

UNITS 3B AND 3C
THE PEEL CENTRE, BARNSELEY

TRANSPORT NOTE

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1.0 INTRODUCTION

1.1 This Transport Note (TN) has been prepared by TTHC Ltd on behalf of Peel Developments (UK) Limited ('Peel') in support of the following planning application:

'Full planning application for external alterations to amalgamate Units 3B and 3C with a rear extension measuring 508 sq.m, a mezzanine floor measuring 323 sq.m, permission to sell food and drink goods up-to 1,174 sq.m and associated works'

1.2 This TN presents details of the traffic implications of the proposals and the potential for an increase in traffic attraction to the Retail Park and associated implications on parking.

1.3 The Peel Centre has been subject to a number of planning permissions in recent years, details of such are provided here:

- **2021/0542** – Alterations to Unit 9 and create a new drive-thru lane (application currently being considered)
- **2018/1308** – Proposed new café/restaurant unit with drive-thru facility. Allowed at appeal (decision date 8th October 2019) - extant.
- **2015/0988** - Variation of condition 7 of B/88/0294/BA to allow additional retail goods to be sold. Units 1a, 1b and 1c, The Peel Centre. Approved 03rd December 2016 - implemented.
- **2015/0987** - Variation of Condition 1 of planning permission B/05/1165/BA to allow additional retail goods to be sold. Units 2, 3a, 3b, 3c, 4, 5, 6, 7 and 8, The Peel Centre. Approved 03rd December 2016 - implemented.
- **2015/1028** - Erection of a retail unit on the existing site of The Range store. Unit 2A, The Peel Centre. Approved 03rd December 2016 - extant.

1.4 Further information relating to the latest proposals are provided under the following headings:

- Development Proposals;
- Trip Generation and Parking;
- Conclusion

2.0 DEVELOPMENT PROPOSALS

- 2.1 The proposals seek to amalgamate Units 3B and 3C for use as a new Class E foodstore. The proposal includes an extension to the rear of the new amalgamated unit of 508sqm and all associated physical works to create a single foodstore unit which will measure 1,447sqm at ground floor level.
- 2.2 A storage and staff use only mezzanine floor measuring 323sqm is also proposed.
- 2.3 The total area of new floorspace proposed by the extension and the mezzanine is therefore 831sqm.
- 2.4 The new foodstore will measure 1,770sqm in total and have a sales area of 1,174sqm.
- 2.5 The extended floorspace is to be added to the rear of the units and plans contained in **Appendix A** show the detailed layout of the development proposals.
- 2.6 As shown, servicing of the units would be amended to accommodate a new scissor lift and freezer area. The additions would require a short section of the rear service road to operate on a single track basis with outbound vehicles giving way to inbound movements.
- 2.7 Swept path analysis is provided at **Appendix B** to demonstrate how service manoeuvres can be accommodated. The plot includes visibility sightlines between respective vehicle movements.
- 2.8 The proposed amendments meet Manual for Street (MfS) requirements for forward visibility.

3.0 TRIP GENERATION AND PARKING

- 3.1 The overall travel demands of the Retail Park are not expected to change perceptibly as a consequence of the development proposals. Nevertheless, the assessment below sets out details of a number of robust assumptions including a worst case trip generation.
- 3.2 The proposal is to amalgamate units 3B and 3C and provide 831sqm of additional floorspace (the rear extension and non-trading mezzanine floor) resulting in a total ground floor area of 1,447sqm which will enable an increase sales area (to 1,174sqm) within the resulting unit which can be used for the sale of food. The uplift in the floorspace which can be used for the sale of food from that already approved, is just 253sqm.
- 3.3 In order to provide evidence that there should be no issue in relation to traffic generation, an assessment has been undertaken with reference to the TRICS database. This assessment has been based on the overall ground floorspace of 1,447sqm when, in practice, the proposals will only result in a relatively modest increase of 253sqm on the currently floorspace for food sales. This is clearly a worst case assumption as it takes no account of the existing trip generating potential of Units 3B and 3C as part of the current Baseline.
- 3.4 Aside from the worst case floorspace assumption, any actual increase in traffic attraction to the retail park as a whole is expected to be considerably lower than that resulting from an individual unit trip generation exercise using TRICS.
- 3.5 It is important to understand that the trip rates calculated from TRICS are based on the trip generations of a full unit or retail park as a whole, rather than the add-on from what will be a small increase to the overall retail park floorspace. The application of trip rates essentially assume a pro-rotta uplift based on the floorspace tested, whereas in reality, whilst an addition such as this may make a retail park more popular to an extent, one would not expect anything like a full pro-rata increase in customers/traffic. This therefore results in estimated trip generation figures which are on the high side, thereby providing for a robust assessment.

- 3.6 It is expected that the vast majority of, if not all, of the proposed trips will already be visiting the retail park, and will not result in new trips to the highway network. However, no allowance or adjustment has been made for such linkage within this worst case exercise.
- 3.7 The assessment is also based on a worst case Saturday peak hour period which results in significantly higher trip generations than a weekday.
- 3.8 The following selection criteria have been adopted within the TRICS assessment:
- Category: J: Retail Park including Food
 - Sites excluding Greater London, Northern Ireland and Republic of Ireland sites;
 - Exclude town centre sites;
 - Full GFA range;
 - Exclude sites surveyed in 2020 and 2021 due to Covid-19 restrictions;
 - Saturday only sites, and
 - Only one survey per site so as not to bias the results.
- 3.9 The TRICS category selected is Retail Park including food. This category generates the highest trip rates for a Retail Park. The proposed plans show the rear extension is mainly for non-food related activities i.e. stock area / preparation area and the proposed mezzanine floor is for staff. The application of higher trip rates to the proposed floorspace is therefore a very robust assumption.
- 3.10 From the TRICS data the resulting Saturday afternoon peak hour average trip rates are as detailed in **Table 1** below along with the trip generation which would result from the proposed amalgamated and extended store. The TRICS data is shown in **Appendix C**.

Trip Calculation – Applied to 1,447sqm (No account for Baseline) (NO ADJUSTMENT)			
	Arrival	Departures	Two-way
Trip Rate (per 100sqm)	3.706	3.707	7.413
Trip Generation	54	54	107

Table 1

3.11 As noted above, the proposed trip generations are based on a number of robust assumptions. In reality it is expected that the vast majority of additional trips will already be visiting the retail park, and will not result in significant new trips to the Highway network.

3.12 Furthermore, some visitors to the retail park will already passing the Site on A61 Harborough Hill Road. Such trips do not add to traffic on the external network, merely turning off into the Site en-route elsewhere. In line with previous assessment work for this Retail Park a 30% pass-by proportion has been adopted.

3.13 The application of this factor to the trip generations calculations shown in **Table 1** reduces the increase on the external highway network to 75 two-way movements, as set out in **Table 2** below:

Trip Calculation – Applied to 1,447sqm (No account for Baseline) (INCLUDING PASS-BY ADJUSTMENT)			
	Arrival	Departures	Two-way
Trip Generation	38	38	75

Table 2

3.14 Clearly, even without taking account of the trip linkage effects within the retail park, and the fact this is just an extension within an already established retail park, the above indicated trip generation of 75 two-way movements (around 1 vehicle every 2 minutes each way) would not be perceptible over the peak hour within the context of the whole Retail Park.

Parking

- 3.15 With consideration to parking provision, and taking account of the consented café/restaurant drive-thru (2018/1308), suitable parking provision remains for the retail park as a whole.
- 3.16 Existing parking provision within the main car park following implementation of the 2018/1308 consent is 489 spaces.
- 3.17 The application 2021/0542 would then reduce the car park by a further 15 spaces to 474 spaces.
- 3.18 The proposed scheme does not result in any changes to the car park arrangements at the retail park.
- 3.19 The car park demand data for Autumn 2018 (pre-Covid-19 'normal' demands)¹ indicates a peak demand of up to 330 spaces, so there is ample spare supply.
- 3.20 It is therefore concluded that there would be no operational issues within the Peel Centre as a consequence of the development proposals, and therefore no impact on the surrounding highway network.

¹ Source: ShopperTrak survey 2018

4.0 CONCLUSION

4.1 This Transport Note (TN) has been prepared in conjunction with a planning application for:

'Full planning application for external alterations to amalgamate Units 3B and 3C with a rear extension measuring 508sqm, a mezzanine floor measuring 323sqm, permission to sell food and drink goods up-to 1,174sqm and associated works'

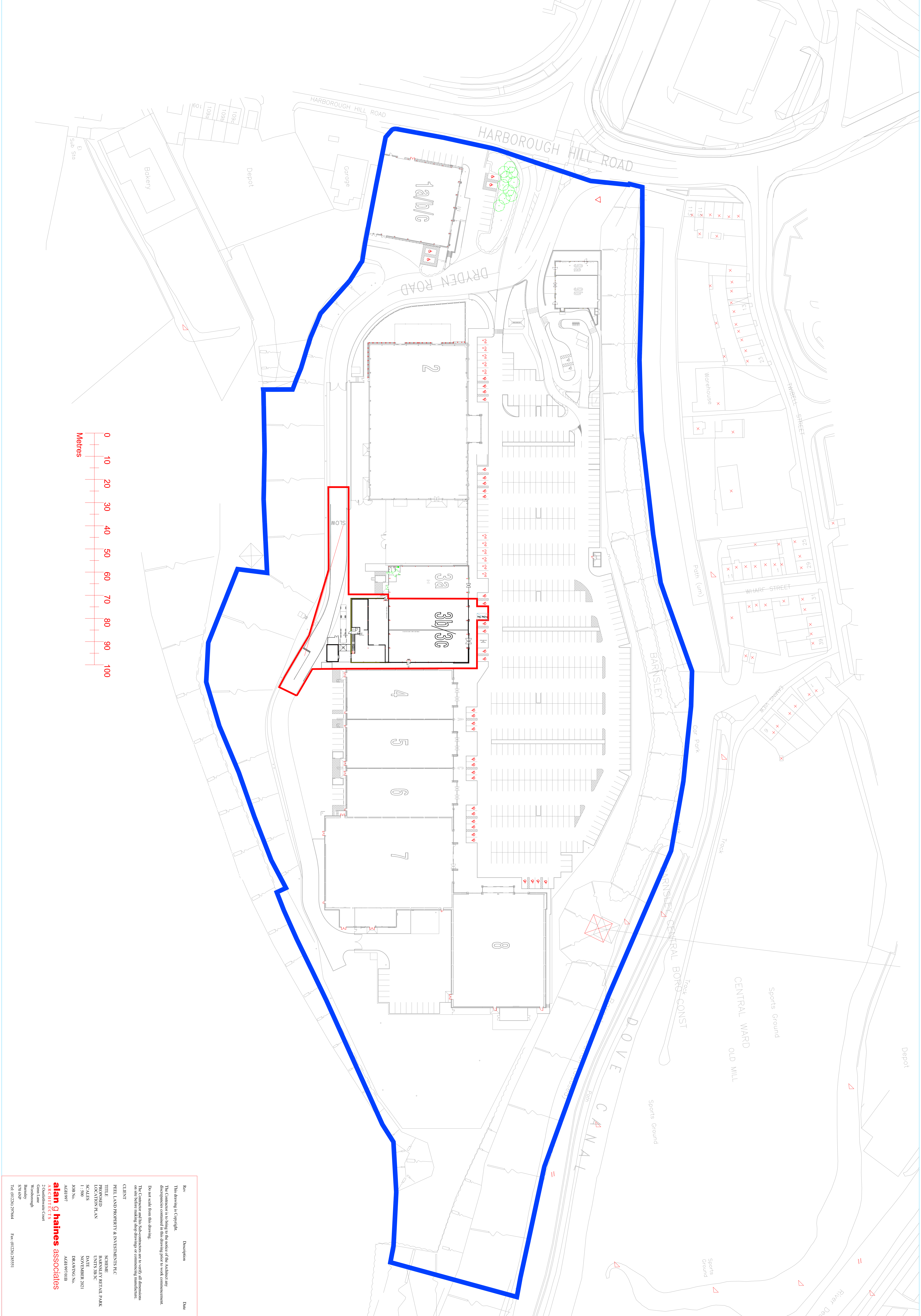
4.2 Consideration of the trip generating potential of the proposals has concluded that any potential increase in traffic would not perceptible. The trip generation calculations are based on a number of very robust testing assumptions.

4.3 Consideration has also been given to proposed amendments to servicing arrangements. Give-way markings are proposed to control a single track section of service access road with suitable inter-visibility to allow service vehicles to access the site safely.

4.4 With regards to the supply and demand of parking provision, ample spare car park capacity would remain at the Retail Park.

4.5 The proposed development would have no adverse impacts on the surrounding transport and highway network. There are therefore no transport or highway related issues which would prevent granting of planning permission.

Appendix A



Rev	Description	Date
1	This drawing is Copyright. The Contractor is to bring to the notice of the Architect any discrepancies contained in this drawing prior to work commencement. Do not scale from this drawing.	

The Contractor and its Sub-contractor are to verify all dimensions on site before making shop drawings or commencing manufacture.

CLIENT

PIEL LAND PROPERTY & INVESTMENTS PLC

TITLE PROPOSED BARNSELEY RETAIL PARK

LOCATION PLAN UNITS 3B/3C

SCALES 1:500

DATE NOVEMBER 2021

JOB No. ACH1997

DRAWING No. ACH1997/01B

2 Quailhawk Court

Genl Lane

Workborough

Barnsley

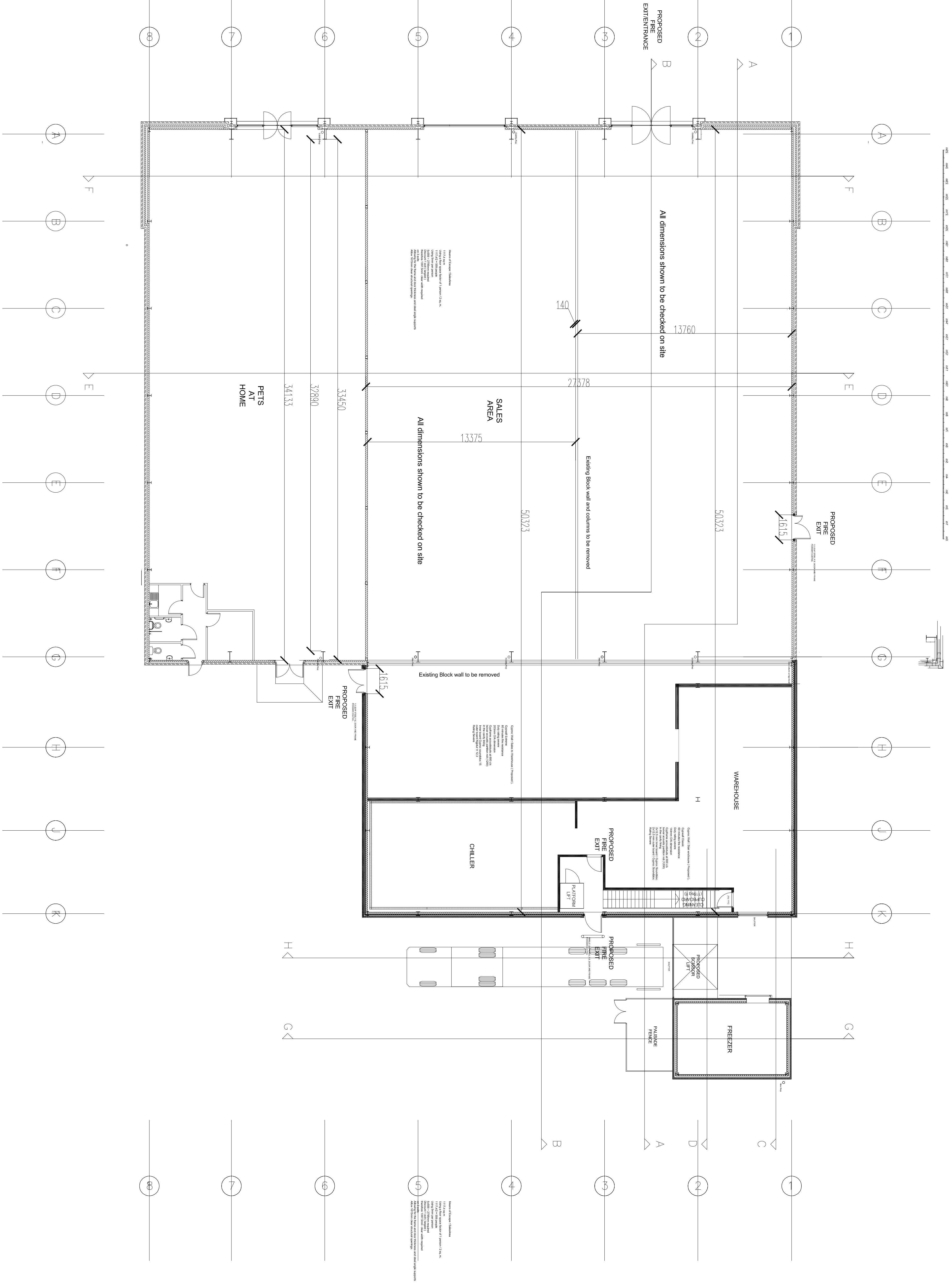
S70 0N 0E

Tel: (01226) 29664

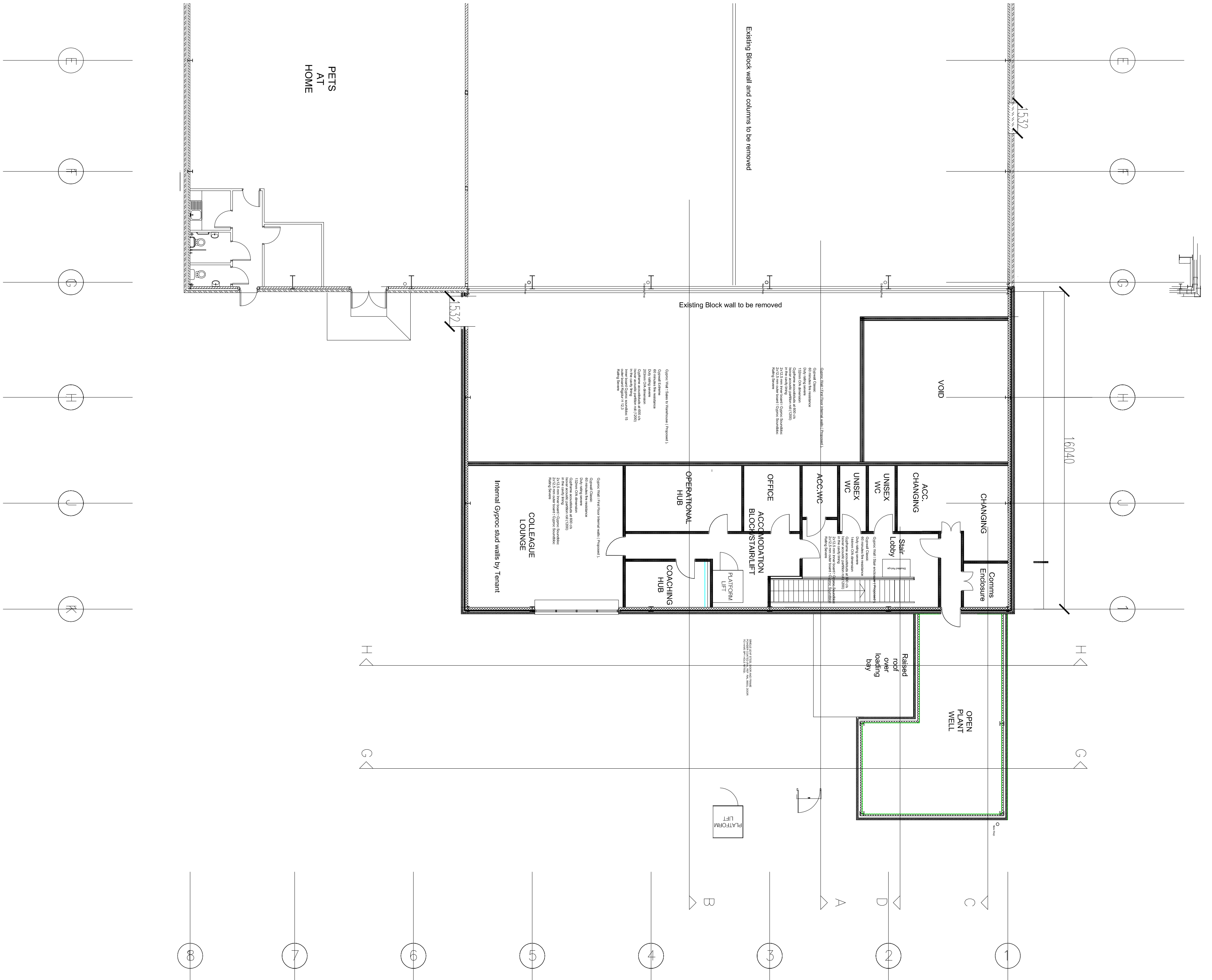
Fax: (01226) 26551

alan g haines associates

ARCHITECTS



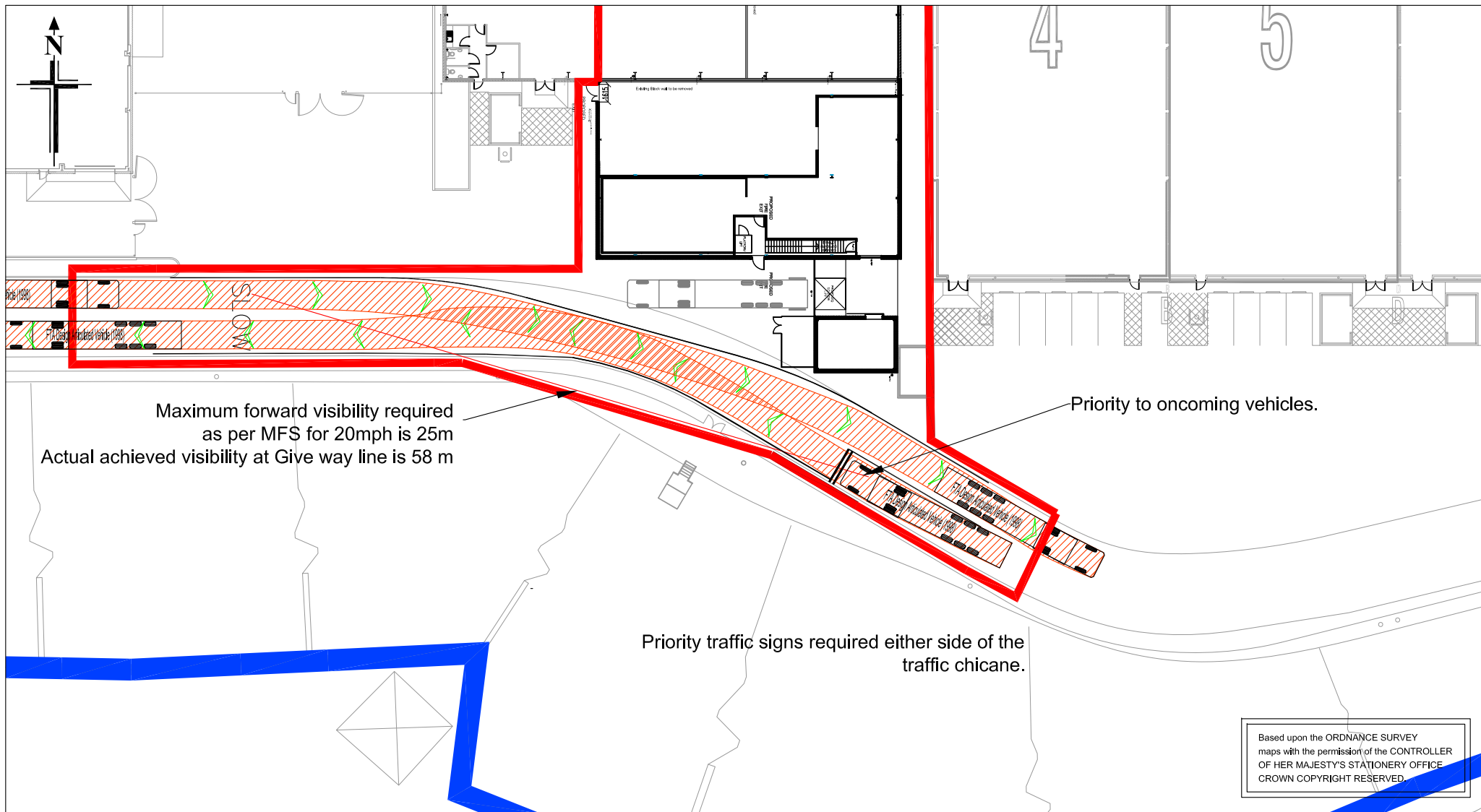
GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Description	Date
This drawing is Copyright.		
The Contractor is to bring to the notice of the Architect any discrepancies contained in this drawing prior to work commencement.		
Do not scale from this drawing.		
The Contractor and its Sub-contractor are to verify all dimensions on site before making shop drawings or commencing manufacture.		
CLIENT		
PHEL LAND PROPERTY & INVESTMENTS PLC		
TITLE		
PROPOSED BARNESLEY RETAIL PARK		
GROUND & MEZZANINE PLAN		
SCALES		
1: 125		
DATE		
NOVEMBER 2021		
JOB No.		
DRAWING No.		
ACB1997		
ACB1997/04B		
ARCHITECTS		
alan g haines associates		
2 Oakdaleway Court		
Gentle Lane		
Worsborough		
Barnsley		
S10 7DQ		
Tel: (01226) 297664		
Fax: (01226) 265551		

Appendix B



Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : J - RETAIL PARK - INCLUDING FOOD
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	3 days
	NW NEWPORT	1 days
	RC RHONDDA CYNON TAFF	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Gross floor area
Actual Range: 4125 to 32675 (units: sqm)
Range Selected by User: 734 to 45000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 31/12/19

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 18 days

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

Selected survey types:

Manual count 18 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 Centre 3
Suburban Area (PPS6 Out of Centre) 6
Edge of Town 9

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 3
Development Zone 2

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.

Secondary Filtering selection:

Use Class:

E(a) 18 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	6 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	3 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days

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	5 days
1.1 to 1.5	13 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.

Petrol filling station:

Included in the survey count	5 days
Excluded from count or no filling station	13 days

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 18 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 18 days

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

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

LIST OF SITES relevant to selection parameters

1	CA-01-J-01 COLDHAMS LANE CAMBRIDGE	RETAIL PARK		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:		25423 sqm	
	Survey date: SATURDAY		07/10/17	Survey Type: MANUAL
2	CB-01-J-01 ULLSWATER ROAD PENRITH	RETAIL PARK		CUMBRIA
	Edge of Town Centre No Sub Category Total Gross floor area:		7400 sqm	
	Survey date: SATURDAY		13/09/14	Survey Type: MANUAL
3	CF-01-J-02 HEOL PONTPRENNAU CARDIFF	RETAIL PARK		CARDIFF
	PONTPRENNAU Edge of Town No Sub Category Total Gross floor area:		32675 sqm	
	Survey date: SATURDAY		18/10/14	Survey Type: MANUAL
4	CF-01-J-03 NEWPORT ROAD CARDIFF	RETAIL PARK		CARDIFF
	Edge of Town Development Zone Total Gross floor area:		14121 sqm	
	Survey date: SATURDAY		06/05/17	Survey Type: MANUAL
5	CF-01-J-04 NEWPORT ROAD CARDIFF	RETAIL PARK		CARDIFF
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:		13161 sqm	
	Survey date: SATURDAY		17/03/18	Survey Type: MANUAL
6	DV-01-J-01 RYDON LANE EXETER	RETAIL PARK		DEVON
	Edge of Town Residential Zone Total Gross floor area:		19600 sqm	
	Survey date: SATURDAY		29/03/14	Survey Type: MANUAL
7	EB-01-J-01 CULTINS ROAD EDINBURGH	RETAIL PARK		CITY OF EDINBURGH
	Edge of Town Industrial Zone Total Gross floor area:		32000 sqm	
	Survey date: SATURDAY		01/06/13	Survey Type: MANUAL
8	HC-01-J-02 PARK WAY HAVANT	RETAIL PARK		HAMPSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:		8250 sqm	
	Survey date: SATURDAY		21/11/15	Survey Type: MANUAL

TTHC OXFORD STREET MANCHESTER

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LIST OF SITES relevant to selection parameters (Cont.)

9	LN-01-J-03 TRITTON ROAD LINCOLN	RETAIL PARK		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: 15293 sqm Survey date: SATURDAY 29/06/19			Survey Type: MANUAL
10	NW-01-J-02 CARDIFF ROAD NEWPORT	RETAIL PARK		NEWPORT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 15615 sqm Survey date: SATURDAY 26/10/13			Survey Type: MANUAL
11	RC-01-J-01 A473 LLANTRISANT	RETAIL PARK		RHONDDA CYNON TAFF
	Edge of Town No Sub Category Total Gross floor area: 13725 sqm Survey date: SATURDAY 11/10/14			Survey Type: MANUAL
12	SC-01-J-03 ORIENTAL ROAD WOKING MAYBURY	RETAIL PARK		SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 9285 sqm Survey date: SATURDAY 04/10/14			Survey Type: MANUAL
13	TW-01-J-02 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN	RETAIL PARK		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 11311 sqm Survey date: SATURDAY 01/04/17			Survey Type: MANUAL
14	WK-01-J-02 NEWTOWN ROAD NUNEATON	RETAIL PARK		WARWICKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 17250 sqm Survey date: SATURDAY 28/09/19			Survey Type: MANUAL
15	WK-01-J-03 TACHBROOK PARK DRIVE LEAMINGTON SPA TACHBROOK PARK	RETAIL PARK		WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 19500 sqm Survey date: SATURDAY 28/09/19			Survey Type: MANUAL
16	WO-01-J-04 ALVECHURCH HIGHWAY REDDITCH	RETAIL PARK		WORCESTERSHIRE
	Edge of Town No Sub Category Total Gross floor area: 13225 sqm Survey date: SATURDAY 07/11/15			Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WS-01-J-04	RETAIL PARK	WEST SUSSEX
	BARNFIELD DRIVE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	4345 sqm	
	Survey date: SATURDAY	15/06/19	Survey Type: MANUAL
18	WS-01-J-05	RETAIL PARK	WEST SUSSEX
	NEW ROAD		
	LITTLEHAMPTON		
	WEST PRESTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4125 sqm	
	Survey date: SATURDAY	22/06/19	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.

RANK ORDER for Land Use 01 - RETAIL/J - RETAIL PARK - INCLUDING FOOD
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 12:00-13:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 15 EB-01-J-01 Tot: 4.883

85th Percentile = No. 4 WK-01-J-02 Tot: 10.813

Median Values

Arrivals: 3.665

Departures: 3.769

Totals: 7.434

Mean Values

Arrivals: 3.706

Departures: 3.707

Totals: 7.413

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	DV-01-J-01	RETAIL PARK	EXETER	DEVON	19600	Sat	29/03/14	6.265	6.015	12.280
2	WS-01-J-05	RETAIL PARK	LITTLEHAMPTON	WEST SUSSEX	4125	Sat	22/06/19	5.721	6.158	11.879
3	WO-01-J-04	RETAIL PARK	REDDITCH	WORCESTERSHIRE	13225	Sat	07/11/15	5.641	5.338	10.979
4	WK-01-J-02	RETAIL PARK	NUNEATON	WARWICKSHIRE	15250	Sat	28/09/19	5.561	5.252	10.813
5	WK-01-J-03	RETAIL PARK	LEAMINGTON SPA	WARWICKSHIRE	19500	Sat	28/09/19	5.503	5.164	10.667
6	SC-01-J-03	RETAIL PARK	WOKING	SURREY	9285	Sat	04/10/14	5.180	5.116	10.296
7	LN-01-J-03	RETAIL PARK	LINCOLN	LINCOLNSHIRE	15293	Sat	29/06/19	4.263	4.296	8.559
8	CB-01-J-01	RETAIL PARK	PENRITH	CUMBRIA	7400	Sat	13/09/14	4.081	4.284	8.365
9	HC-01-J-02	RETAIL PARK	HAVANT	HAMPSHIRE	8250	Sat	21/11/15	3.624	3.903	7.527
10	WS-01-J-04	RETAIL PARK	CHICHESTER	WEST SUSSEX	4345	Sat	15/06/19	3.705	3.636	7.341
11	CF-01-J-03	RETAIL PARK	CARDIFF	CARDIFF	12157	Sat	06/05/17	3.595	3.562	7.157
12	NW-01-J-02	RETAIL PARK	NEWPORT	NEWPORT	15615	Sat	26/10/13	3.509	3.625	7.134
13	CF-01-J-02	RETAIL PARK	CARDIFF	CARDIFF	32675	Sat	18/10/14	2.966	3.850	6.816
14	RC-01-J-01	RETAIL PARK	LLANTRISANT	RHONDDA CYNON TAFF	13725	Sat	11/10/14	3.577	3.024	6.601
15	EB-01-J-01	RETAIL PARK	EDINBURGH	CITY OF EDINBURGH	30600	Sat	01/06/13	2.386	2.497	4.883
16	TW-01-J-02	RETAIL PARK	SUNDERLAND	TYNE & WEAR	10194	Sat	01/04/17	0.490	0.451	0.941
17	CF-01-J-04	RETAIL PARK	CARDIFF	CARDIFF	13161	Sat	17/03/18	0.304	0.327	0.631
18	CA-01-J-01	RETAIL PARK	CAMBRIDGE	CAMBRIDGESHIRE	25423	Sat	07/10/17	0.330	0.228	0.558

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.