Naylor Concrete, Whaley Road, Barnsley

Transport Statement

July 2024

Project no. 1996/A

Paragon Highway Consultants
Peach House West
The Nostell Estate
Wakefield WF4 1AB

☏ 01924 291536
✉ mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Draft Report	**A**		
Date	June 2024	**July 2024**		
Prepared by	PAH	**PAH**		
Checked by	JJH	**JJH**		

CONTENTS

1 INTRODUCTION 1
2 EXISTING CONDITIONS 3
2.1 Site Description 3
2.2 Local Highway Network 4
2.3 Road Traffic Accidents 5
2.4 Transport Sustainability 7
3 THE DEVELOPMENT PROPOSALS 15
3.1 Proposed Development 15
3.2 Vehicular Access 15
3.3 Parking Provision 15
3.4 Trip Generations 16
4 TRANSPORT POLICY 18
5 CONCLUSIONS 21

APPENDICES

Appendix A TRICs Data
Appendix B Accidents Data
Appendix C Proposed Site Layout
Appendix D General Amenities Locations Plan

FIGURES

Fig 1 Site Location plan
Fig 2 Photograph – Site Access
Fig 3 Crashmap Search Area
Fig 4 Accident Summary
Fig 5 Site Considerations
Fig 6 Pedestrian Isochrone
Fig 7 Cycling Isochrone
Fig 8 Photograph – Existing Cyle Facilities

1 INTRODUCTION

1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposal to demolish some existing storage buildings on site and erect an industrial building (workshop) at Naylor Concrete Products on land off the Whaley Road, Barugh Green in the district of Barnsley. The plan below shows the site location in relation to the local highway network.

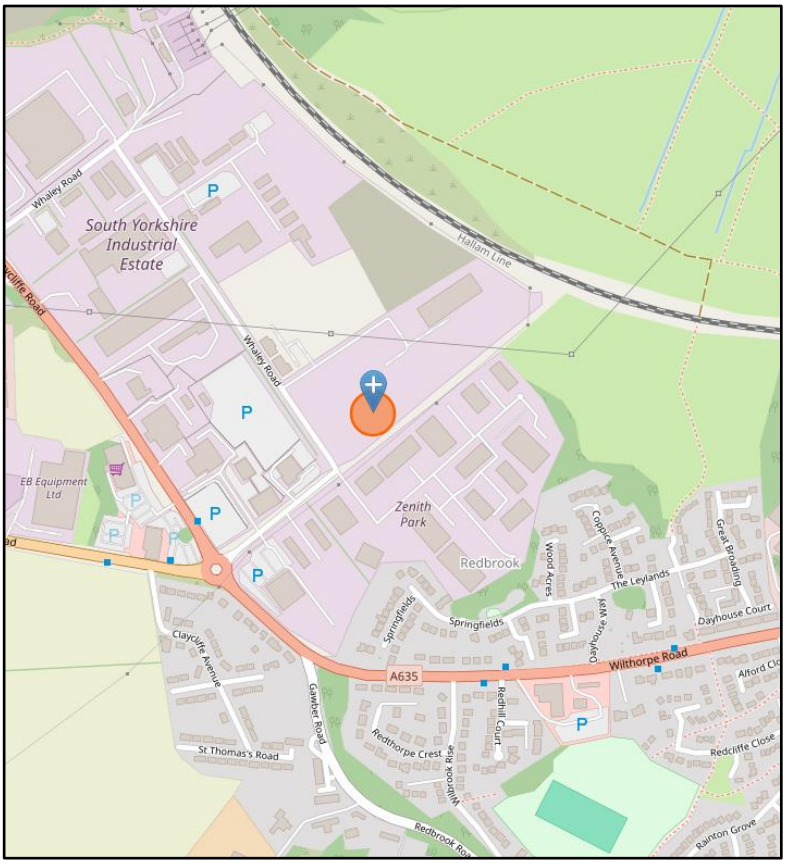


Fig 1 - Site Location

1.1.2 The site is located on the eastern side of Whaley Road and to the south of the unnamed access road leading to the site off the Whaley Road. This particular area of Barugh Green is primarily made up of commercial development.

1.1.3 The proposals are to demolish the existing buildings at this location and then erect a new industrial building (workshop). The workshop will house concrete production lines i.e. for the production of lintels etc. The existing surfaced car park to the north of the application site has sufficient capacity to accommodate the additional employees at the new workshop (6no. full time). The development will, therefore, have parking provision in general accordance with the site's location close to good bus routes and also with some local facilities being available within the area. The parking and access arrangements within the site are proposed to allow all vehicles likely to enter the site to leave in a forward gear.

1.1.4 This Transport Statement considers such matters as access, sustainability, car parking, accident data and servicing and presents the proposals in relation to current guidance, policy, and data. The Transport Statement also acknowledges the methodology required for compliance with BREEAM in relation to the relatively low number of trips that development will generate. The potential traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 This part of the site is currently utilised by Naylor Concrete for storage inside some traditional buildings. The site has a single point of access onto an unnamed estate road set to the north of the application site. See photograph below of the site frontage at the junction to Whaley Road.

Fig 2- Site access Junction with Whaley Road

2.1.2 There are fare stages on the A637 and the A635 to the south west of the site. Safe pedestrian accessibility is available to access the fare stages and local facilities along Whaley Road and via the four-arm roundabout at the junction of Whaley Road and the A637 / A635 in the form of pedestrian islands with suitable crossing points.

2.1.3 The site lies approximately 1.4km to the northwest of the large town of Barnsley and 3.8km south east of the village of Darton and its rail station.

2.2 Local Highway Network

2.2.1 The site initially gains access from an unnamed industrial type of estate road. This access road forms a simple priority junction with the Whaley Road with suitable kerb radii and visibility onto the major road. Some 17 metres from the aforementioned junction the access is gated with a pedestrian gate on its north western flank and double gates on the access road.

2.2.2 The unnamed access road is a two-way single carriageway and runs into a cul-de-sac with a roundabout type turning head at the head of the cul-de-sac. It is unlit but has the benefit of a footway on its north western flank of some 2.2 metres in width, however, this only runs for some 40 or so metres along the route to the initial access point leading to Hargreaves and Whitshaw Aggregates. From this point onwards it becomes a shared surface.

2.2.3 The unnamed access road has an average carriageway width of over 7.5 metres and is approximately 182 metres in length.

2.2.4 The unnamed access road connects with Whaley Road which is laid out as an industrial estate road. Whaley Road forms a crescent with the A637 Claycliffe Road commencing to the north west of the application site at a priority junction and returning onto the A637 at the four-armed roundabout junction with the A635 to the south east, a distance of approximately 910 metres. There are several culs-de-sac, running off the main spine road, along its length.

2.2.5 Whaley Road is a two-way single carriageway, it is the subject of a 30-mph speed limit, and it is lit to an appropriate standard. There are continuous wide footways to both sides of the highway (however, they are overgrown in places) and a carriageway averaging over 9 metres in width within the vicinity of the unnamed site access junction onto same.

2.2.6 Whaley Road is generally moderately trafficked with a noticeable increase in traffic movements at the recognised peak times. On street parking is noticeable along the route.

2.2.7 As mentioned previously, Whaley Road connects with the primary road network (A637) to the north and south of the application site. To the north via a priority junction with give way markings and to the south via the eastern arm of a four-armed roundabout. The A637 runs from the aforementioned roundabout generally north west to connect with the A642 at Grangemoor in the district of Kirklees. It also provides a useful link to junction 38 of the M1 motorway. The A635 provides a route into Barnsley Town centre.

2.3 Road Traffic Accidents

2.3.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there has been one recorded injury accident along Whaley Road and 2no. in and around the 4-armed roundabout with the A635 for the period up to December 2022. The 4no. incidents on the A637 north of the roundabout are not considered relevant to this application. The search area is shown below. The full accident data available for this location can be found in Appendix B.

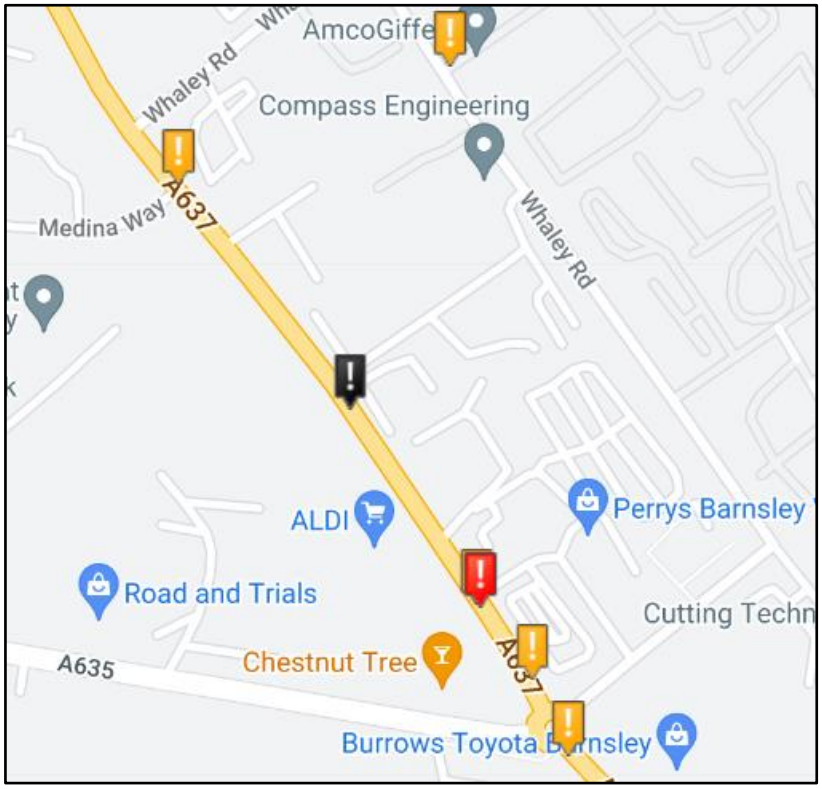


Fig 3- Crashmap Search Area

2.3.2 This data encompasses any incidents that would have occurred along Whaley Road and at its junctions with the A637 / A635. The search area provides a map above showing where any accidents have occurred and the severity of each incident – yellow being slight, and red being serious and black being a fatal incident. Summarises of the relevant accidents within this search area can be found below and the full accident reports can be found at Appendix B.

Reference	Severity	Date / Time	Description
2018140268089	Slight	27.1.18 07.14	This incident occurred to the north of the A637 / Whaley Road / A635 roundabout. The accident occurred during dry driving conditions and fine weather. The driver of a light goods vehicle collided with the roundabout and received slight injuries.
2019140910252	Slight	16.12.19 16.00	This accident occurred some distance north of the site access onto Whaley Road. The incident involved 2no. private cars with one of the vehicles colliding with the rear of the first vehicle which was turning right. The carriageway surface was wet at the time of the accident.
2022141128311	Slight	4.1.22 17.45	This incident occurred to the south of the roundabout connecting Whaley Road and the A637 and A635. The road surface was icy at the time of the accident. The accident involved 2no. private cars and a pedal cyclist. The two vehicles collided with one of them travelling into the rear of the bicycle. The cyclist received slight injuries.

Fig 4 - Accident Summary

2.3.3 For completeness the accident on the A637 some distance to the north of the roundabout has been included as this occurred at a secondary access point to the Whaley Road commercial complex. This access onto the A637 is in the form of a shared long dropped crossing arrangement. This accident occurred in April 2022 during the early afternoon (13.30). The carriageway was dry, and the driving conditions were fine at the time of the accident. The accident involved 4no. private cars and a medium weight goods vehicle. This incident was a serious accident and involved a vehicle passing another vehicle which was still moving resulting in a serious collision. None of the vehicles were carrying out a right turn manoeuvre with all vehicles proceeding along the major road. One of the occupants of the vehicles received fatal injuries, two others serious injuries and four others slight injuries. The accident was potentially caused by the driver overtaking a moving vehicle.

2.3.4 Analysis of the collisions above suggests that driver error or ineptitude is to blame and cannot be attributed to the road layout. The accident data does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern due to a very slight change in flows as a result of the development proposals.

2.3.5 Whilst it is always saddening to acknowledge a fatal accident it has to be acknowledged that the injury accident record in the vicinity of the site access is very good with no injury accidents reported in relation to the use of the unnamed access roads junction onto Whaley Road. The injury accident record along the entire length of Whaley Road is also relatively good. The injury accidents along the A637 and at the roundabout are typical of an urban road environment with numerous side road junctions.

2.4 Transport Sustainability

2.4.1 The application site is in a very sustainable location based upon access to public transport and some local facilities. There are fare stages on the Claycliffe Road and Barugh Green Road within an acceptable walking distance from the site. There are also retail facilities and a public house close by near the junction of both routes. The sustainability elements are discussed in more detail in the paragraphs below and within the accompanying Travel Plan Framework.

2.4.2 The further revised National Planning Policy Framework was published in December 2023 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be and unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development, with regard to Transport, should:

Considerations	Proposals
Give Priority first to pedestrians and cycle movements	Cycle parking facilities already exist, and pedestrian provision is proposed to aid pedestrian access within the site and to link with the existing footway network
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport	On site disabled parking spaces already exist. Access along the existing network to bus facilities is available along the new footway/ path and along the existing system in the area.
Create places that are safe, secure and attractive and minimise the scope for conflict between all users.	The architects have acknowledged these issues within the overall design.
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the adjacent industrial access road from the development.
Be designed for the charging of plug-in and ultra-low emission vehicles in accessible and convenient locations	Charging points for plug-in vehicles have been provided as part of the previous parking scheme for the site.

Fig 5 – Site Considerations

2.4.3 Notwithstanding the statements within the NPPF, the former guidance within PPG 13 is still useful as a reference in relation to cycling and walking distances.

2.4.4 **Pedestrians:** With regard to pedestrians, there are continuous footways on both sides of the majority of the local highways leading to the local fare stages, and there are pedestrian crossing points situated close to the roundabout of the junction of the A635 / A637 providing safe crossing points for pedestrians and cyclists. Street lighting along these routes is also to a good standard.

2.4.5 The access to the site off the Whaley Road is a private road i.e. not maintained by the Local Authority and is laid out to a lower standard. The highway layout and footways do not meet current adoptable road standards however, a link to Whaley Road will be provided from the site for pedestrians to connect to the existing footway system.

2.4.6 The pedestrian isochrone is illustrated below. The isochrone is formulated on a maximum travel duration of 20 minutes.

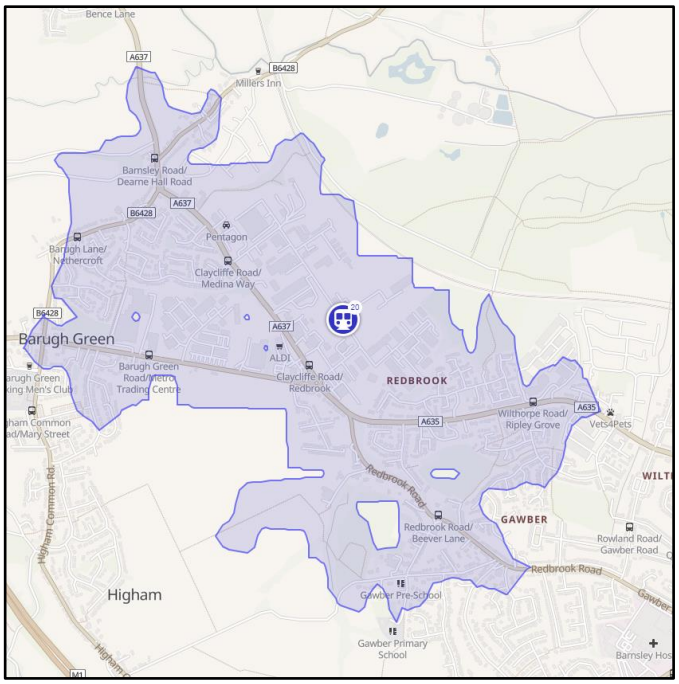


Fig 6 - Pedestrian Isochrone

2.4.7 **Cyclists:** With regards to cycling, the former guidance within PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". There are rail stations at Darton and Barnsley which are within cycling distance of the site. The settlements and local towns of Mapplewell, Darton, Dodworth, Barugh Green, Staincross, Kexbrough and the centre of Barnsley (together with the rail / bus interchange) are all within cycling distance of the proposed development.

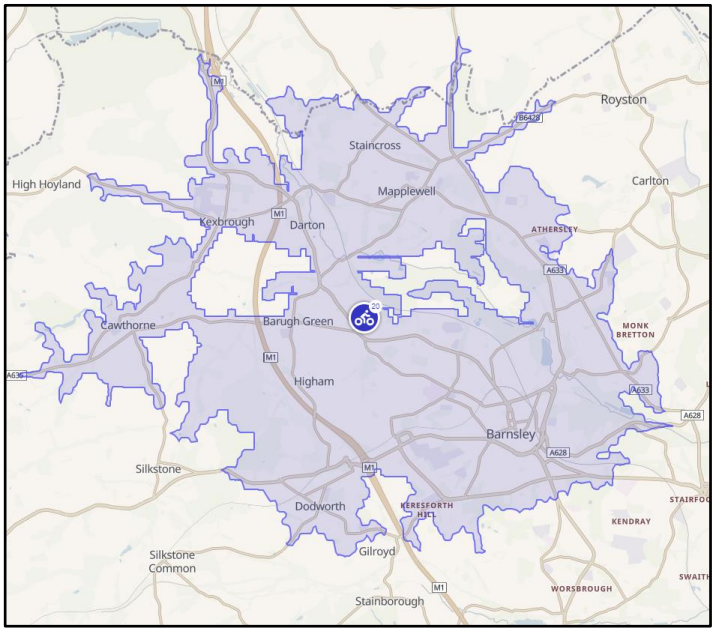


Fig 7 - Cycling Isochrone

2.4.8 **Public Transport:** The bus stops on the A637 situated to the north west, close to the Whaley Road (north) junction, both have the benefit of passenger shelters and timetable cases. These stops are approximately 660 metres from the application site. Some 47 metres or so south of the fare stages (just south of the Medina Way junction) there is a pedestrian crossing point with a central pedestrian island and tactile paving allowing for a safer crossing point for those staff members wishing to gain access to the north bound fare stage.

2.4.9 There is also a fare stage situated on the A637 situated some 55 metres or so from the roundabout junction of the A637 with the A635 and about 365 metres or so from the application site. This stop is for southbound services only and has a flag / pole and timetable case.

2.4.10 The stops on the A635 also have the benefit of passenger shelters and timetable cases. The furthest west bound stop is approximately 483 metres or so from the application site. Safe access through the roundabout system for pedestrians is available through pedestrian dropped footway crossing points, pedestrian islands and tactile paving on all arms of the junction. The table below summarises the regular services which use these local stops:

Route - Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
A637 Service no. 99	Wilthorpe – Darton –Kexborough – High Hoyland – Clayton West - Scissett – Skelmanthorpe – Lower Cumberworth – Upper Cumberworth – Denby Dale Interchange	Limited Service See Table 3 below.	n/a
A635 93/95/95A	Barnsley Interchange – Gawber – Wilthorpe (93 & 95A)- Barugh Green – Kexborough (93 & 95A) – Woolley Colliery (93 & 95A)	15 mins	60 mins on average
A635 94/94A/94B	Barnsley Interchange -Gawber – Wilthorpe (94A) – Barugh Green – (94 & 94A) Higham (94 & 94A) Cawthorne (94, 94A & 94B) Denby Dale (94 & 94A)	60 mins	120 mins
A635 96 / 96B / 96C	Barnsley Interchange – Gawber – Barugh Green – Darton – Kexbrough –West Bretton – Crigglestone – Sandal - Wakefield City Centre	60 mins	No late evening service. Sundays 120 mins

Table 1: Combined Bus Services

2.4.11 The very good bus services highlighted above on the A635 provide a regular service to the local large town of Barnsley (every 10 mins on average) during the working week plus many local outlying villages and towns. There is also an hourly service to the city of Wakefield.

2.4.12 The stops on the A637 have a very limited service during the working hours of the proposed development i.e., 08.00 – 18.00hrs Monday to Friday. The distance to the nearest stops is approximately 660 metres or thereabouts. The times of the 99-service available from these stops is as shown in Table 2 below:

Service	General Service timetable
A637 Service no. 99	3 services each way - **Saturdays ONLY** To Denby Dale -10.30 / 12.00 and 13.30 To Barnsley – 10.12 / 11.42 and 13.12

Table 2 – Operational service no. 99 – A637

2.4.13 The stops on the A635 have significantly better bus services available within the operating hours of the development. These stops (close to the Chestnut Tree PH) are within 480 metres or so of the proposed workshop. The general service arrangement times are shown in the Tables 3 – 5 immediately below:

Service	General Service timetable
A635 **Service nos. 93/95 & 95A**	From Barnsley 07.23– 08.08 – 3 services per hour
	From Kexborough 07.39 - 08.25 – 3 services per hour
	And generally, 3 services per hour during the operating hours of the development.

Table 3 - Operational service nos. 93/95 and 95A – A635

Service	General Service timetable
A635 **Service nos. 94/ 94A & 94B**	Generally, 1 service per hour from 08.55 until 21.45 from Barnsley. Generally, 1 service per hour from 09.30 – 22.40 from Denby Dale / Cawthorne.

Table 4 – Operational service nos. 94/94A and 94B

Service	General Service timetable
A635 **Service nos. 96/ 96B & 96C**	Generally, 1 service per hour from 06.28 until 16.20 from Barnsley. Generally, 1 service per hour from 07.30 – 17.25 from Wakefield.

Table 5 – Operational service nos. 96/96B and 96C

2.4.14 The services outlined in Tables 3 and 5 provide a suitable link to the development during the operating hours of the workshop. The service in Table 5 provides a suitable connection to Barnsley and outlying areas at the 18.00hrs end of operating hours.

2.4.15 Barnsley Interchange and its Rail Station is within cycling distance of the application site with three of the bus services mentioned above also calling at the Interchange. Barnsley Station is on the Hallam and Penistone Lines, with connecting services to Leeds, Sheffield, Wakefield, Penistone, Huddersfield and Denby Dale. The station has cycle storage spaces covered by cctv.

2.4.16 Darton rail station is the closest rail station to the application site. From here there are hourly services to Leeds, Wakefield, Sheffield, Castleford and Barnsley. There are cycle stands and cycle storage spaces at the station also covered by cctv, providing the opportunity for multi modal journeys.

2.4.17 **General Amenities:** The Local Authority and BREAAM guidance stipulate that cognisance must be given to the amenities within a 500-metre walking distance of the application site (not as the crow flies). These amenities are considered appropriate for each development and the relevant amenities are listed below with the appropriate comments against each facility. A plan identifying the location of the relevant amenities is shown at Appendix D.

Amenities	Comments
Food Outlet	Although not a permanent facility there is a food outlet (KT's Catering van) situated to the north which is available between the hours of 07.00 – 14.00hrs. To the south west there is the Aldi supermarket which is operational between the hours of 08.00 – 22.00 hrs. The Chestnut Tree PH is also available for food between the hours of 08.00 – 22.00 hrs.
Access to Cash	There is a cash point at the Aldi Supermarket.
Access to outdoor public open space	Although there is no defined public park as such within the 500 metre guidelines, access to a public open space is available utilising the public footpath network located off the Wilthorpe Road. Darton PF no. 18 leads to a large open space, with interconnecting footpaths, situated to the north east of the application site.
Access to leisure / fitness facility	There are no facilities within the 500-metre walking distance.

Postal facilities	No actual post office is located within the 500-metre walking distance, however, there is a post box located on the Wilthorpe Road.
Community facility	The closest community facility is some 1.6km from the application site.
Pharmacy	There are no pharmacies within close walking distance of the application site.
GP	There are no GP's surgeries within the stipulated 500 metres of the site.
Childcare or School	There are childcare facilities within Barugh Green, however, this is situated 1.3km west of the site.

Table 6 – Local Amenities

2.4.18 As can be noted from Table 6 above there are some food outlets within the recommended walking distance and there is also access to a cash point. Access to outdoor space, leisure, GP's and schools etc is outside the recommendations, however, these facilities are not as vital to the operation of a commercial development compared to a residential scheme.

2.4.19 Notwithstanding this, it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling into the main town of Barnsley with onward connections via rail and bus to many other destinations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are for the demolition of the existing buildings on the application site and the erection of a new industrial building (workshop) which will house concrete production lines for lintels etc. The building will be 2400 sqm – 60 by 40 metres with access to same being primarily by fork lift trucks.

3.1.2 There will be 6no. staff employed at the new workshop.

3.1.3 The general operating hours of the workshop will be from 08.00- 18.00 hrs Monday-Friday and 08:00-13:00 Saturday.

3.2 Vehicular Access

3.2.1 Vehicular access to the development will be via an existing arrangement located at the head of the cul-de-sac leading off Whaley Road. This is in the form of a simple priority junction arrangement with a wide carriageway allowing suitable access for large vehicles.

3.3 Parking Provision

3.3.1 The level of parking provision overall at the site is commensurate with the site's location close to good public transport service. Therefore, the need to own a car for travelling around the local area is significantly reduced. The existing car park to the north of the application site has sufficient capacity to accommodate the new staff members that will be appointed to work from the new workshop. Therefore, no additional off street car parking is proposed.

3.3.2 The car parking standards mentioned in the Supplementary Planning Guidance adopted in 2019 recommends for B2 units (now Schedule 2 - class E(g) in the Use Classes Order) is the borough wide standards. No new off street car parking is proposed in this case as sufficient capacity already exists on site. Given the good bus services in the area and by restricting parking facilities this will encourage new members of staff to utilise more sustainable modes of transport to access the new workshop.

3.3.3 The overall parking provision for the Naylors development including the new workshop is considered appropriate in relation to the site's location and the good local bus service provision.

3.3.4 Secure cycle parking is provided on site adjacent to the existing welfare building. See photograph below:

Fig 8 – Photograph of Cycling facilities

3.3.5 Electric vehicle charging points have been provided. There are currently 4no. EVC points with ducting for an additional 2 installed. The EVC's will be made available to the new members of staff.

3.4 Trip Generations

3.4.1 The development proposals are for the erection of an industrial unit (workshop) for use by Naylor Concrete Barnsley. The TRICS database has been used to derive the peak hour generation rates for a stand-alone industrial unit. The derived rates are given in table 7 below:

Industrial Unit Calc Factor 100sqm	Arrive	Departure	Two Way
AM Peak	0.194	0.248	0.442
PM Peak	0.132	0.203	0.335

Table 7 - Generation Rates

3.4.2 Using generation rates in table 7 above for the new industrial unit the following traffic flows can be calculated for the proposed development:

Industrial Unit	Arrive	Departure	Two Way
AM Peak	4.65	5.95	10.60
PM Peak	3.17	4.87	8.04

Table 8 - Potential Traffic Generations

3.4.3 Based on the TRICs data, the development would be anticipated to generate between 8 and 11 trips at the recognised peak periods, as a worst-case scenario, the development is therefore, a low traffic generator. The TRICs data can be found in Appendix A. However, given the sustainable merits of the site with its location close to a good bus service and some local facilities the actual staff vehicle trips rate from the site could be lower than estimated by TRICs.

4 TRANSPORT POLICY

4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

4.1.2 The revised National Planning Policy Framework was published in December 2023 and sets out the government's planning policies for England and how these are expected to be applied. It recommends that development should only be prevented or refused on highways grounds if there would be and unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.1.3 Paragraph 115 of the NPPF states "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

Local Transport Plan

4.1.4 The current Sheffield City Region (SCR) Transport Strategy, of which Barnsley is a part, sets out the transport priorities for the region up to 2040. Supporting this vision are the following three goals:

- *Residents and businesses connected to economic opportunity.*
- *A cleaner and greener Sheffield City region.*
- *Safe, reliable and accessible transport network.*

4.1.5 The SCR Transport Strategy sets out the multi modal strategy for South Yorkshire to encourage more people to use sustainable modes of travel to help reduce the dependency on private cars. With regards to cycling the SCR Transport Strategy it proposes clearer wayfinding, travel planning, and maintenance of walk and cycle paths which will lead to an increase in the number of visitors arriving by bike or on foot. With regards to walking, the SCR Transport Strategy seeks to improve the local environment to make walking / cycling more attractive by making the streets safer, cleaner and more pleasant.

4.1.6 The SCR Transport Strategy will continue the effective working relationship between planning authorities to help ensure that sustainable travel is an important consideration in the growth and development of the built and natural environment. Support will be sought from the development community to ensure the places that are created support and are served by sustainable transport.

Barnsley Local Plan

4.1.7 The Barnsley Local Plan was adopted in January 2019. Policies relating to Transport are contained within Section 12 of the Policy – Transport.

4.1.8 **Policy T1:** ***Accessibility Priorities:*** Aims to improved sustainable transport, implement transport network improvements, facilitate sustainable transport links to and from employment areas.

4.1.9 **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 by public transport and meet the needs of pedestrians and cyclists. Provide the minimum level of parking for cycles, powered to wheelers and disabled people. Provide a Travel Plan Statement and or a Travel Plan Framework in line with current guidance.

4.1.10 **Policy T4*: New Development and Transport Safety:*** New development will be expected to be designed and built to provide all transport users safe, secure and convenient access and movement.

4.1.11 **Policy T5: *Reducing the Impact of Road Travel:*** The impact on road travel will be reduced by developing and implementing robust, evidence-based air quality action plans to improve air quality. Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery and reduce exhaust emissions. Implementing measures to ensure the current road system is used efficiently.

4.1.12 The location of the development, in a reasonably sustainable position close to bus routes and relatively close to local rail stations, will ensure that sustainable travel options are available for new staff members. The development also provides a suitable access arrangement, parking provision, and internal design of the site. Therefore, the proposals generally meet the requirements for both Local and National Policies.

5 CONCLUSIONS

5.1.1 The proposals are to demolish some existing storage buildings on site and erect an industrial building (workshop) at Naylor Concrete Products on land off the Whaley Road, Barugh Green in the district of Barnsley.

5.1.2 The level of parking provision overall at the site is commensurate with the site's location close to relatively good public transport service. Therefore, the need to own a car for travelling around the local area is significantly reduced. The existing car park to the north of the application site has sufficient capacity to accommodate the new staff members that will be appointed to work from the new workshop. Therefore, no additional off street car parking is proposed.

5.1.3 The development is located in a relatively sustainable position in relation to bus services and provides a suitable access / egress arrangement, parking provision, and overall internal design. Therefore, the proposals generally meet the requirements of the Local Planning Authority.

5.1.4 It is concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

TRICs Data

Paragon Highways The Nostell Estate Wakefield Licence No: 742101

Calculation Reference: AUDIT-742101-240509-0505

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days

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

Primary 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:	690 to 14125 (units: sqm)
Range Selected by User:	620 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 10/11/21

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:

Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	5 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)	3
Edge of Town	1
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:

Industrial Zone	4
Village	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 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
125,001 to 250,000	2 days
250,001 to 500,000	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	2 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.

Travel Plan:

No	5 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	5 days

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

LIST OF SITES relevant to selection parameters

1 CF-02-C-02 BAKERY CARDIFF
MAES-Y-COED ROAD
CARDIFF

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 14125 sqm
Survey date: THURSDAY 06/10/16 Survey Type: MANUAL

2 DV-02-C-02 ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY 06/07/17 Survey Type: MANUAL

3 HC-02-C-02 GIN DISTILLERY HAMPSHIRE
LONDON ROAD
LAVERSTOKE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 8000 sqm
Survey date: WEDNESDAY 09/05/18 Survey Type: MANUAL

4 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY 14/11/19 Survey Type: MANUAL

5 WK-02-C-01 MACHINE ENGINEERING WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date: WEDNESDAY 10/11/21 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.39

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	9216	0.011	1	9216	0.000	1	9216	0.011
05:30 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 06:30	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:30 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 07:30	5	7109	0.143	5	7109	0.011	5	7109	0.154
07:30 - 08:00	5	7109	0.065	5	7109	0.014	5	7109	0.079
08:00 - 08:30	5	7109	0.129	5	7109	0.017	5	7109	0.146
08:30 - 09:00	5	7109	0.065	5	7109	0.037	5	7109	0.102
09:00 - 09:30	5	7109	0.073	5	7109	0.023	5	7109	0.096
09:30 - 10:00	5	7109	0.113	5	7109	0.062	5	7109	0.175
10:00 - 10:30	5	7109	0.082	5	7109	0.037	5	7109	0.119
10:30 - 11:00	5	7109	0.107	5	7109	0.048	5	7109	0.155
11:00 - 11:30	5	7109	0.039	5	7109	0.065	5	7109	0.104
11:30 - 12:00	5	7109	0.039	5	7109	0.039	5	7109	0.078
12:00 - 12:30	5	7109	0.068	5	7109	0.073	5	7109	0.141
12:30 - 13:00	5	7109	0.065	5	7109	0.107	5	7109	0.172
13:00 - 13:30	5	7109	0.068	5	7109	0.115	5	7109	0.183
13:30 - 14:00	5	7109	0.034	5	7109	0.073	5	7109	0.107
14:00 - 14:30	5	7109	0.039	5	7109	0.045	5	7109	0.084
14:30 - 15:00	5	7109	0.045	5	7109	0.042	5	7109	0.087
15:00 - 15:30	5	7109	0.037	5	7109	0.079	5	7109	0.116
15:30 - 16:00	5	7109	0.014	5	7109	0.062	5	7109	0.076
16:00 - 16:30	5	7109	0.025	5	7109	0.141	5	7109	0.166
16:30 - 17:00	5	7109	0.008	5	7109	0.090	5	7109	0.098
17:00 - 17:30	5	7109	0.048	5	7109	0.048	5	7109	0.096
17:30 - 18:00	5	7109	0.084	5	7109	0.023	5	7109	0.107
18:00 - 18:30	5	7109	0.039	5	7109	0.056	5	7109	0.095
18:30 - 19:00	5	7109	0.017	5	7109	0.017	5	7109	0.034
19:00 - 19:30	2	8608	0.000	2	8608	0.000	2	8608	0.000
19:30 - 20:00	2	8608	0.012	2	8608	0.006	2	8608	0.018
20:00 - 20:30	2	8608	0.006	2	8608	0.070	2	8608	0.076
20:30 - 21:00	2	8608	0.000	2	8608	0.012	2	8608	0.012
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.573			1.412			2.985

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.*

Parameter summary

Trip rate parameter range selected:	690 - 14125 (units: sqm)
Survey date date range:	01/01/16 - 10/11/21
Number of weekdays (Monday-Friday):	5
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 B

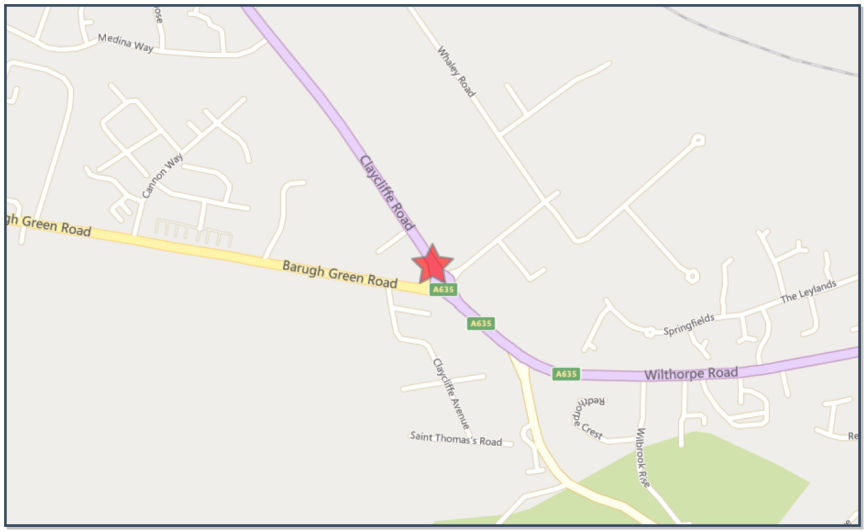
Accident Data

crashmap.co.uk

Validated Data

Crash Date:	Saturday, January 27, 2018	**Time of Crash:**	7:14:00 AM	**Crash Reference:**	**2018140268089**

Highest Injury Severity:	Slight	**Road Number:**	A637	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	432004 407930
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	Central island of roundabout	None

Casualties

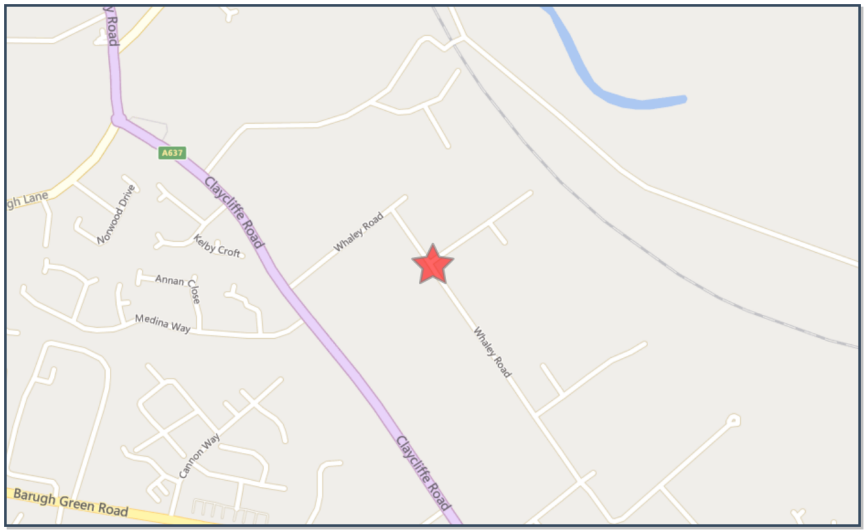
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Monday, December 16, 2019	**Time of Crash:**	4:00:00 PM	**Crash Reference:**	**2019140910252**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	431943 408365
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	9	Male	66 - 75	Vehicle is in the act of turning right	Back	Commuting to/from work	None	None

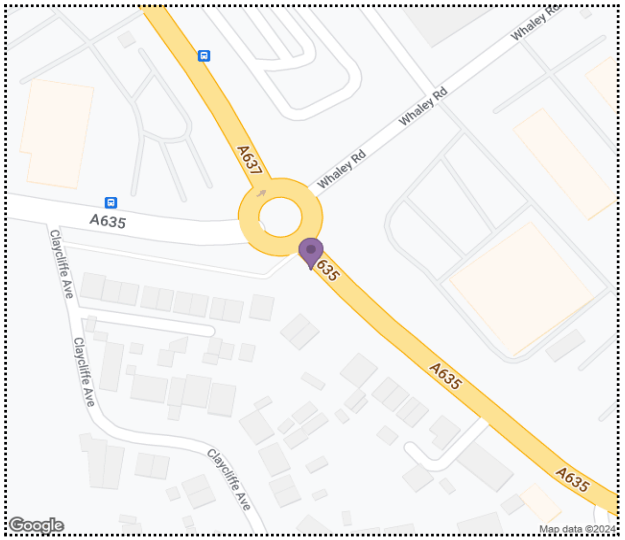
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, January 4, 2022	**Time of Crash:**	17:45:00	**Crash Reference:**	2022141128311
Highest Injury Severity:	Slight	**Road Number:**	A635	**Casualties:**	1
Highway Authority:	Barnsley			**Vehicles:**	3
Local Authority:	Barnsley			**OS Grid Reference:**	432030 407876
Weather Description:	Other				
Road Surface Description:	Frost or Ice				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Tuesday, January 4, 2022 **Time of Crash:** 17:45:00 **Crash Reference:** 2022141128311

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	19	Male	Over 75	Vehicle is waiting to proceed normally but is held up	Front	Other	None	None
2	Car (excluding private hire)	1	Female	21 - 25	Vehicle is slowing down or stopping	Offside	Other	None	None
3	Pedal cycle	-1	Male	36 - 45	Vehicle is moving off	Back	Other	None	None

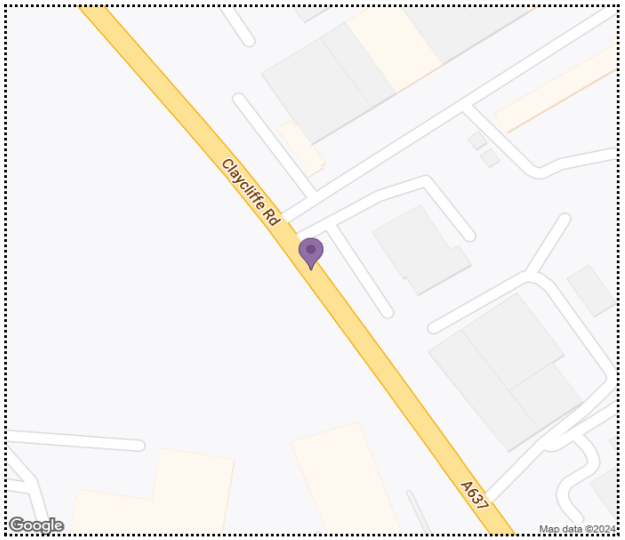
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Sunday, April 3, 2022	**Time of Crash:**	13:30:00	**Crash Reference:**	2022141162596
Highest Injury Severity:	Fatal	**Road Number:**	A637	**Casualties:**	7
Highway Authority:	Barnsley			**Vehicles:**	5
Local Authority:	Barnsley			**OS Grid Reference:**	431874 408122
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



Vehicles Involved

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Sunday, April 3, 2022 **Time of Crash:** 13:30:00 **Crash Reference:** 2022141162596

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	66 - 75	Vehicle is passing another moving vehicle on its offside	Offside	Unknown	None	None
2	Car (excluding private hire)	5	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
3	Goods vehicle 7.5 tonnes mgw and over	2	Male	46 - 55	Vehicle is slowing down or stopping	Front	Unknown	None	None
4	Car (excluding private hire)	15	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
5	Car (excluding private hire)	4	Male	46 - 55	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Crash Date: Sunday, April 3, 2022 **Time of Crash:** 13:30:00 **Crash Reference:** 2022141162596

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Fatal	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	4	Serious	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	5	Serious	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
4	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
5	3	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
5	6	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
5	7	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

Appendix C

Proposed Layout

Rev	Description	Drawn	Checked	Date
P5	Amendment to access pathway to suit Highways comments	RL	MR	18.06.24
P4	Amendment to access pathway following client comment	RL	MR	13.06.24
P3	Amendment to show access pathway	RL	MR	12.06.24
P2	Building Repositioned	RL	MR	18.04.24
P1	First Issue	MJR	RL	16.04.24

Document Status : **S2**

Purpose of Issue: **FOR INFORMATION**

MARTIN WALSH ARCHITECTURAL
Firth Buildings, 99 - 103 Leeds Rd, Dewsbury, WF12 7BU
t: 01924 464342
e: info@martinwalsh.co.uk
w: www.martinwalsh.co.uk

Project
Proposed Enclosure
Whaley Road, Barugh Green, Barnsley

Title
Proposed Roof Plan

Client
Naylors Concrete Products Ltd.

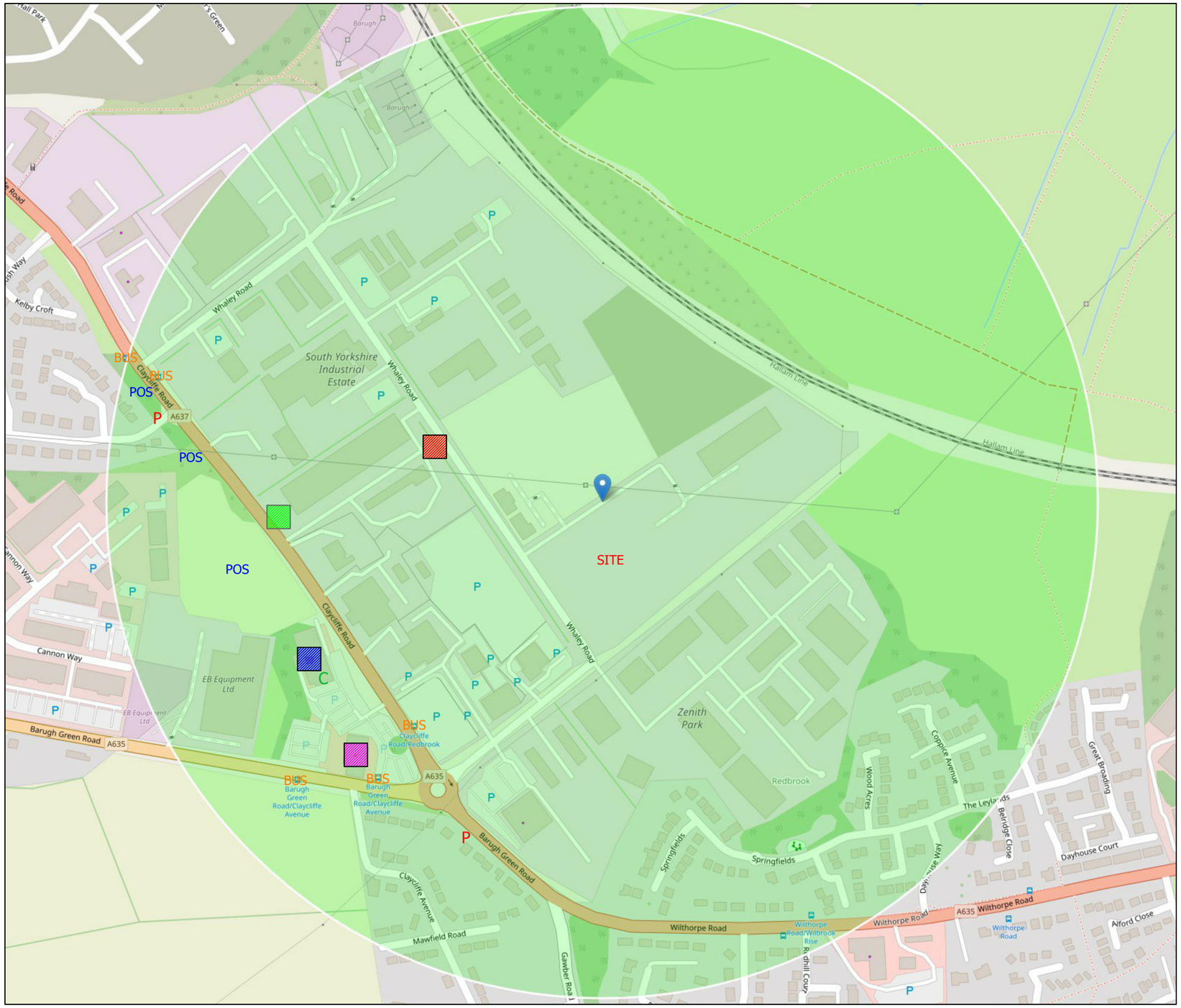
MWA Project	Scale	Original Paper Size	Paper Orientation	Drawn
6606	1 : 200	@A0	Landscape	MJR

File Identifier

Project	Originator	Volume	Level	Type	Role	Number	Revision
NCBG -	MWA -	XX -	XX -	DR -	A -	0004	P5

Appendix D

General Amenity Locations



KEY

- KTS CATERING SERVICES 7AM - 2PM (MON-FRI)
- ANGELS CAFE 08:30 - OWNERS DESCRETION (TUES-SAT)
- ALDI 08:00 - 21:00 (MON-SAT) 10:00 - 16:00 (SUN)
- THE CHESTNUT TREE 9AM-11PM (MON-SUN)
- C — CASH MACHINE
- P — POST BOX
- POS — PUBLIC OPEN SPACE
- BUS — BUS STOP
- SITE — SITE LOCATIION

PARAGON HIGHWAYS

PROJECT TITLE
NAYLOR CONCRETE, WHALEY ROAD, BARUGH GREEN, BARNSLEY

DRAWING TITLE
GENERAL AMENITY LOCATION PLAN

DRAWING NUMBER

ORIGINATOR	PROJECT	VOL.	TYPE	ROLE	NUMBER
PRGN –	1996 –	HGN –	DR –	CH –	0001

CLIENT
NAYLOR CONCRETE

SCALE	SIZE	DRAWN	CHECKED	AUTHORISED	DATE
NTS	A3	JJH	PH	JJH	MAY 24

PARAGON HIGHWAYS
20 – 21 THE WALLED GARDEN
NOSTELL ESTATE YARD
WAKEFIELD WF4 1AB

01924 291536
MAIL@PARAGONHIGHWAYS.COM