Burger King, Barnsley

Transport Statement

Client: Burger King

i-Transport Ref: NM/JN/AT/BD/ITL19141-001a

Date: 31 July 2024

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i-Transport LLP
33 Queen Street
London
EC4R 1AP

Tel: 020 4531 3660

www.i-transport.co.uk

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL19141-001a	Final	31/07/2024	JN / AT	NM

File Ref: L:\PROJECTS\19000 SERIES\19141 - Burger King, Tesco Extra, Barnsley\Admin\Report and Tech Notes\ITL19141-001 Transport Statement.docx

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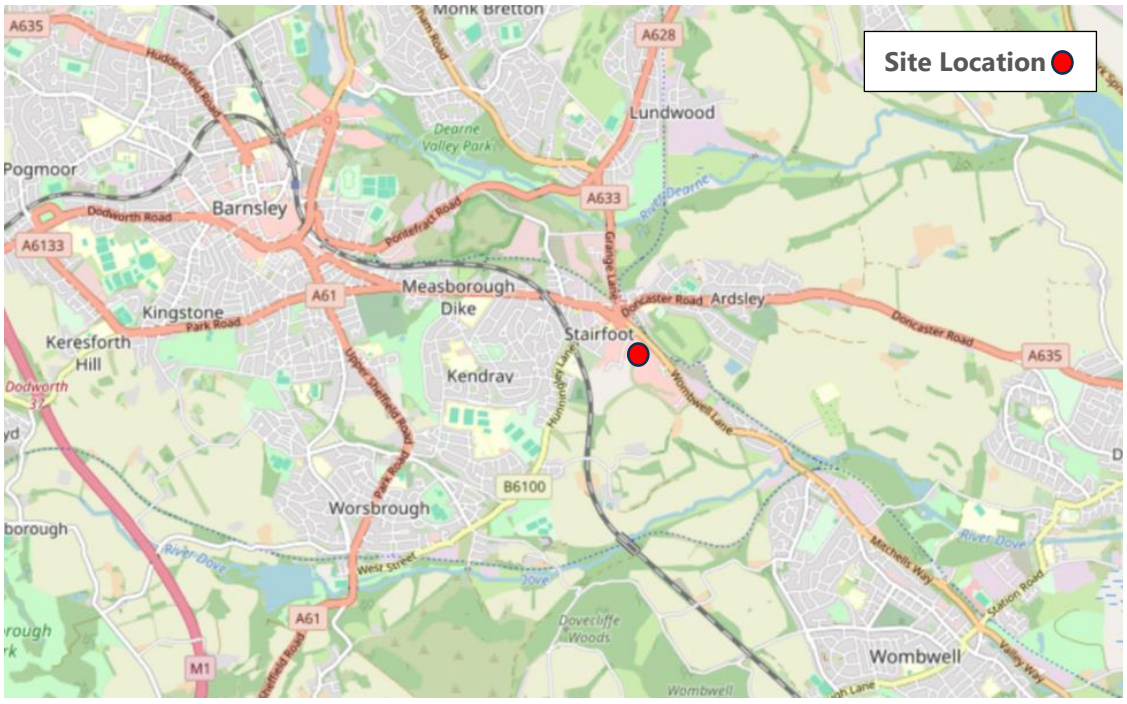
SECTION 1 INTRODUCTION

1.1.1 Burger King UK Group Limited (hereafter referred to as Burger King) (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for the construction of a 232sqm GFA Burger King restaurant located in the car park of Tesco Extra in Barnsley. The site is within the administrative boundary of Barnsley Metropolitan Borough Council (BMBC) who is also the local highway authority.

1.1.2 The proposed development will involve the construction of a new restaurant on an area of existing car parking located near the entrance to the A633 Wombwell Lane. The section of the car park on which the proposed development is situated will be reconfigured with new car parking spaces.

1.1.3 **Figure 1.1** below shows the general site location.

Figure 1.1: Site Location



Source: OpenStreetMap

1.1.4 This Transport Statement has been prepared to set out the transport and highways implications of the proposed development and the resulting implications for the car park and servicing layout as well as access for pedestrians and cyclists.

1.1.5 The Transport Statement is structured as follows:

- Section 2 – Policy Context.

- Section 3 – Existing Transport Conditions.
- Section 4 – Development Proposal and Site Layout.
- Section 5 – Traffic Impact and Trip Assessment; and
- Section 6 – Summary and Conclusions.

SECTION 2 POLICY CONTEXT

2.1 Introduction

2.2 This section sets out a review of national and local transport policy and guidance against which the proposal is to be assessed.

2.3 National Policy

National Planning Policy Framework December 2023 (NPPF)

2.3.1 The NPPF sets out the Government's planning policies and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

2.3.2 The NPPF stresses that at ***"the heart of the framework is a presumption in favour of sustainable development"***.

2.3.3 Paragraph 114 states that development should ensure that:

> ***a) appropriates opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
>
> ***b) safe and suitable access to the site can be achieved for all users;***
>
> ***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guidance and National Model Design Code; and***
>
> ***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

2.3.4 Paragraph 111 affirms that:

> ***"Development should only be prevented or refused on highways grounds or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."***

2.3.5 This Transport Statement considers the requirements set out in the NPPF in the context of the proposed development.

2.4 Local Policy

Barnsley's Local Plan (Adopted 2019)

2.4.1 Barnsley's Local plan sets out the vision, strategy and policies for BMBC, guiding development in the area. Policy T3 'New Development and Sustainable Travel' sets out the policy regarding new development stating 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 a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and***
>
> ***Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel Plans will be secured through a planning obligation or a planning condition.***

2.4.2 Paragraph 12.51 states, in regard to Transport Assessments and Transport Statements:

> ***"When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient."***

2.4.3 Appendix A within the '*Sustainable Travel*' supplementary planning document (SPD) sets out the thresholds with restaurants and cafes (A3[1]) only requiring a Transport Statement when the gross floor area (GFA) is between 300-2500 m^2. Whilst the site falls below this threshold, given it is close to the minimum threshold, the Applicant has prepared a Transport Statement.

2.4.4 The '*Parking*' SPD sets out the requirements in terms of parking for development. Table 2.1 below presents the parking requirements for restaurants and cafes (A3).

[1] Class E now amalgamates the former Class A1 (retail), Class A2 (financial and professional services), A3 (restaurants/cafes), B1 (offices) along with health/medical uses, creches, nurseries (all formerly D1 uses) and indoor sports/recreation (formerly D2 use)

Table 2.1: Parking Standards

A3 Restaurants and Cafes	Parking Standard
Car Parking	1 space per 4m^2 gross floor area for customers. Where there are fixed seating areas for diners 1 space per 3 diners can be considered. And 1 space per residential staff. And 1 space per 3 non-residential staff on duty at the busiest time.
Cycle Parking	1 long stay space per 20 staff; and 1 short stay space per 40m^2 for visitors.
Disabled Parking	1 space per known disabled motorist employee; and 5% of total actual provision plus 4% should be capable of enlargement or laid out as enlarged.
Motorcycle Parking	1 space per 20 spaces with 1 space as a minimum.

Source: Parking SPD BMBC

2.5 Summary

2.5.1 National and local policy guidance set out that developments that create substantial movements should be accompanied by a Transport Statement or, for larger schemes, a Transport Assessment. National and local policy both state that an adequate level of car and cycle parking is provided.

2.5.2 National policy is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are deemed to be 'severe'.

SECTION 3 EXISTING TRANSPORT CONDITIONS

3.1 Introduction

3.1.1 This section of the Transport Statement sets out a review of the existing nearby transport conditions and includes a review of the site, the characteristics of the local highway network and the opportunities for walking, cycling and public transport provision.

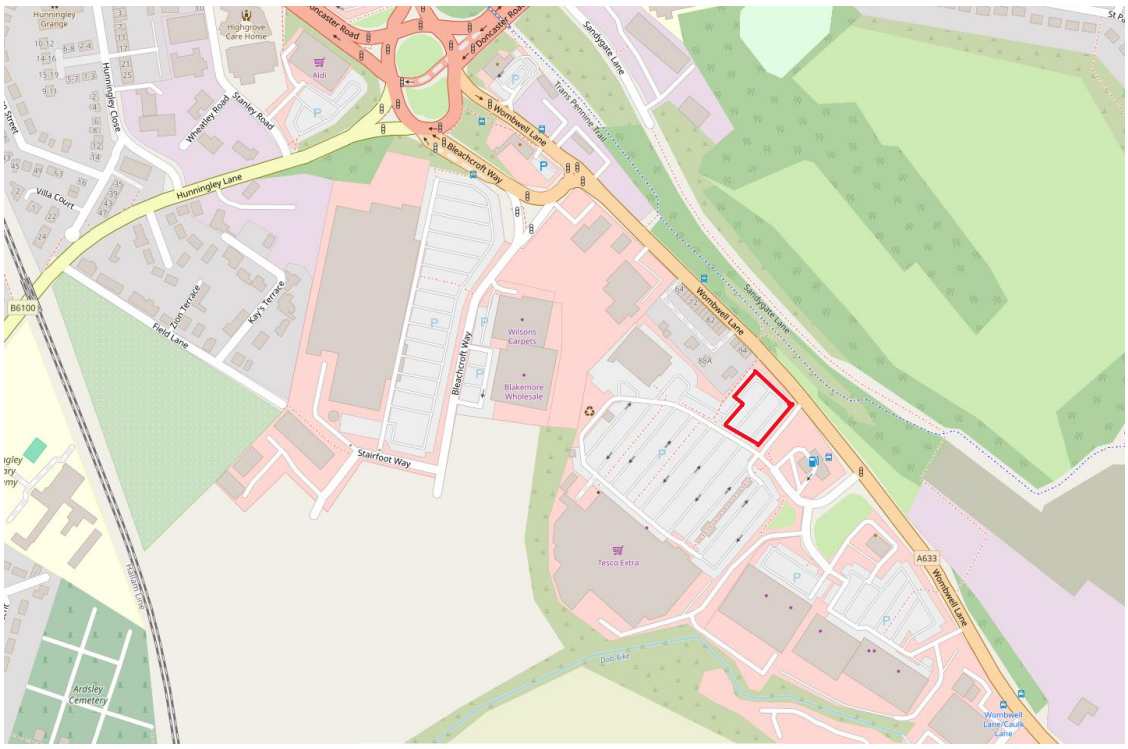
3.2 The Site

3.2.1 The site is located to the east of Barnsley along the A633 Wombwell Lane, circa 350m southeast of Stairfoot Roundabout. The site is located within the existing car park of Tesco Extra and will use the area of the car park located adjacent to the A633 Wombwell Lane, immediately north of the petrol filling station.

3.2.2 The site is currently accessed via three entry points onto the internal road in the car park. There are zebra crossing points across each of these junctions. Pedestrian footways circulate the site and connect into a network of footways across the wider car park. A direct pedestrian link in the north-east of the corner is available for access to Wombwell Lane.

3.2.3 A site location plan is included as Image 3.1.

Image 3.1: Site Location Plan



3.3 Local Highway Network

3.3.1 The entrance to the car park from Wombwell Lane is in the form of a traffic signal controlled three arm junction. There is a controlled pedestrian crossing on the southern arm of the A633 Wombwell Lane, with a "walk with traffic" crossing of the site access arm.

3.3.2 There is also a bus only access road immediately adjacent to the southeast of the site connecting the A633 Wombwell Lane with the car park and takes the form of a standard priority junction.

3.3.3 The A633 Wombwell Lane is subject to a 40mph speed limit and is a two-way single carriageway that routes between Barnsley and Wombwell.

3.3.4 Accesses to other parts of the wider retail park are also taken from the internal access road and entrance from the A633 Wombwell Lane. This includes the petrol filling station and Wombwell Lane Retail Park located to the southeast of the site.

3.4 Baseline Car Park Survey – Tesco Extra

3.4.1 The current provision of parking spaces at the wider site is 763, of which 692 are recorded as 'standard' bays.

3.4.2 A car park occupancy survey was undertaken on Saturday 22nd and Sunday 23rd October 2022. The number of occupied spaces were recorded in 60-minute intervals between the hours of 0900-1800 on both days. The peak of the survey results for each survey day is summarised in Table 3.1 below. The full survey results are provided at Appendix A.

Table 3.1: Peak Parking Accumulation – Surveyed Baseline

Day	Time	Parking Accumulation	Occupancy (763 Spaces)
Saturday 22nd October 2022	Peak Accumulation Hour (12:00 – 13:00)	346	45.3%
Sunday 23rd October 2022	Peak Accumulation Hour (13:00 – 14:00)	345	45.2%

Source: Tesco

3.4.3 The car parking data displayed in Table 3.1 shows that more than half of parking capacity was free during the peak hour of parking demand at the site.

3.5 Walking and Cycling

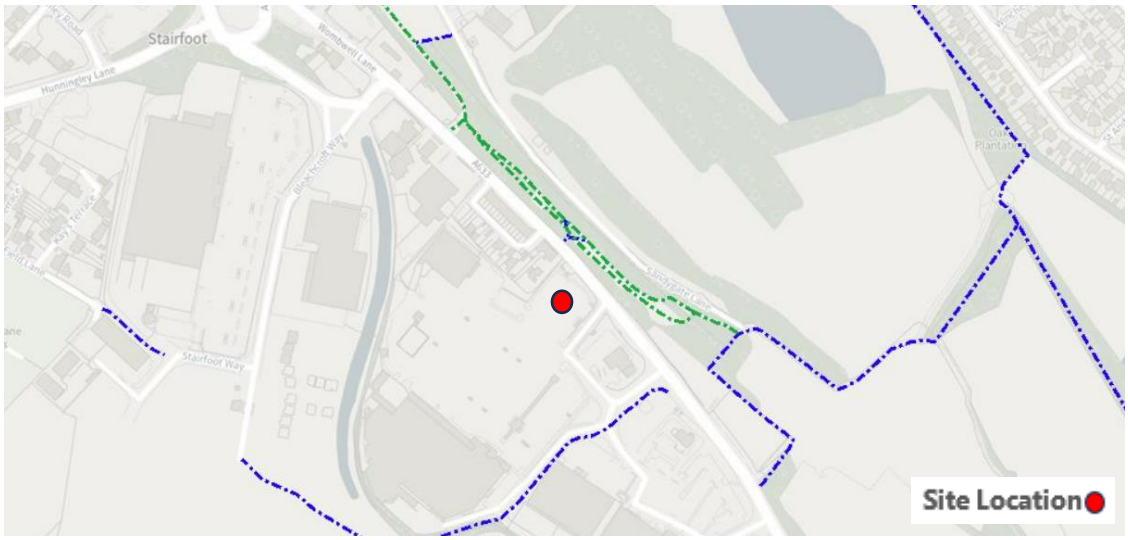
3.5.1 The walking facilities within the vicinity of the site are good, with footways being typically 2.5m wide within the wider car park area. There are also zebra crossing points located throughout the car park area.

3.5.2 Along the A633 Wombwell Lane there are footways along both sides of the carriageway which are street lit. The width of the footways along both sides of the carriageway varies in width from cica1.5m to 2.0m.

3.5.3 Signalised pedestrian crossing points are located at the junction with the access to the car park on the southern arm of the A633 Wombwell Lane as well as at the junction with Bleachcroft Way to the northwest of the A633 Wombwell Lane.

3.5.4 There is a bridleway (429) located on the opposite side of the A633 Wombwell Lane which follows the direction of the A633 Wombwell Lane. **Image 3.2** overleaf shows the Public Rights of Way in the vicinity of the site, as shown on the interactive map on BMBC's website.

Image 3.2: Extract of BMBC PROW

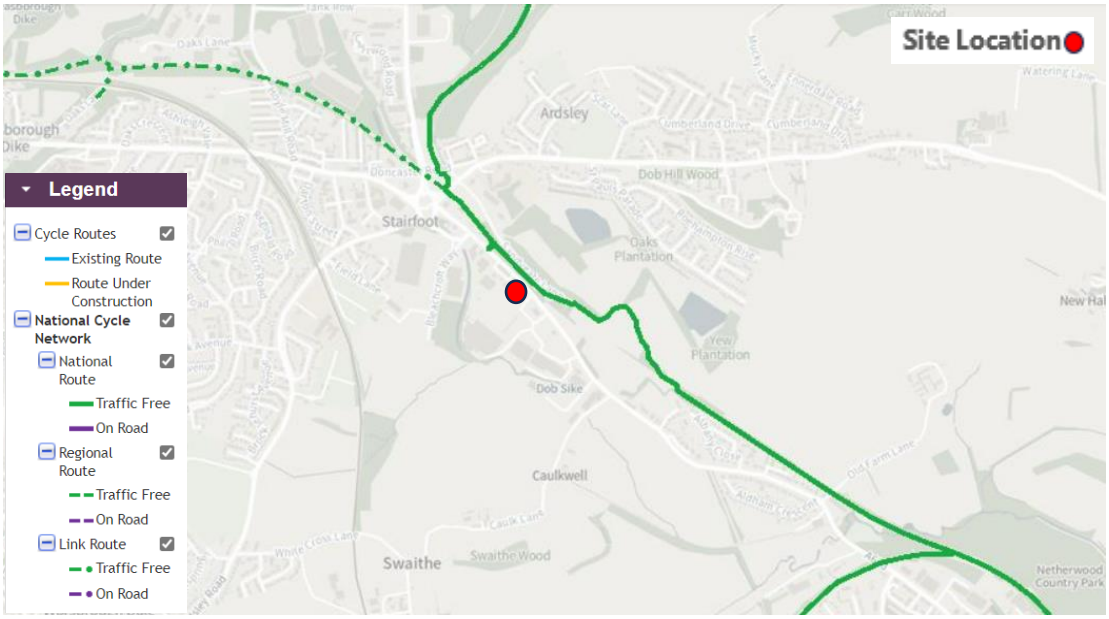


Source: Barnsley Metropolitan Borough Council Interactive Map

3.5.5 With regard to cycling, the bridleway (429) located on the opposite side of the A633 Wombwell Lane is also a traffic free cycle route that leads on to a disused railway path that heads northwest into Barnsley as well as dividing and heading north towards settlements such as Carlton. To the southeast the cycle route leads to Wombwell and settlements such as Bolton upon Dearne.

3.5.6 **Image 3.3** below is an extract from BMBC's interactive mapping showing the route.

Image 3.3: Extract of BMBC Cycle Routes Map



Source: Barnsley Metropolitan Borough Council Interactive Map

3.5.7 As a result, the provision of these walking and cycling facilities provide good opportunities for sustainable travel to and from the site.

3.6 Public Transport

3.6.1 There are bus stops located on the A633 Wombwell Lane with the southbound stop located circa 90m to the northwest of the site and the northbound stop located circa 40m to the southeast of the site and on the opposite side of the bus only access. The stops are served by frequent services, as summarised in Table 3.4 below.

Table 3.4: Summary of Bus Services from the A633 Wombwell Lane Bus Stops

Service	Route	Frequency		
		Weekday	Saturday	Sunday
22X	Barnsley Town Centre – Rotherham Town Centre	c.12 mins	c.20 mins	Hourly
226	Barnsley Interchange - Thurnscoe	30 mins	30 mins	Hourly
X20	Doncaster Town Centre – Barnsley Interchange	Hourly	Hourly	-

Source: Traveline (Accessed May 2024)

3.6.2 As demonstrated by Table 3.2, the bus services that are accessible within the vicinity of the site provide frequent services throughout the day for travel to key destinations such as Barnsley and Wombwell, as well as further afield destinations.

3.6.3 The site is therefore considered to be well connected for use by staff and customers via public transport throughout the week.

3.7 Summary

3.7.1 Overall, it can be concluded that the site has a good range of sustainable journey opportunities including access to frequent bus services, providing connection to Barnsley and Wombwell and good local pedestrian and cycling routes within the vicinity of the site. Therefore, the site is well positioned in a location where it can facilitate travel for staff and customers via a range of sustainable and active travel modes.

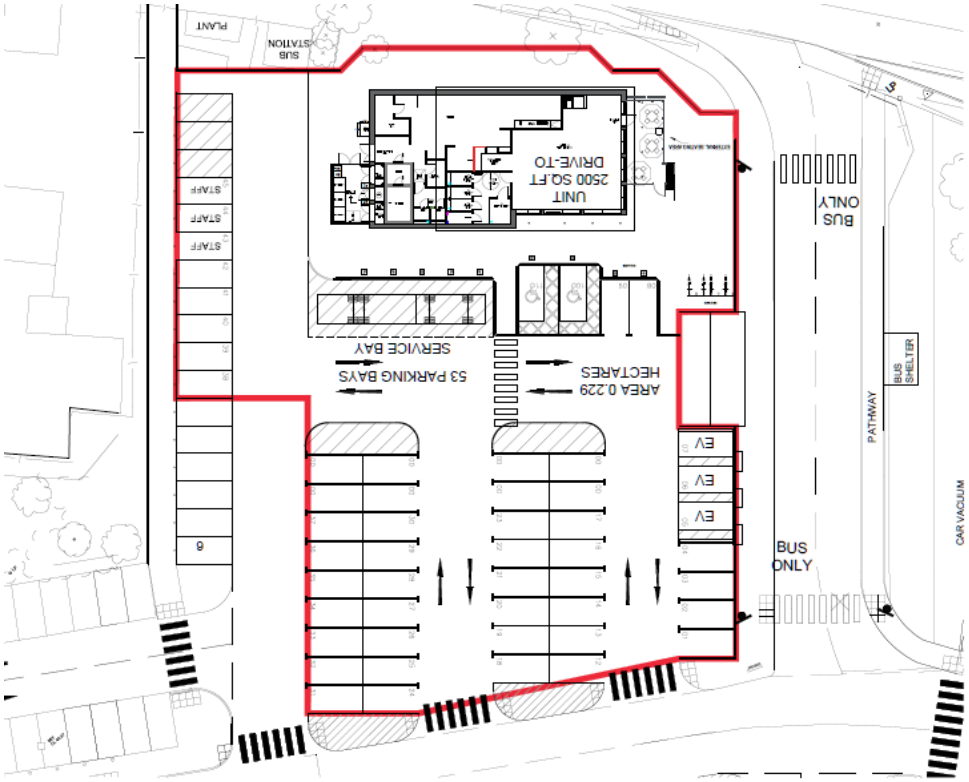
SECTION 4 DEVELOPMENT PROPOSAL

4.1 Proposal

4.1.1 The proposed development is for the construction of a 232sqm GFA dine-in restaurant, intended for occupation by the applicant. The proposal includes the reprovision of 53 parking spaces including disabled spaces and dedicated staff spaces (to reflect later opening hours), cycle parking and a servicing bay.

4.1.2 The proposed layout is included with Appendix B and an extract of the layout is shown below in **Image 4.1**.

Image 4.1: Extract of Proposed Site Layout



Source: Project Architect

4.2 Access

4.2.1 There are no proposed changes to the access to the wider site with this area of parking maintaining its three access points to the main site access road. Pedestrian access is also maintained from the dedicated link to/from Wombwell Lane.

4.3 Parking

4.3.1 The existing 102 standard parking spaces within the site red line boundary will be reduced to a total of 53 parking spaces, comprised of 45 standard car parking spaces, two disabled parking spaces and three dedicated staff parking spaces.

4.3.2 Given the significant spare capacity available at the wider site, a reduction of 49 spaces (to a total of 714) will not result in any shortfall of parking at the site.

4.4 Servicing and Delivery

4.4.1 Servicing and delivery will take place within the site (red-line) where a dedicated space will be located as shown on the site layout plan attached in Appendix B. The space will be located to the north of the proposed building and will have space to accommodate a 10m HGV for delivery activity.

4.4.2 Swept path analysis has been undertaken to demonstrate that an HGV can be accommodated within the site and enter and exit the site via the existing access points. This is shown in Drawing ITL19141-GA-003 Revision B

SECTION 5 TRAFFIC IMPACT AND ASSESSMENT

5.1 Introduction

5.1.1 This section of the Transport Statement considers the traffic impact of the scheme. It sets out the potential traffic generation of the proposed development.

5.2 Proposed Development Trip Generation

5.2.1 To determine the trip generation of the proposed development, the TRICS database was initially interrogated. However, within TRICS there is no category for 'Drive-To' restaurants of the nature of this development being proposed (all are table service restaurants, etc).

5.2.2 As such, i-Transport has sought to find other comparable sites. This has resulted in an operational Burger King dine-in restaurant at Princess Alice Retail Park, Sutton Coldfield being identified. It is comparable to the application site in the following aspects:

- The restaurant is also operated by Burger King;
- The site is located adjacent to the main access road to a Tesco Extra retail unit (also served by a petrol filling station) (and therefore the potential for linked trips is similar)
- The restaurant is located at the entrance of a wider retail park;
- The Burger King is adjacent to a major road (the A452) (and therefore the potential for pass-by trips is similar); and
- The Burger King is in very close proximity to bus stops (and therefore its sustainable transport offering is similar).

5.2.3 On this basis, the survey site is considered highly representative and appropriate to establish trip demands to the proposed development. Accordingly, i-Transport commissioned a traffic survey to be undertaken at the operational Burger King at Princess Alice Retail Park, Sutton Coldfield. Surveys were undertaken on Thursday 11th April 2024 and Saturday 13th April 2024. This was outside of school holidays for the local area surrounding the site (who returned to school on Monday 8th April).

5.2.4 The survey methodology included surveys during the typical 'lunchtime peak' (between 12:30 and 14:30) and 'evening peak' (between 16:30 and 18:30). The survey recorded all movements in and out the site, every 15 minutes, supplemented by travel surveys to identify the mode share of trips and propensity for linked trips.

Dine-in Trip Generation

5.2.1 The peak hour trip demand for both a weekday and weekend day of the operational Burger King at Princess Alice Retal Park, Sutton Coldfield, as obtained by the survey, is summarised in Table 5.1 below.

Table 5.1 – Surveyed Site – Vehicular Trips (Total Person Count Multiplied by proportion who responded to travel survey as having arrived at the site by car)

Period	Vehicular Trip Generation		
	In	Out	Two-Way
Weekday Lunchtime Peak Hour (12:30 – 13:30)	18	21	39
Weekend Lunchtime Peak Hour (13:00 – 14:00)	29	28	56

Note: Numbers may not sum due to rounding

5.2.2 The site in question is sized at circa 380sqm. Accordingly, to derive a trip rate and express it as per TRICS outputs, Table 5.2 below provides the trip rate per 100sqm.

Table 5.2 – Surveyed Site – Vehicular Trip Rate per 100sqm

Period	Vehicular Trip Generation		
	In	Out	Two-Way
Weekday Lunchtime Peak Hour (12:30 – 13:30)	4.856	5.884	10.740
Weekend Lunchtime Peak Hour (13:00 – 14:00)	7.063	8.071	15.134

Note: Numbers may not sum due to rounding

5.2.3 The proposed restaurant is circa 230sqm in size. Accordingly, Table 5.3 below applies the trip rates set out in Table 5.2 to the quantum of proposed development.

Table 5.3 – Proposed Site – Anticipated Trip Demand

Period	Vehicular Trip Generation		
	In	Out	Two-Way
Weekday Lunchtime Peak Hour (12:30 – 13:30)	11	14	25
Weekend Lunchtime Peak Hour (13:00 – 14:00)	16	19	35

Note: Numbers may not sum due to rounding

5.2.4 On this basis, it is anticipated circa 12 - 18 vehicles, i.e., one vehicle roughly every three/four minutes, will seek to visit the site.

5.2.5 As part of the survey at Princess Alice Retail Park, the proportion of linked trips was also derived. Visitors to the Burger King were asked whether their trip was exclusively to visit the Burger King or whether it was linked with another journey purpose such as shopping (noting the close proximity to the Tesco Extra).

5.2.6 Across both a weekday and weekend day, 20% of all vehicle trips were recorded as being a linked trip with the adjacent Tesco store. Applying this to the anticipated vehicle demand, circa one additional vehicle every four minutes can be expected to be 'new' to the local highway network as a result of the proposal. Outside these daily peaks, demand for visiting the site is forecast to be lower.

5.2.7 Accordingly, this level of change is unlikely to result in material impacts on the local highway network.

SECTION 6 SUMMARY AND CONCLUSIONS

6.1.1 Burger King UK Group Limited (hereafter referred to as Burger King) (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for the construction of a 232sqm GFA Burger King restaurant located in the car park of Tesco Extra in Barnsley.

6.1.2 The site is located to the east of Barnsley along the A633 Wombwell Lane, circa 350m southeast of Stairfoot Roundabout. The site is located within the existing car park of Tesco Extra and will use the area of the car park located adjacent to the A633 Wombwell Lane, immediately north of the petrol filling station.

6.1.3 The proposed development is for the construction of a 232sqm GFA dine-in restaurant, intended for occupation by the applicant. The proposal includes the reprovision of 53 parking spaces including disabled spaces and dedicated staff spaces (to reflect later opening hours), cycle parking and a servicing bay.

6.1.4 The site has a good range of sustainable journey opportunities including access to frequent bus services, providing connection to Barnsley and Wombwell and good local pedestrian and cycling routes within the vicinity of the site. Therefore, the site is well positioned in a location where it can facilitate travel for staff and customers via a range of sustainable and active travel modes.

6.1.5 To estimate the traffic generation/attraction of the proposed development, the TRICS database was initially interrogated. However, within TRICS there is no category for 'Drive-To' restaurants of the nature of this development being proposed (all are table service restaurants, etc). As such, i-Transport has sought to find other comparable sites. This has resulted in an operational Burger King dine-in restaurant at Princess Alice Retail Park, Sutton Coldfield being identified.

6.1.6 The survey site is considered highly representative and appropriate to establish trip demands to the proposed development. Accordingly, i-Transport commissioned a traffic survey to be undertaken at the operational Burger King at Princess Alice Retail Park, Sutton Coldfield. Surveys were undertaken on Thursday 11th April 2024 and Saturday 13th April 2024. This was outside of school holidays for the local area surrounding the site (who returned to school on Monday 8th April). From this survey, a trip rate has been derived and applied to the proposed development.

6.1.7 As a result, it is anticipated circa 12-18 vehicles, i.e., one vehicle roughly every three/four minutes, will seek to visit the site. However, as part of the survey at Princess Alice Retail Park, the proportion of linked trips was also derived. Across both a weekday and weekend day, 20% of all vehicle trips were recorded as being a linked trip with the adjacent Tesco store. Applying this to the anticipated vehicle demand, circa one additional vehicle every four minutes can be expected to be 'new' to the local highway network as a result of the proposal. Outside these daily peaks, demand for visiting the site is forecast to be lower.

6.1.8 Accordingly, this level of change is unlikely to result in material impacts on the local highway network.

6.1.9 The proposal, which results in a net reduction in car parking at the site by 49 spaces, results in the retention of 714 parking spaces available for retail park customers (both Tesco and Burger King). A baseline survey identified not even half of parking at the site was taken up at the busiest times for the Tesco store and therefore the residual parking provision will continue to more than adequately accommodate demand from both the Tesco and Burger King stores.

6.2 Conclusion

6.2.1 On the basis of the above, it is concluded the proposal will not result in a material impact on the surrounding local highway network or its safe operation.

6.2.2 Accordingly, the development is acceptable in transport terms.

DRAWING

ENTRY

EXIT

53 PARKING BAYS

SERVICE BAY

STAFF

STAFF

STAFF

UNIT
2500 SQ.FT
DRIVE-TO

SUB STATION

PLANT

FTA Design 13/18 Tonne Rigid Vehicle (2006)

FTA DESIGN 13/18 TONNE RIGID VEHICLE (2006)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

SCALE BAR @ 1:250

0 1 2 5 10 25

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286.
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i-Transport

85 Gresham Street, London, EC2V 7NQ

Tel: 020 3705 9215

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	21.03.24	JMc	UPDATED SITE LAYOUT , UPDATED SWEPT PATH ANALYSIS	JN	NM
A	13.06.23	WM	UPDATED SITE LAYOUT	JN	NM

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - FTA DESIGN RIGID VEHICLE

PROJECT: TESCO EXTRA, BARNSLEY

CLIENT: BURGER KING

DRAWN:	CHECKED:	APPROVED:
JMc	JN	NM
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITL19141	1:250	06.06.23
DRAWING No:		**REV:**
ITL19141-GA-003		B

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APPENDIX A. PARKING SURVEY RESULTS

TESCO BARNSLEY - CAR PARK OCCUPANCY SURVEY
22ND OCTOBER 2022

Horizon
Parking

TESCO

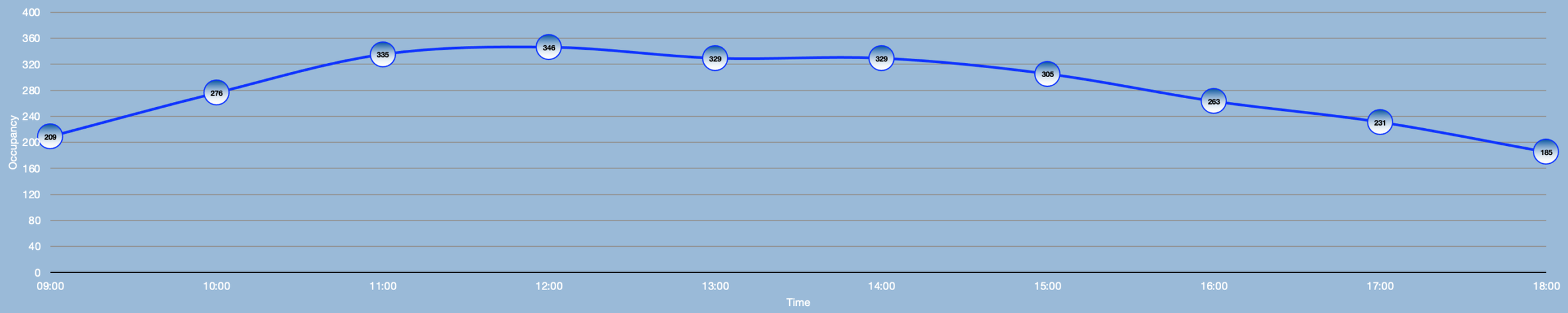
Horizon
Parking

SURVEY DETAILS	
Survey Date(s):	Saturday, 22nd and Sunday, 23rd October 2022
Survey Location:	Tesco Barnsley, Wombwell Lane, Barnsley, S70 3NS
Survey Background:	Tesco Extra Barnsley is located approximately a 1.97 mile driving distance south-east from the centre of Barnsley in Stairfoot. It is in close proximity to Hunningley Primary School and Stairfoot Business Park. The store is also a short walking distance from Kendray Hospital, Birk Avenue Park, Ashville Medical Practice and Oaks Business Park. Hourly aerial photographs were taken from two vantage points of the upper level car park from 09:00am – 06:00 pm., on Saturday 22nd October and a hourly manual occupancy count was obtained from 10:00 am to 12:00 Noon due to poor weather and aerial photographs from 01:00 pm to 04:00 pm on 23rd October in order to provide an overview of the car park and visual interpretation of the peak times during the day. Heatmaps have been generated from the hourly occupancy data, Red 100% depicting a bay occupied every hour, whilst blue 0% represents zero occupancy.
CAR PARK DETAILS	
Current Car Park Management :	Horizon Parking
Current Car Park Control:	DPC
Site Access:	Single entrance/exit via Wombwell Lane
Total Number of standard parking spaces:	692
Number of disabled parking spaces:	32
Number of Parent & Child parking spaces:	29
Details of any other spaces used for ie. electric vehicle charging/cycle/motorcycle/car wash/recycling facilities/ATM's	4 electric vehicle charging bays Motorcycle bays
Survey Notes:	Two rows of bays in the first parking aisle north-west of site has been converted to a large click and collect area. The second parking aisle north-west of store has 4 bays reserved for charging of electric vehicles.

TESCO

Horizon Parking

Car Park Occupancy Count Survey															
Location	Tesco Barnsley Extra														
Available bays		692		32		29		6		4		0		763	
Date	**Time**	**Standard bays**		**Disabled bays**		**Parent & Child bays**		**Click & Collect bays**		**Electric Charging Bays**		**Car Wash bays**		**Total**	
Saturday, 22nd October 2022	09:00	185	27%	13	41%	5	17%	4	67%	2	50%	0	0%	209	27.4%
	10:00	238	34%	19	59%	15	52%	1	17%	3	75%	0	0%	276	36.2%
	11:00	278	40%	28	88%	25	86%	0	0%	4	100%	0	0%	335	43.9%
	12:00	286	41%	29	91%	26	90%	1	17%	4	100%	0	0%	346	45.3%
	13:00	283	41%	22	69%	21	72%	0	0%	3	75%	0	0%	329	43.1%
	14:00	283	41%	21	66%	18	62%	1	17%	0	0%	0	0%	323	42.3%
	15:00	260	38%	14	44%	28	97%	0	0%	3	75%	0	0%	305	40.0%
	16:00	216	31%	20	63%	25	86%	0	0%	2	50%	0	0%	263	34.5%
	17:00	199	29%	14	44%	15	52%	1	17%	2	50%	0	0%	231	30.3%
	18:00	159	23%	11	34%	14	48%	0	0%	1	25%	0	0%	185	24.2%



Tesco Barnsley Extra	
Peak Time	12:00
Occupancy Count	346
%	45.3%
No. of unoccupied bays	417

Tesco Barnsley Extra

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All dimensions on this drawing are in millimeters (unless otherwise stated).
Do not scale from this drawing

Note:

1. Information is based on an hourly drone survey carried out between the hours of 09:00 & 18:00 on Saturday 22nd October 2022.

Key:

- Occupancy 100%
- Occupancy 90%
- Occupancy 80%
- Occupancy 70%
- Occupancy 60%
- Occupancy 50%
- Occupancy 40%
- Occupancy 30%
- Occupancy 20%
- Occupancy 10%
- Occupancy 0%

Rev	Date	Amendment

Status: INFORMATION

Project No	Dwg No	Rev
3666 2814	SK01	-

Dwg Title: Occupancy Survey Heat Mapping Day 1

Date	Scale
Nov 2022	1:500 @ A1

Drawn	Designed	Checked
DJW	TT	TT

Project: Tesco Barnsley Extra (2814)
Wombwell Lane, Barnsley S70 3NS

Client: Horizon Parking

GPS
CREATE THE DIFFERENCE
Gleneagles Project Services Ltd
2 Pellon Place, Bradley Business Park,
Dyson Wood Way, Huddersfield, HD2 1GT
Tel: 01484 422219 Email:enquiries@gps-ltd.co.uk

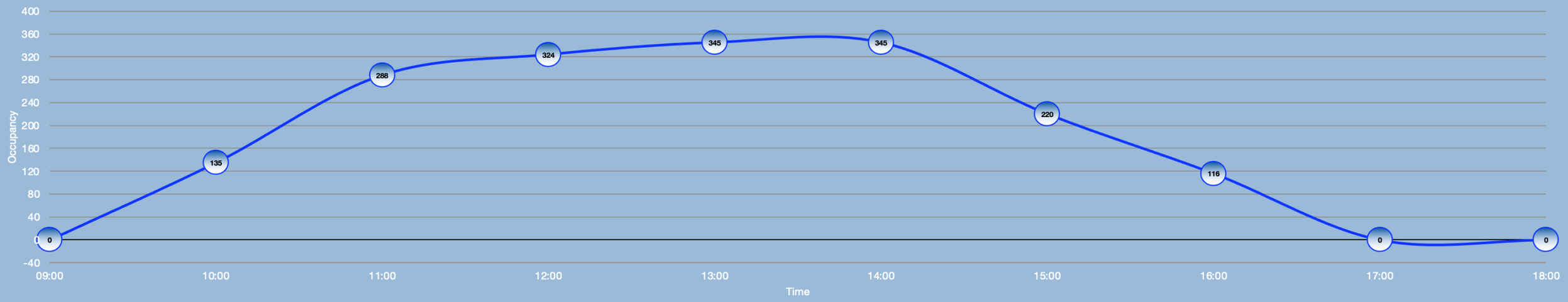
TESCO BARNSLEY EXTRA - CAR PARK OCCUPANCY SURVEY
23 OCTOBER 2022

Horizon
Parking

TESCO

Horizon
Parking

Car Park Occupancy Count Survey															
Location	Tesco Barnsley Extra														
Available bays		692		32		29		6		4		0		763	
Date	**Time**	**Standard bays**		**Disabled bays**		**Parent & Child bays**		**Click & Collect bays**		**Electric Charging Bays**		**Car Wash bays**		**Total**	
Sunday, 23rd October 2022	09:00	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.0%
	10:00	116	17%	6	19%	11	38%	0	0%	2	50%	0	0%	135	17.7%
	11:00	238	34%	19	59%	28	97%	0	0%	3	75%	0	0%	288	37.7%
	12:00	274	40%	16	50%	29	100%	2	33%	3	75%	0	0%	324	42.5%
	13:00	301	43%	13	41%	27	93%	1	17%	3	75%	0	0%	345	45.2%
	14:00	239	35%	17	53%	24	83%	2	33%	0	0%	0	0%	282	37.0%
	15:00	182	26%	14	44%	23	79%	0	0%	1	25%	0	0%	220	28.8%
	16:00	107	15%	2	6%	6	21%	0	0%	1	25%	0	0%	116	15.2%
	17:00	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.0%
	18:00	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0.0%



Tesco Barnsley Extra	
Peak Time	13:00
Occupancy Count	345
%	45.2%
No. of unoccupied bays	418

Tesco Barnsley Extra

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Do not scale from this drawing

Note:

1. Information is based on an hourly drone survey carried out between the hours of 10:00 & 16:00 on Sunday 23rd October 2022.

Key:

- Occupancy 100%
- Occupancy 90%
- Occupancy 75%
- Occupancy 60%
- Occupancy 45%
- Occupancy 30%
- Occupancy 15%
- Occupancy 0%

Rev	Date	Amendment

Status: INFORMATION

Project No	Dwg No	Rev
3666 2814	SK02	-

Dwg Title: Occupancy Survey Heat Mapping Day 2

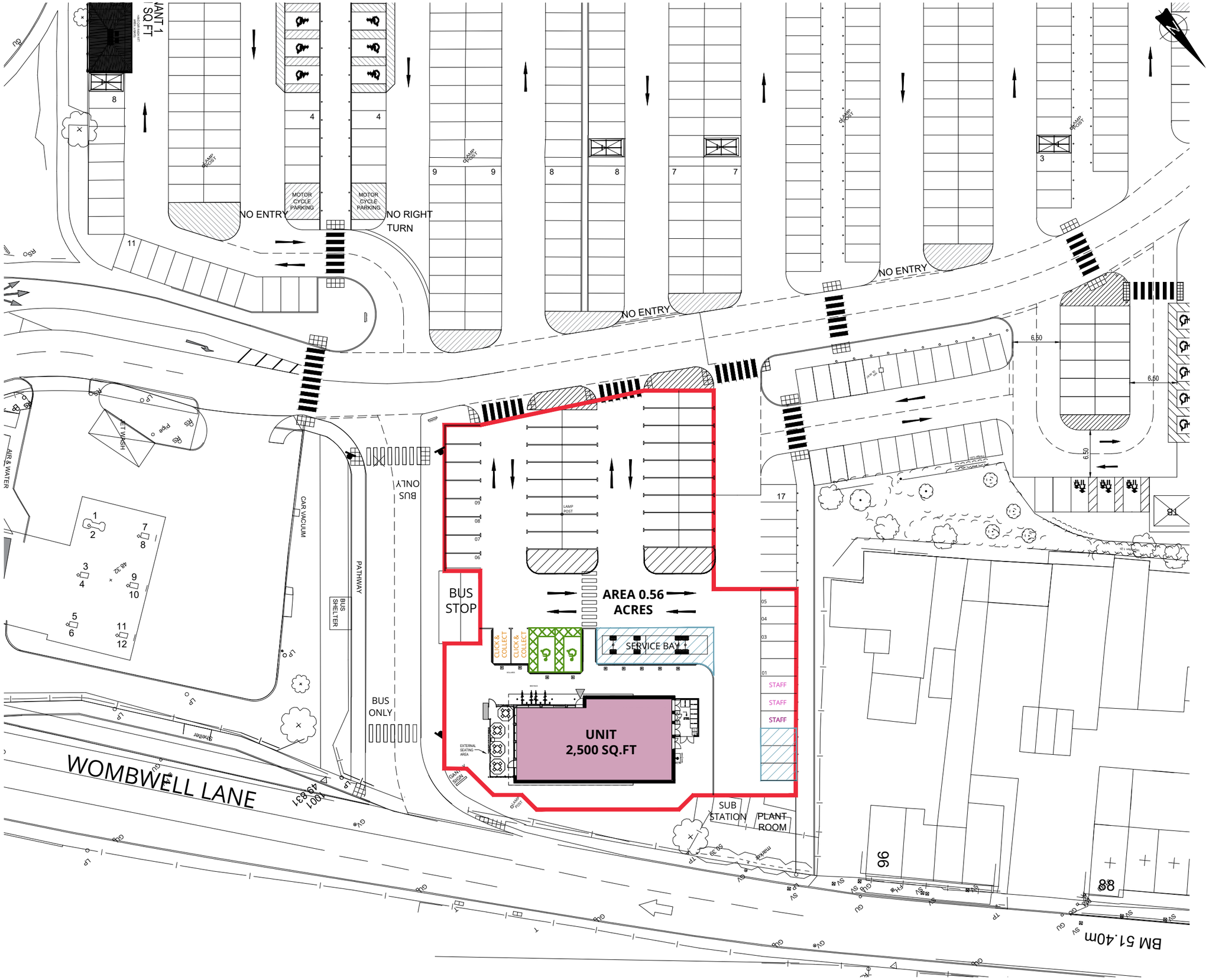
Date	Scale	
Nov 2022	1:500 @ A1	
Drawn: DJW	Designed: TT	Checked: TT

Project: Tesco Barnsley Extra (2814)
Wombwell Lane, Barnsley S70 3NS

Client: Horizon Parking

GPS
CREATE THE DIFFERENCE
Gleneagles Project Services Ltd
2 Pellon Place, Bradley Business Park,
Dyson Wood Way, Huddersfield, HD2 1GT
Tel: 01484 422219 Email:enquiries@gps-ltd.co.uk

APPENDIX B. SITE LAYOUT PLAN



SCALE 1 : 500
SCALE 1 : 1

0m 5m 10m 20m 30m 40m 50m
0m 10mm 20mm 40mm 60mm 80mm 100mm

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Urban Edge Architecture Limited
One Scotgate Mews, Scotgate,
Stamford, Lincolnshire, PE9 2FX.

Tel. ++44 (0)1780 755 665
Fax. ++44 (0)1780 755 360

DO NOT SCALE FROM THIS DRAWING - ALL DIMENSIONS TO BE CHECKED ON SITE, ANY DISCREPANCIES RAISED WITH URBAN EDGE

DRAWING TO BE READ IN COLOUR

SITE ADDRESS:

WOMBWELL LANE
BARNSLEY
S70 3NS

LEGEND:

PLANNING APPLICATION

CAR PARKING NUMBERS:

PARKING NUMBERS				
CAR PARKING	CLICK & COLLECT	DISABLED BAYS	STAFF BAYS	TOTAL
9	2	2	3	16

KEY:

= SERVICE ZONE NO PARKING
= DISABLED PARKING SPACES
STAFF = CLICK & COLLECT BAY
CLICK & COLLECT = CLICK & COLLECT BAY

Rev No	Description	Drawn By	Date
P00b	KEY ADDED	ND	15.05.24
P00a	KEY ADDED	ND	10.05.24

URBANEDGE
architecture / landscape / masterplanning

Client
BKUK GROUP LIMITED

Project
BURGER KING BARNSLEY

Drawing
PROPOSED BLOCK PLAN 2500 SQ.FT DRIVE-TO UNIT

Issue Purpose
PLANNING

UE Proj No	Scale	Date	Drawn	Status	Revision
2763	A3 @ 1:500	APRIL 2024	ND	-	P00b

Project - Organisation - Volume/System - Level - Type - Role - Number
2763-URB-BA-XX-DR-A-208151

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