

Transport Assessment

**PROPOSED ALDI FOODSTORE,
SHEFFIELD ROAD, BIRDWELL**

June 2013

Aldi Stores Ltd



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1. INTRODUCTION

- 1.1** This Transport Assessment (TA) has been prepared to support a planning application for a new Aldi food store on the former Hangmanstone Depot, Sheffield Road, Birdwell, South Yorkshire.
- 1.2** Sheffield Road (A61) travels through Birdwell and links Barnsley to the A6135, which provides onward travel to the M1 and Sheffield.
- 1.3** The proposed Aldi store has a finite catchment and as such would look to attract those currently visiting Birdwell and Birdwell residents that are currently leaving the area to carry out a food retail shop. The closest Aldi store to the site is Doncaster Road, Barnsley at (1.9 miles), this is also the closest discount food store.
- 1.4** Approximately 213 people live within 500m of the subject site, an easy walk in catchment with 1137 people living within 1km of the site, with only 66% having access to a car.
- 1.5** A Public Consultation was held in April 2013, where local support was in excess of 90%.
- 1.6** This TA has been produced in line with the DfT Guidance on Transport Assessment and the scope agreed with Barnsley Metropolitan Borough Council (BMBC) Highways officers.
- 1.7** A Travel Plan (TP) is also included in the application pack. It is important to encourage non car use; the Transport Assessment takes account of the effect of TP.
- 1.8** A pre application meeting involving BMBC planning officers was attended. At this meeting the highways officer provided comments in relation to the scope and the access location.
- 1.9** The TA provides a background to the existing highways situation in the area and that connected to the existing site use. The proposed development is then discussed and the impact on the network is demonstrated.

2. EXISTING SITUATION

- 2.1** Birdwell is approximately 3.5 miles from Barnsley Town Centre. The area grew as a result of the open cast mining area to the north
- 2.2** The main road runs through Birdwell connecting Barnsley to Sheffield. This is the A61 which runs from Derby to Ripon. This was a key north south corridor prior to the M1.
- 2.3** The M1 runs close to the site and takes access at junction 36.
- 2.4** The town centre has a limited amount of existing retail opportunities with food retail being limited to a Co-operative store and a Shell petrol filling station.
- 2.5** At present the vast majority of residents leave Birdwell to carry out a food retail shop. Given that it is likely to be a specific trip for food, it is likely that these trips would be carried out by car, given that it is a food specific trip. It is likely to be a weekly or monthly shop and carrying many bags by public transport is likely to be less desirable, whereas with a store that you can walk to within 10 minutes residents are likely to carry out frequent smaller shops. This can only be carried out with lengthy car dependant journeys at present.
- 2.6** The Co-operative store is supported by approximately 5 spaces. This is located close at the southern edge of the northern residential area in Birdwell. This store is extremely small and only really provides a top up shop facility.

Land Use and Planning History

- 2.7** Hangmanstone Depot was formerly used by Allan Finlay to remove bus engines for export to the foreign market. The site is currently unused, there have been previous approved consents for the redevelopment of this site.
- 2.8** The most recently approved application 2010/1538 amended the access to enable a standard priority junction to serve the development granted consent under application reference 2009/1259.
- 2.9** Planning application reference 2009/1259 was granted allowing the development offering a mix of A1,A2,A3 and A5 land uses. The GFA permitted totalled 1284 sqm GFA and was supported by a 79 space car park.
- 2.10** The design and access statement states that no Transport Assessment was required or submitted as part of the original application, however there was a level of transport information submitted to support the latest application.
- 2.11** Overall the site has been consented to generate a level of traffic higher than that proposed at present. The element of food retail previously consented would have been likely to be a convenience food retailer, such as Sainsbury's Local, Tesco Express, etc. This type of retailer has a significantly higher trip rate per 100 sqm than an Aldi store.

Accessibility by Non Car Modes

- 2.12** The site is bound with a 3m wide footway on Sheffield Road, this route is level and the surfacing is consistent.
- 2.13** An uncontrolled pedestrian crossing exists for crossing Barnsley Road. This is lit and is provided with tactile pavers. This facility is provided approximately 60m from the site.
- 2.14** There are no on street cycle facilities within Birdwell, cycling is carried out on the highway.
- 2.15** The closest northbound bus stop is located 150m from the site, this stop consists of a Shelter, timetable, case, flag and pole. The stop is accessed by walking along the footway to the crossing point north of Rockingham Row, the pedestrian island provides a safe crossing point to the northbound stop.
- 2.16** The southbound stop is located close to the signal controlled crossing point to the north of the site approximately 122m from the subject site. This stop consists of a timetable, case, flag and pole. These stops are within the required 400m walk distance from a bus stop.
- 2.17** The table below provides information on the bus operation times, frequency and major destinations.

Number - Route	Start /Finish	Weekday Frequency	Saturday Frequency	Sunday Frequency
64 Barnsley - Birdwell - Elsecar	0740/1442	60 mins	No Service	No Service
66 (N66) Barnsley - Birdwell - Elsecar	0616/2147	10 mins	10 mins	30 mins
67 Barnsley - Birdwell - Great Houghton	0519/2238	60 mins	60 mins	60 mins
227 Barnsley - Birdwell - Hoyland - Rotherham	0911/1711	60 mins	60 mins	No Service
265 Barnsley - Birdwell - Sheffield	0606/2231	30 mins	30 mins	60 mins
X10 Barnsley - Birdwell - Meadowhall	0915/1725	60 mins	60 mins	No Service

Table 2.1 – Bus Frequency Table.

- 2.18** Overall the site is considered to be highly accessible by non-car modes. The site benefits from a high level of public transport accessibility and as such the potential non car travel population catchment is high.
- 2.19** The services call at the local villages and towns making this a convenient stop on a return visit to a central destination or a single purpose trip can be made due to the extent of the public transport network available at this site.

Highway Network

- 2.20** Sheffield Road, is a key route through the centre of Birdwell. This route is well trafficked and serves as a link between the villages in the south of the Barnsley Metropolitan District area.
- 2.21** The route is close to the M1 and is a route used by many commuters, who carry out diverted and pass-by trips.
- 2.22** The previously consented development was considered acceptable on this site and was considered highly accessible by all modes. Nothing has changed since that consent was granted and this application being made.
- 2.23** The Highways Agency are currently increasing capacity at the M1 junction by utilising traffic signals on all approaches. This is to aid traffic travelling over and joining the M1.

3. ACCIDENT ANALYSIS

- 3.1** In accordance with the Transport Assessment guidelines an accident assessment has been carried out within the agreed study area.
- 3.2** Accidents are investigated to highlight a common theme and to ensure that the development would not affect the accident rate.
- 3.3** Within the study area, there have been 16 no. accidents of which 0 were reported as fatalities, 3 were reported as severe and 13 were reported as slight.

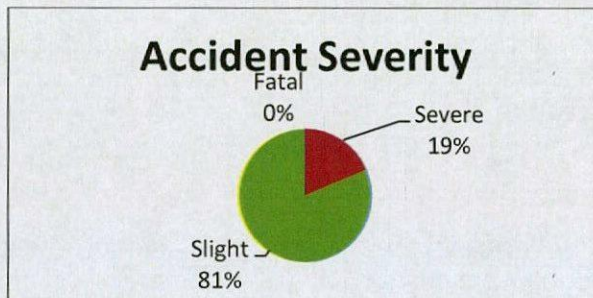


Figure 3.1 – Accident by Severity

- 3.4** The majority of accidents occurred between 7am and 6pm. A total of 8 no. accidents occurred at the roundabout junction with the A6128.
- 3.5** 10 no. accidents were reported to have occurred in good weather conditions with the majority occurring on a dry road surface. A total of 8 no. accidents occurred as a journey in connection with business or commuting.

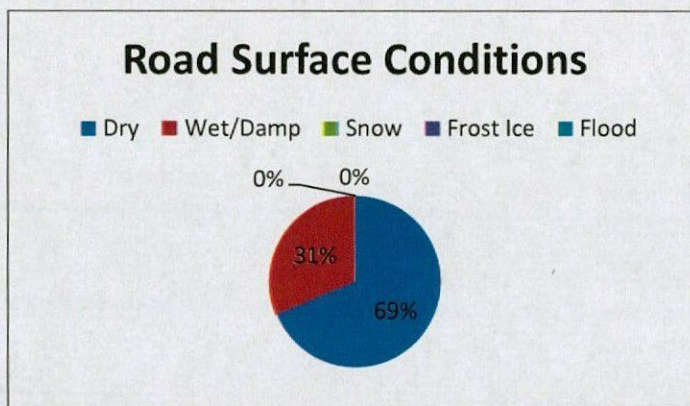


Figure 3.2 – Accident based on road surface conditions

- 3.6** One accident reportedly occurred at the Rockingham Row junction and one at the walk. There was no information in relation to causation.
- 3.7** Having thoroughly investigated the accident data there are no common causation factors.
- 3.8** The accidents were linked by driver error; many appeared to be rear end shunts with drivers not paying attention. The accident plot is attached to this report.

- 3.9** Based on the above consenting this development would have no effect on the existing accident rate.

4. PROPOSED DEVELOPMENT

- 4.1** This Transport Assessment (TA) assess the effect of placing an Aldi Foodstore 1571 Sqm Gross Floor Area (GFA), 1125 sqm Retail Floor Area (RFA) supported by 88 car parking spaces.

Access

- 4.2** The existing site access has been removed as part of the proposal and replaced with a new priority junction.
- 4.3** During pre-application discussions the highways officer was satisfied with the layout and we have agreed to carry out detailed modelling in relation to not only the proposed access but also Rockingham Row/Sheffield Road (47m) and The Walk/Sheffield Road (85m). The distance between the junctions in brackets () as the junction spacing is sufficient in terms of local and national guidance.
- 4.4** The previous consent was granted on the basis of providing a wider northbound lane to allow safe harbourage for a vehicle waiting to turn right. This junction has been designed based on these previously agreed parameters.
- 4.5** The access has been analysed using PICADY, this is discussed in detail in the next section of this report.

Aldi Food Store

- 4.6** Given the characteristics discussed in the previous chapter, the site has a significant walk in catchment at some 1137 residents within an identified 1km walk in catchment.
- 4.7** Footways are provided on Sheffield Road to an acceptable standard. The site is located in a highly accessible area as discussed in the previous section of this report.
- 4.8** Given the prominent location, the Aldi store would capture many pass-by trips and linked trips. Food Stores are unique as people shop somewhere at present; a new food store does not encourage new trips, but redistributes existing trips, generally as a result of the new facility being more convenient. This is discussed in detail in the next section of this report.
- 4.9** The food store would be supported by a new 88 space car park and 10 cycle spaces.
- 4.10** All developments proposing more than 10 spaces should provide 6% of the spaces as accessible by disabled motorists. This has been included within the proposed layout. These bays are supplemented further by Parent and Child Bays.
- 4.11** Servicing is entirely carried out within the site boundary, a standard Aldi layout is proposed, where service vehicles utilise the car park aisles. This is a similar operation to that approved at Barugh Green.

- 4.12** Aldi utilise a unique delivery system where typically one articulated vehicle delivers direct from the distribution centre daily. This vehicle carries fresh, ambient, chilled and frozen goods as well as internal mail.
- 4.13** The store also receives one independent bread and milk delivery per day, this is carried out by a local supplier, and this store would be an additional delivery on their existing schedule.
- 4.14** The servicing arrangement can be carried out when the store is operating and when it is closed, in a similar manner to that approved at Barugh Green.
- 4.15** The loading bay is level with the rear of the vehicle; this allows the driver to unload the delivery without the use of mechanical aid. The delivery area is equipped with a heavy curtain to each side of the trailer including the top; this contains any noise and light whilst unloading.

5. TRANSPORT PLANNING POLICY

National Planning Policy

- 5.1** The former Planning Policy Statement (PPS) 13 'Transport' (2011) was replaced by the National Planning Policy Framework (NPPF) on the 27th March 2012. This document condenses all previous PPGs and PPSs in to one document.
- 5.2** One of the 'core principles' of the NPPF is 'promoting sustainable transport'. The main objective of the NPPF is to "*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in location which are or can be made sustainable*" (page 6). Paragraph 37 states that planning policies should aim for "*a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.*"
- 5.3** Paragraph 32 of the NPPF continues the requirement of Transport Assessments for all developments that generate significant amounts of movement. In addition a Travel Plan is required which will promote the use of sustainable modes of transport (Paragraph 36).

Local Planning Policy

South Yorkshire Second Local Transport Plan (LTP3) 2011-2016

- 5.4** The South Yorkshire Second Local Transport Plan sets out the longer term vision of what transport will look like in the future and identifies how local transport plays a key role in supporting the transformation of South Yorkshire.
- 5.5** The LTP3 describes the four shared priorities which have been agreed between central and local government and which form the basis of South Yorkshire's transport strategy, these being:
- Tackling congestion;
 - Delivering accessibility;
 - Providing safer roads; and
 - Providing better air quality
- 5.6** The LTP3 notes the key transport challenges that are faced in South Yorkshire, which include:
- Addressing the way in which transport affects the communities of South Yorkshire's quality of life in terms of how they get access to the opportunities they need and the environmental and social effects of car growth; and
 - To secure the strategic and local transport infrastructure and services which will develop and sustain the county's long term economic transformation

5.7 Amongst the proposed measures to achieve the priorities highlighted above are:

- Achieving modal shift from the private car by promoting public transport;
- Managing demand and reducing the need to travel through integrating transport, land use and parking policies and enhancing the role of Travel Planning; and
- Supporting physical regeneration, incorporating access and transport to help deliver truly sustainable communities

5.8 With reference to the proposed development and access to public transport, in this sense the site is in a very sustainable location, whilst the Draft Travel Plan submitted in conjunction with this TA will aim to develop the use of sustainable transport modes.

Barnsley Core Strategy

5.9 The core strategy discusses reducing the need to travel and encouraging travel by sustainable modes. This development would provide a real alternative to travelling further distances into key town centres such as Barnsley and Sheffield.

5.10 The Core Strategy Solutions suggests that *"Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users"*. This development provides a new access designed to the latest standards in highway design.

5.11 The transport element focuses on encouraging travel where necessary to be on foot. Typically people will walk 800m (19 minutes) to a food store, the DfT suggests that journeys of up to 1km (23 minutes) would be desirable and 2km (46 minutes) acceptable in terms of walking.

5.12 The walk-in catchment for the store would provide a viable alternative to travelling by car with much of the residential area being included. The site has sufficient crossing points, picking up the various desire lines.

Unitary Development Plan (UDP)

5.13 The UDP specifies that there is a desire to provide genuine choices of travel mode as alternatives to the private car be assisting public transport operation, retention and development of the network, and development of facilities for cyclists and pedestrians.

5.14 This development provides a key destination within the local area, the proposal provides people with the opportunity to stay within the urban area that they live to carry out a retail trip.

5.15 Policy T2 – Development will only be allowed if the additional demand for travel can be accommodated on the network without significant detriment to the environment or the safe and ease of movement of vehicles and pedestrians using the network or through measures to assist public transport, cycling or walking.

- 5.16** This Transport Assessment provides the evidence necessary to demonstrate that the proposal will have an imperceptible impact on the network.
- 5.17** Policy T14 Development proposals will be required to include measures to facilitate access to and where appropriate by public transport services.
- 5.18** The development is located within close proximity to bus stops and the bus frequency is very high.
- 5.19** Policy T17 In support of the councils goals the car parking policies will seek to ensure the provision and management of car parking to secure
- Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
 - Avoidance of harm to the free flow of traffic safety levels and the amenity of residents and other road users
 - Encouragement of development that increases the number and range of job opportunities
- 5.20** Policy T22 New development shall be provided with no more car parking servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon;
- Highway safety
 - The local environment including amenity of local residents and adjoining land uses
 - The vitality and viability of Barnsley Town centre and commercial centres. Applications providing more parking than necessary will be refused.
 - Policy T27 the council will seek to encourage and support walk as a mode of transport and the design and layout of all development will be required to take account of the needs of pedestrians.
- 5.21** The development entirely accords with the car parking policy by providing 88 spaces.

Summary

- 5.22** Overall the entire development achieves the aspirations of national and local policy. The development provides a key destination necessary for all and therefore reduces the need for people to leave the local area to carry out a food retail shop.

6. TRIP GENERATION AND EFFECT

- 6.1** This section investigates the new land use, the trip generation, mode and trip type is discussed in detail.
- 6.2** The development will cause the largest effect at peak times; this section of the TA investigates the effect of replacing a car sales use with an Aldi store in this location.

Trip Generation

- 6.3** The TRICS database has been investigated to determine the trip generation. This was also provided as part of our scoping exercise and followed the guidance given in the recently approved Aldi application at Barugh Green, Barnsley.
- 6.4** The Highways officer requested a floor area calculation, therefore in order to ensure compliance the RFA of the store has been used to calculate trip generation. The output file is provided at Appendix B at the rear of this report.

Aldi Food Store

- 6.5** Based on the TRICS Good Practice Guide, the following parameters were selected therefore making the sample representative;
- Retail – Discount Food Stores
 - Similar Parking Provision
 - Weekday and Saturday surveys only
 - Location -, Suburban, Edge of Town
- 6.6** The Peak hour was determined by the traffic surveys carried out in line with the scoping note agreed with highway officers.

	Walk 22%	Cycle 0.3%	Public Transport 2%	Vehicle 75.7%	Total 100%
Proposed Aldi Store (1125 RFA) 16:15-17:15 (Weekday)	27	0	2	92	122
Proposed Aldi Store (1125 RFA) 13:00-14:00 (Saturday)	39	1	4	135	178*

Table 5.1 – Proposed Aldi Peak Hour Trip Generation *rounding error

Trip Type

- 6.7** Trips related to food purchases are carried out by each person / household at present. A new food store does not necessarily involve new trips; it does alter trip patterns and habits.

Linked Trips

- 6.8** These are trips that are already visiting a local destination and whilst carrying out the existing trip visit the Aldi store or visa versa.
- 6.9** Given that visitors are already attracted to the area, it is likely that during peak periods customers may visit two land uses.
- 6.10** A variety of studies have been carried out, predominantly TRICS report 95/2 provides information in relation to food store trip types.

Primary Transfer, Diverted and Pass-by Trips

- 6.11** Trip types at supermarkets were studied in depth by Napier University and Fairhurst and Partners. The following table demonstrates the recorded trip types at Safeway Stores throughout the UK.

Store	Primary Transferred	Diverted	Pass-by
Christchurch	60%	21%	19%
Poole	60%	29%	11%
Swindon	59%	27%	14%
Thanet	61%	33%	6%
Hampton	52%	18%	30%
Croydon	40%	32%	28%
Edinburgh	27%	44%	29%
Kirkcaldy	36%	41%	22%
Average	49%	31%	20%

Table 5.2 – Trip Type Proportion displayed in TRICs Report 95/2

- 6.12** The important fact to note from the above is that there are no new trips recorded.
- 6.13** Given the flows in the study area and the volume of traffic using the A6195 junction, the propensity to divert from an existing route is considered to be high, given the new offer. The 30% diverted would be considered as new to the study network and as there is no requirement for a retail impact assessment the primary transfer trips would also be

considered new to the study network, when in all likelihood many of these trips would exist on Sheffield Road, however the destination would be further away. This would be especially prevalent on a Saturday, when many trips on the network are related to retail.

- Primary Transfer 50%
- Diverted 30%
- Pass-by 20%

6.14 Taking into account the above information the following table outlines the trips by type.

	Arrival	Departure
Proposed Aldi Store (1125 sqm RFA) 16:30-17:30	43 (3.811)	49 (4.312)
Linked Trips (20% net total)	9	10
Primary Transfer (50% net total)	22	25
Diverted (30% net total)	13	15
Pass-by (20% net total)	9	10

Table 5.3 – Weekday Trip Generation by Trip Type

	Arrival	Departure
Proposed Aldi Store (1125 sqm RFA) 11:30-12:30	72 (6.400)	63 (5.567)
Linked Trips (20% net total)	14	13
Primary Transfer (50% net total)	36	32
Diverted (30% net total)	22	19
Pass-by (20% net total)	14	13

Table 5.4 – Saturday Trip Generation by Trip Type

Trip Distribution

- 6.15** The Aldi trip distribution is based upon observed turning patterns. The catchment is based upon a 5 minute drive time as described in the retail assessment.
- 6.16** It is therefore considered that there will not be a significant increase in traffic within Birdwell at peak times, rather an alteration to existing turning patterns.
- 6.17** As the trips being redistributed as a result of this proposal are primary transfer trips they are solely making a food trip at present. These trips would arrive and depart to/from the same point.
- 6.18** Diverted trips have been taken from the study area. Due to the provision of a food store at this location it may be more convenient to divert from the existing route, proportions from each road have been derived from the turning counts.
- 6.19** Pass-by trips have been distributed based on existing traffic patterns.

Committed Development

- 6.20** There are no significant committed developments in the area that would have an effect on the study area connected to this development.

Junction Analysis

- 6.21** It was agreed that the site access and the adjacent junctions required detailed analysis. This is a similar study area to that agreed in Transport Assessment recently approved by BMBC for Aldi Stores.
- 6.22** An Aldi store has its biggest impact at the proposed new access and immediate junctions as this is where the transfer and diverted trips would be considered as new.
- 6.23** It was considered that the introduction of a new access onto Sheffield Road may affect the Sheffield Road / Rockingham Row junction and due to the close proximity the Sheffield Road / The Walk junction was also analysed.
- 6.24** The flow diagrams assume that all of the primary transfer and diverted trips are new to the access junction, this is considered to be extremely robust.
- 6.25** Traffic within the study area was surveyed on Friday April 26th 2013 and Saturday April 27th 2013. In order to identify the peak hour within the peak period a 3 hour survey was carried out between 15:30 and 18:30 on Friday 23rd November 2012 and between 11:00 and 14:00 on Saturday 24th November 2012. The traffic count data is provided at Appendix B.
- 6.26** The peak hour was recorded as 16:15 – 17:15 on a weekday and 13:00-14:00 on a Saturday.

- 6.27** In line with DfT methodology traffic growth has been applied using NRTF and TEMPRO. The details of which are included at Appendix B. The NRTF adjusted by TEMPRO figures have been used to predict the assessment period of 5 years to 2018.
- 6.28** The flow diagrams displaying the traffic generation by type is included at Appendix C.
- 6.29** The PICADY output has been summarised below the full output is made available at Appendix D.

Arm	RFC	Queue
2013 Base		
Rockingham Row Right	0.072	0
Rockingham Row Left	0.164	0
Sheffield Road Right	0.018	0
2013 Base + Aldi Development		
Rockingham Row Right	0.075	0
Rockingham Row Left	0.170	0
Sheffield Road Right	0.021	0
2018 Base		
Rockingham Row Right	0.094	0
Rockingham Row Left	0.306	0
Sheffield Road Right	0.022	0
2018 Base + Aldi Development		
Rockingham Row Right	0.097	0
Rockingham Row Left	0.325	0
Sheffield Road Right	0.025	0

Table 5.5- PM Peak PICADY Summary Table – Rockingham Row / Sheffield Road

Arm	RFC	Queue
2013 Base		
Rockingham Row Right	0.005	0
Rockingham Row Left	0.006	0
Sheffield Road Right	0.012	0
2013 Base +Aldi Development		
Rockingham Row Right	0.006	0
Rockingham Row Left	0.006	0
Sheffield Road Right	0.013	0
2018 Base		
Rockingham Row Right	0.006	0
Rockingham Row Left	0.008	0
Sheffield Road Right	0.016	0
2018 Base + Aldi Development		
Rockingham Row Right	0.006	0
Rockingham Row Left	0.008	0
Sheffield Road Right	0.016	0

Table 5.6- Saturday Peak PICADY Summary Table – Rockingham Row / Sheffield Road

Arm	RFC	Queue
2013 Base		
The Walk Right	0.049	0
The Walk Left	0.323	1
Sheffield Road Right	0.043	0
2013 Base + Aldi Development		
The Walk Right	0.050	0
The Walk Left	0.340	1
Sheffield Road Right	0.043	0
2018 Base		
The Walk Right	0.074	0
The Walk Left	0.523	1
Sheffield Road Right	0.053	0
2018 Base + Aldi Development		
The Walk Right	0.078	0
The Walk Left	0.553	1
Sheffield Road Right	0.053	0

Table 5.7- PM Peak PICADY Summary Table – The Walk / Sheffield Road

Arm	RFC	Queue
2013 Base		
The Walk Right	0.051	0
The Walk Left	0.339	1
Sheffield Road Right	0.040	0
2013 Base +Aldi Development		
The Walk Right	0.053	0
The Walk Left	0.364	1
Sheffield Road Right	0.041	0
2018 Base		
The Walk Right	0.069	0
The Walk Left	0.474	1
Sheffield Road Right	0.035	0
2018 Base + Aldi Development		
The Walk Right	0.073	0
The Walk Left	0.511	1
Sheffield Road Right	0.049	0

Table 5.8- Saturday Peak PICADY Summary Table – The Walk / Sheffield Road

Arm	RFC	Queue
2013 Base + Aldi Development		
Aldi Access	0.228	0
Sheffield Road Right	0.070	0
2018 Base + Aldi Development		
Aldi Access	0.361	0
Sheffield Road Right	0.076	0

Table 5.9- PM Peak PICADY Summary Table – Aldi Access / Sheffield Road

Arm	RFC	Queue
2013 Base + Aldi Development		
Aldi Access	0.245	0
Sheffield Road Right	0.111	0
2018 Base + Aldi Development		
Aldi Access	0.308	0
Sheffield Road Right	0.119	0

Table 5.10- Saturday Peak PICADY Summary Table – Aldi Access / Sheffield Road

- 6.30** Based on the above the development has a minimal effect on the relation of flow to capacity and no effect on the queue. The queue would be the most obvious change to people using the network.
- 6.31** The blocking function for right turning traffic has been included within the PICADY assessment as no ghost island right turn facility is proposed or required as part of this assessment.

7. CONCLUSION

- 7.1** The proposed Aldi Store would re develop this existing brown field site, which offers little benefit to the community at present and was previously marketed for mixed use with a valid planning consent, however it did not develop.
- 7.2** The site is accessible by all modes of travel, Sheffield Road is well trafficked, however the traffic flow allows for gaps, where pedestrians can cross safely. The majority of the residential dwellings are located on the site side of Sheffield Road with the bulk of the houses on the opposite side, tying in with the existing crossing point.
- 7.3** A new junction is proposed meeting the latest design standards, this uses the previously agreed dimensions and visibility splays.
- 7.4** Accident data has been investigated; there is no significant link in accidents, over the past 5 years there are no reported accidents fronting the site.
- 7.5** Capacity assessments have been carried out; the results demonstrate that there is a negligible impact in the 2013 and 2018 assessment years.
- 7.6** The entire development accords with both local and national policy, as such it aims to achieve the same aspirations.
- 7.7** Given the above, there are no highways or transportation reasons as to why this development should not be approved.