GVA Grimley

Application for Improved Access (and Service Road) at the Peel Centre, Harborough Hill Road

Peel South East Limited

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1. INTRODUCTION

1.1 This Design and Access Statement has been prepared on behalf of Peel South East Ltd to accompany the planning application for improvements to existing access arrangements at the Peel Centre, Harborough Hill Road, Barnsley.

1.2 The application site comprises the service access to the Peel Centre, along Dryden Road. The location of the Peel Centre within Barnsley is indicated on drawing no. M06011-C-001 (Figure 1) in the Transport Statement. Its location in a local context is shown in drawing no. M06011-C-002 (Figure 2) in the Transport Statement.

1.3 The current main access to the Peel Centre is taken from a signal controlled gyratory on Harborough Hill Road. At present both customer and service vehicles use this access, sharing a four-directional junction at the entrance to the site and resulting in potential for conflict between service vehicles and customer traffic and pedestrians.

1.4 The application proposes improvement of an existing access off Harborough Hill Road to create a dedicated access for servicing of existing retail units at the Peel Centre. An additional length of service road will link the existing service road with Harborough Hill Road to the rear of Halfords. This new arrangement separates customer and service vehicles, reducing potential conflict between HGVs and pedestrians.

1.5 The proposals include a deceleration lane into and an acceleration lane out of the site. Formation of the deceleration lane requires movement of the retaining wall which currently runs alongside Harborough Hill Road closer to the Halfords unit, resulting in the loss of 11 car parking spaces. The retaining wall will be replaced on a like for like basis and there will be no material change to its appearance. Additional compensatory parking will be provided in the retail park between units 1 and 2.

1.6 The proposed improvements to the existing access arrangements are considered in more detail in the Transport Statement accompanying the application.

2. DESIGN

Use

2.1 The current arrangement requires service vehicles to pass through parts of the retail park, resulting in potential conflicts with pedestrians. The improved access arrangement separates out access for service vehicles and customers by re-routeing all service traffic to a dedicated service junction with Harborough Hill Road. This will be achieved by improving an existing access junction immediately to the south of the Halfords/Bathstore unit and would at the same time enable closure of another access adjacent to the 'Enterprise Car Hire' unit.

2.2 Use of the site for provision of a dedicated service access will enable all servicing activity to be removed from the public areas of the car park, improving the function, safety and accessibility of the site for all.

2.3 Additional car parking provision is proposed within the Peel Centre between the existing Halfords and Focus units (see Proposed Site Plan – Drawing number M06011-A-018 Rev A). Use of this area of the site for parking compensates for the car parking lost as a result of the deceleration lane and improved pedestrian links between the existing Halfords and Focus units will aid inclusive pedestrian access to the car parking areas and retail units within the park.

Layout and Junction Design

2.4 The proposals remove the 'Fires and Fireplaces' unit and improve the dropped kerb access to provide kerb radii and associated merge and diverge lanes. This new design will still operate as a left-in/left-out junction but from a much improved engineered layout. A site layout plan has been submitted as part of the planning application (Drawing number M06011-A-018 Rev A).

2.5 The proposed layout effectively engages with the existing retail park, linking the existing access on Dryden Road (to the rear of Halfords) to Harborough Hill Road.

2.6 New pedestrian links and an area of car parking is proposed between the existing Halfords and Focus units, aiding inclusive pedestrian access from parking spaces to the rest of the retail park.

2.7 The proposed layout will allow inclusive access to and throughout the site through the use of formal kerbing and surfacing and dropped crossings for pedestrians.

2.8 Movement of the existing retaining wall enables function of the deceleration lane. The wall will be replaced on a like for like basis and will change in plan form only with no change to its appearance in elevation.

Scale

2.9 The site layout plan submitted alongside the application (Drawing no. M06011-A-018 Rev A) effectively shows the relationship between the proposed access arrangement and existing retail park.

2.10 The scale of the access road is in-keeping with the size and layout of the existing retail park and internal road layout.

Landscaping and Appearance

2.11 Surface treatment of the access road will comprise of Stone Mastic Asphalt (SMA). This provides a safe and functional material in keeping with other surfacing at the Peel Centre which will enable long-term maintenance and management.

2.12 The acceleration and deceleration lanes and adjoining pavements will be constructed to adoptable standards. Please see drawing no. M06011-A-016 Rev B (Figure) within the Transport Statement indicating the limit of adoption.

2.13 Level surfaces, dropped kerbs and appropriate surfacing materials will enable the access needs of disabled or older people to be met.

2.14 Movement of the retaining wall will comprise, where possible, re-use of existing stone. The wall will be replaced on a like for like basis as existing to facilitate the deceleration lane, providing an attractive, safe and environmentally responsible design in keeping with the landscaping scheme at the existing retail park.

2.15 Movement of the retaining wall will necessitate the repositioning of 2 lighting columns. These will be replaced on a like-for-like basis and to adoptable standards.

3. ACCESS

3.1 Customer vehicular access and egress to the retail park (retail units and car parking) will occur off Harborough Hill Road, using the existing junction. Access and egress for service vehicles will occur at the improved designated service road to the rear of the Halfords unit, using a left in, left out arrangement to enable servicing of the retail units. By replacing the current service access route through the retail park the potential for conflict between service traffic and customer vehicles and/or pedestrians within the Peel Centre will be removed.

3.2 All access to the 'Enterprise Car Hire' unit would be via the newly improved access. This access would also serve the temporary Park and Ride facility which BMBC have previously implemented at Christmas.

Junction Safety

3.3 Despite the minimal number of large HGV movements which would result from the proposals, the junction facilitating service access to the site has been designed to accommodate the most onerous HGVs accessing the site from Harborough Hill Road, those being 15.5m and 16.5m articulated lorries. A range of TRACK plots showing the respective manoeuvres and a plot showing the position of the largest HGVs off the mainline carriageway are included in the Transport Statement accompanying this application. This demonstrates that the slowest part of the manoeuvres can be made off-carriageway to minimise any impedance of main line traffic.

3.4 The acceleration and deceleration lanes and adjoining pavements will be constructed to adoptable standards. Please see drawing no. M06011-A-016 Rev B (Figure 5) within the Transport Statement indicating the limit of adoption and details of construction.

3.5 Provision of a dedicated service access will improve safety at the Peel Centre by separating service and customer vehicles and pedestrians, reducing the potential for conflict. New footpaths and pedestrian links will aid inclusive pedestrian access from parking spaces to the rest of the retail park.

Inclusivity

3.6 Level access will be achieved for all hard landscaped areas to all aspects of the retail park through the use of dropped kerbs. Level surfaces and appropriate surfacing materials will facilitate inclusive access, enabling safe and easy access for all.

3.7 *The existing pavement on Harborough Hill Road will be replaced as part of construction of the* acceleration and deceleration lanes. This will be re-provided to adoptable standards and will facilitate access for all.

3.8 New footpaths and pedestrian links will aid inclusive pedestrian access from parking spaces to the rest of the retail park.

4. CONCLUSIONS

4.1 The improved access will result in the removal of all service traffic activity from the public areas of the retail park, providing improvements in terms of pedestrian activity and reducing potential conflicts.

4.2 The proposed layout effectively links with the existing retail park and is in keeping with the scale, appearance and landscaping of the centre, improving the quality of the retail park environment.

4.3 The proposed layout will allow safe access to and within the site for both customer traffic and service vehicles. New pedestrian links, formal kerbing and surfacing and dropped crossings will enable inclusive use for all.