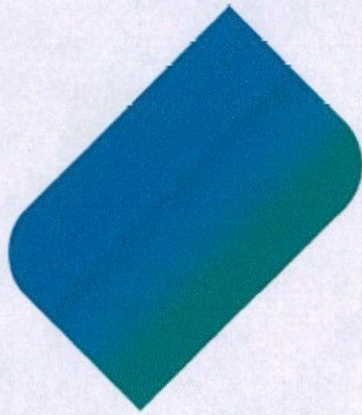




PAH
HIGHWAY CONSULTANTS

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PROPOSED COMMERCIAL DEVELOPMENT,
OFF BARNSELY TRADE PARK,
WOMBWELL LANE, STAIRFOOT

TRANSPORT STATEMENT

1031 /JULY 2015

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1 INTRODUCTION

- 1.1.1 PAH Highway Consultants Ltd has been appointed to prepare this *Transport Statement* relating to the proposed commercial development at Barnsley Trade Park, located off the A633 Wombwell Lane, Stairfoot. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposals are to construct two small scale trade units along with associated parking, access road and turning facility accessed from the existing trade park to the east.
- 1.1.3 This *Transport Statement* considers the traffic impact and transport sustainability provision associated with the proposed development. This statement demonstrates that the proposals should be acceptable for planning approval purposes.

2 EXISTING CONDITIONS

2.1 Site Description

- 2.1.1 The site is currently undeveloped and more akin to scrub land, lying behind the existing retail units off Barnsley Retail Park and directly west of Barnsley Trade Park of which the proposal is to take access off and be an extension to. Vehicular access is only achievable via Barnsley Trade Park as the site is bounded by retail units to the north and green fields to the west and south.



Photograph 1 – Existing condition from Barnsley Trade Park

- 2.1.2 From the planning submissions for the adjacent Barnsley Trade Park more specifically 2012/0914 and 2011/0155 both of which were granted conditional planning approval in June 2012 and December 2011 respectively, development of the application site has been considered in essence as the approved plans do indicate an access road into the site as now proposed.
- 2.1.3 The site is located in a predominantly commercial area within the settlement of Stairfoot, approximately 3.5km south east of Barnsley Town Centre. The site is located within easy reach of public transport services, and would be located within the existing commercial zone.

2.2 Local Highway Network

- 2.2.1 The development will be accessed from the existing Barnsley Trade Park service road via the A633 Wombwell Lane. The service road also commonly known as Wombwell Lane is approximately 142m in length running in a south westerly direction from its junction with A633 Wombwell Lane to where it terminates at the application site access point. There are 5 access points along its length which in turn serve a total of 9-10 commercial/retail units. Given the number of units served and the fact it is not a through route, traffic volumes are typically low along the service road throughout the day. The service road is a two way single carriageway with footways provided on both sides. The carriageway is approximately 6.5m wide with both footways being 2.0m in width. Whilst the carriageway and footways are in need of a final surface course they are of sufficient condition for there its day to day use. The permitted speed limit is 30mph and although there is no direct street lighting, there is indirect lighting via the adjacent car park floodlights.



Photograph 2 – Existing Service Road

2.2.2 The A633 Wombwell Lane forms part of the arterial road network within Barnsley running for a distance of approximately 10km from Athersley in the northwest to Brampton in the south east. The A633 Wombwell Lane commences at the 6 arm Stairfoot Roundabout located approximately 2km northwest of the application site. Wombwell Lane provides access to a number of distributor roads, residential side roads and individually served residential properties. Given its status the road is subject to high traffic volumes throughout the day with notable queuing at peak periods and on weekends, due to the nearby supermarket store and sheer number of signals on the approach to Stairfoot roundabout and the roundabout itself which is signalised, and a significant junction within Barnsley. Wombwell Lane is subject to a 40mph speed limit which is enforced by a camera approximately 230m south east of the Service Road junction with the A633.

2.2.3 The junction to Barnsley Trade Park is in the form a simple priority give way, with the benefit of a right turn lane. Sightlines from the Service Road are considered to be satisfactory and in accordance with the vehicular speeds experienced.

2.2.4 The site is located within easy reach of the bus services available on Wombwell Lane. Further details of the bus services available from the local fare stages are shown in section 2.3 below.

2.3 Transport Sustainability

2.3.1 The site is in an accessible location being within a short walking distance of bus services, with the nearest being immediately adjacent and opposite the service road junction with the A633 Wombwell Lane.

2.3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012. This document superseded a number of national Planning Policy Statements and Guidance Notes (PPS's and PPG's). The national transport policy relating to transport and development that was formerly set out in PPG 13 'Transport' is now replaced by Section 4 of the NPPF.

2.3.3 However the guidance within PPG 13 is still useful as a reference until such time as the Local Planning Authority publishes their specific transport policies.

2.3.4 Paragraph 35 of the NPPF states that “developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles;
and
- Consider the needs of people with disabilities by all modes of transport.

2.3.5 The pedestrian catchment in Appendix B includes the nearby residential settlements of Stairfoot, Wombwell, Kendray and Ardsley and therefore the site is considered to be accessible to a significant number of local residents in terms of employment and potential custom.

2.3.6 With regards to cycling, PPG 13: Transport stated that “Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport”. The plan at Appendix B also shows the 5km cycle catchment area from the site. Within the cycle catchment area is the whole of Barnsley Town Centre the settlements of Ardsley, Darfield, Wombwell, Worsborough , Gawber, Pogmoor, Smithies, Monk Bretton and Cudworth.

2.3.7 The nearest bus stop is located on Wombwell Lane immediately adjacent and opposite the service road junction with the A633 Wombwell Lane. The bus stops have the benefit of a passenger shelter and timetable information. The table below identifies the bus services that use the nearest stop.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
22/22M	Barnsley to Rotherham – MeadowHall Via Stairfoot, Wombwell, Wath, Rawmarsh	30 mins	60 mins
222	Barnsley to Doncaster via Stairfoot, Wombwell, Brampton, West Melton, Wath, Manvers, Swinton, Mexborough and Conisbrough	30 mins	60 mins
226	Barnsley to Thurnscoe via Stairfoot, Wombwell, Brampton, West Melton, Wath, Manvers Bolton and Goldthorpe	30 mins	60 mins
22X	Barnsley to Rotherham via Stairfoot, Wombwell, Brampton, West Melton, Wath, Manvers, Rawmarsh and Parkgate	15 mins	60 mins
X20	Barnsley to Doncaster via Wombwell, Manvers, Mexborough and Conisbrough	60 mins	-

Table 1: Bus Services

2.3.8 As can be identified from the above table, there are 5 separate bus services that operate from the nearest stops. These provide 11 buses per hour to Barnsley Town Centre, Rotherham, and Doncaster. The bus services are therefore considered to be of a very good standard and will provide an alternative to the private car in line with current Government guidelines.

2.3.9 In summary, the site is considered to be in a very accessible location to residential settlements in terms of walking, cycling and public transport.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposals are to develop the existing undeveloped and scrub land to the rear of the existing Retail Park and Trade Park, by way of two small scale trade units along with associated parking and servicing infrastructure. The proposed trade units will be accessed via a continuation of the existing service Road to Barnsley Trade Park. The proposals can be found at Appendix C.
- 3.1.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.2 Vehicular Access

- 3.2.1 The proposed service route will be to the same standard and layout as the existing service road, allowing both unrestricted vehicular and pedestrian access. The service road will be continued at the same width with 2.0m wide footways to both sides. A turning circle will be provided to the west of units which can accommodate a typical sized HGV.
- 3.2.2 It is proposed that Unit 7 will operate a one way system which shall be adequately signed and lined, as this will allow service vehicles to enter and leave the site in forward gear, given the available turning circle to adjacent Unit 8. Unit 8 will require service vehicles to reverse into the site, however this is not considered to raise significant concern, again the turning circle is available so to avoid turning manoeuvres being undertaken within the service road. Given the size of the units it is not expected that HGV visits will be common place.

3.3 Parking Provision

3.3.1 The proposed trade units are relatively small scale with Unit 7 being 930sqm and Unit 8 515sqm. Based on a 10% A1 retail area and the remainder being B2 (worst case as opposed to B8), a minimum of 30 car parking spaces would be required as based on the Councils Parking Standards. As part of the proposals 39 spaces are to be provided which is only slightly higher, however this can be reduced on request of the LPA.

3.3.2 Car parking is to be located immediately adjacent both units with the majority located opposite Unit 7. However provision along with crossing points are available to both Units.

3.4 Pedestrian and Cycle Provision

3.4.1 Pedestrian access will be made via the proposed footways long the service road from Wombwell Lane.

3.4.2 Secure cycle storage facilities will be provided within the site, the type and location is to be agreed with the LPA.

3.5 Servicing

3.5.1 The servicing requirements for the proposed development can be adequately catered for within the proposed service road layout via the provision of the turning circle adjacent to Unit 8.

4 TRAFFIC IMPACT

4.1 Existing Traffic

- 4.1.1 As the site is currently undeveloped and does not have history of previous development, the traffic generated by the proposals will in theory in be new, although realistically the majority will be pass by trips / trips already experienced on the network, given the location of the site within the existing Retail Park and Trade Park.

4.2 Development Traffic

- 4.2.1 The proposed development is for two trade units of which 10% of the GFA will be retail. To determine the anticipated traffic generation from the proposed trade units development totalling 1,445sqm of B2, it has also been necessary to interrogate data from the national TRICS database.
- 4.2.2 Table 4A provides the typical peak hour trip rates for weekdays (morning peak 0800-0900 hours and evening peak 1700-1800 hours), with the likely traffic generation of the proposed trade units. The TRICS data is shown at Appendix D.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.452	0.207	0.659	0.122	0.389	0.511
Generated Trips	7	3	10	2	5	7

Table 4A – Predicted Development Trip Rates & Generation

- 4.2.3 As can be seen from the above table, the proposed development is anticipated to generate approximately 10 trips during the morning peak and 7 trips during the evening peak hours.

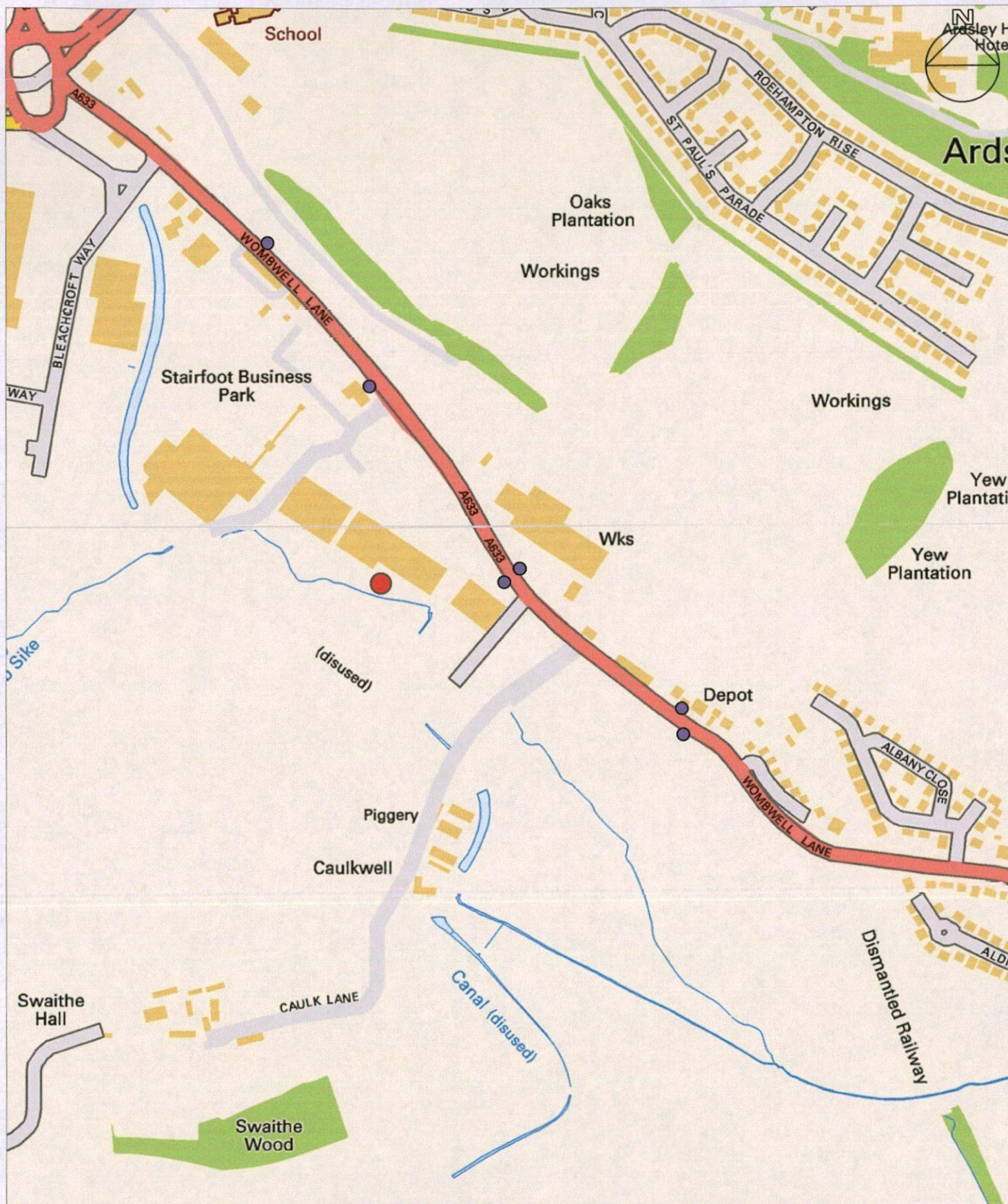
- 4.2.4 Whilst the proposals would generate the above trips, consideration must be given to the fact that given the sites location as an extension to Barnsley Trade Park and adjacent Barnsley Retail Park that the majority of trips will be pass by trips, and trips that are already committed on the network.
- 4.2.5 It should be noted that given the sites sustainable merits, with good quality local bus services and available walking distance to nearby settlements, the actual trip rate for the proposed development could be less than that predicated by TRICS.
- 4.2.6 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5 CONCLUSIONS

- 5.1.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of two small scale trade units is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The site is considered to be in a very sustainable location being within close proximity of the nearest bus stops with very frequent services to through and to neighbouring settlements and towns and within a short walking of local residential settlements.
- 5.1.3 It is considered that the anticipated increase in the level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



KEY:

- SITE LOCATION
- BUS STOPS

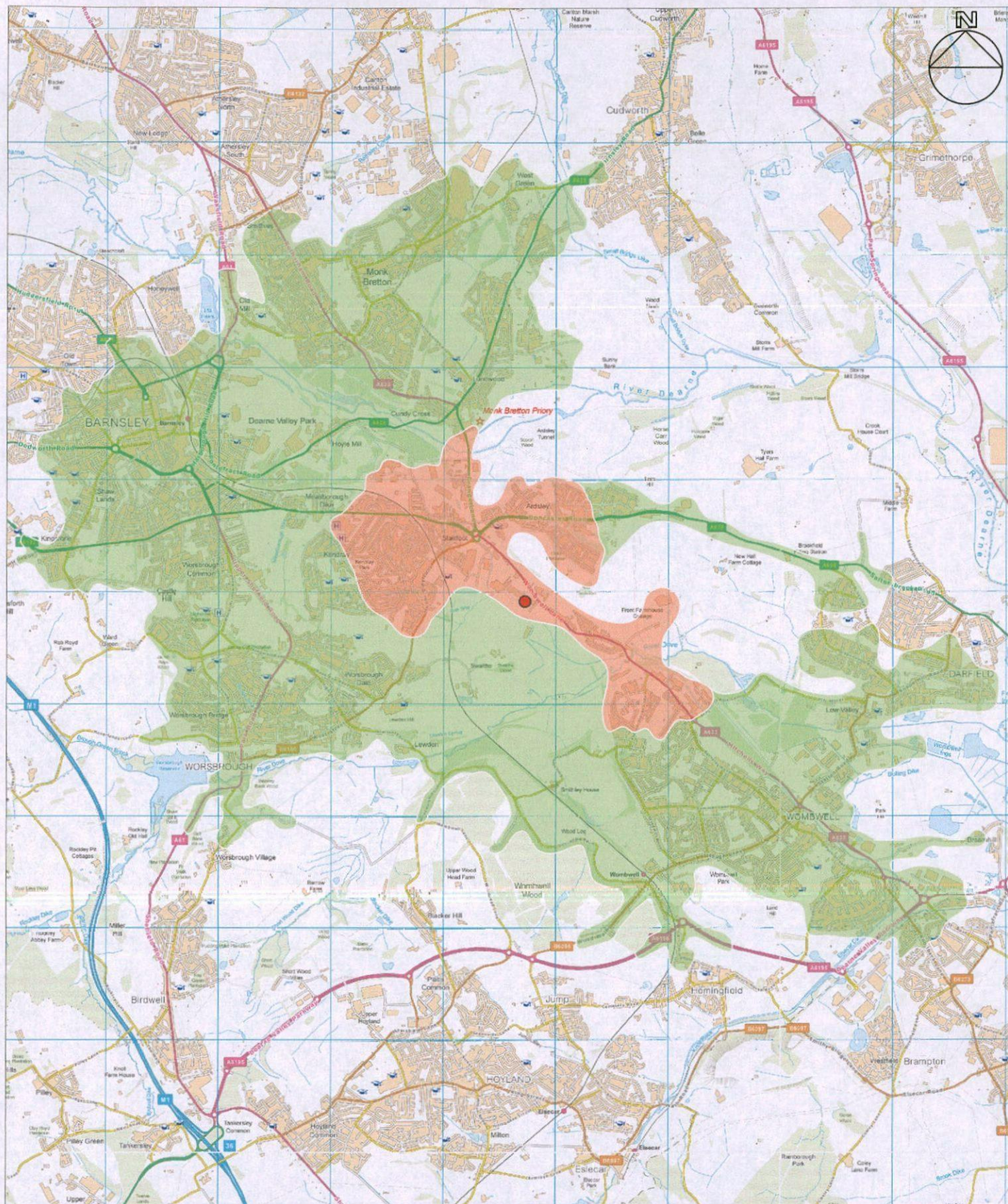
 PAH HIGHWAY CONSULTANTS UNIT 2, THE OFFICE CAMPUS, PARAGON BUSINESS PARK, RED HALL COURT, WAKEFIELD WF1 2UY	JOB	FIG
	1025	A
	SCALE:	NTS @A4
	DATE:	June 2015

BATLEY TRADE PARK, WOMBWELL LANE

SITE LOCATION

Appendix B

Pedestrian and Cycle Catchment



KEY:

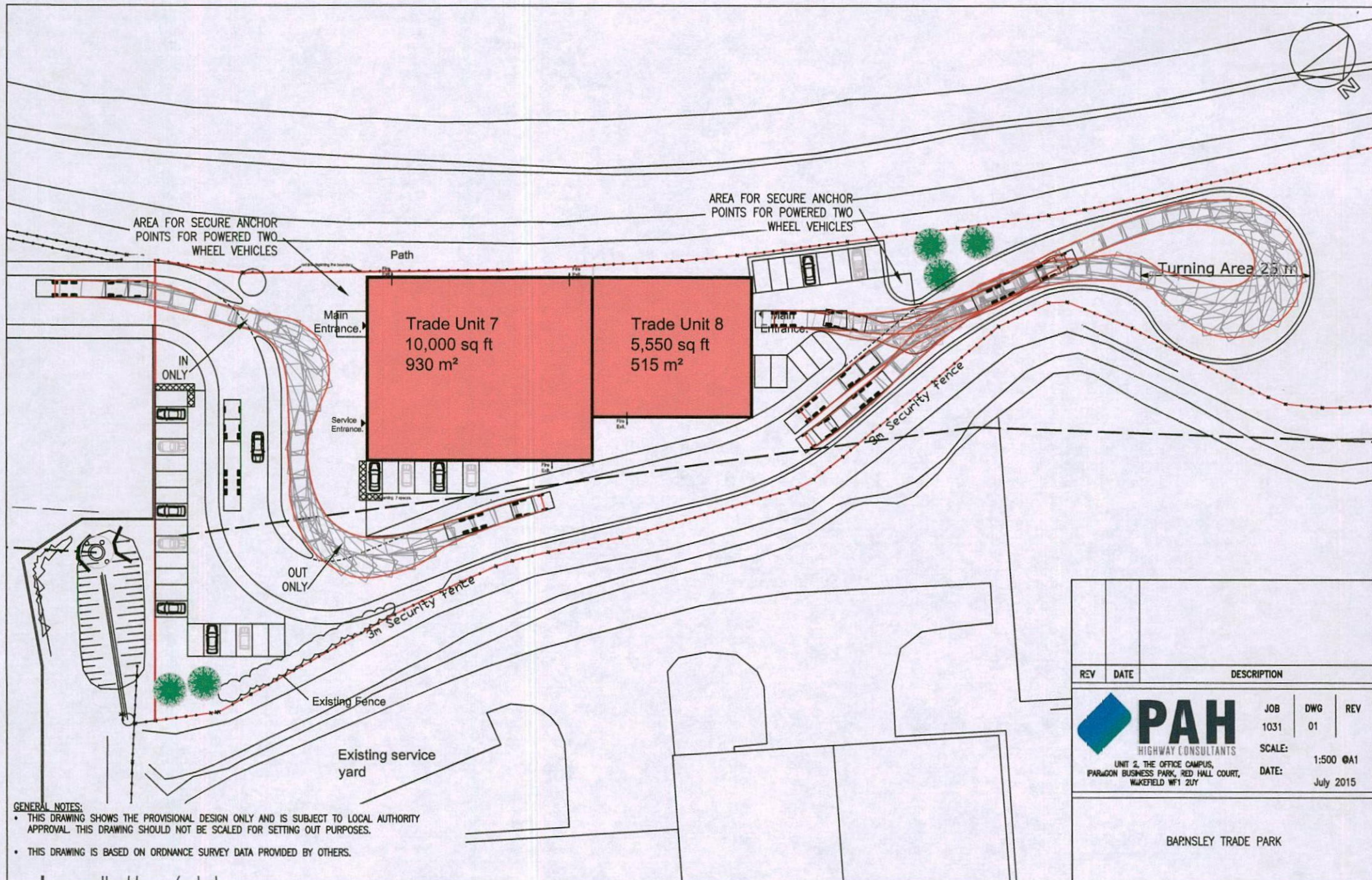
- SITE LOCATION
- 2km CATCHMENT
- 5km CATCHMENT

 PAH HIGHWAY CONSULTANTS UNIT 2, THE OFFICE CAMPUS, PARAGON BUSINESS PARK, RED HALL COURT, WAKEFIELD WF1 2UY	JOB	FIG
	1015	B
	SCALE:	NTS @A4
	DATE:	June 2015

BARNSELY TRADE PARK, WOMBWELL LANE
CATCHMENT PLAN

Appendix C

Proposed Development



GENERAL NOTES:

- THIS DRAWING SHOWS THE PROVISIONAL DESIGN ONLY AND IS SUBJECT TO LOCAL AUTHORITY APPROVAL. THIS DRAWING SHOULD NOT BE SCALED FOR SETTING OUT PURPOSES.
- THIS DRAWING IS BASED ON ORDNANCE SURVEY DATA PROVIDED BY OTHERS.

REV	DATE	DESCRIPTION

PAH HIGHWAY CONSULTANTS UNIT 2, THE OFFICE CAMPUS, PARAGON BUSINESS PARK, RED HALL COURT, WAKEFIELD WF1 2UY	JOB	DWG	REV
	1031	01	
	SCALE:	1:500	0A1
	DATE:	July 2015	

BAPNASLEY TRADE PARK

Appendix D

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	CW CORNWALL	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1197 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 09/09/10

Selected survey days:

Monday	5 days
Tuesday	8 days
Wednesday	4 days
Thursday	7 days
Friday	4 days

Selected survey types:

Manual count	27 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	14
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	4

Selected Location Sub Categories:

Industrial Zone	15
Residential Zone	2
Built-Up Zone	2
Out of Town	3
No Sub Category	6

LIST OF SITES relevant to selection parameters

1	BR-02-D-02	INDUSTRIAL ESTATE, BRISTOL	BRISTOL CITY
	NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm		
2	BR-02-D-03	INDUSTRIAL ESTATE, BRISTOL	BRISTOL CITY
	CROFTS END ROAD SPEEDWELL BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm		
3	CA-02-D-01	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE
	STURROCK WAY BRETTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4300 sqm		
4	CA-02-D-02	IND. ESTATE, CAMBRIDGE	CAMBRIDGESHIRE
	COLDHAM'S ROAD COLDHAM'S COMMON CAMBRIDGE Edge of Town Industrial Zone Total Gross floor area: 2063 sqm		
5	CA-02-D-03	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE
	SAVILLE ROAD WESTWOOD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4425 sqm		
6	CB-02-D-03	INDUSTRIAL ESTATE, BRAMPTON	CUMBRIA
	CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 13700 sqm		
7	CB-02-D-04	INDUSTRIAL ESTATE, BRAMPTON	CUMBRIA
	CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 17708 sqm		
8	CH-02-D-02	INDUSTRIAL EST., NORTHWICH	CHESHIRE
	MANCHESTER ROAD WINCHAM NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 22000 sqm		
9	CW-02-D-02	INDUSTRIAL ESTATE, CAMBORNE	CORNWALL
	DRUIDS ROAD CAMBORNE Edge of Town Industrial Zone Total Gross floor area: 6515 sqm		

LIST OF SITES relevant to selection parameters (Cont.)

10	DH-02-D-01	INDUSTRIAL ESTATE,NR CONSETT	DURHAM
	PARKWAY ANNFIELD PLAIN NEAR CONSETT Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area:	12025 sqm	
11	DS-02-D-01	IND. ESTATE,SOUTH NORMANTON	DERBYSHIRE
	BERRISTOW LANE SOUTH NORMANTON Edge of Town Industrial Zone Total Gross floor area:	92286 sqm	
12	ES-02-D-05	IND. ESTATE, EASTBOURNE	EAST SUSSEX
	COURTLANDS ROAD EASTBOURNE Edge of Town Residential Zone Total Gross floor area:	7525 sqm	
13	EX-02-D-01	INDUSTRIAL ESTATE, LOUGHTON	ESSEX
	OAKWOOD HILL LOUGHTON Edge of Town Industrial Zone Total Gross floor area:	27687 sqm	
14	LC-02-D-04	INDUSTRIAL ESTATE, GARSTANG	LANCASHIRE
	GREEN LANE WEST GARSTANG Edge of Town Industrial Zone Total Gross floor area:	4555 sqm	
15	LN-02-D-01	INDUSTRIAL ESTATE, GRANTHAM	LINCOLNSHIRE
	BELTON LANE GRANTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	5347 sqm	
16	MS-02-D-05	INDUSTRIAL ESTATE, ST HELENS	MERSEYSIDE
	BROADOAK ROAD ST HELENS Edge of Town No Sub Category Total Gross floor area:	2430 sqm	
17	MS-02-D-06	INDUSTRIAL EST., LIVERPOOL	MERSEYSIDE
	BOALER STREET LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area:	4800 sqm	
18	NB-02-D-01	INDUSTRIAL ESTATE, HEXHAM	NORTHUMBERLAND
	A695 HEXHAM Edge of Town Industrial Zone Total Gross floor area:	10525 sqm	

LIST OF SITES relevant to selection parameters (Cont.)

19	NT-02-D-01	IND. ESTATE, SUTTON-IN-ASHFLD	NOTTINGHAMSHIRE
	B6028 STONEYFORD ROAD STANTON HILL SUTTON-IN-ASHFIELD Edge of Town No Sub Category Total Gross floor area: 26400 sqm		
20	NY-02-D-01	INDUSTRIAL ESTATE, SHERBURN	NORTH YORKSHIRE
	AVIATION WAY SHERBURN IN ELMET Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 1197 sqm		
21	SF-02-D-01	INDUSTRIAL ESTATE, IPSWICH	SUFFOLK
	RAPIER STREET STOKE IPSWICH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 17500 sqm		
22	SF-02-D-02	INDUSTRIAL ESTATE, IPSWICH	SUFFOLK
	HADLEIGH ROAD WESTBOURNE IPSWICH Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 102000 sqm		
23	TW-02-D-06	INDUSTRIAL ESTATE, N. SHIELDS	TYNE & WEAR
	NORHAM ROAD WEST CHIRTON NORTH SHIELDS Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 23000 sqm		
24	WL-02-D-01	IND. ESTATE, WOOTTON BASSETT	WILTSHIRE
	MARLBOROUGH ROAD WOOTTON BASSETT Edge of Town Industrial Zone Total Gross floor area: 7050 sqm		
25	WS-02-D-04	IND. ESTATE, NEAR PULBOROUGH	WEST SUSSEX
	BROOK LANE GREATHAM BRIDGE NEAR PULBOROUGH Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 1216 sqm		
26	WS-02-D-05	IND. ESTATE, NR BURGESS HILL	WEST SUSSEX
	STAIRBRIDGE LANE NEAR BURGESS HILL Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 5858 sqm		
27	WY-02-D-01	INDUSTRIAL ESTATE, LEEDS	WEST YORKSHIRE
	PARK HOUSE WEST LEEDS Edge of Town Centre Built-Up Zone Total Gross floor area: 4225 sqm		

LIST OF SITES relevant to selection parameters (Cont.)

28	WY-02-D-02	INDUSTRIAL EST., HUDDERSFIELD	WEST YORKSHIRE
	A629 WAKEFIELD ROAD		
	TANDEM		
	HUDDERSFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	20824	sqm

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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 - 00:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
00:30 - 01:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:00 - 01:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:30 - 02:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:00 - 02:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:30 - 03:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:00 - 03:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:30 - 04:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:00 - 04:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:30 - 05:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:00 - 05:30	1	5858	0.034	1	5858	0.000	1	5858	0.034
05:30 - 06:00	1	5858	0.034	1	5858	0.000	1	5858	0.034
06:00 - 06:30	1	5858	0.154	1	5858	0.051	1	5858	0.205
06:30 - 07:00	1	5858	0.171	1	5858	0.051	1	5858	0.222
07:00 - 07:30	28	16399	0.131	28	16399	0.060	28	16399	0.191
07:30 - 08:00	28	16399	0.217	28	16399	0.087	28	16399	0.304
08:00 - 08:30	28	16399	0.219	28	16399	0.096	28	16399	0.315
08:30 - 09:00	28	16399	0.233	28	16399	0.111	28	16399	0.344
09:00 - 09:30	28	16399	0.173	28	16399	0.113	28	16399	0.286
09:30 - 10:00	28	16399	0.137	28	16399	0.128	28	16399	0.265
10:00 - 10:30	28	16399	0.146	28	16399	0.141	28	16399	0.287
10:30 - 11:00	28	16399	0.138	28	16399	0.131	28	16399	0.269
11:00 - 11:30	28	16399	0.146	28	16399	0.149	28	16399	0.295
11:30 - 12:00	28	16399	0.157	28	16399	0.163	28	16399	0.320
12:00 - 12:30	28	16399	0.134	28	16399	0.178	28	16399	0.312
12:30 - 13:00	28	16399	0.139	28	16399	0.152	28	16399	0.291
13:00 - 13:30	28	16399	0.150	28	16399	0.164	28	16399	0.314
13:30 - 14:00	28	16399	0.164	28	16399	0.139	28	16399	0.303
14:00 - 14:30	28	16399	0.146	28	16399	0.149	28	16399	0.295
14:30 - 15:00	28	16399	0.129	28	16399	0.137	28	16399	0.266
15:00 - 15:30	28	16399	0.127	28	16399	0.148	28	16399	0.275
15:30 - 16:00	28	16399	0.122	28	16399	0.151	28	16399	0.273
16:00 - 16:30	28	16399	0.114	28	16399	0.188	28	16399	0.302
16:30 - 17:00	28	16399	0.109	28	16399	0.222	28	16399	0.331
17:00 - 17:30	28	16399	0.074	28	16399	0.236	28	16399	0.310
17:30 - 18:00	28	16399	0.048	28	16399	0.153	28	16399	0.201
18:00 - 18:30	28	16399	0.039	28	16399	0.086	28	16399	0.125
18:30 - 19:00	28	16399	0.024	28	16399	0.051	28	16399	0.075
19:00 - 19:30	1	5858	0.000	1	5858	0.034	1	5858	0.034
19:30 - 20:00	1	5858	0.000	1	5858	0.034	1	5858	0.034
20:00 - 20:30	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:30 - 21:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
21:00 - 21:30	1	5858	0.017	1	5858	0.000	1	5858	0.017
21:30 - 22:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
22:00 - 22:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
22:30 - 23:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:00 - 23:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:30 - 24:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
Total Rates:			3.677			3.554			7.231

Parameter summary

Trip rate parameter range selected:	1197 - 102000 (units: sqm)
Survey date date range:	01/01/02 - 09/09/10
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Sustainability Report
2No B8 Storage & distribution Units
Wombwell Lane Barnsley For
Swift Property & Management Consultancy Ltd.

This report will be in line with Local Planning Policy and Barnsley Development Plan Document Report published July 2005 amended September 2007 & the Local Development Framework. The main purpose of this sustainability report is to appraise the social, environmental and economic effect on the local development plan.

The 2 number units under consideration are a continuation of the designated Trade Park off Wombwell Lane Barnsley previously approved, already trading and employing numerous local operatives.

The sustainability objectives within this framework are in to be line with the social, economic and environmental effect of Barnsley's local planning policy.

It is anticipated that with the construction of these two additional Units to the trade park this will produce economy and employment in the construction of the units some 10 to 15 local operatives and permanent employment for a further 15 full and part time positions. This is in line with the designated use for retail, warehouse usage of the existing site designated under the GDP.

To implement policy EN2 the new construction anticipates a contribution to reducing carbon dioxide into the atmosphere by tree planting, good design and accessibility and protection of the environment

Already implemented in the previous phased construction is a sustainable drainage system with measures to mitigate surface water flooding risk and takes into account all future development on the site. The new Units will continue with the sustainable drainage scheme and improve the quality and quantity Barnsley, Doncaster and Rotherham's rivers and groundwater.

The two Warehouse Units will be constructed to a standard which minimises the consumption of resources during the construction and thereafter in its occupation. *The construction from sustainable material, reduced carbon dioxide and greenhouse gas emissions.* The construction takes into account the protection of the environment and local ecosystems, energy saving, provision of waste and recycling, the use of environmentally friendly construction materials and avoidance of materials with a high embodied energy, being healthy and adaptable and other measures to produce end energy efficient buildings.

The general development policy GDP for the area is designated retail / warehouses and is served by regular public bus and public transport system. Adequate provision for cycle stands and disabled parking along with car parking provision in line with SDP.

The two units will be in line with the secure by design for commercial buildings 2015 version 2. The introduction of security perimeter fencing. Windowless elevations ram raid bollards, vehicular and pedestrian routes designated.