

Capitol Park - Phase 1 Transport Statement

Client name
Commercial Development
Projects

Project name
Capitol Park, Barnsley

Date
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Project number
60501921

Prepared by
Steve Moss

Revision History

Revision	Revision date	Details	Authorised	Name	Position
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Introduction

This Technical Note has been prepared to support a Reserved Matters planning application on support of Phase 1 of the Capitol Park development, Barnsley and sets out the predicted vehicle trip generation which is then compared to the level of traffic as agreed through the planning conditions.

The detail is set out below, although the overall conclusion is that the occupation of this unit does not exceed the agreed vehicle trip threshold and therefore no off site highway mitigation is required.

Extant Consent

The development site gained an Outline planning consent (ref 2016/0713) in October 2016, and as it relates to the overall traffic generation from the site condition 26 states that:

The development mix is given as comprising two phases, Phase 1 being an initial phase of development comprising three units and Phase 2 being the fourth and final unit on the site, the cumulative two way vehicle trip generation for both of these phases will be controlled as follows:

The Phase 1 development will have a maximum Floor Area of 11,844sq.m (127,500sq.ft) and must not result in greater than 64 and 63 two way vehicle trips in the weekday AM peak hour (0800 to 0900) and the weekday PM peak hour (1700 to 1800) respectively. This Phase of development will not require any mitigation to the local highway network prior to the occupation of any units;

The Phase 2 development will have a maximum Floor Area of 4,655sq.m (50,000sq.ft) and must not result in greater than 24 and 25 two way vehicle trips in the weekday AM peak hour (0800 to 0900) and the weekday PM peak hour (1700 to 1800) respectively. Prior to development commencing on phase 2 a scheme of mitigation shall be submitted to and approved in writing by the LPA.

The total number of trips will be calculated according to the formula (Revision A), dated received 26 September 2016.

The development shall be undertaken in accordance with the approved details.

Reason: To control the number of new vehicles on the highway network and prevent additional congestion in accordance with policy CSP26.

Therefore, it is considered that upto 64 and 63 two way vehicle trips can be generated from the site prior to any offsite highway works being required, this being based upon a General Industrial development having an overall Gross Floor Area of 11,844 sq.m (127,500 sq.ft)

Vehicle Trip Generation - TRICS

As a further assessment of vehicle trips, we can then determine the likely number of vehicles based upon the General Industrial land use trip rates as agreed through the planning application.

Table 1. Agreed General Industrial Vehicle Trip Rates (per 100 sq.m GFA)

Peak Hour	Arrivals	Departures	Two Way
AM Peak (0800 to 0900)	0.380	0.158	0.538
PM Peak (1700 to 1800)	0.169	0.367	0.536

Source: AECOM

Therefore for a development having a GFA of 7,063 sq.m the peak hour vehicle trips can be given as follows.

Table 2. Vehicle Trip Generation

Peak Hour	Arrivals	Departures	Two Way
AM Peak (0800 to 0900)	27	11	38
PM Peak (1700 to 1800)	12	26	38

Source: AECOM

Therefore, as can be seen from the above, based upon the agreed trip generation rates the proposed unit is predicted to generate less than 64 or 63 two way trips in either the weekday AM or PM peak hour.

It is therefore considered that no off site highway mitigation is required for the occupation of this development through the Reserved Matters planning application.