

**PROPOSED VARIATION OF USER &
INSTALLATION OF STORAGE MEZZANINE**

UNIT 4 Peel Retail Park

BARNSELY

(Peel South East Ltd)

TRAFFIC TECHNICAL NOTE

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Figure 1 Site Location Plan

Figure 2 Local Area Plan

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Appendix A Proposed Site Layout Plan

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1.0 INTRODUCTION & BACKGROUND

1.1 This Technical Note has been prepared by TTHC Ltd on behalf of Peel South East Ltd in support of a planning application to Barnsley Metropolitan Borough Council for the construction of a proposed storage only mezzanine floor to Unit 4, Peel Centre Retail Park, Harborough Hill Road, Barnsley. The application also proposes a change to the user restriction for Unit 4, to enable use by Argos as a catalogue retail shop.

1.2 There will be no increase in retail sales area as a consequence of the proposals.

1.3 The location of the retail park is shown in **Figure 1** and the application site (the Site) itself is presented within the context of the Retail Park and the local area in **Figure 2**. For the purpose of this note the Site is referred to as '**Unit 4**'.

1.4 Unit 4 has an established non-food retail use with an existing Gross Floor Area (GFA) of 964sqm. The proposals consist of the installation of a storage only mezzanine floor, which would increase the GFA of Unit 4 by 941sqm to 1905sqm.

1.5 Given that Unit 4 already has the benefit of existing retail use and, is situated within a well established Retail Park, this TN examines the potential for any traffic implications arising from the proposals.

1.6 This Statement provides information under the following headings:

- Site Location
- Development Proposals/Traffic Implications

2.0 SITE LOCATION

- 2.1 The retail park lies approximately 650 metres north east of Barnsley town centre. Access to the park is off A61 Harborough Hill Road via an existing signalised junction.
- 2.2 The access junction sits at the southern corner of Harborough Hill gyratory which itself provides a junction between the A61 and A635, before the A61 crosses over the River Dearne at Old Mill Lane. The access junction provides for left in and both left and right out manoeuvres. The right turn into Peel Centre is catered for via a U-turn round the gyratory and then left in at the access road.

3.0 DEVELOPMENT PROPOSALS/TRAFFIC IMPLICATIONS

- 3.1 A copy of the Site Plan highlighting the location of Unit 4 is attached to this Statement in **Appendix A**.
- 3.2 Unit 4 currently retains permission for non-food retail outlet. It is proposed to amend the user restriction for Unit 4, to enable use by Argos as a catalogue retail shop. The additional mezzanine floor (948sqm) is to provide storage only floorspace and will not add to the retail sales area of the Unit, which will remain as existing 964sqm.
- 3.3 The addition of storage floorspace is not expected to result in any material change in shopper activity to the retail park as a whole.
- 3.4 Service access would be the same as that which currently exists via the rear of the unit. Upon entrance to the retail park, service vehicles route towards the rear of the retail strip into the service yard.
- 3.5 In connection with a previous application, TTHC commissioned an Automatic Traffic Count (ATC) of current service yard activity of the retail park which collected classified vehicle data for a whole week, 24 hours per day. A copy of this data is provided in **Appendix B**.
- 3.6 Based on a floorspace average for the whole retail park, current weekly service activity amounts to 259 deliveries, of which 18 relate to larger HGVs (for a total floorspace of circa 15500sqm). As things stand, Unit 4 would be expected to account for around 16 of these deliveries per week of which there would be around 2 or 3 of the larger HGV movements.
- 3.7 In terms of service activity for the proposals, Argos have confirmed that deliveries to Unit 4 (including the storage mezzanine) will amount to an average of 5 deliveries a week, although all of these are expected to be by the larger HGVs.

**PROPOSED VARIATION OF USER AND INSTALLATION OF STORAGE MEZZANINE
UNIT 4 PEEL CENTRE, BARNLEY
TRAFFIC TECHNICAL NOTE**

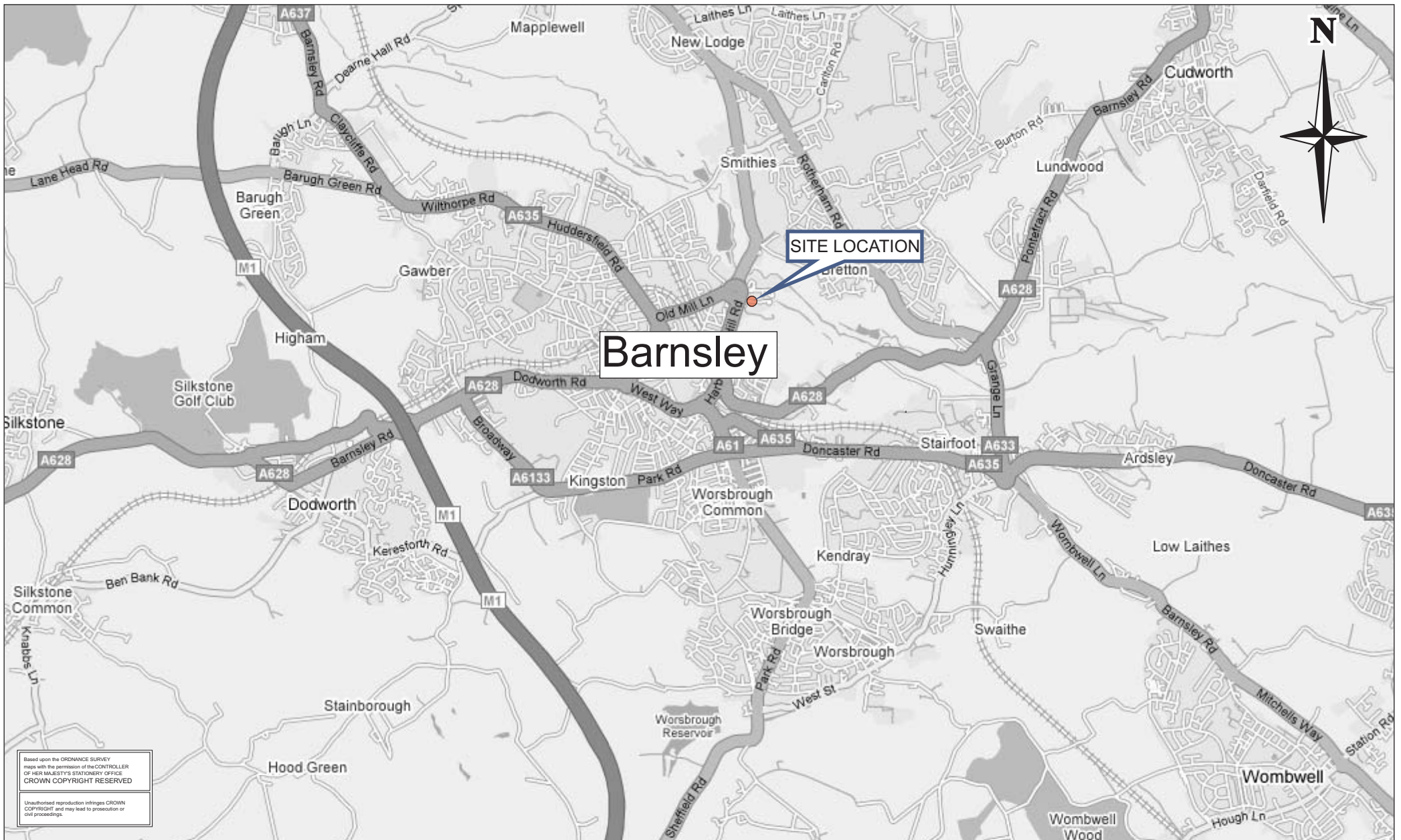
- 3.8 In summary, therefore, it is expected that there would be less servicing activity overall (5 vehicles per week compared to around 16 per week) resulting from the proposals but with a very slight increase in larger HGV activity (circa 1 extra vehicle every two or three days).
- 3.9 **Appendix C** contains TRACK plots for vehicles servicing Unit 4 based on the largest HGVs. As shown, there are no difficulties serving the unit with the largest of HGVs.


4.0 CONCLUSIONS

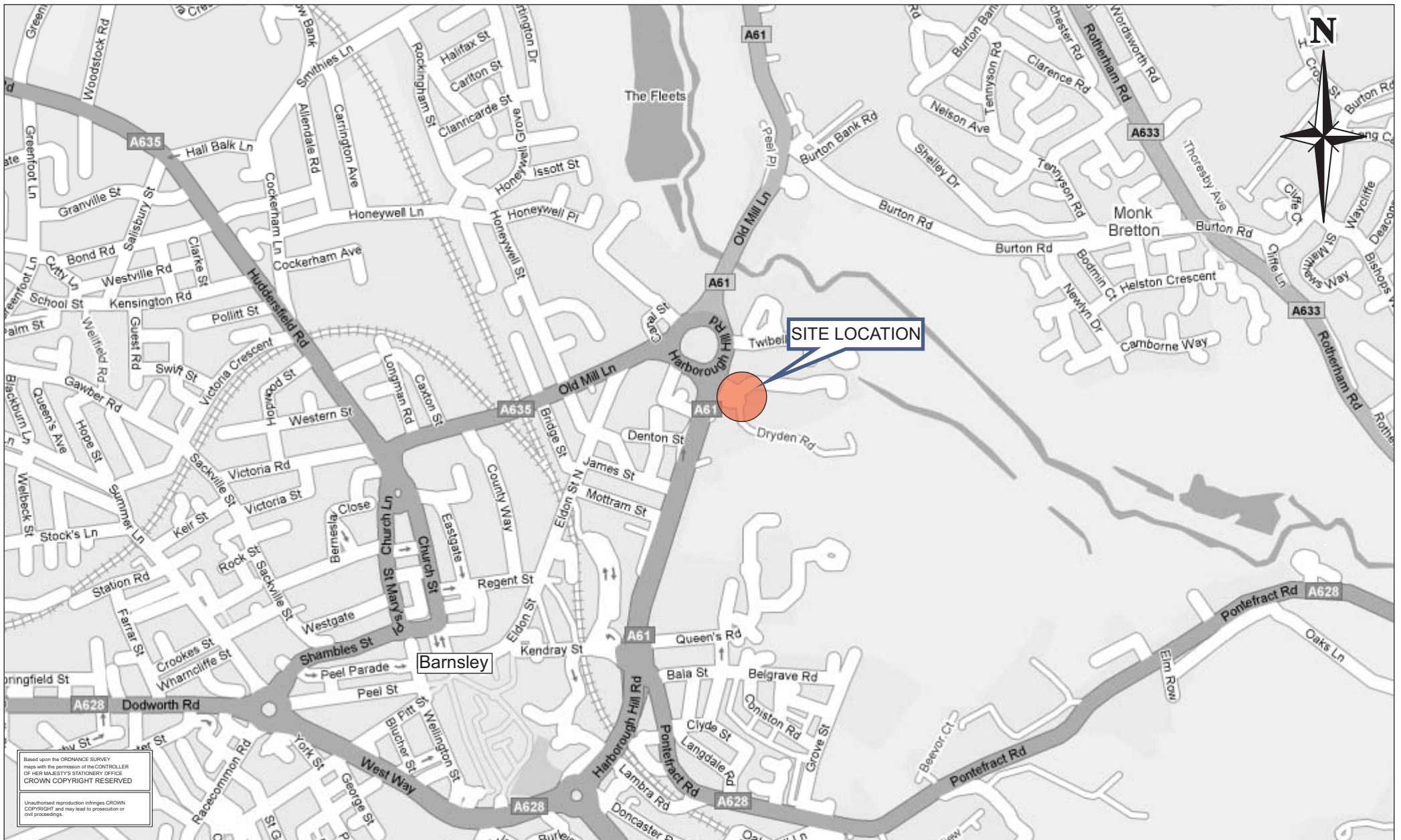
- 4.1 This Technical Note has considered the potential for any traffic related implications of the proposed variation of user restriction and storage mezzanine for Unit 4 of Peel Centre Retail Park. This involves a 941sqm GFA increase in storage space but no increase in the retail sales area.
- 4.2 Assessment of the likely change in service activity has shown that overall deliveries would be expected to reduce. Deliveries by large HGV would be expected to increase slightly but only by an additional vehicle every two or three days. This will not result in any implications whatsoever in respect of highway matters.
- 4.3 It is therefore concluded that there are no traffic related issues which should prevent granting of planning permission.

FIGURES

FIGURES




 <p>the Traffic, Transport & Highway Consultancy</p>	Drawing No	Rev	PEEL CENTRE, BARNESLEY	
	M06011-C-001	.	SITE LOCATION PLAN	
	Date	Rev Date		
MAY 2007	.	Scale	FIGURE 1	
Drawn By	Authorised	Scale		
AH	MAW	NTS		



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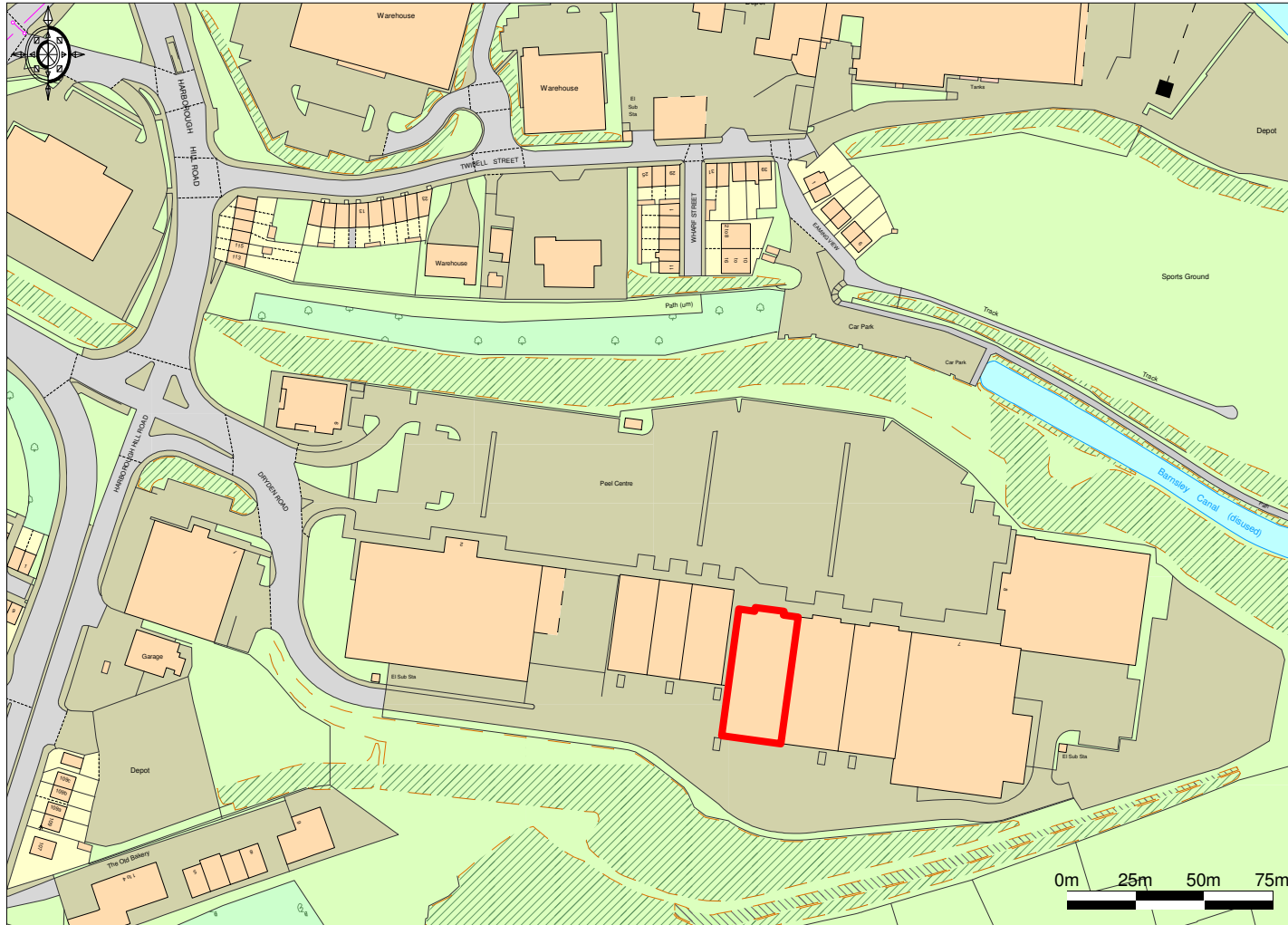
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 <p>the Traffic, Transport & Highway Consultancy</p>	Drawing No	Rev	PEEL CENTRE, BARNESLEY	
	M06011-C-002	.		
	Date	Rev Date	LOCAL AREA PLAN	
MAY 2007	.			
Drawn By	Authorised	Scale	FIGURE 2	
AH	MAW	NTS		

APPENDIX A

FIGURES

Unit 4, The Peel Centre Barnsley



Enabled by Ordnance Survey

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Site Location Plan

APPENDIX B

FIGURES

Barnsley ATC, Service Yard

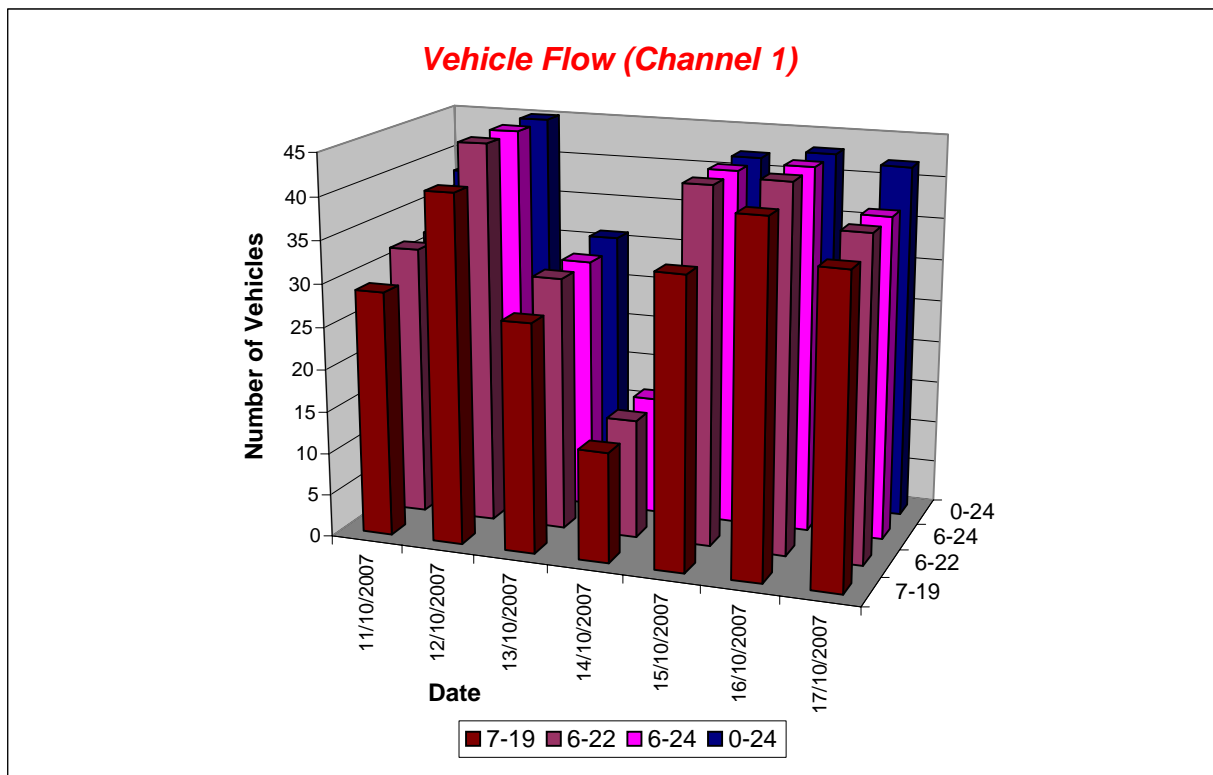
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Channel 1 - Inbound

Vehicle Flow

Week 1

Hr Ending	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	6	0	1	3	0	0	4	2	2
7	0	0	1	0	1	1	0	0	0
8	0	2	0	0	1	1	0	1	1
9	0	1	1	0	3	0	2	1	1
10	0	3	7	0	3	7	6	4	4
11	8	9	2	0	8	8	9	8	6
12	3	8	2	2	3	2	3	4	3
13	5	5	2	0	2	1	5	4	3
14	3	2	1	1	5	8	4	4	3
15	5	1	2	3	4	5	2	3	3
16	4	2	6	0	1	1	2	2	2
17	1	5	3	3	2	2	2	2	3
18	0	1	0	1	1	5	1	2	1
19	0	2	1	3	1	1	0	1	1
20	3	4	2	0	3	1	2	3	2
21	0	0	0	0	0	0	0	0	0
22	0	0	0	1	4	0	0	1	1
23	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0
7-19	29	41	27	13	34	41	36	36	32
6-22	32	45	30	14	42	43	38	40	35
6-24	32	45	30	14	42	43	38	40	35
0-24	38	45	31	17	42	43	42	42	37



Barnsley ATC, Service Yard

Produced by The Paul Castle Consultancy

Channel 1 - Inbound

Average Speed

Week 1

Hr Ending	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	15.5	-	15.5	8.5	-	-	15.5
7	-	-	15.5	-	15.5	15.5	-
8	-	15.5	-	-	15.5	15.5	-
9	-	15.5	5.0	-	15.5	-	5.0
10	-	15.5	18.4	-	8.5	15.5	15.4
11	15.4	16.6	20.5	-	16.8	14.2	15.5
12	18.8	16.7	20.5	15.5	15.5	20.5	12.0
13	15.5	19.5	20.5	-	20.5	15.5	19.4
14	15.5	20.5	25.5	15.5	13.4	20.5	12.9
15	17.5	15.5	20.5	18.8	18.0	15.5	20.5
16	18.0	20.5	22.2	-	25.5	15.5	15.5
17	25.5	19.5	22.2	12.0	15.5	25.5	20.5
18	-	15.5	-	15.5	25.5	19.5	5.0
19	-	25.5	15.5	22.2	25.5	15.5	-
20	15.5	15.5	10.2	-	8.5	15.5	20.5
21	-	-	-	-	-	-	-
22	-	-	-	15.5	18.0	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	16.4	16.6	20.5	15.5	16.4	15.4	14.6
14-16	17.7	18.8	21.8	18.8	19.5	15.5	18.0
0-24	16.5	17.7	19.0	15.4	15.9	17.3	15.4

7 Day Ave 16.7

85th Percentile

Hr Ending	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	16.2	-	15.8	16.1	-	-	16.0
7	-	-	15.8	-	15.9	15.9	-
8	-	16.4	-	-	15.8	15.8	-
9	-	16.3	5.8	-	15.7	-	5.5
10	-	15.9	26.3	-	15.7	16.4	26.0
11	16.0	16.7	26.1	-	16.9	16.1	15.9
12	26.1	26.4	26.5	15.6	15.9	26.1	15.9
13	15.8	25.6	26.4	-	25.9	15.9	25.8
14	15.8	26.4	25.7	15.6	16.2	25.6	15.6
15	26.3	15.9	26.2	26.3	25.8	16.1	25.7
16	25.5	26.0	26.5	-	26.1	16.2	16.5
17	26.3	26.3	25.7	15.8	15.7	26.4	25.6
18	-	15.6	-	15.5	25.7	26.3	5.4
19	-	26.1	16.0	25.8	26.1	15.5	-
20	16.3	16.0	15.6	-	15.6	16.0	25.9
21	-	-	-	-	-	-	-
22	-	-	-	15.9	26.0	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	26.2	25.8	26.5	15.8	16.4	16.4	16.0
14-16	25.5	26.1	26.2	26.4	25.8	15.9	25.7
0-24	25.9	26.1	25.5	26.5	26.3	26.2	26.0

7 Day Ave 26.1

Barnsley ATC, Service Yard

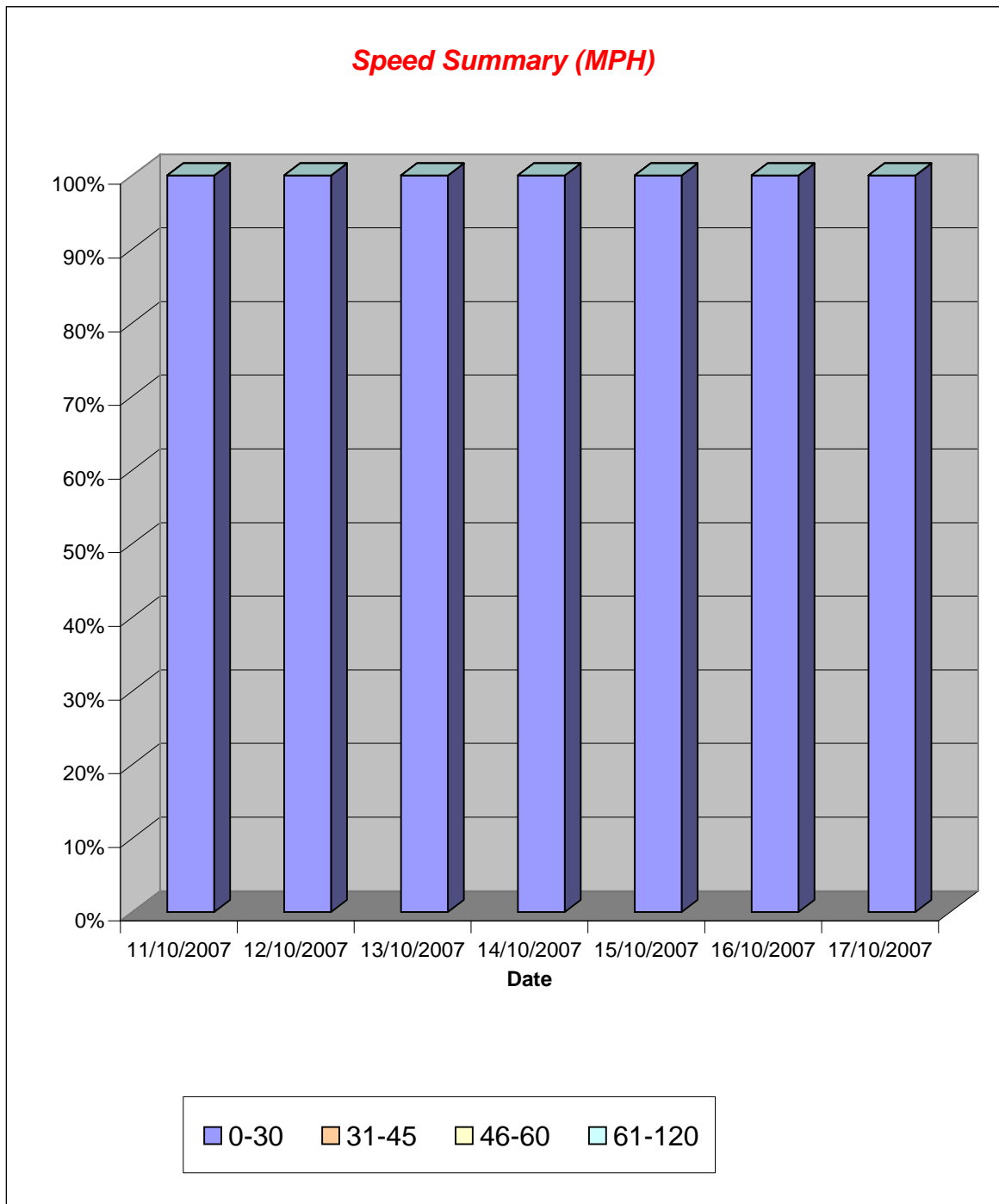
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Channel 1 - Inbound

Speed Summary

Week 1

Speed (MPH)	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday
0-30	38	45	31	17	42	43	42
31-45	0	0	0	0	0	0	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	38	45	31	17	42	43	42



Barnsley ATC, Service Yard

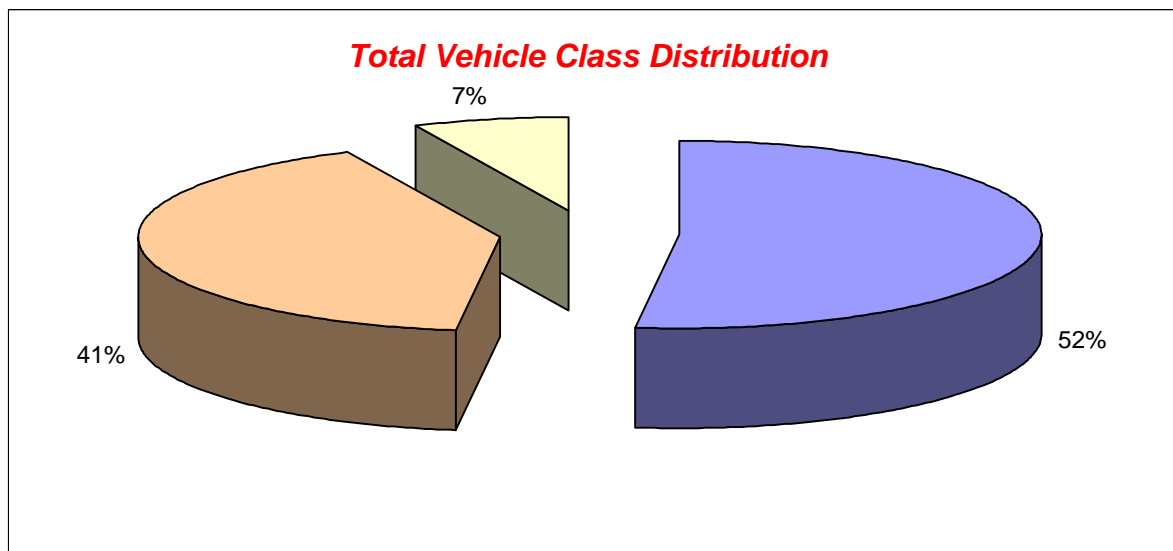
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Channel 1 - Inbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
11/10/2007				
7-19	9	17	3	29
6-22	11	18	3	32
6-24	11	18	3	32
0-24	17	18	3	38
12/10/2007				
7-19	16	22	3	41
6-22	19	23	3	45
6-24	19	23	3	45
0-24	19	23	3	45
13/10/2007				
7-19	15	12	0	27
6-22	18	12	0	30
6-24	18	12	0	30
0-24	19	12	0	31
14/10/2007				
7-19	12	0	1	13
6-22	13	0	1	14
6-24	13	0	1	14
0-24	16	0	1	17
15/10/2007				
7-19	17	13	4	34
6-22	24	14	4	42
6-24	24	14	4	42
0-24	24	14	4	42
16/10/2007				
7-19	17	20	4	41
6-22	18	21	4	43
6-24	18	21	4	43
0-24	18	21	4	43
17/10/2007				
7-19	15	18	3	36
6-22	17	18	3	38
6-24	17	18	3	38
0-24	21	18	3	42
Average				
7-19	14	15	3	32
6-22	17	15	3	35
6-24	17	15	3	35
0-24	19	15	3	37



Barnsley ATC, Service Yard

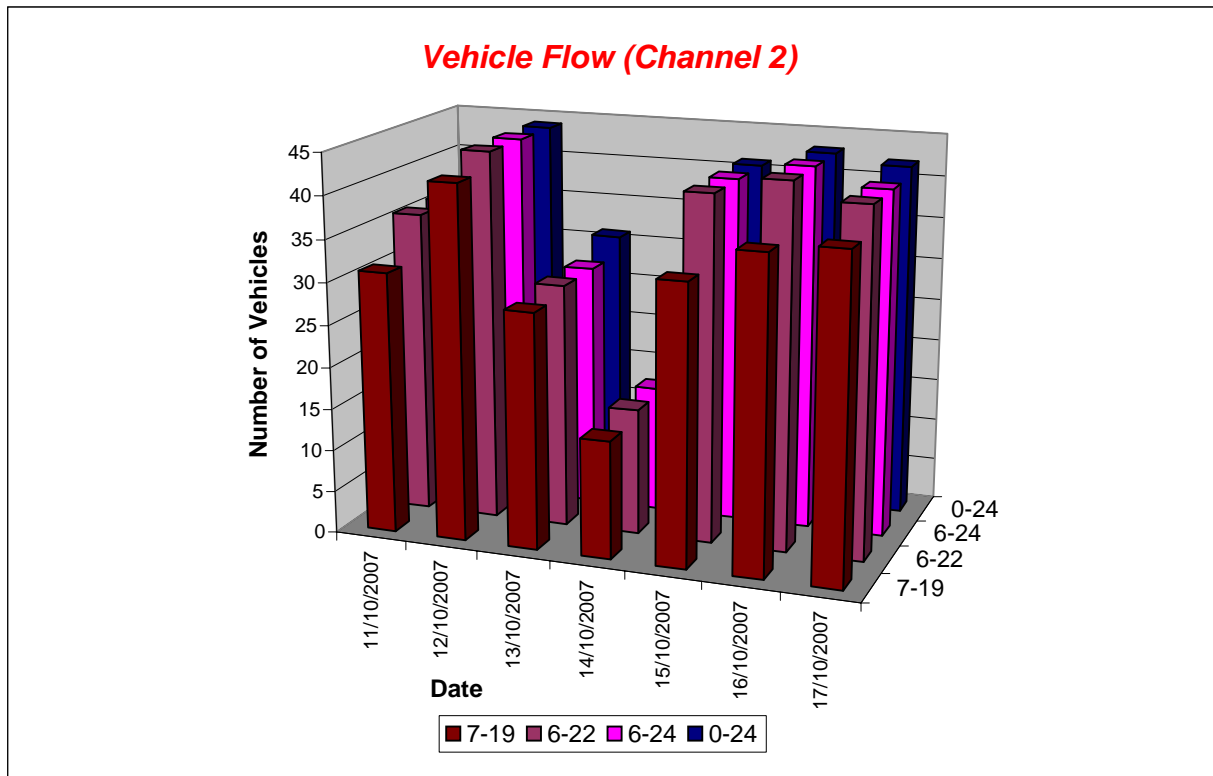
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Channel 2 - Outbound

Vehicle Flow

Week 1

Hr Ending	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday	5 Day Ave	7 Day Ave
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	2	2	0	0	1	0	1
7	2	0	0	0	1	5	0	2	1
8	2	3	1	0	1	1	0	1	1
9	1	2	1	0	0	0	2	1	1
10	0	3	4	0	5	2	3	3	2
11	5	8	3	0	5	4	9	6	5
12	4	11	4	2	6	3	2	5	5
13	6	4	2	0	4	1	6	4	3
14	2	2	1	1	3	6	6	4	3
15	7	1	2	3	3	10	2	5	4
16	3	1	2	1	1	2	5	2	2
17	1	5	8	3	2	2	2	2	3
18	0	2	0	1	2	5	1	2	2
19	0	0	0	3	1	1	0	0	1
20	3	2	1	0	3	1	3	2	2
21	0	0	0	0	0	0	0	0	0
22	0	0	0	1	4	0	0	1	1
23	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0
7-19	31	42	28	14	33	37	38	36	32
6-22	36	44	29	15	41	43	41	41	36
6-24	36	44	29	15	41	43	41	41	36
0-24	36	44	31	17	41	43	42	41	36



Barnsley ATC, Service Yard

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Channel 2 - Outbound

Average Speed

Week 1

Hr Ending	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	15.5	10.2	-	-	15.5
7	15.5	-	-	-	15.5	13.4	-
8	15.5	15.5	15.5	-	15.5	25.5	-
9	15.5	15.5	5.0	-	-	-	15.5
10	-	18.8	15.5	-	15.4	20.5	15.5
11	13.4	15.5	18.8	-	15.5	15.5	13.2
12	12.9	16.4	18.0	5.0	15.5	12.0	15.5
13	12.0	15.4	15.5	-	18.0	15.5	15.4
14	10.2	15.5	15.5	15.5	18.8	18.8	13.8
15	16.9	25.5	15.5	15.5	15.5	14.4	15.5
16	22.2	25.5	15.5	15.5	25.5	20.5	15.5
17	15.5	17.5	18.0	8.5	15.2	20.5	20.5
18	-	10.2	-	15.5	20.5	19.4	5.0
19	-	-	-	18.8	15.5	15.5	-
20	12.0	10.2	15.5	-	15.5	5.0	15.5
21	-	-	-	-	-	-	-
22	-	-	-	5.0	25.5	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	13.2	16.0	18.4	5.0	15.5	14.0	13.6
14-16	18.5	25.5	15.5	15.5	18.0	15.4	15.5
0-24	14.6	16.1	16.5	12.4	17.4	16.4	14.7

7 Day Ave 15.4

85th Percentile

Hr Ending	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	15.9	16.4	-	-	15.9
7	15.8	-	-	-	16.3	15.9	-
8	16.1	15.5	15.6	-	15.8	26.5	-
9	16.0	15.7	5.7	-	-	-	16.3
10	-	25.6	16.4	-	25.7	25.6	16.3
11	15.7	15.6	26.0	-	16.0	16.4	16.2
12	16.4	16.5	25.6	5.1	15.8	16.1	16.2
13	16.2	25.6	16.3	-	25.8	15.8	26.5
14	16.0	15.5	15.9	15.9	25.5	25.6	15.8
15	17.0	26.0	16.0	15.8	16.0	16.0	16.0
16	25.6	26.2	16.0	16.4	25.7	25.7	15.9
17	16.3	26.0	25.7	16.3	26.4	26.5	26.2
18	-	16.3	-	15.8	26.1	25.6	5.2
19	-	-	-	26.2	16.3	15.5	-
20	16.0	15.6	15.8	-	16.4	5.3	15.9
21	-	-	-	-	-	-	-
22	-	-	-	5.3	25.8	-	-
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-

10-12	16.3	16.1	25.6	5.1	16.0	16.0	16.0
14-16	26.1	26.2	16.1	15.5	25.6	26.4	16.3
0-24	16.3	16.2	16.6	15.8	26.1	26.0	16.0

7 Day Ave 19.0

Barnsley ATC, Service Yard

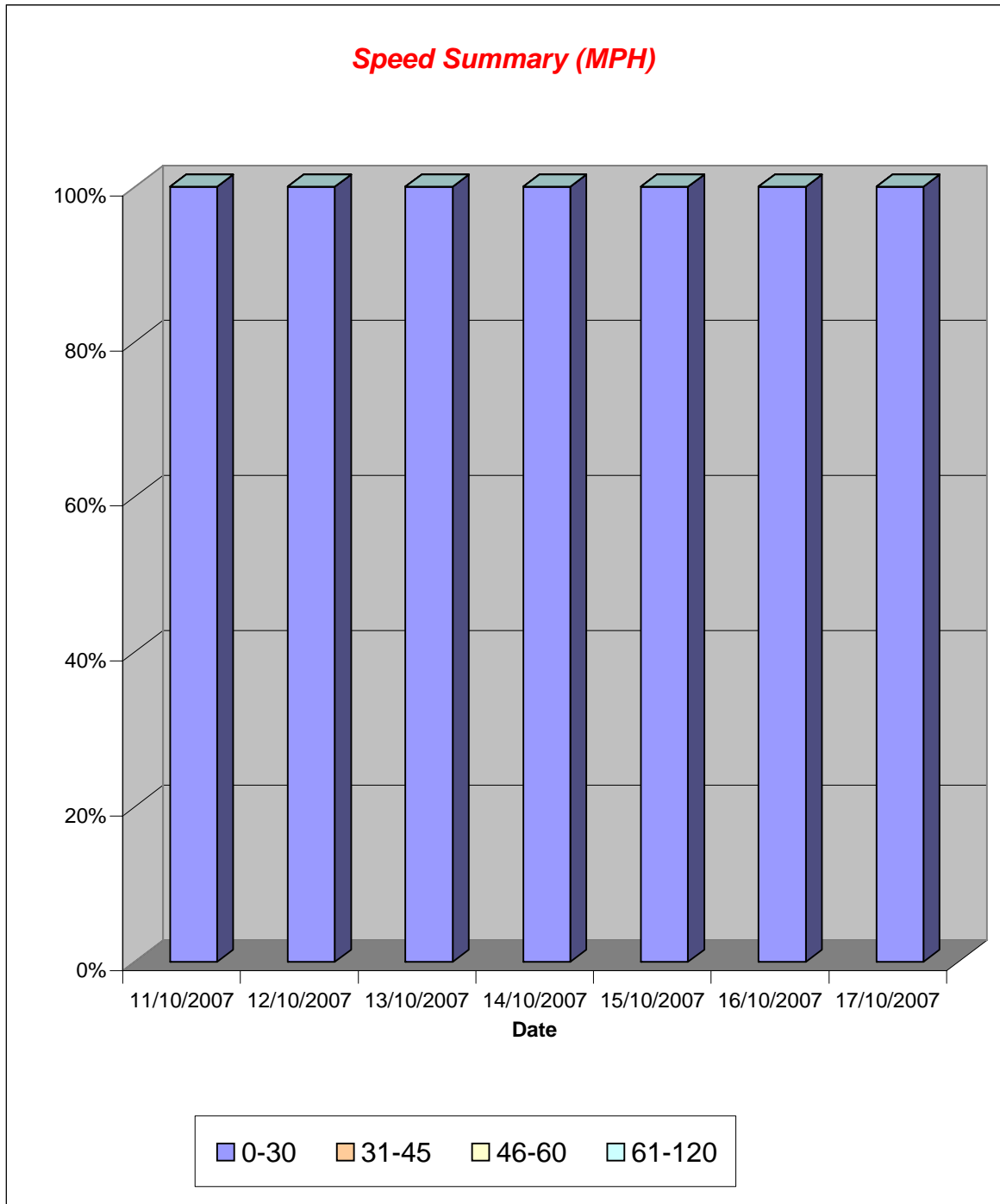
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Channel 2 - Outbound

Speed Summary

Week 1

Speed (MPH)	11/10/2007 Thursday	12/10/2007 Friday	13/10/2007 Saturday	14/10/2007 Sunday	15/10/2007 Monday	16/10/2007 Tuesday	17/10/2007 Wednesday
0-30	36	44	31	17	41	43	42
31-45	0	0	0	0	0	0	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	36	44	31	17	41	43	42



Barnsley ATC, Service Yard

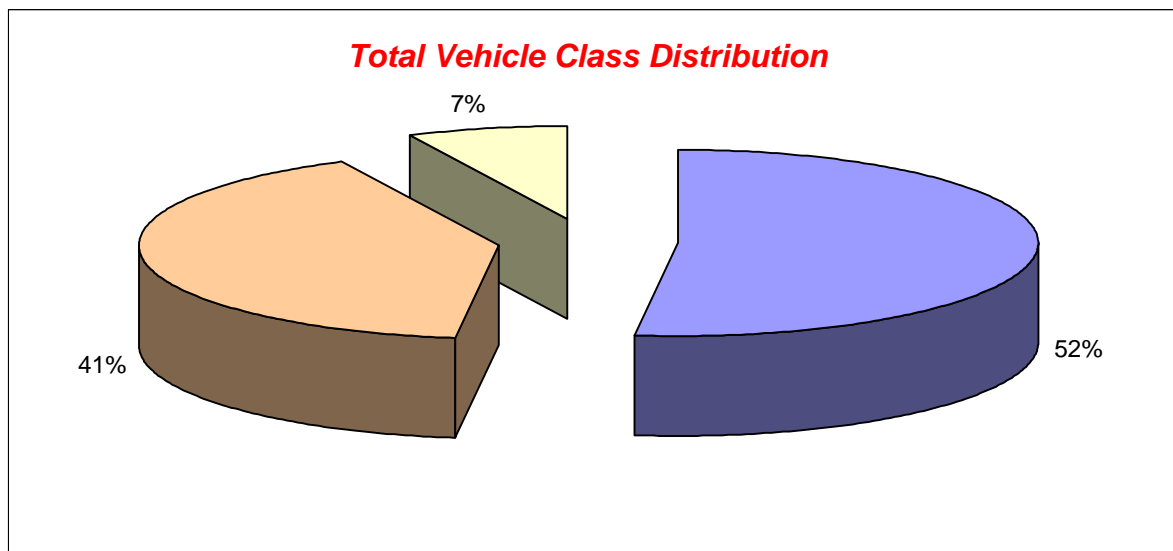
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Channel 2 - Outbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
11/10/2007				
7-19	11	16	4	31
6-22	15	17	4	36
6-24	15	17	4	36
0-24	15	17	4	36
12/10/2007				
7-19	19	21	2	42
6-22	20	22	2	44
6-24	20	22	2	44
0-24	20	22	2	44
13/10/2007				
7-19	16	12	0	28
6-22	17	12	0	29
6-24	17	12	0	29
0-24	19	12	0	31
14/10/2007				
7-19	13	0	1	14
6-22	14	0	1	15
6-24	14	0	1	15
0-24	16	0	1	17
15/10/2007				
7-19	16	13	4	33
6-22	23	14	4	41
6-24	23	14	4	41
0-24	23	14	4	41
16/10/2007				
7-19	13	22	2	37
6-22	18	22	3	43
6-24	18	22	3	43
0-24	18	22	3	43
17/10/2007				
7-19	17	17	4	38
6-22	20	17	4	41
6-24	20	17	4	41
0-24	21	17	4	42
Average				
7-19	15	14	2	32
6-22	18	15	3	36
6-24	18	15	3	36
0-24	19	15	3	36



APPENDIX C

FIGURES

