TRANSPORT STATEMENT

Proposed Retail Development, Nanny Marr Road, Darfield

April 2020
Rusling Investments Ltd.

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1. INTRODUCTION

Introduction

1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Rusling Investments Ltd. to prepare a Transport Statement to accompany a planning application for a retail development at Nanny Marr Road, Darfield.

Site Location and Development Proposals

1.2 The site is located in the centre of the village of Darfield, which is located approximately 7km east of Barnsley town centre, to the east of Nanny Marr Road, from which it takes access. At present, the site is unoccupied. To the north, south and west the site is bound by existing residential properties; whilst to the east it is bound by a school and doctors' surgery.

1.3 The site location is shown in **Figure 1.1** below, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

1.4 The proposed development comprises 3 retail units, which have a total floorspace of 664m^2; 1 unit will be 428m^2 GFA and 2 units will each have a 118m^2 GFA. A total of 24 car parking spaces will be provided to support the units; cycle parking will also be provided. It is

anticipated that unit 1 will be occupied by a frozen food retailer, whilst unit 2 will be occupied by a bakery. At present, the occupier of unit 3 is not confirmed.

1.5 It is anticipated that, due to the site location on Nanny Marr Road and the nature of food retail, that the proposals will not result in a significant number of new trips on the local highway network. Instead, many trips associated with the development would be already on the network and would visit the site as part of an existing wider journey.

Report Structure

1.6 Following this introductory section:

Section 2 describes the transport planning policy context within which the proposals will be assessed;

Section 3 details the accessibility of the development site by non-car modes;

Section 4 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 5 summarises the trip generation of the development proposals, alongside a summary of the trip types associated with the proposals;

Section 6 considers the access, parking and servicing arrangements; and

Section 7 offers a summary and conclusion.

2. POLICY REVIEW

Introduction

2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, February 2019)

2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework, published in July 2018.

2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.4 The NPPF states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*" (Paragraph 109). Whilst Paragraph 110 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.5 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel and will not result in a severe traffic impact on the local road network and, therefore, satisfying the requirements of NPPF.

Local Policy

South Yorkshire Local Transport Plan 3 (LTP3), (2011 – 2026)

2.6 Transport is of fundamental importance to the South Yorkshire economy and environment. Of particular relevance, the third Local Transport Plan sets out several policies to help reduce vehicle emissions; this includes encouraging active travel, developing high quality cycling and walking networks and providing information / travel advice for all modes of transport, so people can make informed travel choices.

2.7 This Transport Statement will meet the aspirations of the South Yorkshire Local Transport Plan by providing a range of measures to encourage and incentivise active and sustainable travel for future staff at the site.

Barnsley Local Plan – Adopted January 2019

2.8 The Barnsley Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long term physical development to achieve the Council's vision of the kind of place Barnsley wants to be.

2.9 The most relevant policies to this application are as follows:

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 standards of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant supplementary planning document; and*
- *Provide a Travel Plan Statement or Travel Plan in accordance with guidance set out in the National Planning Policy Framework including (where appropriate) regard for cross boundary local authority impacts.*

Travel plans will be secured through a planning obligation or a planning condition".

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.*

2.10 It is considered that the proposals will meet the policy requirements outlined in the Barnsley Local Plan. Furthermore, the accompanying Travel Plan identifies the existing options for sustainable travel located in the vicinity of the site and indicates how these will be promoted / encouraged.

Summary

2.11 This Transport Statement has been prepared taking into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.

3. DEVELOPMENT ACCESSIBILITY

Introduction

3.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage future employees and customers to walk, cycle or use public transport, rather than to travel by car, to access the site.

3.2 This section of the Travel Plan identifies the existing opportunities for walking, cycling and public transport that will be available to future staff and customers at the site. It also considers connectivity between the site and nearby local amenities, demonstrating the ease in which staff and customers will be able to undertake local trips without the need to travel by car.

Active Travel Options

Pedestrian Access

3.3 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 3.1,** below; for commuting to work, this is two kilometres.

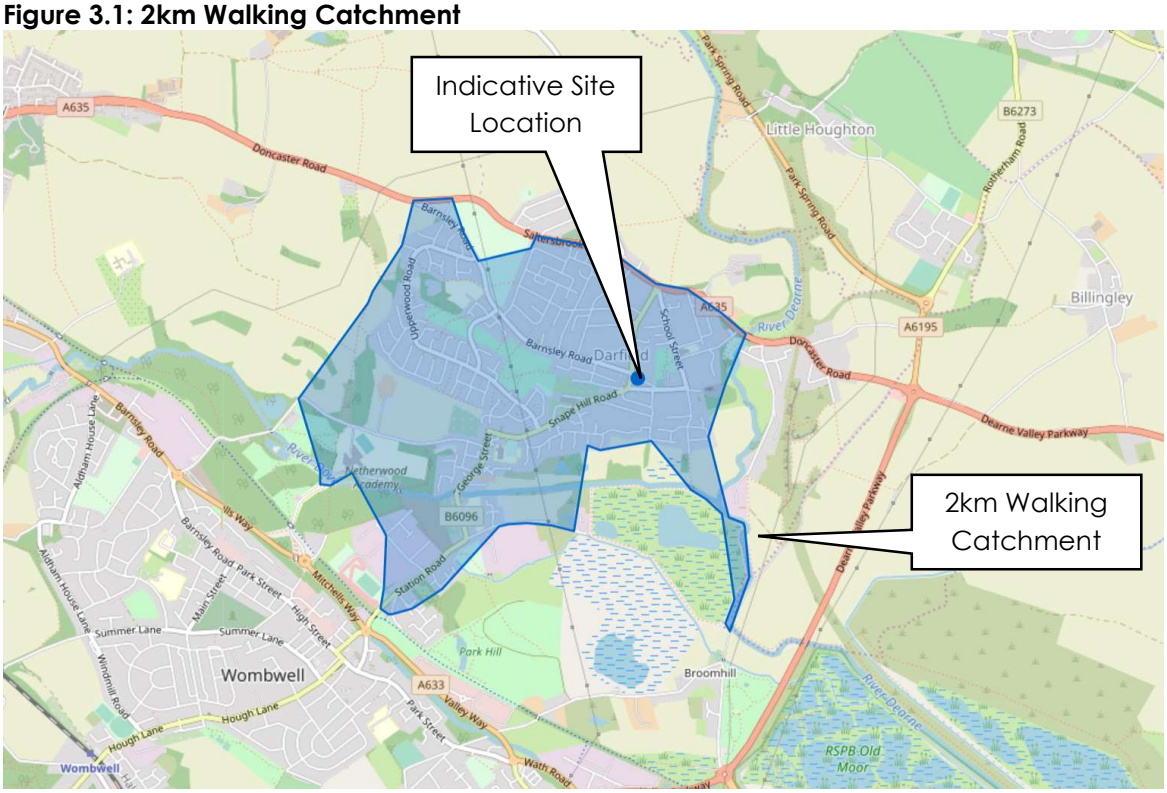
Table 3.1: IHT Walking Guidelines

Criteria	Town Centres	Commuting/ School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT)

3.4 A 2km walking catchment from the site, would include Darfield in its entirety, as well as the northern areas of Wombwell. **Figure 3.1** below illustrates a 2km walking catchment of the site.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

3.5 Pedestrian access to the site will be taken from Nanny Marr Road, on the western boundary. Continuous footways are located on both sides of Nanny Marr Road, which offer a north – south route through Darfield. To the south of the site, there are continuous footways on both sides of Barnsley Road; which provide an east – west route across Darfield.

3.6 To the south of the proposed site access location, there is an existing uncontrolled pedestrian crossing over Nanny Marr Road, which incorporates tactile paving and dropped kerbs. Furthermore, uncontrolled pedestrian crossings are located across Barnsley Road to the east and west of Nanny Marr Road; both crossings incorporate tactile paving, dropped kerbs and a pedestrian refuge.

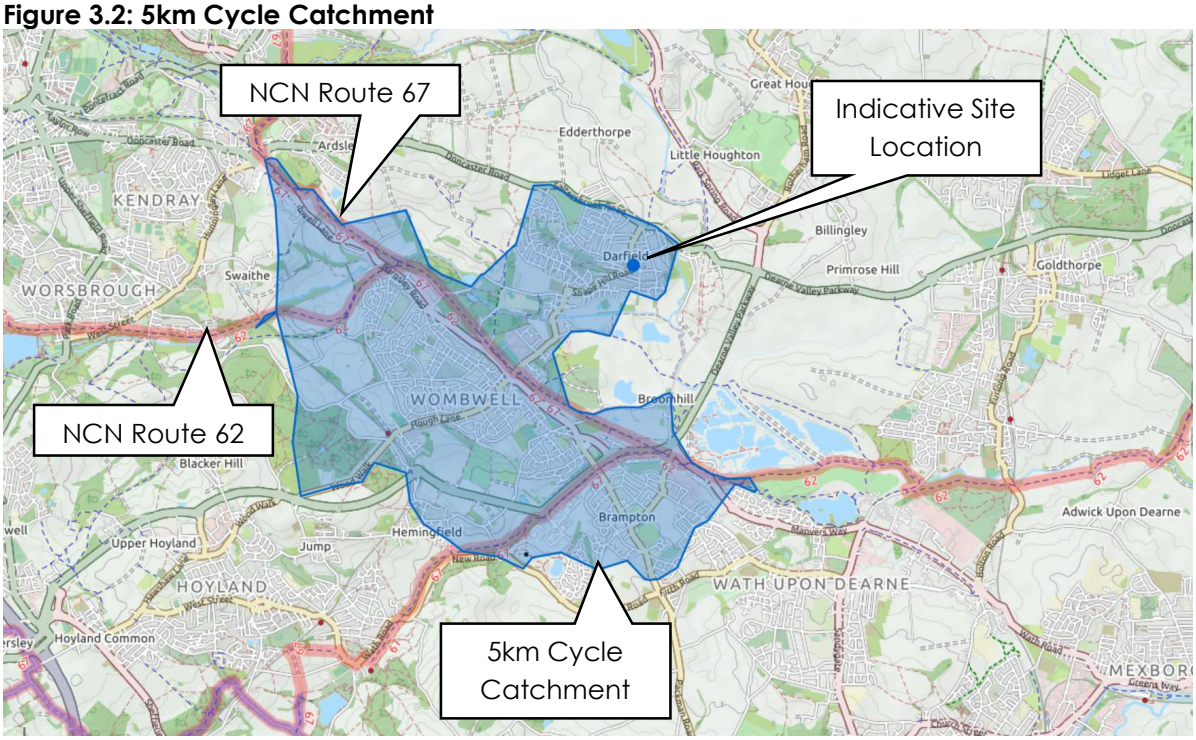
3.7 Owing to the retail nature of the development proposals, it is anticipated that many local residents living in the surrounding area will access the site on foot. It would also be anticipated that for any staff living in Darfield, travel to the site on foot would be an attractive travel option and the local facilities for pedestrian trips serve the encourage this.

Cycling

3.8 Guidance suggests that the preferred maximum cycle distance in which people are willing to cycle, is 5km. A 5km cycle catchment from the site would, therefore, include all of

Darfield, as well as Wombwell, Thurnscoe, Brampton, Bolton upon Dearne and Wath upon Dearne. A 5km cycle catchment from the site, is illustrated below in **Figure 3.2**.

Figure 3.2: 5km Cycle Catchment



3.9 As can be seen in **Figure 3.2** above, the closest cycle route to the site is National Cycle Network (NCN) Route 67 which is located approximately 2km to the south of the site, accessed via Nanny Marr Road and Snape Hill Road. NCN route 67 runs broadly east – west in the vicinity of the site and can be used to access the site from a range of local destinations including Barnsley, Hoyland and Wombwell. Nationally, NCN route 67 runs north – south, between Northallerton and Long Eaton, via Leeds, Wakefield and Harrogate.

3.10 NCN Route 62 shares the same route as NCN Route 67, in the vicinity of the site; NCN Route 62 also follows an east – west route and serves places such as including Worsborough, Wath upon Dearne and Ardwick upon Dearne.

Public Transport Accessibility

Bus

3.11 Whilst many local trips to the site are likely to be undertaken on foot or by bike, it is nonetheless important to consider the options for travel by public transport, available within the vicinity of the site for both staff and customers.

3.12 Bus stops are located on the western boundary of the site, on Nanny Marr Road, to the immediate south of the proposed site access location. These bus stops both benefit from timetable information and waiting shelters. The southbound stop additionally benefits from a bus layby; whilst the northbound stop also has a bus cage. There is also an additional bus stop located on Barnsley Road, approximately 130m (2-minute walk) southwest of the site, which benefits from a shelter and timetable information.

3.13 It should also be noted that additional bus services can be accessed from bus stops on Nanny Marr Road, to the north of the East Street junction, approximately 300m north of the site access (4-minute walk). These bus stops benefit from shelters and timetable information.

The stop locations on Nanny Marr Road and Barnsley Road, in relation to the site, are shown on **Figure 3.3** overleaf.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

3.14 **Table 3.3** summarises the services that stop at the bus stops on Nanny Marr Road and Barnsley Road, which could be utilised by future staff and customers at the site. As can be seen there are frequent services to and from local centres, including Barnsley, Rotherham and Doncaster.

Table 3.3: Bus Service Summary

Service	Route	Frequency		
		Mon - Fri	Saturday	Sunday
Nanny Marr Road / Barnsley Road				
218 / 218A	Barnsley – Rotherham	60 mins	60 mins	60 mins
219 / 219A	Doncaster – Barnsley	60 mins	60 mins	60 mins
Nanny Marr Road (north of East Street only)				
27	Barnsley – Wombwell	30 mins	30 mins	60 mins

(Source: PT Operators)

Rail Services

3.15 The closest train station to the site is Wombwell, which is located approximately 3.9km to the southwest. Wombwell train station can be accessed in approximately 50-minutes on foot, 15-minutes by bike or in around a 35-minute journey on the 27 bus from the northern bus stops on Nanny Marr Road.

3.16 Wombwell station is situated on both the Penistone and Hallam lines; benefitting from half-hourly services to Sheffield, alongside hourly services to Huddersfield on the Penistone Line and Leeds via Wakefield Kirkgate and Castleford on the Hallam Line. Facilities at the station include ticket machines, waiting shelters, CIS displays and both platforms have step-free access.

3.17 Given the scale and nature of the development proposals, it would be unlikely that many customers to the site would travel by rail. Although, it is acknowledged that travel by rail might be a viable travel option for some staff.

Summary

3.18 Overall, the site is within easy reach from surrounding residential areas on foot, by bike or public transport. It is considered that there is good sustainable transport infrastructure within the vicinity of the proposed development site and, as such, the proposals are consistent with national and local policy objectives.

4. LOCAL HIGHWAY NETWORK

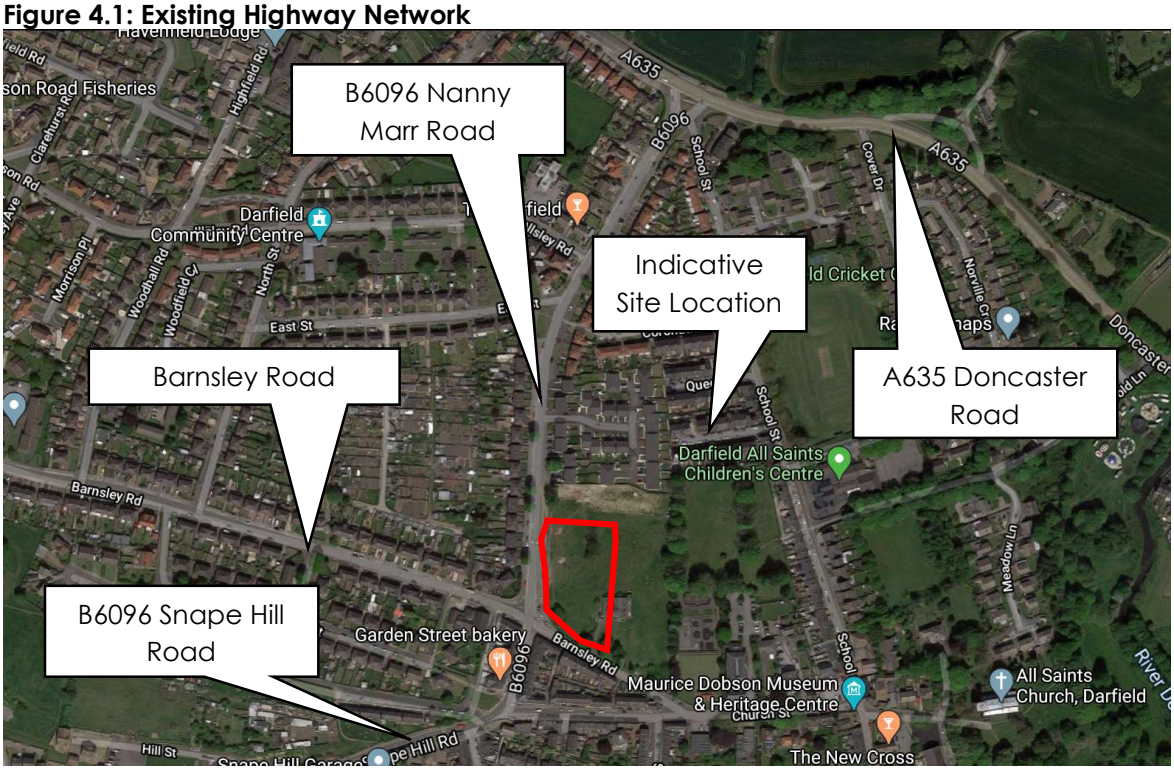
Introduction

4.1 This section of the Transport Statement considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

Highway Network

4.2 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 4.1**.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

B6096 Nanny Marr Road / Snape Hill Road

4.3 Access to the site is taken from the B6096 Nanny Marr Road, which runs north – south along the western boundary of the site. The B6096 Nanny Marr Road runs between the A635 Doncaster Road in the north, to Barnsley Road in the south; where the B6096 continues southwest towards the A6195 Dearne Valley Parkway.

4.4 In the vicinity of the site the B6096 Nanny Marr Road is approximately 6.5m wide and subject to a 30mph speed limit. There are double yellow line restrictions on both sides of Nanny Marr Road in the vicinity of the site, which prohibit stopping or waiting at all times; these restrictions

are in place along the western boundary of the site and at the junction of B6096 Nanny Marr Road / Barnsley Road / B6096 Snape Hill Road, located at the southwestern corner of the site. It is noted that to the southwest of the site, on the B6096 Snape Hill Road, that there are further double yellow line restrictions that prohibit stopping or waiting at all times for approximately 300m between the B6096 Snape Hill Road / Edward Street junction and the Queen Victoria pub.

Barnsley Road

4.5 Barnsley Road is located to the south of the site and runs along the southern boundary of the site in a northwest – southeast alignment, between the A635 Doncaster Road and Church Street. It is around 6m wide in the vicinity of the site. The speed limit on Barnsley Road is 30mph, although to the north of the Upperwood Road junction (approximately 1km northwest of the site), this increases to 50mph for vehicles travelling northwest towards A635 Doncaster Road.

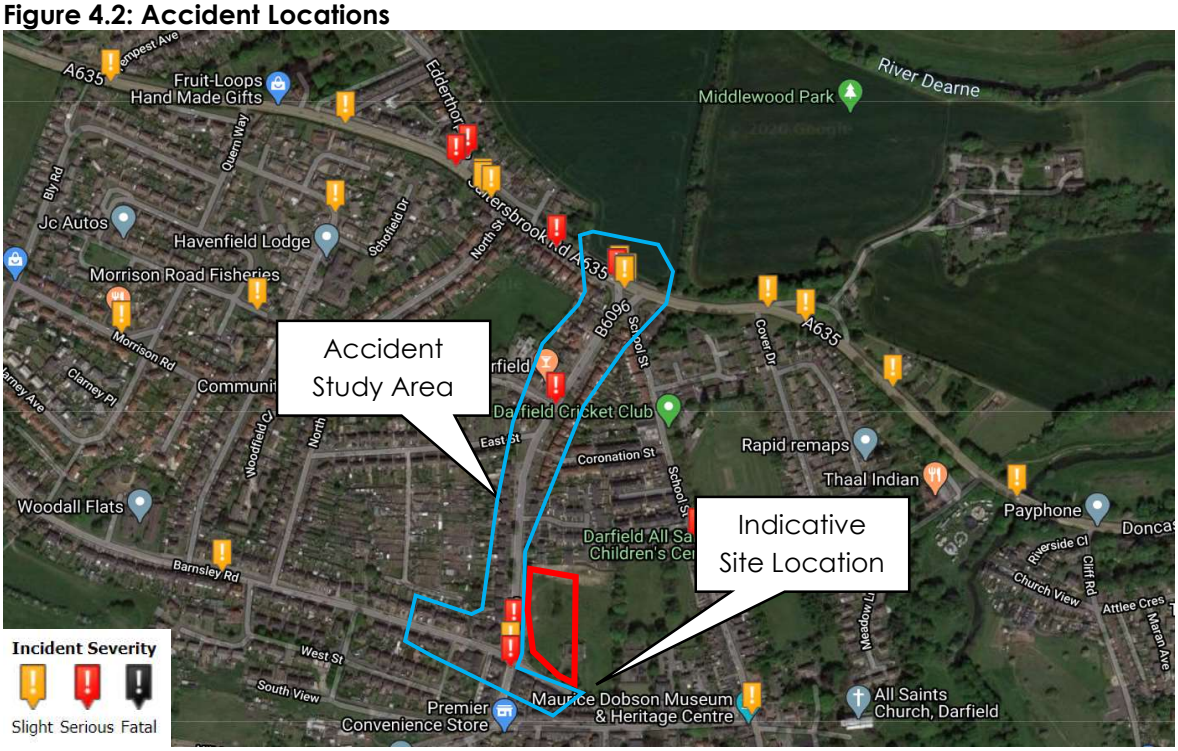
A635 Doncaster Road

4.6 The A635 Doncaster Road is located to the north of the site and can be accessed via the B6096 Nanny Marr Road and Barnsley Road. The A635 is a major national east – west route which runs between Manchester in the west and Scawsby (near Doncaster) in the east. In the vicinity of the site, the A635 Doncaster Road is approximately 10.3m wide and subject to a 50mph speed limit.

Road Safety

4.7 Accident data for the most recent 5-year period (2014 - 2018) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of the accidents in the vicinity of the site are shown on **Figure 4.2** overleaf.

Figure 4.2: Accident Locations



(Source: Crash Map)

4.8 As can be seen from **Figure 4.2**, a total of 9 accidents have been recorded within the accident study area. **Table 4.1** summarises the year, severity and location of the recorded accidents.

Table 4.1: Recorded Accidents by Year, Severity and Location

	2014	2015	2016	2017	2018	Total
B6096 Nanny Marr Road / A635 Doncaster Road						
Slight	0	2	0	2	0	**4**
Serious	0	0	0	1	0	**1**
Fatal	0	0	0	0	0	**0**
B6096 Nanny Marr Road						
Slight	0	0	0	0	0	**0**
Serious	0	1	0	1	0	**2**
Fatal	0	0	0	0	0	**0**
B6096 Nanny Marr Road / Barnsley Road / B6096 Snape Hill Road						
Slight	0	0	1	0	0	**1**
Serious	0	1	0	0	0	**1**
Fatal	0	0	0	0	0	**0**
Total	**0**	**4**	**1**	**4**	**0**	**9**

(Source: Crash Map)

4.9 As can be seen in **Table 4.1**, accidents within the study area were infrequent and equate to just 1.8 accidents per year, with the majority of accidents (5) recorded as slight. Whilst 4 accidents were classed as serious; no fatal accidents were recorded. There appears to be no significant concentration of accidents by either year or location.

4.10 Furthermore, it is considered that as the development proposals will not generate a significant number of 'new' trips to the network, (with a high proportion of trips already on the network passing the site) that there will not be a significant increase in traffic which could result in a detrimental impact on road safety, locally.

5. TRIP GENERATION AND TRIP TYPES

Introduction

5.1 This section of the Transport Statement sets out the trip generation associated with the proposed retail uses. Consideration is also given to trip types, as by nature, trips to the proposed units (food retail) will likely form part of a wider journey on the highway network and is commonly accepted that only a small proportion of trips will be 'new' reference is made to relevant research in this regard.

Proposed Trip Generation

Proposed Discount Food Retailer (Unit 1)

5.2 As discussed previously, the development proposals comprise 3 retail units; unit 1 will be occupied by a frozen food retailer with a floor area of 428m^2. In order to determine the vehicle trip generation associated with this unit, the TRICS database has been interrogated, with the following parameters selected:

- Land Use: Retail – Discount Food Stores;
- Size: 700 – 1500m^2 GFA;
- Date Range: 01/01/2011 – 23/06/2019;
- Location: Edge of Town, Neighbourhood Centre; and
- Weekday and Saturday Surveys.

5.3 The vehicular trip rates and resultant trip generation for the proposed residential development are summarised in **Table 5.1** below, whilst the TRICS output is provided at **Appendix B**.

Table 5.1: Discount Food Retail – Vehicle Trip Generation

	AM Peak			PM Peak			Saturday Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	3.010	2.822	5.832	3.543	3.606	7.149	9.772	9.698	19.470
Trip Generation	13	12	25	15	15	30	42	42	84

(Source: TRICS)

5.4 As can be seen in **Table 5.1**, the convenience store is anticipated to generate some 25 two-way vehicle trips in the AM peak hour, 30 two-way vehicle trips in the PM peak hour and 84 two-way vehicle trips in the Saturday peak hour.

Proposed Bakery / Convenience Store

5.5 As discussed previously, one unit at the site will be occupied by a bakery whilst the third unit does not yet have a confirmed occupier. Therefore, the TRICS database has been interrogated to determine the trip generation associated with the two units which have a combined floor area of 236m² (118m² each). It is acknowledged that at present, there are no specific TRICS surveys available for bakeries, therefore, a convenience store use has been selected as most comparable. The following parameters of the TRICS database were used:

- Land Use: Retail, Convenience Store;
- Size: 70 – 500m² GFA;
- Date Range: 01/01/2011 – 14/03/2019;
- Location: Suburban Area, Edge of Town, Neighbourhood Centre; and
- Weekday and Saturday Surveys.

5.6 **Table 5.2** summaries the vehicle trip rates and resultant trip generation associated with the convenience store use, the full TRICS output is also provided at **Appendix B**.

Table 5.2: Convenience Store – Vehicle Trip Generation

	AM Peak			PM Peak			Saturday Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	9.039	8.979	18.018	10.880	11.264	22.144	9.667	9.333	19.000
Trip Generation	21	21	42	26	27	52	23	22	45

(Source: TRICS)

5.7 As can be seen in **Table 5.2**, the proposed bakery and convenience store uses would be anticipated to generate 42 two-way vehicle trips in the AM peak, 52 two-way vehicle trips in the PM peak and 45 two-way vehicle trips in the Saturday peak.

Total Vehicle Trip Generation

5.8 **Table 5.3** below summaries the anticipated (gross) number of vehicle trip generation for the frozen food retailer and proposed bakery / convenience store.

Table 5.3: Total Vehicle Trip Generation

	AM Peak			PM Peak			Saturday Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Frozen Food Retailer	13	12	25	15	15	30	42	42	84
Bakery / Convenience Store	21	21	42	26	27	52	23	22	45
Total	34	33	67	41	42	83	65	64	129

(Source: TRICS, Consultant Calculation)

5.9 As can be seen from the above, the total vehicle trip generation for the 3 proposed units is likely to be in the order of 67 two-way vehicle trips in the AM peak, 83 two-way vehicle trips in the PM peak and 129 two-way vehicle trips in the Saturday peak. This level of trip generation considers the total trip generation and does not reflect any 'netting off', this is discussed further below.

Trip Types

5.10 It is commonly accepted that a significant majority of trips to food retail developments are not new to the highway network, the majority of journeys tend to be either existing retail journeys transferring to the new store, rather, from a store that would have been previously visited, or existing journeys on the network that call at the new store as part of an existing, wider primary journey. It is considered that, given the convenience nature of the development proposals, a portion of the latter is highly likely.

5.11 When considering trips associated with food retail there are three main trip types, which can be identified as:

- New / Transferred Trips: Trips which are on the highway network solely to visit a site and not part of a wider, linked, trip. For instance, trips to specialist retail e.g. car sales would be considered new trips;

- Diverted Trips: Trips which are already on the network, but may deviate from a predetermined route in order to visit a site, forming part of a linked trip; and
- Pass-by Trips: Trips which are passing adjacent to the site, which will visit the site as part of a wider, linked trip. The level of pass-by trips is primarily determined by a site's proximity onto a highly trafficked route and the site land use.

5.12 Due to the location of the site, on the B6096 Nanny Marr Road, a key route through Darfield, it is considered that the site would generate a high volume of pass-by trips, with many customers calling in on their way past to pick up items, rather than visit it as a destination to undertake a large food shop as would be the case at larger supermarkets.

5.13 The TRICS Research Report "14/1 Pass-By and Diverted Trips" has been used to determine the likely percentage make up of pass-by trips for the proposed development. Indeed, the report acknowledges that "*convenience stores are more likely to produce pass-by trips*".

5.14 The TRICS 14/1 Research Report cites Ghezawi et al. (1998) who conducted interviews at 13 convenience stores to determine the percentage of pass-by trips. This concluded that the "*average percentage of pass-by trips recorded was 72%, with a range between the stores of 61 – 85%*". Although, TRICS Research Report 14/1 does conclude that each site should be assessed on its own merit, it is considered that the guidance is robust enough to apply the findings of Ghezawi et al for the pass-by percentage for the proposed development.

5.15 A pass-by percentage of 85% has been applied to the trip generation set out in **Table 5.3**; the remaining 15% of trips are considered to be 'new'. **Table 5.4** summarises the breakdown of trip types.

Table 5.4: Trip Generation, New and Pass-by Trips

	AM Peak			PM Peak			Saturday Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Total Trips (100%)	34	33	67	41	42	83	65	64	129
New Trips (15%)	5	5	10	6	6	12	10	10	19*
Pass-By Trips (85%)	29	28	57	35	36	71	55	54	110

(Source: Consultant Calculation) *rounded to nearest whole number

5.16 As can be seen in the table above, it is anticipated that there would be just 10 new two-way vehicle trips in the AM peak hour, 12 new two-way vehicle trips in the PM peak hour and 19 new two-way vehicle trips in the Saturday peak hour. This level of new trips would

not be considered as material would fall below the level of 30 two-way vehicle trips required for additional assessment; as 85% of the trips associated with the development are already on the highway network.

6. PARKING AND SERVICING

Introduction

6.1 This section of the Transport Statement considers the proposed site access, parking and servicing arrangements for the proposed retail units.

Parking

Car Parking

6.2 Barnsley Metropolitan Borough Council provide maximum parking standards in Table 1 of the Supplementary Planning Document (SPD) for Parking; for ease, these are summarised in **Table 6.1** below. It should be noted that there is no specific standard provided for Bakeries or for a convenience store, therefore, the food retail standard has been considered for all 3 retail units.

Table 6.1: Barnsley Council, Maximum Parking Standards

Land Use	Maximum Number of Spaces (Borough Wide Excluding Barnsley Urban)
A1 Shops: Food Retail	1 space per 14 – 20m^2

(Source: Barnsley Metropolitan Borough Council)

6.3 As can be seen in **Table 6.1**, considering the food retail use, the proposed retail units would be permitted a maximum of 33 – 47 parking spaces. As can be seen on the site layout plan, provided at **Appendix A**, a total of 24 spaces are to be provided; which falls below the maximum limit of parking spaces permitted by Barnsley Metropolitan Borough Council. It is, therefore, considered that the level of parking provision would be accepted by Barnsley Metropolitan Borough Council.

Cycle Parking

6.4 Minimum cycle parking standards for non-food retail are provided by Barnsley Metropolitan Borough Council in Table 2 of the SPD for Parking and are summarised in **Table 6.2** below.

Table 6.2: Barnsley Council, Minimum Cycle Parking Standards

Land Use	Minimum Number of Spaces
A1 Non-food Retail	1 long-stay space per 400m^2 (Staff) 1 short-stay space per 1000m^2 (Visitors)

(Source: Barnsley Metropolitan Borough Council)

6.5 As can be seen in **Table 6.2**, given the scale of the development (664m^2), it would be considered that the provision of 2 long-stay cycle parking spaces for staff and 1 short-stay

cycle parking space would be sufficient. It should also be noted that the parking standard for non-food retail has been considered; there is no cycle parking standard available for food-retail at present.

Servicing

General Servicing and Refuse Collection

6.6 As can be seen in the site layout, provided at **Appendix A**, a servicing area is provided to the north of the proposed units; which will be shared by the units. In order to demonstrate that vehicles servicing the site can safely enter and egress the site in a forward gear, a swept path analysis showing a 12m Rigid vehicle is provided at **Appendix C**. It is anticipated that all servicing will take place outside of the opening hours of the units, the use of a banksman would also be used to manage vehicles reversing into the servicing areas to ensure no conflict occurs. It is anticipated that refuse collection for the 3 units will be undertaken by a private contractor and collected in the same manner as general servicing will be.

Fire Appliance Access

6.7 Manual for Streets (MfS) indicates that the access requirement for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building* Regulations *2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more that 20m long. Fire tenders and emergency vehicles will access the site via the site access junction on B6096 Nanny Marr Road.

7. SUMMARY & CONCLUSIONS

Summary

7.1 TPS has prepared this Transport Statement to accompany a planning application for 3 proposed retail units which will be provided on land to the east of Nanny Marr Road, Darfield. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site benefits from good connectivity with the facilities and amenities available in the local area, with opportunities for future staff and customers to arrive by non-car modes;
- An analysis of contemporary accident data suggests that there are no significant accident trends that might be exacerbated by the addition of development related traffic;
- An assessment of likely traffic generation indicates that the proposals might generate some 67 two-way trips in the AM peak hour, 83 two-way trips in the PM peak hour and 129 two-way vehicle trips in the Saturday peak hour. Considering the nature of the development proposals, it is anticipated that 85% of trips to the site will already be on the network and passing the site. Therefore, it would be anticipated that 15% of trips to the site would be 'new', this equates to 10 two-way vehicle trips in the AM peak hour, 12 two-way vehicle trips in the PM peak hour and 19 two-way trips in the Saturday peak. The level of new trips to the site would not be considered material, and therefore, no further assessment has been undertaken;
- Car parking has been provided in line with the maximum parking standards outlined by Barnsley Metropolitan Borough Council; and
- Servicing routes to the site have been considered.

Conclusion

7.2 Given the above, it is considered that the proposals will by no means 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

Indicative Site Layout

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Nanny Marr Road Retail Development

NANNY MARR ROAD

BARNSLEY ROAD

EXISTING BOUNDARY WALL

LANDSCAPING

EXISTING TREE

LANDSCAPING

24No PARKING SPACES

62.5

62.0

61.5

PROPOSED PLAN

LANDSCAPING

61.0

60.5

11840

HGV REVERSE INTO DELIVERY AREA

DELIVERIES PLANT, REFUSE & SERVICE ZONE

Unit 01

Unit 02

Unit 03

12450

EXISTING TREE

NEW BOUNDARY FENCE

2200

3000

DELIVERIES PLANT, REFUSE & SERVICE ZONE

EXISTING TREE

IL 61.00 approx

Ex. 300mm diameter public combined sewer

60.40

60.40

59.95

59.5

59.60

59.0

58.5 59.60

60.0

60.75 60.75

60.50 60.50 60.50

60.05 60.05

59.60 59.60

61.25 61.25

60.35

58.0

Diam 150 CLAY Grad 1:150 58.244

58.687

57.159

Diam 150 CLAY Grad 1:73

Diam 150 CLAY Grad 1:41

59.915 Diam 150 CLAY

S1 S2 S3 S5

F1 F2 F3

F112 AS F112 OPP F114 AS F114 OPP F115 OPP F120 AS F120 OPP

26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41

TRACKING SHOWN FOR 15m LONG ARTICULATED VEHICLE. AS ILLUSTRATION ONLY. EXACT PATH TO BE DESIGNED BY CONSULTANT. ROUTE ASSUMES THAT THE VEHICLE ENTERS THE SITE FROM THE EAST AND LEAVES TO THE WEST ON NANNY MARR RD.

Rev	Date	Drawn	Description
A	05/02/2020	OH	General amendments following client's comments.

3. DEVELOPED DESIGN

Client: Rusling Investments Limited

Project: Nanny Marr Road Development Darfield, Barnsley

Title: Proposed Site Plan

Scales@A1:	Drawn:	Date:	Checked:
1:200	OH	Dec 2019	OH

Drawing no: 10836-A-3-002

Rev: A

Quayside House
Furnival Road
Sheffield, S4 7YA
0114 226 0255
selfarchitects.co.uk

0 1 2 5 10 20m

Appendix B

TRICS

Calculation Reference: AUDIT-640801-200117-0105

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 700 to 1466 (units: sqm)
Range Selected by User: 700 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 23/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-01-C-01 LIDL CAMBRIDGESHIRE
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 1466 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 DH-01-C-01 ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

3 WY-01-C-01 FARMFOODS WEST YORKSHIRE
WATERLOO TERRACE
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Retail Zone
Total Gross floor area: 700 sqm
Survey date: MONDAY *19/10/15* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1063	0.690	3	1063	0.314	3	1063	1.004
08:00 - 09:00	3	1063	2.446	3	1063	1.474	3	1063	3.920
09:00 - 10:00	3	1063	3.010	3	1063	2.822	3	1063	5.832
10:00 - 11:00	3	1063	3.763	3	1063	3.449	3	1063	7.212
11:00 - 12:00	3	1063	3.449	3	1063	3.575	3	1063	7.024
12:00 - 13:00	3	1063	3.543	3	1063	2.916	3	1063	6.459
13:00 - 14:00	3	1063	3.418	3	1063	3.700	3	1063	7.118
14:00 - 15:00	3	1063	4.390	3	1063	4.327	3	1063	8.717
15:00 - 16:00	3	1063	3.355	3	1063	3.888	3	1063	7.243
16:00 - 17:00	3	1063	3.543	3	1063	3.606	3	1063	7.149
17:00 - 18:00	3	1063	3.198	3	1063	3.387	3	1063	6.585
18:00 - 19:00	3	1063	2.603	3	1063	2.916	3	1063	5.519
19:00 - 20:00	3	1063	1.944	3	1063	2.226	3	1063	4.170
20:00 - 21:00	3	1063	0.878	3	1063	1.223	3	1063	2.101
21:00 - 22:00	3	1063	0.408	3	1063	0.753	3	1063	1.161
22:00 - 23:00	2	1245	0.161	2	1245	0.522	2	1245	0.683
23:00 - 24:00									
Total Rates:			40.799			41.098			81.897

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	700 - 1466 (units: sqm)
Survey date date range:	01/01/11 - 23/06/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-640801-200326-0345

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	2 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 70 to 469 (units: sqm)
Range Selected by User: 70 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Wednesday	3 days
Thursday	3 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	12

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	15 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AD-01-O-01 TESCO EXPRESS ABERDEEN CITY
VICTORIA STREET
ABERDEEN
DYCE
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 400 sqm
Survey date: FRIDAY *18/05/12* *Survey Type: MANUAL*

2 AN-01-O-01 SPAR ANTRIM
QUEENSWAY
LISBURN
LAMBEG
Edge of Town
Residential Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

3 CA-01-O-01 CO-OP CAMBRIDGESHIRE
MAYORS WALK
PETERBOROUGH
NETHERTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

4 CF-01-O-01 TESCO EXPRESS CARDIFF
BUTE STREET
CARDIFF
CARDIFF BAY
Neighbourhood Centre (PPS6 Local Centre)
Commercial Zone
Total Gross floor area: 450 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

5 CF-01-O-02 CO-OPERATIVE CARDIFF
HEOL-Y-DERI
CARDIFF
RHIWBINA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
Survey date: FRIDAY *07/10/16* *Survey Type: MANUAL*

6 DH-01-O-01 SAINSBURY'S LOCAL DURHAM
132 STATION LANE
HARTLEPOOL
SEATON CAREW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY *26/11/12* *Survey Type: MANUAL*

7 DV-01-O-01 PREMIER DEVON
MELROSE AVENUE
PLYMOUTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 70 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

8 ES-01-O-01 ONE STOP EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *19/12/12* *Survey Type: MANUAL*

9 LE-01-O-01 BEST ONE LEICESTERSHIRE
THE FAIRWAY
LEICESTER
AYLESTONE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 220 sqm
Survey date: THURSDAY *27/09/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-01-O-01 DEREHAM ROAD NORWICH	TESCO EXPRESS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		298 sqm	
	Survey date: FRIDAY		*26/10/12*	*Survey Type: MANUAL*
11	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	Survey date: MONDAY		*19/09/16*	*Survey Type: MANUAL*
12	SY-01-O-02 ECCLESALL ROAD SHEFFIELD	SAINSBURY'S LOCAL		SOUTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area:		306 sqm	
	Survey date: FRIDAY		*14/12/12*	*Survey Type: MANUAL*
13	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		330 sqm	
	Survey date: FRIDAY		*07/04/17*	*Survey Type: MANUAL*
14	WL-01-O-01 THE CIRCLE SWINDON	ONE STOP		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		292 sqm	
	Survey date: FRIDAY		*23/09/16*	*Survey Type: MANUAL*
15	WY-01-O-01 KEIGHLEY ROAD BRADFORD	SAINSBURY'S LOCAL		WEST YORKSHIRE
	Edge of Town Residential Zone Total Gross floor area:		400 sqm	
	Survey date: THURSDAY		*06/12/12*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	400	0.500	1	400	0.000	1	400	0.500
06:00 - 07:00	7	297	3.657	7	297	2.743	7	297	6.400
07:00 - 08:00	15	330	7.907	15	330	7.078	15	330	14.985
08:00 - 09:00	15	330	9.039	15	330	8.979	15	330	18.018
09:00 - 10:00	15	330	8.089	15	330	7.988	15	330	16.077
10:00 - 11:00	15	330	7.219	15	330	6.977	15	330	14.196
11:00 - 12:00	15	330	8.210	15	330	8.109	15	330	16.319
12:00 - 13:00	15	330	10.597	15	330	10.152	15	330	20.749
13:00 - 14:00	15	330	8.271	15	330	8.433	15	330	16.704
14:00 - 15:00	15	330	9.019	15	330	8.574	15	330	17.593
15:00 - 16:00	15	330	9.343	15	330	9.525	15	330	18.868
16:00 - 17:00	15	330	10.152	15	330	9.444	15	330	19.596
17:00 - 18:00	15	330	10.455	15	330	10.475	15	330	20.930
18:00 - 19:00	15	330	10.880	15	330	11.264	15	330	22.144
19:00 - 20:00	15	330	7.988	15	330	8.716	15	330	16.704
20:00 - 21:00	13	353	4.124	13	353	5.149	13	353	9.273
21:00 - 22:00	12	364	3.163	12	364	3.530	12	364	6.693
22:00 - 23:00	3	415	0.965	3	415	1.608	3	415	2.573
23:00 - 24:00	1	400	0.000	1	400	0.250	1	400	0.250
Total Rates:			129.578			128.994			258.572

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-640801-200117-0135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1110 to 1485 (units: sqm)
Range Selected by User: 700 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 23/06/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	1 days
Sunday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HC-01-C-01	ALDI		HAMPSHIRE
	GAMBLE ROAD			
	PORTSMOUTH			
	NORTH END			
	Neighbourhood Centre (PPS6 Local Centre)			
	Built-Up Zone			
	Total Gross floor area:		1110 sqm	
	Survey date: SUNDAY		*23/06/19*	*Survey Type: MANUAL*
2	LN-01-C-03	ALDI		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	BRACEBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Gross floor area:		1485 sqm	
	Survey date: SATURDAY		*28/10/17*	*Survey Type: MANUAL*
3	NT-01-C-02	ALDI		NOTTINGHAMSHIRE
	ASHGATE ROAD			
	NEAR NOTTINGHAM			
	HUCKNALL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1447 sqm	
	Survey date: SUNDAY		*01/07/18*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1466	0.477	2	1466	0.102	2	1466	0.579
08:00 - 09:00	2	1466	2.865	2	1466	1.910	2	1466	4.775
09:00 - 10:00	3	1347	4.132	3	1347	2.251	3	1347	6.383
10:00 - 11:00	3	1347	9.278	3	1347	7.818	3	1347	17.096
11:00 - 12:00	3	1347	9.772	3	1347	9.698	3	1347	19.470
12:00 - 13:00	3	1347	9.030	3	1347	9.451	3	1347	18.481
13:00 - 14:00	3	1347	9.129	3	1347	9.574	3	1347	18.703
14:00 - 15:00	3	1347	8.016	3	1347	8.585	3	1347	16.601
15:00 - 16:00	3	1347	6.903	3	1347	8.758	3	1347	15.661
16:00 - 17:00	3	1347	2.771	3	1347	3.414	3	1347	6.185
17:00 - 18:00	2	1466	2.558	2	1466	2.660	2	1466	5.218
18:00 - 19:00	2	1466	1.160	2	1466	0.921	2	1466	2.081
19:00 - 20:00	2	1466	0.989	2	1466	1.569	2	1466	2.558
20:00 - 21:00	1	1485	1.347	1	1485	1.684	1	1485	3.031
21:00 - 22:00	1	1485	1.010	1	1485	1.145	1	1485	2.155
22:00 - 23:00	1	1485	0.471	1	1485	0.673	1	1485	1.144
23:00 - 24:00									
Total Rates:			69.908			70.213			140.121

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1110 - 1485 (units: sqm)
Survey date date range:	01/01/11 - 23/06/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-640801-200326-0345

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	2 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 70 to 469 (units: sqm)
Range Selected by User: 70 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Wednesday	3 days
Thursday	3 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	12

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	15 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AD-01-O-01 TESCO EXPRESS ABERDEEN CITY
VICTORIA STREET
ABERDEEN
DYCE
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 400 sqm
Survey date: FRIDAY *18/05/12* *Survey Type: MANUAL*

2 AN-01-O-01 SPAR ANTRIM
QUEENSWAY
LISBURN
LAMBEG
Edge of Town
Residential Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

3 CA-01-O-01 CO-OP CAMBRIDGESHIRE
MAYORS WALK
PETERBOROUGH
NETHERTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

4 CF-01-O-01 TESCO EXPRESS CARDIFF
BUTE STREET
CARDIFF
CARDIFF BAY
Neighbourhood Centre (PPS6 Local Centre)
Commercial Zone
Total Gross floor area: 450 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

5 CF-01-O-02 CO-OPERATIVE CARDIFF
HEOL-Y-DERI
CARDIFF
RHIWBINA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
Survey date: FRIDAY *07/10/16* *Survey Type: MANUAL*

6 DH-01-O-01 SAINSBURY'S LOCAL DURHAM
132 STATION LANE
HARTLEPOOL
SEATON CAREW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY *26/11/12* *Survey Type: MANUAL*

7 DV-01-O-01 PREMIER DEVON
MELROSE AVENUE
PLYMOUTH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 70 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

8 ES-01-O-01 ONE STOP EAST SUSSEX
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *19/12/12* *Survey Type: MANUAL*

9 LE-01-O-01 BEST ONE LEICESTERSHIRE
THE FAIRWAY
LEICESTER
AYLESTONE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 220 sqm
Survey date: THURSDAY *27/09/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-01-O-01 DEREHAM ROAD NORWICH	TESCO EXPRESS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		298 sqm	
	Survey date: FRIDAY		*26/10/12*	*Survey Type: MANUAL*
11	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	Survey date: MONDAY		*19/09/16*	*Survey Type: MANUAL*
12	SY-01-O-02 ECCLESALL ROAD SHEFFIELD	SAINSBURY'S LOCAL		SOUTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area:		306 sqm	
	Survey date: FRIDAY		*14/12/12*	*Survey Type: MANUAL*
13	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		330 sqm	
	Survey date: FRIDAY		*07/04/17*	*Survey Type: MANUAL*
14	WL-01-O-01 THE CIRCLE SWINDON	ONE STOP		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		292 sqm	
	Survey date: FRIDAY		*23/09/16*	*Survey Type: MANUAL*
15	WY-01-O-01 KEIGHLEY ROAD BRADFORD	SAINSBURY'S LOCAL		WEST YORKSHIRE
	Edge of Town Residential Zone Total Gross floor area:		400 sqm	
	Survey date: THURSDAY		*06/12/12*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	400	0.500	1	400	0.000	1	400	0.500
06:00 - 07:00	7	297	3.657	7	297	2.743	7	297	6.400
07:00 - 08:00	15	330	7.907	15	330	7.078	15	330	14.985
08:00 - 09:00	15	330	9.039	15	330	8.979	15	330	18.018
09:00 - 10:00	15	330	8.089	15	330	7.988	15	330	16.077
10:00 - 11:00	15	330	7.219	15	330	6.977	15	330	14.196
11:00 - 12:00	15	330	8.210	15	330	8.109	15	330	16.319
12:00 - 13:00	15	330	10.597	15	330	10.152	15	330	20.749
13:00 - 14:00	15	330	8.271	15	330	8.433	15	330	16.704
14:00 - 15:00	15	330	9.019	15	330	8.574	15	330	17.593
15:00 - 16:00	15	330	9.343	15	330	9.525	15	330	18.868
16:00 - 17:00	15	330	10.152	15	330	9.444	15	330	19.596
17:00 - 18:00	15	330	10.455	15	330	10.475	15	330	20.930
18:00 - 19:00	15	330	10.880	15	330	11.264	15	330	22.144
19:00 - 20:00	15	330	7.988	15	330	8.716	15	330	16.704
20:00 - 21:00	13	353	4.124	13	353	5.149	13	353	9.273
21:00 - 22:00	12	364	3.163	12	364	3.530	12	364	6.693
22:00 - 23:00	3	415	0.965	3	415	1.608	3	415	2.573
23:00 - 24:00	1	400	0.000	1	400	0.250	1	400	0.250
Total Rates:			129.578			128.994			258.572

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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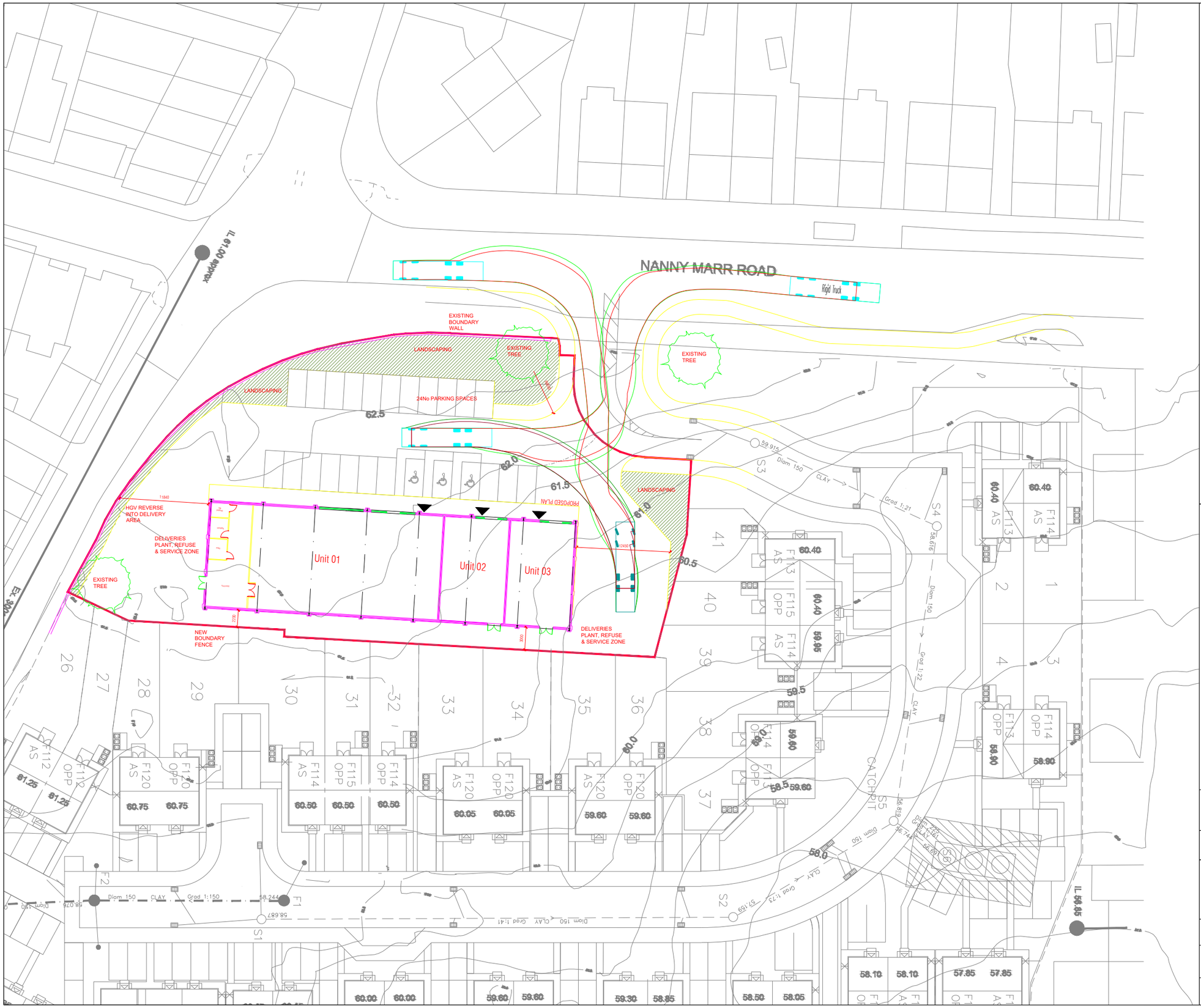
Parameter summary

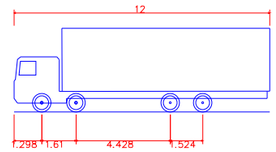
Trip rate parameter range selected:	70 - 469 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Swept Path Analysis





Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

SCHEME
Nanny Marr Road, Darfield

ON BEHALF OF
Rusling Investments Ltd.

DRAWING TITLE
12m Rigid HGV Swept Path Analysis

SCALE @ A3	DRAWN BY	CHECKED BY
1/500	GH	JM

DRAWING REFERENCE	REVISION
P1424_ATK0001	A

DATE CREATED
April 2020

GARDEN STREET

NANNY MARR ROAD

BARNSLEY ROAD

Ex. 900mm diameter public combined sewer

Rigid Truck

EXISTING BOUNDARY WALL

LANDSCAPING

EXISTING TREE

24No PARKING SPACES

HGV REVERSE INTO DELIVERY AREA

DELIVERIES PLANT, REFUSE & SERVICE ZONE

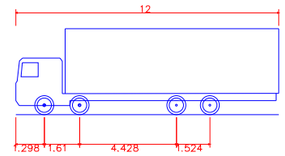
Unit 01

Unit 02

Unit 03

PROPOSED PLAN

NEW BOUNDARY FENCE



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

SCHEME
Nanny Marr Road, Darfield

ON BEHALF OF
Rusling Investments Ltd.

DRAWING TITLE
12m Rigid HGV Swept Path Analysis

SCALE @ A3	DRAWN BY	CHECKED BY
1/500	GH	JM

DRAWING REFERENCE
P1424_ATK0001

REVISION
A

DATE CREATED
April 2020