

Wilton Developments  
Proposed Employment Development, Wentworth Industrial Estate, Tankersley

## Transport Statement

24 February 2016  
Version 1.1  
Issue





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# 1 Introduction

## 1.1 Commission

Fore Consulting Ltd has been commissioned by Wilton Developments to prepare a Transport Statement for submission as part of a planning application for a proposed employment development at Wentworth Industrial Estate, Tankersley, near Barnsley.

## 1.2 Purpose of this Report

This Transport Statement has been commissioned to provide a robust assessment of the transportation impacts of the development proposals. The intention is to provide the necessary information to assist Barnsley Metropolitan Borough Council (BMBC), as the Local Planning and Highway Authority to determine the application.

In preparing this report, consideration has been given to the policies contained within BMBC's adopted *Core Strategy* and other relevant Development Plan Documents and Supplementary Planning Documents. The Transport Statement has also taken account of the *National Planning Policy Framework*<sup>1</sup> as well as the associated *Planning Practice Guidance*<sup>2</sup>, which provides the national context for planning policy in England.

## 1.3 Development Proposals

Briefly, the proposals comprise 302,250 sq. ft (28,080 sq. m) of employment development, including B8 warehousing and ancillary office accommodation. The site is located on the northern edge of Wentworth Industrial Estate, approximately 6.5km south west of Barnsley town centre, as indicated on Figure 1.

It should be noted that the site has an extant planning consent<sup>3</sup> for 29,529 sq. m of employment use, including B8 warehousing and ancillary office accommodation.

The current proposals are demonstrated on the proposed site plan prepared by KPP Architects, which is provided at Appendix A.

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<sup>1</sup> Department for Communities and Local Government, 2012.

<sup>2</sup> Department for Communities and Local Government, 2014.

<sup>3</sup> Planning application reference: 2007/2148

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## 1.4 Structure of the Report

This document is structured as follows:

- Chapter 2 summarises the existing situation on the local transport network in the vicinity of the development.
- Chapter 3 outlines the relevant national and local transport planning policies.
- Chapter 4 summarises the development proposals and transport impacts.
- Chapter 5 sets out the traffic impacts of the development proposals.
- Chapter 6 summarises and presents the conclusions of this report.

## 2 Existing Situation

This Chapter provides a general overview of the site and a description of the existing transport networks within the vicinity. This is undertaken to provide a context to the development proposals.

### 2.1 Site Location and Land Use

The site is located approximately 6.5km south of Barnsley town centre, at Wentworth Industrial Estate, Tankersley.

The site is currently identified for employment use, and has an extant planning consent for such use. To the north, the site is bound by Carr Lane, agricultural land to the west, and a small residential area to the east. To the south, the site is bounded by the adjacent employment development plot.

The location of the site is illustrated on Figure 1.

### 2.2 Pedestrian and Cycle Infrastructure

#### 2.2.1 Pedestrian Connectivity

An assessment of the existing pedestrian infrastructure which surrounds the site has been undertaken. Figure 2 indicates that a reasonable proportion of the surrounding area, which includes the remainder of the industrial estate, is located within a 2.0km walking distance isochrone from the site, which represents a maximum distance typically accepted for commuting purposes<sup>4</sup>.

Development associated trips on foot are also encouraged by the provision of adequate pedestrian infrastructure, providing safe and convenient walking routes permeating from the site to local facilities such as bus stops. Footways are typically provided adjacent to local roads in the area. Additionally, there a number of Public Right of Ways (PRoWs) which pass within close proximity of the site.

Figure 2 identifies the location of the existing pedestrian facilities in the vicinity of the site.

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<sup>4</sup> Chartered Institute of Highways and Transportation, *Guidelines for Providing Journeys on Foot*, 2000.

## 2.2.2 Cycle Connectivity

Figure 2 also illustrates the existing cycling infrastructure surrounding the development site, which highlights various off-road and on-road cycle routes that distribute trips associated with adjacent land uses to and from neighbouring residential areas. Strategic cycling connections are accessible from the site, including the National Cycle Network Route 67, which runs to the east of the development site, providing a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. The route also forms part of the Trans Pennine Trail, which covers a whole network of routes linking the major urban centres of the region.

In addition, local routes are available in the immediate vicinity of the site, with a route running parallel to the northern boundary of the site along Carr Lane, which can be accessed via the existing PRow. The route also forms part of the Trans Pennine Trail, which provides connections to the National Cycle Network via New Road.

It should also be noted that a significant amount of the surrounding area is located within a cycling distance of 8.0km, which is generally considered to be a reasonable for commuting trips<sup>5</sup>. This large catchment area and supplementing cycling infrastructure would encourage employees to undertake journeys sustainably by cycle. This is illustrated on Figure 3, and includes areas such as Hoyland, Chapeltown and Barnsley.

## 2.3 Public Transport

### 2.3.1 Bus Network

Whilst there are currently no bus stops located within a 400m walking distance, which is considered a reasonable walking distance to a stop when travelling primarily by bus<sup>6</sup>, bus services can be accessed on Wentworth Way and Maple Road approximately 450m and 500m walking distance from the site, respectively. These services are highlighted on Figure 2.

In combination these stops provide up to two services an hour in each direction, providing access to local destinations such as Chapeltown, Manvers and Stocksbridge. These services will encourage journeys associated with the site to be undertaken sustainably by bus.

Table 1 presents a summary of typical frequencies and locations provided by buses which serve the bus stops within the vicinity of the site.

**Table 1: Bus Services Summary**

<sup>5</sup> Cycling England, *'Integrating Cycling into Development Proposals'*, 2009

<sup>6</sup> CIHT, *'Guidelines for Planning for Public Transport in Developments'*, 2000



Service	Route	Operator	Approximate Frequency (services in each direction)	
			Monday - Saturday Daytime	Monday - Saturday Evenings / Sundays
72/72a	Chapelton - Wentworth Industrial Estate (72a) - Manvers	TM Travel	1 per hour	-
201	Chapelton - Stocksbridge Circular	Stagecoach	1 per hour	-

### 2.3.2 Rail Network

Whilst the site is not directly served by rail, connections can be accessed at Chapelton station, which is approximately 3.9km southeast of the site. The station is situated on the Hallam and Penistone lines served by Northern Rail. At peak times, the station provides two direct services per hour services to Barnsley and Sheffield and intermediate local stations, plus one direct hourly service to Leeds. It should be noted that the Number 201 bus service, which stops within close proximity of the site, provides a connection to the station.

Additionally, rail services can be assessed at Elsecar station, which is located approximately 4.5km east of the site. The station is also situated on the Hallam and Penistone lines.

## 2.4 Local Highway Network

The local highway network comprises of a number of key links and junctions, which are discussed in the following sections.

### 2.4.1 M1

The M1 runs from northwest to southeast direction east of the site. Approximately 1.5km driving distance from the site the M1 can be accessed via Junction 36 at the Tankersley Roundabout. From here, the M1 provides strategic connections north towards Barnsley, Wakefield and Leeds, and south towards Rotherham, Nottingham and Leicester.

In the vicinity of the site, the M1 is a three lane motorway with a central reservation. The motorway is subject to national speed limit (70mph) and stopping is prohibited. There is a hard shoulder present along this section of the M1 and no footways are provided.

### 2.4.2 A61 Westwood New Road

Access to the development site is proposed to be taken from Wentworth Way, which adjoins the A61 Westwood New Road. The A61 provides a direct route north to the Strategic Road Network via the M1 Junction 36, as well as an arterial route into Sheffield to the south.

The carriageway runs in a northeast to southwest direction of the site. In the vicinity of the site, the carriageway provides a single carriageway in both directions; however, diverging and merging tapers are provided on the northbound carriageway in the vicinity of the junction with Wentworth Way and Church Lane. Two lanes are provided on the northbound carriageway approximately 240m north and south of the A61 Westwood New Road / Wentworth Way / Church Lane junction.

In the vicinity of the site, the road has an approximate width of 12.6m and is subject to a 50mph speed limit and stopping is prohibited. Footways are generally provided on either side of the carriageway, with street lighting present along both sides of the carriageway.

### 2.4.3 A616

The A616 runs in a west to east direction in relation to the site, which adjoins the A61 at the A616 / A61 Westwood New Road roundabout junction approximately 1.1km driving distance from the site. To the west the A616 provides a direct route towards the Strategic Road Network via the M1 Junction 35A, to the east the road provides a route towards Deepcar and Stocksbridge.

The road is a single carriageway in both directions and has an approximate width of 7.3m. The carriageway is subject to the national speed limit (60mph) and stopping is prohibited. Street lighting is provided along both sides of the carriageway, however no footways are provided.

### 2.4.4 M1 Junction 36

Junction 36 of the M1 is a grade-separated roundabout junction accommodating four arms of entry and two circulating lanes, with three provided on the north-western circulatory. The M1 exit slip approaches to the junction are controlled by traffic signals, providing two lanes on entry to the junction. The A61 northwest and southwest approaches are operated under priority control, accommodating a two lane approach to the junction.

### 2.4.5 A61 Westwood New Road / A616 Junction

The A61 Westwood New Road / A616 junction is a five arm priority-controlled roundabout junction. The junction is located approximately 1.1km driving distance from the site. At the give way line, a two lane entry is provided to the junction on each approach, accommodating all turning movements between the respective arms.

## 2.4.6 A61 Westwood New Road / Wentworth Way / Church Lane Junction

The A61 Westwood New Road / Wentworth Way / Church Lane junction is a priority-controlled crossroads junction which accommodates all turning movements between the associated roads. The junction is located approximately 650m driving distance from the site and provides another key link to the external highway network from the industrial estate.

On each approach to the junction, excluding the Westwood New Road north approach, a segregated free flow left turn lane towards the adjacent arm is provided. Both the north and south A61 Westwood New Road approaches to the junction provide a ghost island facility for right turners. Diverging and merging tapers for decelerating/accelerating are provided immediately before and after the junction adjacent to the Westwood New Road northbound carriageway.

## 3 Transport and Planning Policy

This Chapter identifies national and local transport policy that is relevant to the proposed development and sets out how the development proposals respond to, and accord with, these policies.

### 3.1 National Policy

#### 3.1.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government (DCLG) on 27 March 2012. NPPF states that the purpose of the planning system is to contribute to achieving sustainable development. In effect this means planning is required to perform the following three specific roles:

- An economic role, contributing to building a strong, responsive and competitive economy.
- A social role, supporting strong, vibrant and healthy communities.
- An environmental role, protecting and enhancing the natural, built and historic environment.

NPPF sets out a presumption in favour of sustainable development. This means that development proposals that accord with the development plan should be approved without delay. Where the development plan is out-of-date or absent, proposals should be approved unless the adverse impacts would significantly and demonstrably outweigh the benefits when assessed against the NPPF, or specific policies in the NPPF indicate development should be restricted (for example, if the site is subject to certain environmental designations).

Specifically, NPPF sets out 12 core land-use planning principles that should be taken into account when making planning decisions, including with regard to transport:

*“planning should....actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”*

The guidance advises that all developments that generate significant movement should be supported by a Transport Statement or Transport Assessment, demonstrating:

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

Furthermore, Paragraph 34 of the NPPF states that:

*“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”*

### 3.1.2 Planning Practice Guidance

Planning Practice Guidance<sup>7</sup> (PPG) was published on 6 March 2014. It brings together many areas of English planning guidance into a new stream-lined format, set within the overarching NPPF. PPG provides advice on when Transport Assessments and Transport Statements are required, and what they should contain:

*“Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).”*

Furthermore, it states that:

*“Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.”*

And:

*“The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts.”*

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<sup>7</sup> National Planning Practice Guidance, Department of Communities and Local Government, 2014.

The proposed development is consistent with national policy as the associated transport impacts have been considered as part of a Transport Statement, in accordance with the stated guidance.

Furthermore, the development proposals are in accordance with the NPPF specifically, since it is in a location that is accessible by existing public transport, as well as on foot or by cycle.

## 3.2 Local Policy

### 3.2.1 BMBC Core Strategy

Following public consultation and examination BMBC's Core Strategy was adopted by Full Council on 8th September 2011. The adopted Core Strategy and associated Development Plan Documents (DPDs) form the Local Development Framework (LDF), which replaces a range of policies saved from the Unitary Development Plan (UDP).

The Core Strategy sets out the strategic policies and spatial strategy to guide the delivery of future development, and the overall future for the Barnsley district. It plans for the long-term development of the district up until 2026. Other DPDs will be directly guided by the Core Strategy, including the Town Centre Area Action Plan, Development Sites and Places, and Proposals Map, where relevant.

The elements of the adopted Core Strategy that are relevant to the proposed development are outlined, below.

#### Transport Strategy

The key themes of the Transport Strategy are reducing the need to travel, improving accessibility, both within and outside the borough, together with a focus on promoting sustainable transport. The Transport Strategy policies set priorities for improvements to existing transport infrastructure as well ensuring sustainable travel considerations are integral to all development.

#### **Policy CSP 25: New Development and Sustainable Travel**

*“New development will be expected to:*

- *be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists*

- *provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document*
- *provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version)*
- *provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition*

*Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42.*

*If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.”*

#### **Policy CSP 26: New Development and Highway Improvement**

*“New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.*

*If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.”*

This report sets out the transport impacts of the development in accordance with Policy CSP 25.

The proposed development is well situated in relation to existing public transport, as well as walking and strategic cycle networks, promoting sustainable access within in the district and beyond. The development is also located within a reasonable walking and cycling distance of residential areas within the surrounding area. This catchment area would encourage staff to undertake journeys sustainably on foot or by cycle.

Furthermore, safe and convenient access to site can be achieved for all road users without the need for significant external highway changes.

### 3.2.2 South Yorkshire Local Transport Plan 3

The Third Local Transport Plan for South Yorkshire is in effect set out in the Sheffield City Region Transport Strategy, developed by the South Yorkshire Integrated Transport Authority in collaboration with the Sheffield City Region Local Enterprise Partnership.

The document defines transport priorities to support economic growth between 2011 and 2026 across the Sheffield City region, including Barnsley, and has four main goals:

- To support the economic growth of the City Region.
- To enhance social inclusion and health.
- To reduce greenhouse gas emissions.
- To maximise safety.

Given the above, the proposed development is in accordance with the adopted Local Transport Plan, since the site is accessible by all modes of transport, including sustainable modes. This will reduce the need for travel by unsustainable modes such as private car, which will help promote a low-carbon transport system.

## 4 Development Proposals

This Chapter presents a description of the development proposals and how access will be achieved by all modes of transport. Particular consideration is given to ensure that the site is accessible by a range of sustainable travel modes.

### 4.1 Land Use

The proposals comprise 302,250 sq. ft (28,080 sq. m) of employment development, across four plots for B8 warehousing and ancillary office accommodation. The proposals are demonstrated on the site layout plan prepared by KPP Architects, which is provided at Appendix A.

The site has already been subject to a previous planning application<sup>8</sup> on 21 December 2007 which was granted consent. The consent permitted 29,529 sq. m of employment development, including B8 warehousing and ancillary office accommodation, plus construction of associated access road infrastructure.

### 4.2 Vehicular Access

#### 4.2.1 Access Arrangements

It is proposed that vehicle access to the site will be taken from Wentworth Way at the southern boundary of the site. The proposed access road has been constructed, in accordance with the previous planning consent. No changes are proposed as part of this scheme.

The current proposals for the site include the construction of four development plots, all of which will be served by their own respective access points from the access road that adjoins Wentworth Way.

#### 4.2.2 Car Parking

A total of 226 car parking spaces (including 16 spaces allocated for use by disabled people) will be provided to serve the development and will be allocated to each development plot individually.

### 4.3 Pedestrian and Cycle Access

The site plans make allowance for the development to maximise pedestrian and cycle connectivity, both within the site and to the wider area. It is proposed that pedestrians

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<sup>8</sup> Planning application reference: 2007/2148



and cyclists will be able to access the site via the vehicular access junction adjoining Wentworth Way. Footways along both sides of the access road carriageway are proposed. This will connect the site to the wider industrial estate, which includes public transport connections via bus stops located on Wentworth Way and Maple Road.

Covered and secure cycle parking will be provided in accordance with BMBC's adopted parking standards at designated cycle stores in each development plot. These are shown on the proposed site plan prepared by KPP Architects.



## 5 Trip Generation

This Chapter sets out an estimate of the likely traffic generation associated with the proposed development.

### 5.1 Assessment Scenarios

For the purposes of the Transport Statement, the traffic impacts resulting from the proposed development have been considered on the basis of comparing traffic associated with the development proposals with the consented use of the site. The assessment scenarios include the following:

- Proposed Use - 28,080 sq. m of employment development, including B8 warehousing and ancillary office accommodation.
- Consented Use - 29,529 sq. m of employment development, including B8 warehousing and ancillary office accommodation.

### 5.2 Vehicle Trip Generation

Vehicle trip rates for the consented and proposed development have been derived from the TRICS database, following interrogation of survey sites based on the criteria set out in Table 2.

**Table 2: TRICS Search Criteria**

Land Use	TRICS Land Use	TRICS Category	Location
B8 Warehousing	02 - Employment	F - Warehousing (Commercial)	Edge of Town

The resulting trip rates are set out in Table 3 for the weekday AM peak hour (08:00-09:00) and the PM peak hour (17:00-18:00). Vehicle trip generation has been calculated by applying the vehicle trip rates to the previously consented and proposed quantum of development. The full TRICS output is presented at Appendix B.

**Table 3: Weekday Peak Hour Vehicle Trip Rates**

Period		Vehicle Trip Rates (Vehicle Trips per 100 sq. m)		
		Arrivals	Departures	Total
Weekday AM Peak Hour	08:00-09:00	0.096	0.015	0.111
Weekday PM Peak Hour	17:00-18:00	0.019	0.064	0.083

## 5.3 Traffic Impacts

On the basis of the methodology outlined, a comparison of vehicle trip generation associated with the proposals consented previously, and those currently proposed has been undertaken. This comparison is summarised in Table 4.

**Table 4: Traffic Flow Comparison**

Period	Consented Scheme			Proposed Scheme			Difference		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Weekday AM Peak Hour	28	4	33	27	4	31	-1	0	-2
Weekday PM Peak Hour	6	19	25	5	18	23	-1	-1	-2

Note: Totals may not sum due to rounding.

The comparison demonstrates that the current proposals result in a slight decrease of 3 and 2 two-way trips in the AM and PM peak hour, respectively. This confirms that the current proposals for the development site fully accord with those adopted within the previous assessments and, as such, the impacts have been fully assessed and accepted by the Council.

On the basis of the above, it is concluded that there is no requirement for any further examination of the impact of traffic resulting from the current developments proposals. All necessary assessments have previously been undertaken and fully accepted by the Council.

## 6 Summary

Fore Consulting has prepared this Transport Statement on behalf of Wilton Developments to be submitted as part of a planning application for a proposed employment development at Wentworth Industrial Estate, Tankersley.

This report has examined the existing transport network in the vicinity of the site, considered relevant national and local transport planning policy, outlined the development proposals, and determined the resulting impact on the transport network.

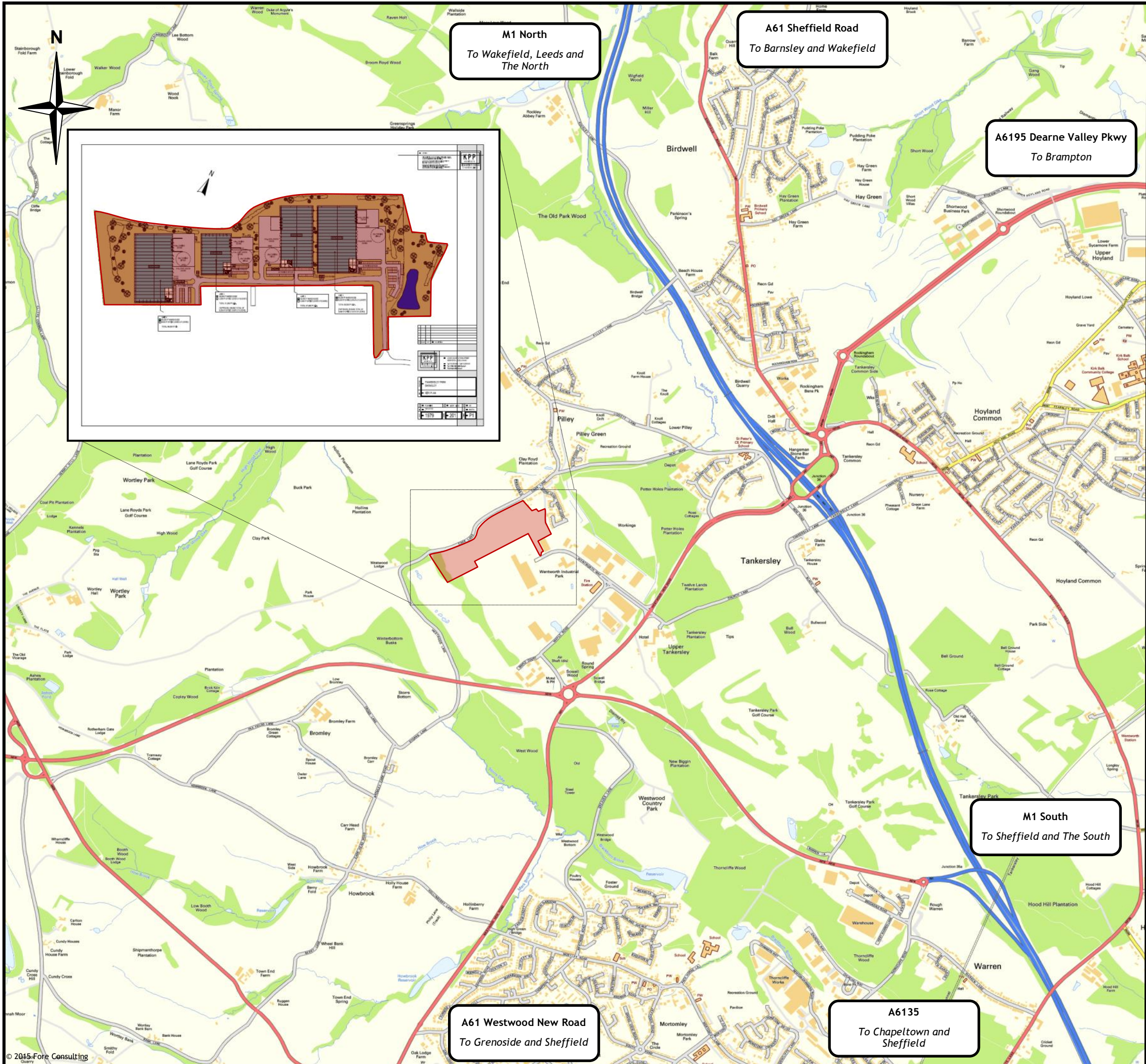
This assessment demonstrates the following:

- The acceptability of the proposed development in terms of traffic impact on the adjacent highway network. This confirms that the current proposals for the site fully accord with those included within the previous planning application for the site and, as such, the impacts have been fully considered and accepted by the Council.
- The acceptability of the proposed development in terms of sustainability and accessibility requirements has been demonstrated. The proposals have also been shown to accord with relevant national and local transport policy.
- Vehicular access can be provided in the location and form necessary to serve individual development plots.
- Adequate connections to the site for pedestrians and cyclists will be provided, which will maximise the accessibility of the site by sustainable modes, and encourage commuting journeys to be undertaken on foot, by cycle or by public transport (rather than by private car).

**Considering all of the above, it is concluded that the development proposals are acceptable from a transport and highways perspective.**

## Figures

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**M1 North**  
To Wakefield, Leeds and  
The North

**A61 Sheffield Road**  
To Barnsley and Wakefield

**A6195 Dearne Valley Pkwy**  
To Brampton

**M1 South**  
To Sheffield and The South

**A61 Westwood New Road**  
To Grenside and Sheffield

**A6135**  
To Chapeltown and  
Sheffield

**Key:**  
Site Location

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Client:  
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Project:  
Proposed Employment Development,  
Wentworth Industrial Estate, Wentworth,  
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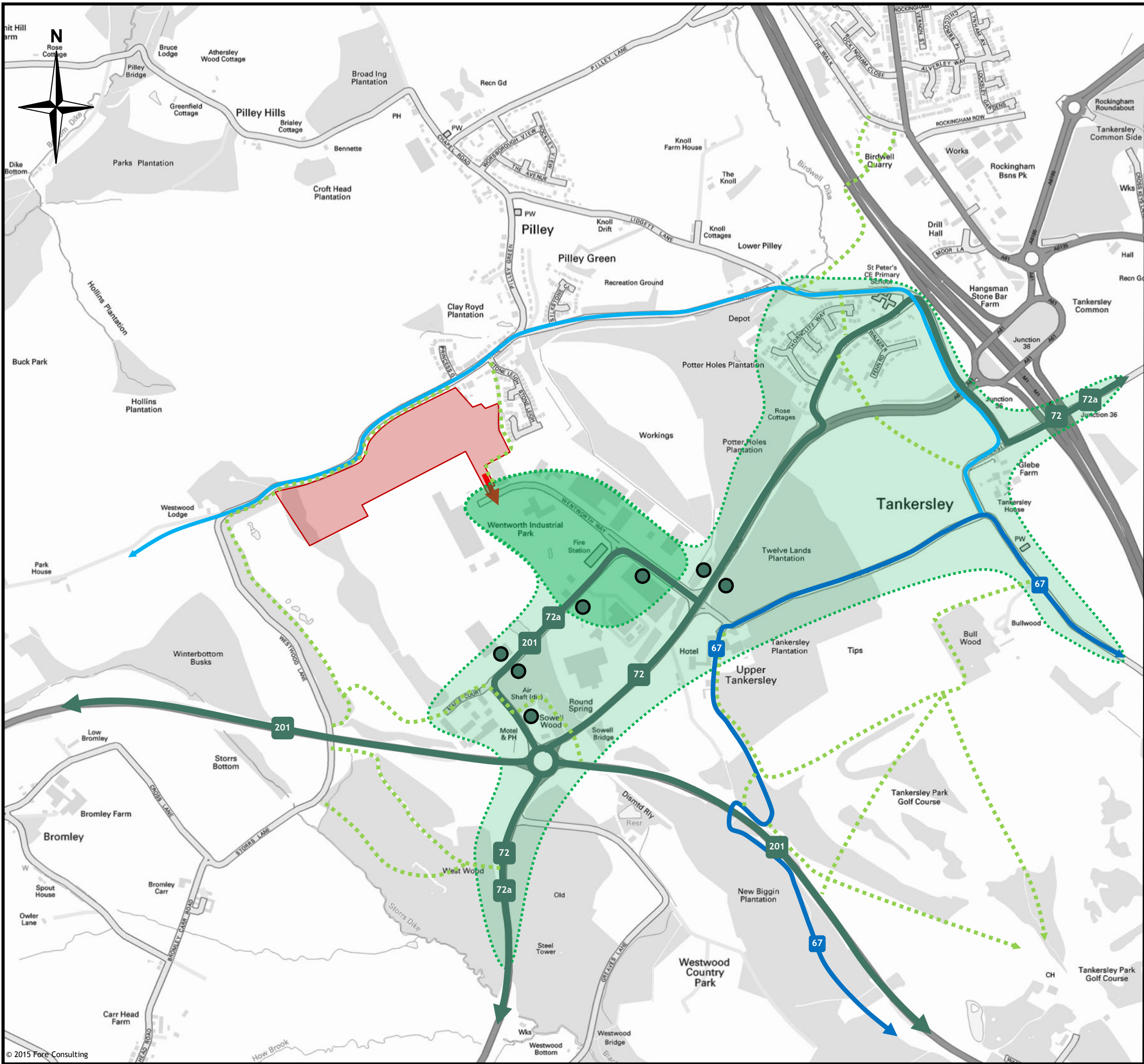
Figure Title:  
Site Location

Scale:  
Not to Scale

Figure Status:  
Issue

Job Number:  
3362

Figure Number:  
Figure 1



**Key:**

- Site Location
- Pedestrian/Cycle Site Access (Indicative)
- 0.5km Walking Distance Isochrone
- 2.0km Walking Distance Isochrone
- Bus Stop
- Bus Route (Including Service Number)
- National Cycle Network
- Local Cycle Route
- Public Right of Way (Footpath)

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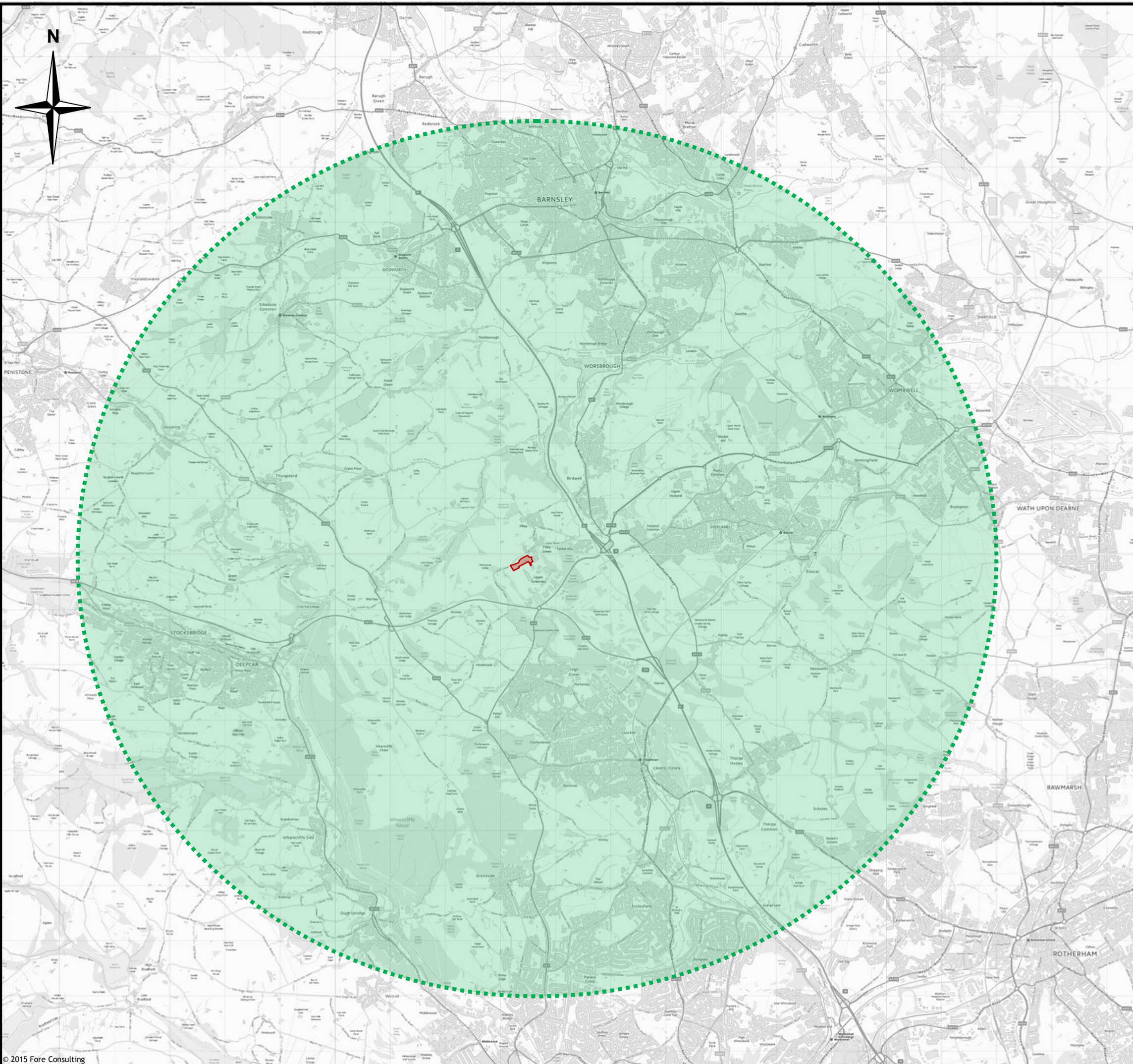
Client:  
**Wilton Developments**

Project:  
**Proposed Employment Development,  
Wentworth Industrial Estate, Wentworth,  
Tankersley**



Figure Title:  
**Pedestrian Catchment and Local Facilities**

Scale: <b>Not to Scale</b>	Figure Status: <b>Issue</b>
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Job Number: <b>3362</b>	Figure Number: <b>Figure 2</b>
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**Key:**

-  Site Location
-  8.0km Cycling Distance Isochrone (Indicative)

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Client:  
 Wilton Developments

Project:  
 Proposed Employment Development,  
 Wentworth Industrial Estate, Wentworth,  
 Tankersley

Figure Title:  
 Cycling Catchment

Scale:  
 Not to Scale

Figure Status:  
 Issue

Job Number:  
 3362

Figure Number:  
 Figure 3

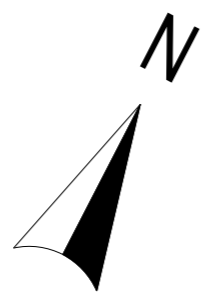


## Appendix A

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Proposed Site Plan

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**UNIT 4**  
 ■ 85,000 ft² FOOTPRINT G.I.A  
 □ 4,000 ft² OFFICE (FIRST FLOOR)  
 TOTAL 89,000 ft² G.I.A

**UNIT 3**  
 ■ 38,750 ft² FOOTPRINT G.I.A  
 □ 2,750 ft² OFFICE (FIRST FLOOR\*)  
 TOTAL 41,500 ft² G.I.A.  
 (\*APPROVAL SHOWS TOTAL OF 8,235 ft² OFFICE OVER 3 FLOORS)

**UNIT 2**  
 ■ 64,500 ft² FOOTPRINT G.I.A  
 □ 3,500 ft² OFFICE (FIRST FLOOR)  
 TOTAL 68,000 ft² G.I.A.

**UNIT 1**  
 ■ 94,000ft² WAREHOUSE  
 □ 9,750ft² 3 STOREY OFFICE  
 TOATAL 103,750ft² G.I.A

REV	DRAWN	DATE	DESCRIPTION
P4	TS	JAN 16	GROUND FLOOR OFFICE AREAS REMOVED
P3	AB	DEC'15	UPDATED FOLLOWING AGENTS COMMENTS
P2	JW	DEC'15	GENERAL UPDATES FOLLOWING CLIENT MEETING

**KPP**  
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- W : www.kpp-leeds.co.uk

PROJECT TITLE  
**TANKERSLEY PARK BARNSELY**

TITLE  
**SITE PLAN**

FILE STATUS	■ PLANNING	SCALE	■ 1:1250 @ A2	DRAWN	■ AS
PROJECT	■ P1PROJECTS21	DATE	■ NOV'15	REVISION	■ P6
PROJECT	■ 1979	DRAWING	■ 201	REVISION	■ P6

## Appendix B

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TRICS Output

Calculation Reference: AUDIT-752701-151207-1255

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
 VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
10	WALES	
	NW NEWPORT	1 days

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

## Filtering Stage 2 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: 16275 to 30685 (units: sqm)  
 Range Selected by User: 14765 to 44294 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 11/07/13

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
Friday	1 days

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

Selected survey types:

Manual count	2 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 undertaken using machines.

Selected Locations:

Edge of Town	2
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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:

No Sub Category	2
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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.

Filtering Stage 3 selection:

Use Class:

B8 2 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

10,001 to 15,000 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

100,001 to 125,000 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 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.

Travel Plan:

No 2 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.

LIST OF SITES relevant to selection parameters

1	LN-02-F-01 TRENT ROAD	BOOK SERVICE	LINCOLNSHIRE
	GRANTHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	32300 sqm	
	Survey date: MONDAY	29/11/10	Survey Type: MANUAL
2	NW-02-F-01 TREDEGAR TERRACE	LOGISTICS CENTRE	NEWPORT
	CROSSKEYS		
	NEWPORT		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	16275 sqm	
	Survey date: FRIDAY	12/10/07	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/F - WAREHOUSING (COMMERCIAL)  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	23480	0.053	2	23480	0.013	2	23480	0.066
08:00 - 09:00	2	23480	0.096	2	23480	0.015	2	23480	0.111
09:00 - 10:00	2	23480	0.043	2	23480	0.021	2	23480	0.064
10:00 - 11:00	2	23480	0.028	2	23480	0.026	2	23480	0.054
11:00 - 12:00	2	23480	0.030	2	23480	0.036	2	23480	0.066
12:00 - 13:00	2	23480	0.047	2	23480	0.043	2	23480	0.090
13:00 - 14:00	2	23480	0.079	2	23480	0.011	2	23480	0.090
14:00 - 15:00	2	23480	0.021	2	23480	0.081	2	23480	0.102
15:00 - 16:00	2	23480	0.019	2	23480	0.051	2	23480	0.070
16:00 - 17:00	2	23480	0.021	2	23480	0.053	2	23480	0.074
17:00 - 18:00	2	23480	0.019	2	23480	0.064	2	23480	0.083
18:00 - 19:00	2	23480	0.017	2	23480	0.030	2	23480	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.473</b>			<b>0.444</b>			<b>0.917</b>

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: 16275 - 30685 (units: sqm)  
 Survey date date range: 01/01/07 - 11/07/13  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	23480	0.000	2	23480	0.000	2	23480	0.000
08:00 - 09:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
09:00 - 10:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
10:00 - 11:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
11:00 - 12:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
12:00 - 13:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
13:00 - 14:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
14:00 - 15:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
15:00 - 16:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
16:00 - 17:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
17:00 - 18:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
18:00 - 19:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

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.

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#### Parameter summary

Trip rate parameter range selected: 16275 - 30685 (units: sqm)  
 Survey date date range: 01/01/07 - 11/07/13  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	23480	0.006	2	23480	0.011	2	23480	0.017
08:00 - 09:00	2	23480	0.013	2	23480	0.009	2	23480	0.022
09:00 - 10:00	2	23480	0.013	2	23480	0.011	2	23480	0.024
10:00 - 11:00	2	23480	0.017	2	23480	0.015	2	23480	0.032
11:00 - 12:00	2	23480	0.019	2	23480	0.021	2	23480	0.040
12:00 - 13:00	2	23480	0.009	2	23480	0.015	2	23480	0.024
13:00 - 14:00	2	23480	0.015	2	23480	0.002	2	23480	0.017
14:00 - 15:00	2	23480	0.013	2	23480	0.013	2	23480	0.026
15:00 - 16:00	2	23480	0.015	2	23480	0.017	2	23480	0.032
16:00 - 17:00	2	23480	0.013	2	23480	0.011	2	23480	0.024
17:00 - 18:00	2	23480	0.011	2	23480	0.013	2	23480	0.024
18:00 - 19:00	2	23480	0.009	2	23480	0.004	2	23480	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.153</b>			<b>0.142</b>			<b>0.295</b>

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.

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 Survey date date range: 01/01/07 - 11/07/13  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	23480	0.000	2	23480	0.000	2	23480	0.000
08:00 - 09:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
09:00 - 10:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
10:00 - 11:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
11:00 - 12:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
12:00 - 13:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
13:00 - 14:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
14:00 - 15:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
15:00 - 16:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
16:00 - 17:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
17:00 - 18:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
18:00 - 19:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.000</b>			<b>0.000</b>			<b>0.000</b>

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.

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 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	23480	0.000	2	23480	0.000	2	23480	0.000
08:00 - 09:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
09:00 - 10:00	2	23480	0.004	2	23480	0.000	2	23480	0.004
10:00 - 11:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
11:00 - 12:00	2	23480	0.000	2	23480	0.002	2	23480	0.002
12:00 - 13:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
13:00 - 14:00	2	23480	0.002	2	23480	0.002	2	23480	0.004
14:00 - 15:00	2	23480	0.000	2	23480	0.004	2	23480	0.004
15:00 - 16:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
16:00 - 17:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
17:00 - 18:00	2	23480	0.000	2	23480	0.000	2	23480	0.000
18:00 - 19:00	2	23480	0.000	2	23480	0.004	2	23480	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.006</b>			<b>0.012</b>			<b>0.018</b>

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.

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## Parameter summary

Trip rate parameter range selected: 16275 - 30685 (units: sqm)  
 Survey date date range: 01/01/07 - 11/07/13  
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 Number of Saturdays: 0  
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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