

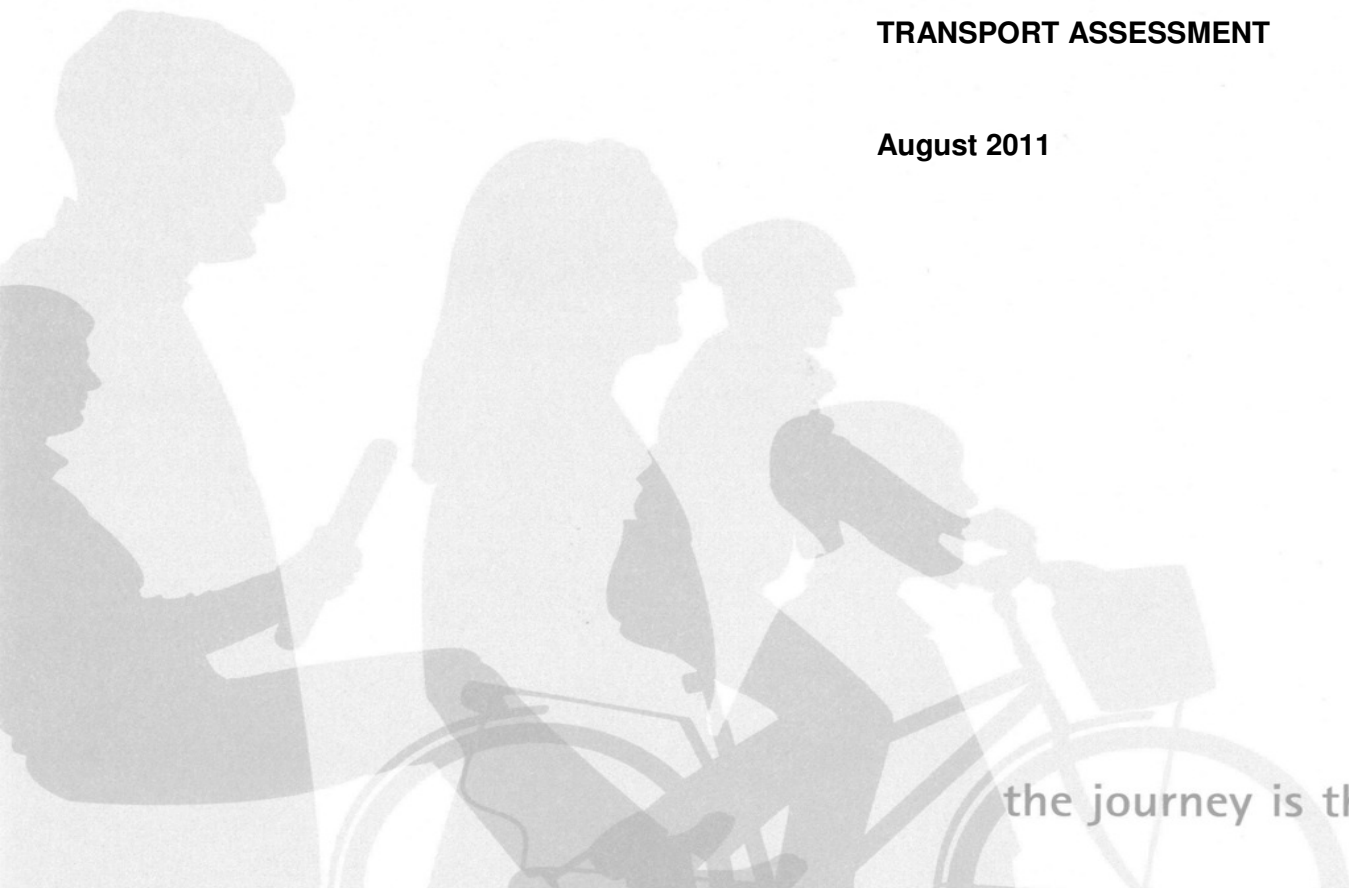


PROPOSED BUSINESS PARK

SIMONSTONE LANE, BURNLEY

TRANSPORT ASSESSMENT

August 2011



the journey is the reward

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1 INTRODUCTION

1.1 Introduction

1.1.1 Mayer Brown Ltd has been instructed by Fort Wilson Properties (FWP) to provide a Transport Assessment in relation to a proposed employment development located off Simonstone Lane in Burnley, north of the existing Fort Vale Engineering (FVE) works.

1.1.2 The site is located within an established industrial area, approximately 5.7 miles to the west of Burnley town centre. The site's location in a local context is shown in **Figure 1.1**. **Appendix A** shows the site location in a regional context.

Figure 1.1: Site Location Plan

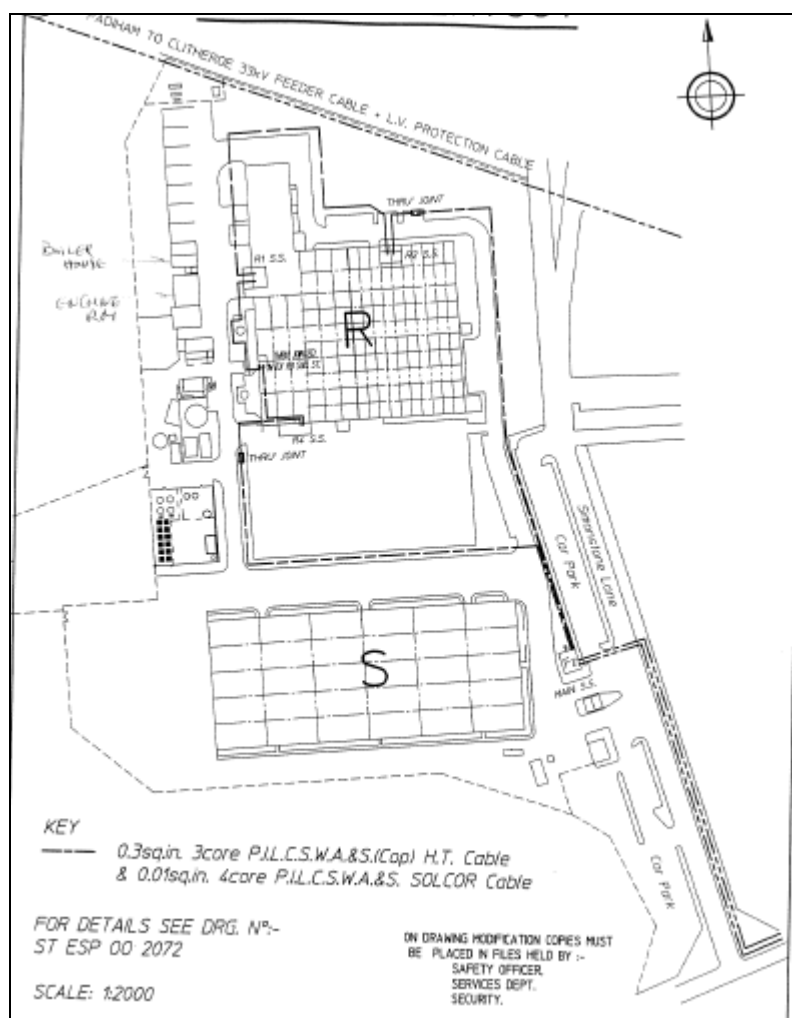


1.2 Background

1.2.1 The site forms part of the original Mullards employment development site. Mullards commenced construction of the site in 1956 at the east of Simonstone Lane and migrated to the west in 1958 when the warehouse (currently the Fort Vale factory) was built and used as ancillary storage for product manufactured on the east site. The glass works was erected in 1960 comprising of 261,000 ft² (24,248 m²) of industrial space.

- 1.2.2 When the site was fully operational, there was a total industrial floor space of 41,250 m² which included the existing Fort Vale Engineering works (Factory: 9,360 m² / Office block: 1,200 m² / Reception: 200 m²). A total of 1,300 to 2,000 workers and staff were employed at the site during its operational peak.
- 1.2.3 Fort Wilson Properties acquired the site to the west of Simonstone Lane on 1st October 2004 (9.47 ha with open fields and woodland of approximately 29.5 ha). The ancillary buildings to the glass works were disposed of prior to the glass works itself being demolished late 2005 early 2006. This area forms the main site for this planning application. **Figure 1.2** shows the historical site layout.

Figure 1.2: Historical Site Layout in 2004



1.3 Development Brief

- 1.3.1 The proposed employment development comprises the redevelopment of the residual part of the former Mullards site as a Business Park. Total proposed gross floor area is approximately 19,250 m² (including the special projects building) and to include Office B1, Industrial B2 and Warehousing B8 uses.

1.4 Scope of the Report

- 1.4.1 This report considers the transport and traffic related issues relevant to the proposed development. The scope of the report has been determined through discussions and correspondence with officers of Lancashire County Council (LCC). A scoping meeting was also held with LCC on 5th July 2011. **Appendix C** provides the correspondence with the Council.
- 1.4.2 The Department of Transport's "Guidance on Transport Assessment – March 2007" recommends that the Transport Assessment should address the following issues:
- **Reducing the need to travel, especially by car** - ensure, at the outset that thought is given to reducing the need to travel by a careful consideration of the types of uses (or mix of uses) and the scale of development to promote multipurpose or linked trips.
 - **Sustainable accessibility** - promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour.
 - **Dealing with residual trips** – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts.

- **Mitigation Measures** – ensure as much as possible that the proposed mitigation measures discourage avoidable physical improvements to highways and promote innovative and sustainable transport solutions.

1.4.3 Following this brief introduction, Section 2 provides a review of the existing highway network including the existing site operations. Section 3 then describes the development proposals in detail. Section 4 considers the transport planning issues with an assessment of the accessibility of the site by non-car modes. Section 5 provides an assessment of the Traffic Impact of the proposed development within the local highway network. The summary and conclusion are set out in Section 6.

2 EXISTING SITE AND HIGHWAY NETWORK

2.1 Site Description

- 2.1.1 The site is currently operated by Fort Vale Engineering (FVE) who are manufacturers in stainless steel and a number of other materials such as titanium, aluminium, duplex, nickel alloys and carbon steel.
- 2.1.2 An abandoned railway line, (the Padiham Loop), forms the northern boundary of the site. Further north from the railway line, and up to the valley side, is the settlement of Simonstone.
- 2.1.3 To the east of the site lies Simonstone Lane beyond which there are various substantial industrial buildings which forms part of the former Mullards eastern site. The Fort Vale factory building is located to the south of the site and further south of that lies open countryside, the Altham Pumping Station and the River Calder. To the west of Fort Vale factory building is the current service yard and further gravel hardstanding, which is subject to a detailed planning application for a Special Projects building. Beyond these buildings lies open fields and Gooseleach Woods.
- 2.1.4 The development site has an area of 4.8 hectares. The total site area including the open fields and woodland is approximately 29.5 hectares. **Appendix B** shows the application red line boundary.
- 2.1.5 The frontage to Simonstone Lane is approximately 180 metres in length running approximately north to south; and the depth is approximately 230 metres running east to west. Much of the western boundary of the site is defined by Simonstone Brook.

2.2 Local Highway Network

- 2.2.1 Simonstone Lane forms the eastern boundary of the site which runs in a north to south direction from its junction with Whalley Road to its junction with Blackburn Road. It has a 7.5m carriageway and is subject to a 30mph speed limit.

- 2.2.2 Existing access to the Fort Vale factory building is gained off Simonstone Lane which is manned and gated. Approximately 1km to the north of the access, Simonstone Lane forms a priority crossroad junction with Whalley Road and School Lane.
- 2.2.3 Approximately 135m south of the Fort Vale factory building access, Simonstone Lane forms a priority junction with Blackburn Road (A678). Blackburn Road has a 7.5m carriageway with footways on both sides of the road.
- 2.2.4 Approximately 510m to the east of the Blackburn Road/Simonstone Lane priority junction, Blackburn Road forms a signalised junction with the A6068 which provides access to the M65 (Junction 8) to the south and Padiham to the northeast.
- 2.2.5 To the southwest of the Blackburn Road/Simonstone Lane priority junction, Blackburn Road provides access to Clayton-Le-Moor.

2.3 Existing Traffic Conditions

- 2.3.1 To establish the existing traffic flow conditions within the local highway network, traffic surveys were undertaken in July 2011 at the following junctions as agreed with LCC:
- Whalley Road/Simonstone Lane Priority Junction;
 - Blackburn Road/Simonstone Lane Priority Junction; and
 - Blackburn Road/A6068 Signalised Junction.
- 2.3.2 The full traffic results are contained within **Appendix D**.
- 2.3.3 It has been established that the weekday morning and evening peak are 0800 – 0900 hours and 1645 – 1745 hours respectively. **Figures 1 and 2** shows the surveyed traffic (Total vehicles and HGVs) flows for the morning and evening peak periods respectively. **Figures 3 and 4** shows the surveyed traffic flows for the morning and evening peak periods respectively in term of Passenger Car Units (PCUs).

-
- 2.3.4 Traffic surveys and on site investigation shows that the local highway network has spare capacity although it has been observed that there is minor queuing at the Blackburn Road/A6068 signalised junction during peak periods.

3 PROPOSED DEVELOPMENT

3.1 Proposed Development Details

3.1.1 Following significant investment within the existing FVE site, this application represents the next stage in the transition of the site. FVE plan to underpin its initial work to improve the facilities and appearance of existing 'Building S' by constructing an investment casting foundry and other buildings. This can be described as Phase 1 of the development of the site and which already benefits from planning permission. Commencement of these works will begin shortly once the necessary conditions and other regulatory consents have been secured.

3.1.2 This application proposal can be described as Phases 2 and 3 of the wider planning of the site to accommodate the expansion plans which would form a hybrid application. Detailed planning consent is sought for Phase 2 whilst outline planning consent is sought for Phase 3. The proposal can be described as follows:

Phase 2

Fort Vale Special Projects

3.1.3 Phase 2 includes the construction of an additional manufacturing facility 'Fort Vale Special Projects'. This will establish a new production facility for FVE as they seek to diversify from their core business to other sectors such as the power industry. It will have a gross external floor area of 2,073 m².

Units 1-4

The applicants have already saw keen interest in the wider Calder Vale Business Park site and one company which supplies FVE is keen to relocate to this site. It is therefore necessary to provide full details of these four units set around a central courtyard/service yard with car parking to the rear of each. Units 1 and 4 will together provide a total gross external floor area of 2,328 m².

Units 5-13

- 3.1.4 The remainder of the site will be developed out as a final phase following completion of the Special Projects building and Units 1-4. This outline planning application will secure consent for the quantum of development proposed (subject to a maximum floor area of 19,250m² across Phases 2 and 3) and the matter of access is subject to determination at this stage. This will allow for the loose layout of the masterplan to be agreed – through the approval of the access point into the site and the internal circulation roads. However, the matter of ‘layout’ is not submitted for consideration and the applicants wish to retained a degree of flexibility in terms of the final positions and sizes of the proposed buildings.
- 3.1.5 In accordance with the Regulations, an indicative layout has been provided which will act as a guide for future development.

Access and Masterplan

- 3.1.6 A separate gated access to the new business park is proposed off Simonstone Lane located approximately 90m to the north of the existing Fort Vale access. The existing Fort Vale staff car park located to the north of the Fort Vale access is to be reduced from approximately 78 spaces to provide 34 spaces and the residual spaces to be provided within the proposed business park.
- 3.1.7 The access is to be constructed to adoptable standards and conform to visibility standards of 4.5m x 90m. The site access drawing is shown in **Appendix E**.
- 3.1.8 The proposed masterplan for the site is presented in **Appendix F**. The proposed masterplan is indicative for Phase 3, however, it is proposed that the parking provision will be in line with the Joint Lancashire Structure Plan’s SPD “Access and Parking” maximum parking provision of 1 space per 45 m². The masterplan currently shows 269 car spaces which will be subject to a reserve matters application where detailed consideration will be given to disabled, motorcycle and cycle parking provisions.

3.2 Development Assessment Scenario

- 3.2.1 As described above, the proposed employment development comprises the redevelopment of the residual part of the former Mullards site as a Business Park. Total proposed gross floor area is approximately 19,250 m² (including the special projects building) and to include Office B1, Industrial B2 and Warehousing B8 uses.
- 3.2.2 For the purposes of this transport assessment the total proposed gross floor area of 19,250 m² is to be used to estimate the likely trip generation if the whole site was in operation. This, therefore, represents the worst case traffic scenario.

4 TRANSPORT PLANNING AND SUSTAINABLE ACCESSIBILITY

4.1 Brief

4.1.1 In order to assess the proposals and develop a transportation access strategy for the proposed development it is necessary to review both national and local transport related planning policies together with the emerging policies.

4.1.2 The following sections outline the relevant planning policies in respect of the proposed development.

4.2 Planning Policy Statement 1: Delivering Sustainable Development

4.2.1 Planning Policy Statement (PPS1): Delivering Sustainable Development (February 2005), sets out the overarching planning policies on the delivery of sustainable development through the planning system.

4.2.2 Ensuring that new development provides high quality access to jobs and key services for all community members is encouraged. Such development is to be situated where facilities are accessible by walking, bicycle or public transport in lieu of relying on the private car.

4.2.3 Accessibility features throughout this document and refers primarily to whether or not transport links exist between destinations, whether people are physically and financially able to travel, the safety and reliability of transport modes and the distance of travel. Solving accessibility problems requires a combination of improving transportation and locating and delivering development in suitable places.

4.3 Planning Policy Guidance Note 13: Transport (DfT, January 2011)

4.3.1 Planning Policy Guidance Note 13 (PPG13) 'Transport' provides information on the key transport requirements of new developments and land use planning. The principal sections are:

- Paragraph 74 – improvements to public transport can be sought as part of development proposals, in order to reduce the need to travel by car and the level of parking at such sites;
- Paragraph 76 – the needs of pedestrians should be addressed to ensure that walking is promoted as a prime means of access to new development;
- Paragraph 79 – the needs of cyclists should be addressed to ensure that cycling is promoted as a means of access to the new development;
- Paragraph 89 – confirms that this development is required to set out a travel plan.

4.3.2 Overall the objectives of PPG 13 are to minimise the need for travel where possible and integrate land use and transport networks to assist wherever possible to limit reliance on motorised travel.

4.3.3 In addition to PPG 13, the development reflects the Governments 1998 white paper 'A new deal for Transport: Better for everyone'. This established the main objectives of transport planning as:

- To protect and enhance the built and natural environment;
- Improve safety for all travellers;
- Contribute to an efficient economy and sustainable growth;
- Promotion of accessibility to everyday facilities for all, especially for those without a car; and
- Promote the integration of transport and land use planning.

4.4 Lancashire Structure Plan

4.4.1 This plan provides detailed information on parking standards which will be reflected within the development. In addition the document provides accessibility assessments for the development which is considered further later on in this report.

4.5 Lancashire Local Transport Plan 2 (2006 – 2011), (LCC May 2006)

4.5.1 Key elements of the Transport Plan which will shape the development include:

- Reduce road casualties;
- Improve access to jobs and services;

- Improve air quality;
- Improve the condition of transport infrastructure;
- Reduce delays on journey;
- Increase journeys by bus and rail; and
- Increase active travel.

4.6 The Lancashire Bus Strategy (LCC, March 2006)

4.6.1 The Lancashire Bus Strategy has been produced as an annex to the main Lancashire local transport plan.

4.6.2 The document recognises that good quality bus infrastructure assist in meeting policy targets in terms of improved air quality, reduced accidents and congestion and improved accessibility.

4.6.3 The overall vision for the public transport network is that there should be a system in place which:

- People want to use rather than a means of last resort;
- Can be used conveniently and affordably by all;
- Is reliable;
- Can be used without any fear of crime or intimidation for both passengers and staff;
- Makes a positive contribution to achieving an improving environment and air quality;
- Can adapt readily to the public's changing needs and expectations.

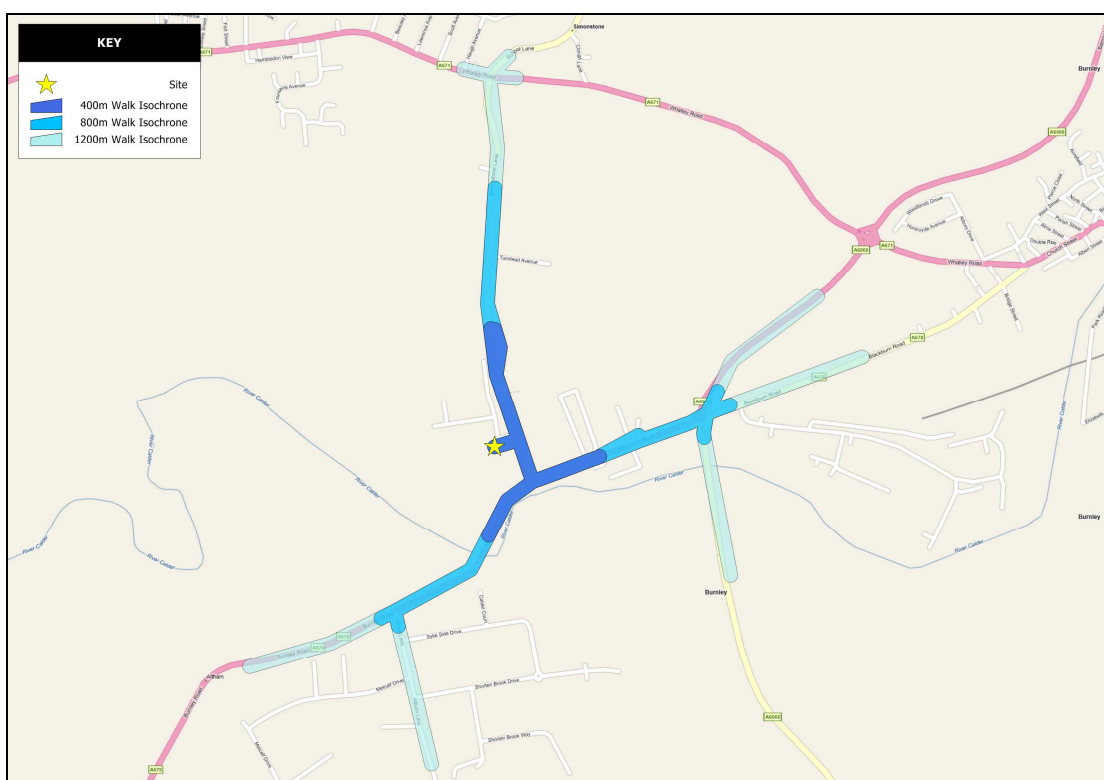
4.7 Access by Sustainable Transport Modes

4.7.1 development by a range of modes of transport has been considered in particular to objectives in line with local and regional sustainability policies.

Walking

- 4.7.2 PPG13 states that walking is a suitable mode of transport for journeys under 2km, with a desirable distance of 1.2km for the last part of a journey by public transport. **Figure 4.1** shows the walk catchment area for 400m, 800m and 1200m from the site.

Figure 4.1: Walk Catchment



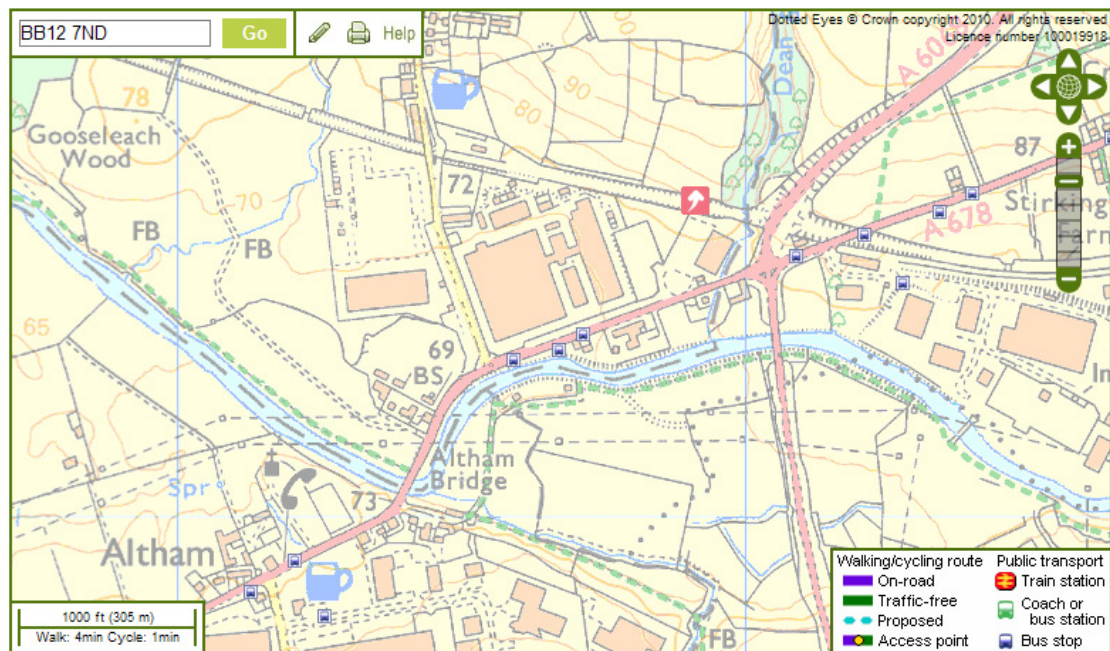
- 4.7.3 The site is connected to local pedestrian infrastructure. Footways are provided on both sides of Simonstone Lane up to Railway Terrace with street lighting.
- 4.7.4 Footways also exit on Blackburn Road close to the site, which are approximately 2 metres in width. Blackburn Road is lit providing an additional benefit for staff and visitors arriving at the site outside of daylight hours particularly those travelling by way of bus.

- 4.7.5 Further towards Burnley Road, footways are provided on both sides.
- 4.7.6 The footways on Blackburn Road join with facilities provided on Burnley Road, providing links to the local bus stops whilst also providing a link to the Rose Grove railway station, which is situated on Liverpool Road. In addition, this site also provides access to the local residential areas to the north, south and east of the area.

Cycling

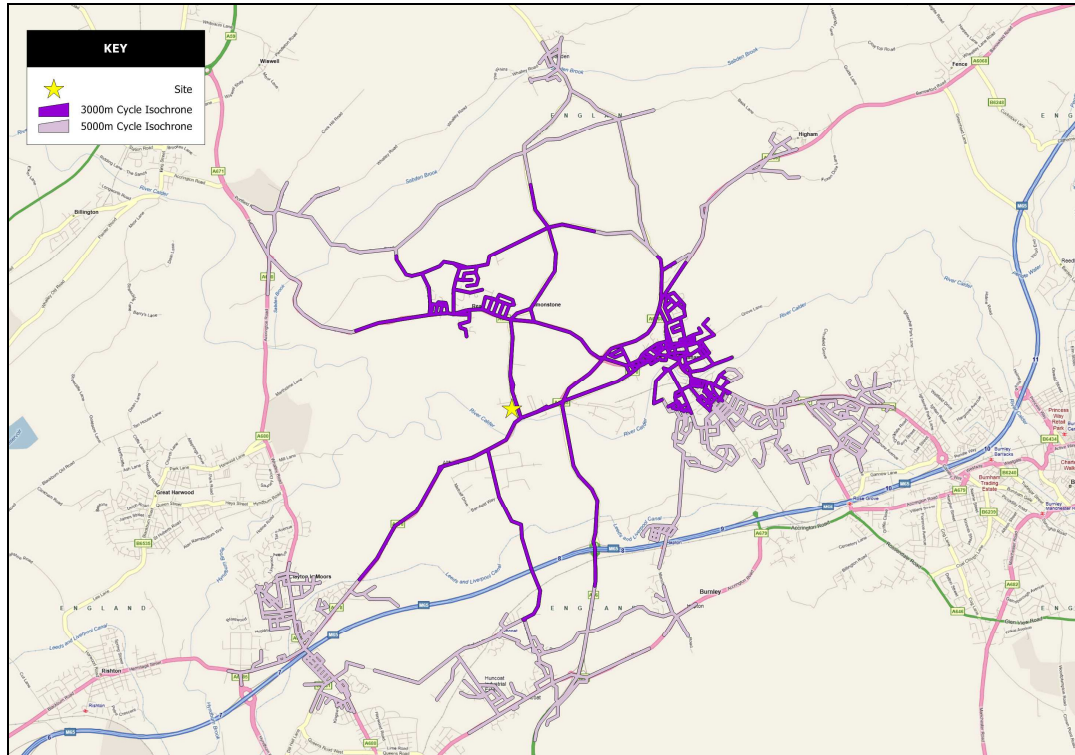
- 4.7.7 The development is situated within a 10 minute cycle ride of a traffic free cycle route which passes close to the railway stations in the Burnley area. This local route also connects to Route 68 - Pennine Cycleway, of the National Cycle Network (NCN). This forms a link to other cycle routes in the Burnley area providing connections to the bus station and town centre.
- 4.7.8 As can be seen below in **Figure 4.2**, the map gathered from the Sustrans mapping system shows that there are no existing cycle facilities in the area. However, the site lies alongside a Bus route and the highway network which are suitable for cycle travel. Although there is a lack of formal cycling paths connecting the nearby town with the site itself, cyclists are able to take advantage of the length of the Blackburn/Burnley main roads.

Figure 4.2: Cycle Sustrans Map



- 4.7.9 As part of the proposed development cycle parking will be provided within the site to encourage the use of cycles.
- 4.7.10 PPG 13: Transport states that “Cycling also has the potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport”. To assess this potential, cycle catchments for the site are shown in **Figure 4.3**.

Figure 4.3: Cycle Catchment



Public Transport

- 4.7.11 The site access is located less than 200 metres from the nearest bus stops, which are located on Blackburn Road. Existing footways link the site to these public transport facilities.
- 4.7.12 There are two bus services 152 and 521 which routes along Blackburn Road. These run every 30-40 minutes. **Table 4.1** summarises the local services which is accessible by the site.

Table 4.1: Bus Services at Blackburn Road, Burnley

Service No	Destinations Served	Daytime Frequency
152	Burnley – Blackburn - Preston	30 Minutes
521	Accrington – Padiham - Burnley	40 Minutes

Source: www.lancashirebus.co.uk 27/07/2011

- 4.7.13 Rose Grove and Hapton railway station is located approximately 3km from the site. Although these railway stations are outside the maximum 1600m walking distance, they allow for link travel.

Site Accessibility

- 4.7.14 In accordance with the Lancashire Joint Structure Plan, the site has been assessed using a point scoring system as set out within the guidance.
- 4.7.15 The site has been assessed taking into account proposed transport infrastructure and facilities. The site is calculated as having a score of 17; which is classed as medium accessibility. The score reflects the provision of walking and cycle routes within the site, the availability of bus services and the provision of on-site facilities to support the development. The accessibility audit is contained in **Appendix G**.

Sustainable Travel Initiatives

- 4.7.16 In addition to the physical infrastructure which will be constructed within the site, it is proposed that a Travel Plan and its associated initiatives are provided to enhance sustainable travel to the site from the offset. The initiatives and provisions of the Travel Plan are likely to bring sustainable travel benefits, not just to the proposed development, but also to existing occupiers, employees and residents in the area.

5 TRAFFIC IMPACT

5.1 Brief

5.1.1 This section of the report considers the likely traffic effects of the potential redevelopment of the site on the local highway network.

5.1.2 The primary aim of this section is to identify whether any material changes takes place and to assess whether the highway network could accommodate the additional traffic.

5.2 Future Traffic Flows

5.2.1 In order to ascertain the future traffic flows for the local highway network, local growth forecasts using TEMPRO 6 which will provide a robust prediction of future traffic levels. The TEMPRO factors for Burnley are as follows:

- AM Peak 2011-2021 = 1.03675; and
- PM Peak 2011-2021 = 1.03635.

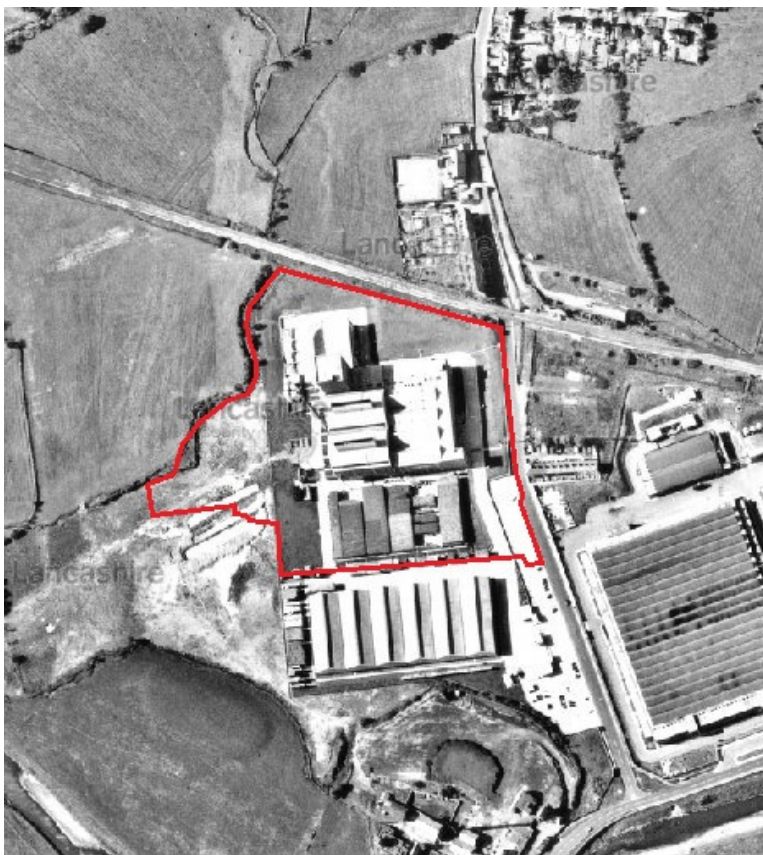
5.2.2 The year of assessment is to be 2011 and 2021 (i.e. submission date + 10 years) as recommended within the latest TA guidance. It is anticipated that the development should be completed by this time as remediation works are scheduled for commencement once planning permission is granted. **Figures 5 and 6**, therefore, presents the 2021 Growthed Traffic flows for the morning and evening peak periods respectively.

5.3 Previous Site Use

5.3.1 The glass works site was erected in 1960 comprising of 261,000 ft² (24,248 m²) of industrial space.

- 5.3.2 Fort Wilson Properties acquired the site to the West of Simonstone Lane on 1st October 2004 (9.47 ha with open fields and woodland of approximately 29.5 ha). The ancillary buildings to the glass works were disposed of prior to the glass works itself being demolished late 2005 early 2006.
- 5.3.3 The site has an existing industrial use, therefore, has a definitive area of existing use that could generate additional traffic if it was still operating. Approximately 24,248 m² of industrial GFA would generate a significant level of traffic from the site if it was still in operation.
- 5.3.4 **Figure 5.1** presents an aerial photo of the site during the 1960's which shows the substantial industrial use previously on the site employing some 1300-2000 workers and staff.

Figure 5.1: Aerial photo of the site during the 1960's



- 5.3.5 No historic traffic data exist for the site, therefore, the TRICS database has been used to estimate the likely trips generated by the site if it continue to be used as an industrial unit. For the purposes of this assessment, the TRICS industrial unit categories have been used.
- 5.3.6 **Table 5.1** displays the likely trip attractions for the historical industrial use. The TRICS output in full is exhibited in **Appendix H**.

Table 5.1: Predicted Industrial Unit Trip Rates & Generation

	Morning Peak			Evening Peak		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rate	0.373	0.082	0.455	0.065	0.429	0.494
Previous Site Use Trips	90	20	110	16	104	120

5.4 Proposed Development

- 5.4.1 The TRICS database has also been used to estimate the likely trips generated by the proposed business park. For the purposes of this assessment, the TRICS industrial estates categories have been used to take account of the B1, B2 and B8 uses.
- 5.4.2 **Table 5.2** displays the likely trip generations for the proposed business park development. The TRICS output in full is presented in **Appendix I**.

Table 5.2: Proposed Development Trip Rates & Generation

	Morning Peak			Evening Peak		
	Arr	Dep	Total	Arr	Dep	Total
Trip Rate	0.52	0.224	0.744	0.060	0.380	0.440
Proposed Development Trips	100	43	143	12	73	85

- 5.4.3 For completeness the daily traffic flows have also been estimated using the TRICS database for the proposed development. **Table 5.3** displays the likely trip generations for the proposed development. It has been assumed that 15% of traffic would consist of HGV movements.

Table 5.3: Proposed Development Daily Trip Rates & Generation

	Daily Traffic Generations		
	Arr	Dep	Total
Trip Rates	3.975	3.855	7.83
Total Trips	765	935	1899
HGV Trips	115	140	285

5.5 Traffic Generation Comparison

- 5.5.1 **Table 5.4** compares the trip generations between the definitive area of existing use that could be brought into operation and the proposed business park development during the highway peak periods.

Table 5.4: Trip Comparison

	Morning Peak			Evening Peak		
	Arr	Dep	Total	Arr	Dep	Total
Previous Site Use Trips	90	20	110	16	104	120
Proposed Development Trips	100	43	143	26	87	113
Trip Difference	10	23	33	10	-17	-7

- 5.5.2 **Table 5.4** shows that when the proposed development is compared against the previous site use, the total trips generated by the proposed development would reduce by 7 trips for the PM peak whilst there would be an increase of 33 trips for the AM peak.

5.5.3 It can clearly be deduced that the proposed business park would not result in any traffic or highway impact issues.

5.5.4 As a result of the travel plan initiatives proposed as part of the development, it is envisaged that there may be further reduction of car borne trips made within the local highway network. The reduction of car borne trips may, therefore, benefit the overall operation of the junctions within the local highway network and assist to reduce congestion.

5.6 Distribution and Assignment of Generated Traffic

5.6.1 The existing traffic movements on the highway network, as obtained from the various surveys, have been used to assign the proposed development traffic onto the local highway network. The proposed distribution takes into account the different distributions for the AM and PM peaks and also inbound and outbound traffic.

5.6.2 The percentage distributions adopted are provided in **Figures 7 and 8** for the AM and PM peak hours respectively.

5.6.3 The assigned Proposed Traffic Flows are shown in **Figure 9** for the AM peak and **Figure 10** for the PM peak. In order to obtain the 2011 With Development Traffic flows, the assigned Proposed Traffic Flows (Figures 9 and 10) has been added to the 2011 Surveyed Traffic Flows (Figures 3 and 4). **Figures 11 & 12** presents the 2011 With Development Traffic flows for the morning and evening peak periods respectively. The 2021 With Development Traffic flows are displayed in Figures **13 & 14** for the morning and evening peak periods respectively.

5.7 Development Traffic Impact

5.7.1 As previously evaluated, when the proposed development is compared against what could be generated if the previous use was still in operation, the proposed business park would not result in any traffic or highway impact issues. In fact, there would be a reduction in traffic when compared to the historical use of the site.

- 5.7.2 In order to present a robust assessment of the traffic generations during highway peak periods, an additional assessment has been conducted to ascertain what the proposed development traffic impact would be against the existing traffic flows in 2011. This assessment scenario assumes, therefore, that all trips resulting from the proposed development would be new onto the highway network.
- 5.7.3 The “Guidance on Transport Assessments” (GTA) published by the DfT suggests that the threshold for detailed traffic assessment relate to those developments which generate 30 two-way peak hour vehicle trips (total 60 vehicle trips) at observed junctions. It can be deduced from **Figures 9** and **10** that the traffic increases within the observed highway network are minimal.
- 5.7.4 **Figures 15** and **16** present the percentage impact at the observed junction within the highway network with the development in place for the AM and PM peaks respectively when compared to the 2011 Surveyed Traffic Flow conditions. **Table 5.5** summarises the impact assessment.

Table 5.5: Summary of Proposed Development Traffic Impact on Highway

Location	AM Peak	PM Peak
Whalley Road/Simonstone Lane Priory Junction	3.3%	3.8%
Blackburn Road/Simonstone Lane Priory Junction	7.3%	4.8%
Blackburn Road/A6068 Signalised Junction	3.0%	1.4%

- 5.7.5 It can be concluded that the proposed development would not generate vehicle trips above the DfT threshold and impacts are within the minor impact threshold.
- 5.7.6 It can be deduced that the traffic increases within the local highway network are minimal, therefore, no further capacity assessments are required.

6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Mayer Brown Ltd has been instructed by Fort Wilson Properties to provide a Transport Assessment in relation to a proposed employment development located off Simonstone Lane in Burnley, north of the existing Fort Vale Engineering works.
- 6.1.2 The proposed employment development comprises the redevelopment of the residual part of the former Mullards site as a Business Park. Total proposed external floor area is approximately 19,250 m² (including the special projects building) and to include Office B1, Industrial B2 and Warehousing B8 uses.
- 6.1.3 A separate gated access to the new business park is proposed off Simonstone Lane located approximately 90m to the north of the existing Fort Vale factory access.
- 6.1.4 The proposed development would provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists. In addition, car parking numbers would be limited in line with current maximum parking standards.
- 6.1.5 The site has been assessed taking into account proposed transport infrastructure and facilities using the Lancashire County Councils accessibility audit. The site is calculated as having a score of 17; which is classed as medium accessibility. The score reflects the provision of walking and cycle routes within the site, the availability of bus services and the provision of on-site facilities to support the development.
- 6.1.6 When the proposed development is compared against the previous site use the total trips generated by the proposed development would reduce by 7 trips for the PM peak whilst there would be an increase of 33 trips for the AM peak.

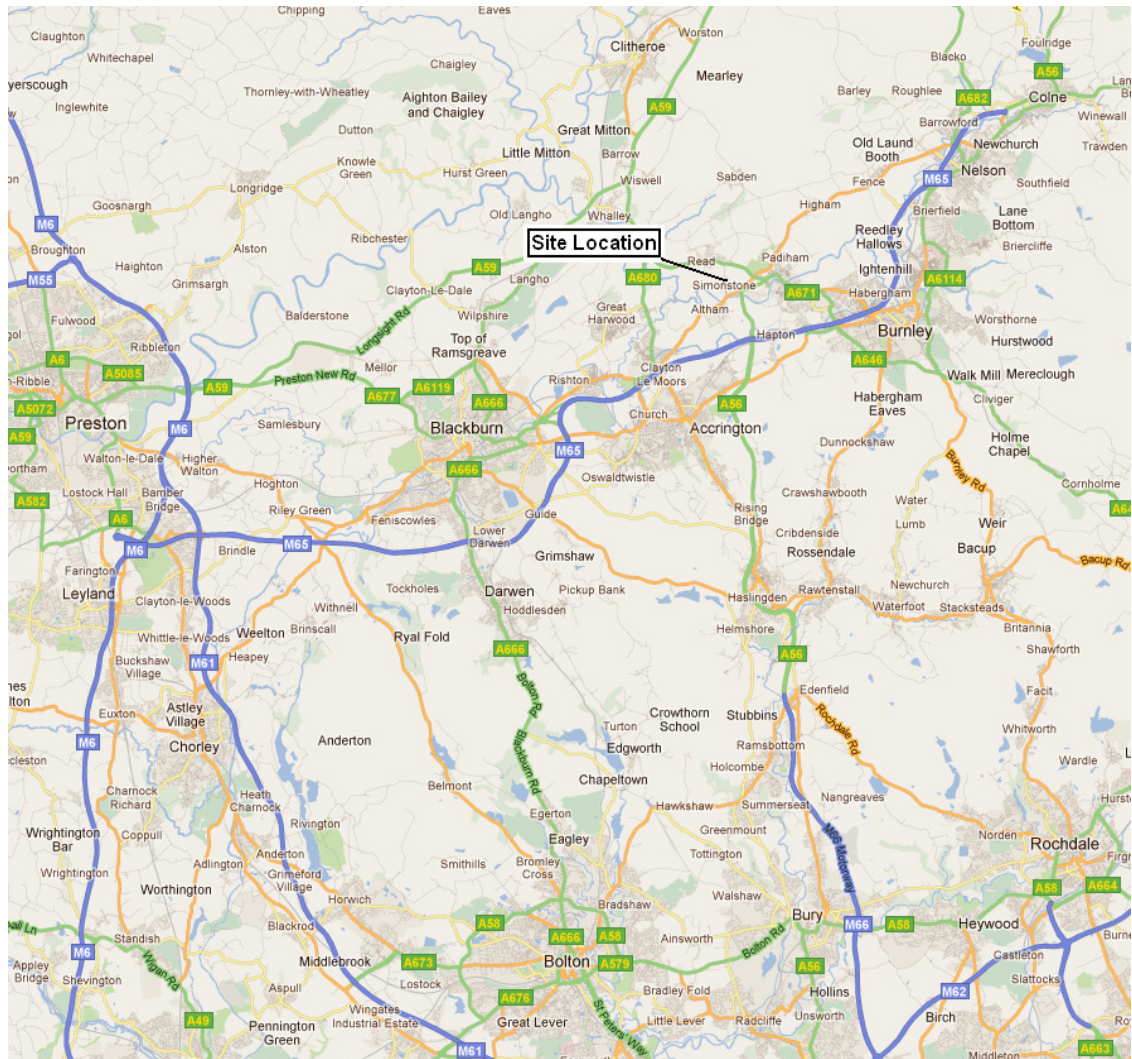
- 6.1.7 In addition to the physical infrastructure which will be constructed within the site, it is proposed that a Travel Plan and its associated initiatives are provided to enhance sustainable travel to the site from the offset. The initiatives and provisions of the Travel Plan are likely to bring sustainable travel benefits, not just to the proposed development, but also to existing occupiers, employees and residents in the area.
- 6.1.8 The “Guidance on Transport Assessments” (GTA) published by the DfT suggests that the threshold for detailed traffic assessment relate to those developments which generate 30 two-way peak hour vehicle trips (total 60 vehicle trips) at observed junctions. Even when assessed against the 2011 surveyed traffic flows, the proposed development traffic increases within the observed highway network are minimal.
- 6.1.9 It can be deduced that the traffic increases within the local highway network are minimal and would not have adverse impact.

6.2 Conclusions

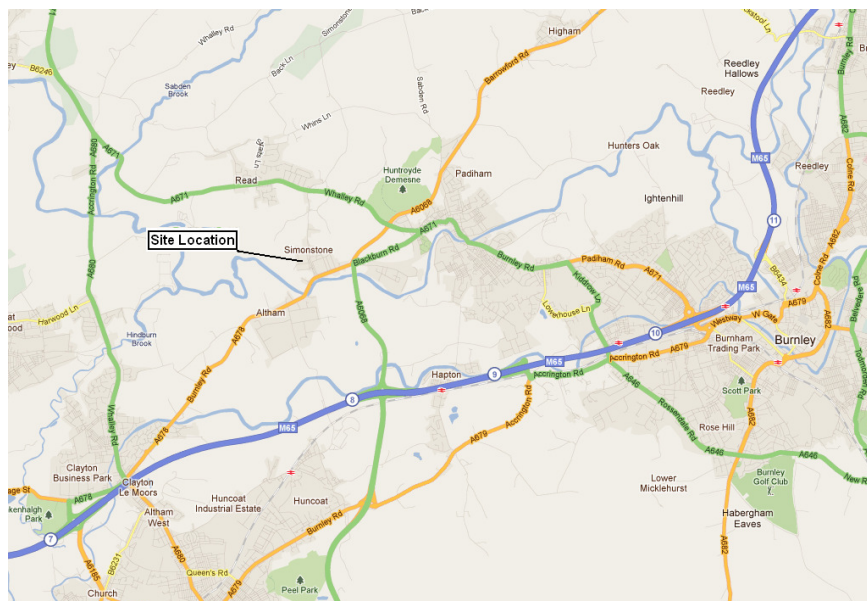
- 6.2.1 It is concluded that the development proposals should be acceptable in highways and transportation terms and that there are no highways or transportation related reason upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

Appendix A – Site Location Plan



Site Location – Regional



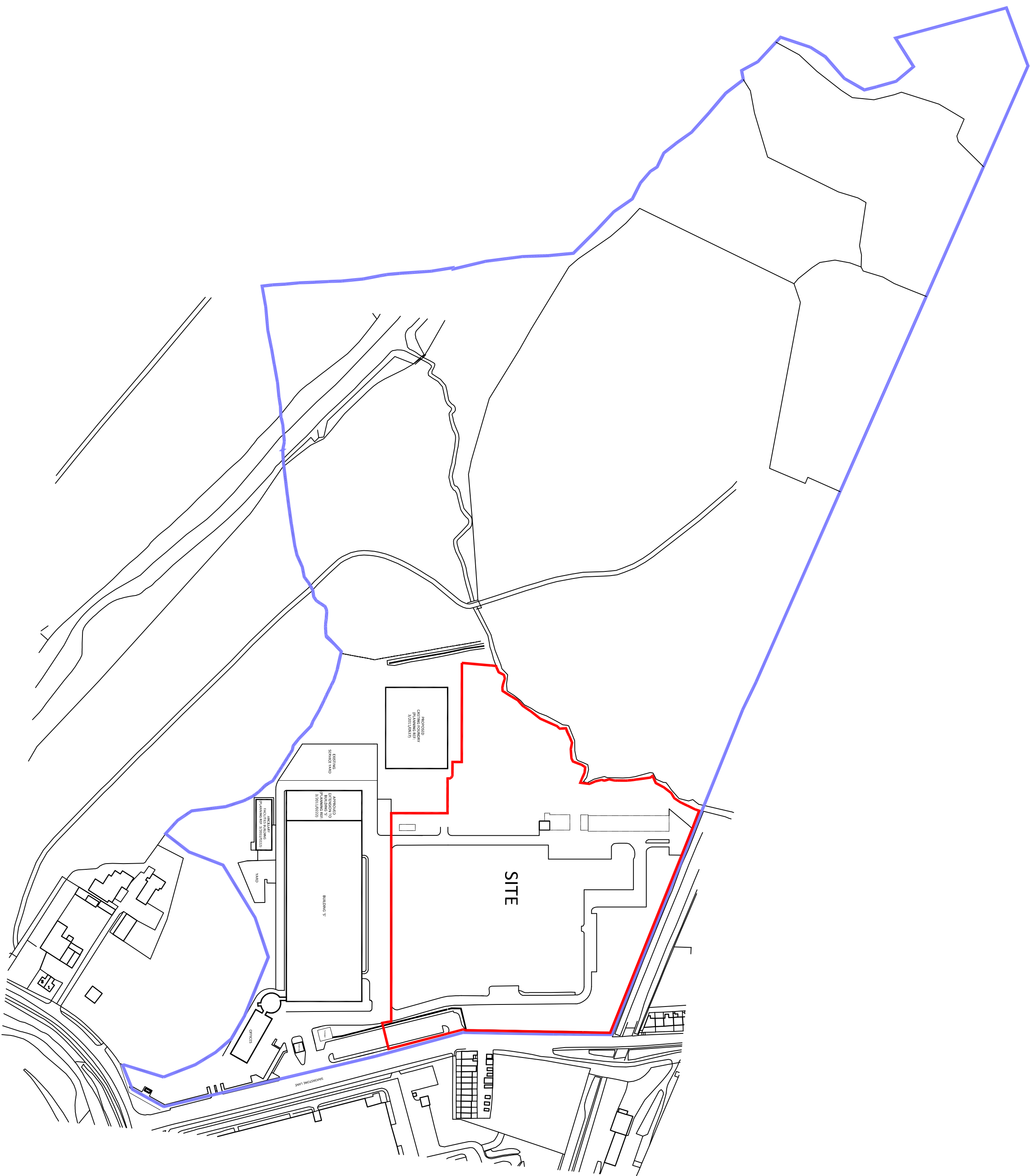
Site Location – Local

Appendix B – Application Red Line Boundary

KEY

— SITE BOUNDARY

— LAND IN APPLICANTS OWNERSHIP



General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works

Do not scale from this drawing

Only work to written dimensions

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PLANNING ISSUE

Revisions	
Status	PLANNING
Date	July 2011
Scale	1:2500@A1
Drawn by	PM

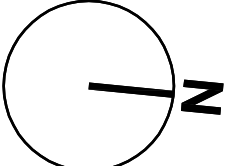
Client
Fort Wilson Properties

Project

Calder Vale Business Park

Drawing No. **40020 / PL120**

Site Location Plan



Appendix C – Correspondence with Council

Toan Chau

From: Toan Chau
To: martin.nugent@lancashire.gov.uk
Cc:
Subject: Fort Vale, Simonstone
Attachments:

Sent: Mon 11/07/2011 15:38

Martin,

Further to your discussions with Mark Butt and my telephone conversation with you last Friday please find below the agreed scope of assessment for Traffic and Highways issues which are to be addressed within a Traffic Statement and Travel Plan Framework.

Traffic Statement –

Trip generation assessment using TRICS and historic data where applicable.

Traffic impact assessment at the:

- a) Whalley Road/Simonstone Lane Priory Junction.
- b) Blackburn Road/Simonstone Lane Priory Junction.
- c) Blackburn Road/A6068 Signalised Junction.

Traffic impact based on submission year (2011) + 10 years (2021) using low growth factors.

Where junctions exceed 5% impact, junction capacity assessment using PICADY and LINSIG as appropriate.

Review of accident data.

Travel Plan Framework –

The issues in preparing the Travel Plan for the site to include:

Review existing sustainable transport provisions.

Assess proposed sustainable transport provisions and assist team in providing optimal scheme for non-car accessibility to the site.

Agree travel mode targets with highway authority.

Provide a mechanism for annual review.

Could you please confirm that the foregoing is as agreed. We understand that there are no committed developments which needs to be taken account as part of the TA work.

If you have any queries please do not hesitate to contact me.

Kind regards,

Appendix D – Traffic Survey Data

BURNLEY
CLASSIFIED TURNING COUNT

Jun-11

SITE: 1

DATE: 23/06/2011

LOCATION: Simonstone Lane / Burnley Road / Blackburn Road

DAY: THURSDAY

TIME	MOVEMENT 1		TOT	MOVEMENT 2		TOT
	LV	HV		LV	HV	
07:30	10	0	10	53	5	58
07:45	20	3	23	29	10	39
08:00	11	0	11	45	10	55
08:15	25	0	25	43	11	54
HH/TOT	66	3	69	170	36	206
08:30	24	0	24	54	6	60
08:45	23	0	23	57	15	72
09:00	12	1	13	44	7	51
09:15	9	0	9	38	11	49
H/TOT	68	1	69	193	39	232
P/TOT	134	4	138	363	75	438

AM Peak 83 0 83 199 42 241

TIME	MOVEMENT 3		TOT	MOVEMENT 4		TOT
	LV	HV		LV	HV	
07:30	25	0	25	78	0	78
07:45	37	1	38	67	0	67
08:00	42	0	42	58	0	58
08:15	33	1	34	60	1	61
HH/TOT	137	2	139	263	1	264
08:30	44	1	45	57	0	57
08:45	48	3	51	54	3	57
09:00	32	0	32	47	1	48
09:15	16	0	16	34	0	34
H/TOT	140	4	144	192	4	196
P/TOT	277	6	283	455	5	460

167

5

172

229

4

233

TIME	MOVEMENT 5		TOT	MOVEMENT 6		TOT
	LV	HV		LV	HV	
07:30	66	2	68	32	0	32
07:45	134	5	139	20	0	20
08:00	61	8	69	12	1	13
08:15	74	3	77	14	0	14
HH/TOT	335	18	353	78	1	79
08:30	90	12	102	16	2	18
08:45	104	9	113	14	1	15
09:00	60	15	75	17	2	19
09:15	35	9	44	22	0	22
H/TOT	289	45	334	69	5	74
P/TOT	624	63	687	147	6	153

329 32 361 56 4 60

BURNLEY
CLASSIFIED TURNING COUNT

Jun-11

SITE: 1

DATE: 23/06/2011

LOCATION: Simonstone Lane / Burnley Road / Blackburn Road

DAY: THURSDAY

TIME	MOVEMENT 1		TOT	MOVEMENT 2		TOT
	LV	HV		LV	HV	
16:15	19	0	19	60	8	68
16:30	22	0	22	69	0	69
16:45	41	0	41	127	1	128
17:00	16	0	16	95	6	101
HH/TOT	98	0	98	351	15	366
17:15	56	0	56	132	1	133
17:30	31	0	31	51	4	55
17:45	36	0	36	97	3	100
18:00	26	0	26	56	2	58
H/TOT	149	0	149	336	10	346
P/TOT	247	0	247	687	25	712

PM Peak 144 0 144 405 12 417

TIME	MOVEMENT 3		TOT	MOVEMENT 4		TOT
	LV	HV		LV	HV	
16:15	16	0	16	26	1	27
16:30	17	0	17	44	1	45
16:45	22	0	22	17	0	17
17:00	17	0	17	30	0	30
HH/TOT	72	0	72	117	2	119
17:15	15	0	15	20	0	20
17:30	23	0	23	31	0	31
17:45	16	0	16	20	0	20
18:00	15	0	15	20	0	20
H/TOT	69	0	69	91	0	91
P/TOT	141	0	141	208	2	210

77

0

77

98

0

98

TIME	MOVEMENT 5		TOT	MOVEMENT 6		TOT
	LV	HV		LV	HV	
16:15	35	8	43	27	2	29
16:30	41	8	49	38	0	38
16:45	40	4	44	31	0	31
17:00	57	8	65	28	0	28
HH/TOT	173	28	201	124	2	126
17:15	56	6	62	56	0	56
17:30	61	2	63	36	0	36
17:45	67	4	71	39	0	39
18:00	41	2	43	39	0	39
H/TOT	225	14	239	170	0	170
P/TOT	398	42	440	294	2	296

214 20 234 151 0 151

BURNLEY
CLASSIFIED TURNING COUNT

Jun-11

SITE: 1

DATE: 09/06/2011

LOCATION: Blackburn Road/A6068

DAY: THURSDAY

TIME	MOVEMENT 1		TOT	MOVEMENT 2		TOT
	LV	HV		LV	HV	
07:30	32	1	33	79	6	85
07:45	37	1	38	99	3	102
08:00	32	0	32	120	4	124
08:15	22	1	23	88	4	92
HH/TOT	123	3	126	386	17	403
08:30	30	1	31	102	9	111
08:45	18	1	19	59	2	61
09:00	24	0	24	108	5	113
09:15	17	0	17	88	8	96
H/TOT	89	2	91	357	24	381
P/TOT	212	5	217	743	41	784

AM Peak 102 3 105 369 19 388

TIME	MOVEMENT 7		TOT	MOVEMENT 8		TOT
	LV	HV		LV	HV	
07:30	33	5	38	46	5	51
07:45	23	0	23	32	4	36
08:00	38	3	41	47	4	51
08:15	39	4	43	42	3	45
HH/TOT	133	12	145	167	16	183
08:30	37	4	41	57	5	62
08:45	46	2	48	30	8	38
09:00	30	2	32	44	5	49
09:15	25	0	25	49	3	52
H/TOT	138	8	146	180	21	201
P/TOT	271	20	291	347	37	384

AM Peak 160 13 173 176 20 196

TIME	MOVEMENT 3		TOT	MOVEMENT 4		TOT
	LV	HV		LV	HV	
07:30	1	0	1	2	0	2
07:45	14	0	14	2	0	2
08:00	5	1	6	4	0	4
08:15	12	0	12	2	0	2
HH/TOT	32	1	33	10	0	10
08:30	9	0	9	3	0	3
08:45	8	0	8	0	0	0
09:00	9	0	9	2	0	2
09:15	6	0	6	0	1	1
H/TOT	32	0	32	5	1	6
P/TOT	64	1	65	15	1	16

34 1 35 9 0 9

TIME	MOVEMENT 9		TOT	MOVEMENT 10		TOT
	LV	HV		LV	HV	
07:30	105	2	107	66	4	70
07:45	112	2	114	92	9	101
08:00	55	9	64	66	5	71
08:15	80	6	86	74	5	79
HH/TOT	352	19	371	298	23	321
08:30	121	9	130	73	8	81
08:45	117	21	138	56	11	67
09:00	44	4	48	59	5	64
09:15	70	12	82	64	8	72
H/TOT	352	46	398	252	32	284
P/TOT	704	65	769	550	55	605

373 45 418 269 29 298

TIME	MOVEMENT 5		TOT	MOVEMENT 6		TOT
	LV	HV		LV	HV	
07:30	43	2	45	47	6	53
07:45	16	0	16	20	2	22
08:00	25	1	26	42	6	48
08:15	37	0	37	45	3	48
HH/TOT	121	3	124	154	17	171
08:30	36	1	37	31	3	34
08:45	29	0	29	21	7	28
09:00	17	3	20	27	5	32
09:15	14	2	16	24	5	29
H/TOT	96	6	102	103	20	123
P/TOT	217	9	226	257	37	294

127 2 129 139 19 158

TIME	MOVEMENT 11		TOT	MOVEMENT 12		TOT
	LV	HV		LV	HV	
07:30	30	0	30	8	0	8
07:45	30	2	32	6	1	7
08:00	27	1	28	6	1	7
08:15	26	2	28	7	3	10
HH/TOT	113	5	118	27	5	32
08:30	36	3	39	14	3	17
08:45	30	7	37	4	1	5
09:00	22	0	22	12	1	13
09:15	15	1	16	4	5	9
H/TOT	103	11	114	34	10	44
P/TOT	216	16	232	61	15	76

119 13 132 31 8 39

BURNLEY
CLASSIFIED TURNING COUNT

Jul-11

SITE: 1

DATE: 13/07/2011

LOCATION: Blackburn Road/A6068

DAY: Wednesday

TIME	MOVEMENT 1		TOT	MOVEMENT 2		TOT
	LV	HV		LV	HV	
16:15	20	3	23	81	4	85
16:30	25	2	27	91	2	93
16:45	9	0	9	69	3	72
17:00	22	0	22	85	5	90
HH/TOT	76	5	81	326	14	340
17:15	25	1	26	90	3	93
17:30	14	0	14	59	4	63
17:45	7	1	8	70	3	73
18:00	10	0	10	86	3	89
H/TOT	56	2	58	305	13	318
P/TOT	132	7	139	631	27	658

PM Peak 70 1 71 303 15 318

TIME	MOVEMENT 7		TOT	MOVEMENT 8		TOT
	LV	HV		LV	HV	
16:15	37	12	49	100	5	105
16:30	55	5	60	82	0	82
16:45	56	6	62	80	1	81
17:00	36	7	43	106	2	108
HH/TOT	184	30	214	368	8	376
17:15	56	7	63	95	1	96
17:30	49	2	51	121	4	125
17:45	26	3	29	81	1	82
18:00	53	2	55	108	2	110
H/TOT	184	14	198	405	8	413
P/TOT	368	44	412	773	16	789

PM Peak 197 22 219 402 8 410

TIME	MOVEMENT 3		TOT	MOVEMENT 4		TOT
	LV	HV		LV	HV	
16:15	6	0	6	46	0	46
16:30	3	0	3	17	0	17
16:45	2	0	2	12	0	12
17:00	2	1	3	5	0	5
HH/TOT	13	1	14	80	0	80
17:15	3	0	3	13	0	13
17:30	1	0	1	13	0	13
17:45	0	0	0	7	0	7
18:00	4	0	4	7	0	7
H/TOT	8	0	8	40	0	40
P/TOT	21	1	22	120	0	120

8 1 9 43 0 43

TIME	MOVEMENT 9		TOT	MOVEMENT 10		TOT
	LV	HV		LV	HV	
07:30	48	4	52	67	10	77
07:45	50	7	57	80	1	81
08:00	60	4	64	95	3	98
08:15	32	4	36	78	2	80
HH/TOT	190	19	209	320	16	336
08:30	42	6	48	90	4	94
08:45	51	6	57	76	2	78
09:00	48	2	50	76	1	77
09:15	54	4	58	37	3	40
H/TOT	195	18	213	279	10	289
P/TOT	385	37	422	599	26	625

185 20 205 339 11 350

TIME	MOVEMENT 5		TOT	MOVEMENT 6		TOT
	LV	HV		LV	HV	
16:15	7	0	7	23	3	26
16:30	20	0	20	17	1	18
16:45	19	1	20	11	1	12
17:00	11	0	11	19	3	22
HH/TOT	57	1	58	70	8	78
17:15	30	0	30	53	3	56
17:30	37	0	37	23	2	25
17:45	14	0	14	13	0	13
18:00	20	0	20	11	1	12
H/TOT	101	0	101	100	6	106
P/TOT	158	1	159	170	14	184

97 1 98 106 9 115

TIME	MOVEMENT 11		TOT	MOVEMENT 12		TOT
	LV	HV		LV	HV	
07:30	28	1	29	31	0	31
07:45	24	0	24	28	0	28
08:00	43	0	43	30	1	31
08:15	61	0	61	56	0	56
HH/TOT	156	1	157	145	1	146
08:30	52	0	52	60	0	60
08:45	35	0	35	47	0	47
09:00	47	0	47	47	0	47
09:15	31	0	31	19	0	19
H/TOT	165	0	165	173	0	173
P/TOT	321	1	322	318	1	319

191 0 191 193 1 194

BURNLEY
CLASSIFIED TURNING COUNT

Jul-11

SITE: 1

DATE: 13/07/2011

LOCATION: Simonstone Lane / Whalley Road / School Lane

DAY: Wednesday

TIME	MOVEMENT 1		TOT	MOVEMENT 2		TOT
	LV	HV		LV	HV	
07:30	16	0	16	1	0	1
07:45	26	2	28	1	0	1
08:00	38	0	38	2	0	2
08:15	31	1	32	0	0	0
HH/TOT	111	3	114	4	0	4
08:30	24	0	24	2	0	2
08:45	26	0	26	2	0	2
09:00	15	0	15	3	0	3
09:15	14	0	14	3	0	3
H/TOT	79	0	79	10	0	10
P/TOT	190	3	193	14	0	14

AM Peak 119 1 120 6 0 6

TIME	MOVEMENT 7		TOT	MOVEMENT 8		TOT
	LV	HV		LV	HV	
07:30	1	0	1	6	0	6
07:45	0	0	0	10	0	10
08:00	2	0	2	7	0	7
08:15	1	0	1	9	0	9
HH/TOT	4	0	4	32	0	32
08:30	1	0	1	8	0	8
08:45	1	0	1	2	0	2
09:00	1	0	1	5	0	5
09:15	0	0	0	2	0	2
H/TOT	3	0	3	17	0	17
P/TOT	7	0	7	49	0	49

AM Peak 5 0 5 26 0 26

TIME	MOVEMENT 3		TOT	MOVEMENT 4		TOT
	LV	HV		LV	HV	
07:30	0	0	0	5	0	5
07:45	2	0	2	12	0	12
08:00	2	0	2	11	0	11
08:15	0	0	0	7	0	7
HH/TOT	4	0	4	35	0	35
08:30	1	0	1	6	0	6
08:45	2	0	2	7	0	7
09:00	0	1	1	6	0	6
09:15	2	0	2	3	0	3
H/TOT	5	1	6	22	0	22
P/TOT	9	1	10	57	0	57

5 0 5 31 0 31

TIME	MOVEMENT 9		TOT	MOVEMENT 10		TOT
	LV	HV		LV	HV	
07:30	1	0	1	1	0	1
07:45	1	0	1	4	0	4
08:00	4	0	4	4	0	4
08:15	1	0	1	8	0	8
HH/TOT	7	0	7	17	0	17
08:30	4	0	4	9	0	9
08:45	5	0	5	8	0	8
09:00	2	0	2	1	0	1
09:15	0	0	0	5	0	5
H/TOT	11	0	11	23	0	23
P/TOT	18	0	18	40	0	40

14 0 14 29 0 29

TIME	MOVEMENT 5		TOT	MOVEMENT 6		TOT
	LV	HV		LV	HV	
07:30	107	7	114	1	0	1
07:45	121	8	129	4	0	4
08:00	117	4	121	7	0	7
08:15	106	4	110	5	0	5
HH/TOT	451	23	474	17	0	17
08:30	135	9	144	16	1	17
08:45	131	1	132	19	0	19
09:00	113	2	115	5	0	5
09:15	90	8	98	2	0	2
H/TOT	469	20	489	42	1	43
P/TOT	920	43	963	59	1	60

489 18 507 47 1 48

TIME	MOVEMENT 11		TOT	MOVEMENT 12		TOT
	LV	HV		LV	HV	
07:30	117	5	122	88	0	88
07:45	118	1	119	80	0	80
08:00	118	3	121	78	0	78
08:15	120	4	124	69	0	69
HH/TOT	473	13	486	315	0	315
08:30	113	6	119	69	0	69
08:45	89	2	91	71	0	71
09:00	111	7	118	53	0	53
09:15	81	1	82	41	0	41
H/TOT	394	16	410	234	0	234
P/TOT	867	29	896	549	0	549

440 15 455 287 0 287

BURNLEY
CLASSIFIED TURNING COUNT

Jul-11

SITE: 1

DATE: 12/07/2011

LOCATION: Simonstone Lane / Whalley Road / School Lane

DAY: Tuesday

TIME	MOVEMENT 1		TOT	MOVEMENT 2		TOT
	LV	HV		LV	HV	
16:15	41	0	41	4	0	4
16:30	51	0	51	4	0	4
16:45	67	0	67	8	0	8
17:00	39	0	39	3	0	3
HH/TOT	198	0	198	19	0	19
17:15	59	0	59	7	0	7
17:30	73	0	73	3	0	3
17:45	63	0	63	9	0	9
18:00	44	0	44	2	0	2
H/TOT	239	0	239	21	0	21
P/TOT	437	0	437	40	0	40

PM Peak 238 0 238 21 0 21

TIME	MOVEMENT 7		TOT	MOVEMENT 8		TOT
	LV	HV		LV	HV	
16:15	5	0	5	6	0	6
16:30	0	0	0	6	0	6
16:45	2	0	2	5	0	5
17:00	2	0	2	2	0	2
HH/TOT	9	0	9	19	0	19
17:15	6	0	6	2	0	2
17:30	2	0	2	4	0	4
17:45	0	0	0	5	0	5
18:00	0	0	0	5	0	5
H/TOT	8	0	8	16	0	16
P/TOT	17	0	17	35	0	35

PM Peak 12 0 12 13 0 13

TIME	MOVEMENT 3		TOT	MOVEMENT 4		TOT
	LV	HV		LV	HV	
16:15	1	0	1	2	0	2
16:30	1	0	1	2	0	2
16:45	2	0	2	5	0	5
17:00	1	0	1	1	0	1
HH/TOT	5	0	5	10	0	10
17:15	2	0	2	4	0	4
17:30	1	0	1	2	0	2
17:45	1	0	1	3	0	3
18:00	2	0	2	0	0	0
H/TOT	6	0	6	9	0	9
P/TOT	11	0	11	19	0	19

6 0 6 12 0 12

TIME	MOVEMENT 9		TOT	MOVEMENT 10		TOT
	LV	HV		LV	HV	
16:15	4	0	4	3	0	3
16:30	7	0	7	6	0	6
16:45	4	0	4	7	0	7
17:00	2	0	2	5	0	5
HH/TOT	17	0	17	21	0	21
17:15	4	0	4	6	0	6
17:30	2	0	2	5	0	5
17:45	2	0	2	8	0	8
18:00	0	0	0	8	0	8
H/TOT	8	0	8	27	0	27
P/TOT	25	0	25	48	0	48

12 0 12 23 0 23

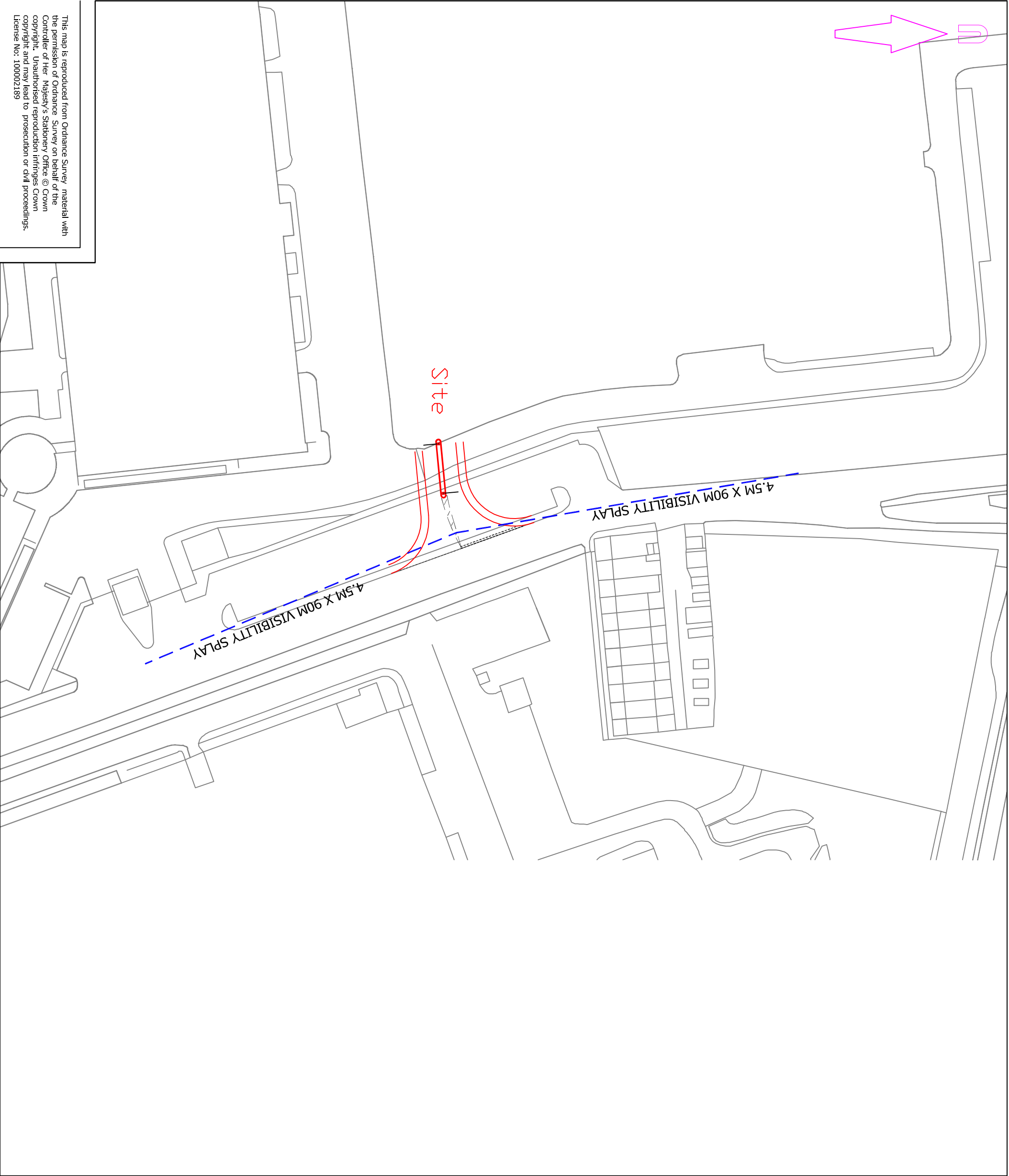
TIME	MOVEMENT 5		TOT	MOVEMENT 6		TOT
	LV	HV		LV	HV	
16:15	122	4	126	4	0	4
16:30	123	4	127	3	0	3
16:45	126	3	129	9	1	10
17:00	146	4	150	10	0	10
HH/TOT	517	15	532	26	1	27
17:15	148	2	150	7	0	7
17:30	149	2	151	6	0	6
17:45	154	5	159	8	0	8
18:00	142	0	142	12	0	12
H/TOT	593	9	602	33	0	33
P/TOT	1110	24	1134	59	1	60

569 11 580 32 1 33

TIME	MOVEMENT 11		TOT	MOVEMENT 12		TOT
	LV	HV		LV	HV	
16:15	117	5	122	22	0	22
16:30	122	8	130	29	0	29
16:45	130	1	131	18	0	18
17:00	131	3	134	15	0	15
HH/TOT	500	17	517	84	0	84
17:15	120	7	127	10	0	10
17:30	136	2	138	20	0	20
17:45	106	2	108	22	0	22
18:00	94	7	101	22	0	22
H/TOT	456	18	474	74	0	74
P/TOT	956	35	991	158	0	158

517 13 530 63 0 63

Appendix E – Site Access Drawing



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All measurements have been based on OS mapping. The accuracy of OS mapping data should be checked prior to detailed design and construction.

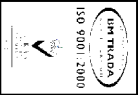
DRAFT FOR CONSULTATION

rev.	amendment	checked	date



mayer brown

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www.mayerbrown.co.uk



client
Fort Wilson Properties

project
Proposed Business Park
Simonstone Lane, Burnely

scale	1:1000 @ A3	drawn by	TC	checked by	TC
date	29 July 2011	cad file	Site Access		
title	Proposed Site Access				

drawing number	NW/FVL/BURNLEY.1/01	rev.	
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Appendix F – Proposed Masterplan



General Notes

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

Do not scale from this drawing.

Only work to written dimensions.

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Note:
THIS MASTERPLAN DRAWING SHOULD BE READ IN CONJUNCTION WITH THE LANDSCAPE PLAN SUBMITTED WITH THIS APPLICATION.

PLANNING ISSUE

Revision

Scale 1:500@A0
Status PLANNING
Drawn by PM
Date July 2011

Client

Fort Wilson Properties

Project

Calder Vale Business Park

Drawing Description

Proposed Masterplan

Drawing No. 40020_PL100

Rev.



Architecture | Master Planning | Project Management

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Appendix G – Industrial Unit TRICS Output

Draft Accessibility Review – Simsonstone Lane, Burnley

Table F - Accessibility Questionnaire

Site Description: Application Reference:							
Access Type	Criteria	Criteria Scores	Score	Sub-Score			
Walking	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m	5	5 – Bus stop is around 185m away			
		<300m	3				
		<500m	1				
		>500m	0				
	Distance to nearest railway station from main entrance to building	<400m	3	0 – Over 3km away			
		<1km	2				
		>1km	0				
Cycling	Proximity to defined cycle routes	<100m	3	2 – Cycle route is around 300m away			
		<500m	2				
		<1km	1				
Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development	Urban/ Suburban		3 – Bus frequency is 30 minutes or less			
		15 minutes or less	5				
		30 minutes or less	3				
		>30 minutes	1				
		Villages and Rural					
		Hourly or less	5				
		2 Hourly or less	2				
		1 or more per day	1				
			Number of bus services serving different localities stopping within 200 metres of main entrance		4 or more localities served	5	5 – 4 or more localities are served
					3	3	
					2	2	
					1	1	
	Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	1 – hourly			
		30-59 minutes	2				
		Hourly or less frequent	1				
	Drive to nearest station	10 minutes or less	2	2 – 10 minutes or less			
		15 minutes or less	1				
Other	Travel reduction opportunities	Facilities on site or within 100 metres that reduce the need to travel:		0 – nothing within 100m of the site			
		* food shop/cafe	1				
		* newsagent	1				
		* crèche	1				
		* other	1				
Total Aggregate Score							
Accessibility Level							
High: 24-30 Medium: 16-23 Low: 15 or less							
Total score: 17 which means the							

Total score: **17**
which means the accessibility level is **Medium**

Appendix H – Industrial Unit TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	2 days
	DC DORSET	5 days
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 300 to 43325 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/89 to 14/10/10

Selected survey days:

Monday	5 days
Tuesday	7 days
Wednesday	3 days
Thursday	8 days
Friday	1 days

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	4

Selected Location Sub Categories:

Industrial Zone	12
Commercial Zone	2
Built-Up Zone	5
Village	1
Out of Town	1
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	BR-02-C-01 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1100 sqm Survey date: MONDAY 19/10/09	MECH. ENGINEERS, BRISTOL	BRISTOL CITY	Survey Type: MANUAL
2	CH-02-C-01 GADBROOK PARK HIGH SHURLACH NORTHWICH Edge of Town Industrial Zone Total Gross floor area: 15000 sqm Survey date: THURSDAY 21/06/07	BAKERY, NORTHWICH	CHESHIRE	Survey Type: MANUAL
3	CW-02-C-01 WILSON WAY POOL CAMBORNE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 10200 sqm Survey date: FRIDAY 08/06/07	FOOD DISTRIBUTION, CAMBORNE	CORNWALL	Survey Type: MANUAL
4	CW-02-C-02 NORMANDY WAY BODMIN Edge of Town Industrial Zone Total Gross floor area: 17675 sqm Survey date: WEDNESDAY 06/06/07	LIGHTING COMPANY, BODMIN	CORNWALL	Survey Type: MANUAL
5	DC-02-C-02 HAMPSHIRE ROAD CHICKERELL WEYMOUTH Edge of Town Industrial Zone Total Gross floor area: 3035 sqm Survey date: TUESDAY 04/07/00	NEWSPAPER HQ, WEYMOUTH	DORSET	Survey Type: MANUAL
6	DC-02-C-03 NIMROD WAY STAPEHILL NEAR WIMBORNE MINSTER Free Standing (PPS6 Out of Town) Industrial Zone Total Gross floor area: 1626 sqm Survey date: TUESDAY 15/05/01	INDUSTRIAL UNIT, NR WIMBORNE	DORSET	Survey Type: MANUAL
7	DC-02-C-04 WEYMOUTH AVENUE DORCHESTER Edge of Town Centre Built-Up Zone Total Gross floor area: 19857 sqm Survey date: MONDAY 09/07/01	BREWERY, DORCHESTER	DORSET	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DC-02-C-05	ELECTRONICS CO., WEYMOUTH	DORSET
	HAMPSHIRE ROAD		
	GRANBY IND. ESTATE		
	WEYMOUTH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4600 sqm	
	Survey date: THURSDAY	11/10/01	Survey Type: MANUAL
9	DC-02-C-07	NEW LOOK, WEYMOUTH	DORSET
	MERCERY ROAD		
	WEYMOUTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5467 sqm	
	Survey date: MONDAY	07/07/08	Survey Type: MANUAL
10	DS-02-C-01	BAKERY, NEAR SHEFFIELD	DERBYSHIRE
	STUBLEY LANE		
	DRONFIELD		
	NEAR SHEFFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	23500 sqm	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
11	GM-02-C-02	BREWERY, MANCHESTER	GREATER MANCHESTER
	GREAT DUCIE STREET		
	STRANGWAYS		
	MANCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	33470 sqm	
	Survey date: TUESDAY	08/06/04	Survey Type: MANUAL
12	GS-02-C-01	HEALTH PRODUCTS, GLOUCESTER	GLOUCESTERSHIRE
	ST CATHERINE STREET		
	GLOUCESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	6604 sqm	
	Survey date: WEDNESDAY	26/05/04	Survey Type: MANUAL
13	HE-02-C-01	METAL. COATINGS, HEREFORD	HEREFORDSHIRE
	COLLEGE ROAD		
	HEREFORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1880 sqm	
	Survey date: THURSDAY	14/10/10	Survey Type: MANUAL
14	HF-02-C-01	IND. UNIT, W. GARDEN CITY	HERTFORDSHIRE
	BRIDGE ROAD EAST		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	17/07/08	Survey Type: MANUAL

15	LC-02-C-01	BREWERY, BLACKBURN	LANCASHIRE
	PENNY STREET		
	BLACKBURN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	34581 sqm	
	Survey date:	MONDAY 21/06/04	Survey Type: MANUAL
16	NF-02-C-01	INDUSTRIAL UNIT, NORWICH	NORFOLK
	KERRISON ROAD		
	NORWICH		
	Edge of Town		
	Built-Up Zone		
	Total Gross floor area:	32000 sqm	
	Survey date:	THURSDAY 16/11/00	Survey Type: MANUAL
17	NF-02-C-02	GROCERY FACTORY, KINGS LYNN	NORFOLK
	HARDWICK ROAD		
	KINGS LYNN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	43325 sqm	
	Survey date:	MONDAY 19/09/05	Survey Type: MANUAL
18	NR-02-C-01	PAPER COMPANY, N'HAMPTON	NORTHAMPTONSHIRE
	RHOSILI ROAD		
	BRACKMILLS		
	NORTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11500 sqm	
	Survey date:	THURSDAY 27/11/08	Survey Type: MANUAL
19	NY-02-C-01	FOOD PRODUCTION, MASHAM	NORTH YORKSHIRE
	FEARBY ROAD		
	MASHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	2491 sqm	
	Survey date:	TUESDAY 23/09/08	Survey Type: MANUAL
20	SC-02-C-02	FURNITURE MANUF., WEYBRIDGE	SURREY
	VICKERS DRIVE SOUTH		
	BROOKLANDS		
	WEYBRIDGE		
	Free Standing (PPS6 Out of Town)		
	No Sub Category		
	Total Gross floor area:	8864 sqm	
	Survey date:	THURSDAY 09/10/97	Survey Type: MANUAL
21	TV-02-C-01	ELECTRONICS CO.,NR BILLINGHAM	TEES VALLEY
	SAMSUNG AVENUE		
	WOLVISTON		
	NEAR BILLINGHAM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	21841 sqm	
	Survey date:	TUESDAY 02/10/01	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	WM-02-C-01	METAL BEARINGS, S. COLDFIELD	WEST MIDLANDS
		FORGE LANE	
		MINWORTH	
		SUTTON COLDFIELD	
		Suburban Area (PPS6 Out of Centre)	
		Industrial Zone	
		Total Gross floor area:	4200 sqm
		Survey date: TUESDAY	25/11/08
			Survey Type: MANUAL
23	WM-02-C-02	ARDONPRINT, BIRMINGHAM	WEST MIDLANDS
		SYDNEY ROAD	
		SMALL HEATH	
		BIRMINGHAM	
		Suburban Area (PPS6 Out of Centre)	
		Commercial Zone	
		Total Gross floor area:	300 sqm
		Survey date: WEDNESDAY	17/06/09
			Survey Type: MANUAL
24	WY-02-C-01	ANIMAL FEEDS, NEAR SHERBURN	WEST YORKSHIRE
		BISHOPDYKE ROAD	
		NEAR SHERBURN IN ELMET	
		Free Standing (PPS6 Out of Town)	
		Industrial Zone	
		Total Gross floor area:	9835 sqm
		Survey date: TUESDAY	19/04/05
			Survey Type: MANUAL

Mayer Brown Ltd Church Street Preston

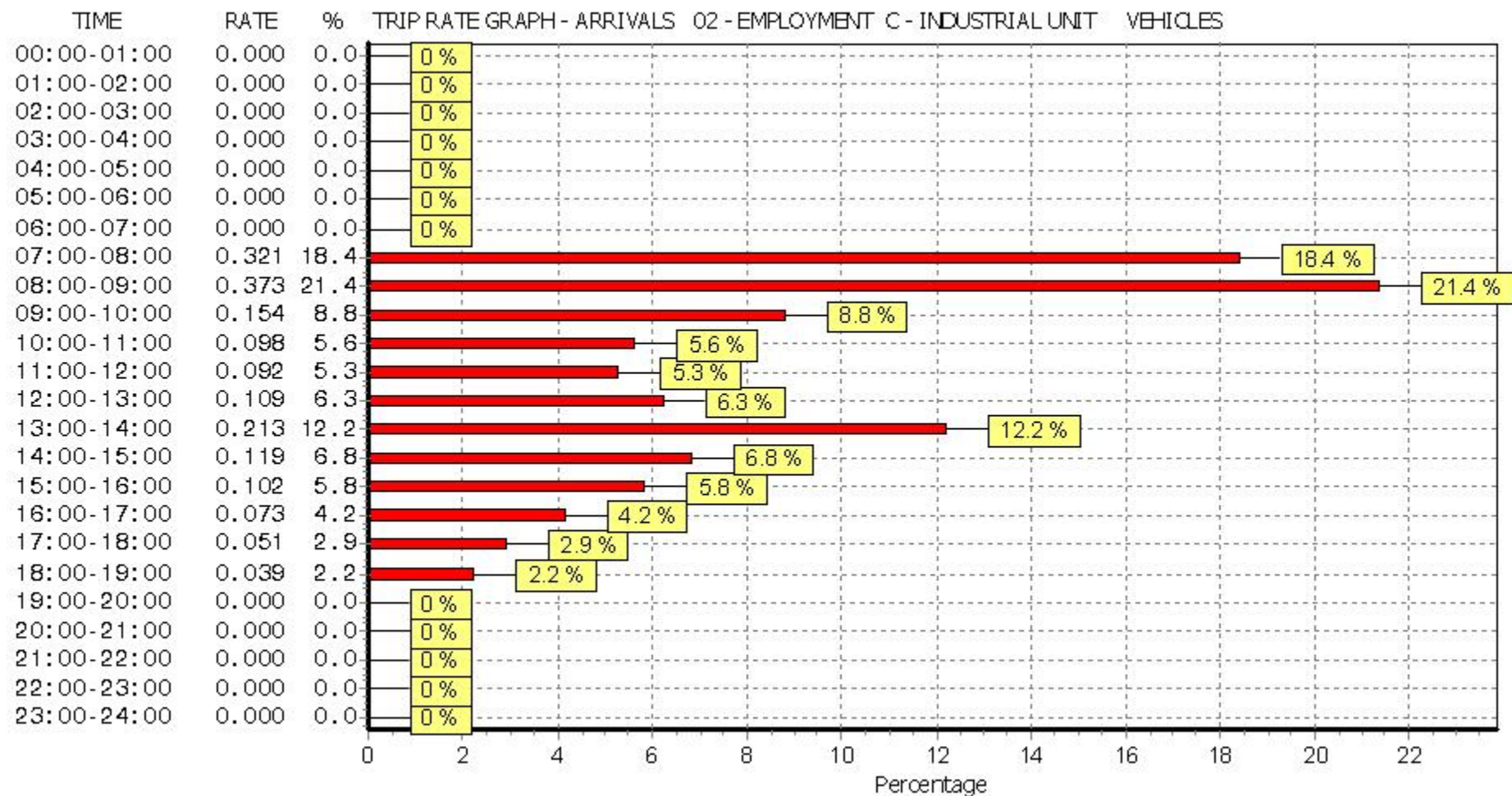
Licence No: 807407

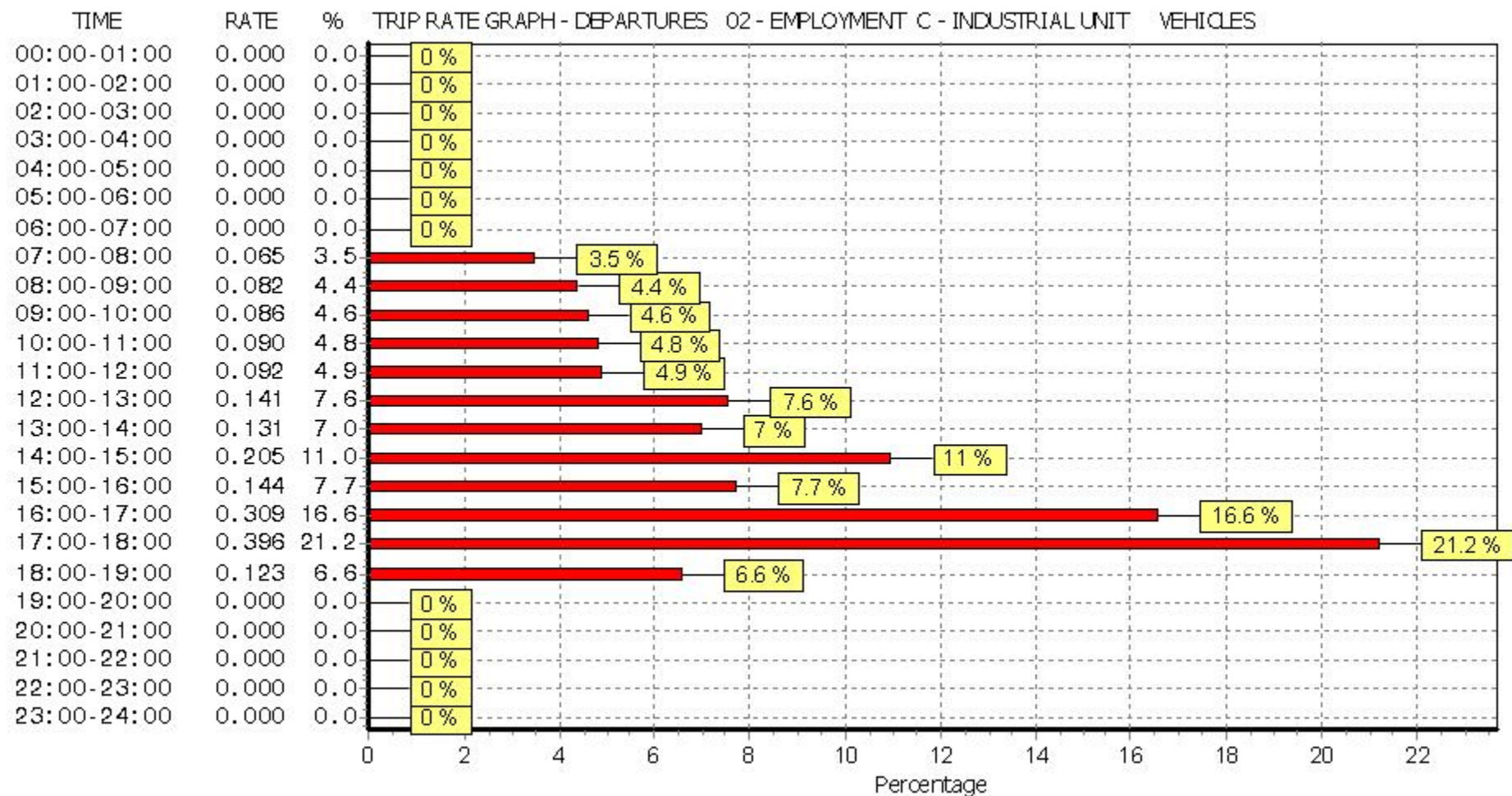
TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	24	13115	0.132	24	13115	0.034	24	13115	0.166
07:30 - 08:00	24	13115	0.189	24	13115	0.031	24	13115	0.220
08:00 - 08:30	24	13115	0.217	24	13115	0.040	24	13115	0.257
08:30 - 09:00	24	13115	0.156	24	13115	0.042	24	13115	0.198
09:00 - 09:30	24	13115	0.094	24	13115	0.042	24	13115	0.136
09:30 - 10:00	24	13115	0.060	24	13115	0.044	24	13115	0.104
10:00 - 10:30	24	13115	0.049	24	13115	0.047	24	13115	0.096
10:30 - 11:00	24	13115	0.049	24	13115	0.043	24	13115	0.092
11:00 - 11:30	24	13115	0.044	24	13115	0.043	24	13115	0.087
11:30 - 12:00	24	13115	0.048	24	13115	0.049	24	13115	0.097
12:00 - 12:30	24	13115	0.049	24	13115	0.068	24	13115	0.117
12:30 - 13:00	24	13115	0.060	24	13115	0.073	24	13115	0.133
13:00 - 13:30	24	13115	0.099	24	13115	0.068	24	13115	0.167
13:30 - 14:00	24	13115	0.114	24	13115	0.063	24	13115	0.177
14:00 - 14:30	24	13115	0.064	24	13115	0.143	24	13115	0.207
14:30 - 15:00	24	13115	0.055	24	13115	0.062	24	13115	0.117
15:00 - 15:30	24	13115	0.053	24	13115	0.067	24	13115	0.120
15:30 - 16:00	24	13115	0.049	24	13115	0.077	24	13115	0.126
16:00 - 16:30	24	13115	0.035	24	13115	0.114	24	13115	0.149
16:30 - 17:00	24	13115	0.038	24	13115	0.195	24	13115	0.233
17:00 - 17:30	24	13115	0.027	24	13115	0.234	24	13115	0.261
17:30 - 18:00	24	13115	0.024	24	13115	0.162	24	13115	0.186
18:00 - 18:30	24	13115	0.019	24	13115	0.078	24	13115	0.097
18:30 - 19:00	24	13115	0.020	24	13115	0.045	24	13115	0.065
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.744			1.864			3.608

Parameter summary

Trip rate parameter range selected:	300 - 43325 (units: sqm)
Survey date date range:	01/01/89 - 14/10/10
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0





Appendix I – Industrial Estate TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
	CW CORNWALL	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	3 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KH KINGSTON UPON HULL	1 days
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1197 to 102000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/99 to 09/09/10

Selected survey days:

Monday	5 days
Tuesday	8 days
Wednesday	6 days
Thursday	8 days
Friday	6 days

Selected survey types:

Manual count	32 days
Directional ATC Count	1 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	4

Selected Location Sub Categories:

Industrial Zone	18
Residential Zone	2
Built-Up Zone	2
Village	1
Out of Town	3
No Sub Category	7

LIST OF SITES relevant to selection parameters

1	BR-02-D-02 NOVERS HILL BEDMINSTER BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm Survey date: THURSDAY 19/11/09	INDUSTRIAL ESTATE, BRISTOL	BRISTOL CITY	Survey Type: MANUAL
2	BR-02-D-03 CROFTS END ROAD SPEEDWELL BRISTOL Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 6000 sqm Survey date: TUESDAY 20/10/09	INDUSTRIAL ESTATE, BRISTOL	BRISTOL CITY	Survey Type: MANUAL
3	CA-02-D-01 STURROCK WAY BRETTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4300 sqm Survey date: TUESDAY 13/05/08	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE	Survey Type: MANUAL
4	CA-02-D-02 COLDHAM'S ROAD COLDHAM'S COMMON CAMBRIDGE Edge of Town Industrial Zone Total Gross floor area: 2063 sqm Survey date: MONDAY 19/10/09	IND. ESTATE, CAMBRIDGE	CAMBRIDGESHIRE	Survey Type: MANUAL
5	CA-02-D-03 SAVILLE ROAD WESTWOOD PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 4425 sqm Survey date: THURSDAY 22/10/09	IND. ESTATE, PETERBOROUGH	CAMBRIDGESHIRE	Survey Type: MANUAL
6	CB-02-D-03 CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 13700 sqm Survey date: THURSDAY 23/06/05	INDUSTRIAL ESTATE, BRAMPTON	CUMBRIA	Survey Type: MANUAL
7	CB-02-D-04 CARLISLE ROAD BRAMPTON Edge of Town No Sub Category Total Gross floor area: 17708 sqm Survey date: WEDNESDAY 16/12/09	INDUSTRIAL ESTATE, BRAMPTON	CUMBRIA	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	CH-02-D-02	INDUSTRIAL EST., NORTHWICH	CESHIRE
	MANCHESTER ROAD		
	WINCHAM		
	NORTHWICH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	22000 sqm	
	Survey date: FRIDAY	15/06/07	Survey Type: MANUAL
9	CW-02-D-02	INDUSTRIAL ESTATE, CAMBORNE	CORNWALL
	DRUIDS ROAD		
	CAMBORNE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6515 sqm	
	Survey date: FRIDAY	21/09/07	Survey Type: MANUAL
10	DH-02-D-01	INDUSTRIAL ESTATE,NR CONSETT	DURHAM
	PARKWAY		
	ANNFIELD PLAIN		
	NEAR CONSETT		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12025 sqm	
	Survey date: WEDNESDAY	27/04/05	Survey Type: MANUAL
11	DS-02-D-01	IND. ESTATE,SOUTH NORMANTON	DERBYSHIRE
	BERRISTOW LANE		
	SOUTH NORMANTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	92286 sqm	
	Survey date: TUESDAY	15/06/04	Survey Type: MANUAL
12	ES-02-D-04	IND. ESTATE, NEAR HASTINGS	EAST SUSSEX
	WHEEL LANE		
	WESTFIELD		
	NEAR HASTINGS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	2016 sqm	
	Survey date: WEDNESDAY	13/06/01	Survey Type: MANUAL
13	ES-02-D-05	IND. ESTATE, EASTBOURNE	EAST SUSSEX
	COURTLANDS ROAD		
	EASTBOURNE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	7525 sqm	
	Survey date: MONDAY	30/11/09	Survey Type: MANUAL
14	EX-02-D-01	INDUSTRIAL ESTATE, LOUGHTON	ESSEX
	OAKWOOD HILL		
	LOUGHTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	27687 sqm	
	Survey date: THURSDAY	22/11/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	KH-02-D-02	INDUSTRIAL ESTATE, HULL BOULEVARD STREET	KINGSTON UPON HULL
		KINGSTON UPON HULL Edge of Town Industrial Zone Total Gross floor area: 2220 sqm Survey date: THURSDAY 18/10/01	Survey Type: MANUAL
16	LC-02-D-04	INDUSTRIAL ESTATE, GARSTANG GREEN LANE WEST	LANCASHIRE
		GARSTANG Edge of Town Industrial Zone Total Gross floor area: 4555 sqm Survey date: FRIDAY 16/06/06	Survey Type: MANUAL
17	LN-02-D-01	INDUSTRIAL ESTATE, GRANTHAM BELTON LANE	LINCOLNSHIRE
		GRANTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 5347 sqm Survey date: THURSDAY 12/05/05	Survey Type: MANUAL
18	MS-02-D-05	INDUSTRIAL ESTATE, ST HELENS BROADOAK ROAD	MERSEYSIDE
		ST HELENS Edge of Town No Sub Category Total Gross floor area: 2430 sqm Survey date: TUESDAY 18/10/05	Survey Type: MANUAL
19	MS-02-D-06	INDUSTRIAL EST., LIVERPOOL BOALER STREET	MERSEYSIDE
		LIVERPOOL Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: 4800 sqm Survey date: THURSDAY 09/09/10	Survey Type: MANUAL
20	NB-02-D-01	INDUSTRIAL ESTATE, HEXHAM A695	NORTHUMBERLAND
		HEXHAM Edge of Town Industrial Zone Total Gross floor area: 10525 sqm Survey date: MONDAY 23/05/05	Survey Type: MANUAL
21	NF-02-D-02	INDUSTRIAL ESTATE, DEREHAM RASHES GREEN BRECKLAND DEREHAM Edge of Town No Sub Category Total Gross floor area: 51000 sqm Survey date: WEDNESDAY 22/11/00	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NT-02-D-01	IND. ESTATE, SUTTON-IN-ASHFLD	NOTTINGHAMSHIRE
	B6028 STONEYFORD ROAD		
	STANTON HILL		
	SUTTON-IN-ASHFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	26400 sqm	
	Survey date: FRIDAY	30/06/06	Survey Type: MANUAL
23	NY-02-D-01	INDUSTRIAL ESTATE, SHERBURN	NORTH YORKSHIRE
	AVIATION WAY		
	SHERBURN IN ELMET		
	Free Standing (PPS6 Out of Town)		
	Industrial Zone		
	Total Gross floor area:	1197 sqm	
	Survey date: TUESDAY	19/04/05	Survey Type: MANUAL
24	SF-02-D-01	INDUSTRIAL ESTATE, IPSWICH	SUFFOLK
	RAPIER STREET		
	STOKE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	17500 sqm	
	Survey date: MONDAY	28/07/03	Survey Type: MANUAL
25	SF-02-D-02	INDUSTRIAL ESTATE, IPSWICH	SUFFOLK
	HADLEIGH ROAD		
	WESTBOURNE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	102000 sqm	
	Survey date: TUESDAY	22/05/07	Survey Type: MANUAL
26	ST-02-D-04	INDUSTRIAL ESTATE, LICHFIELD	STAFFORDSHIRE
	BURTON OLD ROAD		
	BOLEY PARK		
	LICHFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	40905 sqm	
	Survey date: FRIDAY	08/09/00	Survey Type: MANUAL
27	TW-02-D-06	INDUSTRIAL ESTATE, N. SHIELDS	TYNE & WEAR
	NORHAM ROAD		
	WEST CHIRTON		
	NORTH SHIELDS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	23000 sqm	
	Survey date: THURSDAY	19/10/06	Survey Type: MANUAL
28	WL-02-D-01	IND. ESTATE, WOOTTON BASSETT	WILTSHIRE
	MARLBOROUGH ROAD		
	WOOTTON BASSETT		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7050 sqm	
	Survey date: TUESDAY	03/10/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	WM-02-D-01	INDUSTRIAL EST., BIRMINGHAM	WEST MIDLANDS
	MELCHETT ROAD		
	KINGS NORTON		
	BIRMINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2510 sqm	
	Survey date: FRIDAY	24/03/00	Survey Type: MANUAL
30	WS-02-D-04	IND. ESTATE, NEAR PULBOROUGH	WEST SUSSEX
	BROOK LANE		
	GREATHAM BRIDGE		
	NEAR PULBOROUGH		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	1216 sqm	
	Survey date: WEDNESDAY	02/10/02	Survey Type: MANUAL
31	WS-02-D-05	IND. ESTATE, NR BURGESS HILL	WEST SUSSEX
	STAIRBRIDGE LANE		
	NEAR BURGESS HILL		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	5858 sqm	
	Survey date: WEDNESDAY	24/09/03	Survey Type: DIRECTIONAL ATC COUNT
32	WY-02-D-01	INDUSTRIAL ESTATE, LEEDS	WEST YORKSHIRE
	PARK HOUSE WEST		
	LEEDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4225 sqm	
	Survey date: TUESDAY	19/04/05	Survey Type: MANUAL
33	WY-02-D-02	INDUSTRIAL EST., HUDDERSFIELD	WEST YORKSHIRE
	A629 WAKEFIELD ROAD		
	TANDEM		
	HUDDERSFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	20824 sqm	
	Survey date: MONDAY	11/09/06	Survey Type: MANUAL

Mayer Brown Ltd Church Street Preston

Licence No: 807407

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
VEHICLES

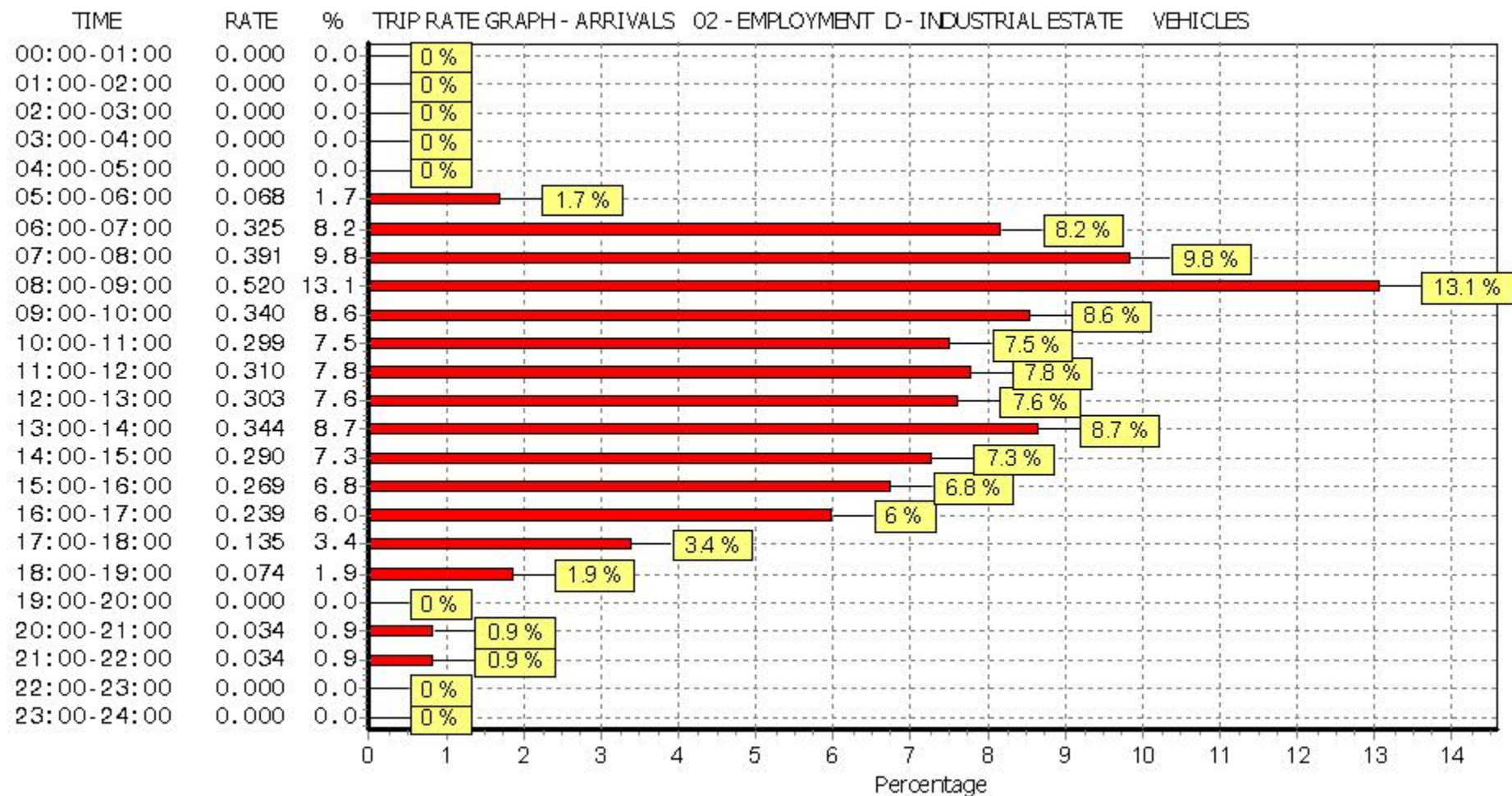
Calculation factor: 100 sqm

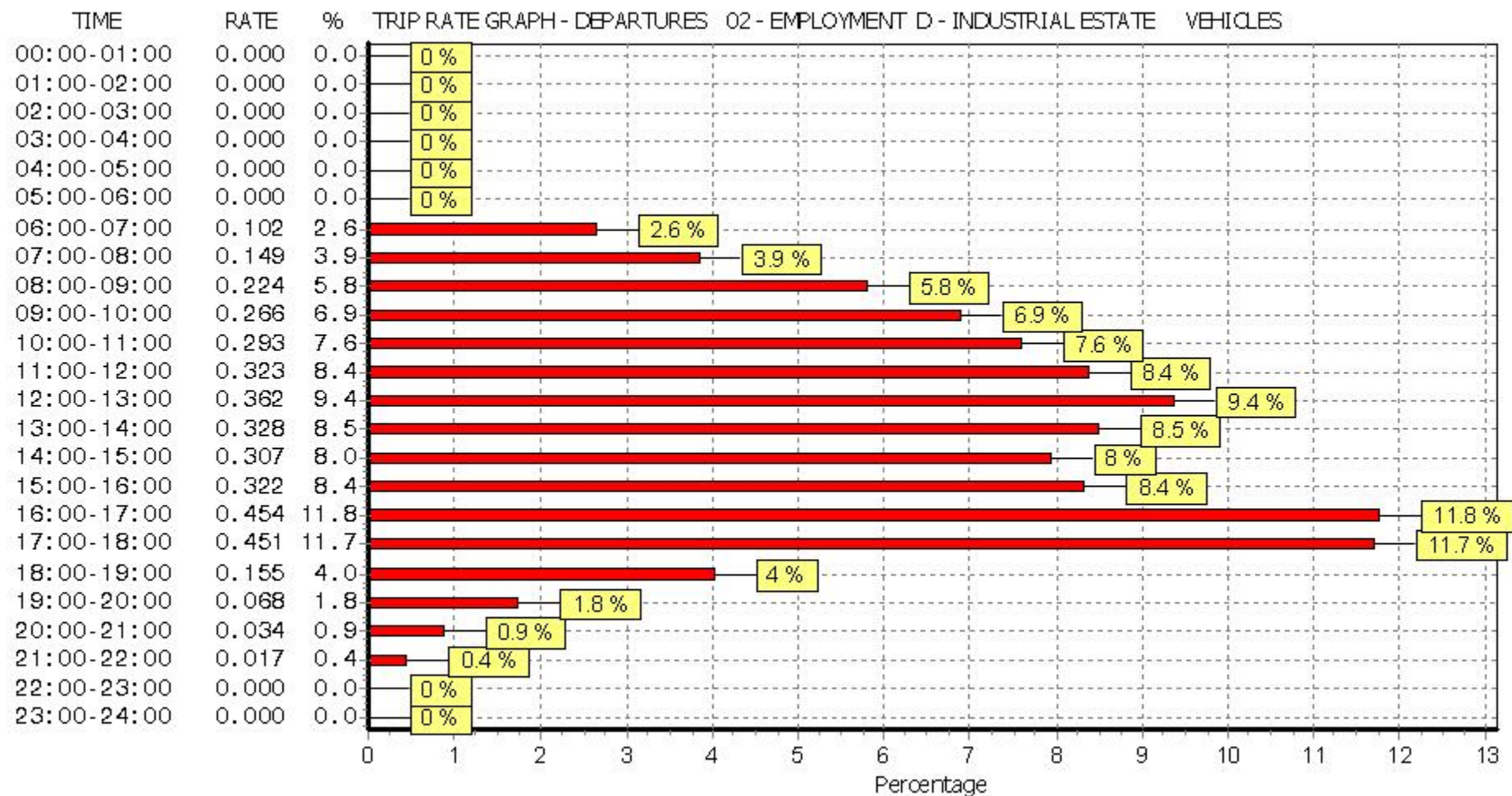
BOLD print indicates peak (busiest) period

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 - 00:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
00:30 - 01:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:00 - 01:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
01:30 - 02:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:00 - 02:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
02:30 - 03:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:00 - 03:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
03:30 - 04:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:00 - 04:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
04:30 - 05:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
05:00 - 05:30	1	5858	0.034	1	5858	0.000	1	5858	0.034
05:30 - 06:00	1	5858	0.034	1	5858	0.000	1	5858	0.034
06:00 - 06:30	1	5858	0.154	1	5858	0.051	1	5858	0.205
06:30 - 07:00	1	5858	0.171	1	5858	0.051	1	5858	0.222
07:00 - 07:30	32	17353	0.139	32	17353	0.061	32	17353	0.200
07:30 - 08:00	32	17353	0.252	32	17353	0.088	32	17353	0.340
08:00 - 08:30	33	16903	0.256	33	16903	0.106	33	16903	0.362
08:30 - 09:00	33	16903	0.264	33	16903	0.118	33	16903	0.382
09:00 - 09:30	33	16903	0.191	33	16903	0.124	33	16903	0.315
09:30 - 10:00	33	16903	0.149	33	16903	0.142	33	16903	0.291
10:00 - 10:30	33	16903	0.155	33	16903	0.150	33	16903	0.305
10:30 - 11:00	33	16903	0.144	33	16903	0.143	33	16903	0.287
11:00 - 11:30	33	16903	0.150	33	16903	0.154	33	16903	0.304
11:30 - 12:00	33	16903	0.160	33	16903	0.169	33	16903	0.329
12:00 - 12:30	33	16903	0.149	33	16903	0.188	33	16903	0.337
12:30 - 13:00	33	16903	0.154	33	16903	0.174	33	16903	0.328
13:00 - 13:30	33	16903	0.166	33	16903	0.177	33	16903	0.343
13:30 - 14:00	33	16903	0.178	33	16903	0.151	33	16903	0.329
14:00 - 14:30	33	16903	0.154	33	16903	0.157	33	16903	0.311
14:30 - 15:00	33	16903	0.136	33	16903	0.150	33	16903	0.286
15:00 - 15:30	33	16903	0.136	33	16903	0.153	33	16903	0.289
15:30 - 16:00	33	16903	0.133	33	16903	0.169	33	16903	0.302
16:00 - 16:30	33	16903	0.125	33	16903	0.207	33	16903	0.332
16:30 - 17:00	33	16903	0.114	33	16903	0.247	33	16903	0.361
17:00 - 17:30	33	16903	0.081	33	16903	0.273	33	16903	0.354
17:30 - 18:00	33	16903	0.054	33	16903	0.178	33	16903	0.232
18:00 - 18:30	32	17353	0.044	32	17353	0.098	32	17353	0.142
18:30 - 19:00	32	17353	0.030	32	17353	0.057	32	17353	0.087
19:00 - 19:30	1	5858	0.000	1	5858	0.034	1	5858	0.034
19:30 - 20:00	1	5858	0.000	1	5858	0.034	1	5858	0.034
20:00 - 20:30	1	5858	0.017	1	5858	0.017	1	5858	0.034
20:30 - 21:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
21:00 - 21:30	1	5858	0.017	1	5858	0.000	1	5858	0.017
21:30 - 22:00	1	5858	0.017	1	5858	0.017	1	5858	0.034
22:00 - 22:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
22:30 - 23:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:00 - 23:30	1	5858	0.000	1	5858	0.000	1	5858	0.000
23:30 - 24:00	1	5858	0.000	1	5858	0.000	1	5858	0.000
Total Rates:			3.975			3.855			7.830

Parameter summary

Trip rate parameter range selected:	1197 - 102000 (units: sqm)
Survey date date range:	01/01/99 - 09/09/10
Number of weekdays (Monday-Friday):	37
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0





Traffic Figures

Figure 1: 2011 AM Peak Surveyed Traffic Flows
AM Peak: 0800 - 0900

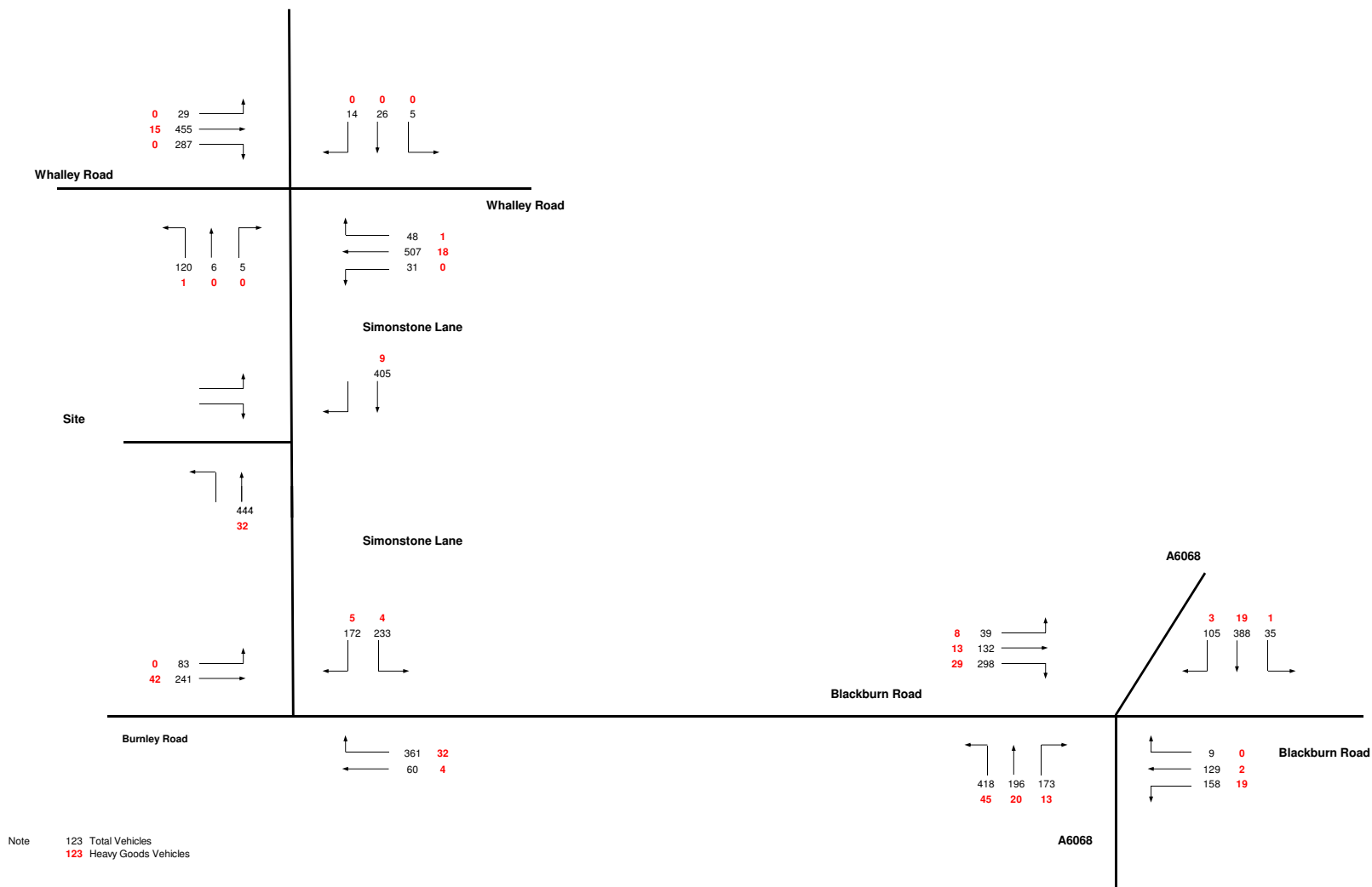


Figure 2: 2011 PM Peak Surveyed Traffic Flows
PM Peak: 1645 - 1745

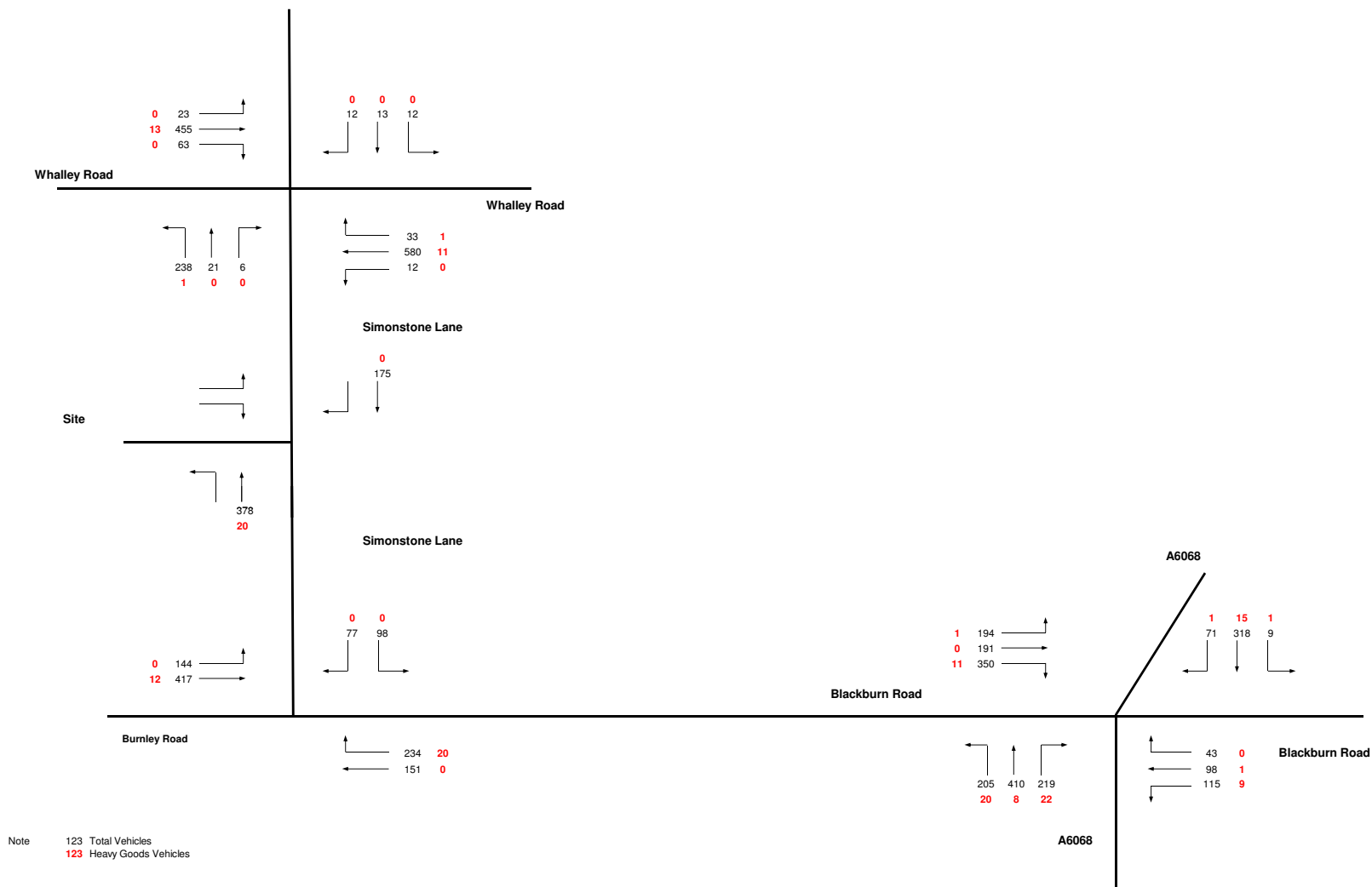


Figure 3: 2011 AM Peak Surveyed Traffic Flows
AM Peak: 0800 - 0900

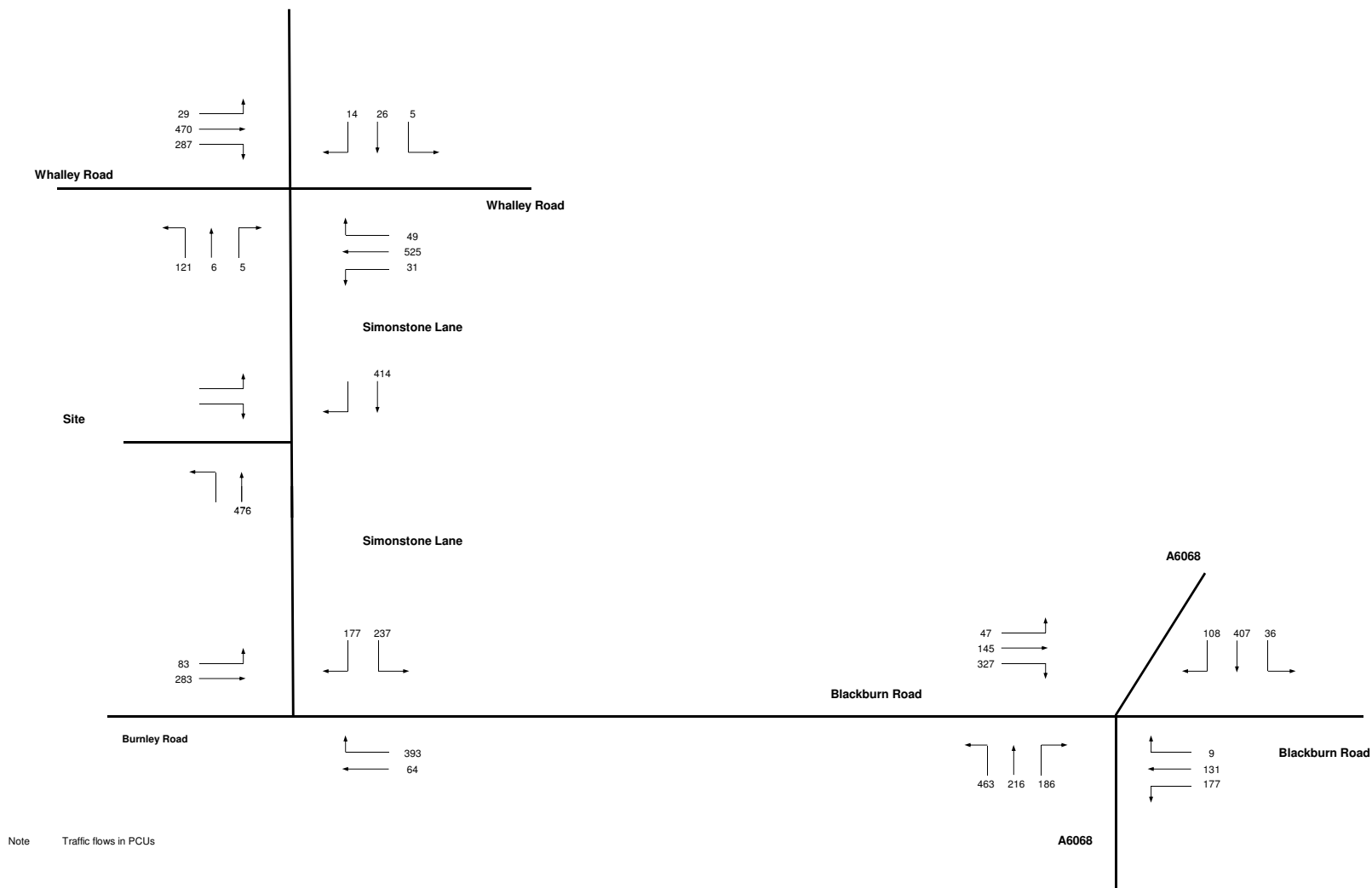


Figure 4: 2011 PM Peak Surveyed Traffic Flows
PM Peak: 1645 - 1745

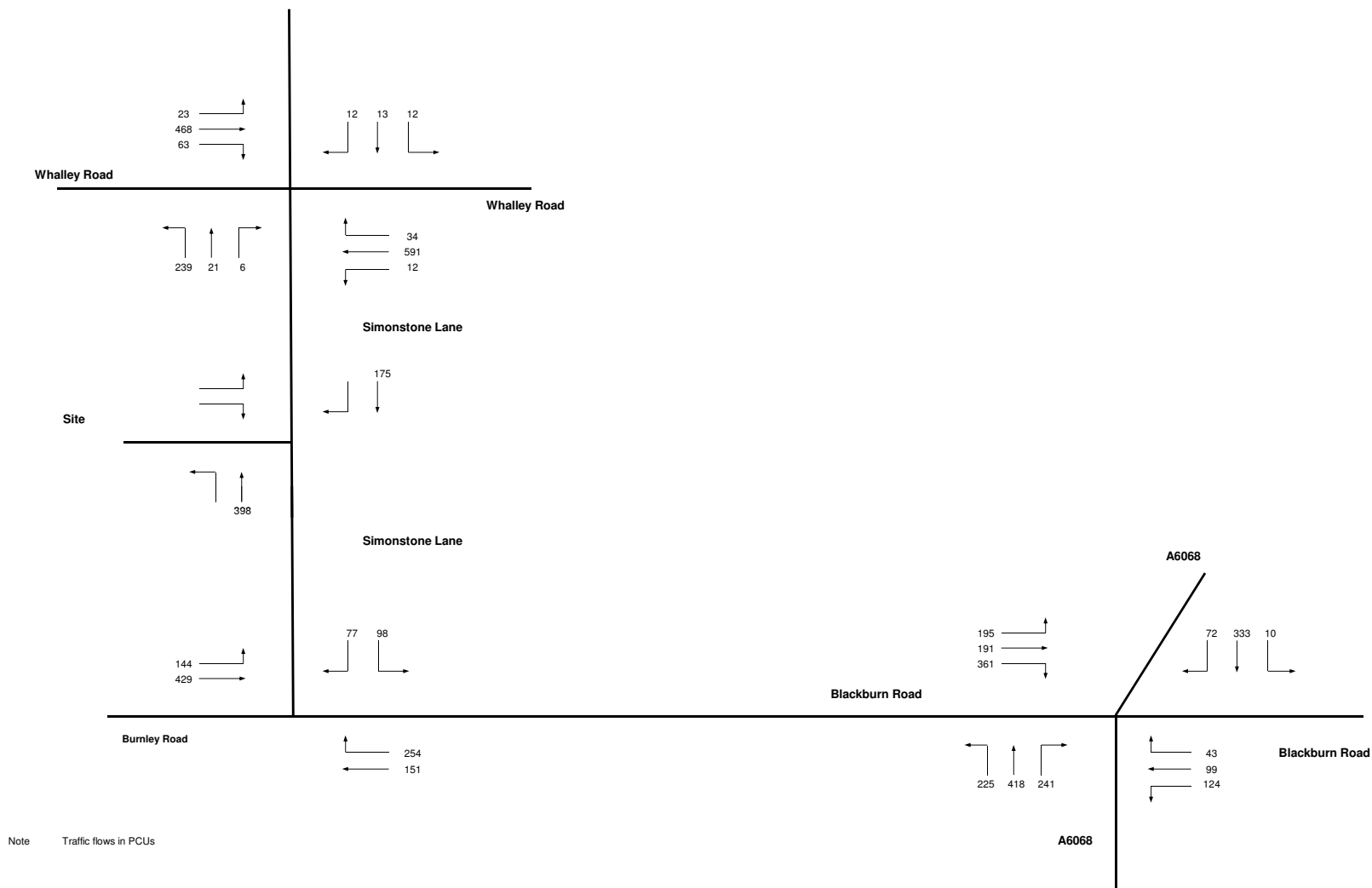


Figure 5: 2021 AM Peak Growthed Traffic Flows
AM Peak: 0800 - 0900

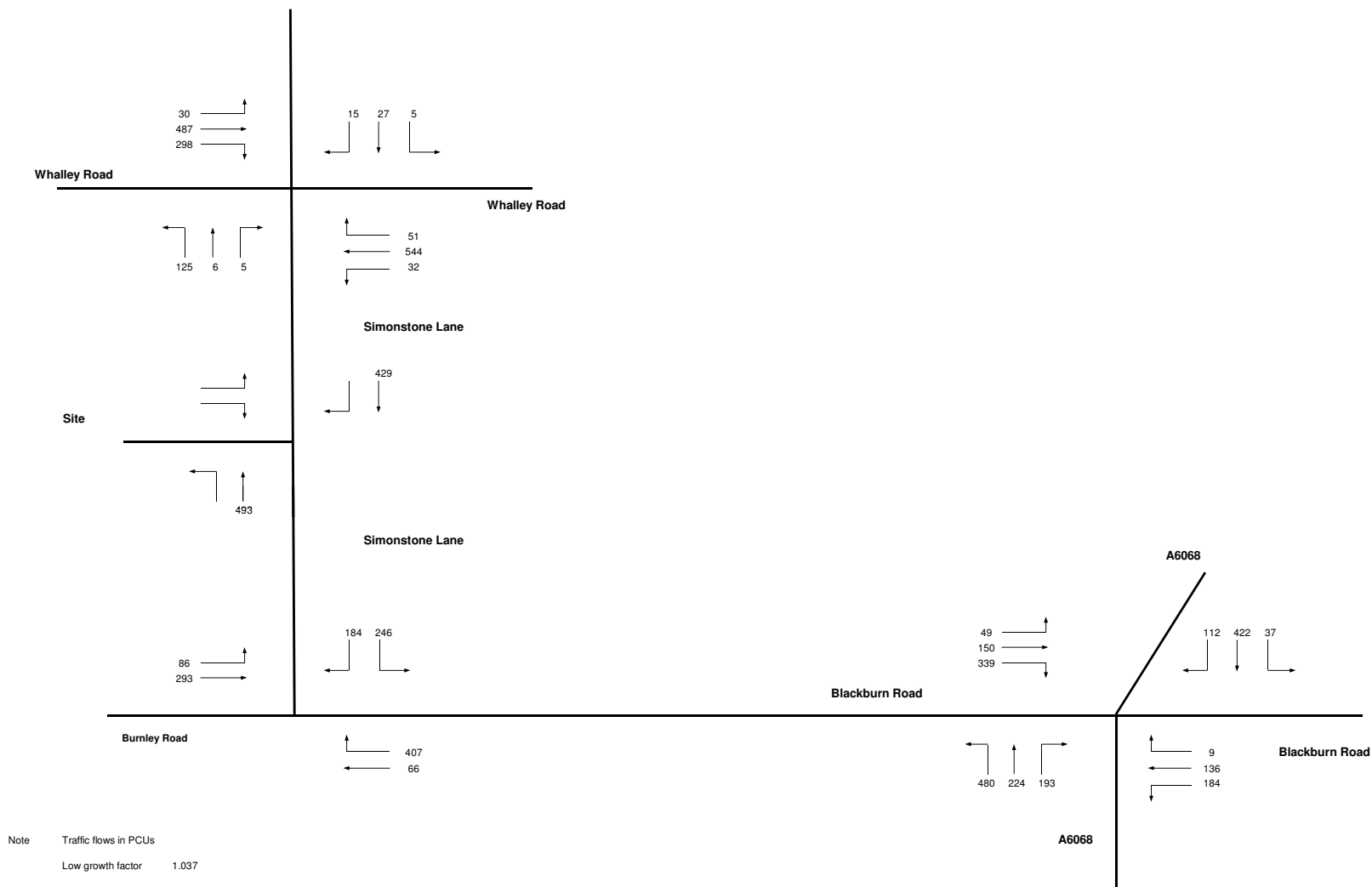


Figure 6: 2021 PM Peak Growthed Traffic Flows
PM Peak: 1645 - 1745

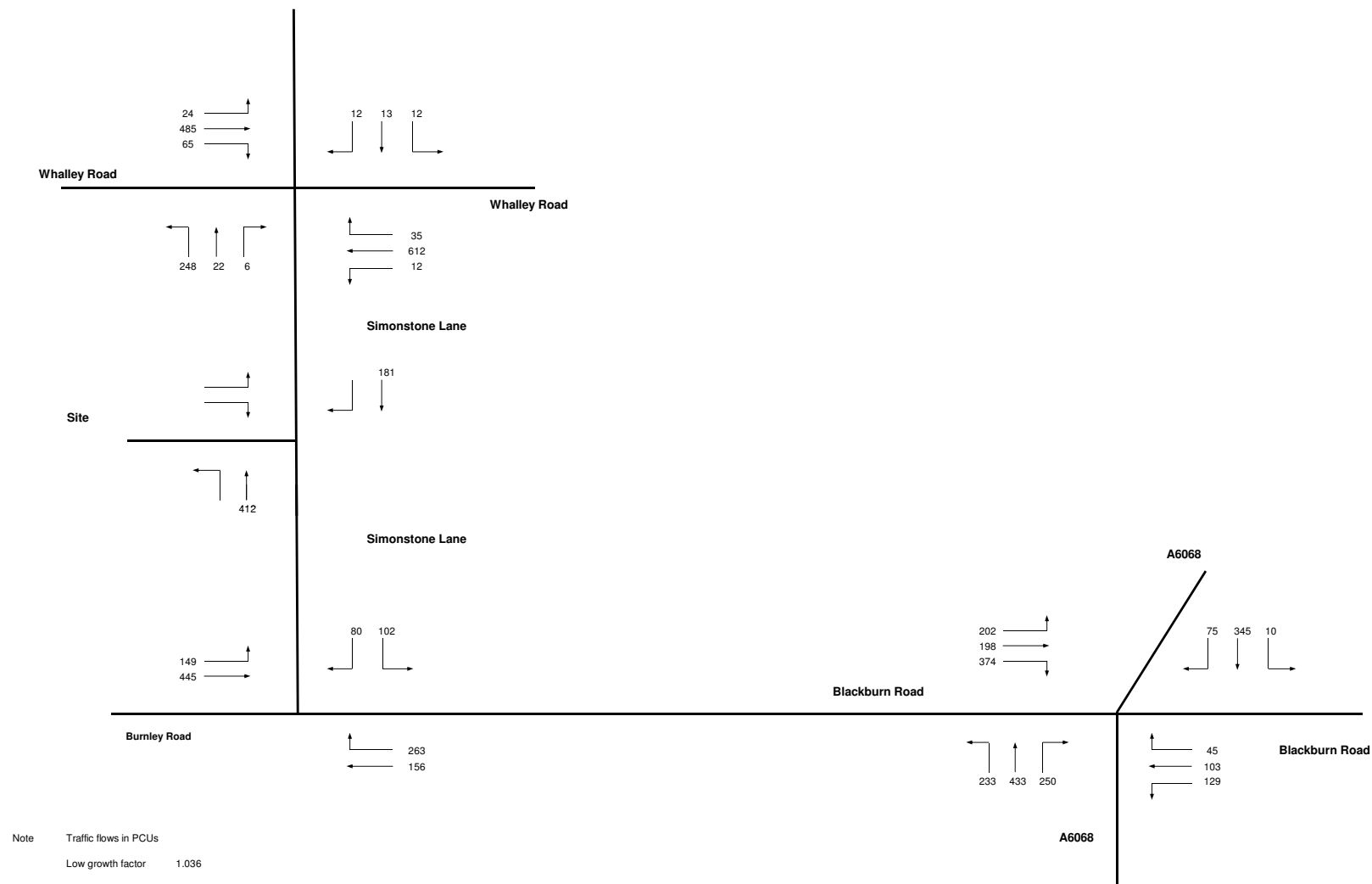


Figure 7: Trip Distribution
AM Peak: 0800 - 0900

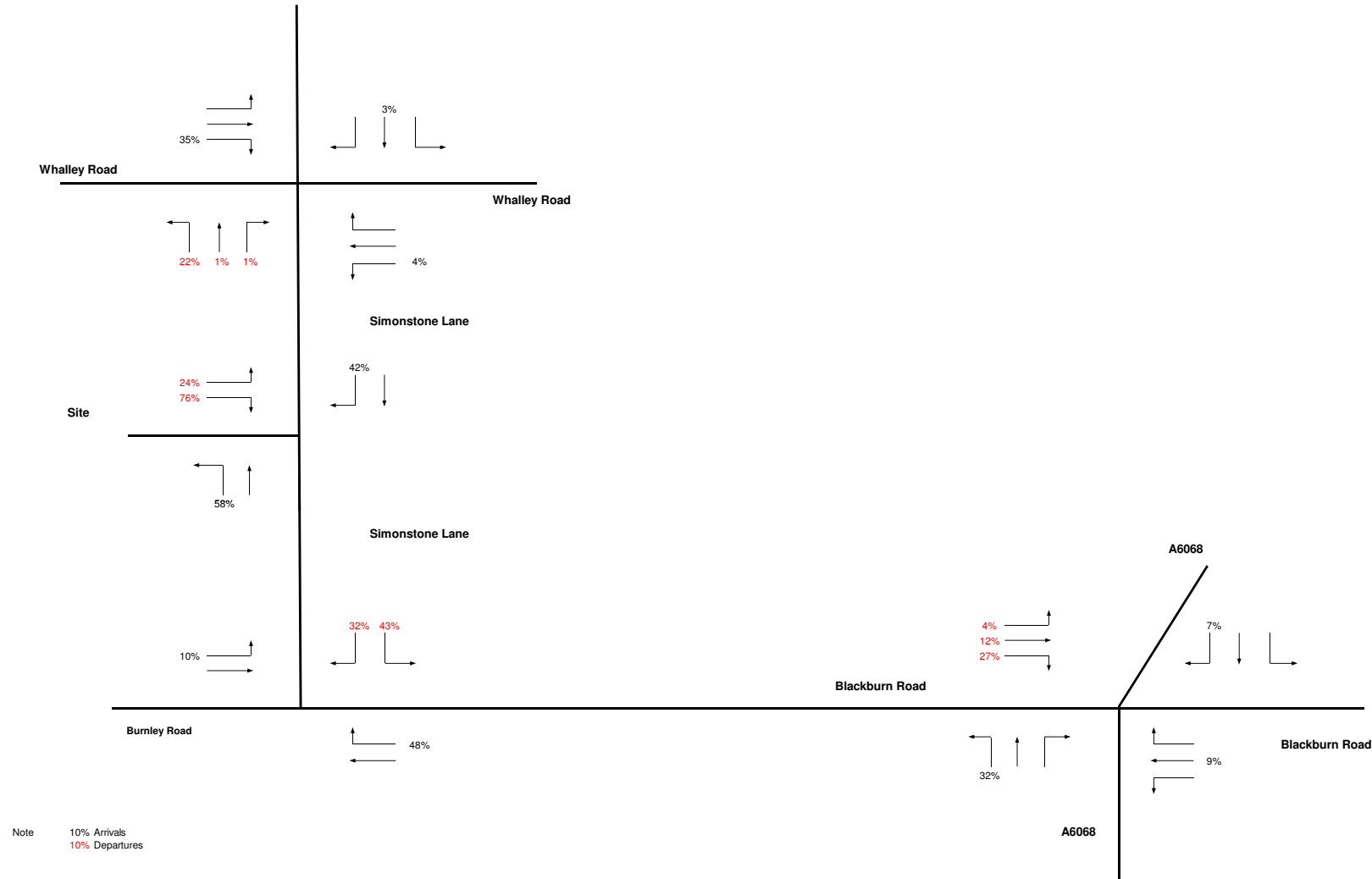


Figure 8: Trip Distribution
PM Peak: 1645 - 1745

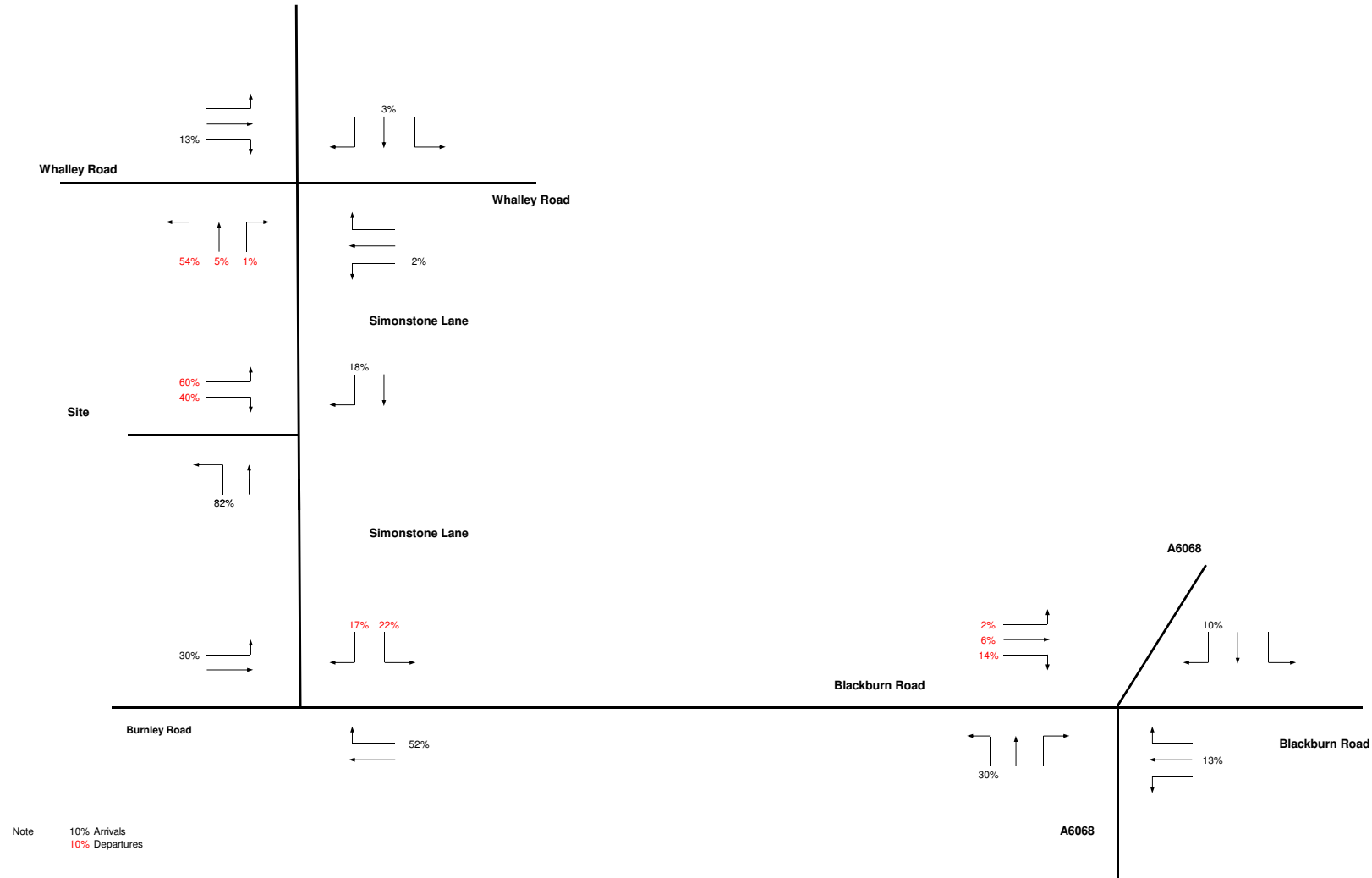


Figure 9: Proposed Development Trips
AM Peak: 0800 - 0900

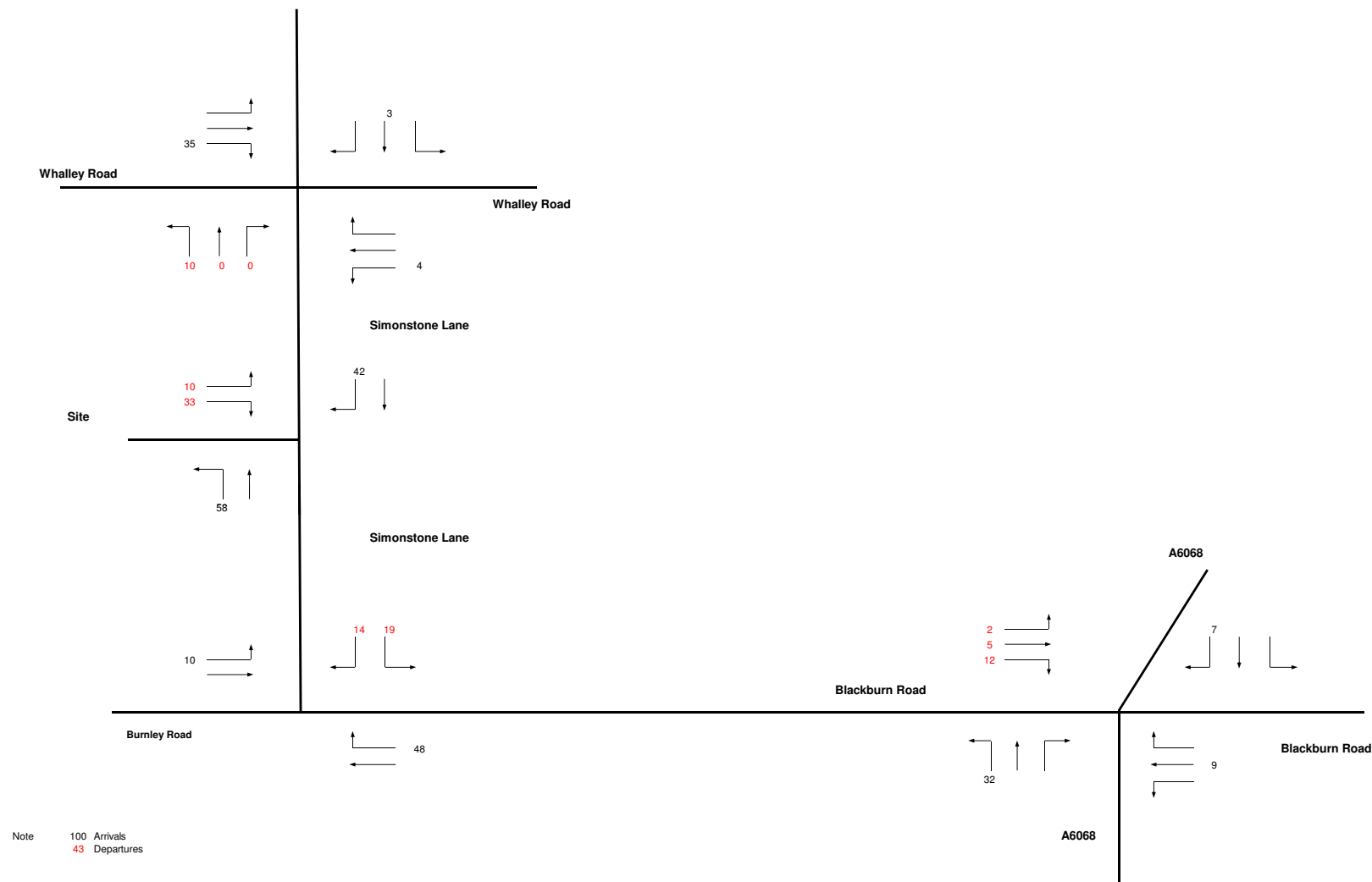


Figure 10: Proposed Development Trips
PM Peak: 1645 - 1745

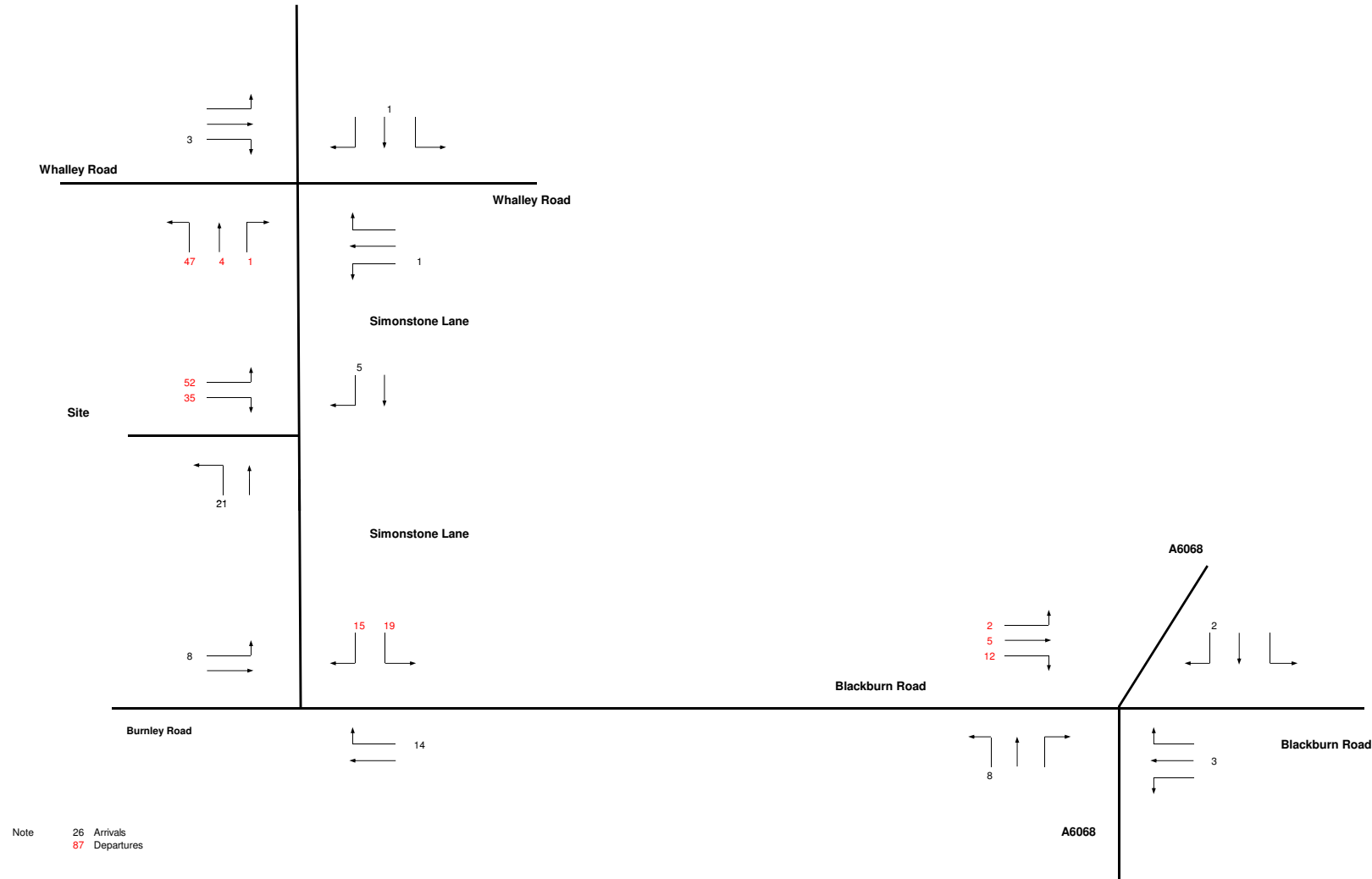


Figure 11: 2011 AM Peak With Development Traffic Flows
AM Peak: 0800 - 0900

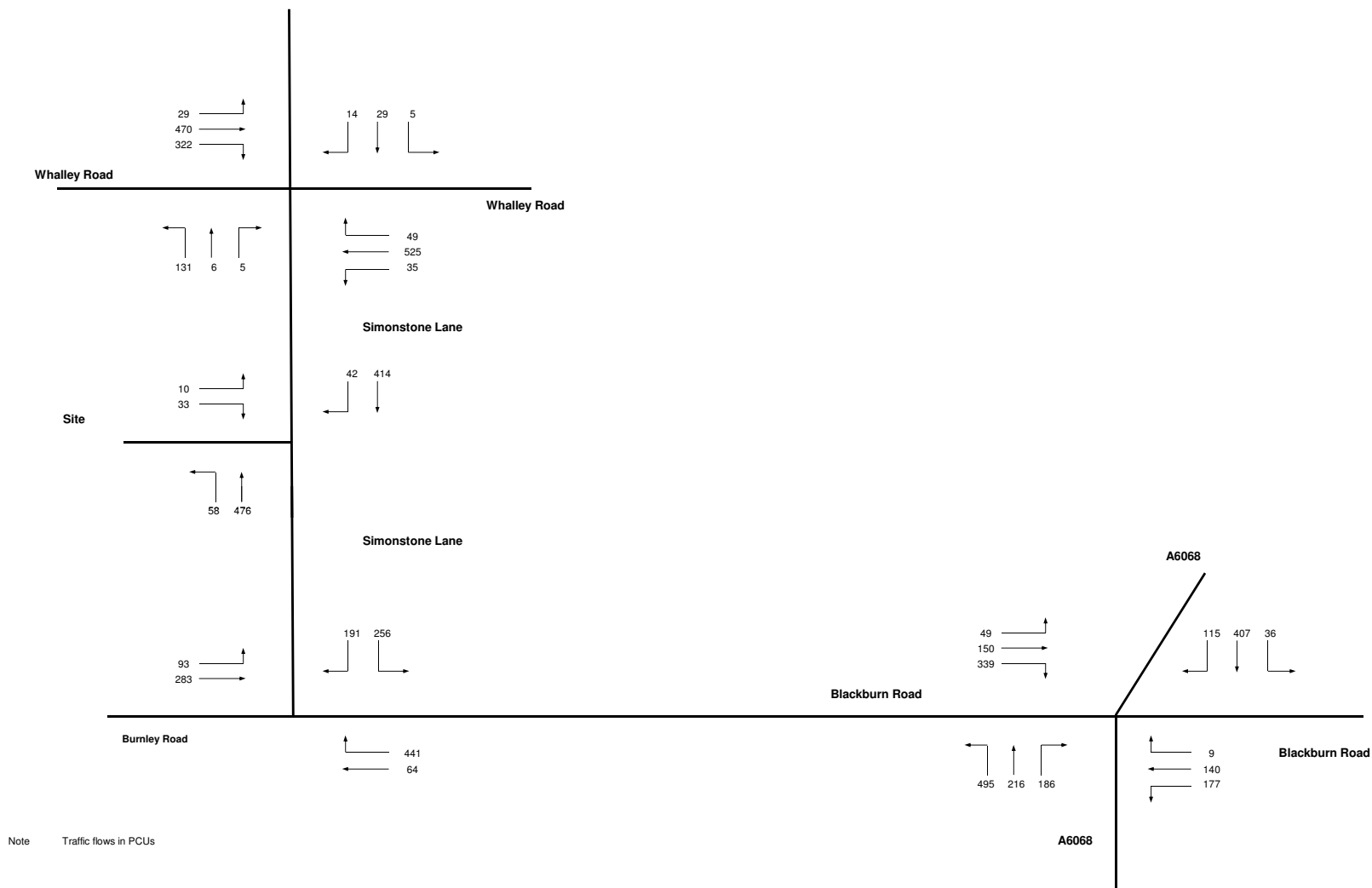


Figure 12: 2011 PM Peak With Development Traffic Flows
PM Peak: 1645 - 1745

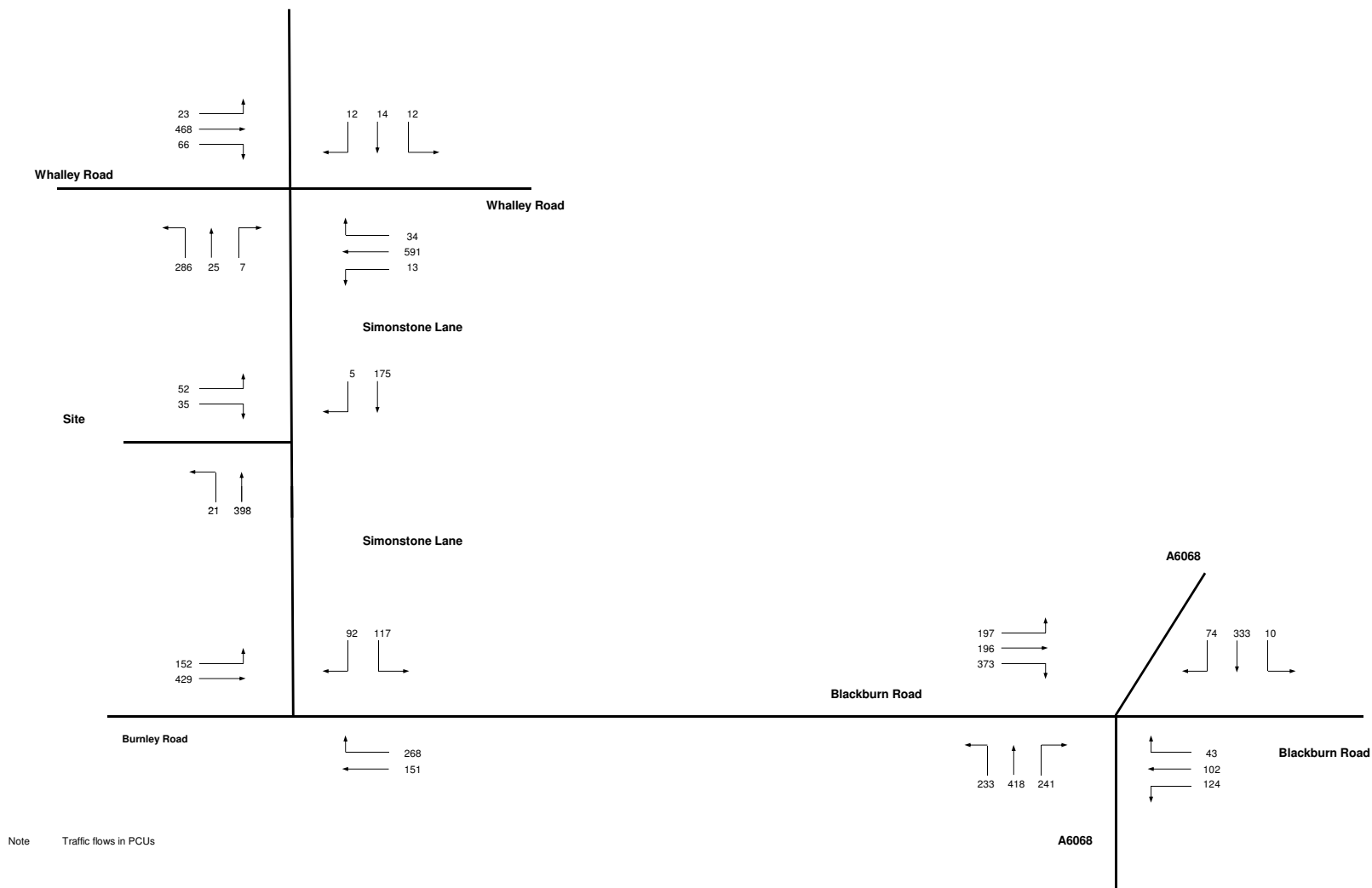


Figure 13: 2021 AM Peak With Development Traffic Flows
AM Peak: 0800 - 0900

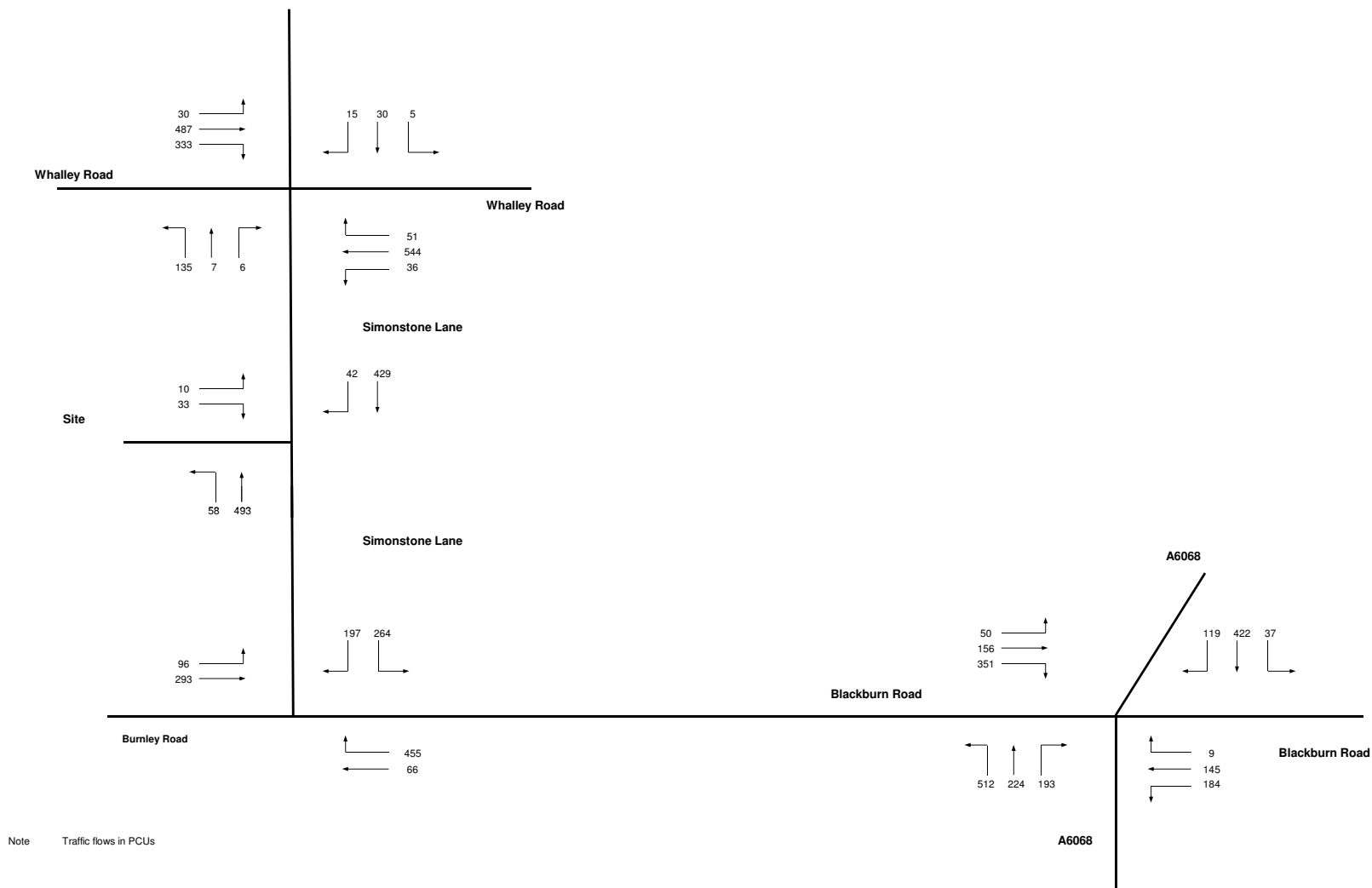


Figure 14: 2021 PM Peak With Development Traffic Flows
PM Peak: 1645 - 1745

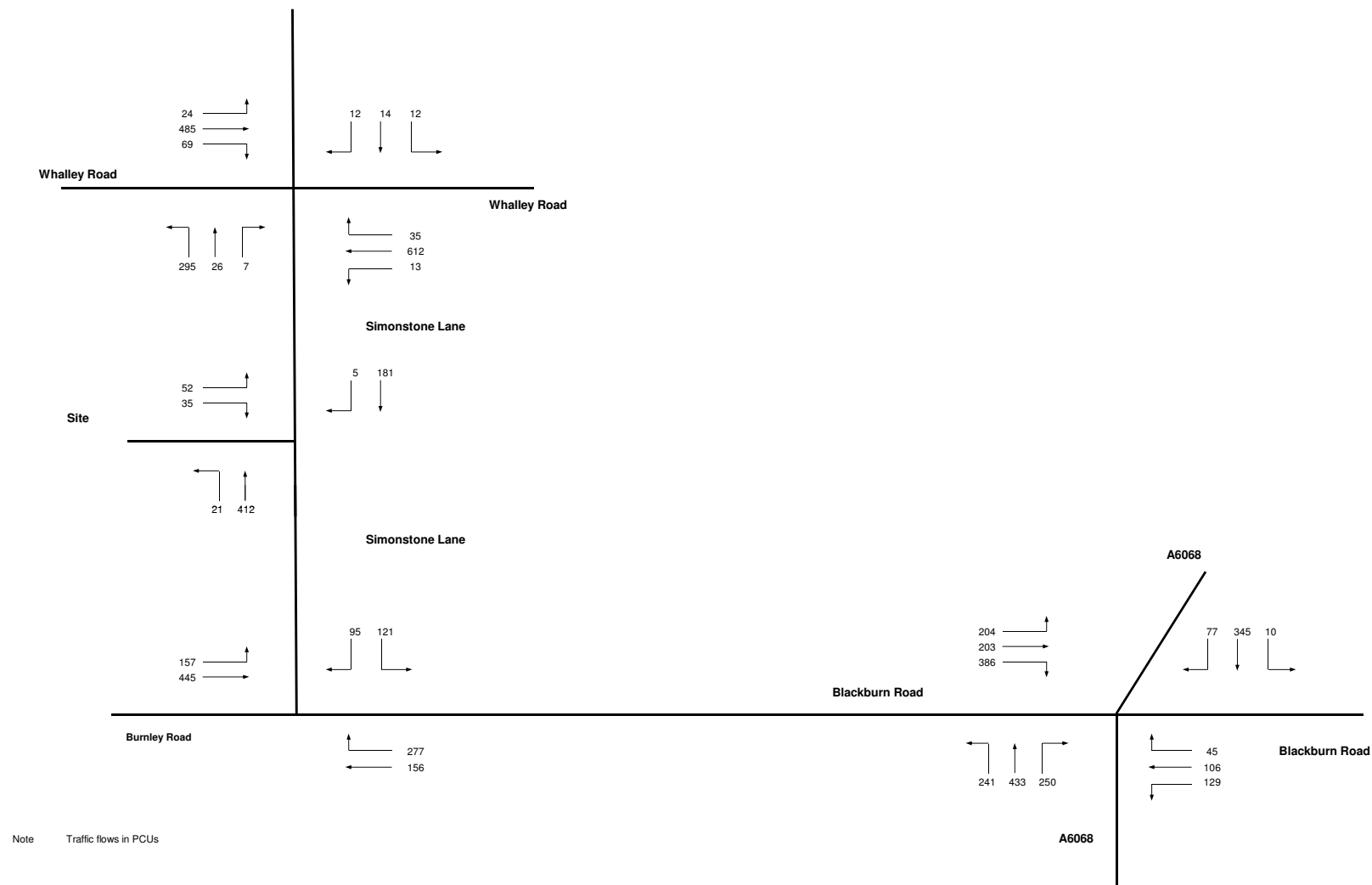


Figure 15: AM Peak Development Impact
AM Peak: 0800 - 0900

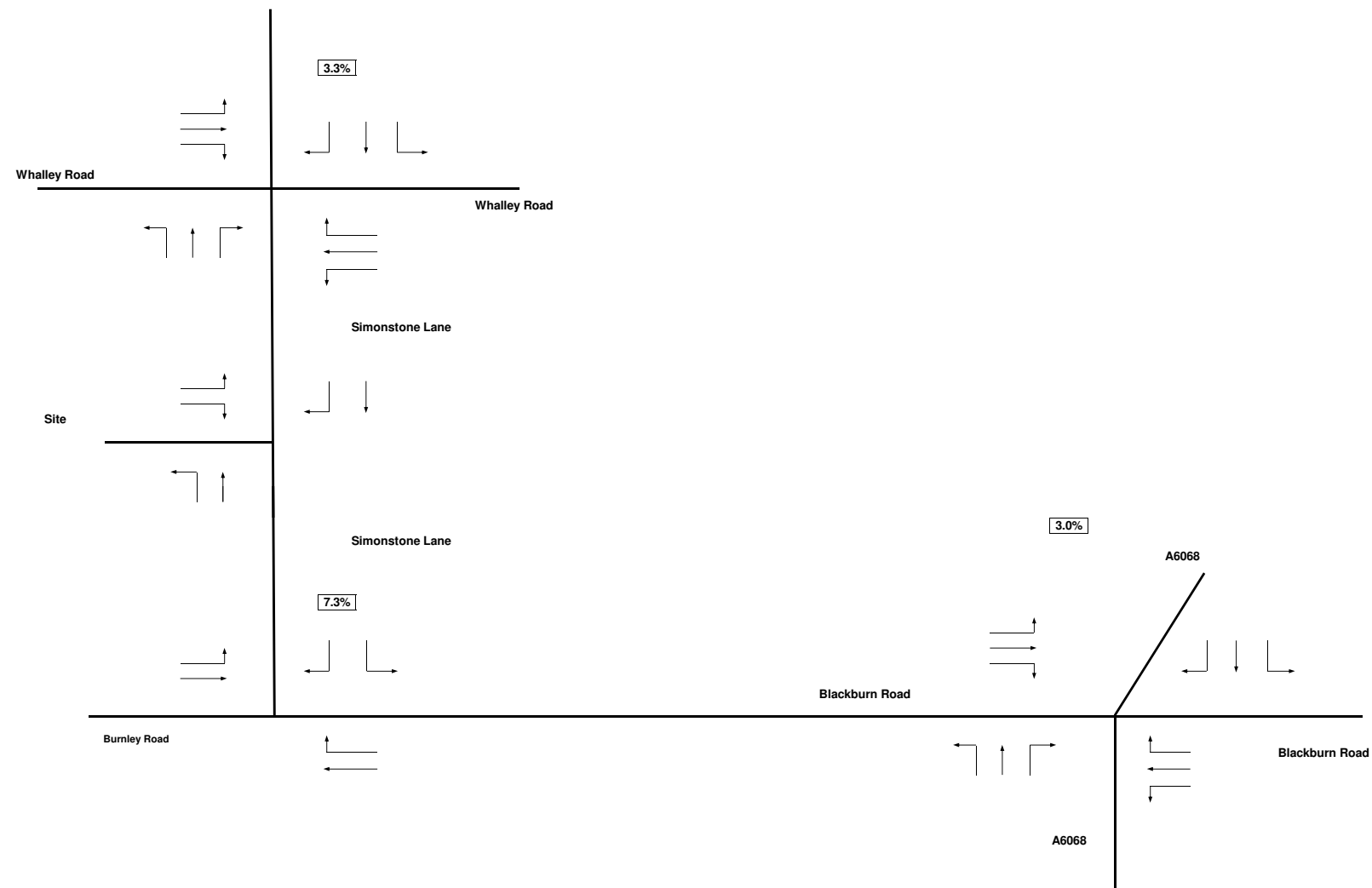


Figure 15: AM Peak Development Impact
AM Peak: 0800 - 0900

