

Boreham

HIGHWAY ADVOCACY DOCUMENT

for

**PROPOSED EXTENSION OF
EXISTING INDUSTRIAL PREMISES
(USE OF EXISTING ACCESS)**

STOCKS LANE, BARNSELY

On behalf of

Royston Lead Ltd

AM/P/210312

19 May 2010

Title: Highway Advocacy Document
Project: Proposed Extension of Existing Industrial Premises
(Using Existing Access)
Client: Royston Lead
Issue: Draft
Project No. 210312

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Plans

1. Site Location
2. Development Proposal

EXECUTIVE SUMMARY

Royston Lead Ltd is proposing an extension to its existing industrial premises on a site located on Stocks Lane, Barnsley. The proposed extension would provide an additional 1,609m² Gross Floor Area (GFA) creating a total GFA of 4,205m² with associated parking facilities.

The development proposal will retain access / egress for all movements from the existing access / egress from Stocks Lane. This Highways Advocacy Document considers the transport and traffic issues relating to these proposals.

This document demonstrates that the proposed development would be accessible by sustainable travel modes of walking, cycling and public transport, providing good access for employees and visitors by these non-car modes.

The trip generation is presented, with the proposed extension producing an additional 9 two-way trips in the AM peak and 8 two-way trips in the PM peak. It is therefore not considered to cause any material impact on the existing local highway during peak periods.

Based on the above, there are no highways or transportation reasons that would prevent the granting of planning application for the proposed extension of the existing industrial premises.

1. INTRODUCTION

Introduction

- 1.1 Waterman Boreham (WB) has been instructed by Royson Lead Ltd to advise on transport and traffic issues relating to the proposed extension of an existing general industrial unit located on Socks Lane, Barnsley.

Scope

- 1.2 WB had attempted on a number of occasions to scope the development proposals with a Barnsley Metropolitan Borough Council (BMBC) highways officer but were unable to obtain a response.
- 1.3 Therefore the scope of this document and the level of assessment has been based on BMBC's Supplementary Planning Document 32 'Parking, Transport Assessments and Travel Plans'.
- 1.4 The development proposal is below the threshold which requires a Transport Assessment (over 6000m²) or Travel Plan (over 5000m²).
- 1.5 Although a Transport Assessment or Travel Plan is not required, the purpose of this Highways Advocacy Document (HAD) is to provide supporting information on the transport and traffic aspects of the development proposal and provide supplementary information to assist in the determination of a planning application for the proposed development.

Report Layout

- 1.6 Following this introduction, Section 2 of the report provides a description of the site and its location, access / egress, surrounding highway infrastructure and a description of the development proposals including parking provisions.

- 1.7 Section 3 provides an assessment of the accessibility of the site by alternative modes of transport to the private car.
- 1.8 Section 4 presents the TRICS assessment of traffic generated by the existing and proposed development.
- 1.9 The conclusions to the report are drawn together in Section 5.

2. SITE LOCATION & DEVELOPMENT PROPOSALS

Site Location

- 2.1 The site is located to the western end of Stocks Lane, approximately 1km to the west of Barnsley town centre within a mixture of existing industrial and residential land uses. The site location is detailed in Plan 1.
- 2.2 The site is bound to the north by open space; the east by Stocks Lane and residential terraces; the south by potential development land (brownfield); the west by West Road and further industrial units.
- 2.3 The site is currently occupied by a general industrial unit (B2) occupied by Royston Lead. The proposed extension of the site is accommodated within the boundary of the Royston Lead site.

Access, Egress and Surrounding Highway Infrastructure

- 2.4 The site access / egress for all vehicles will be from Stocks Lane using the existing Royston Lead site access. No changes will be required to the access with all movements and parking requirements accommodated within the site boundary.
- 2.5 Pedestrian access will also be from Stocks Lane where appropriate levels of pedestrian infrastructure are provided with footways on either side of the road, traffic movements are of a level which allows pedestrians to cross informally without issue.
- 2.6 The only access to the site is from Stocks Lane which 200m to the east leads to Summer Lane, this in turn leads to the A628 / A635 which skirts the town centre providing linkages to more local and regional destinations. The A1 junction 37 is located approximately 2km east of the site.

Proposed Development & Parking

- 2.7 The existing Royston Lead industrial unit has a B2 general industrial Gross Floor Area (GFA) of 2,596m² (inclusive of 240m² of B2 related integral offices).
- 2.8 The proposed development will provide an extension to the existing building. This has a proposed GFA of 1,609m² (inclusive of 200m² of B2 related integral offices).
- 2.9 Therefore the proposed development will have a total GFA of 4,205m² B2 general industrial use post extension.
- 2.10 SPD 32 Adopted March 2005 specifies the maximum parking standard for the proposed '*General Industrial*' land use as:
- 1 space per 50m² below 500m²; and
 - 1 space per 60m² above 500m².
- 2.11 The proposed development will provide parking in accordance with these standards, which also requires the provision of 4% of the total as accessible spaces. Therefore there will be 10 spaces provided in total for the GFA below 500m² and 62 spaces for the GFA above 500m², providing a total of 72 spaces (of which 3 are for mobility impaired) across the site in accordance with BMBC parking standards. A site layout is detailed on Plan 2.
- 2.12 In addition, the development will include provision for cycle parking. The required BMBC standard requires 1 space per 300m² for staff. The proposed development will therefore provide 15 spaces in accordance with BMBC cycle parking standards through 8 Sheffield style stands.

- 2.13 Parking will be accommodated on-site thus reducing any off-site conflict with other road users or nearby land uses.

3. ACCESSIBILITY OF THE DEVELOPMENT SITE

Accessibility

- 3.1 A key element of national transport policy is to locate development where there is good access by public transport, walking and cycling infrastructure and availability of other complementary services and appropriate catchments. This will support the aims of integration of planning and transport, provide more sustainable transport choices, and reduce overall travel and car use.
- 3.2 It is important, in this regard, to consider the spatial relationship between the site and the proposed land use, and the ability to access these by what are often termed more sustainable modes of transport.
- 3.3 The accessibility of the proposed residential development on the site is considered in this context below for the following modes of travel:
- a) Accessibility on foot;
 - b) Accessibility by cycle; and
 - c) Accessibility by public transport.

Accessibility on Foot

- 3.4 Pedestrian accessibility to the site from the local area is primarily by way of the site frontage on Stocks Lane to the east by an existing footway. This runs east towards other residential and industrial areas and Summer Lane.
- 3.5 There are no formal crossing facilities adjacent to the site, but traffic levels are considered low enough for this not to be an issue with informal

crossing appropriate at all locations around the site.

- 3.6 As established footways are located in close proximity to the site, they will allow those working at the proposed development to access key goods and services in the vicinity of the site by more sustainable travel modes.
- 3.7 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' suggests acceptable walking distances for planning and evaluation purposes, for a development of this type 1,000m is considered an acceptable walking distance to and from the site (2,000m as a maximum).
- 3.8 Within this distance are a number of residential areas, retail, industrial, leisure, educational and health land uses. Much of the town centre can also be accessed within 1000m with the whole town centre within 1500m.
- 3.9 Due to the level of key goods and services within an acceptable walking distance of the site, it is considered that the location of the development proposal will encourage walking and linked trips with other sustainable modes, particularly for commuting purposes. In conclusion, the development site can be considered highly accessible on foot from the surrounding area.

Accessibility by Cycle

- 3.10 BMBC promote the accessibility of the area for cycling under its Cycling Strategy and subsequent LTP2 policies. Its objectives include the encouragement of individuals to cycle for commuting and leisure journeys to reduce reliance on the private car.
- 3.11 PPG13 also states that cycling has the 'potential to replace short car journeys, particularly those under 5 kilometres.' Within 5km of the site the

whole of Barnsley and suburbs can be accessed. This brings large and extensive residential and commercial areas within cycling distance of the proposed development.

- 3.12 Due to extensive residential catchment, services and amenities within the recommended cycle catchment from the site, cycling is an attractive alternative option to the private car particularly for commuters to the proposed site including linked trips. This also includes train services at Barnsley and Dodworth stations. There are however no formal provisions for cyclists on street in the vicinity of the development.
- 3.13 In conclusion, it is considered the proposed development would have good accessibility by cycle.

Accessibility by Public Transport

- 3.14 The proposed development benefits from accessibility by a number of bus services which connect the site with the neighbouring residential areas, town centre and regional destinations.
- 3.15 The 400m distance is generally accepted by the Bus and Coach Council as a reasonable walk distance to access services. A maximum walk distance of 400m is also set out in the IHT guidelines on Planning for Public Transport for Development.
- 3.16 The site is served within 400m by stops on Summer Lane and Pogmoor Road by services 23, 24, 43 and 44.
- 3.17 Services 23 and 24 provide linkages to the town centre, Barnsley hospital, Dodsworth, Thurgolan, Deepcar, Stocksbridge, Oxpring and Pennistone.
- 3.18 Services 43 and 44 provide linkages to the town centre, Barnsley hospital

and Kingstone.

- 3.19 Services on Monday to Saturday operate during peak times and during the day with at least one of these services every 30 mins, connecting the site directly to the town centre and other local and regional destinations.
- 3.20 Considering the above it can be concluded that the site is well located for bus use, with a number of services and 6 bus stops in close proximity (within 400 metres) to the site.
- 3.21 In terms of rail travel, the nearest railway station to the site is at Barnsley Interchange in the town centre, approximately 1.6km from the site which provides services to regional destinations such as Leeds, Castleford, Wakefield, Meadowhall, Sheffield and Huddersfield. During the peak hours and daytime there are 3 services an hour in each direction, providing a good frequency of service.

Conclusion

- 3.22 The site is in a location that offers ease of access on foot and on cycle to various residential areas as well as other key goods and services.
- 3.23 The local bus services within immediate walking distance of the site provide ease of access to the town centre and other local and regional destinations. The availability of public transport will greatly contribute towards encouraging employees to travel to work by sustainable modes and ensure that car journeys are minimised.
- 3.24 It can be concluded, therefore, that the site would provide a sustainable location in transport planning terms by way of providing ease of access by sustainable modes of transport to local areas and beyond.

4. TRIP GENERATION

- 4.1 Peak hour traffic generated by the proposed development has been based on interrogation of the TRICS (2010a) database using average trip rates, as we consider these to be most appropriate from the location of the site.
- 4.2 Average trip rates were derived in TRICS (2010a) by selecting the 'Employment' Land use class and the 'Industrial Unit' category as this was considered to be the most accurate description of the proposed development. Sites were selected based on similar characteristics, locations and GFAs.
- 4.3 The weekday trip rates have been limited to regions and sites with similar characteristics and are detailed in Table 4.1.

Table 4.1 – Trip Generations – Industrial Unit

Time Period	Trip Rate per 100m ²		2-Way Trip Rate
	Arr	Dept	
08:00 – 09:00	0.425	0.090	0.515
16:30 – 17:30	0.093	0.360	0.453

Source: Consultants Estimates (TRICS Database 2010)

- 4.4 The weekday trip rates derived in Table 4.1 are then applied to the existing and proposed floor areas to show the peak hour trip generation calculations for both the AM and PM peak hours, detailed in Table 4.2. This provides the number of additional trips predicted by the development extension during network peaks as a result of the extension.

Table 4.2 – Proposed Development Trip Generation – Industrial Unit

	Time Period	Trip Rate per 100m ²		Inbound/ Outbound Trip Generation		2-Way Trip Rate	2-Way Trip Generation
		Arr	Dept	Arr	Dept		
Existing GFA 2,596m²	08:00 – 09:00	0.425	0.090	11	3	0.515	14
	16:30 – 17:30	0.093	0.360	3	10	0.453	13
Proposed GFA 1,609m²	08:00 – 09:00	0.425	0.090	7	2	0.515	9
	16:30 – 17:30	0.093	0.360	2	6	0.453	8
Total GFA 4,205m²	08:00 – 09:00	0.425	0.090	18	4	0.515	23
	16:30 – 17:30	0.093	0.360	4	16	0.453	21

Source: Consultants Estimates (TRICS Database 2010)

- 4.5 Table 4.2 shows that the proposed extension would generate an additional 9 two-way trips in the AM peak and 8 two-way trips in the PM peak.
- 4.6 This provides a total of 23 two-way trips in the AM peak hour of 08:00 to 09:00 and 21 two-way trips in the PM peak of 16:30 to 17:30 for the development inclusive of the proposed extension.
- 4.7 It is considered that this presents a robust assessment of the existing and proposed trip generation. Taking account of the aforementioned, the resultant trips would be easily accommodated within the daily peak hour traffic conditions on the local highway network.
- 4.8 Further to this the site is in close proximity to a range of sustainable transport modes. There are also a number of residential areas and surrounding key goods and services within walking and cycling distances which would further reduce the proposed trip rates.

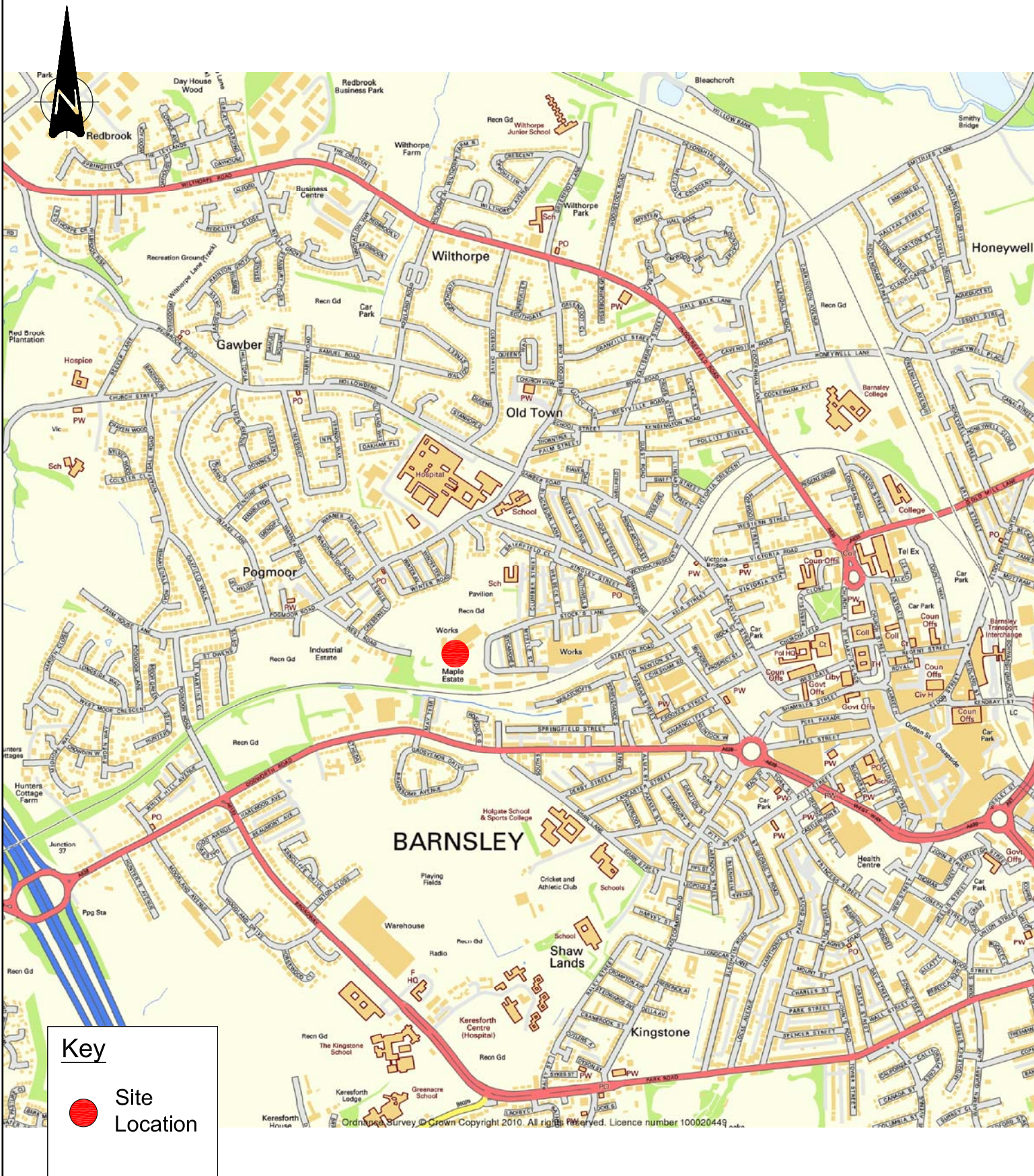
5. CONCLUSIONS

- 5.1 Royston Lead Ltd is proposing an extension to its existing industrial premises on a site located on Stocks Lane, Barnsley.
- 5.2 This development proposal retains all movements to and from the site via the existing access / egress on Stocks Lane.
- 5.3 The proposed development would be accessible by sustainable travel modes of walking, cycling and public transport, providing good access for employees and visitors by these non-car modes. Surrounding the site are a number of existing pedestrian facilities and routes which provide a network of links between the site, surrounding residential areas, local services and public transport services, providing attractive alternatives to the private car.
- 5.4 In summary, the proposed development would conform to PPG13 'Transport' in meeting objectives to promote more sustainable transport choices.
- 5.5 Consideration has also been made within this document of the trips generated by the existing site and the proposed extension. The analysis in this document shows that the proposed extension produces an additional 9 two-way trips in the AM peak and 8 two-way trips in the PM peak. This development proposal will therefore generate in total 23 two-way trips in the AM peak and 21 two-way trips in the PM peak.
- 5.6 We consider this presents a robust assessment of the proposed trip generation and could be accommodated without any material increase in delays or queues on the local road network as a result of the development proposal.

- 5.7 The proposed (inclusive of existing provision) provision of 72 car parking spaces (of which 3 are accessible) and cycle parking for 16 bikes (8 Sheffield stands) is consistent with BMDC policy requirements.
- 5.8 This document has demonstrated that there are no highways or transportation reasons that would prevent the granting of planning application.

Plans

1. Site Location
2. Development Proposal



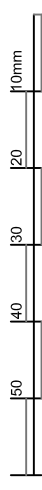
Client Royston Lead		Drawn AM	Checked KY 17.05.10	Approved KY 17.05.10	REV	DATE	AMENDMENTS	DRAWN	CHK	APP
Project Stocks Lane, Barnsley		Scale @ A4 NTS		Date May - 10	Waterman Boreham Ltd Parsonage Court 1 North Parade Parsonage Gardens Manchester M3 2NH Telephone: (0161) 827 9090 Facsimile: (0161) 827 9091 Email: enquiries@waterman-boreham.com Waterman Boreham Transport Planning 					
Title Plan 1 - Local Location Plan		Project No. 210312		Drawing No. 001						
Purpose of Issue		Rev		Team						
☒ Preliminary		-		P						
☐ For Tender										
☐ For Information		☐ As Built								
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Notes:

Subject to statutory approvals and survey.



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project **Royston Lead Ltd, Barnsley**

client **Royston Lead Ltd**

title	Proposed Site Layout
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drawn ba checked . date Apr 2010 scale 1:500@A3

job no 0227 drawing no PL05