

TRANSPORT STATEMENT

PROPOSED MEZZANINE, DFS, BIRSTALL

Job No: 25083

September 2025







Quality Management

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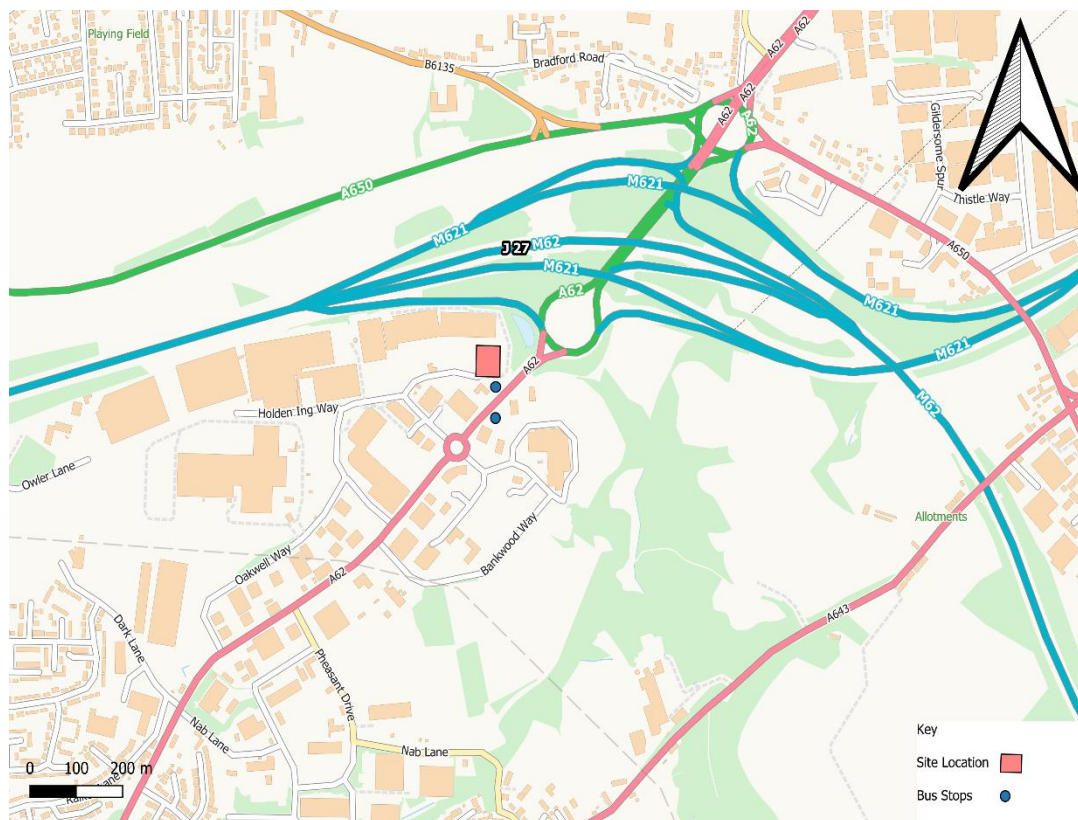
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1. Introduction

1.1. OVERVIEW

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement (TS) to accompany a planning application for a mezzanine floor within an existing retail unit tenanted by DFS. The retail unit is located in the Birstall Retail Park, off Holden Ing Way, Birstall. Figure 1 below shows the site location in relation to the local area.

Figure 1 Site Location



- 1.1.2. This TS considers traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.3. The development proposals have been explained and the impact on the highway network considered. Both local and national transport policy have been reviewed in

respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed within the report.

2. Transport Policy

2.1. OVERVIEW

- 2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry for Housing Communities and Local Government in December 2024.
- 2.2.2. Paragraph 109 indicates that transport should be considered at the early stages of development;
- ◆ Ensuring that transport considerations form an early part of public engagement;
 - ◆ Ensuring that streets, parking and other transport considerations are integral to the design;
 - ◆ Understanding the potential impacts associated with transport;
 - ◆ Identifying and pursuing opportunities to walk, cycle and use public transport; and
 - ◆ Considering the environmental impacts of transport including mitigation of adverse effects.
- 2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that the above objectives are considered.

- 2.2.4. Paragraph 111 and 112 refers to the different planning policies to be in place to promote sustainable development. These include, but are not limited to, supporting an appropriate mix of uses, identifying and protecting key routes that might be critical in developing infrastructure and well-designed spaces for walking and cycling. It also includes guidance on the setting of local parking standards (paragraph 112). Policies should encourage engagement with the highway authority, other infrastructure providers and neighbouring councils as appropriate.
- 2.2.5. Paragraphs 112, 113 and 114 refer to parking standards and lorry parking, which are not considered relevant in the context of this development
- 2.2.6. Paragraph 113 states that *“maximum parking standards for residential and non-residential development should only be set where there is only clear and compelling justification that they are necessary for managing the local road network or for optimising the density of development in city and town centres and other locations that are well served by public transport”*.
- 2.2.7. When considering sites for allocation or applications for development, consideration should be given to
- ◆ Prioritising sustainable transport modes, taking account of the vision for the site, the type of development and its location;
 - ◆ Achieving safe and suitable access to the site for all users;
 - ◆ the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - ◆ Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 2.2.8. Paragraph 116 states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

- 2.2.9. Overall the policy (as summarised in paragraph 117) seeks to prioritise pedestrian and cycle movements, address the needs of those with disabilities, create spaces that are safe and secure, and designed for low emissions.

2.3. LOCAL TRANSPORT POLICY

WEST YORKSHIRE LOCAL TRANSPORT PLAN

- 2.3.1. The current Local Transport Plan is the third West Yorkshire Local Transport Plan (LTP3), which covers the period 2011 to 2026. The key objectives of the LTP3 include:

- ♦ *To improve access to jobs, education and other key services for everyone;*
- ♦ *To reduce delays to the movement of people and goods;*
- ♦ *To improve safety for all highway users;*
- ♦ *To limit transport emissions of air pollutants, greenhouse gases and noise; and*
- ♦ *To improve the condition of the highway infrastructure.*

- 2.3.2. The LTP sets out the walking and cycling strategy for West Yorkshire to encourage more people to use these modes of travel to help reduce the dependency on private cars. With regards to cycling provision within development proposals, the WYCS seeks to '*ensure that new development proposals are located and designed to be cycle friendly and adopt guidelines for cycle parking standards.*' With regards to walking, the LTP seeks to improve the local environment to make walking more attractive by enhancing safety, security and environmental quality.

KIRKLEES LOCAL PLAN

- 2.3.3. The Kirklees Local Plan was adopted on 27th February 2019. The local plan covers the period 2013 – 2031 and sets out the policies necessary to achieve the vision and strategic objectives for the development of Kirklees.
- 2.3.4. Policy LP21 'Highways and Access' sets out that proposals shall demonstrate sustainable modes of transport and be accessed effectively and safely by all users,

recognising the role of a TA in reducing the impact of developments on the environment by encouraging modal shift.

2.3.5. Policy LP21 states that new development will normally be permitted where safe and suitable access to the Site can be achieved for all people and where the residual cumulative impacts of development are not severe. In addition, proposals should demonstrate adequate mitigation measures as necessary to avoid a detrimental impact on the local highway network. Policy LP21 states that all proposals shall;

- ♦ *ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- ♦ *where needed, provide new infrastructure or improvements on or off Site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- ♦ *be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- ♦ *take into account changes in Site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- ♦ *take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- ♦ *take into account access for emergency, service and refuse collection vehicles;*
and
- ♦ *provide on-Site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.'*

2.3.6. Policy LP24 d(vi) states that all proposals shall incorporate 'adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste'.

- 2.3.7. The Highway Design Guide (HDG) was adopted in November 2019 and specifies highway scheme design principles that reflect nationally recognised best practice. The SPD promotes a high standard of highway design that facilitates the delivery of high quality residential, employment and mixed-use development in Kirklees.
- 2.3.8. Various highway scheme design principles are included in the document including pedestrian movement, inclusive design, parking standards, emergency access, cycle infrastructure, the hierarchy and setting out of streets, how to accommodate the safe operation and manoeuvring of service vehicles and incorporating waste storage facilities in the context of highway impact.

3. Existing Conditions

3.1. SITE DESCRIPTION

- 3.1.1. The Site is part of an existing retail unit within Birstall Retail Park, Holden Ing Way, The existing site layout is provided at Appendix A.
- 3.1.2. The Site is located on the eastern side of Birstall Retail Park. It is bounded to the north and south by existing retail and employment units, to the east by the servicing road to the rear of the existing units, and to the west by the existing shared car parking area.
- 3.1.3. The existing unit offers a footprint of approximately 1828 m² GFA which comprises primarily of a sales area (1628 m²) plus some back of house area allocated to storage and staff facilities (190m²). There is also an existing mezzanine area that offers some additional storage area (67m²).

3.2. EXISTING ACCESS

- 3.2.1. Vehicular access to the site is taken from the access road to the east of Birstall Retail Park, off Holden Ing Way. Access is taken directly off Holden Ing Way and provides two-way access directly into the car park shared with a number of other retail units within the immediate vicinity of the site including TK Max, River Island, Mamas and Papas, Oak Furniture Land, Wren Kitchens and Argos (which is attached to the site to the south). The access forms a unique crossroads arrangement where the left turning traffic headed into the retail park forms the main line traffic flow and the ahead and right turn traffic form part of the minor arm flows.
- 3.2.2. Servicing is undertaken from the rear of the retail unit, located to the east of the retail park. The servicing road is accessed via the eastern arm of the Holden Ing Way crossroads, with the service road continuing all the way round the rear of the retail units to create a loop. The servicing area for the site is shown in the Figure below.

FIGURE 2. SERVICING FOR THE SITE



3.3. LOCAL HIGHWAY NETWORK

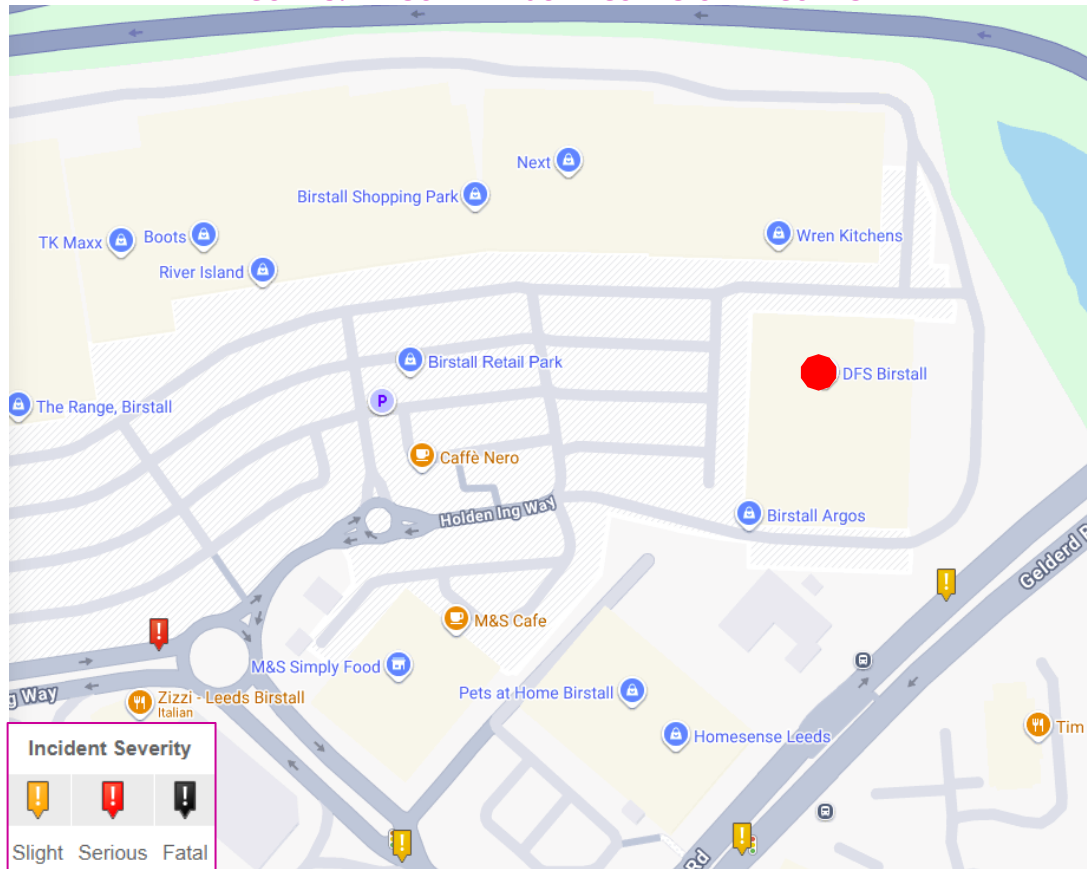
- 3.3.1. The Site is located to the east of Birstall Retail Park and accessed via the crossroads mentioned previously on Holden Ing Way. Holden Ing Way is subject to a 30mph speed limit and is suitably lit by street lighting. The carriageway is c. 7m wide with c. 2m footways provided at both sides of the carriageway. A zebra crossing is provided immediately west of the site access to encourage lower vehicle speeds and give pedestrians priority crossing the road in this location.
- 3.3.2. Holden Ing Way forms a simple 3-arm roundabout c. 100m southwest of the site access. The western arm provides access to the western side of the retail park. The southeastern arm of the roundabout is c. 120m long and forms the access into Birstall Retail Park. The southeastern arm forms a 4-arm roundabout junction with Gelderd Road and Woodhead Road.

- 3.3.3. Gelderd Road forms part of the A62, a major northeast / southwest vehicular route and offers a direct vehicular route to Leeds, Dewsbury and Huddersfield. Within the vicinity of Site, Gelderd Road is a 4-lane road subject to a 40mph speed limit. There are footways c. 2m wide provided at both sides of Gelderd Road and a suitable street lighting provision along the road. There is also a signalised pedestrian crossing c. 90m northeast of the Gelderd Road / Woodhead Road roundabout which allows pedestrians to safely cross the road.
- 3.3.4. Gelderd Road forms part of Junction 27 of the M62 c. 280m northeast of the Gelderd Road / Woodhead Road roundabout which offers a connection to the strategic road network. The Site is well located for vehicular access on to the local, regional and strategic road network.

3.4. PERSONAL INJURY COLLISION RECORDS

- 3.4.1. The CrashMap website has been used to investigate the occurrence of personal injury collisions (PICs) in the vicinity of the Site. Data for the last five years (2019 to end 2023) has been obtained for the local highway network in the vicinity of the Site to include the eastern access junction into the parking area near DFS.
- 3.4.2. Figure 3 overleaf shows an extract from the map on the CrashMap Website. This shows the collisions recorded in the search area, site marked with a red spot.

FIGURE 3. PERSONAL INJURY COLLISION RECORDS



Source: <https://crashmap.co.uk/Search>

- 3.4.3. No collisions have been reported in the vicinity of the site access on Holden Ing Way in the last five years. It is considered that the accident record does not indicate a safety concern, nor any safety trends on the local highway network in the vicinity of the proposed development.

3.5. PARKING

- 3.5.1. Parking for the site is a shared arrangement between DFS and the other retail outlets within the vicinity. For the units mentioned in 3.2.1, there is a large car park that has 640 car parking spaces including 47 disabled spaces.

4. PEDESTRIANS AND CYCLISTS

4.1. WALKING

- 4.1.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. However, it is generally considered that an acceptable maximum walking distance from home to a place of work is 2km.
- 4.1.2. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' (2000) recommends various thresholds for desirable, acceptable and preferred maximum walking distances depending on journey purpose/location as shown in Table 2.

TABLE 1. SUGGESTED ACCEPTABLE WALKING DISTANCE

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (CIHT, 2000)

- 4.1.3. The range of destinations within the desirable, acceptable and preferred maximum walking distances (for Commuting / Education / Leisure trips) from the Site are summarised in Table 2 below.
- 4.1.4. This assessment demonstrates that the Site is ideally located to encourage walking trips to a wide range of destinations for the key journey purposes associated with residential development; access to employment, access to education and leisure trips including shopping.

TABLE 2. DESTINATIONS WITHIN ACCEPTABLE WALKING DISTANCES

Distance	Destinations/ Facilities
500m	Supermarket, café, takeaways, Birstall Retail Park, bus stops
1000m	Residential areas
2000m	Further residential areas

- 4.1.5. With respect to the local environment for walking, the retail park access road and Holden Ing Way have c. 2m wide footways on both sides as well as the zebra crossing immediately west of the access, as mentioned previously. Footways from Birstall Retail Park connect to footways on Gelderd Road and the signalised crossing mentioned previously.
- 4.1.6. The site is well connected for journeys on foot to a range of destinations using good quality infrastructure.

4.2. CYCLING

- 4.2.1. National and Local policy encourage sustainable development and a transfer of the mode of transport away from private car use, however, there is no specific policy that states the recommended maximum cycle distances for access to services/leisure facilities from new developments.
- 4.2.2. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. Local Transport Note (LTN) 2/08 (published by DfT) does however suggest that an acceptable and comfortable distance for general cycling trips is up to 5km and the same guidance also refers to commuting cycle trips of up to 8km.
- 4.2.3. Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

- 4.2.4. While there are no formal cycle facilities within the immediate vicinity of the site, roads such as Holden Ing Way and Oakwell Way, located off the A62, are anticipated to have lower vehicle speeds and volumes and offer the opportunity for staff to cycle to site.

4.3. PUBLIC TRANSPORT

BUSES

- 4.3.1. The closest bus stops are located on Geldard Road, no more than 380m from the Site. These stops have a post flag, timetable information and a shelter. The bus services that operate at the above bus stops are summarised within Table 3 below.

TABLE 3. SUMMARY OF BUS ROUTES

Route no	Route Summary	Frequency (minutes)					
		Monday-Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
	Geldard Road Stops						
229	Huddersfield - Leeds	15m	1h	15m	1h	30m	1h

*NS – No Service

- 4.3.2. Based on the above, the Site is considered to be well served by bus with the opportunity to travel to and from the retail park by bus.

5. Development Proposals

5.1. PROPOSED DEVELOPMENT

- 5.1.1. The applicant is submitting a planning application for a newly proposed mezzanine floor in the existing DFS retail unit.
- 5.1.2. The existing ground floor operations will be largely the same with no change to the sales and back of house area. The mezzanine floor area will increase to 1152m² (1085m² net increase) and will include a sales area (976m²) and a slightly increased back of house area (171m²).
- 5.1.3. The mezzanine sales area will provide an enhanced visitor experience and increased retail floor space offering customers a greater range of products to view. There will be a slight increase in required staff associated with the proposed development, it is anticipated the proposals will require 3 additional full time staff members and 1 part time staff member.
- 5.1.4. Car parking is provided across the retail park site and is shared by the retail units. The existing provision is described in Section 3.5 of this report and will be discussed in more detail in Section 5.3 of this report.
- 5.1.5. The proposed development floor plan is indicated on the drawings contained within Appendix B.

5.2. DEVELOPMENT ACCESS

- 5.2.1. Vehicular, cycle and pedestrian access, and servicing, will not change due to the proposals. Access to the retail park and existing retail unit will remain as described in Section 3.2 of this Transport Statement.

5.3. PARKING PROVISION

VEHICULAR

- 5.3.1. No additional car parking is proposed. See discussion in section 6.2

CYCLE

- 5.3.2. DFS deals in furniture retail and the level of customer cycle use will be minimal, therefore cycle parking provision should primarily be considered in terms of staff use. There is currently no cycle parking provision within the vicinity of DFS, however the proposed back of house area could offer safe secure cycle parking for any existing or proposed staff within the site.

5.4. SERVICING

- 5.4.1. Vehicular, cycle and pedestrian access, and servicing, will not change due to the proposals. Access to the retail park and existing retail unit will remain as described in Section 3.2 of this Transport Statement.

6. Development Assessment

6.1. TRAFFIC GENERATION

- 6.1.1. The development proposal is a mezzanine within DFS to create 1085 m² of additional floor space.
- 6.1.2. The mezzanine is intended to provide an enhanced visitor experience rather than a greater retail floor space. Given this objective, it is considered unlikely that an increase in floor space in this manner will lead to a comparable increase in trips generated.
- 6.1.3. In support of this, reference can be made to a Transport Statement (TS) prepared by VIA Solutions Ltd for a proposed mezzanine floor extension for a Sofology in Carlisle (planning reference: 25/0081) which has recently been approved. The TS reviewed earlier work undertaken by Vectos on similar schemes, and reviewed the impact of a number of mezzanine floor extensions undertaken by a well-known large non-food retailer.
- 6.1.4. The work by Vectos concluded that:
- ◆ An increase in gross floor space at a standalone unit does not lead to a pro-rata increase in customer numbers to that unit;
 - ◆ A 41% increase in gross floor area, led to an 8% increase in customer numbers on average.
- 6.1.5. The proposed mezzanine floor for this application represents an increase in gross floor area of 59% (existing 1828 sq m, proposed additional of 1085 sq m). Applying the conclusions of the Vectos TA, an 59% increase in the floor area of DFS would lead to a **11.5% increase** in customers.
- 6.1.6. In reality, the application site is one of a number of units on the Birstall Retail Park and is also adjacent to Junction 27 retail park and Ikea, so customers to the Retail Park are

likely to undertake visits to other retail units during a single visit; these are linked trips. It is likely that the number of 'new trips' to the retail park, as a result of the mezzanine, will be lower than 11.5%.

- 6.1.7. For robustness, the **11.5% increase** in customer numbers is used for trip generation calculations.
- 6.1.8. The TRICS online database has been interrogated for likely trip rates from which the typical weekday peak hour and daily traffic generation can be estimated. The land-use 01-Retail G: Other Individual Non-food Superstore has been selected.
- 6.1.9. The TRICS data is contained within Appendix C. The table below provides Saturday peak hour trip rates and predicted traffic generations for the existing DFS unit.

TABLE 4. SATURDAY PEAK HOUR (14:00-15:00) TRIP GENERATION FOR EXISTING

	Arrive		Depart		Total	
	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation	Trip Rate	Traffic Generation
Saturday Peak	3.495	66	3.484	66	6.979	132

- 6.1.10. The numbers in the table above represent the predicted current traffic generations. Based on this we can assume the 11.5% increase in customers will lead to the same percentage increase in vehicle trips to site. This number of proposed trips is summarised in the table below:

TABLE 5. CUSTOMER TRIP GENERATION OF PROPOSED MEZZANINE

	Trip Generation		
	Arr	Dep	Total
Saturday Peak Period	8	8	15

- 6.1.11. Based on the trip generations there will be no more than 8 additional vehicles on site at any given time, assuming all 8 arrivals occur before the departures. Any errors in the above table are due to rounding. The final total trips are accurate.
- 6.1.12. It is important to note that the TRICS trip generation is for all modes of transport to the site (including deliveries / servicing). They also take no account of the linked trips within the Birstall Retail Park nor within the surrounding employment / retail area. Thus the assessment of traffic impact is considered robust.
- 6.1.13. The traffic generated by the site is well within the normal daily fluctuations in traffic flows that could be expected on the surrounding local highway network.
- 6.1.14. The traffic generation of the proposed development is not considered to be significant. The proposed development is located in a sustainable location and will not have a significant traffic impact on the highway network.

6.2. PARKING ASSESSMENT

- 6.2.1. There are no vehicle parking standards set out in Kirklees Highway Design Guide for retail developments, so parking is considered on first principals in this instance, this section provides a justification for not increasing car parking capacity.
- 6.2.2. It is hard to determine a typical baseline level of parking generated solely by the DFS. It is anticipated that there is a high level of linked trips between DFS and other existing retail outlets within the vicinity, particularly those similarly selling furniture and homeware. Furthermore, the store will be providing a greater range of sofas for customers to view, which is not expected to necessarily significantly increase the number of people visiting the store (see also 6.1).
- 6.2.3. There are a total of 312 car parking spaces in Junction 27 retail park adjacent to the south including 48 disabled parking spaces. Occupancy data shows that both Birstall Retail Park and Junction 27 operate at no more than 71% parking capacity during

opening hours respectively (Sources: [Birstall Shopping Park - Parking in Silhouette | ParkMe](#), [Junction 27 Retail Park - Parking in Birstall | ParkMe](#)). Based on the above the existing parking provision is suitable for current operations.

6.3. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

- 6.3.1. The proposed development is considered to be located in a highly sustainable location and provides access by a genuine range of transport modes which accords with paragraph 103 of the new NPPF.
- 6.3.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 108 refers).
- 6.3.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 109. Access for pedestrians and cyclists and all motor vehicles is shown to be safely achieved (paragraph 110).
- 6.3.4. This report has also demonstrated that the proposed development accords with the policies within the Kirklees Local Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.
- 6.3.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

7. Summary and Conclusions

7.1. SUMMARY

7.1.1. The key points from this assessment are outlined below.

- ♦ The proposed development comprises a 1152m² mezzanine (1085m² net increase) and will include a sales area (976m²) and a slightly increased back of house area (171m²).
- ♦ The site has a shared parking arrangement with other retail units in Birstall Retail Park and Junction 27. Current car parking levels are no higher than 71% occupancy.
- ♦ Injury collision data shows there is no trend in accidents in the vicinity of site.
- ♦ The site is well served by buses with services every 15 minutes on Gelderd Road.
- ♦ The site will generate no more than 15 additional two-way trips an hour which is well within the normal daily fluctuation of traffic on the highway network.

7.2. CONCLUSIONS

7.2.1. In conclusion, it has been demonstrated that the proposed development is considered to be acceptable in terms of transport sustainability, highway safety and traffic impact, and that there are no reasons why planning consent for the proposed development should not be granted.

APPENDIX A

Existing Site Layout



PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

Schedule of Areas

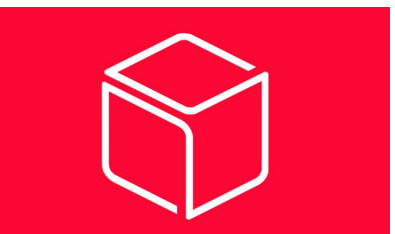
Ground Floor GIA	19,677 sq.ft / 1828 sq.m
Ground Floor Sales	17,524 sq.ft / 1628 sq.m
Ground Floor Back of House	2,046 sq.ft / 190 sq.m
Mezzanine GIA	721 sq.ft / 67 sq.m

Key

Key Plan

Notes

P00	Preliminary issue	16.06.25
Rev	Description	Date



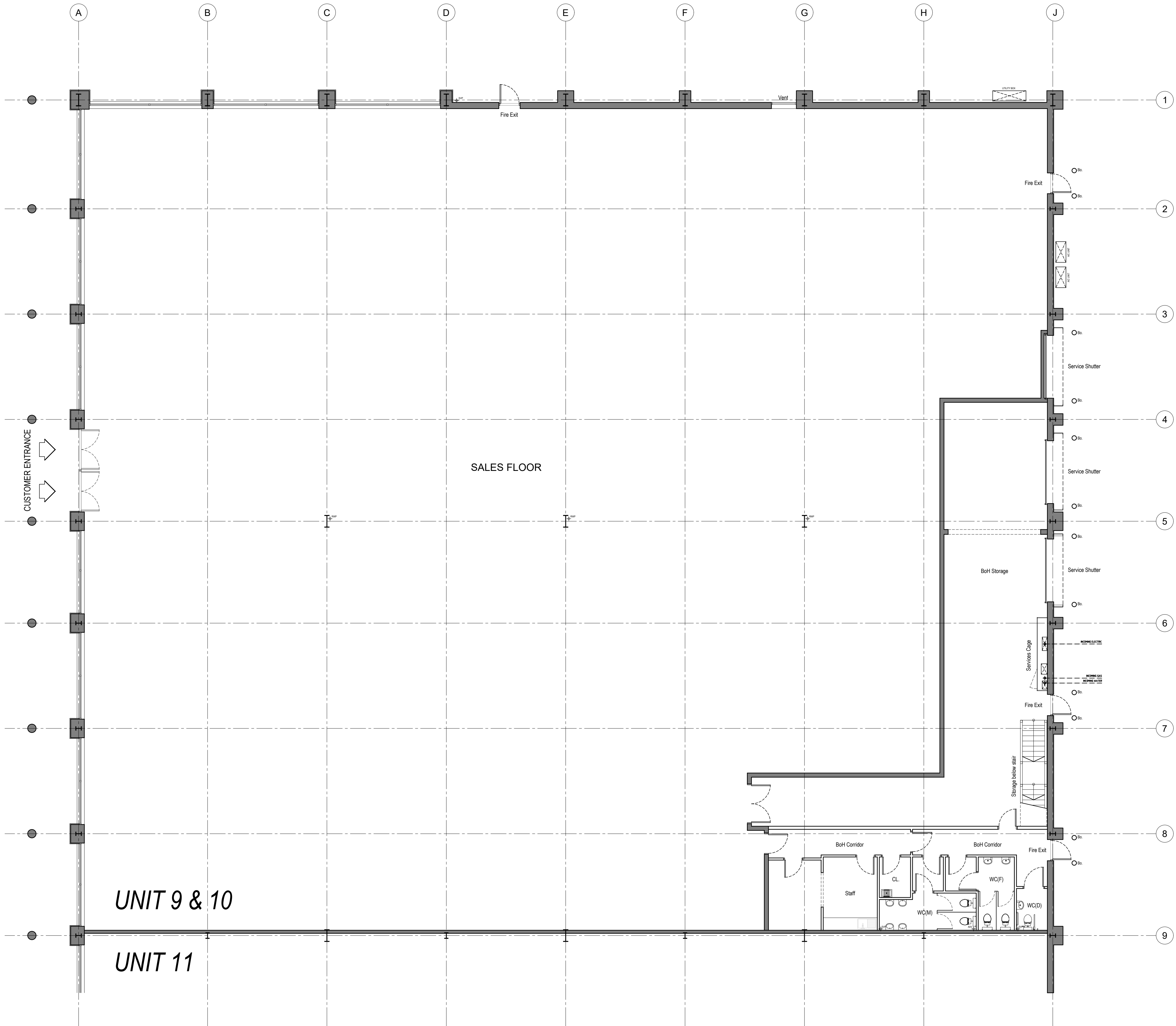
Whitebox Architecture + Design
3 Kenswick Manor
Lower Broadheath
Worcester WR2 6QB

Client
WESTMINSTER PROJECT SERVICES LTD

Project
UNITS 9 & 10, BIRSTALL RETAIL PARK
BIRSTALL, LEEDS, WF17 9DT

Drawing Title
GROUND FLOOR PLAN AS EXISTING

Project No. 1278	Drawing No. WHB-MA[20]0001	Revision P00
Scale 1:100@A1	Date 16.06.25	Drawn by WHB
Status	PLANNING	



01

GROUND FLOOR AS EXISTING

1:100

SCALE 1 : 100
SCALE 1 : 1
0m 1m 2m 4m 6m 8m 10m
0m 10mm 20mm 40mm 60mm 80mm 100mm

PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

Schedule of Areas		
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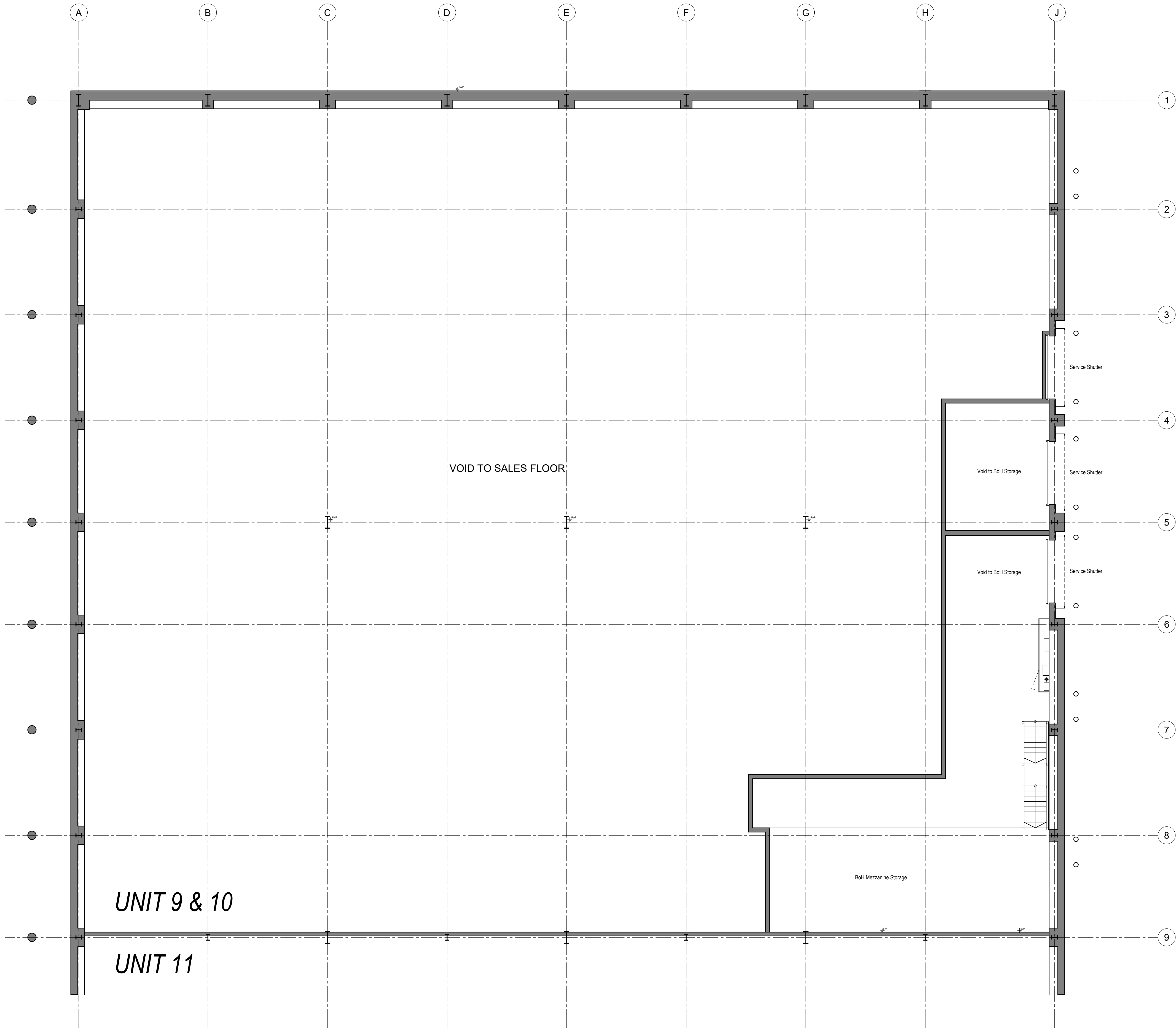
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Project
UNITS 9 & 10, BIRSTALL RETAIL PARK
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Drawing Title
MEZZANINE FLOOR PLAN AS EXISTING

Project No. 1278	Drawing No. WHB-MA[20]0002	Revision P00
Scale 1:100@A1	Date 16.06.25	Drawn by WHB
Status PLANNING		



01

MEZZANINE FLOOR AS EXISTING

1:100

SCALE 1 : 100
SCALE 1 : 1
0m 1m 2m 4m 6m 8m 10m
0m 10mm 20mm 40mm 60mm 80mm 100mm

APPENDIX B

Proposed Site Layout



PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

Schedule of Areas		
Ground Floor GIA	19,677 sq.ft	/ 1828 sq.m
Ground Floor Sales	17,524 sq.ft	/ 1650 sq.m
Ground Floor Back of House	2,046 sq.ft	/ 171 sq.m
Mezzanine GIA	12,400 sq.ft	/ 1152 sq.m
Mezzanine Floor Sales	10,506 sq.ft	/ 976 sq.m
Mezzanine Back of House	2,046 sq.ft	/ 171 sq.m

Key

Key Plan

Notes

P00	Preliminary issue	17.06.25
Rev	Description	Date



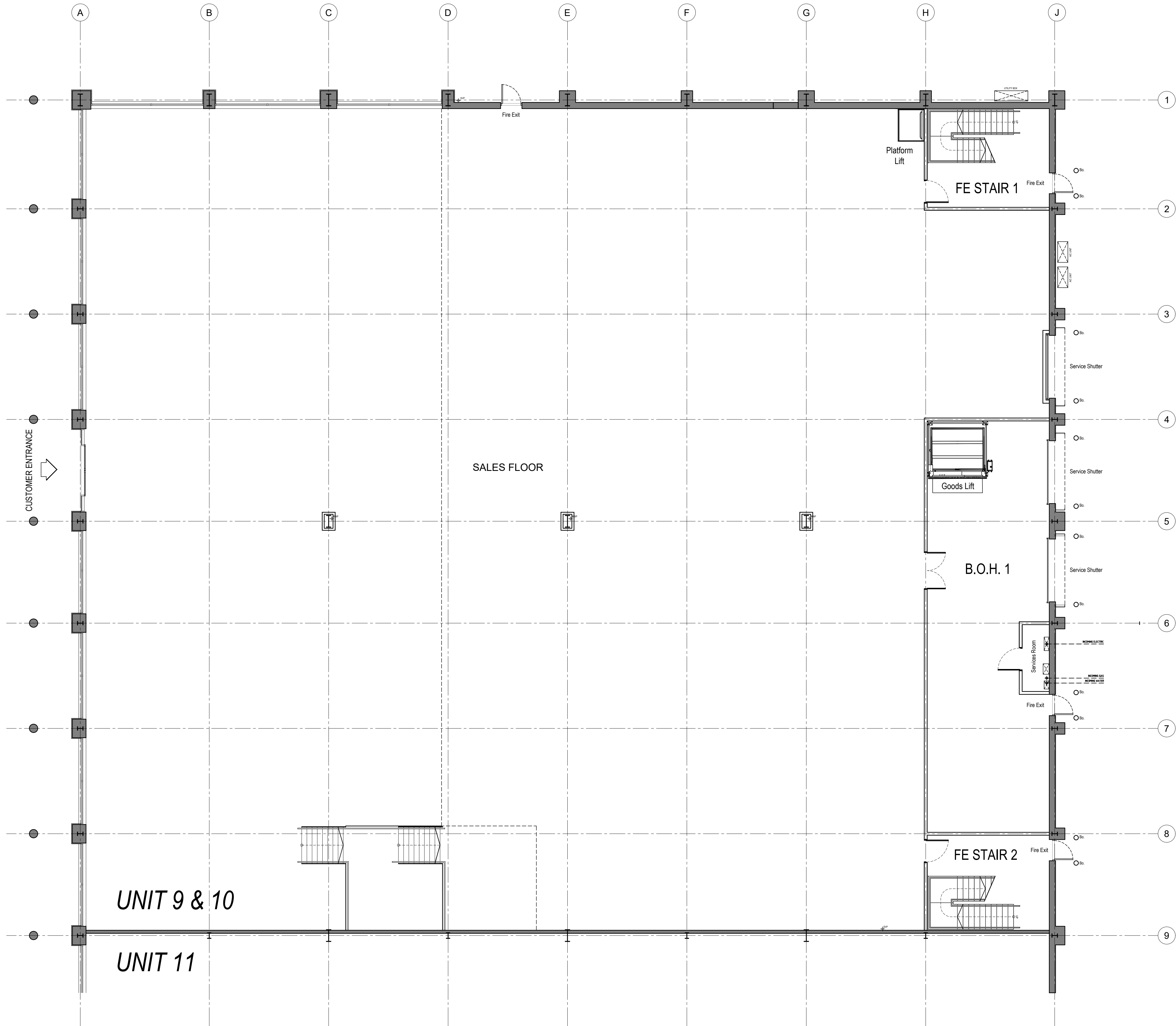
Whitebox Architecture + Design
3 Kenswick Manor
Lower Broadheath
Worcester WR2 6QB

Client
WESTMINSTER PROJECT SERVICES LTD

Project
UNITS 9 & 10, BIRSTALL RETAIL PARK
BIRSTALL, LEEDS, WF17 9DT

Drawing Title
GROUND FLOOR PLAN AS PROPOSED

Project No. 1278	Drawing No. WHB-MA[20]0010	Revision P00
Scale 1:100@A1	Date 17.06.25	Drawn by WHB
Status PLANNING		



01 GROUND FLOOR AS PROPOSED

1:100

SCALE 1 : 100
SCALE 1 : 1
0m 1m 2m 4m 6m 8m 10m
0m 10mm 20mm 40mm 60mm 80mm 100mm

PROJECT ARCHITECT TO BE NOTIFIED OF DISCREPANCIES IN FIGURED DIMENSIONS. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. THIS DRAWING IS COPYRIGHT.

Schedule of Areas		
Ground Floor GIA	19,677 sq.ft / 1828 sq.m	
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Mezzanine Back of House	2,046 sq.ft / 171 sq.m	

Key

Key Plan

Notes

P01	Shopfront improvements added	17.06.25
P00	Preliminary issue	17.06.25
Rev	Description	Date



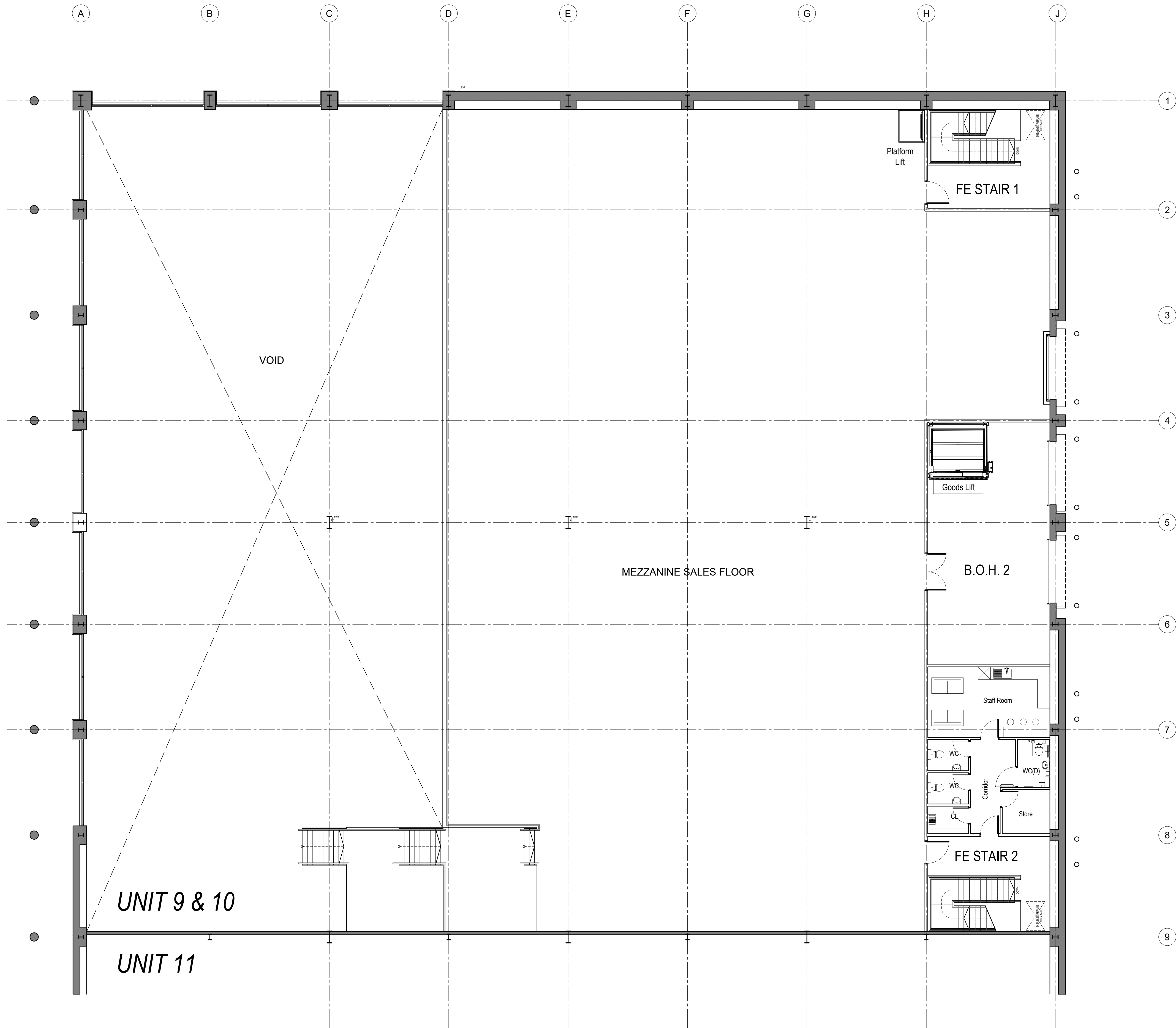
Whitebox Architecture + Design
3 Kenswick Manor
Lower Broadheath
Worcester WR2 6QB

Client
WESTMINSTER PROJECT SERVICES LTD

Project
UNITS 9 & 10, BIRSTALL RETAIL PARK
BIRSTALL, LEEDS, WF17 9DT

Drawing Title
MEZZANINE FLOOR PLAN AS PROPOSED

Project No. 1278	Drawing No. WHB-MA[20]0011	Revision P01
Scale 1:100@A1	Date 17.06.25	Drawn by WHB
Status PLANNING		



APENDIX C

TRICS Data



Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 day
	KS	KIRKLEES	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	470 to 4755 (units:sqm)
Range Selected by User:	290 to 5000 (units:sqm)
Parking Spaces Range:	5 - 1550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	4 days
----------	--------

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	1 days
Edge of Town Centre	2 days
Suburban Area (PPS6 Out of Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2 days
Retail Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
-----------------------------	--------

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Secondary Filtering Selection:

Use Class:

E(a)	4 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3400

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



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Petrol filling station:

Unknown 4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

1 GREAT WESTERN ROAD DORCHESTER Edge of Town Centre Built-Up Zone Gross floor area: 2100 sqm Survey date: Saturday 17/09/2016	DC-01-G-02	THE RANGE	DORSET Survey Type: Unknown
2 WHITE ROSE WAY DONCASTER Suburban Area (PPS6 Out of Centre) Retail Zone Gross floor area: 1516 sqm Survey date: Saturday 18/09/2021	DR-01-G-01	NEXT OUTLET	DONCASTER Survey Type: Unknown
3 LONDON ROAD MAIDSTONE ROCKY HILL Edge of Town Centre Built-Up Zone Gross floor area: 470 sqm Survey date: Saturday 12/05/2018	KC-01-G-04	MAJESTIC WINE	KENT Survey Type: Unknown
4 HOLDEN ING WAY BATLEY BIRSTALL Edge of Town Retail Zone Gross floor area: 4755 sqm Survey date: Saturday 20/10/2018	KS-01-G-01	CURRYS PC WORLD	KIRKLEES Survey Type: Unknown

Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	2100	0.095	0.000	0.095
08:00-09:00	3	2442	0.560	0.259	0.819
09:00-10:00	4	2210	1.369	0.939	2.308
10:00-11:00	4	2210	2.194	1.708	3.902
11:00-12:00	4	2210	2.658	2.285	4.943
12:00-13:00	4	2210	2.647	2.681	5.328
13:00-14:00	4	2210	3.359	3.325	6.684
14:00-15:00	4	2210	3.495	3.484	6.979
15:00-16:00	4	2210	2.749	3.178	5.927
16:00-17:00	4	2210	2.025	2.319	4.344
17:00-18:00	4	2210	1.391	1.832	3.223
18:00-19:00	4	2210	0.599	0.780	1.379
19:00-20:00	2	1285	0.739	0.895	1.634
20:00-21:00	1	2100	0.571	0.667	1.238
21:00-22:00	1	2100	0.000	0.286	0.286
22:00-23:00					
23:00-00:00					
Total Rates:			24.451	24.638	49.089

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ddbd7c68-93b9-4441-b340-6a747e2f415c

Parameter Summary:

Trip rate parameter range selected:	290 - 5000 (units: sqm)
Survey date date range:	17/09/2016 - 18/09/2021
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

