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MIXED USE DEVELOPMENT
THE FORMER COAL DROPS
ST MARY'S STREET
PENISTONE
SOUTH YORKSHIRE
S36 6DT

TRANSPORT STATEMENT

On behalf of
RELIANT BUILDING CONTRACTORS

PMcL/2857d3/May 2013

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DRAWINGS

Architect's Site Layout (reduced) – RBC02/25/F

Redwood Partnership Drawing No. REDW-2857-112

1.0 Introduction

1.1 The Redwood Partnership have been instructed by Reliant Building Contractors Limited to provide highways and transportation planning advice and prepare a Transport Statement on a detailed planning application for proposals to provide 13 dwellings and 2 live/work units; 473 sq m (GIA) office accommodation; 5 no. commercial units (total 135 sq m GIA) and a 132 sq m (GIA) shop/café unit, all located on the former coal drops site off St Mary's Street, Penistone.

1.2 Penistone is a market town within the Metropolitan Borough of Barnsley and is located on the cross-Pennine A628 road, 28 miles east of Manchester, 23 miles south of Leeds, 13 miles north-west of Sheffield, and 7 miles west of Barnsley. Junction 37 of the M1 motorway is located approximately 6.5km east of Penistone via the A628 (**Appendix A**, **Figure A1**).

1.3 The site itself is located on the north-western edge of Penistone Town Centre (**Figure A2**) and is accessed off a minor unadopted and un-named private road which joins onto the west side of Stottercliffe Road which immediately connects onto a new roundabout junction with the B6462 St Mary's Street. The unadopted road also provides access to other industrial uses further to the west of the application site. The Applicant has a right of way over the access road and the legal right to make improvements to that road.

1.4 The site has been subject to a previous planning application (Ref: 2012/0306) which was refused. The Council's highways comments for the previous application and the Refusal Notice are attached in **Appendix D** and will be addressed in this report.

1.5 The Transport Statement will measure and assess the highway and transportation effects of the development proposals on the surrounding highway network and review the sustainability of the development proposals against local and national guidelines.

1.6 The Transport Statement considers the following issues:

- **Chapter 2.0** describes the existing highway conditions and patterns of movement within the study area together with public transport provision and accessibility of all modes of travel in the vicinity of the site
- **Chapter 3.0** describes the development proposals
- **Chapter 4.0** assesses the volume and characteristics of trips likely to be attracted to the development, car parking and the likely impact of the development on the adjoining highway network
- **Chapter 5.0** describes the local and national planning policy background
- **Chapter 6.0** provides a full summary and report conclusions

1.7 The Local Planning Authority within the development area is Barnsley Metropolitan Borough Council. As a Unitary Authority the Council also assumes the role of the Highway Authority.

1.8 The Transport Statement should be read in conjunction with other submitted documents namely the site layout plans and the Design and Access Statement prepared by yourspace Architects and the Planning Statement prepared by Mark Jackson Planning. A reduced copy of the site development proposals is included at the rear of this report.

2.0 Existing Highway & Accessibility

2.1 The site is located on the north-western edge of the market town of Penistone. Penistone is well located in relation to the strategic highway network and is approximately 6.5km (3.5 miles) west of Junction 37 of the M1 motorway via the A628 (**Figure A1**).

2.2 The site is located approximately 200 metres walking distance from the main shopping centre via St Mary's Street. Existing vehicular access to the site is via a private road which joins to the west side of Stottercliffe Road (**Figure A2**). The private road forms a junction with Stottercliffe Road at its eastern end via a simple priority junction. Stottercliffe Road then immediately joins St Mary's Street as the western arm of a new roundabout constructed as part of the nearby Tesco supermarket development.

2.3 **Photo 2.1** shows the private unadopted road which runs along the southern side of the development site, whilst **Photo 2.2** shows the eastern end of the site and the location of Regency House and the former coal drops:

Photo 2.1
Existing site access road
(looking west from Stottercliffe Road)



Photo 2.2
Existing Site
(Eastern end near coal drops)



Walking

2.4 The site is located to the north-west of Penistone Town Centre, approximately 200 metres walking distance from Penistone's main shops and services (**Figure A3**). The route to the centre is well connected via a dedicated pedestrian route which has an upwards gradient towards the town centre but is safe and convenient.

2.5 The location of the site in an urban area provides a very good opportunity for residents to walk or cycle to nearby services and for customers visiting the site to walk from other facilities in the town centre. **Figure A3** shows the location of nearby schools, shops and other main services within easy walking and cycling distance of the site which would be used by residents and customers of the business uses.

2.6 The Institution of Highways and Transportation (IHT) publication "Guidelines for providing for journeys on foot" (2000) outlines acceptable walking distances for those pedestrians without impaired mobility in **Table 2.1**:

Table 2.1
Suggested Acceptable Walking Distances (IHT, 2000)

	Town Centre (m)	*Commuting/School Sightseeing (m)*	*Elsewhere (m)*
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

2.7 The IHT document refers to 2000 metres (2km) as being the maximum desirable distance which the general public would consider when walking. The edge of Penistone's centre with its many shops and services is approximately 200 metres walking distance from the site along St Mary's Street which is well within the acceptable maximum desirable walking distance.



Cycling

2.8 Cycling has the potential to substitute for short car trips, particularly those under 5 kilometres and can form part of a longer journey by public transport. Penistone's centre is located well within the suggested 5 kilometre cycle distance and could provide a realistic mode of transport for residents who will have the option to cycle to work or shop or for customers visiting the commercial units on the site or indeed for staff working on the site.

2.9 National Cycle Route 62 passes the northern boundary of the site as part of the Trans-Pennine Trail and the proposals will provide two new direct links through the site to this cycle route. In other areas of Penistone the carriageway is generally wide enough to allow safe access for cyclists, providing residents, customers and staff accessing the site with a realistic choice of mode of transport linking directly to Penistone's centre and beyond.

Public Transport - Bus Services

2.10 Walk distances to and from the nearest bus stops to the site entrance are well below the walk distances suggested the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop*".

2.11 The Pedestrian route between the site and the nearest bus stops in the town centre has a slight gradient upwards towards the town along a convenient to use walking route. **Figure A2** (**Appendix A**) shows the bus service provision and bus stop location adjacent to the site. **Table 2.2** shows the route and frequency of local bus services passing through Penistone Town Centre, showing a frequent and good service to many nearby centres:

Table 2.2
Local Bus Services and Frequencies (Figure A2)

Bus Route	*General Frequency (mins)*			*Route*
	Mon - Fri	*Sat*	*Sun*	
20	120	120	120	Barnsley, Silkstone, Penistone, Dunford Bridge, Holmfirth
20A	120	120	120	Barnsley, Silkstone, Penistone, Flouch, Boulderstone, Deepcar
21	20/40	20/40	60	Barnsley, Silkstone, Oxspring, Penistone, Cubley
23	120	120	120	Barnsley, Hood Green, Wortley, Deepcar, Stocksbridge
24	120	120	-	Barnsley, Silkstone, Green Moor, Penistone
29	120	120	120	Sheffield, Ecclesfield, Penistone Upper Denby
57	30	30	60	Sheffield, Worrall, Oughtibridge, Deepcar, Stocksbridge
58	30	30	60	Sheffield, Worrall, Oughtibridge, Deepcar, Stocksbridge
58A	30	-	-	Sheffield, Oughtibridge, Deepcar, Stocksbridge, Bolsterstone
201	60	60	-	Meadowhall, Ecclesfield, Deepcar, Stocksbridge
300	60	60	-	Penistone, Thurlstone, Millhouse Green
301	60/120	60/120	-	Penistone, Ingbirchworth, Upper Denby
TF1	10	10	-	Middlewood, Oughtibridge, Wharncliffe Side, Deepcar, Stocksbridge

2.12 The nearest bus stops to the site are located in Penistone town centre at the bus stand in Market Place and are approximately 200 metres south-east of the site. The main bus stand in the town centre has a covered waiting area (**Photo 2.4**).

2.13 **Photo 2.3** shows the bus stop and shelter on the north side of Shrewsbury Road, whilst **Photo 2.4** shows the bus stand and shelter in Market Place, both in the town centre approximately 200 metres walk distance from the site (**Figure A2**):

Photo 2.3
Existing bus stop
Shrewsbury Road



Photo 2.4
Existing bus stop
Market Place



Public Transport - Rail Services

2.14 The nearest station is Penistone railway station approximately 750 metres (0.4 miles) east of the site (**Figure A2**). The station is managed by Northern Rail who operate hourly trains Monday to Saturday towards Huddersfield and Sheffield stopping at Huddersfield, Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Penistone, Barnsley, Meadowhall and Sheffield with two-hourly services on Sundays. The railway station is a realistic distance to walk for residents and Transport Direct suggests the walk time from the site to the station is in the order of 10 minutes.

Personal Injury Accident Data

2.15 We requested personal injury accident data from Barnsley Metropolitan Borough Council for a five year period for the private road junction with Stottercliffe Road and the Stottercliffe Road junction with St Mary's Street. It has been confirmed by the Council that there have been no recorded traffic accidents in this area for five years up to July 2011 (**Appendix E**).

3.0 Development Proposals

3.1 The detailed planning application is for a mixed-use development of an existing brownfield site off St Mary's Street, Penistone, South Yorkshire, S36 6DT. The proposed mixed-use development consists of the following:

i) 7 no. 2-bed terraced dwellings and 2 no. live/work units (Total 9 no. dwellings)

ii) 6 no. 3-bed terraced dwellings

ii) 473 sqm (GIA) B1 Office (Class D1 Consulting Rooms)

iii) 5 x 27 sqm (GIA) commercial units within the former coal drops

iv) 1 x 132 sqm (GIA) shop/café accommodation

v) 35No. car parking spaces (including 1 disabled space) to serve the different uses

vi) 1 no. motorcycle parking space (1.5x2.5 metres)

vii) Secure and covered cycle storage space for 2 no. cycle parking spaces per house located within a 2.4x1.8m shed in each garden of the residential dwellings, together with 6 no. sheffield type cycle parking spaces to provide secure cycle parking for 12 cycles for both staff and customers visiting the commercial units

viii) A re-surfaced site access road with a single 2.0m footway on its north side, together with new street lighting along the development frontage. The footway width outside Regency House will narrow locally to 1.5 metres along the frontage of the building. The existing access to the adjacent industrial units will be retained and enhanced with new road surfacing

Proposed Site Access

3.2 The proposals for the site access are shown on the attached **Drawing No. REDW-2857-112**. The existing private road provides access not only to the Application Site but to other industrial uses further west and south of the site. These other employment areas will require access for articulated lorries, therefore the width and alignment of the proposed access road needs to remain linear to cater for larger vehicles. The existing access road width will be maintained at its existing width with a straight alignment tapered to 7.3m at its junction with Stottercliffe Road.

Access to other existing uses to the south of the access road will be maintained and will remain unaffected.

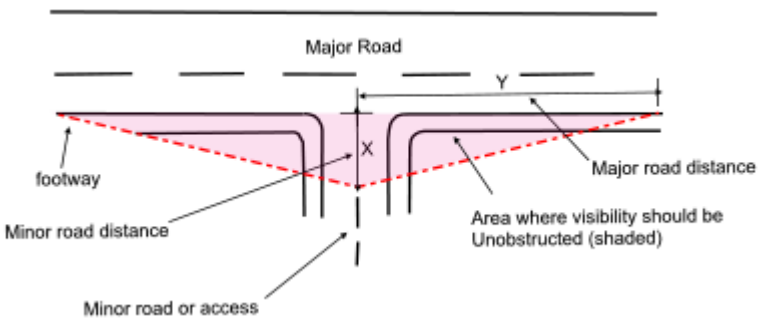
3.3 The road will provide access to three new car parks serving the residential and office uses, together with 9No. longitudinal on-street car parking spaces on the north side of the access road located within the Application Site. The on-street parking spaces will have a dual use providing car parking for the commercial uses during the day (with a 2 hour waiting limit) and for the residential uses during the night with no restriction. The longitudinal spaces have dimensions of 2.4x6.5m to enable disabled drivers to easily access the spaces.

3.4 The Applicant has a right of way over the access road and rights to improve and upgrade the road which would include new kerbing, surfacing and street lighting. Subject to agreement with the landowner of the access road it is the intention of the Applicant to offer the private road for adoption as maintainable public highway. Should the road not be adopted as Public Highway sometime in the future, the on-street parking within the Application Site would be subject to enforcement by a private company to ensure that parking regulations are observed. Private enforcement of parking regulations is common practice on private commercial car parking areas.

Access visibility

3.5 Drivers emerging from minor roads or accesses require adequate visibility in each direction to enable a safe manoeuvre to be made. Visibility splay envelopes are made up of two elements, the ‘x’ distance and the ‘y’ distance. The ‘x’ distance is the distance along the minor road (site access) from the give way line with the major road and the ‘y’ distance is the distance along the nearside kerb in both directions from the centre line of the minor road. **Figure 3.1** shows the construction of a typical visibility splay:

Fig 3.1
Visibility splay requirements



3.6 The minimum requirement for the major road distance (dimension 'y') is dependent upon the speed of the major road. Department for Transport guidance TD/93, Table 3 provides an indication of desirable minimum stopping sight distance for a 30 mph speed limit as 70 metres. Manual for Streets 2 – Wider Application of the Principles (MfS2), published at the end of September 2010 states the following:

i) "*It is clear from Table 1.1 that most of MfS advice can be applied to a highway regardless of the speed limit.* ***It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS***". The bold text is included within the publication itself and clearly supports the fact that vehicle stopping site distance variables are <u>not</u> dependent upon road classification or traffic volume, but only vehicle speed, driver perception-reaction time and deceleration (Paragraph 1.3.2)

ii) "*…It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended*" (Paragraph 1.3.6)

3.7 Manual for Streets 2 is considered to be the appropriate reference document for this development with regard to junction visibility requirements. Reference to Manual for Streets 2, page 75 suggests a 'y' distance of 50 metres is sufficient for routes with buses and HGVs travelling at 30 mph. MfS2 (paragraph 10.5.6) suggests "*An x distance of 2.4m should be used in most built-up situations*". We consider an 'x' distance of 2.4 metres is



appropriate in this location as this distance introduces an element of traffic calming, lowering vehicle speeds on the approach to the junction from the minor road.

3.8 The site access road has a straight alignment with three accesses to the new car parks as shown on **Drawing No. REDW-2857-112**, however we do not consider vehicles will be travelling at 30 mph in this location, so shorter visibility splays would be acceptable. The central car park access provides 2.4 x 50 metres visibility splays in both directions, the eastern car park access provides 2.4x50 metre visibility splay to the right and a reduced 2.4x20 metre visibility splay to the left which is considered acceptable as vehicle speeds will be lower in this direction as traffic turns into the junction. The eastern car park access turns away from the corner of Regency House to provide adequate visibility between pedestrians crossing the access and vehicles emerging from this car park.

3.9 The junction between the site access road and Stottercliffe Road is located close to the new roundabout junction with St Mary's Street. Visibility to the left at this junction is not relevant as in this direction the road is effectively one way onto the roundabout. Visibility to the right is slightly obstructed by the front boundary wall of the property to the south of the site access road, however a visibility splay of 2.4x35 metres is achievable to the main road centreline. The angle of the access road onto Stottercliffe Road allows emerging vehicles to be seen early by vehicles on Stottercliffe Road who will, in any event, be slowing down as they approach the new roundabout. In this situation we consider the reduced visibility splay to be acceptable as the reduced visibility at the existing junction has not resulted in any reported accidents over a five year period.

3.10 There will be a small number of traffic movements from the development proposals which, in our view will not result in a significant reduction in highway safety and we consider the visibility splays along the site access road and at the junction with Stottercliffe Road to be adequate and would not compromise highway safety.



Car Parking

3.11 Barnsley Council's LDF Supplementary Planning Document - Parking, adopted March 2012, provides guidance on the maximum car parking standards for different development uses. Table 1 suggests the following maximum levels of car parking provision:

i) Class C3 Dwellings: *"1 space per 1/2 bedroom dwelling; 2 spaces per 3 bedroom dwelling"*. Therefore for 9No. 2-bed and 6No. 3-bed dwellings the maximum parking standard equates to 21 spaces (9x1+6x2). For the 2No. live/work units we have used Class C3 parking levels

ii) For the coal drops - A1 Retail: *"1 space per 20m^2 for all developments below 1000m^2 "* which equates to a maximum of 7 spaces (142/20), assuming that GFA = GIAx1.05

iii) For Regency House – Class D1 Consulting Rooms: *"1 space per medical practitioner on duty at the busiest time; 1 space per 2 non-medical staff; 3 spaces per consulting room"*. It is anticipated that Regency House will include 1no. consulting room, therefore the maximum standard equates to 5 spaces (1+1+3)

iv) For the shop/café use – Assuming space available for 6 no. diners. The standard suggests "*where there are fixed seating areas for diners, 1 space per 3 diners can be considered*" and for staff "*1 space per 3 non-residential staff on duty at the busiest time"* which equates to a maximum of 3 spaces, i.e. 1 no. space for staff and 2 no. spaces for diners. Parking for this use will be shared with the parking provision for the A1 Uses in the former coal drops, which is appropriate for an edge of centre location where walking, cycling and the use of public transport are realistic choices of travel mode



3.12 The maximum parking standard for this mixed use development suggests 36 no. parking spaces (21+7+5+3). The development includes a total of 35 car parking spaces for the development. The spaces will be allocated as shown on **Drawing No. REDW-2857-112** as follows:

i) 21no. parking spaces for the 15no. terraced dwellings and live/work units with a standard parking bay size of 2.4x4.8m (Parking space nos.1-21)

ii) 5no. parking spaces including 1no. disabled space for the Class D1 Consulting Room use (Parking space nos.22-26)

iii) 9no. on-street parking spaces (6.5x2.4 metres) with a maximum privately enforced 2 hour waiting restriction during the day to provide for the consulting room and commercial uses on the site and no restriction at night to allow for other resident's parking and visitor parking (Parking space nos.27-35). The furthest on-street parking space (No. 27) is less than 100 metres walk distance from the consulting room and commercial uses

3.13 National Government policy is now not aimed at restricting car ownership or the provision of residential car parking spaces, but instead is aimed at locating development where there is a choice of alternative travel modes such as walking, cycling and bus travel and at the same time ensuring that adequate parking provision is made available on the site so as not to adversely affect adjacent areas.

3.14 In assessing the car park provision it was deemed necessary to ensure that an effective balance is achieved between the provision of adequate car parking to serve the development and the need to minimise congestion and avoid any increase in highway danger from residents and visitors parking on footways or in other inappropriate places external to the site. This development location provides that choice as well as the opportunity to park and use the car and provides parking provision within the required Council standards.

Powered Two Wheel Vehicles & Cycle Parking

3.15 Barnsley Council's parking SPD (Section 6) suggests a provision for powered two wheel vehicles as 1 space per 20 parking spaces (retail and commercial uses parking only). This



equates to one motorcycle parking space which is located in the eastern car park close to the commercial uses.

3.16 Barnsley Council's SPD, Table 2 specifies minimum cycle parking standards for various uses. The minimum standard for housing is assessed on an individual basis and development proposals will provide a 2.4x1.8m garden shed located within each garden which will be sufficient to store 2 cycles per unit. Access to the rear of each garden will be provided for all these properties so that cycles do not have to be wheeled through the property.

3.17 Minimum cycle parking standards for the other uses is taken from SPD, Table 3. For Medical facilities the standard suggests 1 short stay space per 3 consulting rooms and 1 long stay space per 40 staff. For the retail element we have used the standard for offices which is 1 short stay space per 1000sqm and 1 long stay space per 400 sqm.

3.18 The proposals include 3no. Sheffield type stands in front of the coal drops retail shops for short stay purposes which will be secure but uncovered and 3 Sheffield type stands behind Regency House for long stay purposes which will be secure and covered; a total storage provision for 12 cycles which is in excess of the minimum cycle parking standards. The location of the cycle parking is shown on **Drawing No. REDW-2857-112**.

Refuse Collection, Servicing and Emergency Access

3.19 Refuse collection, servicing and emergency access will be provided along the site access road. The site access road is provided with a turning head facility suitable for the turning of a large refuse vehicle. Bin storage areas are provided in the gardens of each residential property, whilst the consulting room and commercial uses will share a single arch at the north-east corner of Regency House. The bin store is located less than 10m from the adjacent footway. **Figure B1** shows the track swept path of a large refuse vehicle adequately turning at the eastern car park entrance. Emergency vehicles are smaller than a large refuse vehicle and will therefore require less space to turn.

3.20 The retail units will be serviced from an identified service loading area on the service road (see Drawing No. **REDW-2857-112**). The service loading area is located 23m from the

junction with Stottercliffe Road and will not interfere with the access to the eastern car park or the main road junction, where goods will be trolleyed across the service road to the appropriate uses. Once unloading has taken place vehicles can turn around at the central car park access road in the same location as the refuse vehicle turning area and exit the site in forward gear. **Figure B2** shows the track swept path of a 10.0m rigid lorry service vehicle adequately turning within the access road without any affect on the nearby public highway.

Pedestrian Access

3.21 Pedestrians will access the site via a new footway on the north side of the access, a 2.0m wide footway will be provided within the site narrowing over a short distance to 1.5m wide as it passes Regency House. Two new access points to the Trans-Pennine Trail are proposed along the northern boundary of the site.

Response to highway comments from previous application ref: 2012/0306

3.22 The site has been subject to a previous planning application which was similar in nature (Ref: 2012/0306). Highway comments relating to the previous application are enclosed in **Appendix D** and addressed as follows:

1. *"The access road is not adopted, is of varying width, lacking any separate pedestrian facilities, appropriate street lighting, drainage and is in a poor state of repair."* We understand the Applicant has right of way of the access and the legal right to maintain and upgrade the access road. The road will be re-surfaced with new street lighting, new kerbing and new drainage as required. The road would not be offered for adoption as public highway.

2. *"The access road is not included within the red line boundary, and the supporting information states that the applicant does not own or control the road. This would indicate that the necessary improvements to the access road cannot be achieved. A 7.3m carriageway and 2no. 2m wide footways would be required to serve such a development. A turning head would be required at the end of the cul-de-sac which*

may have to accommodate articulated vehicles if they service the existing industrial uses. At the very least, the turning head would have to accommodate the CARP vehicle used by South Yorkshire Fire and Rescue Service and must form part of the adopted highway. This level and type of development would be unacceptable in a highway context without the provision of an adopted highway." We understand the Applicant has the legal power to upgrade the road. The development is located on one side of the road, therefore a single footway is adequate for the proposed uses. Track swept paths included in this report (**Figure B1** and **Figure B2**) confirm that the turning head provided is sufficient for refuse vehicles and 10.0m rigid lorries to turn, which are more onerous than the turning requirements for fire and rescue vehicles. The site will not require articulated lorries to turn in this location and any provision for this type of vehicle is made on other existing employment land located further west of the development. The proposals provide adequate turning facilities for all vehicle sizes generated by the development. The road is not being offered for adoption as public highway.

3. *There is no appropriate servicing area for the proposed retails units, which may result in servicing taking place on the highway in close proximity to a junction to the detriment of road safety.* Please refer to Paragraph 3.20.

4. *Car parking for the development should be provided in accordance with the current SPD and not the old one referred to in the submitted Transport Assessment.* Please refer to Paragraphs 3.11-3.14.

5. *The proposed Traffic Regulation Orders are not viewed favourably, and would be difficult to enforce. Prohibition of parking on both sides of the highway would be appropriate.* The site access road will remain private and parking restrictions will be privately enforced similar to any other commercial development which includes private car parking

6. *The car parking for the residential aspect of the development is not acceptable as it is remote and is not secure or overlooked. Reference should be made to the South Yorkshire Residential Design Guide.* The car parking location and layout has been amended. Please refer to submitted layout plans

7. *No details have been submitted regarding areas for the storage of refuse/recycling bins, which could result in them being left on the highway.* Please refer to Paragraph 3.20

3.23 The previous planning application for this site was subsequently refused. A copy of the Planning Decision is enclosed in Appendix E. Reason for Refusal No. 3 is highways related.

4.0 Traffic Assessment

4.1 Using the TRICS vehicle trip rate database (**Appendix C**) we can estimate the AM and PM peak hour traffic flows to the new residential development element of the proposals. For the commercial elements of the development the TRICS database includes a category 'small shops' however the uses within the database are not considered applicable to the current proposals as they have relatively unrestricted parking and are of a larger size therefore for this site during the AM and PM peak hours we consider that the on-street parking (which would be available to the coal drops shops) would generate a trip rate of 0.5 trips per parking space which equates to 4 arrivals and 4 departures in both peak hours.

4.2 We do not anticipate there will be any peak hour trips for the coffee shop element of the development, possibly a maximum of 2no. vehicle arrivals and 2no. vehicle departures in the peak hour. Again, only the on-street parking spaces would be available to customers of these uses.

4.3 Regency House is proposed as Class D1 Consulting Rooms with 1 consulting room. The proposal provides 5no. dedicated parking spaces for this use and for a single consulting room we consider the traffic generation will be a maximum of 1 trip for the disabled parking space with 1no. additional trip for a patient waiting for a consultation together with 2no. staff arrivals in the morning and 2no. staff departures in the afternoon. This equates to 4 arrivals and 2 departures during the AM peak hour reversed in the PM peak hour to account for staff arriving and departing the site.

4.4 **Table 4.1** includes the development vehicle trip rates (together with the resultant traffic flows in vehicles per hour for the AM and PM peak hour periods when maximum traffic flows from the development occur on the local highway network. The live/work units are assumed to have the same traffic generation as Class C3 Use:

Table 4.1
Redeveloped Site
Peak Hour Vehicle Trip rates and Traffic Flows

	AM peak hour				*PM peak hour*			
	Arrivals		*Departures*		*Arrivals*		*Departures*	
	Trip rate	*Vehs (No.)*	*Trip rate*	*Vehs (No.)*	*Trip rate*	*Vehs (No.)*	*Trip rate*	*Vehs (No.)*
C3 residential 15 Units	0.158	3	0.445	7	0.440	7	0.239	4
Coal drops Shops	-	4	-	4	-	4	-	4
Coffee shop	-	2	-	2	-	2	-	2
Class D1 Use	-	4	-	2	-	2	-	4
TOTAL		13		15		15		14

4.5 A development of this size with the mixed uses proposed will not generate a significant number of peak hour vehicle movements. In the AM peak hour the maximum traffic generation equates to approximately 1 vehicle arriving and departing every 4 to 5 minutes in the AM and PM peak hours, which is considered to be minimal indeed we consider this figure to be an overestimate due to the restraint that will occur from restricted parking provision for the commercial uses. The mixed use will also introduce a potential for shared use shopping trips where a single car trip to the site could serve a number of purposes.

4.6 We conclude that the effect of the new development traffic on the surrounding highway network will not be material. The parking proposals for the commercial uses will introduce an important shared facility whilst maintaining sufficient dedicated parking for essential car users working at and attending the Class D1 medical centre use and to contain residents parking demands within the site.

5.0 Planning Policy Guidance

5.1 Both National Planning Policy Guidance and Barnsley MBC's Core Strategy aim to secure sustainable development in terms of transport. The policy aims are to:

- Reduce growth in the length and number of motorised journeys
- Encourage alternative means of travel which have less environmental impact; and hence
- Reduce reliance on the private car and offer a realistic choice of access by a choice of transport modes and where one journey can fulfil a number of purposes

5.2 The common themes running through these documents are:

- Promoting sustainable transport alternatives to the private car, particularly healthy alternatives such as walking and cycling, but also including bus travel which is less environmentally damaging than the equivalent car trips

  The site is located next to good public transport infrastructure passing through Penistone offering walking, cycling and public transport as realistic choices for modes of travel other than the car

- Promoting brownfield development as a sustainable alternative to out of town development in order to reduce the need for, and length of, car trips and to promote healthy alternatives to the car.

  The site is located on surplus brownfield land within an urban area. The site provides a sustainable location for the proposed uses and local facilities and services are nearby which will promote walking and cycling and shorter essential car journeys

National Planning Policy Framework (NPPF)

5.3 National Planning Policy Framework (NPPF) document paragraph 32 states:

32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*

5.4 The development complies with NPPF as:

i) the opportunies for sustainable modes of transport are maximised by locating the development close to bus services and local shopping facilities and by the provision of adequate cycle parking on site for all uses

ii) Safe and suitable access has been demonstrated and car parking provision is adequate for the proposed uses and is below the maximum car parking standards

iii) Any residual cumulative impact in transport terms is shown to be minimal and not '*severe*'

Barnsley Metropolitan Borough Council's Core Strategy

5.5 The Barnsley Local Development Framework provides the main planning policies and proposals replacing those in the Unitary Development Plan (UDP). The LDF includes the Core Strategy which has the following objectives applicable to this site:

- Supporting growth and regeneration - **The site is positioned in an accessible location and the proposal is for mixed residential and commercial uses on a brownfield site**
- Making transport easier to use and places easier to get to - **The site is close to Penistone Town Centre which will encourage walking, cycling and trips using public transport. Access to services and jobs is realistic without the use of the private motor car**
- Reducing road transport emissions - **The site's location will reduce potential vehicle emissions as residents and local people will be able to access local services and the site without the need for a car**

5.6 The proposals have been reviewed in the light of current planning and transport policy and are fully compliment policy objectives. The location of the mixed use development within an urban area will have the effect of reducing the length of motorised journeys and will provide facilities which can be accessed by local people without the use of the motor car. The urban location of the site near to good public transport routes and nearby services will promote walking and cycling and reduced car usage for new residents and will fully complement Local Development Framework policy objectives.

6.0 Summary and Conclusions

6.1 The Redwood Partnership have been instructed by Reliant Building Contractors Limited to provide highways and transportation planning advice and prepare a Transport Statement on an outline planning application for proposals to provide 13 dwellings and 2 live/work units; 473 sq m (GIA) office accommodation; 5 no. commercial units (total 135 sq m GIA) and a 132 sq m (GIA) restaurant/commercial unit, all located on the former coal drops site off St Mary's Street, Penistone.

6.2 The site is located on the north-western edge of Penistone Town Centre approximately 200 metres walking distance from the main shopping centre via St Mary's Street and is accessed off a minor unadopted and un-named private road which joins onto the west side of Stottercliffe Road. The unadopted road also provides access to other industrial uses further to the west of the application site.

6.3 The nearest bus stops to the site are located in Penistone Town Centre at the bus stand in Market Place and are approximately 200 metres south-east of the site. The main bus stand in the town centre has a covered waiting area. The pedestrian route between the site and the nearest bus stops has a slight gradient upwards towards the town but is along a convenient to use walking route accessing frequent and reliable bus services to all nearby areas.

6.4 Walk distances to and from the nearest bus stops to the site entrance are below the walk distances suggested the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments"* (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop"*. The nearest station is Penistone railway station approximately 750 metres (0.4 miles) east of the site with a walk time from the site to the station in the order of 10 minutes.

6.5 The development includes a total of 35 car parking spaces for the development. In applying the parking standards it was deemed necessary to ensure that an effective balance is achieved between the provision of adequate car parking to serve the development and the need to minimise congestion and avoid any increase in highway danger from residents and visitors



parking on footways or in other inappropriate places. We consider this level of car parking to be appropriate for the residential development considering its location as a lower parking provision for each plot will not reduce car ownership but will instead force car owners to park on nearby roads.

6.6 A development of this size with the mixed uses proposed will not generate a significant number of peak hour vehicle movements. In the AM peak hour the maximum traffic generation equates to approximately 1 vehicle arriving and departing every 4 to 5 minutes in the AM and PM peak hours, which is considered to be minimal indeed we consider this figure to be an overestimate due to the restraint that will occur from restricted parking provision for the commercial uses. The mixed use will also introduce a potential for shared use shopping trips where a single car trip to the site could serve a number of purposes.

6.7 We conclude that the effect of the new development traffic on the surrounding highway network will not be material. The parking proposals for the commercial uses will introduce an important shared facility whilst maintaining sufficient dedicated parking for essential car users working at and attending the Class D1 medical centre use and for new residents.

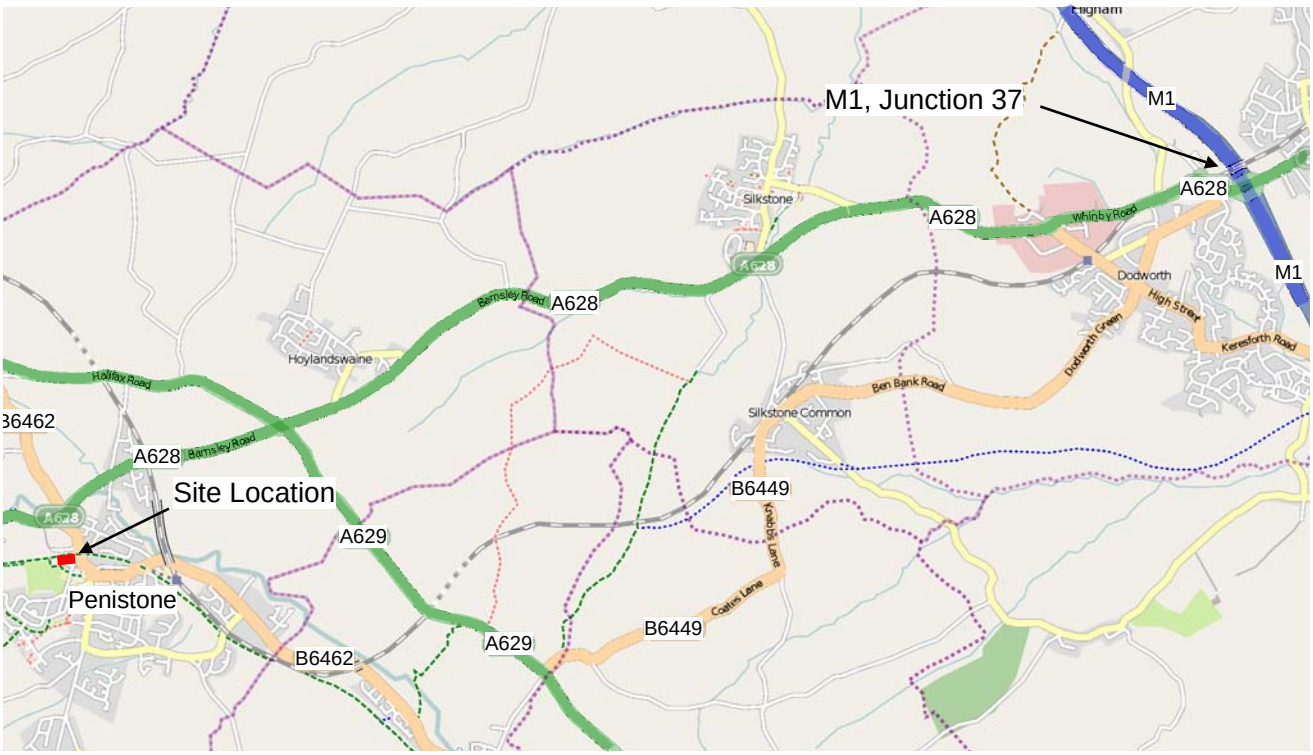
6.8 The proposals include 3no. Sheffield type stands in front of the coal drops retail shops for short stay purposes which will be secure but uncovered and 3 Sheffield type stands behind Regency House for long stay purposes which will be secure and covered; a total storage provision for 12 cycles which is in excess of the minimum cycle parking standards.

6.9 The main theme that is consistent throughout all the relevant transport policies is the need to seek a reduction in the use of the private car. Alternative, more sustainable modes of travel, such as walking, cycling and public transport are important and provide choice if they are realistic alternatives. The site is located on the edge of Penistone Town Centre with good accessibility to other modes of transport and therefore provides that alternative choice of transport.

6.10 The proposals have been reviewed in the light of current planning and transport policy and are fully compliment policy objectives. The location of the residential development on the edge of an urban area will have the effect of reducing the length of motorised journeys.

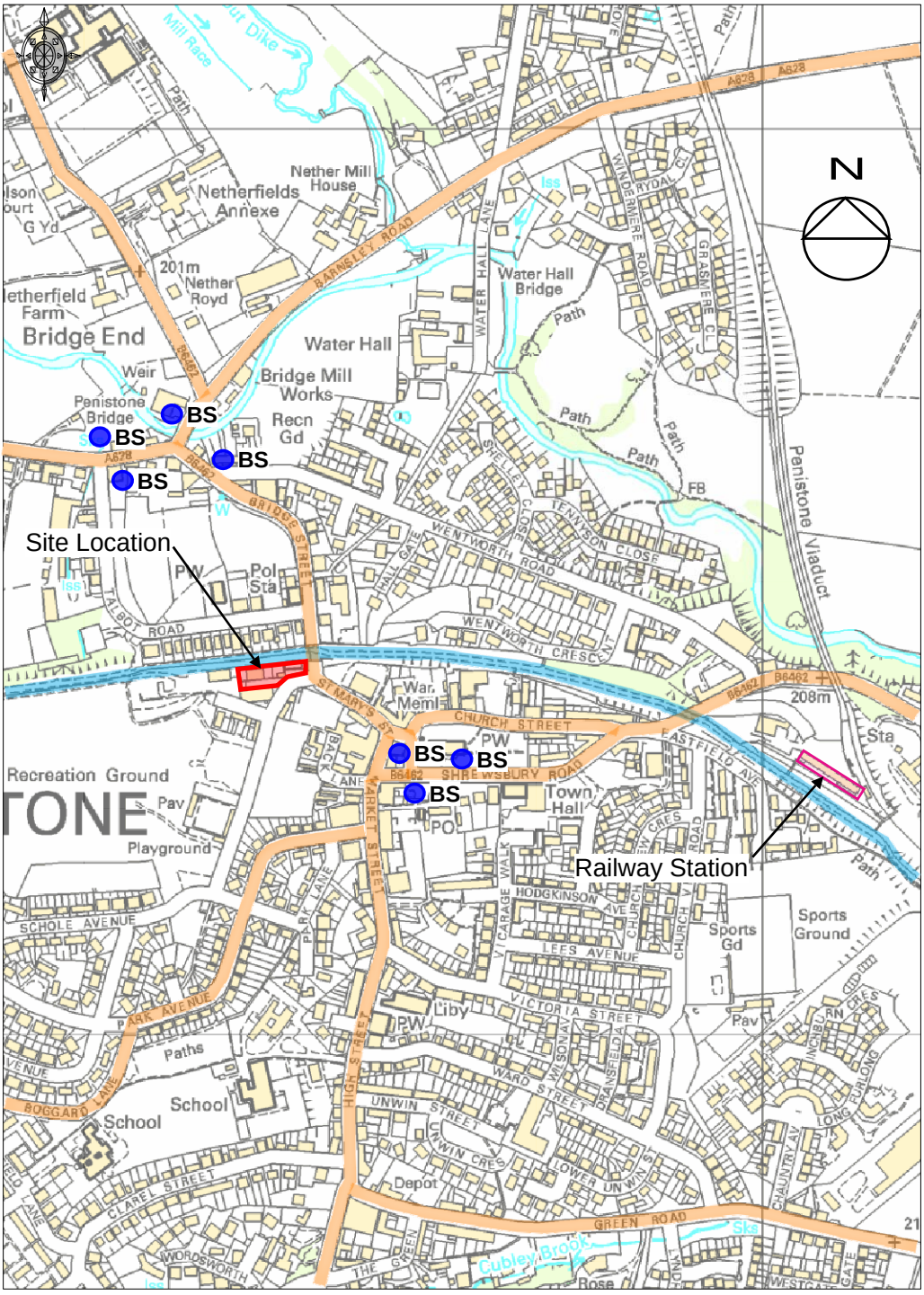
The transport and access arrangements for the proposed development strike an appropriate balance between providing for access by the private car and at the same time reducing pressure on the surrounding highway network as a result of the site's location.

APPENDIX A



Mixed use development, Penistone
Site Location Plan

FIGURE A1



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0 100 200 300

Scale (metres)

KEY

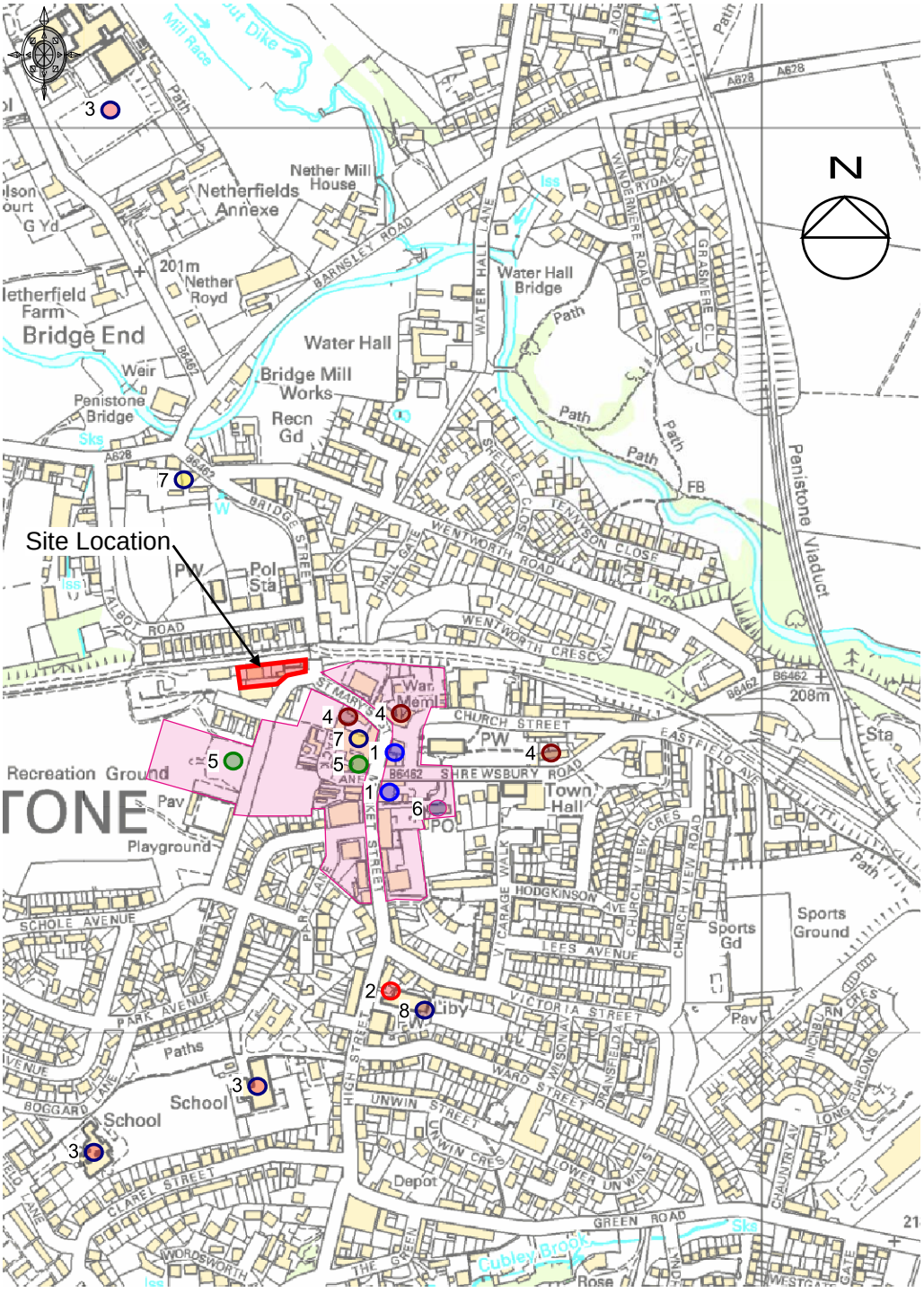
Bus served routes

National Cycle Route 62
Trans-Pennine Trail

BS Bus stop

Mixed use development, Penistone
Public Transport & Cycle Routes Plan

FIGURE A2



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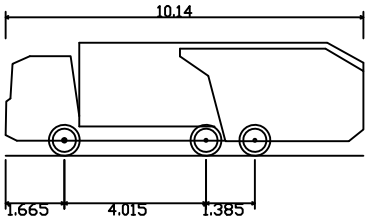
Mixed use development, Penistone
Local Services & Facilities Plan

FIGURE A3

APPENDIX B

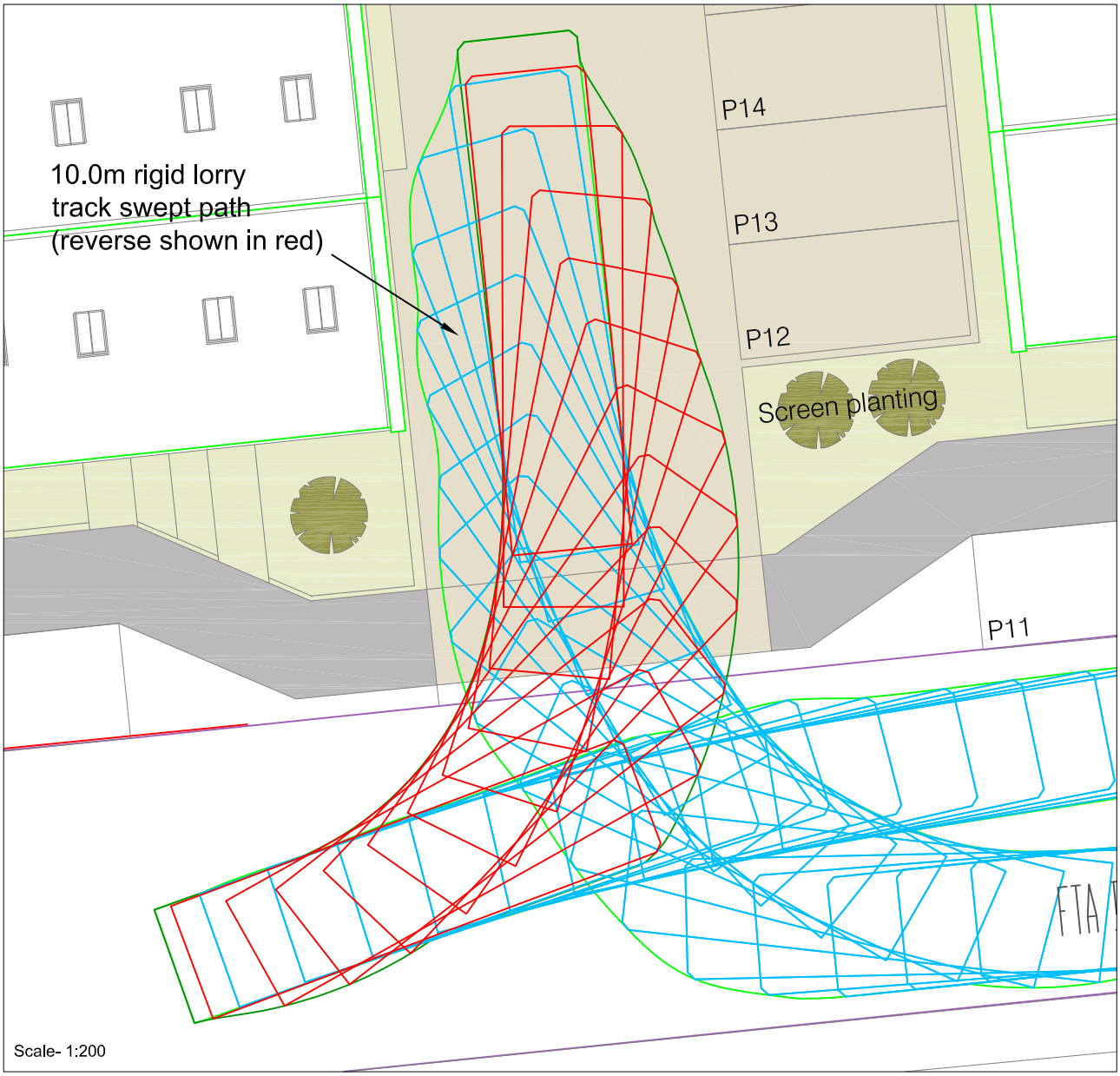


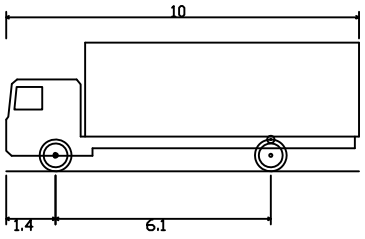


Phoenix 2 High Capacity Twin Pack 20 (with Elite 2 6x4 chassis)	
Overall Length	10.140m
Overall Width	2.500m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.100m

Mixed Use Development, Penistone
Large refuse vehicle track swept path

FIGURE B1





FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

Mixed Use Development, Penistone
10.0m rigid lorry track swept path

FIGURE B2

APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	WR	WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 48 to 237 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 13/05/08

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	8

Selected Location Sub Categories:

Residential Zone	5
Out of Town	1
No Sub Category	2

LIST OF SITES relevant to selection parameters

1 EX-03-A-01 SEMI-DET., STANFORD-LE-HOPE ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

2 NT-03-A-03 SEMI DETACHED,KIRKBY-IN-ASHFD NOTTINGHAMSHIRE
B6018 SUTTON ROAD

KIRKBY-IN-ASHFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 166
Survey date: WEDNESDAY 28/06/06 Survey Type: MANUAL

3 SF-03-A-02 SEMI DET./TERRACED, IPSWICH SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

4 SF-03-A-03 MIXED HOUSES, BURY ST EDMDS SUFFOLK
BARTON HILL
FORNHAM ST MARTIN
BURY ST EDMUNDS
Edge of Town
Out of Town
Total Number of dwellings: 101
Survey date: MONDAY 15/05/06 Survey Type: MANUAL

5 TW-03-A-01 SEMI DETACHED, SUNDERLAND TYNE & WEAR
LEECHMERE ROAD
HILLVIEW
SUNDERLAND
Edge of Town
Residential Zone
Total Number of dwellings: 81
Survey date: WEDNESDAY 18/09/02 Survey Type: MANUAL

6 WL-03-A-01 SEMI D./TERRACED W. BASSETT WILTSHIRE
MAPLE DRIVE

WOOTTON BASSETT
Edge of Town
Residential Zone
Total Number of dwellings: 99
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

7 WO-03-A-02 SEMI DETACHED, REDDITCH WORCESTERSHIRE
MEADOWHILL ROAD

REDDITCH
Edge of Town
No Sub Category
Total Number of dwellings: 48
Survey date: TUESDAY 02/05/06 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WR-03-A-01 SEMI DETACHED, WREXHAM WREXHAM
MOLD ROAD
RHOSDDU
WREXHAM
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: MONDAY 05/07/04 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	8	131	0.095	8	131	0.294	8	131	0.389
08:00 - 09:00	8	131	0.158	8	131	0.445	8	131	0.603
09:00 - 10:00	8	131	0.192	8	131	0.241	8	131	0.433
10:00 - 11:00	8	131	0.155	8	131	0.194	8	131	0.349
11:00 - 12:00	8	131	0.201	8	131	0.187	8	131	0.388
12:00 - 13:00	8	131	0.226	8	131	0.206	8	131	0.432
13:00 - 14:00	8	131	0.202	8	131	0.198	8	131	0.400
14:00 - 15:00	8	131	0.189	8	131	0.178	8	131	0.367
15:00 - 16:00	8	131	0.357	8	131	0.239	8	131	0.596
16:00 - 17:00	8	131	0.340	8	131	0.216	8	131	0.556
17:00 - 18:00	8	131	0.440	8	131	0.239	8	131	0.679
18:00 - 19:00	8	131	0.275	8	131	0.239	8	131	0.514
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.830			2.876			5.706

Parameter summary

Trip rate parameter range selected:	48 - 237 (units:)
Survey date date range:	01/01/02 - 13/05/08
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

APPENDIX D

DEC DIRECTORATE

Environmental Services

BARNSLEY
Metropolitan Borough Council

To: Planning Development Control
Fao Matthew Woodward

My Ref: **Your Ref:** 2012/0306

Date: 16/5/12 **Enquiries to:** B Wilson **Ext:** 2177

Subject: **Coal Drops, Penistone**
Mixed Use Development

Reference is made to the above application.

Whilst the principle of such uses on this site may be acceptable in highway terms, there are serious concerns with the proposed development as submitted resulting in it being viewed unfavourably from a highway point of view. The concerns are outlined below:-

1. The access road is not adopted, is of varying width, lacking any separate pedestrian facilities, appropriate street lighting, drainage and is in a poor state of repair.
2. The access road is not included within the red line boundary, and the supporting information states that the applicant does not own or control the road. This would indicate that the necessary improvements to the access road cannot be achieved. A 7.3m carriageway and 2no. 2m wide footways would be required to serve such a development. A turning head would be required at the end of the cul-de-sac which may have to accommodate articulated vehicles if they service the existing industrial uses. At the very least, the turning head would have to accommodate the CARP vehicle used by South Yorkshire Fire and Rescue Service and must form part of the adopted highway. This level and type of development would be unacceptable in a highway context without the provision of an adopted highway.
3. There is no appropriate servicing area for the proposed retails units, which may result in servicing taking place on the highway in close proximity to a junction to the detriment of road safety.
4. Car parking for the development should be provided in accordance with the current SPD and not the old one referred to in the submitted Transport Assessment.
5. The proposed Traffic Regulation Orders are not viewed favourably, and would be difficult to enforce. Prohibition of parking on both sides of the highway would be appropriate.
6. The car parking for the residential aspect of the development is not acceptable as it is remote and is not secure or overlooked. Reference should be made to the South Yorkshire Residential Design Guide.
7. No details have been submitted regarding areas for the storage of refuse/recycling bins, which could result in them being left on the highway.

In these circumstances, the application as submitted should be refused planning permission as the proposal does not provide for an appropriate highway to serve it and lacks suitable parking/servicing areas to the detriment of vehicular and pedestrian safety.

Should the applicants agent be willing /able to provide a revised plan overcoming all of the above, I would be pleased to reconsider my recommendation.

For and on behalf of
AD Environmental Services

BARNSLEY
Metropolitan Borough Council

REFUSAL OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2012/0312

To Mark Jackson Planning
Gateway House
19 Great Notley Avenue
Great Notley
Garden Village
Braintree
Essex
CM77 7UW

Proposal Conversion of the Coal Drops to shop/office falling within Use Classes A1 to A5 inclusive. Erection of combined A1 shop and A3 cafe to the rear of the Coal Drops. Conversion of Regency House to consulting rooms falling within Class D1, the demolition of the former workshop and erection of 13 dwellings and 2 live work units Use Class B1/C3. At Penistone Coal Drops, St. Mary's Street, Penistone, Sheffield, S36 6DT

Permission is refused for the proposals which were the subject of the Application and Plans registered by the Council on 21 March 2012and described above.

The reason(s) for the Council's decision to refuse planning permission is/are:

1 The site occupies a gateway site within the Penistone Conservation Area. Policy CSP30 requires that development within or affecting a Conservation Area either protects or enhances the character and appearance of the area. In the opinion of the LPA, the proposed development comprising front facing dormers and large, unbroken areas of parking at the side of each block of dwellings would be detrimental to the character and appearance of the Penistone Conservation Area. The proposal therefore, conflicts with CSP29 and CSP30 of the Core Strategy.

Signed Stephen Moralee

Assistant Director, Planning and Regulatory Services

Dated 30 May 2012

Planning and Regulatory Services
PO Box 604, Barnsley, S70 9FE

Telephone: 01226 - 772000
Fax: 01226 - 772591

2 There is insufficient information upon which to adequately assess the impact of the proposed development on the Penistone Conservation Area and the listed heritage assets comprising the coal drops and related structures. In particular the lack of details on the phasing of the development and a lack of archaeological information is considered to have a detrimental impact on the character and appearance of Penistone Conservation Area, on a Grade II listed structure and on important heritage assets. The proposal is therefore, contrary to the requirements of policy CSP30 and Core Policy 12 of the National Planning Policy Framework.

3 The proposed development fails to provide safe, secure and convenient access for all road users. The access to the site suffers from a lack of pedestrian facilities, appropriate lighting and is in a poor state of repair. In addition, there is no appropriate servicing area for the proposed retail units which would result in servicing of the units potentially taking place in the highway, to the detriment of road safety. In terms of parking, the proposal is not in compliance with the Council's parking standards as detailed in the Supplementary Planning Document entitled Parking. The proposal is considered to conflict with the provisions of Core Strategy Policy CSP26.

3 The proposal has failed to demonstrate that biodiversity would be adequately protected and, as a result, the proposal conflicts with the provisions of CSP36 of the Core Strategy.

APPENDIX E

Paul McLaughlin

From: O'Carroll , Orla [orlaocarroll@barnsley.gov.uk]
Sent: 28 July 2011 14:53
To: 'Paul McLaughlin'
Subject: RE: Site at St Mary's Street Penistone - traffic accident data request

Paul,

I have searched the accident statistics for the area specified over the past 5 years. There were no injury collisions recorded.

As such the charge will be £50 + VAT instead of £100 + VAT, which covers staff time searching the area for collisions.

Kind Regards
I hope

Regards
Orla O'Carroll

From: Paul McLaughlin [mailto:paul.mclaughlin@redwoodpartnership.co.uk]
Sent: 28 July 2011 10:47
To: O'Carroll , Orla
Subject: RE: Site at St Mary's Street Penistone - traffic accident data request

Orla

Thank you for your quick response. The cost is acceptable, please invoice us at the address below (Our reference PMcL/2857). I attach completed customer form

If we could have the data as soon as possible, that would be great

Regards

Paul

Paul McLaughlin
Director

Direct dial: 01273 421521
Mobile: 07765 880867
Email: paul.mclaughlin@redwoodpartnership.co.uk

Redwood Partnership Transportation Limited
Consulting Engineers Transportation Planners
Maritime House, Basin Road North, Portslade, Brighton, East Sussex, BN41 1WR

Telephone: 01273 414515
Fax: 01273 376824

www.redwoodpartnership.co.uk

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Redwood Partnership Transportation Limited
Registered Office: The White House, 2 Meadrow, Godalming, Surrey GU7 3HN. Registered in England No: 7200530

DRAWINGS

LANDSCAPE KEY

	SUDS Resin Bonded Aggregate such as addagrip by Addastone or equivalent. Areas to be separated by Granite setts on shared surfaces.		Green roof areas (see green roof details)		Garden areas to be high quality amenity turf consisting of Rolawn Medallion or equivalent.		Proposed tree planting within the application site will consist of Specimens 12-14cm standard root-balled trees. Variety mix to be confirmed by Arboricultural Consultant.

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Figure Date: Description:



yourspace: interiors architecture landscape

Client: RELIANT BUILDING CONTRACTORS

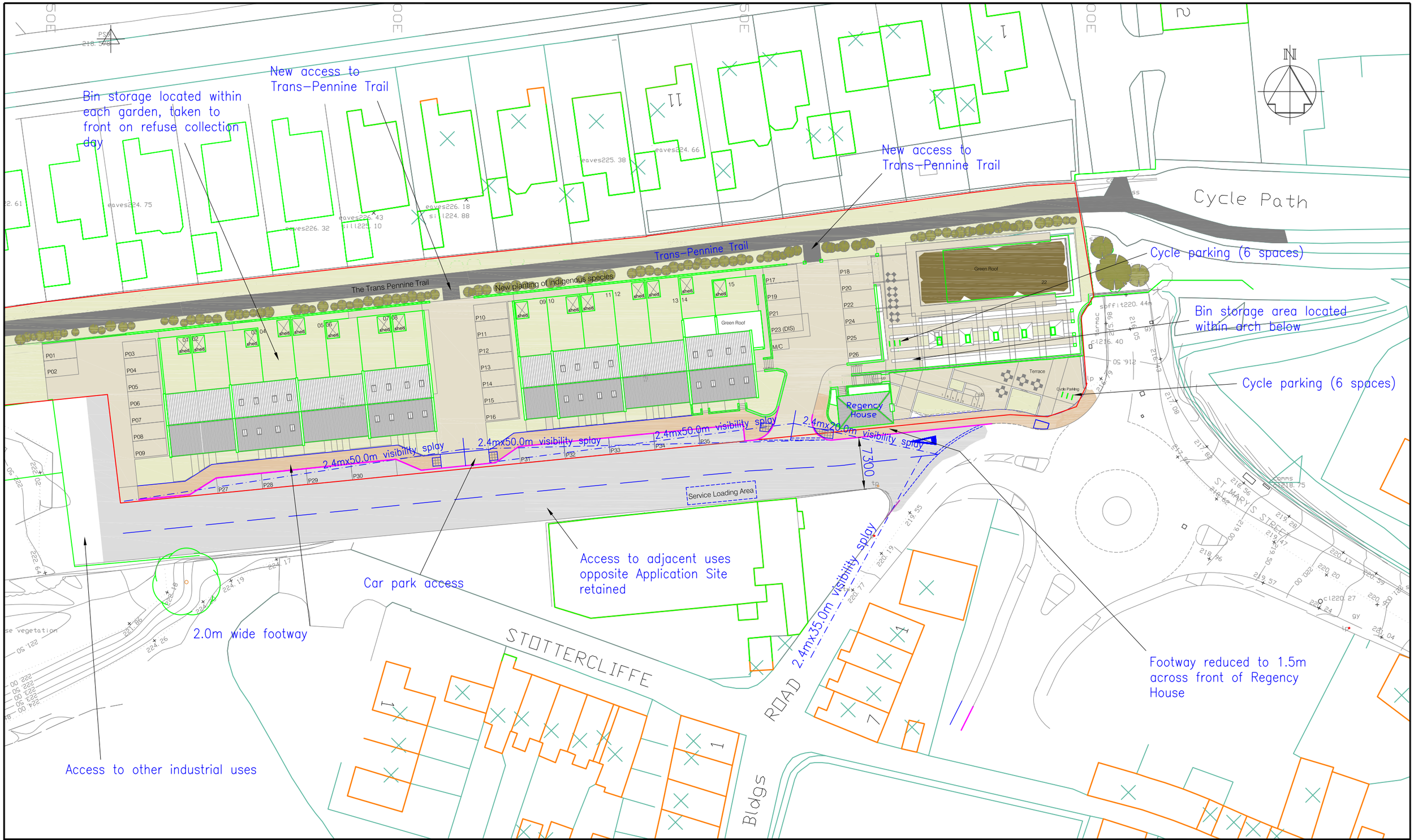
Project: PENISTONE FORMER COAL DROPS

Drawing: PROPOSED SITE LAYOUT

Date	Scale	Drawn
13/09/2012	1:200	SS
Job number	Drawing number	Revision
RBC02	25	F

www.yourspacesite@e-co.uk steve@yourspacesite@e-co.uk
T: 01485 542 557 M: 07500 641 227

Original Paper Size: A1



Client: RELIANT BUILDING CONTRACTORS LIMITED			Project: LAND AT FORMER COAL DROPS, PENISTONE			
			Drawing Title: HIGHWAY ACCESS PROPOSALS			
Status: FOR APPROVAL	Drawn: PMcL	Scale: 1:500	Sheet: A3	Date: MAY 2013	Drawing No.: REDW-2857-112	Rev

REDWOOD PARTNERSHIP
CONSULTING ENGINEERS & TRANSPORTATION PLANNERS
Maritime House, Basin Road North, Portslade, Brighton, BN41 1WR
Telephone: 01273 414515 www.redwoodpartnership.co.uk