

Ref: 1023/2

March 2009

PLOT B, WENTWORTH WAY, TANKERSLEY

Client: Gladman Developements Ltd

transport assessment

ashleyhelme associates



TRANSPORT ASSESSMENT

PLOT B,
WENTWORTH WAY,
TANKERSLEY

Client: Gladman Developments Ltd

Report Reference: 1023/2

© 2009 by Ashley Helme Associates Ltd
No part of this publication may be reproduced by any means without the permission of Ashley Helme Associates Ltd

Ashley Helme Associates Ltd
76 Washway Road
SALE, Manchester M33 7RE
Tel: 0161 972 0552

PLOT B,
WENTWORTH WAY, TANKERSLEY

CONTENTS

	Chapter	Page
1.	INTRODUCTION	1
2.	POLICIES & PRINCIPLES OF ACCESS STRATEGY	5
3.	HIGHWAY NETWORK	10
4.	PROPOSED SITE ACCESS ARRANGEMENTS	11
5.	WALK, CYCLE & MOBILITY IMPAIRED	12
6.	PUBLIC TRANSPORT	17
7.	PARKING	23
8.	TRAVEL PLAN	24
9.	TRAFFIC FLOWS	27
10.	SUMMARY AND CONCLUSIONS	31

Appendices

A Junction Geometry: AHA Drg Nos 1023/01-03

Chapter 1
Introduction

1.1 Ashley Helme Associates Ltd (AHA) are appointed by Gladman Developments Ltd to prepare a Transport Assessment (TA) for proposed development on land at Plot B, Wentworth Way, Tankersley, Barnsley (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1 in the context of the local highway network.

1.2 The Site benefits from a planning consent granted in 2008. The permitted scheme comprises warehousing units with a total floorspace of 29,364sm GFA. AHA prepared a Transport Assessment report (ref 1023/1/B) that accompanied the successful planning application.

1.3 The proposed development comprises warehousing units with a total floorspace of 32,641sm GFA. Thus, the proposed development is only 3,277sm GFA larger than the permitted scheme. This is the proper context in which to assess the traffic impact of the proposed development. Thus, the traffic impact of the proposed development is the difference between:

- The Base ('fallback') situation of traffic generated by the permitted development,
- The situation with the traffic generated by the alternative of the proposed development.

Therefore, the TA presents estimates of the traffic generated by the permitted and proposed developments.

1.4 The transport policy context for the proposed development is outlined in Chapter 2. The principles of the access strategy are discussed in Chapter 2, and this provides the means to achieve transport policy objectives. It is fundamental to the approach of the applicant, as represented in the TA, that a holistic view is taken of

the consideration of access to the proposed development by all modes of transport.

1.5 The issues addressed within the TA fall broadly into the following areas:

- Accessibility of the Site by non-car modes, and
- The vehicular traffic impact on the operational performance of the local highway network, assessed quantatively for the TA defined study network.

1.6 A TA study network of junctions is identified, (as indicated on Figure 1.2). The associated local highway network is described in Chapter 3. The proposed Site access arrangements are outline in Chapter 4.

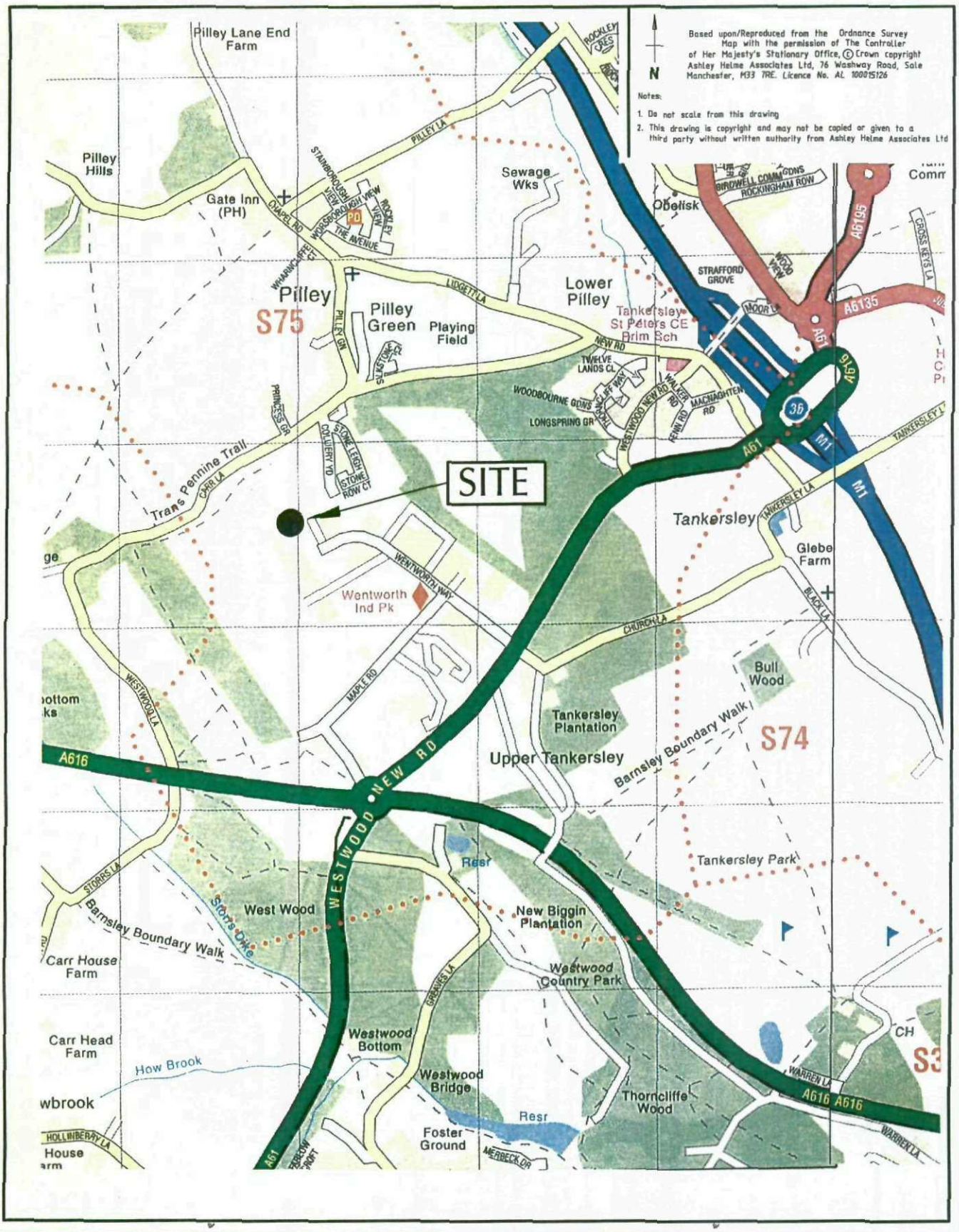
1.7 The accessibility of the Site by choice of mode is considered in Chapters 5 (walk & cycle) and 6 (public transport).

1.8 The parking proposals for the development are outlined in Chapter 7, and discussed in the context of the overall access strategy.

1.9 A Travel Plan is proposed as part of the development and prepared in-house by the applicant Gladman Developments. It is prepared in accordance with the DfT Guidance (August 2002) and the principles of this are outlined in Chapter 8. A separate Travel Plan is submitted, complementary to the TA report.

1.10 The traffic impact of the proposed development on the local highway network is quantatively assessed at the TA study junctions. The estimation of the traffic flows is presented in Chapter 9.

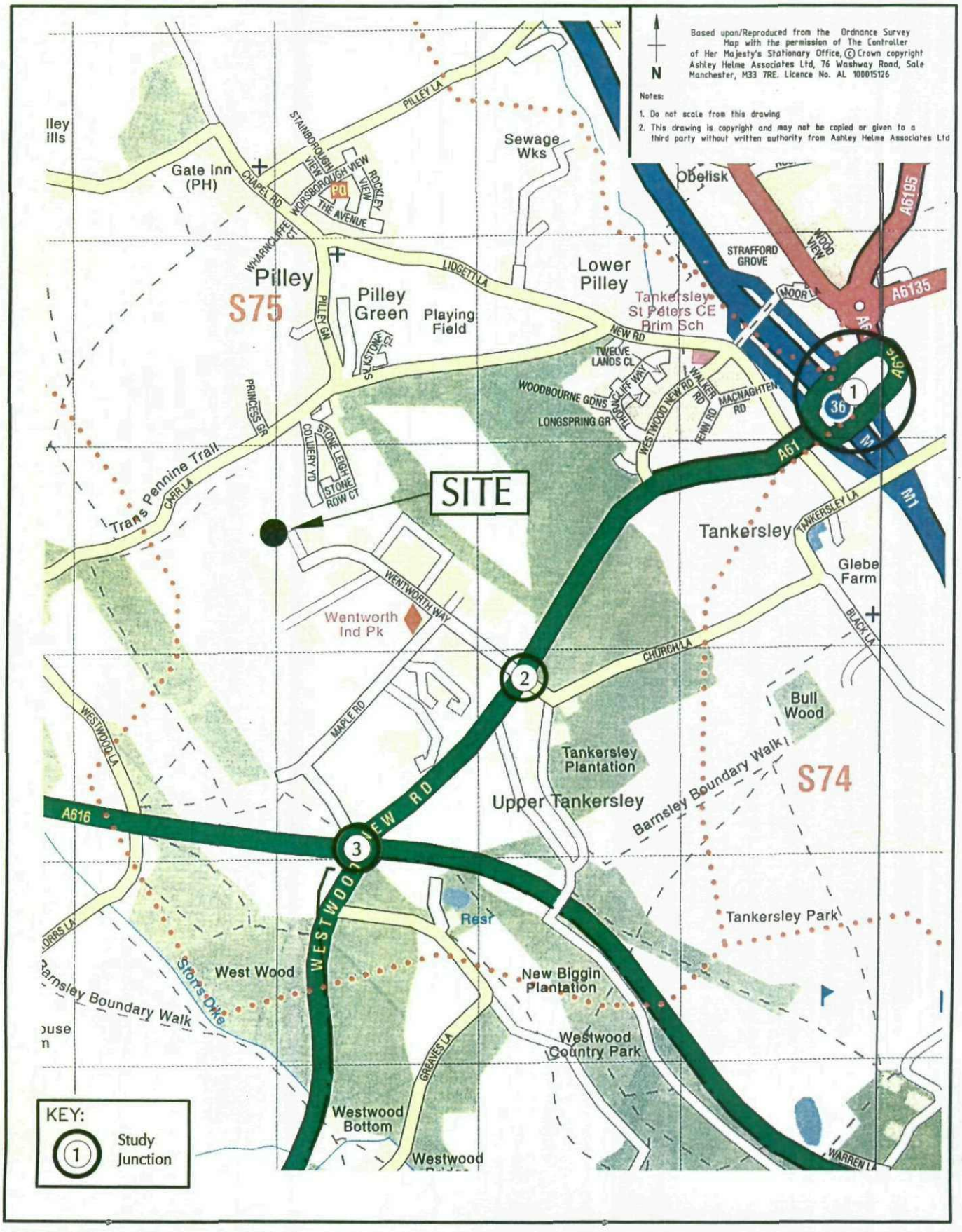
1.11 Chapter 10 presents the conclusions of the TA study.



LOCATION PLAN

FIGURE 1.1

ASHLEY HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552



STUDY JUNCTION NETWORK

FIGURE 1.2

ASHLEY HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552

1023_1.2

Chapter 2

Policies & Principles of Access Strategy

2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy documents and considerations that represent national and local policies. These include:

- PPS 1 & PPG13,
- 2004 Transport White Paper 'The Future Of Transport: A Network for 2030,
- Barnsley UDP.

2.2 A general thrust of current national and local policies is to promote and deliver sustainable transport objectives, and this is a key factor in defining the access strategy for the proposed development.

2.3 **PPS1**

2.3.1 The government's commitment to sustainable development is emphasised in PPS1. This includes advice to local authorities to integrate their transport programmes and land use policies in ways that help:

- Reduce growth in the length and number of motorised journeys,
- Encourage alternative means of travel, which have less environmental impact, and hence
- Reduce reliance on the private car.

2.3.2 PPS1 further advises that the planning system should foster forms of development that encourage walking, cycling and public transport use.

2.3.3 The proposed development respects and reflects the PPS1 transport related objectives.

2.4 **PPG13**

2.4.1 Objectives of current national and local policies (refer PPG13, para 4) are to:

- Promote more sustainable transport choices,
- Promote accessibility to destinations (including jobs, shopping and leisure facilities) by public transport, walking and cycling, and
- Reduce the need to travel, especially by car.

2.4.2 More specifically, PPG13 sets out that it is Government policy to deliver the following sustainable objectives:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling, and
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists.

This is further explicitly re-stated in the 2002 DfT/Office of the Deputy Prime Minister publication 'Using the planning process to secure travel plans: Best practice guide', (para 2.2).

2.4.3 PPG13 recognises that the car will continue to have an important role within the overall transport framework. However, as part of the effort to secure the objectives of the guidance, local authorities are encouraged to actively manage the pattern of urban growth, and PPG13 states that, when considering planning applications, local authorities should:

"• *Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling...*" (para 6).

2.4.4 Government policy for development parking provision is presented in PPG13, which states that local authorities should:

"• *use parking policies, alongside other planning and transport measures to promote sustainable transport choices and reduce reliance on the car for work and other journeys*" (para 6).

2.5 **2004 WHITE PAPER**

2.5.1 The 2004 Transport White Paper 'The Future of Transport: A Network for 2030' sets out that:

'There is huge potential for levels of walking and cycling to increase. More than forty percent of trips are under two miles and a quarter of car journeys are less than two miles. While there will always be some short trips for which a car is the most convenient choice (carrying heavy shopping, for example), many of these short journeys could be done on foot or by bike." (para 6.1),

"Our aim for the next 20 to 30 years is to increase walking and cycling." (para 6.3),

"• *Nearly two-thirds of all public transport journeys in England are by bus. In many areas, and for many journeys, they are the only public transport alternative to using a car. Buses are a powerful tool in tackling the problems caused by congestion, allowing more people to make the same journey while generating less traffic.*" (para 5.1),

"Over the last century increasing access to cars, particularly for traditional bus users such as older people and women, had contributed to a decline in bus patronage. The historic decline was reinforced by planning policies which disburse travel patterns..." (para 5.2).

2.5.2 All of the above emphasise the continuing commitment of Government to supporting patterns of development that are consistent with good accessibility by non-car modes.

2.6 LOCAL POLICIES

The adopted Unitary Development Plan (UDP) and the Local Transport Plan (LTP) include a common theme of aiming to promote sustainable transport. The access strategy for the proposed development is consistent with this.

2.7 PRINCIPLES OF THE ACCESS STRATEGY

2.7.1 The access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with local and national policies.

2.7.2 The accessibility of the Site for those travelling on foot and cycle is established (Chapter 5). The proposed development takes account of the needs of the mobility impaired, in accordance with statutory requirements and good practice.

2.7.3 Wentworth Industrial Park is an established employment location. The existing bus service provision that enables journeys to/from Wentworth Industrial Park (and hence the application Site) is established and the suitability of this appraised, in the context of local and national policies.

2.7.4 A reduced reliance on private cars is promoted in local and national policies (eg PPG13). PPG13 identifies that the desired reduced reliance on private cars is assisted by using parking policies to promote sustainable transport choices. A balanced approach to the development car parking proposals is outlined in Chapter 7.

2.7.5 A Travel Plan will support the development and the achievement of the sustainable travel objectives. The DfT/Office of the Deputy Prime Minister publication 'Using the planning process to secure travel plans: Best Practice Guide' 2002 and the accompanying DfT publications are adopted as the basis for development of the Travel Plan (prepared by the applicant and submitted as a complementary document to the TA).

2.8 SUMMARY

In summary, the development proposal respects and promotes the principles of transport sustainability, and is consistent with national and local transport policy objectives.

Chapter 3

Highway Network

3.1 The Site comprises an area of land to the north of the A616 and west of A61 Westwood New Road, as indicated on Figure 1.1, and lies within the area generally referred to as the Wentworth Industrial Park. The application Site is on land at the Wentworth Industrial Park.

3.2 Traffic generated by the proposed development will pass through the following junctions that comprise the TA study network of junctions:

TA Ref	JUNCTION	CONTROL
1	M1 J36:	roundabout,
2	A61 Westwood New Road/Wentworth Way:	priority,
3	A616/A61 Westwood New Road:	roundabout.

3.3 The TA Junction 1 is the M1 J36. This is a large roundabout, and includes the M1 on- and off-slip roads. The southbound off-slip road is traffic signal controlled, with all other Junction 1 arms working under roundabout control arrangements. The existing layout of Junction 1 is indicated on Drg No 1023/03.

3.4 The TA Junction 2 is a 4 arm crossroads junction, operating under priority control. The existing junction layout is indicated on Drg No 1023/02. This provides access to the existing Wentworth Industrial Park.

3.5 The TA Junction 1 is a 5 arm roundabout. The existing junction layout is indicated on Drg No 1023/01.

3.6 The TA Junctions 1 & 3 form part of the trunk road network and thus the highway authority for these is the Highways Agency (HA). The Council is the highway authority for TA Junction 2.

Chapter 4

Proposed Site Access Arrangements

4.1 As indicated on Figure 1.1, the Site is located to the west of TA Junction 2. All vehicular access to the proposed development on the Site is via the existing access arrangements to/from Wentworth Industrial Park, via Junction 2.

Chapter 5

Walk, Cycle & Mobility Impaired

5.1 **WALK**

5.1.1 The IHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of 5 minutes, based upon typical normal walking speed. Figure 5.1 presents the 5, 10 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m and 2000m distances).

5.1.2 Review of Figure 5.1 indicates the residential area (and hence population) within a 25 minute walk (2000m) of the Site. This encompasses Tankersley, northwest of the Site, and also includes the residential area of Pilley Green (north of the Site). Thus, there is opportunity for employees of the proposed development to live nearby and walk to work.

5.1.3 The proposed development Site is located within an established employment area with pedestrian linkages to the surrounding area.

5.1.4 As well as the footways alongside existing roads, there is an extensive network of public footpaths in the locale of the Site. This includes a public footpath that provides a pedestrian route from the northern end of Wentworth Way to the southern end of Colliery Yard, and the pedestrian route linking to Carr Lane. From Carr Lane there is a pedestrian route to the east to Tankersley and to the north to Pilley Green. This provides a pedestrian Link between the Site and residential areas, as well as a range of amenities, including for example a post office and public house.

5.2 **CYCLE**

5.2.1 Figure 5.2 indicates the 10 and 20 minute cycle isochrones for the Site. This comprises a substantial residential area to the northeast and south of the Site. This provides good opportunity for employees to travel to work at the Site by cycle.

5.2.2 PPG13 provides guidance about cycle parking to be provided in developments, stating for example:

"... the amount of good quality cycle parking in developments should be increased to promote more cycle use" (para 49),

and that local authorities should:

- *"require convenient safe and secure cycle parking in development at least at levels consistent with the cycle strategy in the local transport plan"* (para 51).

5.2.3 In order to further promote cycling to work, covered cycle parking is to be provided for each unit as part of the development.

5.3 **MOBILITY IMPAIRED**

5.3.1 Good accessibility of the proposed development is especially important for the mobility impaired. PPG13 confirms that:

"The Government wants to promote public transport that is accessible to disabled people and a pedestrian environment that enables them to make use of it. However, for some disabled people there is no substitute for the private car. Local authorities, developers and transport providers should work together to seek to meet the accessibility needs of disabled people in all developments by:

- *taking account of their needs, in terms of access arrangements and parking spaces, in location and parking policies. In particular, policies to reduce level of parking must ensure that there are adequate numbers of suitably designed parking spaces for disabled people;*

- *giving attention to the needs of disabled people in the design, layout, physical conditions and inter-relationship of uses ...*
- *ensuring developments, including transport infrastructure, are accessible to and usable by disabled people – as motorists, public transport users and pedestrians – through decisions on location, design and layout."* (para 31).

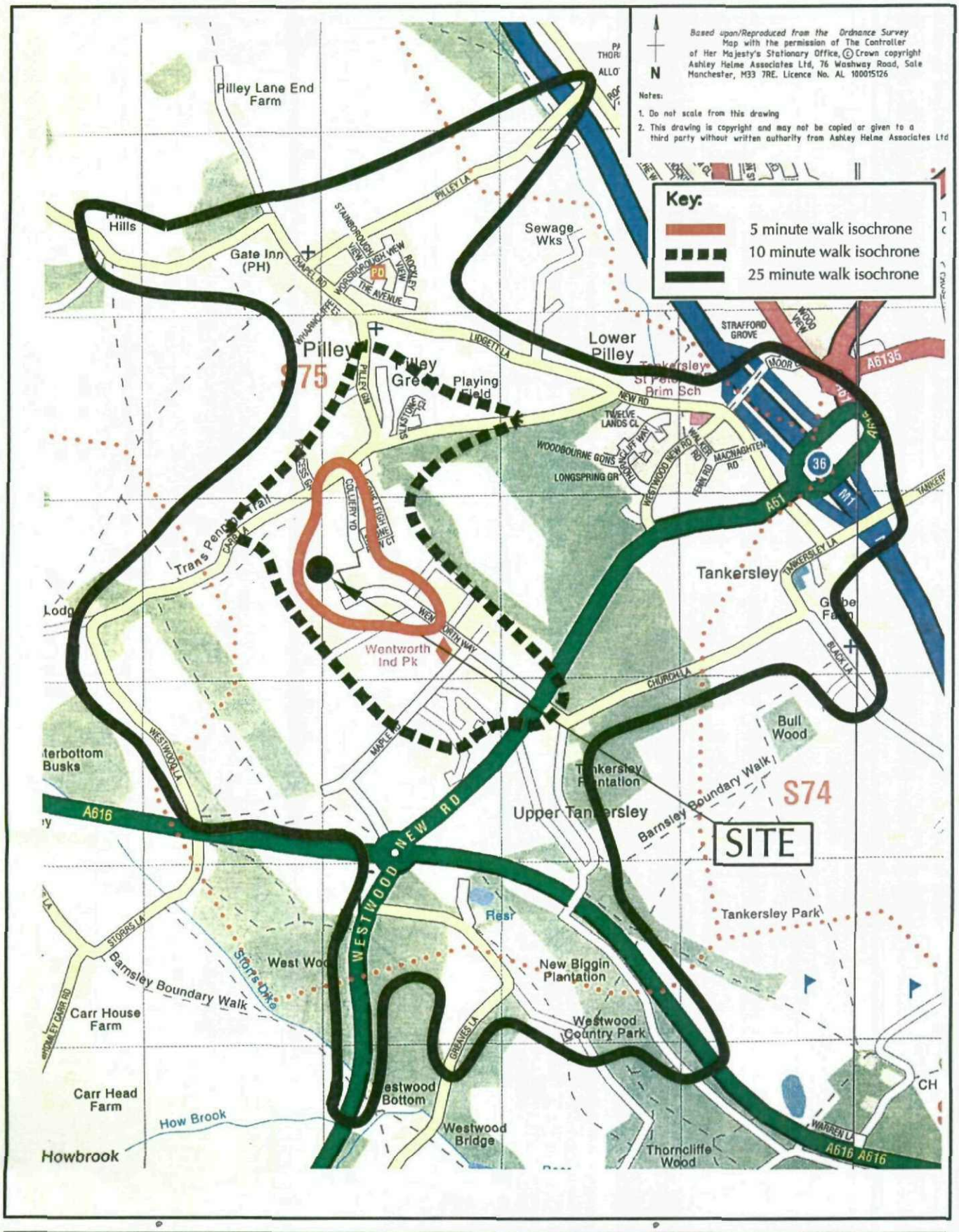
PPG13 identifies that further advice on these matters is available in government publications, for example 'Guidance on the Use of Tactile Paving Surfaces' (1999) and 'Traffic Advisory Leaflet 5/95, Parking for Disabled People'.

5.3.2 The development car parking includes 17 spaces designated for disabled parking, with the spaces located near each of the building unit entrances.

5.3.3 The needs of those with mobility impairment are an important component of the detailed design of the development, and full account will be taken of current guidance and standards. This is in accordance with good practice and national and local policies.

5.4 SUMMARY

Transport sustainability is a principle underlying the proposed development. Encouraging walk and cycle journeys is recognised as important, and the existing walk and cycle infrastructure assists such journeys to be undertaken in a safe and convenient manner.

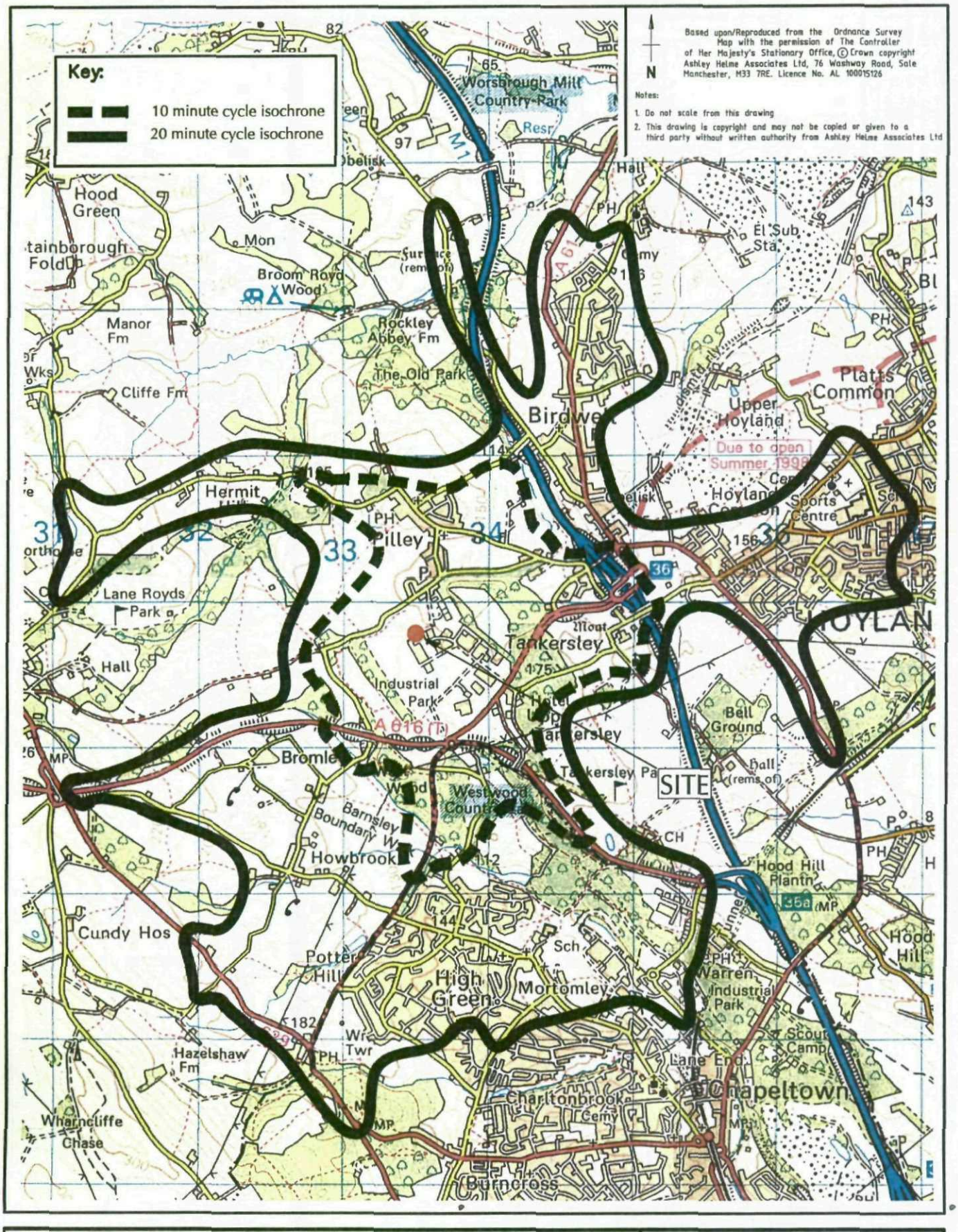


WALK ISOCHRONES

FIGURE 5.1

ASHLEY•HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552

1023_5.1



CYCLE ISOCHRONES

FIGURE 5.2

ASHLEY•HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552

Chapter 6

Public Transport

6.1 The IHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"• *What is the existing situation with respect to public transport provision in the area around the development?*

• *What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?*

• *Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?*" (para 4.18).

6.2 The IHT Guidelines conclude that a broad methodology which allows the issues to be identified and debated comprises the following general principles:

- Investigate existing public transport provision,
- Using this information, determine whether the Site is well served by public transport,
- Where the Site is not well served or existing services are fully loaded, suggest measures to rectify this situation,
- Define infrastructure for the proposed development which enables public transport to be operated effectively and make it attractive to potential passengers.

6.3 The option for travelling on public transport to employment at the Site is bus.

6.4 EXISTING FACILITIES

Figure 6.1 indicates the existing bus stops near the Site. There are 7 bus stops within a 10 minute walk of the Site. The closest bus stops to the Site are on Wentworth Way and Carr Lane. Additionally, within a 10 minute walk there are bus stops on both sides of Westwood New Road, next to TA Junction 2 (ie Wentworth Way/Westwood New Road), on Maple Road and on Pilley Green. Within a 25 minute walk, there are an additional 8 bus stops, including stops in Tankersley.

6.5 EXISTING BUS ROUTES AND SERVICES

6.5.1 Figure 6.2 presents the existing network of bus routes for services that call at the stops shown on Figure 6.1. These provide opportunity for a direct bus journey, without a change of bus required, between the Site and a range of destinations including Barnsley, Chapeltown, Sheffield and Tankersley.

6.5.2 Table 6.1 summarises the scheduled bus services calling at the stops shown on Figure 6.1, and the frequency of service. In the typical weekday situation there are 3 or 4 buses per hour calling at stops near the Site, and typically 6 or 7 buses per hour taking account of buses travelling in both directions along a road.

6.6 BUS CATCHMENT

6.6.1 Figure 6.2 also indicates the bus catchment area for the Site, for journeys that can be undertaken on a single bus service, ie without the need to 'change bus', and calling at the bus stops shown on Figure 6 .1. This is derived as follows:

- Identify bus routes that enable visits to/from the Site by bus (refer Table 6.1),
- Plot bus routes onto the road network,
- Add plot of distance of 400m from bus route.

6.6.2 As explained in para 5.1, a 400m distance corresponds to a walk time of 5 minutes, based upon typical normal walking speed. This represents the distance from the bus route that is often considered reasonable to be expected to be walked as part of a primary mode bus journey. There are a number of references in the IHT 'Guidelines for Planning for Public Transport in Developments' that refer to a 400m walk distance to bus routes, for example:

"Destinations for bus passengers should be either side of the route in a corridor whose width involves walks of up to about 400m to the bus stop ....." (para 6.9).

However, the IHT Guidelines continue to point out that:

"It is better to provide bus routes that are simple and direct than slavishly follow limits on walk distances to stops. Routes should not be split or diverted to achieve a walk distance of less than 400m from every destination to its nearest bus stops." (para 6.9).

6.6.3 The Figure 6.2 bus catchment diagram is derived on the basis of a 400m walk from bus routes, and demonstrates the good accessibility of the Site by bus for a large area of population, including the locations referred to in para 6.5.1.

6.7 SUMMARY

It is demonstrated that the Site has good public transport accessibility, with journeys by bus available for a large residential population. This is in accordance with the aims and objectives of current national and local policies.

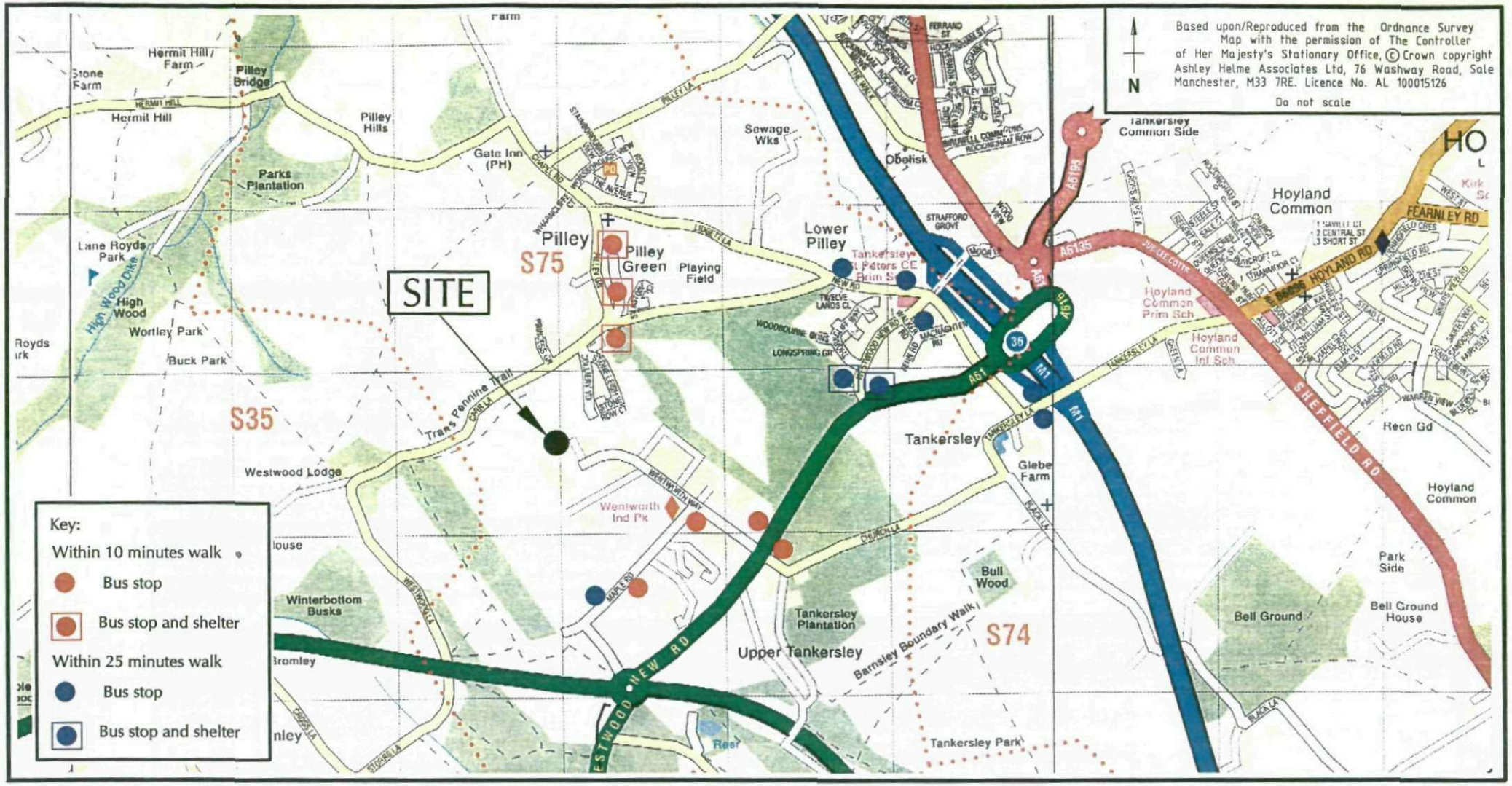
BUS No	ROUTE	FREQUENCY			OPERATOR
		Mon-Sat Day	Mon-Sat Eve	Sun/Bank Holidays	
Services within 10 minutes walk					
39	*Barnsley- Pilley- Hoyland- Blacker Hill Circular*	120 mins	120 mins	6Trips	SY
72A	Manvers- Hoyland- High Green- Chapletown	60 mins	-	-	SY
199	Southey Green- Chapletown- Tankersley- Brampton- Manvers	60 mins	2 Trips	-	SCT
201	Sheffield- Hillsborough- Chapletown- Meadowhall	60 mins	-	-	SY

Source: South Yorkshire Passenger Executive Bus Timetables for Rural Areas November 2005

Key:

SCT Sheffield Community Transport.
SY Stagecoach in Yorkshire

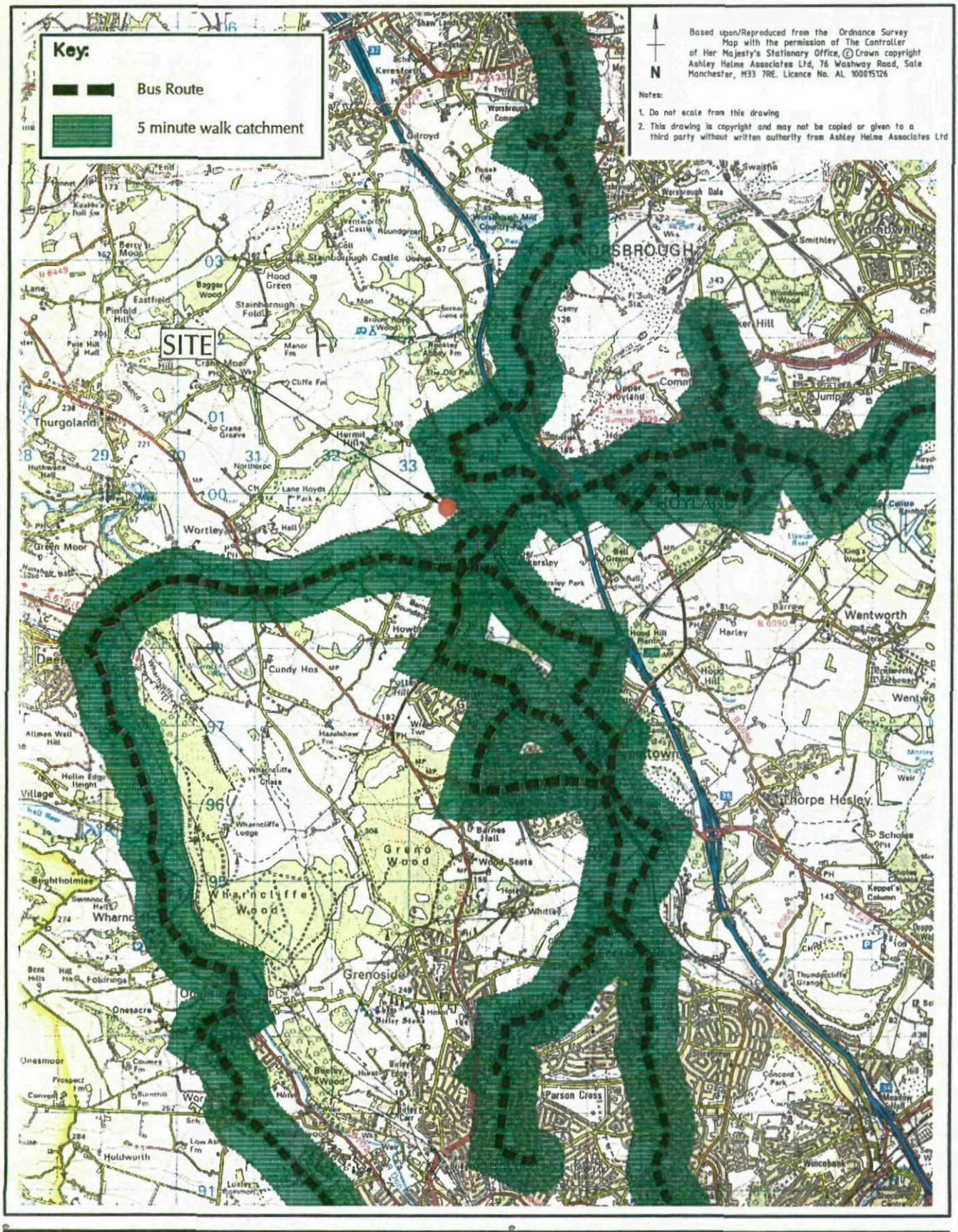
TABLE 6.1 BUS SERVICES & FREQUENCY



BUS STOPS

FIGURE 6.1

ASHLEY•HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552



BUS ROUTES & CATCHMENT AREA

FIGURE 6.2

ASHLEY•HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552

Chapter 7

Parking

7.1 In considering the car parking provision for the proposed development it is relevant to take account of a number of factors, including:

- Local policies, for example as included in the DLP and LTP,
- National policy as included in PPG13,
- Accessibility of the Site by non-car modes.

7.2 The development car parking provision needs to achieve a balance between:

- Providing sufficient car park spaces to meet the development generated demand in a safe manner, and
- Not over-providing to an extent that encourages unnecessary car travel and/or acts as a deterrent to use of alternative non-car modes.

The development car parking proposals provide the appropriate balance for these dual objectives.

7.3 The development proposal includes 315 car park spaces and additionally 17 disabled parking spaces, providing a total 332 spaces. The disabled spaces are located close to the building entrances.

7.4 Similarly, and as stated in para 5.2.3, covered cycle (bicycle) parking is to be provided. The provision is in accordance with the Council's SPG Note 32, being 1 short stay space per 1000sm and 1 space per 40 staff.

Chapter 8

Travel Plan

8.1 A Staff Travel Plan (TP) forms part of the development proposal. This is in accordance with national and local policies, and the stated requirement of the HA.

8.2 'Using the planning process to secure travel plans: Best practice guide' (DfT/Office of the Deputy Prime Minister, July 2002) sets out the current and most recent national advice available. The companion guide 'Making Travel Plans Work: Lessons from UK Case Studies' illustrates key success factors and features of good practice for setting up an effective travel plan. These form the basis for preparation of the development Travel Plan.

8.3 The 'starting point' for establishing the Travel Plan requirements is review of the 'ideal content' requirements set out in the DfT 'Best Practice Guide', that includes, in summary:

"• *Setting objectives and targets;*

- *Measures to promote and facilitate public transport use, including physical works, shuttle buses to stations and financial incentives;*
- *Measures to promote and facilitate walking and cycling;*
- *Car parking restraint, charges and management,*
- *Promotion of car sharing;*
- *Promotion of practices and on-site facilities that reduce the need for travel;*
- *Monitoring and review mechanisms;*
- *Travel Plan co-ordinators;*

- *Travel information and marketing.*" (para 2.3).

The 'Best Practice Guide' notes that *"The list represents the state-of-the-art in respect of the Travel Plan itself and the incorporation of 'carrots' and 'sticks' to achieve a shift away from single occupancy car commuting. Travel plan measures aimed at other journeys (eg visitors or business travel) are less developed."* (para 2.4).

8.4 The DfT guidance explains that:

"Travel plan measures need to complement each other to be effective in achieving more sustainable modes of travel and reduce environmental impact. There is an increasing understanding of what elements, or combination of elements, are likely to be the most effective in reducing car trips". (para 2.6, 'Best Practice Guide').

8.5 The Staff Travel Plan for the development will adopt the principle of providing complementary relevant measures that reflect the components outlined in para 8.3 above. This Staff Travel Plan will be consistent with the Staff Travel Plan for the Gladman extant permission (committed) development at Wentworth Industrial Park.

8.6 There is a practical issue in terms of a Travel Plan for the proposed development. The Gladman drawing submitted with the planning application indicates a number of individual units, and some of these could have more than a single occupant. The future occupants are not presently known.

8.7 The DfT 'Using the planning process to secure travel plans: Best Practice Guide' (2002) specifically provides advice about the preparation of a Travel Plan for a speculative multi-occupied development, which is an accurate description of the development proposed by the planning application. A staged process is advocated, involving:

- Interim Travel Plan: to specify measures to be implemented before development and occupation as far as possible, and to include a framework and timetable for the Final Travel Plan,

- Final Travel Plan: compared and implemented soon after occupation and in accordance with the framework, based on surveys of the operating development.

8.8 The Staff Interim Travel Plan (prepared by the applicant) sets out all travel plan commitments that are not dependent on a survey of the occupiers' employees and which can be implemented before development (eg infrastructure) and/or before occupation. The Interim Travel Plan for the proposed development is complementary to the TA, and both documents are submitted in support of the planning application.

Chapter 9

Traffic Flows

9.1 **STUDY NETWORK**

A TA study network of 3 existing junctions is identified for the TA quantative analysis. This s indicated on Figure 1.2, and comprises:

TA Ref	JUNCTION	CONTROL
1	M1 J36:	roundabout,
2	A61 Westwood New Road/Wentworth Way:	priority,
3	A616/A61 Westwood New Road:	roundabout.

9.2 **PEAK PERIODS**

The times when the combination is greatest of traffic generated by the proposed employment use and the existing highway network traffic are the weekday AM and PM peak hours. The TA includes quantative analysis for these periods.

9.3 **GENERATED TRAFFIC: PERMITTED SCHEME**

9.3.1 As set out in para 1.2, the Site has extant planning permission for warehouse development (29,364sm GFA). Therefore, if planning permission is not granted for the proposed development, for whatever reason, the 'fallback' situation is that the permitted development can be implemented.

9.3.2 This is the proper context in which to assess the traffic impact of the proposed development. Thus, the traffic impact of the proposed development is the difference between:

- The Base ('fallback') situation of traffic generated by the permitted warehouse development (29,364sm GFA),

- The situation with the traffic generated by the alternative of the proposed development (32,641sm GFA).

Therefore, it is necessary to estimate the traffic generated by the permitted development.

9.3.3 Table 9.1 summarises the warehouse trip generations rates for the AM and PM peak hours respectively. For the avoidance of doubt, these are the identical data included in the previous TA report (ref 1023/1/B), with no change, and that were **agreed** with DCC and the HA.

9.3.4 Table 9.2 summarises the estimated AM and PM peak hour traffic generated by the permitted 29,364sm GFA warehouse development. For the avoidance of any doubt, these estimates are identical to those set out in Table 7.1 of the AHA TA (ref 1023/1B) that accompanied the planning application for the permitted warehouse scheme.

9.4 GENERATED TRAFFIC: PROPOSED DEVELOPMENT

Table 9.2 presents the estimated traffic generated by the proposed warehouse development (32,641sm GFA). For the avoidance of any doubt, the traffic generated by the proposed development is estimated on the same basis (ie adopting the same trip rates) as the permitted development.

9.5 TRAFFIC IMPACT

9.5.1 The March 2007 DfT document 'Guidance on Transport Assessment' (GTA) sets out that:

"For the avoidance of doubt, the 1994 Guidance regarding assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism...."

9.5.2 However, GTA does suggest a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is the Highways Agency's approach to apply the 30 two-way trip limit as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TA and in the

absence of any other guidance, the '30 two-way trip threshold' should be adopted as the materiality test of traffic impact for all the TA study junctions.

9.5.3 Table 9.2 presents the estimated net impact of the traffic generated by the proposed development. Table 9.2 shows that the proposed development is estimated to generate a total two-way net increase of only **8 vehicles** in the AM peak hour and **9 vehicles** in the PM peak hour.

9.5.4 It is demonstrated the net increase in traffic generated by the proposed development is well below the 30 vehicle threshold. Therefore, it is concluded that the proposed development does **not** have a material traffic impact on the local highway network, and further modelling of the study junctions is **not** required.

USE	AM			PM		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
Warehousing	0.179	0.089	0.268	0.120	0.163	0.283

Notes:

1. Based on trip rates set out in Table 7.1 of AHA TA (ref 1023/1/B).

TABLE 9.1 **TRIP GENERATION RATES**
WAREHOUSING
AM & PM PEAK HOURS

SITUATION	AM			PM		
	ARR	DEP	2-WAY	ARR	DEP	2-WAY
Permitted[1]	53	26	79	35	48	83
Proposed[2]	58	29	87	39	53	92
TOTAL	**+5**	**+3**	**+8**	**+4**	**+5**	**+9**

Notes:

1. Permitted development comprises warehouse units with a total floorspace of 29,364sm GFA.
2. Proposed development comprises warehouse units with a total floorspace of 32,641sm GFA.
3. Refer Table 9.1 for trip rates.

TABLE 9.2 **GENERATED TRAFFIC: NET CHANGE**
AM & PM PEAK HOURS

Chapter 10

Summary & Conclusions

10.1 The Site benefits from a planning consent granted in 2008. The permitted scheme comprises warehousing units with a total floorspace of 29,364sm GFA. AHA prepared a Transport Assessment report (ref 1023/1/B) that accompanied the successful planning application.

10.2 The proposed development comprises warehousing units with a total floorspace of 32,641sm GFA. Thus, the proposed development is only 3,277sm GFA larger than the permitted scheme. This is the proper context in which to assess the traffic impact of the proposed development.

10.3 A holistic approach is adopted for the development access strategy, and the development proposal respects and promotes the principles of transport sustainability, being consistent with national and local transport policy objectives.

10.4 The proposed development is accessible by people travelling on foot, and the location of the site provides the opportunity for employees to walk to work at the development. The proposed development includes cyclist provision, and there is a sizeable residential population within cycling distance of the Site. The needs of those with mobility impairment are an integral part of the development design, and full account will be taken of current guidance and standards.

10.5 The Site is located at the established Wentworth Industrial Park and benefits from the established public transport that serves it. There are a number of bus stops within walking distance of the Site. On a weekday, there are typically 3 or 4 buses per hour calling at stops near the Site, and typically 6 or 7 buses per hour taking account of buses travelling in both directions along a road.

10.6 The proposed development provides 315 car park spaces, and additionally 17 disabled parking spaces located close to building entrances. Covered cycle (bicycle) parking is to be provided in accordance with the SPG Note 32

requirement for 1 short stay cycle space per 1000sm GFA and 1 long stay cycle space per 40 staff.

10.7 A Staff Travel Plan (TP) forms part of the development proposal, in accordance with national and local policies and the requirement of the Council and the Highways Agency. This is prepared by the applicant and reflects their company practice for many developments such as is proposed. It is prepared in accordance with the DfT 'Using the planning process to secure travel plans: Best Practice Guide' (2002). The Travel Plan is complementary to the TA, and both documents are submitted n support of the planning application.

10.8 A TA study network of 3 existing junctions is identified for the TA quantative analysis. This comprises:

TA Ref	JUNCTION	CONTROL
1	M1 J36:	roundabout,
2	A61 Westwood New Road/Wentworth Way:	priority,
3	A616/A61 Westwood New Road:	roundabout.

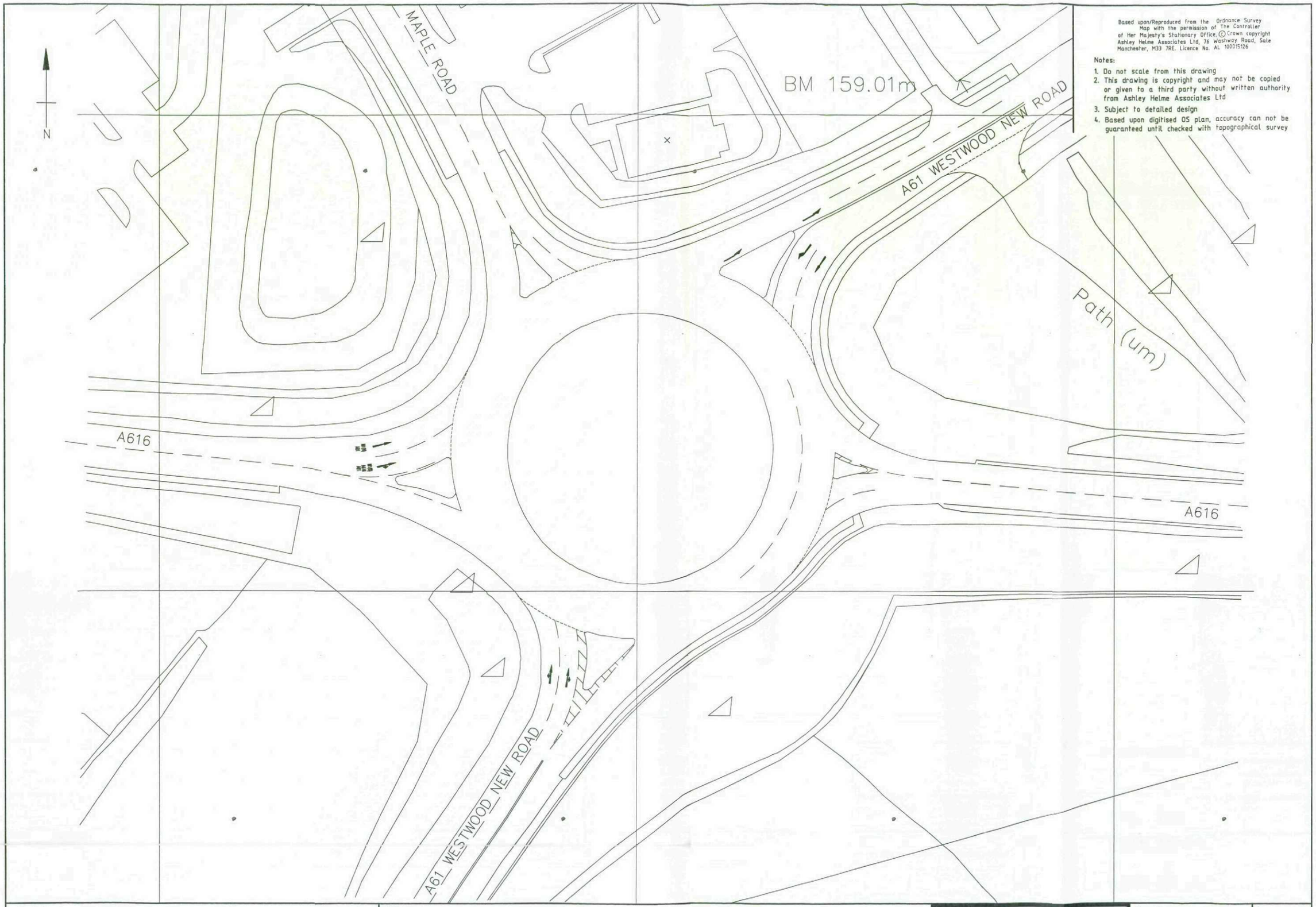
10.9 A quantative assessment of the traffic impact of the proposed development is undertaken. It is demonstrated that the proposed development is estimated to generate a total two-way net increase of only **8 vehicles** in the AM peak hour and **9 vehicles** in the PM peak hour.

10.10 *It is concluded that there are no highways reasons for refusal of planning permission.*

APPENDIX A

Junction Geometry:

AHA Drg Nos 1023/01-03



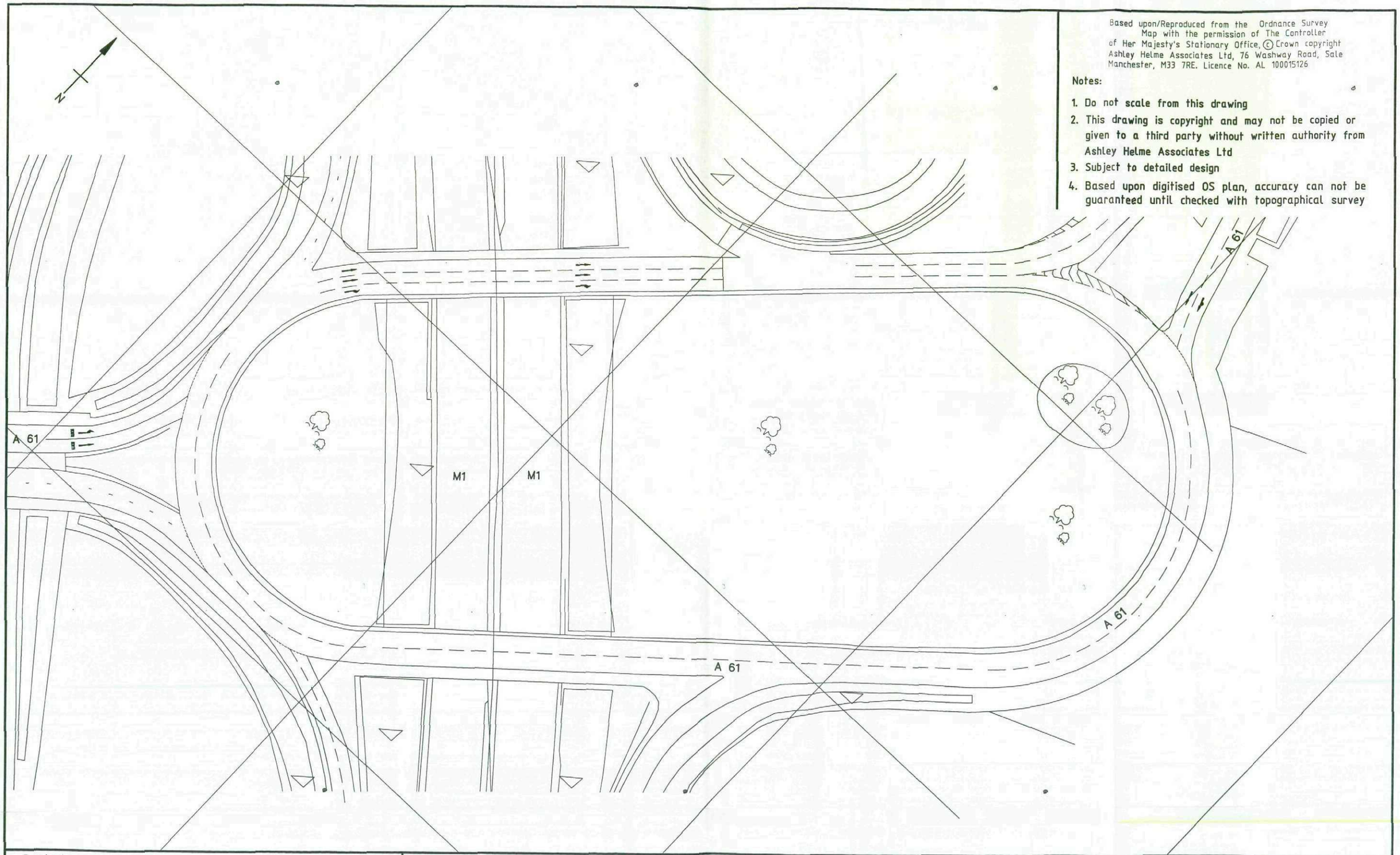
Based upon/Reproduced from the Ordnance Survey Map with the permission of The Controller of Her Majesty's Stationary Office, © Crown copyright Ashley Helme Associates Ltd, 76 Washway Road, Sale Manchester, M33 7RE. Licence No. AL 100015126

Notes:

1. Do not scale from this drawing
2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
3. Subject to detailed design
4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

Project: TANKERSLEY	Title: EXISTING JUNCTION LAYOUT A616/ WESTWOOD NEW ROAD/ MAPLE ROAD	Drg No: 1023/01	Rev:
Client: GLADMAN		Date: JUNE 2006	Scale: 1:500@A2

ASHLEY HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552



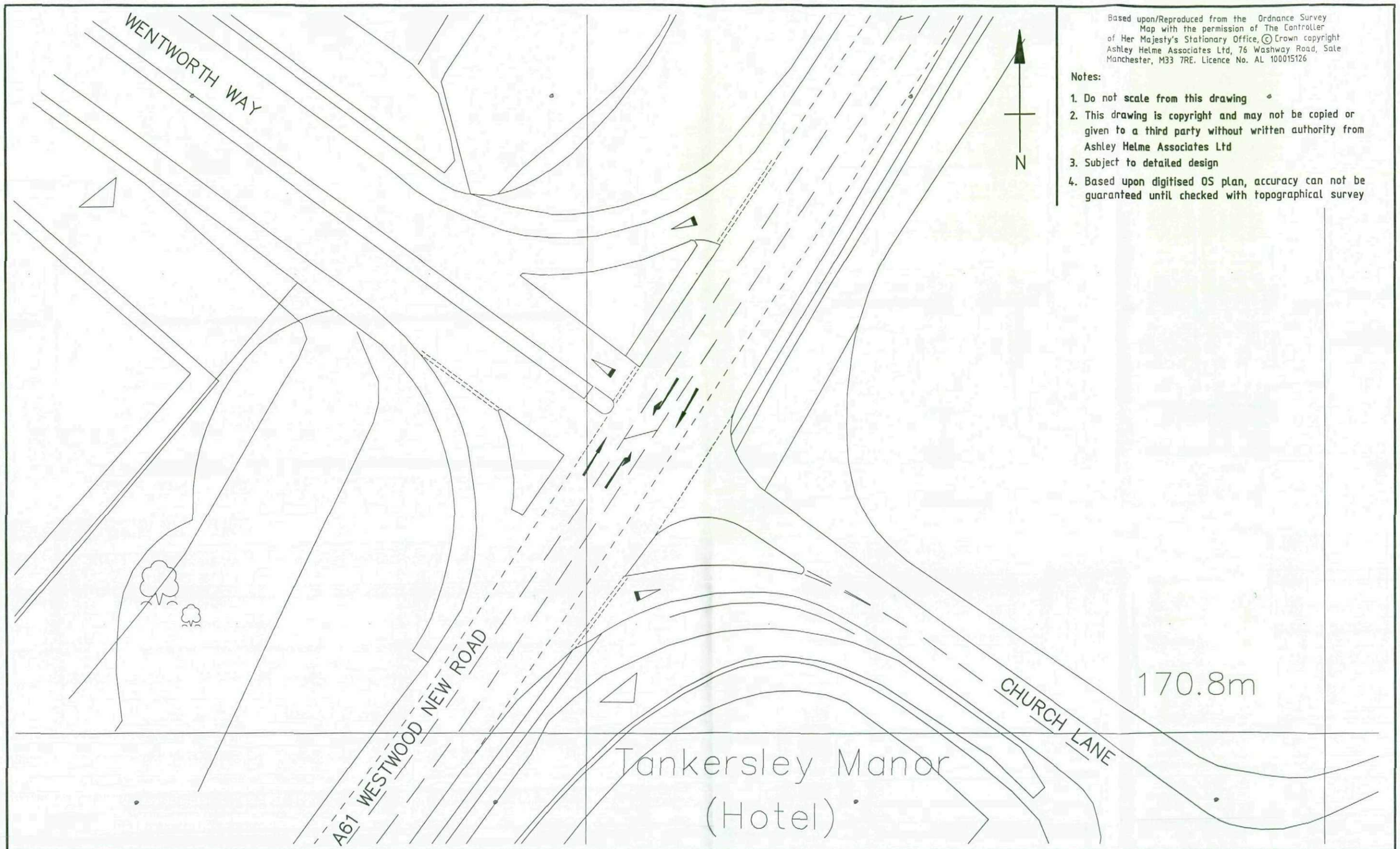
Based upon/Reproduced from the Ordnance Survey Map with the permission of The Controller of Her Majesty's Stationary Office, © Crown copyright Ashley Helme Associates Ltd, 76 Washway Road, Sale Manchester, M33 7RE. Licence No. AL 100015126

Notes:

1. Do not **scale from this drawing**
2. This **drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd**
3. Subject **to detailed design**
4. Based **upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey**

Project: TANKERSLEY	Title: EXISTING JUNCTION LAYOUT M1 JUNCTION 36/ A61	Drawing No: 1023/03	Rev:
Client: GLADMAN		Date: JUNE 2006	Scale: 1:1000@A3

ASHLEY HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552



Based upon/Reproduced from the Ordnance Survey Map with the permission of The Controller of Her Majesty's Stationary Office, © Crown copyright Ashley Helme Associates Ltd, 76 Washway Road, Sale Manchester, M33 7RE. Licence No. AL 100015126

Notes:

1. Do not scale from this drawing
2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
3. Subject to detailed design
4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

Project: TANKERSLEY	Title: EXISTING JUNCTION LAYOUT A61/ WENTWORTH WAY/ CHURCH LANE	Drawing No: 1023/02	Rev:
Client: GLADMAN		Date: JUNE 2006	Scale: 1:500 @A3

ASHLEY HELME ASSOCIATES LTD
76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552