

FORMER MFI / POWERHOUSE RETAIL UNIT
TWIBELL STREET, BARNSELEY

SECTION 73 APPLICATION FOR
CHANGE TO CONDITION 3 OF PERMISSION 2016/0436

TRANSPORT NOTE

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1.0 INTRODUCTION AND BACKGROUND

- 1.1 This transport note has been prepared by TTHC on behalf of Peel Property (Investments) Ltd in association with a Section 73 application to change the wording of Condition 3 of planning permission 2016/0436 on the former MFI / Powerhouse retail unit at Twibell Street, Barnsley. The unit has been vacant for several years, and the 2016/0436 change of use permission provides the added flexibility for the retail unit to be used as either A1 use or a trampoline park (D2 use).
- 1.2 Condition 3 states:
“This permission to change to a D2 use relates solely to the change of use described in the application form i.e. trampoline park. No other uses falling within the D2 use class are hereby permitted as part of this permission.”
- 1.3 However, the intended trampoline park occupier has now withdrawn their interest in the site. JD Gyms has expressed an interest, and therefore this Section 73 application seeks to also provide the flexibility of a gym use through its inclusion within the Condition 3 wording.
- 1.4 TTHC prepared the Transport Statement which supported the 2016 application, and this note makes reference to it.
- 1.5 The suitability of the site for the change of use to a D2 leisure use was established through the 2016 consent, and therefore in relation to transport, the only point to address is how the traffic impact of a gym varies from the consented uses. The following section addresses this question.

2.0 TRAFFIC IMPACT

2.1 The unit has a Gross Floor Area (GFA) of 2493 m². It sits within a trade park occupied by Plumb Centre, Howdens Joinery and Screw Fix, and the site is accessed off Twibell Street, Barnsley, adjacent to the A61 Harborough Hill Road gyratory.

2.2 The Transport Statement which supported the 2016 application set out and compared peak hour trip generations for the extant use and for the then proposed trampoline park use. In relation to the trampoline park as there is no specific category within TRICS for this use, trip generations for both a play centre and 5 a-side football were assessed and the worst case adopted. The 5-a-side trips were calculated based on 15 pitches; equivalent to 150 customers, which equated to the maximum customer capacity of the then proposed trampoline park.

2.3 The trip generations from the Transport Statement are detailed below in **Tables 1 and 2.**

Peak Hour Trip Generation: Existing Use				
		Inbound	Outbound	Two Way
AM Peak Hour	Trip Rate (per 100 sqm)	1.677	1.499	3.176
	Vehicle Trips	43	38	81
PM Peak Hour	Trip Rate (per 100 sqm)	1.047	1.088	2.134
	Vehicle Trips	27	28	55

Table 1

Peak Hour Trip Generation: Play Centre and 5-a-side Football uses					
			Inbound	Outbound	Two Way
Play Centre	AM Peak Hour	Trip Rate (per 100 sqm)	0.427	0.223	0.650
		Vehicle Trips	11	6	17
	PM Peak Hour	Trip Rate (per 100 sqm)	0.614	0.738	1.351
		Vehicle Trips	16	19	34
5-a-side Football	AM Peak Hour	Trip Rate (per pitch)	1.155	0.462	1.616
		Vehicle Trips	17	7	24
	PM Peak Hour	Trip Rate (per pitch)	3.110	1.211	4.321
		Vehicle Trips	47	18	65

Table 2

- 2.4 Adopting the worst case 5 a-side football trip generations the net change between the extant use and the proposed trampoline park showed a net reduction in two way trip generation in the AM peak hour, and a small increase of 10 vehicles during the PM peak hour. Clearly, such a small increase would not be perceptible on the highway network.
- 2.5 The currently proposed alternative use is a gym. Its opening hours are 0600 to 2200 hours on weekdays, with reduced hours at weekends. Peak trip generation occurs in the early evenings (1700 – 1900 hours) with many users visiting on their way home from work.
- 2.6 The TRICS database has been interrogated in order to consider the trip generations of a gym use in more detail.
- 2.7 In order to provide a robust estimate of trip rates (per 100 m² GFA) the following site selection process has been adopted:
- Units no larger than 5000 m² GFA;

- Excluding sites in Greater London and Ireland; and
- Excluding town centre / edge of town centre sites.

2.8 The TRICS output is attached at **Appendix A**. The resulting trip rates clearly show the peak occurring in the evenings, with the AM peak activity less than half that which occurs between 1700 – 1800 hours. The evening peak coincides with the general highway peak, whereas the AM highway peak occurs before development traffic increases. The rates adopted have been averaged by site. In the evening, there are two much lower generating outlier sites, and these have been excluded in order to provide a robust rate. This is detailed in **Appendix A**.

2.9 The resulting trip rates taken forward for assessment purposes are detailed below in **Table 3** along with the equivalent development flows.

Peak Hour Trip Generation: Proposed Gym Use				
		Inbound	Outbound	Two Way
AM Peak Hour	Trip Rate (per 100 sqm)	0.550	0.693	1.242
	Vehicle Trips	14	17	31
PM Peak Hour	Trip Rate (per 100 sqm)	2.563	1.608	4.171
	Vehicle Trips	64	40	104

Table 3

2.10 For ease of reference these trip generations are compared against the consented uses in **Table 4** below.

Peak Hour Trip Generation: Comparison of Uses				
		Inbound	Outbound	Two Way
AM Peak Hour	A1	43	38	81
	D2 Trampoline	17	7	24
	Proposed D2 Gym	14	17	31
PM Peak Hour	A1	27	28	55
	D2 Trampoline	47	18	65
	Proposed D2 Gym	64	40	104

Table 4

- 2.11 The comparison confirms that in the AM peak hour, like the trampoline park, the trip generation of the proposed gym use would be lower than that of the A1 use.
- 2.12 In the PM peak hour the gym use trip generation would be higher than both the existing consented uses. The higher flow generated by the trampoline park represents the 'Base' against which the proposed alternative use should be compared, and therefore the gym use would result in an estimated increase of 39 trips two way over the consented use. This equates to an average of just one movement every one and half minutes; or one movement every cycle of the traffic lights where Twibell Street feeds onto the A61 Harborough Hill Road gyratory.
- 2.13 It is also important to appreciate that a significant proportion of the PM peak hour traffic generation is made up of users dropping in on their way home from work: referred to as 'pass-by trips', and therefore much of this traffic would already be passing through the gyratory; and not new to it.

- 2.14 The net PM peak hour traffic increase of the proposed gym use would be minimal and would not have a material detrimental impact on the highway network.
- 2.15 There are no proposed changes to the parking arrangements set through the 2016 consent which provides for the addition of 5 Sheffield cycle stands. The site currently has approximately 80 car parking spaces, of which 9 are mobility standard spaces. As considered at the time of the trampoline park application the local parking standards, as set out by Barnsley Metropolitan Borough Council (BMBC), state that the site can provide a maximum of 115 spaces for assembly/leisure uses. The site's parking provision is therefore in accordance with BMBC standards.

3.0 CONCLUSION

- 3.1 This note considers the traffic implications of modifying Condition 3 of permission 2016/0436 to permit for a 2493m² GFA unit on Twibell Street to have its permitted uses extended from A1 or D2 trampoline park to also include for D2 gym use.
- 3.2 The trip generation comparison shows that the proposed gym use would have a lower trip generation impact than the permitted use in the AM peak hour, and whilst the PM peak impact would be higher, the net increase in traffic would be minimal and would not have a material detrimental impact on the highway network.
- 3.3 It is therefore concluded that there are no transport-related reasons to prevent granting of this Section 73 application to include the added flexibility of a D2 gym use as well as the currently permitted A1 and D2 trampoline park uses.

Appendix A

TRICS 7.4.2

Trip Rate P Gross floor area

exc. GL & Ireland

exc. Tc & edge tc

up to 5000 sqm

RANK ORDER for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Ranking Type: TOTALS Time Range: 08:00-09:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WY-07-K-01	FITNESS FIRST	LEEDS	1570	Friday	11/06/2010	0.382	1.529	1.911
2	SH-07-K-01	FITNESS, TENNIS & LEISURE	SHREWSBURY	4500	Wednesday	21/05/2014	1.022	0.6	1.622
3	NY-07-K-01	FITNESS CLUB	RIPON	404	Tuesday	27/09/2016	0.743	0.743	1.486
4	TW-07-K-01	DW SPORTS FITNESS	SUNDERLAND	1380	Thursday	06/04/2017	0.652	0.507	1.159
5	CB-07-K-01	FITNESS CLUB	PENRITH	650	Tuesday	10/06/2014	0.462	0.462	0.924
6	PS-07-K-01	SPORTS CENTRE	WELSHPOOL	950	Monday	11/05/2015	0.211	0.632	0.843
7	NR-07-K-01	PUMP GYM	NORTHAMPTON	1333	Wednesday	23/11/2016	0.375	0.375	0.75
Average							0.550	0.693	1.242

RANK ORDER for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Ranking Type: TOTALS Time Range: 17:00-18:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WY-07-K-01	FITNESS FIRST	LEEDS	1570	Friday	11/06/2010	2.994	2.548	5.542
2	CB-07-K-01	FITNESS CLUB	PENRITH	650	Tuesday	10/06/2014	3.538	2	5.538
3	NY-07-K-01	FITNESS CLUB	RIPON	404	Tuesday	27/09/2016	2.723	0.743	3.466
4	SH-07-K-01	FITNESS, TENNIS & LEISURE	SHREWSBURY	4500	Wednesday	21/05/2014	1.822	1.444	3.266
5	TW-07-K-01	DW SPORTS FITNESS	SUNDERLAND	1380	Thursday	06/04/2017	1.739	1.304	3.043
6	NR-07-K-01	PUMP GYM	NORTHAMPTON	1333	Wednesday	23/11/2016	0.225	0.3	0.525
7	PS-07-K-01	SPORTS CENTRE	WELSHPOOL	950	Monday	11/05/2015	0.211	0	0.211
Average							1.893	1.191	3.084
Excluding bottom outliers							2.563	1.608	4.171

Calculation Reference: AUDIT-734101-170824-0805

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 VEHICLES

Secondary 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: Gross floor area
 Actual Range: 404 to 4500 (units: sqm)
 Range Selected by User: 404 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 06/04/17

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:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Free Standing (PPS6 Out of Town)	1

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
Commercial Zone	1
Development Zone	1
Residential Zone	2
Out of Town	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.

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LIST OF SITES relevant to selection parameters

1	CB-07-K-01	FITNESS CLUB	CUMBRIA
	COWPER ROAD		
	GILWILLY IND. ESTATE		
	PENRITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	650 sqm	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	NR-07-K-01	PUMP GYM	NORTHAMPTONSHIRE
	GLADSTONE ROAD		
	KINGSFIELD BUS. CENTRE		
	NORTHAMPTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1333 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
3	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
	RIVER VIEW ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	404 sqm	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
4	PS-07-K-01	SPORTS CENTRE	POWYS
	BROOK STREET		
	WELSHPOOL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	950 sqm	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
5	SH-07-K-01	FITNESS, TENNIS & LEISURE	SHROPSHIRE
	SUNDORNE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	21/05/14	Survey Type: MANUAL
6	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	TIMBER BEACH ROAD		
	CASTLETOWN		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	1380 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
7	WY-07-K-01	FITNESS FIRST	WEST YORKSHIRE
	REDCOTE LANE		
	BURLEY		
	LEEDS		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	1570 sqm	
	Survey date: FRIDAY	11/06/10	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.

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TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	7	1541	0.881	7	1541	0.093	7	1541	0.974
07:00 - 08:00	7	1541	0.612	7	1541	0.612	7	1541	1.224
08:00 - 09:00	7	1541	0.686	7	1541	0.695	7	1541	1.381
09:00 - 10:00	7	1541	1.465	7	1541	0.510	7	1541	1.975
10:00 - 11:00	7	1541	0.918	7	1541	0.760	7	1541	1.678
11:00 - 12:00	7	1541	0.593	7	1541	1.131	7	1541	1.724
12:00 - 13:00	7	1541	0.658	7	1541	0.742	7	1541	1.400
13:00 - 14:00	7	1541	0.565	7	1541	0.751	7	1541	1.316
14:00 - 15:00	7	1541	0.779	7	1541	0.621	7	1541	1.400
15:00 - 16:00	7	1541	1.168	7	1541	0.871	7	1541	2.039
16:00 - 17:00	7	1541	1.520	7	1541	1.057	7	1541	2.577
17:00 - 18:00	7	1541	1.780	7	1541	1.326	7	1541	3.106
18:00 - 19:00	7	1541	1.298	7	1541	1.659	7	1541	2.957
19:00 - 20:00	7	1541	0.853	7	1541	1.604	7	1541	2.457
20:00 - 21:00	7	1541	0.343	7	1541	1.075	7	1541	1.418
21:00 - 22:00	7	1541	0.083	7	1541	0.473	7	1541	0.556
22:00 - 23:00	1	404	0.000	1	404	0.000	1	404	0.000
23:00 - 24:00									
Total Rates:			14.202			13.980			28.182

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.

Parameter summary

Trip rate parameter range selected:	404 - 4500 (units: sqm)
Survey date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	7
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.