

11 October 2010

Alan Starkley
Highways and Transportation
Barnsley MBC
Corporate Mail Room
PO Box 634
BARNSLEY
S70 9GG

Your Ref: 2010/1044/Ful
Our Ref: T114-AS2010oct11

Dear Alan,

Proposed Foodstore and Office Development, Claycliffe Road / Barugh Green Road, Barnsley

As you are aware we recently submitted a planning application at the above site, I appreciated your verbal comments that the Transport Assessment (TA) was acceptable and that you were awaiting comments regarding the preliminary access design.

Given that the access points are in the same location as the previously consented scheme and that we have offered the ghost right turn lane requested in our scoping meeting, I would hope that this is acceptable.

I am writing to outline the effect of an alternative development proposal in the area of the site accessed from Barugh Green Road. The current TA includes an

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element of non food retail, however Barnsley Council planning team have indicated a need for further employment land.

It is therefore proposed to replace the non food retail element (948 sqm GFA) with office floor space (678 sqm GFA). This would increase the total office space being promoted on site to 1170 sqm GFA.

With all other matters remaining as agreed in the Transport Assessment, i.e. trip rates, distribution, assignment and trip types, the traffic generation is reduced. Table 1 below, illustrates the number of trips as provided and agreed in the TA.

	Weekday PM Peak (16:30-17:30)		Saturday Peak (11:30-12:30)	
	Arrivals	Departures	Arrivals	Departures
Aldi Store	56	54	88	84
Non-food units	35	35	29	28
Office	2	7	0	0
Development total	93	96	117	112

Table 1 - Trip Generation for Aldi Store and Non-Food Retail/Office Units – As Per TA

	Weekday PM Peak (16:30-17:30)		Saturday Peak (11:30-12:30)	
	Arrivals	Departures	Arrivals	Departures
Aldi Store	56	54	88	84
Office	4	17	0	0
Development total	60	71	88	84

Table 2 - Trip Generation for Aldi Store and Non-Food Retail/Office Units – Proposed

The above tables demonstrate that there is an increase in the number of pure trips related to the office use, but overall a decrease in total trips as the non food retail element would be removed. As a result the number of vehicles using the Barugh Green Road access would reduce.

It is important to consider the effect on trips by type as there is a reduction applied to retail uses for linked trips, pass- by and diverted, which cannot always be applied to an office use.

Trip Type	Weekday PM Peak (16:30-17:30)		Saturday Peak (11:30-12:30)	
	Arrivals	Departures	Arrivals	Departures
Aldi Primary	31	31	49	47
Aldi Pass-by	13	13	21	20
Aldi Sub-total	45	44	71	67
Non-food Retail Units Primary	24	24	20	20
Non-Food Units Pass-by	10	10	9	8
Non-Food Retail Sub-total	35	35	29	28
Office Sub-total	2	7	0	0
Development Total	82	86	100	95

Table 3 - Trip Generation for Original Development Proposal by Trip Type – (presented in the TA)

Trip Type	Weekday PM Peak (16:30-17:30)		Saturday Peak (11:30-12:30)	
	Arrivals	Departures	Arrivals	Departures
Aldi Primary	31	31	49	47
Aldi Pass-by	13	13	21	20
Aldi Sub-total	45	44	71	67
Office Sub-total	4	17	0	0
Development Total	49	61	71	67

Table 4 - Trip Generation for Proposed Development by Trip Type

The above table demonstrates that the replacement of the non-food retail land use with the office land use would result in a lower traffic generation than predicted in the agreed Transport Assessment.

As demonstrated above the impact would be lower than predicted, if you wish I can re-run the traffic models, however the impact would be lower as the trip generation is significantly lower. If this is required, please let me know.

As you are probably aware we are keen that the application proceeds within the same timescales, I hope that this addendum has provided the additional information necessary to update your consultation response and continue without objection.

Thank you for your assistance regarding this matter. If you have any queries related to the above please do not hesitate to contact me using the details above.

Yours sincerely

CHRIS SMITH

Director

email chris.smith@transportpotential.co.uk