



**TRANSPORT ASSESSMENT
PROPOSED ARTIFICIAL GRASS
PITCH, MILLENIUM HALL,
BURBAGE.**

**SURFACING STANDARDS LTD.
DECEMBER 2025**

Document Issue Record

Project Name:	Millenium Hall, Burbage
TPS Project Reference:	P3030
Document Reference:	P3030_20251210_Millenium Hall, Burbage_Transport Assessment

Revision	Date	Author	Checked	Approved	Notes
0	Oct-25	ZD	JA	JT	Draft for client review
1	Dec-25	JA	JA	JT	Final issue

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1. INTRODUCTION

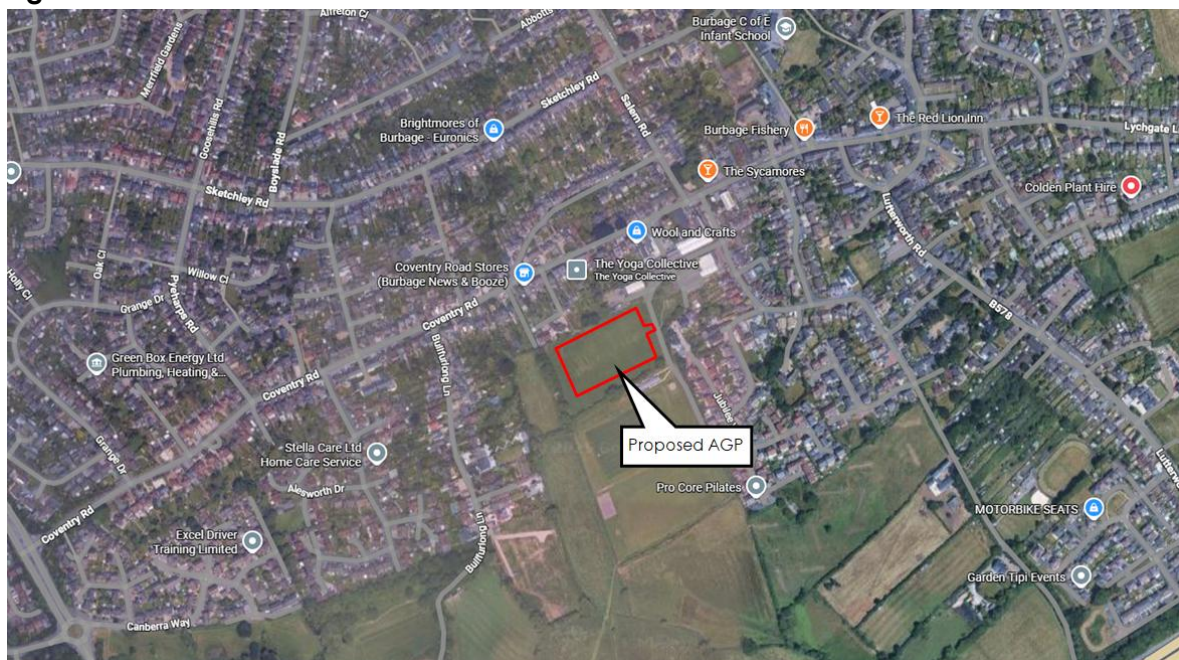
INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Surfacing Standards Ltd to prepare a Transport Assessment to support a planning application for the development of a new 3G artificial grass pitch (AGP) with associated infrastructure on land at Millenium Hall, Burbage, LE10 2HF.

SITE LOCATION AND DEVELOPMENT PROPOSALS

- 1.2 The site is located in Burbage, approximately 3.5km south of Hinckley and is bound by residential dwellings to the north and east, with open green space to the south and west. The site location is shown in **Figure 1.1**, below, whilst the proposed site layout is provided in **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The proposals comprise the replacement of an existing grass rugby pitch to provide a new 11v11 artificial grass pitch with floodlighting, fencing and associated parking. Vehicular access will continue to be taken from Britannia Road, on the eastern boundary, whilst the internal access road will give access to a new area of car parking which comprises 56 spaces (including 3 accessible bays) and 12 cycle hoops. This is to be provided in addition

to the existing car park which comprises 66 spaces (including 5 accessible bays) and is based on the operational requirements of the proposed AGP during a period of peak usage.

- 1.4 Given the proposals include the replacement of an existing grass pitch, it is not expected that all trips associated with the proposed AGP will be new, some will be existing, but the AGP will allow for the site to be used for extended hours over the course of a typical week, alongside the existing grass pitches and other community facilities on the site.
- 1.5 The proposed 3G AGP will be capable of accommodating the following pitch configurations:
 - One 11 vs 11 Adult pitch (100m x 64m); or
 - Two 9 vs 9 Under 11s/12s; or
 - Two 7 vs 7 Under 9s/10s; or
 - Four 5 vs 5 Under 7s/8s.

DEVELOPMENT VISION

- 1.6 The development of proposals at Millenium Hall, Burbage has taken a vision-led approach, in line with the principles set out in the National Planning Policy Framework (NPPF), which priorities sustainable development and integrated transport systems. The proposed AGP will form part of the existing setup at Millenium Hall, which is already accessible by various sustainable transport modes, including walking, cycling and public transport, thereby reducing dependence on private car usage.
- 1.7 As such, the vision for this development is to

“Create a community facility that is accessible to all, where walking, cycling, public transport and sustainable car use are actively encouraged”.

REPORT STRUCTURE

1.8 Following this introductory section:

- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** details the accessibility of the development site by non-car modes;
- **Section 4** describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- **Section 5** summarises the anticipated vehicle trip generation associated with the development proposals;
- **Section 6** considers the access, parking and servicing arrangements; and
- **Section 7** offers a summary and conclusion.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Transport Assessment identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – MHCLG, December 2024)

- 2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vision-led approach, indeed Paragraph 109 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."
- 2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".
- 2.4 Paragraph 116 identifies that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."
- 2.5 This Transport Assessment will consider the development proposals, demonstrating that the site is well placed to take advantage of existing transport infrastructure. Additionally, it will demonstrate that the uplift in trips to the site can be accommodated within the site itself and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

LOCAL POLICY

Burbage Neighbourhood Plan 2015-2026

- 2.6 The Burbage Neighbourhood Plan has been driven by the Burbage Neighbourhood Plan Group (BNPG) and reflects community aspirations to make Burbage a better place to live and work. The vision of the plan is to protect, create and enhance open spaces and the historic elements of the village by encouraging sympathetic and sustainable designs in any future housing developments. The plan also aims to improve and develop the physical environment, developing an inclusive community and enhancing work and leisure opportunities.
- 2.7 The following policies are considered relevant to the development proposals:
- **Policy 5: Footpaths and Cycleways** – The protection of footpaths and cycleways will be supported;
 - **Policy 13: Open Recreational Parks** - The provision of new formal parks which provide facilities to address the shortfalls identified in the Open Space and Recreation Study (October 2016) and can provide maintenance funding in line with the requirements of the 2016 Study will be supported;
 - **Policy 18: New Community Facilities – Retention of Existing Provision** - The redevelopment or loss of community facilities such as community centres, sport and recreation facilities, places of worship, healthcare facilities, allotments, libraries and public houses including ancillary areas, will only be supported where it can be demonstrated that:
 - an equivalent range of replacement facilities will be provided in an appropriate location within a reasonable distance of the local community; or
 - there is surplus of the facility type within Burbage which can be demonstrated to exceed the needs of the community; or
 - the loss of a small portion of the site would result in wider community benefits on the remainder of the site; or
 - there is no longer an identified need for the facility, and an alternative use can be found.

- **Provision of New Facilities** - The provision of new community facilities across the Parish will be supported where the facility:
 - Meets the needs of the community it intends to serve; and
 - Is within a reasonable distance of the above community.

SUMMARY

- 2.8 This Transport Assessment has been produced taking into account the overarching themes of both national and local policy guidance, which seeks to encourage development that is readily accessible by means other than the private car.

3. ACCESSIBILITY

INTRODUCTION

- 3.1 This section of the Transport Assessment describes the existing infrastructure that could facilitate some users of the facility to walk, cycle or use public transport, rather than to travel by car.

ACTIVE TRAVEL OPTIONS

Pedestrian Access

- 3.2 It is recognised that the idea of a 'walkable neighbourhood' is dependent on the provision of local community infrastructure, which allows people to meet their everyday needs within a short walk or cycle. Benefits of this include boosting local economies, improving health and wellbeing, increasing social connections in communities and tackling climate change.
- 3.3 The 'walkable neighbourhood' concept looks to focus on key amenities that meet the daily needs of the community they serve within a 10-minute (800m) walk. Indeed, owing to the bespoke nature of the proposed AGP, it is anticipated that individuals would be willing to walk further to access the facility.
- 3.4 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

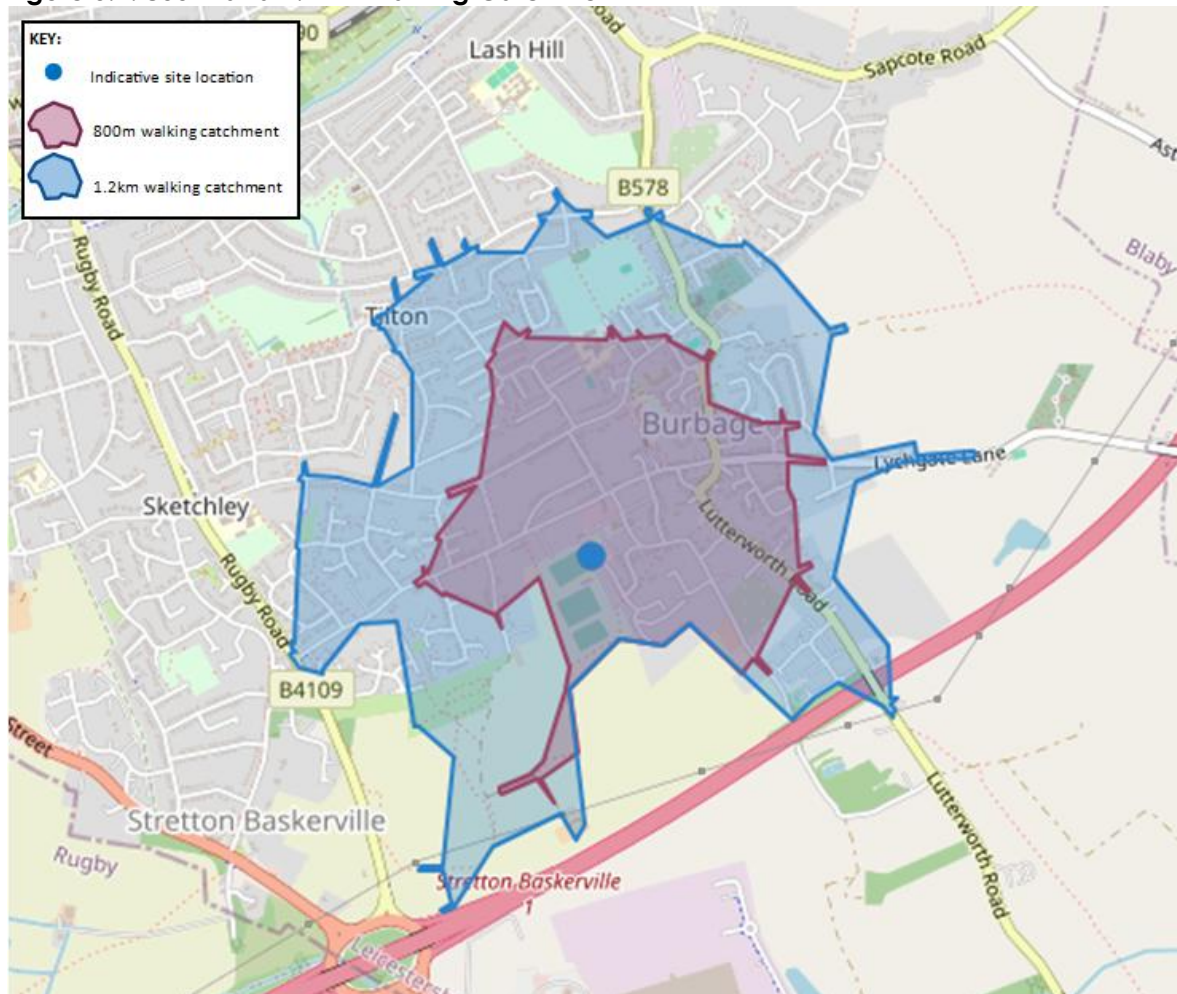
Table 3.1: Walking Distances by Journey Type

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

(Source: IHT)

- 3.5 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. As such, **Figure 3.1**, overleaf, illustrates an 800m (10-minute walk) and 1.2km walking catchment from the site. A 1.2km walking catchment of the site includes the entirety of southern area of Burbage.

Figure 3.1: 800m and 1.2km Walking Catchment



(Source: Open Street Map)

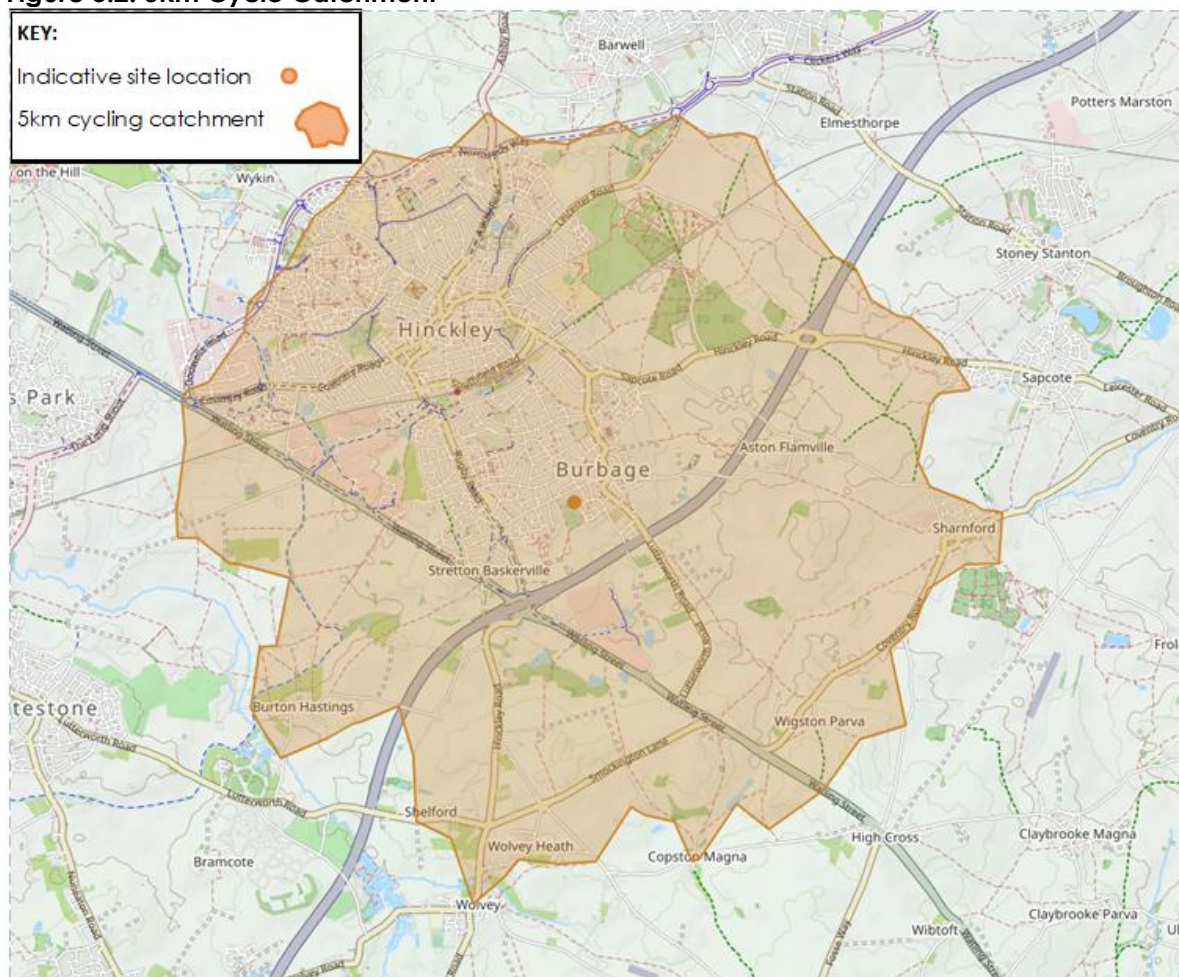
- 3.6 In the vicinity of the site, Britannia Road runs broadly north-south and has footways and street lighting on both sides. Approximately 60m north of the site access, Britannia Road forms the minor arm of a priority T-junction which gives access east-west via Windsor Street. Dropped kerbs are in place to support pedestrian movement across the junction and, past this point, Windsor Street has footways and street lighting on both sides with residential dwellings taking direct frontage access to the north.
- 3.7 Approximately 250m east of the Britannia Road junction, Windsor Street forms the western arm of a crossroads junction which gives access north-south via the B578. Extending through the centre of Burbage, the B578 has footways and street lighting on both sides and, immediately north of the Windsor Street junction, benefits from a zebra crossing which supports pedestrian movement east-west.

- 3.8 Back to the site access, Britannia Road extends south for approximately 100m before diverting east through the surrounding residential area. Dropped kerbs and tactile paving are in place across minor access junctions to the south and the carriageway has footways and streetlighting on both sides along its length.

Cycle Access

- 3.9 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Burbage and Hinckley. **Figure 3.2**, below, illustrates a 5km cycling catchment from the site.

Figure 3.2: 5km Cycle Catchment

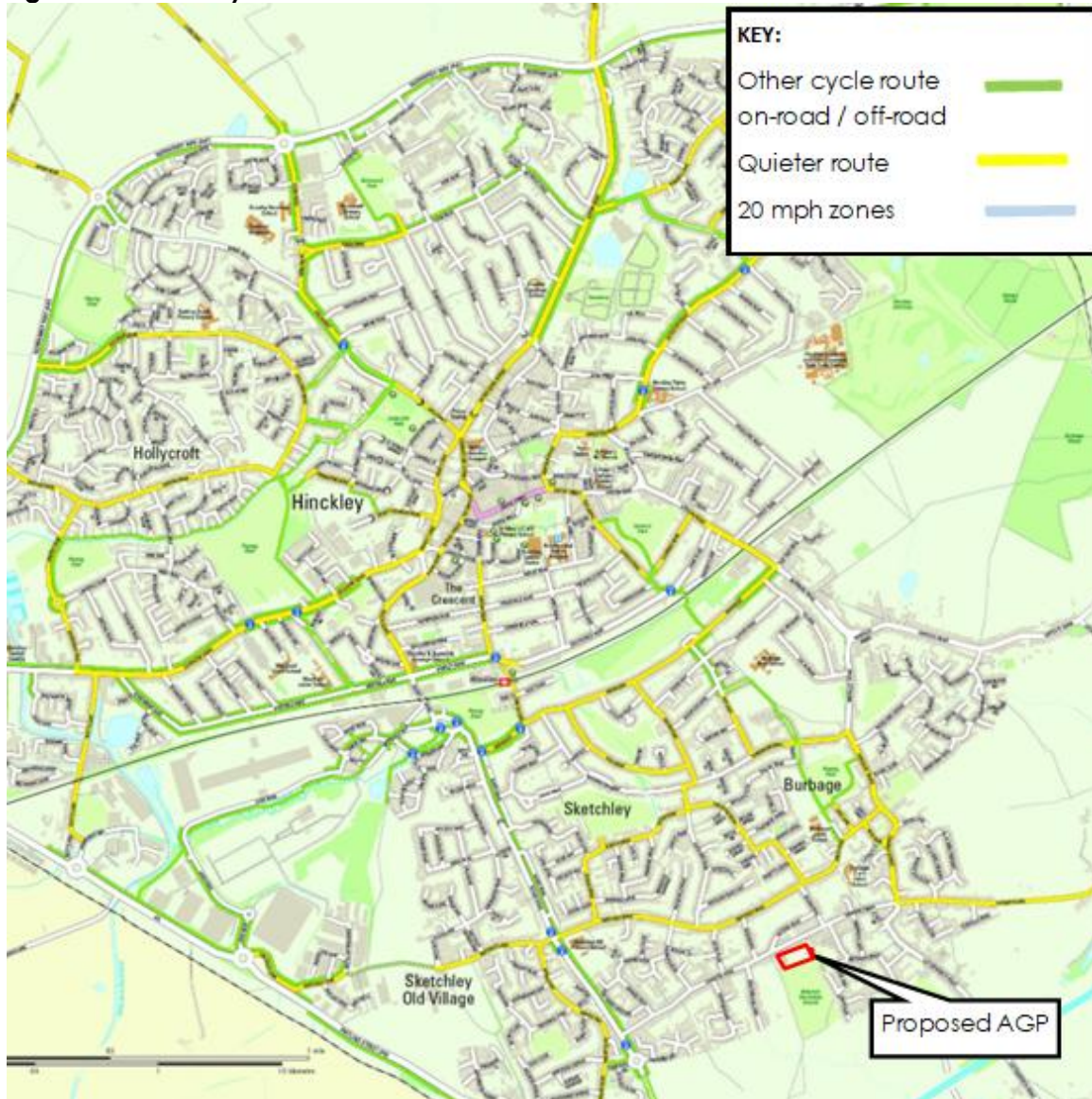


(Source: Open Cycle Map)

- 3.10 Although it is recognised that there is no National Cycle Network (NCN) routes within the 5km catchment there are local cycling facilities that connect Burbage, Sketchley and

Hinckley to the site. **Figure 3.3**, below, illustrates the local cycle routes within the vicinity of the site.

Figure 3.3: Local Cycle Network



(Source: Choosehowyoumove.com)

- 3.11 As can be seen in **Figure 3.3**, there are a network of 'quieter' routes in the vicinity of the site, connecting Burbage with Sketchley and Sketchley Old Village, as well as a number of off-road cycle routes to the northwest of the site. Given the proximity of the site to nearby cycle facilities / routes, it is considered that cycling would represent an attractive travel option for future visitors of the development, particularly given the end-of-journey facilities to be provided as part of the development.

PUBLIC TRANSPORT

Bus Services

- 3.12 The closest bus stops to the site are located on Windsor Road, approximately 200m (3-minute walk) north of the site. The eastbound stop benefits from a flag, pole, timetable information and raised kerb, whilst the westbound stop operates on a hail & ride basis. **Figure 3.4**, below, illustrates the location of bus stops in the vicinity of the site, whilst **Table 3.2** provides a breakdown of the bus services available.

Figure 3.4: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Service Summary

Service	Bus Route	First/Last Service	Approximate Headway		
			Weekday	Saturday	Sunday
8	Lutterworth – Hinckley	05:17 / 22:42	60 mins	60 mins	3 Services per day
7	Burbage – Hinckley - Nuneaton	06:36 / 20:06	60 mins	60 mins	-

(Source: bustimes.org)

- 3.13 As can be seen in **Table 3.2**, there is a regular service available Monday-Saturday which offers a direct service to Hinckley. It is, therefore, considered that travel by bus would be a viable option for those accessing the site from further afield.

Rail Services

- 3.14 Hinckley Railway Station is located approximately 2.5km north of the site and can be accessed in a 33-minute walk or a 7-minute cycle via Twycross Road. This station benefits from step-free access and a step free footbridge connecting both platform. This station also provides 16 CCTV covered cycle storage spaces. Managed by East Midlands Rail, this station supports an hourly service to both Leicester and Birmingham New Street, via Nuneaton and Coleshill Parkway.

SUMMARY

- 3.15 Overall, it is considered that there are good opportunities for participants and visitors to travel to the site via active and/or sustainable modes of travel. It should be noted that the development is likely to be used by teams from different football clubs who will know the other people they are playing with. Given this, it is expected that informal car sharing will take place and in some instances teams will arrive by minibus to use the site.

4. LOCAL HIGHWAY NETWORK

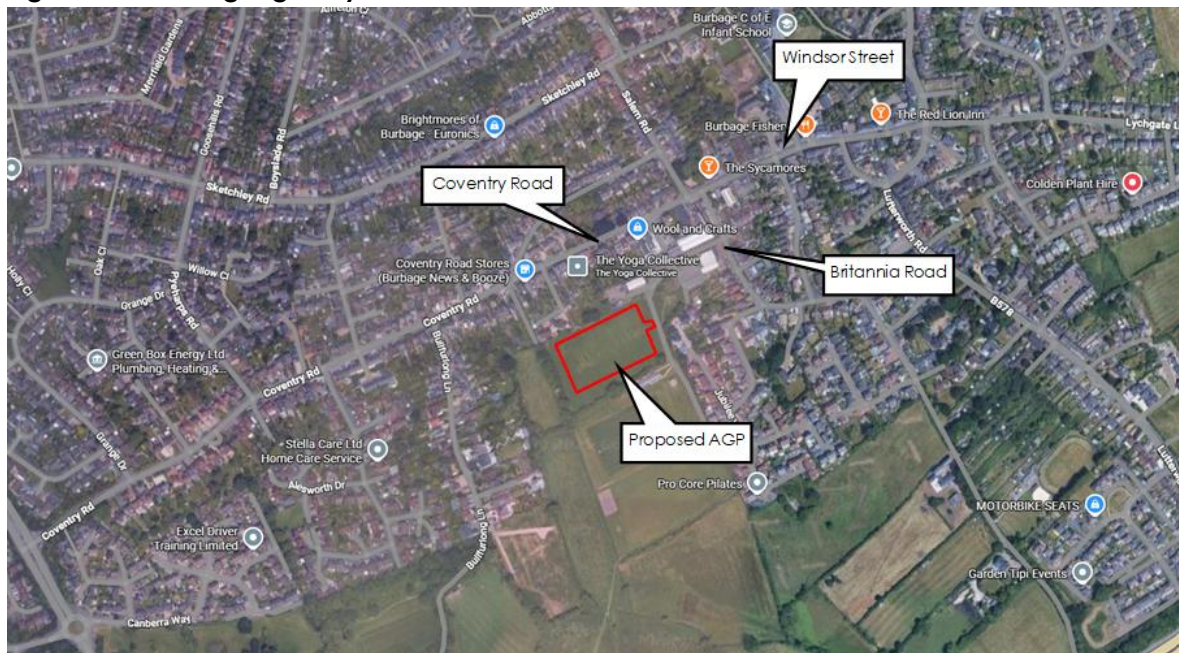
INTRODUCTION

- 4.1 This section of the Transport Assessment considers the nature of the existing highway network, and summaries the historic accident data for the area surrounding the site.

HIGHWAY NETWORK

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**, below.

Figure 4.1: Existing Highway Network



(Source: Google Maps)

- 4.3 Vehicular access is taken from Britannia Road, on the eastern boundary, via the existing access. In the vicinity of the site, Britannia Road is approximately 5.5m wide and has footways and street lighting on both sides. Running broadly north-south, Britannia Road has residential dwellings taking direct frontage access on both sides and there are no parking restrictions in place along its length.
- 4.4 Approximately 60m north of the site access, Britannia Road forms the minor arm of a priority T-junction with Windsor Street which runs east-west. In the vicinity of the junction, the carriageway is bound by double yellow line parking restrictions which continue in both

directions as Windsor Street extends west onto Coventry Road. Signage indicates no stopping is permitted Monday to Saturday between 08:00-18:00.

- 4.5 Approximately 6.5m wide, Coventry Road has footways and street lighting on both sides and has residential dwellings taking direct frontage access to the north. Vehicles are subject to a 30mph speed limit along this route, which continues west towards Sketchley and the surrounding residential areas.
- 4.6 To the south of the site access, Britannia Road extends south for approximately 100m before diverting east through the surrounding residential area. Along its length, the carriageway has footways and street lighting on both sides and residential dwellings taking direct frontage access to the north and south. Signage on approach to Britannia Road from the B578 Lutterworth Road indicates a 7.5t weight restrictions is in place.

ROAD SAFETY

- 4.7 Accident data for the most recent 5-year period (2020 – 2024) has been obtained from www.crashmap.co.uk for the network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The accident study area is shown overleaf in **Figure 4.2**, below.

Figure 4.2: Accident Locations



(Source: Crashmap)

- 4.8 As can be seen from **Figure 4.2**, one accident has been recorded within the study area in the most recent 5-year period. Occurring in 2023, this accident was recorded on Coventry Road to the north of the site. Involving two vehicles, this accident resulted in two casualties suffering serious injuries.
- 4.9 With this in mind, it is considered that the development traffic can be accommodated on the local road network without exacerbating an existing highway safety issue. Furthermore, as will be discussed further in **Section 5**, the predicted uplift in trips associated with the proposals is not considered to be material with the majority of trips taking place outside of the peak operational hours of the local highway network.

5. TRIP GENERATION

INTRODUCTION

- 5.1 As has been discussed, the development proposals will result in the replacement of a number of existing grass pitches to provide a new 11v11 artificial grass pitch with floodlighting, fencing, hardstanding areas, ancillary storage and associated car parking. Vehicular access will continue to be taken from Britannia Road on the eastern boundary, and an access road will be provided to connect the existing and proposed car parks.
- 5.2 The proposed 3G AGP will be capable of accommodating the following pitch configurations:
- One 11 vs 11 Adult pitch (100m x 64m); or
 - Two 9 vs 9 Under 11s/12s; or
 - Two 7 vs 7 Under 9s/10s; or
 - Four 5 vs 5 Under 7s/8s.
- 5.3 This section of the Transport Assessment will consider the trip generation associated with the development proposals.

TRIP GENERATION

- 5.4 Pitch usage information has been based on extensive experience of similar developments and the TRICS database has been interrogated to corroborate the likely number of trips that will be generated by the development proposals. During the daytime Monday-Friday, it is expected that use of the 3G AGP will be limited to use by local community groups, with the increase in use of the site likely taking place on weekday evenings and at weekends.
- 5.5 Whilst trips associated with the 3G AGP would largely take place outside the highway peak hours, to provide a robust assessment, it has been assumed that the 3G AGP will be used back-to-back on a weekday evening and on a weekend. The AGP is expected to be used similarly on a Saturday and Sunday and, as such, the tables in this section include for a weekend day, rather than replicating the information for both Saturday and Sunday.
- 5.6 **Table 5.1**, overleaf, provides a breakdown of the maximum number of participants per pitch and the maximum number of participants in a single hour period, by pitch configuration. With regard to activities involving children, it has been assumed that children will be

dropped off by their parents, who will remain on site for the duration of the activity and then leave in the period following the activity finishing.

Table 5.1: Maximum Participant Numbers

Pitch	No. of Pitches	Breakdown per Team*	Participants per Pitch*	Participants in a single hour period
5 vs 5	4	5 players and 2 subs	14	56
7 vs 7	2	7 players and 3 subs	20	40
9 vs 9	2	9 players, 3 subs and 1 coach	26	52
11 vs 11	1	11 players, 3 subs and 1 coach	30	30

(Source: Consultant Calculation) *on average

- 5.7 As can be seen in **Table 5.1**, the maximum number of participants in a single hour period if all pitches are in use is 56, associated with the 4no. 5v5 pitches. This takes account of 5 players per team, plus two substitutes per team. With this in mind, the following tables will assess the trip generating impact of the facility being used for 5v5 pitches, back-to-back, to demonstrate a worst-case scenario.
- 5.8 Based on the total number of participants expected for each hour period across a typical operating day, it is possible to predict the person trip generation of the site. It has been assumed that participants will arrive in the hour period before their activity and depart in the hour period following their activity. **Table 5.2**, overleaf, outlines the likely two-way person trip generation of the 5v5 pitches, on the assumption that all four pitches will be in use at one time. On the basis that there are 14 participants per pitch (5 players and 2 substitutes), this results in 56 participants per hour slot and, when accounting for arrivals/departures, this results in 112 two-way person trips per hour.

Table 5.2: Total Person Trip Generation

Time Period	Weekday			Weekend		
	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	0	0	0	56	0	56
09:00-10:00	0	0	0	56	0	56
10:00-11:00	0	0	0	56	56	112
11:00-12:00	0	0	0	56	56	112
12:00-13:00	0	0	0	56	56	112
13:00-14:00	0	0	0	56	56	112
14:00-15:00	0	0	0	56	56	112
15:00-16:00	0	0	0	56	56	112
16:00-17:00	56	0	56	56	56	112
17:00-18:00	56	0	56	0	56	56
18:00-19:00	56	56	112	0	56	56
19:00-20:00	56	56	112	0	0	0
20:00-21:00	56	56	112	0	0	0
21:00-22:00	0	56	56	0	0	0
22:00-23:00	0	56	56	0	0	0

(Source: Consultant Calculation)

- 5.9 The information in **Table 5.2** demonstrates that the peak two-way person trip generation of the site will be occur each hour, between 18:00-21:00 on a weekday, and each hour between 10:00-17:00 on a weekend, based on the worst-case potential usage of the site.
- 5.10 Not all those travelling by car to the pitches will do so as a single occupant. To provide further assurance, interrogation of the TRICS database has been carried out to corroborate the likely number of trips generated by the development proposals and the resultant demand for parking. There are three surveys for 5-a-side pitches, which represent sites most comparable to the development proposals. **Table 5.3**, overleaf, shows the PM weekday peak hour trip rates (per pitch) and trip generation per pitch. The full TRICS output is attached at **Appendix B**.

Table 5.3: TRICS Vehicle Trip Rates and Trip Generation – 5-a-side Pitch – Development Peak Hour
Weekday PM (17:00 – 18:00)

	Weekday PM (17:00 – 18:00)		
	Arrival	Departure	Two-Way
Trip Rates	4.130	1.696	5.826
Trip Generation (per pitch)	4	2	6

(Source: TRICS Database)

- 5.11 **Table 5.3** illustrates that a typical 5-a-side pitch would generate some 6 two-way vehicle trips in the weekday peak hour. On the assumption that a typical 5-a-side team arrives with 6 players, which includes for 1 substitute, a likely multi-occupancy rate of 2 players per car can be calculated. To demonstrate a worst-case scenario, an additional player has been attributed to each 5-a-side team, and the multi-occupancy rate of 2 player per car has been applied, resulting in 7 two-way vehicle trips per pitch.
- 5.12 This calculation does not account for spectator trips, however, many of the activities at the site are anticipated to be related to junior sport where it would be expected that parents/guardians would make up the majority of spectators and will have already brought their child by car. Therefore, them staying to watch their child and utilising a space in the car park has already been taken account of in the assessment. Applying the multi-occupancy rate of 2 players per car, **Table 5.4**, below, summarises the total vehicle trips (two-way) by hour/day as a consequence of the development proposals.

Table 5.4: Proposed Two-Way Vehicle Trip Generation

Time Period	Weekday			Weekend		
	Arrival	Departure	Total	Arrival	Departure	Total
08:00-09:00	0	0	0	28	0	28
09:00-10:00	0	0	0	28	0	28
10:00-11:00	0	0	0	28	28	56
11:00-12:00	0	0	0	28	28	56
12:00-13:00	0	0	0	28	28	56
13:00-14:00	0	0	0	28	28	56
14:00-15:00	0	0	0	28	28	56
15:00-16:00	0	0	0	28	28	56
16:00-17:00	28	0	28	28	28	56
17:00-18:00	28	0	28	0	28	28
18:00-19:00	28	28	56	0	28	28
19:00-20:00	28	28	56	0	0	0
20:00-21:00	28	28	56	0	0	0
21:00-22:00	0	28	28	0	0	0
22:00-23:00	0	28	28	0	0	0

(Source: Consultant Calculation)

- 5.13 As can be seen in **Table 5.4**, the peak two-way vehicle trip generation of the site is expected to occur between 18:00-21:00 on a weekday and between 10:00-17:00 on a weekend, where the AGP is expected to generate a maximum of 56 two-way vehicle trips. As previously mentioned, the operational peak hours during the week are not expected to coincide with the peak operating time of the local highway network or the peak operational hours of the local highway network. On this basis, no operational assessments have been undertaken.
- 5.14 It should be noted that, at present, the site comprises 3no. grass pitches (1x rugby and 2x football pitches). The development proposals will result in the replacement of the existing grass rugby pitch (to the north of the site) to provide an AGP with associated parking and infrastructure. Whilst 2no. grass football pitches will be retained; one will be repurposed to accommodate the displaced rugby pitch. Given this, the proposed site will include 1no. grass rugby pitch, 1no. grass football pitch and 1no. AGP.
- 5.15 Based on information provided by the client, use of the site is scheduled to ensure that a maximum of 2no. pitches are in use at the same time. This is due to the existing changing facilities being capable of accommodating a maximum of 4no. teams (2no. pitches) and is not anticipated to change as a result of the development proposals. At present, the existing car park has the capacity for up to 66 vehicles and is also required to support parking associated with Millennium Hall community centre and other scheduled uses such as scouts and play groups, as well as the existing grass pitches.
- 5.16 The development proposals include the provision of 56 car parking spaces, ensuring all parking associated with the proposed AGP is accommodated for without having a detrimental impact on the existing car park or the surrounding highway network. The number of car parking spaces provided is based on a worst-case scenario assessment whereby 56 vehicles may be on site at the same time during a period of crossover between back-to-back bookings. As a result of this, the proposals will alleviate any existing car parking pressure on the car park shared by the grass pitches and Millennium Hall community centre.

SUMMARY

- 5.17 It has been demonstrated that the replacement of the existing grass pitch with the AGP will have an impact on a weekday evening only, when it is expected that there could be an uplift of just 56 two-way vehicle trips per hour when compared to the current usage.

6. ACCESS, PARKING AND SERVICING

INTRODUCTION

- 6.1 This section of the Transport Assessment considers the proposed access arrangements and parking demand associated with the development proposals, during the peak period of use on a weekday evening, and servicing of the development.

ACCESS & PARKING

- 6.2 Pedestrian and vehicular access will continue to be taken from Britannia Road to the east of the site. The existing car park has 66 car parking spaces (including 5 accessible bays) and as previously mentioned, an access road will be provided to connect the existing and proposed car park which is being provided adjacent the AGP to accommodate all vehicles associated with the facility.
- 6.3 Car parking has been provided to meet the operational requirements of the proposed AGP which, based on the trip generation assessment set out in Section 5, could generate up to 56 vehicles during the crossover period between sequential bookings of the AGP. It is likely that players will arrive between 5-10 minutes before each booking and depart between 5-10 minutes after each booking and, therefore, the period of cross-over and maximum demand is limited in each single hour period. The proposed parking area comprises 56 spaces (including 3 accessible bays) and 12 cycle hoops capable of accommodating 24 bicycles.

SERVICING

- 6.4 It is expected that refuse collection and servicing of the site will not be materially impacted by the proposed development and will continue to take place as existing, with refuse vehicles entering the site from Britannia Road.

7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 This Transport Assessment has been prepared on behalf of Surfacing Standards Ltd, to support a planning application for the development of a 3G artificial grass pitch (AGP) with associated infrastructure on land at Millenium Hall, Burbage, LE10 2HF. The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the development would generate a maximum of 56 two-way vehicle trips during both the weekday and weekend peak hours of operation. The PM weekday peak would not coincide with that of the local highway network;
- The assessment is particularly robust as it considers the most intensive use of the AGP and demonstrates a worst-case scenario; and
- It has been demonstrated that the parking will be provided to cater for the forecast demand associated with the proposed AGP.

CONCLUSION

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda.



TPS Transport Consultants Ltd

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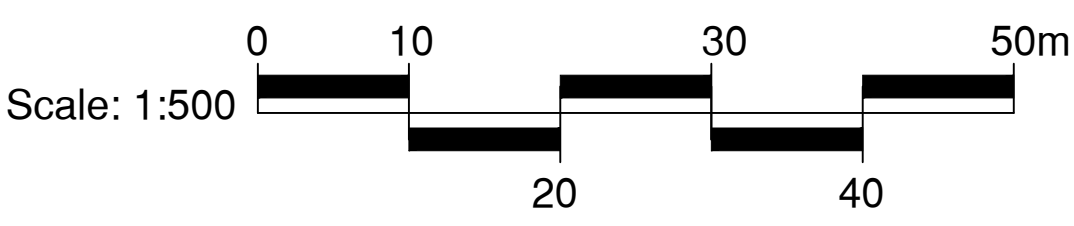
REPORT APPENDICES

Appendix A

Indicative Site Layout

Burbage Parish Council

AGP





CONSULTANTS
Surfacing Standards LTD
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Kettlewell Road, Eppingham, LE15 9NY
01535 400172

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RETAINED IN THE SITE MANAGERS OFFICE.

- Artificial Turf Playing Area
- Footpaths & Hard Standing Areas
- Grasscrete Car Parking
- 4.5m High Fence Line
- 1.2m High Fence Line
- XX High Acoustic Fence Line
- Knee Rail Fence Line

Notes:
Line markings to accommodate:
1Nr. 11v11 91x55m (white)
1Nr. 9v9 73x46m (blue)
2Nr. 7v7 54.8x37m* (yellow)
4Nr. 5v5 37x25.32m* (red)

*Smaller than recommended size but
acceptable for FA match play



00 PLANNING ISSUE WB 06/12/25
REV DESCRIPTION REV CK DATE



Surfacing Standards Limited
SPORTS PITCH CONSULTANTS



AUTHOR
WB

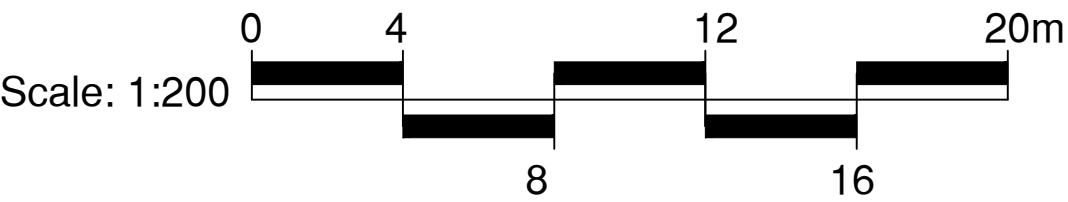
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Burbage Parish Council
AGP
Proposed Site Plan

PROJECT
G-227556
SCALE
1:500
SIZE
A1

DRAWING No
03
REVISION
00

Burbage Parish Council

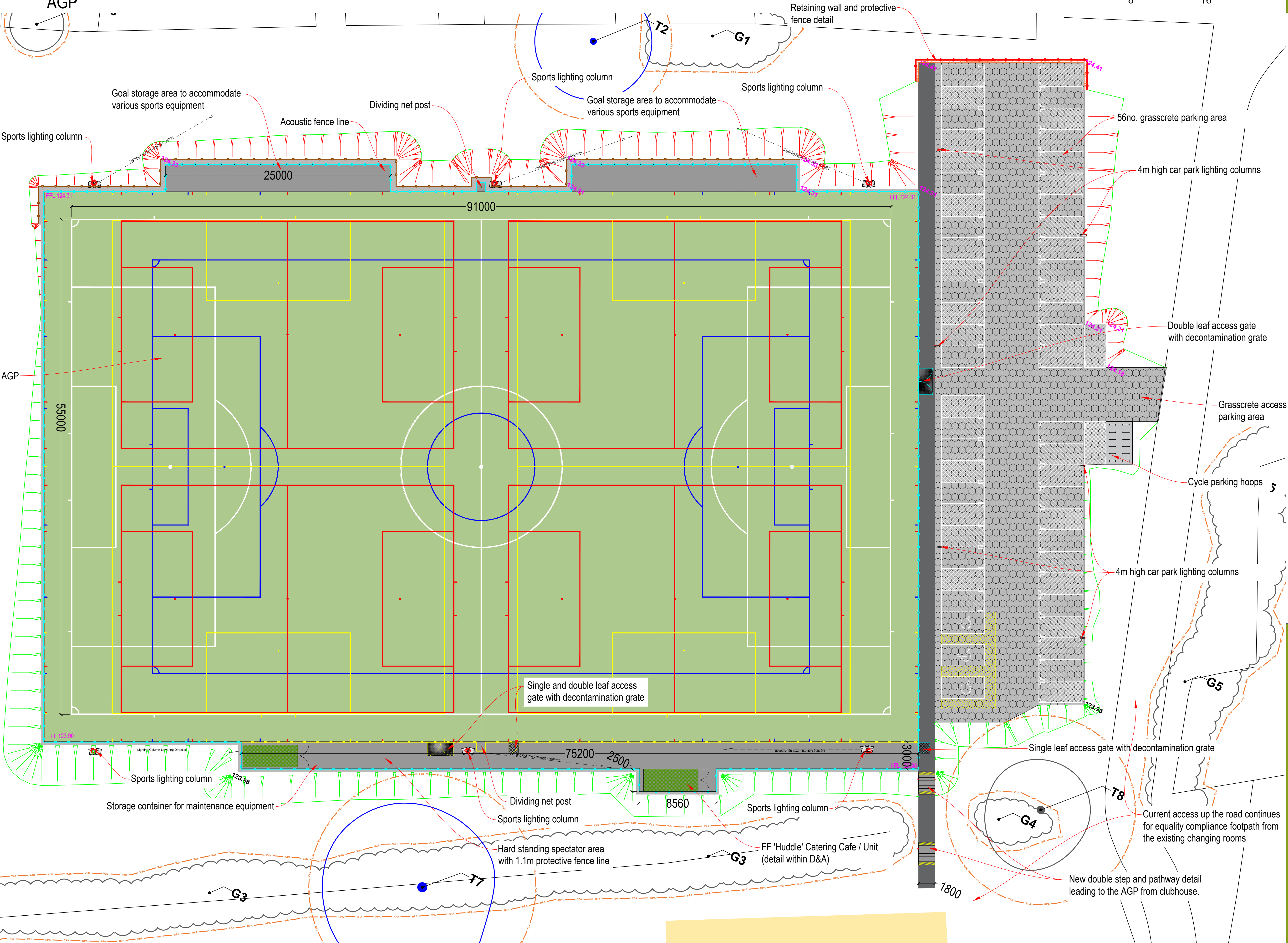
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Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-240617-0646

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	YO YORK	1 days
10	WALES	
	CF CARDIFF	1 days

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

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:

Number of pitches

Actual Range:

5 to 11 (units:)

Range Selected by User:

2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

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:

Tuesday

1 days

Wednesday

1 days

Friday

1 days

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

Selected survey types:

Manual count

3 days

Directional ATC Count

0 days

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 3

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:

Industrial Zone

1

Residential Zone

1

No Sub Category

1

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 Vehicles Counts:

Servicing vehicles Included

X days - Selected

Servicing vehicles Excluded

3 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 3 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
1.6 to 2.0	1 days

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.

Travel Plan:

No	3 days
----	--------

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	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL
3	YO-07-L-01	PLAY FOOTBALL	YORK
	STIRLING ROAD		
	YORK		
	CLIFTON MOOR		
	Edge of Town		
	No Sub Category		
	Total Number of pitches:	5	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)
TOTAL VEHICLES
Calculation factor: 1 PITCH
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
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									
08:00 - 09:00	2	9	0.611	2	9	0.111	2	9	0.722
09:00 - 10:00	2	9	3.500	2	9	0.556	2	9	4.056
10:00 - 11:00	2	9	0.333	2	9	0.222	2	9	0.555
11:00 - 12:00	2	9	0.167	2	9	0.222	2	9	0.389
12:00 - 13:00	2	9	0.222	2	9	0.333	2	9	0.555
13:00 - 14:00	2	9	0.333	2	9	0.444	2	9	0.777
14:00 - 15:00	2	9	0.667	2	9	2.611	2	9	3.278
15:00 - 16:00	3	8	1.435	3	8	1.696	3	8	3.131
16:00 - 17:00	3	8	2.609	3	8	0.652	3	8	3.261
17:00 - 18:00	3	8	4.130	3	8	1.696	3	8	5.826
18:00 - 19:00	3	8	4.870	3	8	3.348	3	8	8.218
19:00 - 20:00	3	8	3.217	3	8	3.304	3	8	6.521
20:00 - 21:00	3	8	2.435	3	8	5.870	3	8	8.305
21:00 - 22:00	3	8	0.130	3	8	3.870	3	8	4.000
22:00 - 23:00	3	8	0.000	3	8	0.348	3	8	0.348
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			24.659			25.283			49.942

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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Parameter summary

Trip rate parameter range selected:

5 - 11 (units:)

Survey date range:

01/01/16 - 24/09/22

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

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.