

Industrial Development Phase 2 Capitol Park Barnsley

Transport Statement

Commercial Development Projects Ltd

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4. Introduction

This Transport Statement has been prepared on behalf of Commercial Development Projects Ltd (CDP) to support a Reserved Matters Planning Application on their site at Capitol Park, Barnsley to the west of junction 37 of the M1. This report supports the resubmission of the reserved matters application to support a minor increase in total floorspace from 36,000sq.ft to 37,900sq.ft.

It will set out the levels of traffic that have been assessed and agreed as part of the previous overall outline planning application for the site as being accepted prior to any offsite works being required, and then compare this to the traffic generated by the current proposals for the wider Capitol Park site.

The conclusion being that this Phase 2 development can be accommodated within the previously assessed traffic levels that have been agreed do not require any offsite highway works.

5. Planning History

5.1 Overall Outline Consent

The overall site gained an outline planning consent in October 2016 (Ref 2016/0713) for a total of 16,499sq.m (177,530sq.ft) of Industrial development, 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 the 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).

However, it should be restated that as part of the original Transport Assessment from 2016 the following Committed Development was also assessed on the wider Capitol Park site.

- 25,000sq.ft of further industrial development on vacant land to the east of Capitol Close.

5.2 Previous Development on the Site

Since the granting of the original outline consent, a reserved matters and a full planning application have been submitted on the site:

In February 2017 a reserved matters planning application was submitted and approved (Ref 2017/0248) for an industrial unit on the eastern portion of the CDP site having a GFA of 7,063sq.m (76,000sq.ft).

In July 2017 a full planning application (Ref 2017/0987) was submitted on the northern part of the CDP site for the erection of a 7,000sq.m NHS blood centre, which then replaced 6,503sq.m of the extant outline industrial consent from 2016.

AECOM are also aware of a development by others to the east of Capitol Close which proposes a total of 7,000sq.m of industrial land use.

6. Current Proposals

The proposals by CDP have been slightly amended from our previous report dated August 2017 with the size of Unit B increasing to include an additional 1,900sq.ft (177sq.m).

The proposals are still therefore are for two industrial units now having a total GFA of 37,900sq.ft (3,522sq.m) taking access from Capitol Close via the access that was granted an outline consent in 2016 and is currently being constructed as part of the approved Phase 1 development.

The layout is then shown in **Figure 1** below for ease of reference.

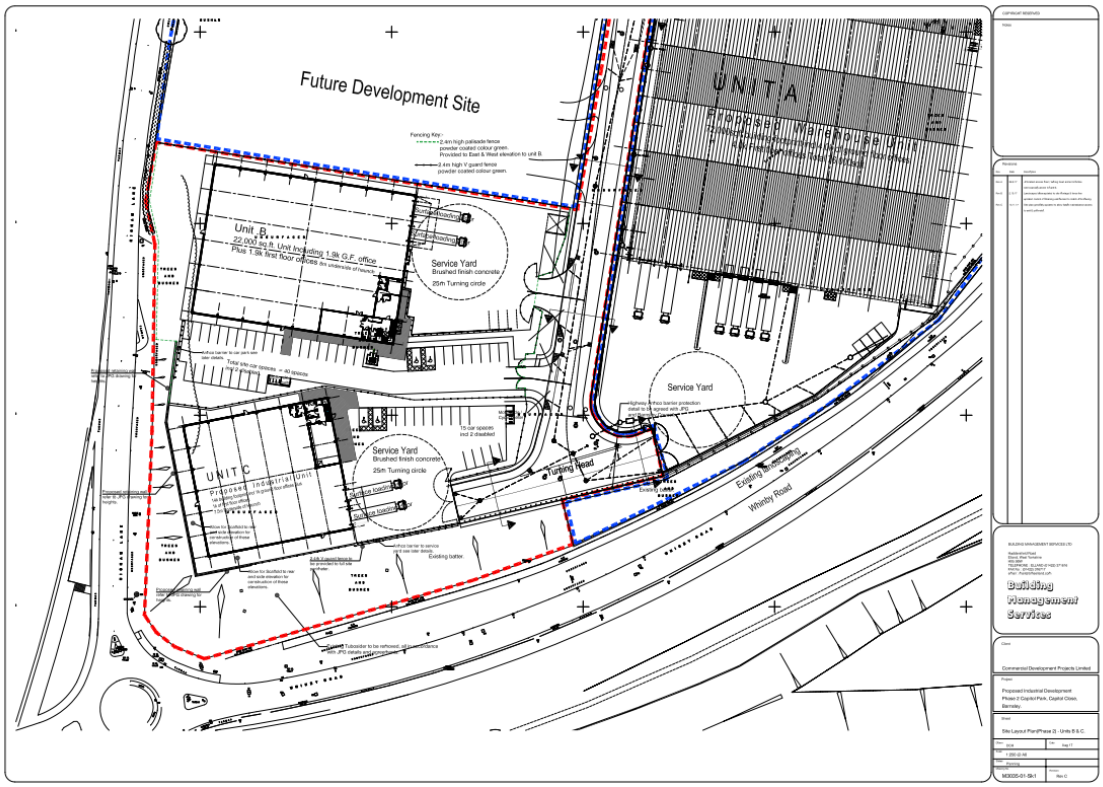


Figure 1. Phase 2 Layout

7. Trip Generation

7.1 Introduction

This section will set out the level of weekday peak hour traffic that can be generated from the wider Capitol Park site prior to any off site works being required.

It will set out the proposed level of trip generation from the site associated with the consented Phase 1 Industrial and the current NHS planning application, as well as a proposal by others in realtion to a site to the east of Capitol Close and the traffic associated with this reserved maters Phase 2 application.

The conclusion being that this additional Phase 2 reserved matters traffic can be accommodated within the overall traffic levels that were assessed at the outline stage in 2016, and agreed as not requiring any offsite highway works.

7.2 Consented Traffic Levels

7.2.1.1 Introduction

The consented traffic levels are those that were assessed in 2016 and deemed to be acceptable prior to any offsite highway works being required, these included the following:

- CDP development, total of 11,844sq.m (127,500sq,ft) allowed prior to offsite works and controlled by planning condition, and
- 25,000sq.m of industrial development to the east of Capitol Close.

The trips can then be set out as follows using the agreed vehicle trip generation rates set out in the original Transport Assessment from 2016, which can be given below for ease of reference.

Table 1. Agreed Industrial Vehicle Trip rates

Peak	Arrivals	Departures	Two Way
AM Peak	0.380	0.158	0.538
PM Peak	0.169	0.367	0.536

Source: AECOM

The above have then been used to derive the following vehicle trips.

7.2.1.2 Permitted CDP Development Prior to Offsite Works

As mentioned above a total of 11,844sq.m (127,500sq,ft) are allowed prior to the offsite works being required and this has been controlled by planning condition, and the level of trips can then be given as follows:

Table 2. CDP Total trips prior to any offsite works

Peak	Arrivals	Departures	Two Way
AM Peak	45	18	63
PM Peak	20	43	63

Source: AECOM

7.2.1.3 Committed Development Trips

As mentioned above a total of 25,000sq.m was also included to allow for future development on the wider Capitol Park site to the east of Capitol Close, and the level of traffic associated with this can then be given as follows.

Table 3. 25,000sq.m Committed Development trips

Peak	Arrivals	Departures	Two Way
AM Peak	95	40	135
PM Peak	42	92	134

Source: AECOM

7.2.1.4 Total Assessed Traffic

The total level of traffic from the wider Capitol Park site (including the CDP site) assessed as part of the original outline planning consent can then be given as follows, and it has been agreed that this can be developed prior to any offsite works being required.

Table 4. Total trips prior to any offsite works (agreed through the 2016 outline planning assessment)

Peak	Arrivals	Departures	Two Way
AM Peak	140	58	198
PM Peak	62	135	197

Source: AECOM

Therefore, a total of 198 two way trips have been assessed and agreed as being acceptable prior to any offsite improvements being required.

7.3 Proposed Traffic Generation

The currently proposed traffic generation can then be given as follows and will include the following:

- the currently proposed Phase 2 development on the CDP site (3,522sq.m)
- Phase 1 of the CDP site on capitol Close (7,063sq.m) – Approved.
- The NHS proposals on the CDP Site, currently under consideration, and
- The separate development to the east of Capitol Close being promoted by others (GFA 7,000sq.m), currently under consideration by BMBC.

7.3.1.1 CDP Phase 2 Development

The currently proposed reserved matters planning application is for a total of 3,522sq.m (37,900sq.ft) of industrial development and using the agreed trip rates the trip generation can be given as follows.

Table 5. CDP Phase 2 Trips

Peak	Arrivals	Departures	Two Way
AM Peak	13	6	20
PM Peak	6	13	19

Source: AECOM

7.3.1.2 CDP Phase 1 (Already consented)

The already consented Phase 1 industrial development on the site has a total GFA of 7,063sq.m and will generate the following level of trips

Table 6. CDP Phase 1 Trips (Already consented)

Peak	Arrivals	Departures	Two Way
AM Peak	27	11	38
PM Peak	12	26	38

Source: AECOM

7.3.1.3 Current NHS proposals

The NHS proposals on the site are currently being considered by BMBC and with reference to the supporting Transport Assessment the assumed trip generation can be given as follows.

Table 7. CDP NHS Trips (Under consideration)

Peak	Arrivals	Departures	Two Way
AM Peak	58	29	87
PM Peak	0	29	29

Source: AECOM

7.3.1.4 Development to the east of Capitol Park (promoted by others)

AECOM are aware of a proposal for 7,000sq.m of industrial development to the east of Capitol Close being promoted by others and by using the agreed trip rates the trip generation can be given as follows.

Table 8. Development to the east of Capitol Close by Others(Under consideration)

Peak	Arrivals	Departures	Two Way
AM Peak	27	11	38
PM Peak	12	26	38

Source: AECOM

7.3.1.5 Total Proposed Trips

Therefore by taking the above trip generation the total currently proposed level of traffic associated with the wider Capitol Park site area can be given as follows.

Table 9. Total development trips on the wider Capitol Park

Peak	Arrivals	Departures	Two Way
AM Peak	125	57	183
PM Peak	30	93	124

Source: AECOM

Therefore the current proposals are predicted to generate a total of 183 and 124 two way trips in the weekday AM and PM peak hours, this only being an increase of 2 vehicles two way from the previous report ion August 2017.. This is then less than the total of 198 two way trips in either the weekday AM or PM peak periods before any offsite works are considered to be required.

Therefore, it is considered that the currently proposed Phase 2 reserved matters application traffic on the CDP site can be accommodated on the network within the overall trip levels assessed as part of the wider outline consent prior to any offsite works being required.

8. Conclusions

This Transport Statement has been prepared to support a reserved matters planning application for Phase 2 of the CDP development at Capitol Park, Barnsley.

The development comprises two units having a total GFA of 37,900sq.ft (3,522sq.m) taking access from Capitol Close via the already consented access. This is then a very slight increase of 1,900 sq.m (177sq.m) from that which was assessed in August 2017.

As part of the assessment of the original outline consent the following levels of development were assessed and agreed to not require any offsite highway works:

- 11,844sq.m of industrial development on the CDP site, and
- 25,000sq.m of committed development on the wider Capitol Park site.

The above will then generate a total of 198 two way trips in either the weekday AM or PM peak period.

As part of the assessment of this Phase 2 of the CDP site the following committed or proposed development also need to be taken into account:

- Phase 1 of the CDP development;
- Proposed NHS development on the CDP site (which replaces part of the consented industrial land use), and
- A development by others to the east of Capitol Close.

The above, along with Phase 2 of the CDP site is predicted to generate a total of 183 and 124 two way trips in the weekday AM and PM peak hours, which equates to an increase of only 2 trips two way.

Therefore, as this is less than the 198 two way trips in either peak that have been agreed as not requiring any offsite works, it is considered that there are no highway reasons why this reserved matters for Phase 2 on the CDP site cannot be approved.

Industrial Development Phase 2 Capitol Park
Barnsley