improvement works.

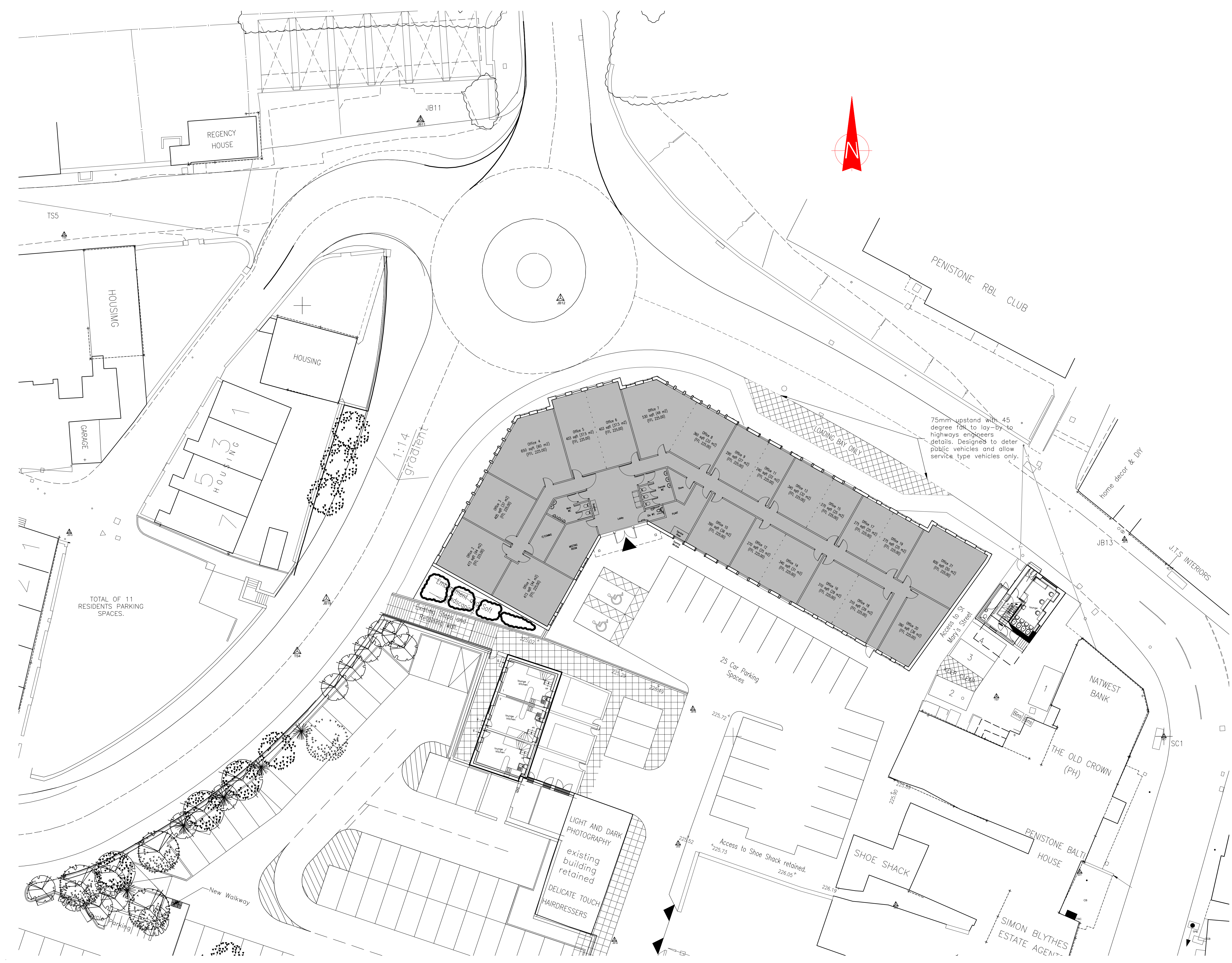
APPENDIX B

Drawing Showing improvements to Back Lane



APPENDIX C

Scheme Proposal



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This drawing is copyright and shall not be reproduced nor used for any other purpose without the written permission of the Architects. This drawing must be read in conjunction with all other related drawings and documentation. It is the contractors responsibility to ensure full compliance with the Building Regulations. Do not scale from this drawing, use figured dimensions only. It is the contractors responsibility to check and verify all dimensions on site. Any discrepancies to be reported immediately.
IF IN DOUBT ASK.
Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.

XREF'S IN THIS DRAWING

Schedule of Accommodation

Gross External Areas	
Ground Floor	12,713 sqft. (1,181 m2)
First Floor	11,439 sqft. (1,063 m2)
Total	24,152 sqft. (2,244 m2)

Gross Internal Areas	
Ground Floor	10,805 sqft (1,004 m2)
First Floor	10,805 sqft (1,004 m2)
Total	21,610 sqft (2,008 m2)

Unit Areas	
Unit A	2,420 sqft (224 m2)
Unit B	1,225 sqft (114 m2)
Unit C	1,360 sqft (125 m2)
Unit D	1,330 sqft (124 m2)
Unit E	1,300 sqft (121 m2)
Unit F	2,550 sqft (237 m2)
Total	10,385 sqft (945 m2)

Office Areas	
Office 1	470 sqft (43 m2)
Office 2	470 sqft (43 m2)
Office 3	405 sqft (37 m2)
Office 4	650 sqft (60 m2)
Office 5	400 sqft (37 m2)
Office 6	400 sqft (37 m2)
Office 7	530 sqft (49 m2)
Office 8	360 sqft (33 m2)
Office 9	390 sqft (36 m2)
Office 10	390 sqft (36 m2)
Office 11	240 sqft (22 m2)
Office 12	270 sqft (25 m2)
Office 13	345 sqft (32 m2)
Office 14	340 sqft (31 m2)
Office 15	270 sqft (25 m2)
Office 16	310 sqft (29 m2)
Office 17	275 sqft (25 m2)
Office 18	310 sqft (29 m2)
Office 19	275 sqft (25 m2)
Office 20	390 sqft (36 m2)
Office 21	600 sqft (55 m2)
Total	7,995 sqft (736 m2)

A 19/01/11 Areas amended to include service corridor in GEAs DC/ZN

No.	Date	Description	Drawn/Chkd By
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CLIENT
DRANSFIELD
PROPERTIES
LIMITED

PROJECT
PENISTONE
COMMERCIAL UNITS

TITLE
PROPOSED
SITE PLAN

DRAWING STATUS
PLANNING

DRAWN	LB	CHECKED	DC
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SCALE 1:200 @ A1

DATE JANUARY 2011

CARRWOOD COURT
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SHEEPBRIDGE
CHESTERFIELD
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F: 01246 260736
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JOB NO.	DRAWING NUMBER	REV
10-005	PL-03	A

APPENDIX D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	CI CITY OF LONDON	1 days
	CN CAMDEN	1 days
	MR MERTON	2 days
	SK SOUTHWARK	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	3 days
10	WALES	
	WR WREXHAM	1 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1374 to 4850 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 22/06/10

Selected survey days:

Monday	7 days
Tuesday	5 days
Wednesday	4 days
Thursday	9 days
Friday	1 days

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	4
Edge of Town Centre	10
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	5
Residential Zone	3
Retail Zone	1
Built-Up Zone	10
High Street	1
No Sub Category	4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1690 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
00:30 - 01:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
01:00 - 01:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
01:30 - 02:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
02:00 - 02:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
02:30 - 03:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
03:00 - 03:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
03:30 - 04:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
04:00 - 04:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
04:30 - 05:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
05:00 - 05:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
05:30 - 06:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
06:00 - 06:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
06:30 - 07:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
07:00 - 07:30	26	2557	0.212	3.584	26	2557	0.051	0.864	26	2557	0.263	4.448
07:30 - 08:00	26	2557	0.486	8.210	26	2557	0.047	0.788	26	2557	0.533	8.998
08:00 - 08:30	26	2557	0.815	13.776	26	2557	0.120	2.033	26	2557	0.935	15.809
08:30 - 09:00	26	2557	0.953	16.114	26	2557	0.128	2.160	26	2557	1.081	18.274
09:00 - 09:30	26	2557	0.755	12.759	26	2557	0.168	2.847	26	2557	0.923	15.606
09:30 - 10:00	26	2557	0.483	8.159	26	2557	0.203	3.431	26	2557	0.686	11.590
10:00 - 10:30	26	2557	0.278	4.702	26	2557	0.206	3.482	26	2557	0.484	8.184
10:30 - 11:00	26	2557	0.251	4.245	26	2557	0.209	3.533	26	2557	0.460	7.778
11:00 - 11:30	26	2557	0.275	4.651	26	2557	0.214	3.609	26	2557	0.489	8.260
11:30 - 12:00	26	2557	0.253	4.270	26	2557	0.233	3.940	26	2557	0.486	8.210
12:00 - 12:30	26	2557	0.214	3.609	26	2557	0.338	5.719	26	2557	0.552	9.328
12:30 - 13:00	26	2557	0.269	4.550	26	2557	0.328	5.541	26	2557	0.597	10.091
13:00 - 13:30	26	2557	0.320	5.414	26	2557	0.399	6.735	26	2557	0.719	12.149
13:30 - 14:00	26	2557	0.340	5.744	26	2557	0.214	3.609	26	2557	0.554	9.353
14:00 - 14:30	26	2557	0.293	4.956	26	2557	0.263	4.448	26	2557	0.556	9.404
14:30 - 15:00	26	2557	0.194	3.279	26	2557	0.248	4.194	26	2557	0.442	7.473
15:00 - 15:30	26	2557	0.206	3.482	26	2557	0.245	4.143	26	2557	0.451	7.625
15:30 - 16:00	26	2557	0.247	4.168	26	2557	0.308	5.210	26	2557	0.555	9.378
16:00 - 16:30	26	2557	0.188	3.177	26	2557	0.522	8.820	26	2557	0.710	11.997
16:30 - 17:00	26	2557	0.188	3.177	26	2557	0.720	12.175	26	2557	0.908	15.352
17:00 - 17:30	26	2557	0.179	3.025	26	2557	0.982	16.597	26	2557	1.161	19.622
17:30 - 18:00	26	2557	0.096	1.627	26	2557	0.593	10.014	26	2557	0.689	11.641
18:00 - 18:30	26	2557	0.048	0.813	26	2557	0.319	5.388	26	2557	0.367	6.201
18:30 - 19:00	26	2557	0.017	0.280	26	2557	0.176	2.974	26	2557	0.193	3.254
19:00 - 19:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
19:30 - 20:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
20:00 - 20:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
20:30 - 21:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
21:00 - 21:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
21:30 - 22:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
22:00 - 22:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
22:30 - 23:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
23:00 - 23:30	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
23:30 - 24:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
Total Rates:			7.560	127.771			7.234	122.254			14.794	250.025

Parameter summary

Trip rate parameter range selected:	1374 - 4850 (units: sqm)
Survey date date range:	01/01/02 - 22/06/10
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	CI CITY OF LONDON	1 days
	CN CAMDEN	1 days
	MR MERTON	2 days
	SK SOUTHWARK	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	3 days
10	WALES	
	WR WREXHAM	1 days
15	GREATER DUBLIN	
	DL DUBLIN	2 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 1374 to 4850 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 22/06/10

Selected survey days:

Monday	7 days
Tuesday	5 days
Wednesday	4 days
Thursday	9 days
Friday	1 days

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	4
Edge of Town Centre	10
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	5
Residential Zone	3
Retail Zone	1
Built-Up Zone	10
High Street	1
No Sub Category	4

Licence No: 240601

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Ranking Type: TOTALS

Time Range: 07:00-17:30

15th Percentile = No. 22 (**)

85th Percentile = No. 5 (**)

Median Values

Arrivals: 6.857

Departures: 5.964

Totals: 12.821

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	LE-02-A-03	COUNCIL OFFICES, M. MOWB	LEICESTERSHIRE	3157	Wed	04/05/05	18.689	16.630	35.319	
2	LC-02-A-08	COUNCIL OFFICES, CHORLEY	LANCASHIRE	2000	Tue	13/06/06	16.300	15.450	31.750	
3	WY-02-A-01	CALL CENTRE, BRADFORD	WEST YORKSHIRE	2400	Mon	09/05/05	13.417	8.792	22.209	
4	WR-02-A-01	COUNCIL OFFICES, WREXHAM	WREXHAM	2500	Mon	05/07/04	10.000	8.520	18.520	
5 **	HF-02-A-02	COUNCIL OFFICES, WELWYN	HERTFORDSHIRE	2700	Thu	05/09/02	9.481	8.667	18.148	
6	WY-02-A-03	OFFICE, LEEDS	WEST YORKSHIRE	2696	Thu	17/06/10	9.050	8.234	17.284	
7	TW-02-A-04	HOUSING CO., GATESHEAD	TYNE & WEAR	2500	Tue	29/09/09	8.840	7.440	16.280	
8	AN-02-A-01	CONSULTING ENG., BELFAST	ANTRIM	2513	Mon	11/09/06	8.993	7.282	16.275	Yes
9	WM-02-A-01	COUNCIL OFFICES, STOURBR	WEST MIDLANDS	2725	Wed	26/04/06	8.294	7.780	16.074	Yes
10	KC-02-A-04	COUNCIL OFFICES, MAIDSTO	KENT	1500	Thu	16/10/08	7.800	6.400	14.200	Yes
11	DL-02-A-01	OFFICES, DUBLIN	DUBLIN	3344	Mon	07/12/09	8.463	5.383	13.846	
12	TW-02-A-05	TELEVISION CO., GATESHEA	TYNE & WEAR	1500	Tue	29/09/09	8.800	5.000	13.800	
13	DL-02-A-02	OFFICES, DUBLIN	DUBLIN	1900	Mon	07/12/09	7.368	5.895	13.263	
14	KC-02-A-03	COUNCIL OFFICES, MAIDSTO	KENT	2900	Thu	16/10/08	6.345	6.034	12.379	Yes
15	CW-02-A-02	INLAND REVENUE, ST AUSTE	CORNWALL	4850	Fri	08/06/07	6.598	5.608	12.206	
16	DC-02-A-08	OFFICE, DORCHESTER	DORSET	1550	Thu	03/07/08	6.645	5.548	12.193	
17	AN-02-A-03	OFFICES, BELFAST	ANTRIM	2908	Wed	26/11/08	6.534	5.124	11.658	Yes
18	TV-02-A-02	BUILDING SOCIETY, DARLIN	TEES VALLEY	3500	Mon	25/04/05	5.457	4.971	10.428	
19	BT-02-A-02	OFFICE, WEMBLEY	BRENT	4750	Tue	22/06/10	5.579	4.421	10.000	
20	OX-02-A-01	COUNCIL OFFICES, OXFORD	OXFORDSHIRE	2633	Thu	20/06/02	3.342	2.962	6.304	
21	SK-02-A-02	OFFICES, ROTHERHITHE	SOUTHWARK	2095	Mon	20/10/08	3.580	2.673	6.253	
22 **	TW-02-A-02	UNION OFFICES, NEWCASTLE	TYNE & WEAR	1675	Tue	03/05/05	2.925	2.627	5.552	
23	CI-02-A-01	OFFICES, BANK	CITY OF LONDON	1386	Wed	21/10/09	1.587	1.515	3.102	
24	MR-02-A-02	OFFICES, WIMBLEDON	MERTON	1374	Thu	10/09/09	2.038	0.946	2.984	
25	MR-02-A-01	OFFICE, WIMBLEDON	MERTON	1374	Thu	10/09/09	2.038	0.946	2.984	
26	CN-02-A-01	OFFICES, HOLBORN	CAMDEN	4062	Thu	23/10/08	1.083	0.935	2.018	

APPENDIX E

Layby Feature Detail



Photograph showing the raised nature of the servicing layby proposed on St. Mary's Street, Penistone.