

TPS Transport Consultants Ltd

Technical Note

Client	Hassan Ahmed
Project	Lundwood Social Club, Barnsley
TPS Reference	P3332
Date Prepared	June 2026
Prepared By	JA
Checked By	JT

Copyright Statement

This report is the copyright of TPS Transport Consultants Ltd.

The information, ideas and other intellectual property set out in this report and supporting technical appendices are the property of TPS Transport Consultants Ltd and are for the sole benefit of the client.

TPS Transport Consultants Ltd. requires that the information, ideas and other intellectual property set out in this report are:

- Not shared with third parties and particularly with direct or indirect competitors of TPS Transport Consultants Ltd;
- Not conveyed to other consultants or personnel without the prior approval of TPS Transport Consultants Ltd; and
- Not copied in part or in whole.

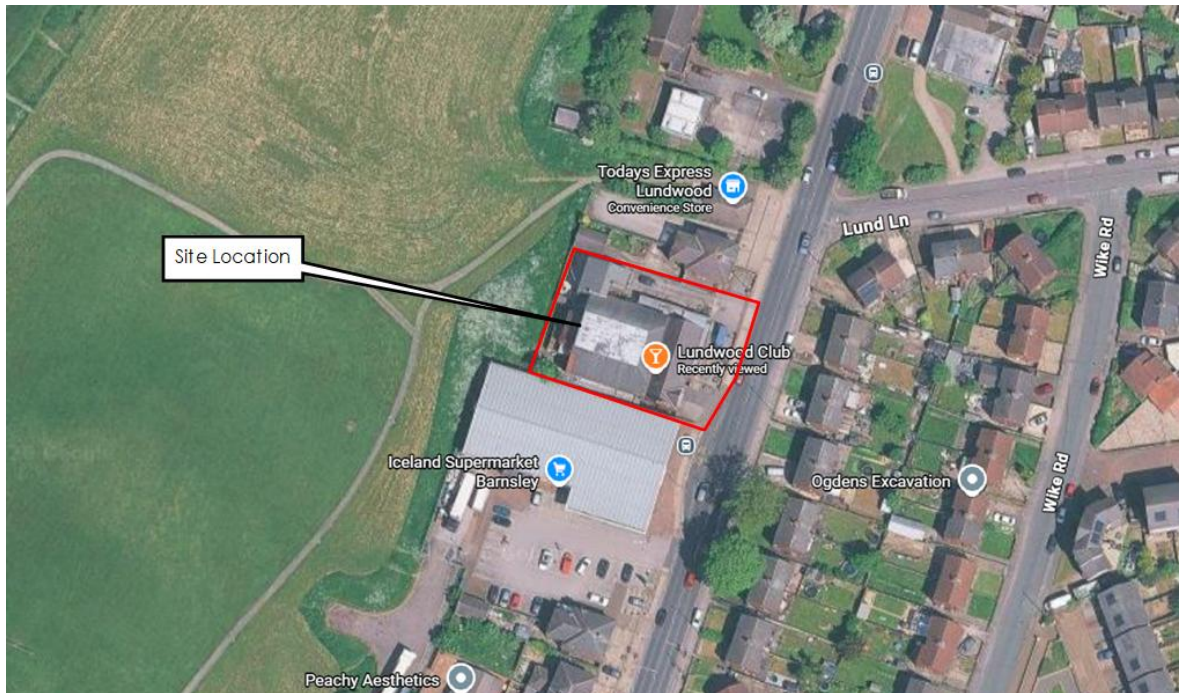
1. INTRODUCTION

- 1.1 TPS Transport Consultants Ltd (TPS) has been appointed by Hassan Ahmed to prepare a Highways Technical Note to support of a change of use planning application of the former Lundwood Social Club (sui generis) to an MOT & Tyre Service unit and a Class E retail unit on land to the west of the A628 Pontefract Road, Barnsley.

SITE LOCATION AND DEVELOPMENT OVERVIEW

- 1.2 The site is located in Lundwood, approximately 3.5km east of Barnsley town centre and is bound by a retail units to the north and south, the A628 Pontefract Road to the east, Iceland Supermarket to the west and agricultural land to the west. The site location can be seen in **Figure 1.1**, whilst the site layout plan is attached at **Appendix A**.

Figure 1.1 – Site Location Plan



(Source: Google Maps)

- 1.3 The proposals include the conversion of the existing Lundwood Social Club to provide an MOT & Tyre Service unit with ancillary facilities and storage (394m²), as well as a Class E retail unit with additional ancillary office space (213m²) and maintaining an existing 3-bedroom dwelling to the northwest of the site. Vehicular access to the site will continue to be taken via the existing dropped kerb arrangements from the A628 Pontefract Road on the eastern boundary, previously utilised for accessing the facilities on the site.

1.4 As shown at **Appendix A**, the proposals include an area of forecourt parking associated with the proposed retail unit, accessed from the A628 Pontefract Road, expected to be utilised in a similar manner to how it was when the site was in operation as a Social Club. Vehicles associated with the MOT & Tyre Service unit will utilise the gated access on the northern boundary to route through to the workshop. Internally, this comprises a two-bay garage and vehicles will arrive and depart on an appointment basis, to prevent overspill into the forecourt parking area and onto the adjacent highway network.

1.5 As part of the proposals the existing dropped kerb access to the south of the site, which provides a route into the site through the bus layby to the south, will be closed off with a new boundary treatment to ensure that no vehicles access/egress the site from here.

PRE-APPLICATION FEEDBACK

1.6 A pre-application has been undertaken and subsequently the car wash element of the scheme, referred to through the pre-application response provided by Barnsley Metropolitan Borough Council (ref. 2025/ENQ/00792), has been removed. A full copy of the pre-application response is attached at **Appendix B** and can be summarised as:

- *"The suggestion that the proposal may be less intensive than the former use is noted. At this stage, this assertion cannot be accepted without robust evidence. Whilst a social club may have generated peak activity at certain times, the proposed uses would be expected to generate regular and repeated vehicle movements throughout the day, with distinct peak periods for the MOT/tyre elements;*
- *The intensity, frequency and operational characteristics of these movements are materially different, and in the absence of quantified trip data and an operational assessment, it is not possible to conclude that the proposal would represent a reduction in highway impact;*
- *Before further consideration could be given, detailed information would be required to demonstrate that all vehicle activity can be safely contained within the site. This would include a fully dimensioned site layout demonstrating visibility at the access, swept path analysis for all relevant vehicles, a quantified assessment of on-site stacking capacity for peak periods."*

1.7 This Technical Note has been prepared with the above comments in mind and those which relate specifically to the trip generation layout of the site have been addressed as the layout has evolved. These are summarised in more detail in **Section 4**.

REPORT STRUCTURE

1.8 Following this introductory section:

- **Section 2** describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- **Section 3** summarises the anticipated vehicle trip generation associated with the development proposals;
- **Section 4** considers the access, parking and servicing arrangements; and
- **Section 5** offers a summary and conclusion.

2. BASELINE CONDITIONS

INTRODUCTION

- 2.1 This section of the Technical Note considers the nature of the existing highway network and summarises the historic accident data in the vicinity of the site.

EXISTING HIGHWAY NETWORK

- 2.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 2.1**.

Figure 2.1: Existing Highway Network



(Source: Google Maps)

- 2.3 Vehicular access to the site will continue to be taken via the existing dropped kerb arrangements from the A628 Pontefract Road on the eastern boundary. The site frontage benefits from two separate access points and, as previously mentioned, the proposals include an area of forecourt parking associated with the proposed retail unit and a

separate gated access on the northern boundary which routes through to the MOT & Tyre workshop.

- 2.4 The southern access to the site, via the dropped kerb at the northern end of the bus layby will be closed off as part of the scheme. It is expected that this will be through the introduction of a new boundary treatment.
- 2.5 In the vicinity of the site, the A628 Pontefract Road runs broadly north-south through Lundwood and vehicles are subject to a 30mph speed limit. The carriageway is approximately 8m wide and has footways and street lighting on both sides, with residential dwellings and retail units taking direct frontage access to the east and west. Single yellow line parking restrictions are in place along the west side of the carriageway adjacent the site and a bus layby is located immediately south of the site. To the north and south of the site, to the west of the carriageway, there are single yellow line waiting restrictions. To the east of the carriageway there are no parking restrictions in the immediate vicinity of the site with parking associated with residential dwellings to the east of the carriageway taking place on the carriageway.
- 2.6 Approximately 90m north of the site, a signalised pedestrian crossing gives access east-west; an additional signalised pedestrian crossing is located approximately 60m south and supports movement across Pontefract Road which forms the major arm of a number of priority T-junctions along its length.
- 2.7 Approximately 450m south of the site, Pontefract Road forms the northern arm of a signalised crossroads junction which gives access southeast onto Grange Lane, southwest along the A628 and west onto the A633 Rotherham Road. The carriageway widens to two-lanes on approach and provides a dedicated left-turn lane. Pedestrian movement across the northern and western arms of the junction is supported by refuge islands comprising dropped kerbs, tactile paving and guardrails. Beyond this junction, the A628 extends southwest towards Barnsley town centre via Hoyle Mill.

ROAD SAFETY

- 2.8 Accident data for the most recent 5-year period (2020 - 2024) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The location and severity of the accidents recorded in the vicinity of the site are shown in **Figure 2.2**.

Figure 2.2: Accident Locations



(Source: Crash Map)

- 2.9 As can be seen in **Figure 2.2**, 11 accidents have been recorded within the most recent 5-year period, equating to an average of 2.2 accidents per year. Of these accidents recorded, eight were classified as slight and three as serious. It should be noted that there have been no collisions specifically at the access into the site which suggests that this has been operating safely.
- 2.10 At the Pontefract Road / Lund Lane junction, to the north of the site, four accidents have been recorded, including three slight and one serious. Further review of the accident data highlights that each of the slight accidents at this junction (two recorded in 2022 and one in 2023) involved one car and resulted in a pedestrian sustaining slight injuries. The serious

collision was recorded in 2020 and involved one car and one motorcycle, with the motorcyclist sustaining serious injuries.

- 2.11 To the south of the site, two serious accidents were recorded along the A628 Pontefract Road. Both accidents were recorded in 2021 and one involved a car, whilst the other involved a motorcyclist who suffered serious injuries.
- 2.12 Given the above, it is concluded that the development proposals will not exacerbate an existing highway safety concern. The level of accidents recorded across the study area would be consistent with similar environments or routes with high volumes of vehicles and pedestrians/cyclists. Furthermore, as will be discussed further in **Section 3**, the predicted uplift in trips associated with the proposals is not considered to be material.

3. TRIP GENERATION

INTRODUCTION

- 3.1 In line with the pre-application response, this section of the Technical Note will consider the likely trip generation associated with the development proposals, which include an MOT & Tyre Service unit (394m²), Class E retail unit (213m²) and a 3-bedroom dwelling.

TRIP GENERATION

MOT & Tyre Service Unit

- 3.2 As set out previously, the MOT & Tyre Service unit will be located to the rear of the site, accessible via a gated access along the northern boundary. As shown at **Appendix A**, the proposals include a two-bay garage, and vehicles will arrive and depart on an appointment basis. Given the above, the maximum number of visitor vehicles arriving on site will be limited to a maximum of two at any one time, and appointments will be scheduled to ensure there is no overlap and resultant overspill into the forecourt parking area or onto the adjacent highway network. The number of employees on-site will be limited, expected to be two people, to work on a car each and there will be sufficient space internally to accommodate staff vehicles without reducing the parking availability for visitors associated with the retail unit.
- 3.3 It is expected that up to four MOTs and repairs will be undertaken each day, with two of these being the AM and two being in the PM, with customers informed when they should bring their vehicle, to ensure that they can be accommodated within the site. It is therefore expected that the site will generate 2 two-way trips in the AM peak hour (between 08:00-09:00), with cars being brought to the site and 2 two-way trips in the PM peak hour with cars being collected. There would be an additional 4 two-way trips in the middle of the day associated with vehicles being collected/dropped-off.

Retail Unit

- 3.4 It is not known what type of retail will occupy the proposed retail unit, however, in order to present a robust assessment, the TRICS database has been interrogated in order to determine the likely level of vehicle trip generation associated with the proposed retail use. The following parameters of the TRICS database have been selected:
- Land Use: 01 - Retail;
 - Category: O – Convenience Store;

- Range: 50 – 450sqm;
- Date Range: 01/01/2015 – 03/11/2025; and
- Location: Suburban Area, Neighbourhood Centre.

3.5 **Table 3.1** summarises the vehicle trip rates, and resultant trip generation; the full TRICS output is also provided at **Appendix C**.

Table 3.1: Proposed Retail Unit (213m²) – Vehicle Trip Generation

	AM Peak (08:00-09:00)			PM Peak (16:00 – 17:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	8.387	8.387	16.774	10.136	10.778	20.914
Trip Generation	18	18	36	22	23	45

(Source: TRICS)

3.6 As can be seen in **Table 3.1**, the retail proposals are anticipated to generate a total of 36 two-way vehicle trips in the AM peak hour and 45 two-way vehicle trips in the PM peak hour. This is considered to be a worst case assessment. The size of the unit is smaller than what would typically be required for a convenience store such as a Tesco Express or Sainsbury's Local and, therefore, it is expected that this is more likely to be a small off-license/top-up shop which would sell basic convenience goods, but not amount to a traditional convenience store.

3.7 With the above in mind, the TRICS Research Report '14/1 Pass-By & Diverted Trips' notes that the majority of trips associated with food retail are likely to already exist on the highway network, and only a relatively small proportion of these trips, around 10%, would be new to the road network. Therefore, to provide a robust assessment, it is assumed that 20% of the trips set out in **Table 3.1** are new to the road network. The resultant new retail trips are summarised in **Table 3.2**.

Table 3.2: Retail Vehicle Trip Generation

	AM Peak (08:00-09:00)			PM Peak (16:00 – 17:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Total Trips	18	18	36	22	23	45
New Trips	4	4	7	4	5	9

(Source: Consultant Calculation) *Subject to rounding

3.8 With the above in mind, the proposed retail unit is anticipated to generate 7 new two-way vehicular trips in the AM peak hour and 9 new two-way vehicle trips in the PM peak hour. In any case, the nature of the proposed retail unit means that the majority of visitors and

subsequently vehicles will be on-site for a short period of time before departing as part of an onward journey, typically less than 10 minutes.

- 3.9 Averaged across the peak hour periods, the proposed retail unit will generate between 1-1.5 vehicles per 10 minute period, assuming that arrivals/departures are consistent across the hour. This would have a negligible impact on highway capacity and road safety and, as such, no further assessments have been undertaken.

Residential

- 3.10 As shown at **Appendix A**, the proposals include an existing 3-bedroom dwelling to the northwest of the site, accessible via the gated access on the northern boundary. This is not anticipated to generate any additional vehicular trips which will have a detrimental impact on the parking availability for either the MOT & Tyre Service unit or the retail unit.
- 3.11 Whilst it is noted the previous land use as a Social Club would have generated trips, the majority of these would be expected to be outside of the peak hours of the local highway network. Notwithstanding this, the site and its accesses would have generated some trips and, therefore, this should be borne in mind when considering the trip generating potential of the proposed development, rather than assessing all of the trips associated with the site as new.
- 3.12 It is considered that the trip generating impact of the site will be negligible and no more than the existing use of the site, rather there would just be concentrated periods of vehicles arriving/departing the site for bringing vehicles for MOTs/repairs and also a steady flow of short stay trips associated with the retail unit, but these are expected to be no more than the existing use of the site.

4. ACCESS, PARKING & SERVICING

INTRODUCTION

- 4.1 This section of the Technical Note considers the proposed access, parking and servicing arrangements for the site.

ACCESS

- 4.2 Vehicular access to the site will continue to be taken via the existing dropped kerb arrangements from the A628 Pontefract Road on the eastern boundary. All vehicles will access and egress the site via the northernmost access point given the conflict of the southern access with the adjacent bus stop layby. The southern access will be closed off through the introduction of a new boundary treatment to prevent vehicles accessing and egressing via this route. The northern access is 6.9m wide and, therefore, capable of supporting two-way vehicle movement as it did when vehicles associated with the social club accessed/egressed the site.
- 4.3 As shown at **Appendix A**, the proposals include an area of forecourt parking which will serve the proposed retail unit whilst vehicles associated with the MOT & Tyre Service unit will utilise the gated access on the northern boundary to route through to the workshop, with all parking associated with the workshop provided within the unit.
- 4.4 In line with the pre-application response provided by Barnsley Metropolitan Borough Council (ref. 2025/ENQ/00792), a fully dimensioned drawing demonstrating visibility at the access is required. In line with the speed of the road, 30mph, visibility splays of 2.4m x 43m should be provided from the access. Owing to the boundary wall treatment to the north and south of the access it is not possible to achieve 2.4m x 43m visibility splays.
- 4.5 However, the drawing attached at **Appendix D** demonstrates 2m x 43m visibility splays from the proposed site access onto Pontefract Road, in line with the posted 30mph speed limit. It should be noted that this is a historic access previously used for accessing the social club and the dwelling on the site, without any specific highway safety issues and, therefore, it is considered that whilst a 2m x-distance is a departure from standard, it is appropriate in this location.

PARKING

- 4.6 Car parking standards for food retail units are set out in the Barnsley Local Plan – Parking SPD and suggest that 1 space per 14-20m² is recommended, across the Borough. However, it is noted that the threshold above which these standards apply is 1,000m². The proposed retail unit is 213m² including ancillary space and, therefore, is considerably lower than this threshold. As set out previously it is expected that trips to the retail unit will be short stay, with vehicles expected to be on-site for less than 10 minutes.
- 4.7 There will be space within the front forecourt to allow two cars to park within the site, with remaining vehicles required to park on Pontefract Road, most likely to the east of the carriageway where there are no parking restrictions. This is a similar arrangement to the previous use of the site, where the front forecourt was used as additional hospitality space and, therefore, the site had very limited off-street parking. Given the short stay nature of trips to the retail unit it is not expected that parking will have a negligible impact on the adjacent highway network.
- 4.8 The proposed MOT & Tyre Service unit includes a two-bay garage, and vehicles will arrive and depart on an appointment basis. As such, the maximum number of visitor vehicles arriving on site will be limited to a maximum of two at any one time, and appointments will be scheduled to ensure there is no overlap and resultant overspill into the forecourt parking area or onto the adjacent highway network. The number of employees on-site will be limited and there will be sufficient space internally to accommodate staff vehicles without reducing the parking availability for visitors associated with the retail unit.
- 4.9 With regard to the 3-bedroom dwelling to the northwest of the site, the Barnsley Local Plan – Parking SPD suggests dwellings with 3 or more bedrooms should have 2 allocated parking spaces. As is the case at present, these are expected to be accommodated in front of the dwelling, adjacent to the northern boundary wall of the site which is not expected to cause obstruction to the vehicle workshop.

SERVICING

General Servicing and Refuse Collection

- 4.10 Servicing and deliveries associated with the retail and MOT & Tyre Service units will take place out of hours, to ensure that the required space for the vehicle to turn in the forecourt parking area is free from parked vehicles and no vehicle is obstructing the access from Pontefract Road. This would be a similar operation to what would have taken place when the site was operating as a Social Club.

Fire Appliance Access

- 4.11 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the *The Building Regulations 2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments)* Section 13 'Vehicle Access', sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. In the event of an emergency, fire tenders and emergency vehicles will access the site from Pontefract Road.

5. SUMMARY AND CONCLUSIONS

SUMMARY

5.1 This Highways Technical Note has been prepared to support of a change of use planning application of the former Lundwood Social Club (sui generis) to an MOT & Tyre Service unit and a Class E retail unit on land to the west of the A628 Pontefract Road, Barnsley. The following summarises the key points:

- An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development-related traffic;
- An assessment of the likely vehicle trip generation indicates that the retail proposals are anticipated to generate a total of 36 two-way vehicle trips in the AM peak hour and 45 two-way vehicle trips in the PM peak hour, not all of which would be new to the highway network, in fact, a large proportion would be pass-by. Appointments associated with the MOT & Tyre Servicing unit will be scheduled to ensure there is no overlap and resultant overspill into the forecourt parking area or onto the adjacent highway network, with all vehicles being accommodated internally;
- All vehicles will access and egress the site via the northernmost access point given the conflict of the southern access with the adjacent bus stop layby. The southern access will be close off by a new boundary treatment to prevent vehicles accessing and egressing via this route;
- Visibility plays have been demonstrated from the proposed access in line with the posted 30mph speed limit; and
- The servicing arrangements for the site have been considered and are expected to be consistent with the previous use of the site.

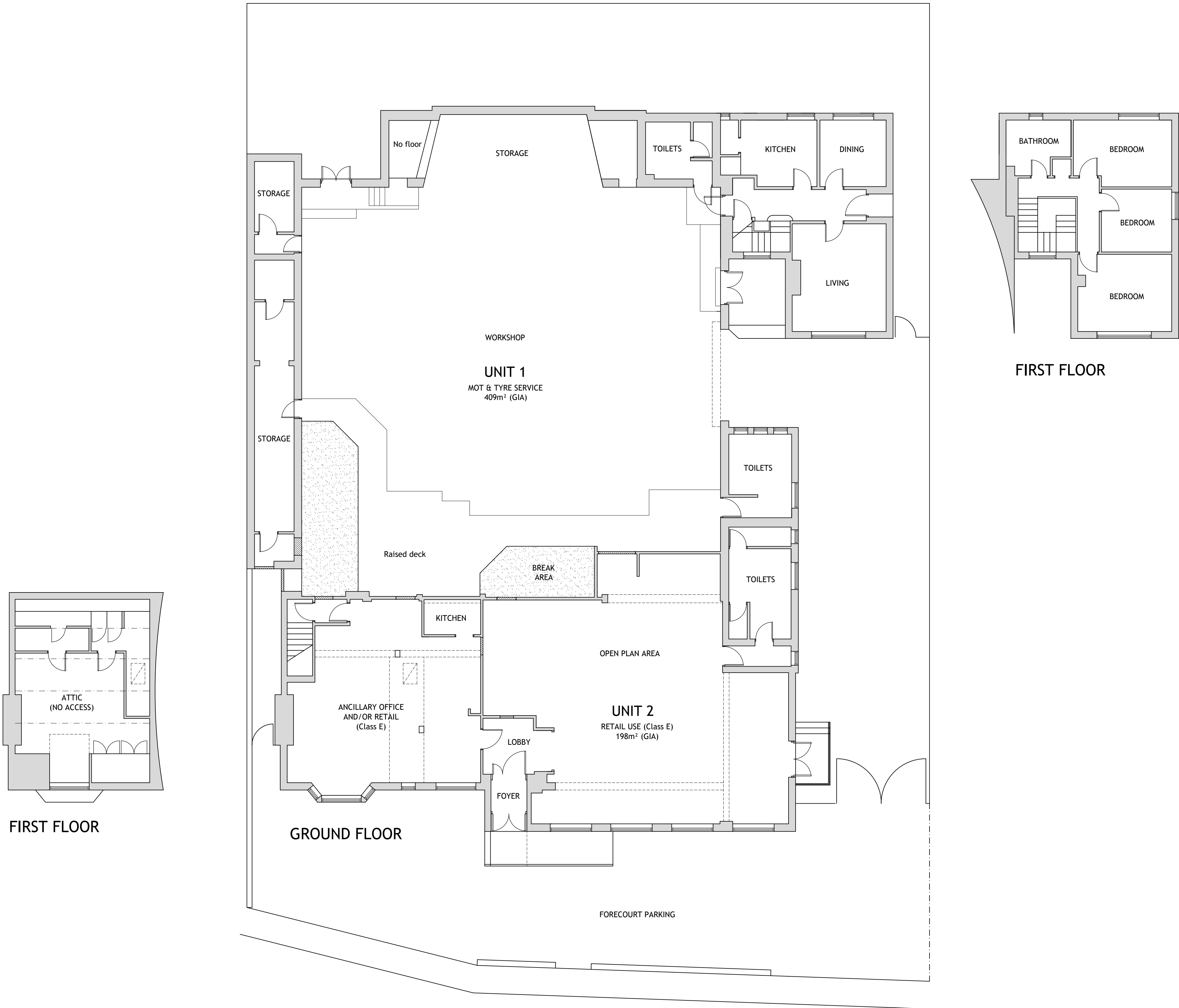
CONCLUSION

5.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Proposed Site Layout



Project: Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN		
Drawing Title: Proposed Floor Plans		
Drawn: DK	Date: May 26	Scale: 1:100@A1
Project No. 1666	Drawing No. 1666-03	Revision: 01



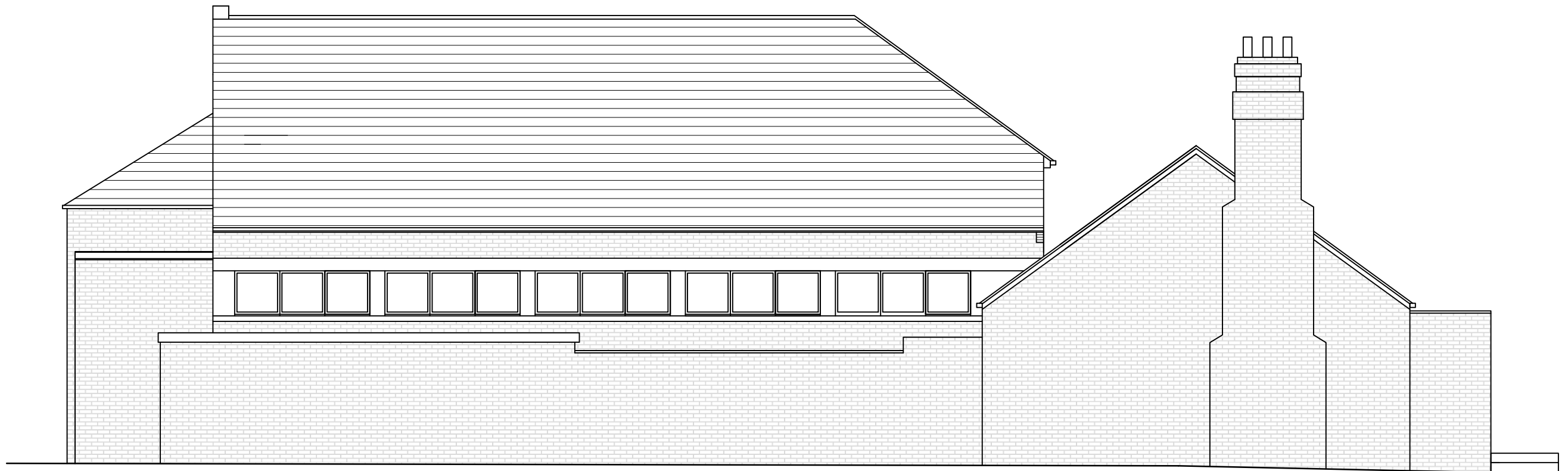
FRONT ELEVATION - EAST



SIDE ELEVATION - NORTH



REAR ELEVATION - WEST



SIDE ELEVATION - SOUTH

Project: Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN		
Drawing Title: Proposed Elevations		
Drawn: DK	Date: May 26	Scale: 1:100@A1
Project No. 1666	Drawing No. 1666-04	Revision: -

Site Plan - Lundwood Social Club, S71 5ND



0 20
Metres



Plan Produced for: Dewelop Ltd

Date Produced: 10 Nov 2025

Plan Reference Number: TQRQM25314151853636

Scale: 1:500 @ A4

Appendix B

Pre-Application Response



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

ASC Planning Consultants Limited
8 Greenfield Mount
Wrenthorpe
Wakefield
WF2 0TJ

Ref: 2025\ENQ\00792
Date: 22/01/2026
Phone: 01226 772240
E-Mail: developmentmanagement@barnsley.gov.uk

Dear Alex Cowling

Planning pre-application written advice

Thank you for taking advantage of our Pre-Application Enquiry Service. We aim to give you some initial feedback on your development proposal, highlight any major concerns that Barnsley Council may have and point you towards further details that may be required before submitting a valid planning application in the future.

From our understanding the details of your enquiry were as follows:

Description: Change of use of the former Lundwood Social Club (sui generis) to an MOT testing station, hand car wash/valeting, and tyre fitting/repair services (use class E/B2/sui generis) and associated alterations

Location: Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Enquiry No.: 2025\ENQ\00792

Description: Change of use of the former Lundwood Social Club (sui generis) to an MOT testing station, hand car wash/valeting, and tyre fitting/repair services (use class E/B2/sui generis) and associated alterations

Location: Lundwood Social Club, Pontefract Road, Lundwood, Barnsley, S71 5PN

Parish: None

Ward: Monk Bretton

Thank you for your submission of a pre-application enquiry, please see the response below.

Site Allocation

The site is allocated/designated as Urban Barnsley / Lundwood Local Centre

Relevant Planning History

No recent planning history

Relevant Policies

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making.

The Local Plan was adopted in January 2019 and is now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting on 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027, or earlier, if circumstances require it.

Local Plan

In reference to this application, the following policies are relevant:

Policy SD1: Presumption in favour of Sustainable Development – States that proposals for development will be approved where there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents. Development will be expected to be compatible with neighbouring land and will not significantly prejudice the current or future use of neighbouring land.

Policy D1: High quality design and place making – Development is expected to be of a high-quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

Policy TC1: Town Centres – Support will be given to maintaining and enhancing the vitality and viability of the following hierarchy of centres:

Town: Barnsley Town Centre

District: Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston

Local: Athersley, Bolton on Dearne (St Andrew's Square), Darfield, Darton, Dodworth, Grimethorpe, Hoyland Common, Lundwood, Mapplewell, Stairfoot, Thurnscoe (Houghton Road), Thurnscoe (Shepherd Lane)

Barnsley Town Centre is the dominant town centre in the borough. To ensure it continues to fulfil its sub regional role the majority of new retail and town centre development will be directed to Barnsley Town Centre.

The District Centres have an important role serving localised catchments and meeting more local needs. To ensure they fulfil this role and continue to complement and support the role of Barnsley Town Centre new retail and town centre development will also be directed to the District Centres.

The Local Centres serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres. All retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

Policy I2: Educational and Community Facilities – We will support the provision of schools, educational facilities and other community facilities. New schools, educational and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport. Such uses will be protected from development unless it can be demonstrated that the sites and premises are no longer required by the existing or an alternative community facility.

Policy LG2: The Location of Growth – Priority will be given to development in the following locations:

- Urban Barnsley;
- Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and
- Villages.



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

Policy T3: New Development and Sustainable Travel – New Development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.
- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document.

Policy T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Policy Poll1: Pollution Control and Protection – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

Policy BIO1: Biodiversity and Geodiversity – Development will be expected to conserve and enhance the biodiversity and geological features of the borough.

National Planning Policy Framework (NPPF)

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. NPPF policy of relevance to this application includes:

- Section 2 - Achieving sustainable development
- Section 4 - Decision making
- Section 9 - Promoting sustainable transport
- Section 12 - Achieving well-designed places

Other Material Planning Considerations:

Following the adoption of the Local Plan on 3 January 2019 we've produced updated supplementary planning documents (SPDs) which have been adopted by the Council. Supplementary planning documents contain advice for people applying for planning permission. They help us to make decisions on applications and are used alongside the Local Plan. Following the advice in them leads to a smoother planning process and a good quality development at the end.

Any future applications will be assessed against the Local Plan policies and guidance set out in the adopted supplementary planning documents, and the adopted guidance in the South Yorkshire Residential Design Guide where applicable. Where proposals deviate from adopted policies, SPD's or guidance, then justification should be provided, otherwise as applications may be refused.



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Local Plan and policies map can be found at the following link:

<https://www.barnsley.gov.uk/services/planning-and-buildings/local-planning-and-development/our-local-plan/barnsleys-local-plan/advice>

All our current SPDs are available via the following link:

<https://www.barnsley.gov.uk/services/planning-and-buildings/supplementary-planning-documents/>

The South Yorkshire residential Design Guide can be found at the following link:

<https://www.barnsley.gov.uk/media/17250/south-yorkshire-residential-design-guide2011.pdf>

Consultations

Biodiversity Comments

Biodiversity & Geodiversity policy BIO1 and the SPDs Biodiversity & Geodiversity should be complied with. External data should be gained from the South Yorkshire Bat Group. The site is located within a Site of Special Scientific Interest (SSSI) Impact Risk Zone of Deare Valley Wetlands SSSI. The development type in this location is not anticipated to adversely impact the SSSIs and consultation with Natural England in relation to a future planning application would not be required

The supporting letter included within the pre-app enquiry indicates that the proposals include external works to the existing building, where change of use is proposed. Any future application should be supported by a bat assessment of the building on site. Surveys would be undertaken by a qualified ecologist to methods set out within the Bat Conservation Trust survey guidance (2023). The survey should also assess the presence/absence and potential impact upon nesting birds.

From referring to aerial photographs it appears that the development is likely to be exempt from the Biodiversity Gain Condition under the de minimis rule, with no habitats apparent on site. Reference should be made by the applicant to government guidance which lists development types exempt from Biodiversity Net Gain (BNG) to determine this. If subject to BNG, the planning application should be supported by the minimum level of information as set out within the Planning Practice Guidance, including a biodiversity metric detailing the baseline value of the habitats on site. The application would also ideally be supported by a BNG assessment that gives an indication as to how a net gain in biodiversity of at least 10% will be achieved, either on-site and/or off-site.

Regardless of BNG requirements, ecology reports submitted should also set out biodiversity enhancements to be incorporated on site for protected and priority species, such as incorporation of bird and bat boxes, as per the Biodiversity and Geodiversity Supplementary Planning Document and section 15 of the National Planning Policy Framework.

Drainage Comments

The details provided are sufficient and there are no further observations to make with respect to land drainage.



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Enterprising Barnsley Comments

Welcome investment that brings vacant premises back into productive use and supports local employment. The proposed uses of MOT testing, car wash/valeting, and tyre services are broadly compatible with the site's location on a main road and its historic commercial/community function.

Highways Comments

The site is located on Pontefract Road (A628) within the Lundwood local centre, directly adjacent to the Iceland supermarket and in close proximity to a number of other local services. The A628 is a classified route which experiences regular bus movements and general through traffic. A bus lay-by is situated immediately adjacent to the site frontage, and pedestrian movements in this area are likely to be frequent.

The submitted information indicates that separate internal circulation routes are proposed as part of the application, with one route serving the MOT and tyre facility and another serving the hand car wash and valeting operation. Whilst this distinction is noted, both uses would nevertheless rely on the same constrained site access and forecourt area, and the proposed operational arrangement is highly dependent on idealised vehicle behaviour and active management. In practice, the combination of two operationally different uses on a limited site raises significant concern in terms of vehicle manoeuvring, internal conflict, and the ability to contain all activity within the site boundary.

In particular, the hand car wash and valeting element of the proposal has the potential to generate queuing and waiting vehicles, especially during peak periods and at weekends. Without clearly defined and demonstrably sufficient on-site stacking provision, there is a real risk of vehicles queuing back on the local network whilst attempting to gain access via the site frontage. Any overspill of vehicles onto or adjacent to the A628 footway or carriageway would be unacceptable, particularly given the proximity of the bus stop and the level of pedestrian activity in this location.

The interaction between the access and the adjacent bus lay-by is of fundamental concern. The access appears to cross the end of the lay-by, creating the potential for conflict between vehicles turning into and out of the site, buses manoeuvring in and out of the stopping area, and pedestrians boarding or alighting from buses. The nature of the uses, which are likely to generate frequent short-stay trips, drop-offs and collections, materially increases the likelihood of vehicles pausing in close proximity to the lay-by and footway, thereby increasing risk to pedestrian safety and potentially interfering with the operation of public transport and, the free flow of traffic on the highway network.

The constrained nature of the forecourt also raises concern regarding the practicality of accommodating two separate operational flows simultaneously. Any deviation from the intended circulation, such as early arrivals, delays in service, or vehicles stopping to seek direction, is likely to result in queuing or the need to undertake multi-point turns within the site.

The suggestion that the proposal may be less intensive than the former use is noted. At this stage, this assertion cannot be accepted without robust evidence. Whilst a social club may have generated peak activity at certain times, the proposed uses would be expected to generate regular and repeated vehicle movements throughout the day, with distinct peak periods for both the car wash and MOT/tyre elements. The intensity, frequency and operational characteristics of these movements are materially different, and in the absence of quantified trip data and an operational assessment, it is not possible to conclude that the proposal would represent a reduction in highway impact.



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Given the above, there are significant concerns regarding the ability of the site to safely accommodate the proposed uses without detriment to highway safety or the operation of the adjacent highway and bus stop. Before further consideration could be given, detailed information would be required to demonstrate that all vehicle activity can be safely contained within the site. This would include a fully dimensioned site layout demonstrating visibility at the access, swept path analysis for all relevant vehicles, a quantified assessment of on-site stacking capacity for peak periods.

Notwithstanding the above, the proposal, as currently described, gives rise to significant highway safety concerns given that the operation could result in unsafe vehicle manoeuvring, conflict with pedestrian and bus movements, and queuing on the A628.

Planning Policy Comments

The application site is a former Social Club in Lundwood Local Centre, as designated in the Local Plan. As the application site is within a designated local centre, consideration will need to be given to whether the proposed use will support the vitality and viability of the local centre, in accordance with Local Plan policy TC1.

Policy I2 indicates that community uses such as public houses will be protected from development unless it can be demonstrated that the site/premises are no longer required by the existing or an alternative community use. This is not addressed in the covering letter. Any future planning application would need to address this policy conflict. A future planning application will need to address these two Local Plan policies which go to the heart of the principle of development.

Pollution Control Comments

During the construction phase and operational phase, this development has a potential to have an adverse impact on health and the quality of life of those living and/or working in the locality regarding pollution. A noise management plan should be submitted with an application. A condition relating to construction hours would be added to an approval.

Yorkshire Water Comments

Yorkshire Water would expect a future planning application to be accompanied by a robust surface water management plan relevant to the whole site and covering all phases of the development. The plan should follow sustainable drainage principles. Otherwise, information regarding drainage to public sewer would be deemed as a formal Pre Planning Enquiry request. Our charges for this service are £488 + VAT. The developer should provide the following, if available:

- Ordnance Survey plan scale 1:1250 or 1:2500 with the site boundary is clearly marked
- type of development and number of units proposed
- anticipated rates of discharge in litres per second of foul and surface water
- high and low points of the site and watersheds
- general direction of fall
- preferred drainage outfall routes and proposed point of access
- a copy of any topographical survey (if available)



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Our comments will be based on a desk top study. The study will be in respect of the public sewer network only. It will include comments on the availability of public sewers and a complimentary extract from the statutory sewer map. We will respond within 10 working days of receipt of payment. A cheque made payable should be sent to Yorkshire Water Services Ltd to Developer Services, PO BOX 52, Bradford BD3 7AY.

Alternatively, the developer may call 0345 120 8482 to arrange a credit / debit card payment. The developer should contact YW's New Supplies team with regard to any works required to provide a water supply.

Assessment

The scheme proposes the change of use of the former Lundwood Social Club (sui generis) to an MOT testing station, hand car wash/valeting, and tyre fitting/repair services (use class E/B2/sui generis) and associated alterations. Along with the consultee responses listed above, please see the assessment below for other matters not covered above.

Principle of Development

As the application site is within a designated local centre, consideration will need to be given to whether the proposed use will support the vitality and viability of the local centre, in accordance with Local Plan policy TC1. There is a lack of information regarding this in the submission.

Policy I2 indicates that community uses such as public houses will be protected from development unless it can be demonstrated that the site/premises are no longer required by the existing or an alternative community use. This is not addressed in the submission. Any future planning application would need to address this policy conflict. A sequential test or analysis of the availability of this service elsewhere in the locality should be provided. Additionally, the need for the proposed use should also be addressed.

A future planning application will need to address these two Local Plan policies which go to the heart of the principle of development. As it stands currently the principle of development is not acceptable.

Residential Amenity

During the construction phase and operational phase, this development has a potential to have an adverse impact on health and the quality of life of those living and/or working in the locality regarding pollution. A noise management plan should be submitted with an application. The former use being close to residential properties is noted as is the other commercial uses on the street. 250 Pontefract Road is of concern given the impact of vehicular movements within close proximity which is arguably more intensive than the previous use.

Design and Appearance

No plans have been provided to show the proposed elevations of the existing building or the proposal. Given it is a change of use it is deemed the external changes would be minor as stated in the cover letter however without seeing these it is not possible to comment further. Retention of the existing buildings features would be welcome.



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Highway Safety

See objection from Highways above. The proposal, as currently described, gives rise to significant highway safety concerns given that the operation could result in unsafe vehicle manoeuvring, conflict with pedestrian and bus movements, and queuing on the A628.

Summary and project specific issues (indicative list)

Subject to change following scheme development

Key:	Red	Amber	Green	Unknown
	Blocker to development proposal	Concern flagged but opportunity and suggestion to overcome	No issue and actively supported	Difficult for the Local Planning Authority to take a stance

Issue	Comments	RAG status
Principle of development	Conflict with policies TC1 and I2. Information required to address.	
Residential Amenity	Noise impact assessment required.	
Design	Retention of building welcomed. Need to see design for further comments.	
Biodiversity	BNG required unless exempt. All surveys for any protected species must be undertaken prior to the submission of any application.	
Highways	Additional highways information required to overcome Highways objection.	

Guidance for Validation

Should you wish to submit an application the following information would be required: This advice is correct at the time and may be subject to change. The local validation checklist in the process of being updated.

- Application Forms
- Application Fee
- Ownership Certificate
- Location Plan (Ordnance Survey Based 1:2500 or 1:1250)
- Design and Access Statement/Planning Statement
- Site Plan (1:500 or 1:200)
- Bat assessment
- BNG metric if applicable
- Quantified assessment of on-site stacking capacity
- Swept path analysis
- Visibility splays
- Noise Impact Assessment
- Surface water management plan
- Elevations, Floor Plans and roof plans



**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

Full details of Barnsley's validation requirements can be found via the below link:

<https://www.barnsley.gov.uk/media/jnapkupt/local-validation-requirements.pdf>

You should be aware that in the course of processing your application we might require further specific details to be supplied by you to enable us to give your proposal proper consideration and to avoid delays.

Where an applicant fails to incorporate advice given at the pre-application stage into the formal planning application submission, and the resultant development is considered to be harmful in policy terms, it is likely that the application will be refused without any further negotiation. It is therefore important to respond positively to the advice given at the pre-application stage and to fully embrace the collaborative working as advocated by both the NPPF and NPPG.

We cannot consider multiple revisions of the submitted scheme where clear advice at the pre-application stage has been given in terms of making the proposal acceptable/policy compliant. Should any minor amendments be needed following first submission of your planning application, then we will of course work with you to make the proposed scheme better. However, we are unable to deal with multiple amendments pertaining to significant matters – especially if these were clearly detailed at the pre-application stage.

Please note that the Council will not accept reports or surveys that are over 2 years old, unless they are subject to an up to date addendum.

Should your application be refused you do of course have the right to appeal the decision taken by the Council.

Any comments made during pre-application or application meetings by a Council Officer are informal and intended as guidance. Any such comments are made entirely without prejudice to any such decision that Barnsley may make.

The Council's response is based on the policies relevant at the time of the writing. Please note all information relating to this Pre Application will be deleted 7 years after the Pre Application decision date.

Informatives

The Council has based this decision on the information submitted by you. If any part of it changes, or information has been withheld, then this decision may not be accurate, and the Council cannot be held responsible for any subsequent problems which may arise.

On 1 October 2011, the responsibility for most private sewers and lateral drains passed to the water utility companies. Most of these sewers and lateral drains are not shown on existing maps. As development on or around public sewers and public drains is controlled by Yorkshire Water, you are advised to consult with them before starting any work that you understand may include a new drainage connection or involves building over or within 3 meters of a public drain or sewer. For further information please contact Yorkshire Water Services on (0845) 1208482. This is a separate requirement to the Planning and Building Control regulations.



BARNSLEY
Metropolitan Borough Council

**Development Management
Regeneration and Culture, Growth and Sustainability
PO Box 634, Barnsley, S70 9GG**

If the property is/or was formerly owned by the local authority, you may also require written permission from the Landlord and you must request permission in writing from Berneslai Homes before commencing any works. The address is: Berneslai Homes, PO Box 627, Barnsley, S70 9FZ.

While every attempt has been made to ensure that the information provided is accurate, it is provided based upon the information you supplied and the current legislation, which is subject to change by the Government.

Yours Sincerely

Matthew Marsden, BA(Hons), MSc
Planning Officer

PO Box 634, Barnsley, S70 9GG

Appendix C

TRICS Output

Audit Code: 78243220-02db-498b-8375-baf4272488ee

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL
Category: O - CONVENIENCE STORE
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	SD	SWINDON	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	DH	DURHAM	1 day
	TW	TYNE & WEAR	1 day
10	WALES		
	CF	CARDIFF	1 day
11	SCOTLAND		
	GC	GLASGOW CITY	1 day

Audit Code: 78243220-02db-498b-8375-baf4272488ee

Primary Filtering Selection:

Parameter:	RFA
Actual Range:	50 to 450 (units:sqm)
Range Selected by User:	50 to 450 (units:sqm)
Parking Spaces Range:	0 - 44

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/15 to 03/11/25

Selected survey days:	
Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

Selected survey types:	
Manual count	10
Direction ATC Count	0

Selected Locations:	
Suburban Area	4 days
Neighbourhood Centre	6 days

Selected Location Sub Categories:	
High Street	4 days
Residential Zone	6 days

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	4 days

Audit Code: 78243220-02db-498b-8375-baf4272488ee

Secondary Filtering Selection:

Use Class:

E(a)	10 surveys
------	------------

Population within 500m Range:

1250 - 10409

Population within 1 mile:

5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	6 surveys

Population within 5 miles:

5,001 to 25,000	1 surveys
125,001 to 250,000	4 surveys
250,001 to 500,000	4 surveys
500,001 or More	1 surveys

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	6 surveys

Audit Code: 78243220-02db-498b-8375-baf4272488ee

Petrol filling station:

PFS is present at the site but is excluded from the count	10 surveys
---	------------

Travel Plan:

No	9 surveys
No	1 surveys

PTAL Rating:

No PTAL Present	10 surveys
-----------------	------------

COVID-19 Restrictions:

No

Audit Code: 78243220-02db-498b-8375-baf4272488ee

1	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
WIMBORNE ROAD BOURNEMOUTH WINTON Neighbourhood Centre High Street Retail floor area: 450.00 sqm Survey date: Thursday 29/09/2022			
			Survey Type: Manual
2	CF-01-O-02	CO-OPERATIVE	CARDIFF
HEOL-Y-DERI CARDIFF RHIWBINA Neighbourhood Centre Residential Zone Retail floor area: 300.00 sqm Survey date: Friday 07/10/2016			
			Survey Type: Manual
3	DH-01-O-01	SAINSBURY'S LOCAL	DURHAM
WESTBURY STREET STOCKTON-ON-TEES THORNABY Neighbourhood Centre Residential Zone Retail floor area: 300.00 sqm Survey date: Tuesday 02/09/2025			
			Survey Type: Manual
4	GC-01-O-01	CO-OP	GLASGOW CITY
GREAT WESTERN ROAD GLASGOW WEST END Neighbourhood Centre High Street Retail floor area: 183.00 sqm Survey date: Tuesday 25/04/2023			
			Survey Type: Manual
5	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
FOREST ROAD NORTHALLERTON Suburban Area Residential Zone Retail floor area: 155.00 sqm Survey date: Monday 19/09/2016			
			Survey Type: Manual
6	SD-01-O-01	ONE STOP	SWINDON
THE CIRCLE SWINDON Suburban Area Residential Zone Retail floor area: 250.00 sqm Survey date: Friday 23/09/2016			
			Survey Type: Manual
7	ST-01-O-01	TESCO EXPRESS	STAFFORDSHIRE
STAFFORD ROAD CANNOCK Suburban Area Residential Zone Retail floor area: 324.00 sqm Survey date: Wednesday 14/06/2023			
			Survey Type: Manual

Audit Code: 78243220-02db-498b-8375-baf4272488ee

8	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area Residential Zone Retail floor area: 255.00 sqm Survey date: Friday 07/04/2017			
			Survey Type: Manual
9	WS-01-O-01	CO-OP	WEST SUSSEX
GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre High Street Retail floor area: 325.00 sqm Survey date: Thursday 12/05/2022			
			Survey Type: Manual
10	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre High Street Retail floor area: 260.00 sqm Survey date: Wednesday 11/05/2022			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-01-O-02	06-09-2022	London
BT-01-O-01	14-05-2015	London
DL-01-O-02	30-05-2023	Ireland
DL-01-O-03	24-05-2023	Ireland
EG-01-O-01	16-11-2015	Ireland
EN-01-O-01	29-06-2016	London
KI-01-O-01	16-11-2017	London
MR-01-O-01	15-03-2023	London

Audit Code: 78243220-02db-498b-8375-baf4272488ee

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Total Vehicles

Calculation factor: 100 sqm

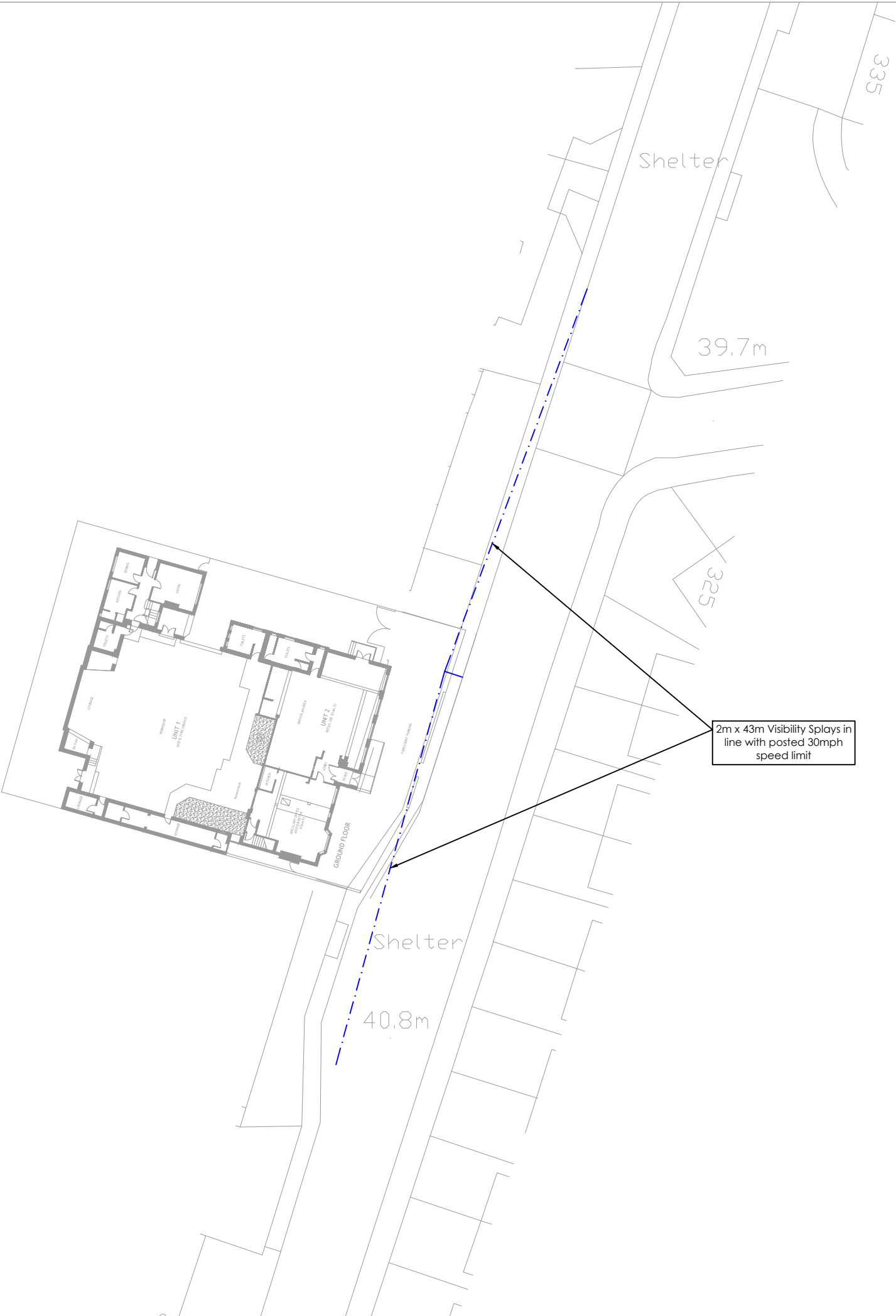
Time Range	No. Days	Ave. RFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	269	0.990	0.495	1.485
06:00-07:00	8	287	2.525	2.307	4.832
07:00-08:00	10	280	6.638	6.388	13.026
08:00-09:00	10	280	8.387	8.387	16.774
09:00-10:00	10	280	7.566	6.852	14.418
10:00-11:00	10	280	6.817	6.531	13.348
11:00-12:00	10	280	7.530	7.459	14.989
12:00-13:00	10	280	8.815	8.779	17.594
13:00-14:00	10	280	7.744	7.388	15.132
14:00-15:00	10	280	7.923	7.923	15.846
15:00-16:00	10	280	8.922	8.565	17.487
16:00-17:00	10	280	9.743	8.744	18.487
17:00-18:00	10	280	10.136	10.778	20.914
18:00-19:00	10	280	10.493	10.671	21.164
19:00-20:00	10	280	8.672	8.565	17.237
20:00-21:00	9	284	5.721	6.505	12.226
21:00-22:00	9	284	3.683	4.232	7.915
22:00-23:00	6	307	1.792	1.900	3.692
23:00-00:00	5	278	0.144	0.431	0.575
Total Rates:			124.241	122.900	247.141

Parameter Summary:

Trip rate parameter range selected:	50 - 450 (units: sqm)
Survey date range:	19/09/2016 - 02/09/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

Appendix D

Visibility Splays



---	---	-----	--	--
Date	Rev	Description	Drawn	Chkd
 TPS			TPS Transport Consultants Ltd Stonebridge Court 151-153 Wakefield Road Horbury Wakefield WF4 5HQ t: 01924 664638 e: info@tpsconsultants.co.uk www.tpsconsultants.co.uk	
			Project Lundwood Social Club	
Title Visibility Splays				
Date 24.06.26	Designed by JA		Checked by JT	
Drawing Number P3332 - V - 1001			Scale @ A3 1:500	Revision -