6011

PROPOSED ACCESS IMPROVEMENT

PEEL CENTRE

BARNSLEY

(Peel South East Ltd)

TRANSPORT STATEMENT

tthc
the Traffic, Transport
& Highway Consultancy

PROPOSED ACCESS IMPROVEMENT

PEEL CENTRE

BARNSLEY

(Peel South East Ltd)

TRANSPORT STATEMENT

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1.0 INTRODUCTION & BACKGROUND

1.1 This Transport Statement has been prepared by TTHC Ltd on behalf of Peel South East Ltd in support of a planning application for improvements to existing access arrangements to their retail park off Harborough Hill Road, Barnsley. The improved access arrangements would provide a separate service access to the existing Peel Centre which would enable all servicing activity to be removed from the public areas of the retail park.

1.2 The submission of this particular scheme has been prompted by feedback from the Local Highway Authority (LHA), Barnsley Metropolitan Borough Council (BMBC), during an ongoing (at the time of this application submission) Planning Inquiry in relation to a similar proposal (Application 2008/1834). In response to points arising from the LHA's Highways witness during cross-examination, TTHC had supplied a number of detailed design drawings showing options as to how the proposals could be delivered post-planning. On the basis of further feedback received in connection with these detailed options, this application provides a modified plan of proposed access improvements.

1.3 The location of the Peel Centre within Barnsley is indicated in **Figure 1,** while it is shown in its local context in **Figure 2**.

1.4 The current main access to the Peel Centre is taken from a signal controlled gyratory on Harborough Hill Road. This provides for all turning movements for both customers and service activity, although the left turn out of the site (up Harborough Hill Road) is priority controlled with vehicles waiting for gaps in 'through' traffic (which is signal controlled).

1.5 The current arrangement requires heavy goods vehicles (HGVs) to pass through parts of the retail park resulting in potential conflicts with pedestrians. The proposals would provide the means of re-routeing all servicing traffic for the retail park to a dedicated service access junction with Harborough Hill

Road. This would 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 adjacent to the Enterprise Car Hire unit.

1.6 Both existing accesses referred to in 1.5 actually comprise sub-standard driveway-style dropped kerb arrangements and serve both the former 'Fires and Fireplaces' unit and the 'Enterprise Car Hire' unit. These both provide left-in/left-out turning movements with the southbound carriageway of Harborough Hill Road.

1.7 The proposals would remove the 'Fires and Fireplaces' unit and its associated traffic whilst at the same time closing the access closest to Enterprise Car Hire and improving the existing dropped-kerb access to provide kerb radii and associated merge lane for the inbound movement and left turn taper for the outbound movement. It would still only provide left-in / left-out turning movements but from a much improved engineered layout.

1.8 All access to the 'Enterprise Car Hire' unit would be via the newly improved access. Similarly, the proposed access would also serve the temporary Park & Ride facility which BMBC have previously implemented at Christmas.

1.9 In order to accommodate the diverge lane for the left turn in, the proposals would result in the limited loss of some existing parking spaces from within the existing retail park. The proposals therefore include a new area of replacement parking as well as some on-site footway improvements.

1.10 This particular application, and the one currently subject of an ongoing Appeal, follow a previous application (2007/0973) for two infill retail units within the retail park which also proposed the re-routeing of service traffic an improved access junction with Harborough Hill Road in the same position as now proposed, although the improvement itself consisted of a more modest priority arrangement (without merge taper and diverge lane).

1.11 During the process of the previous application, several meetings and exchanges took place between TTHC and BMBC. These exchanges have not been repeated within this Transport Statement (TS) although some of the key information has been referred to.

1.12 Although TTHC consider previous access improvement proposals to be fully capable of serving the service activity safely and effectively without material harm to any highway related interests, the local planning authority (LPA), BMBC refused both previous applications.

1.13 None of the proposals 'create' an access onto a Principal road. Indeed, as will be shown, the proposals will actually reduce the number of accesses onto Harborough Hill Road as well as significantly improving an existing access.

1.14 Nevertheless, this latest application seeks to provide greater comfort to the LPA that the additional enhancements to the improved access arrangements are acceptable by reducing the potential for vehicles standing or travelling at very low speeds on the highway. This seems to have been a concern despite the minimal number of turning movements which would occur in any event.

2.0 EXISTING ACCESS ARRANGEMENTS AND SERVICE ACTIVITY

2.1 The current access arrangements are presented in **Figure 3**. This shows the existing signal controlled gyratory junction and the existing dropped-kerb access arrangements to the 'Fires and Fireplaces' and 'Enterprise Car Hire' units. The nearest of these existing dropped kerb accesses is some 70m from the Peel Centre main customer access.

2.2 At present all service vehicles enter and exit the retail park via the main customer access. This current arrangement therefore results in potential pedestrian and HGV conflict.

2.3 The proposals would enable all service vehicle traffic to be removed from the public areas of the retail park by re-routeing them via the improved access off Harborough Hill Road, thereby providing a dedicated service access.

2.4 In terms of other existing access arrangements on Harborough Hill Road, approximately 90m further south, there is another dropped-kerb driveway type access arrangement which serves the bakery site and other recently constructed trade units. This particular access connects with Harborough Hill Road at a relatively acute angle of around 45 degrees, which requires a much tighter (and therefore slower) turn off Harborough Hill Road than the proposals at the Peel Centre.

2.5 In connection with the 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. Over the course of the week, 259 vehicles entered the service yard.

2.6 Of these vehicles only 18 were large HGVs (ie 7% or an average of only 3 per day) and 106 were medium sized goods vehicles/smaller HGVs (ie 41% or an average of 15 per day).

2.7 Therefore, in terms of service vehicle routeings, the proposals would result in less than 3 of the largest HGVs using the improved access **per day** on average (between the hours of 0700 and 1900hrs). Some of these would, of course, already be using Harborough Hill Road but, in any event, this level of activity can not possibly be considered to be material. Even if all of these movements were new to Harborough Hill Road, this level of activity would be imperceptible in practice and would have no detrimental implications on the operational performance of this route.

2.8 Even taking account of all other medium goods vehicles, vans and cars relating to servicing activity, there would only be around 3 movements per hour each way on average which would use the improved access. Again, this would be imperceptible in practice, irrespective of which route this traffic currently takes (ie whether currently using Harborough Hill Road or not).

2.9 It is important that these figures and the frequency of activity at the access are understood when considering the proposals.

2.10 The service activity is very small in the context of the existing volumes of traffic on the southbound carriageway of Harborough Hill Road, which carries in excess of 90,000 vehicles per week.

2.11 The servicing related traffic makes up less than 2% of the total HGV volumes already passing on Harborough Hill Road (southbound).

2.12 All of this data was provided during the course of the previous application and none was challenged.

2.13 The following section describes the proposals in more detail.

3.0 DEVELOPMENT PROPOSALS

3.1 The proposed improvements to the existing access arrangements off Harborough Hill Road are presented in **Figures 4** and **5**, the first of these shows the access as it would appear once completed and the second shows the scheme over the existing base plan and also includes some additional construction information. Both show the on-site revisions to parking.

3.2 As shown, both of the existing sub-standard access arrangements which serve the former Fires and Fireplace and Enterprise Hire Car units would effectively be replaced by the proposed access. As indicated earlier, although the former 'Fires and Fireplaces' unit would be removed the 'Enterprise Car Hire' unit would be retained with a minor access off the new service access as shown in **Figures 4** and **5**.

3.3 The improved access scheme consists of formal kerbing and surfacing and dropped crossings for pedestrians. By replacing the current service access route the potential within the Peel Centre for conflict between customer vehicles and/or pedestrians with service vehicles will be removed.

3.4 The proposed service access will provide a deceleration lane into the site and a taper left turn for the outbound movement.

3.5 The layout of the junction has been designed to accommodate the largest HGVs. A range of TRACK plots showing the respective manoeuvres are attached in **Appendix A.**

3.6 Also included in **Appendix A** is a plot showing the position of the largest HGVs off the mainline carriageway of Harborough Hill Road, prior to needing to turn into and out of the site. This demonstrates that the slowest part of the turn into the site can be made off-carriageway to minimise any impedance of main line traffic, despite the minimal number of large HGV movements which would result from the proposals (around 3 per day).

3.7 This provision starkly contrasts with the existing sub-standard dropped kerb driveway style access arrangements which currently successfully serve the bakery site 90m further south.

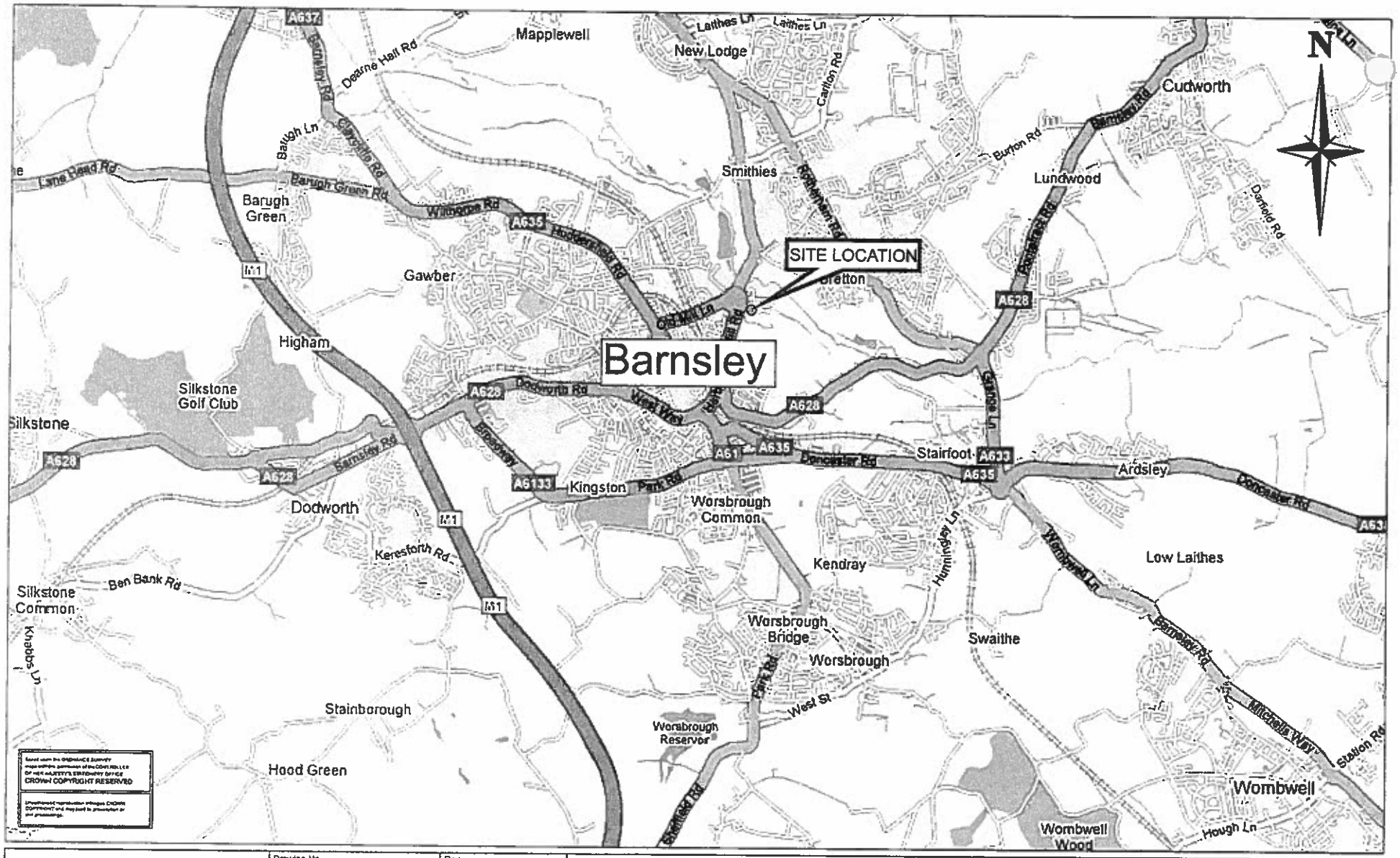
4.0 CONCLUSIONS

4.1 The proposals 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 reduced potential conflicts.

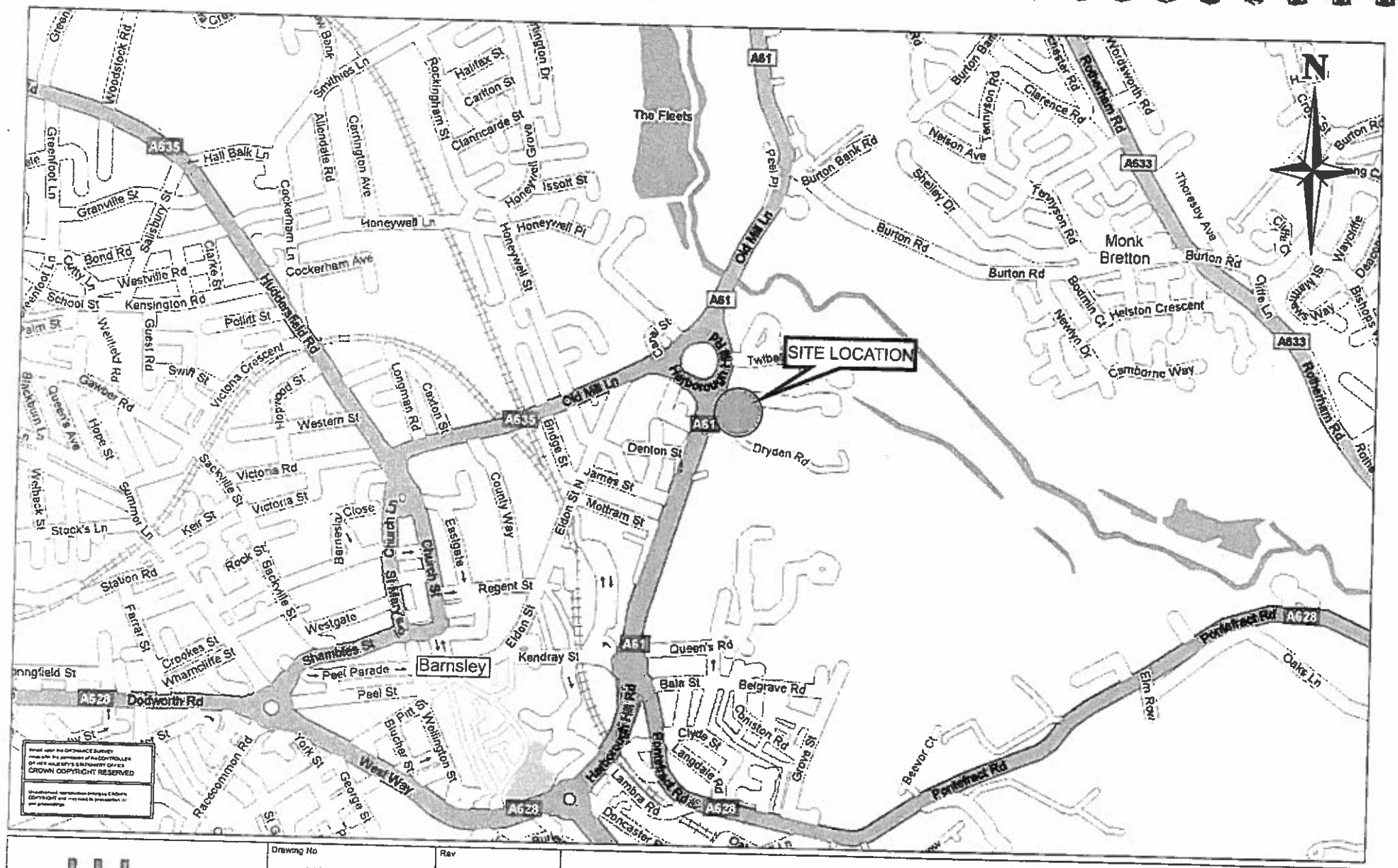
4.2 The improved access arrangements on Harborough Hill Road will not result in any quantifiable adverse implications to highway operation or safety and the rerouted servicing traffic would be imperceptible in terms of the Harborough Hill Road activity.

4.3 It is therefore concluded that there are no transport related issues which should prevent granting of planning permission.

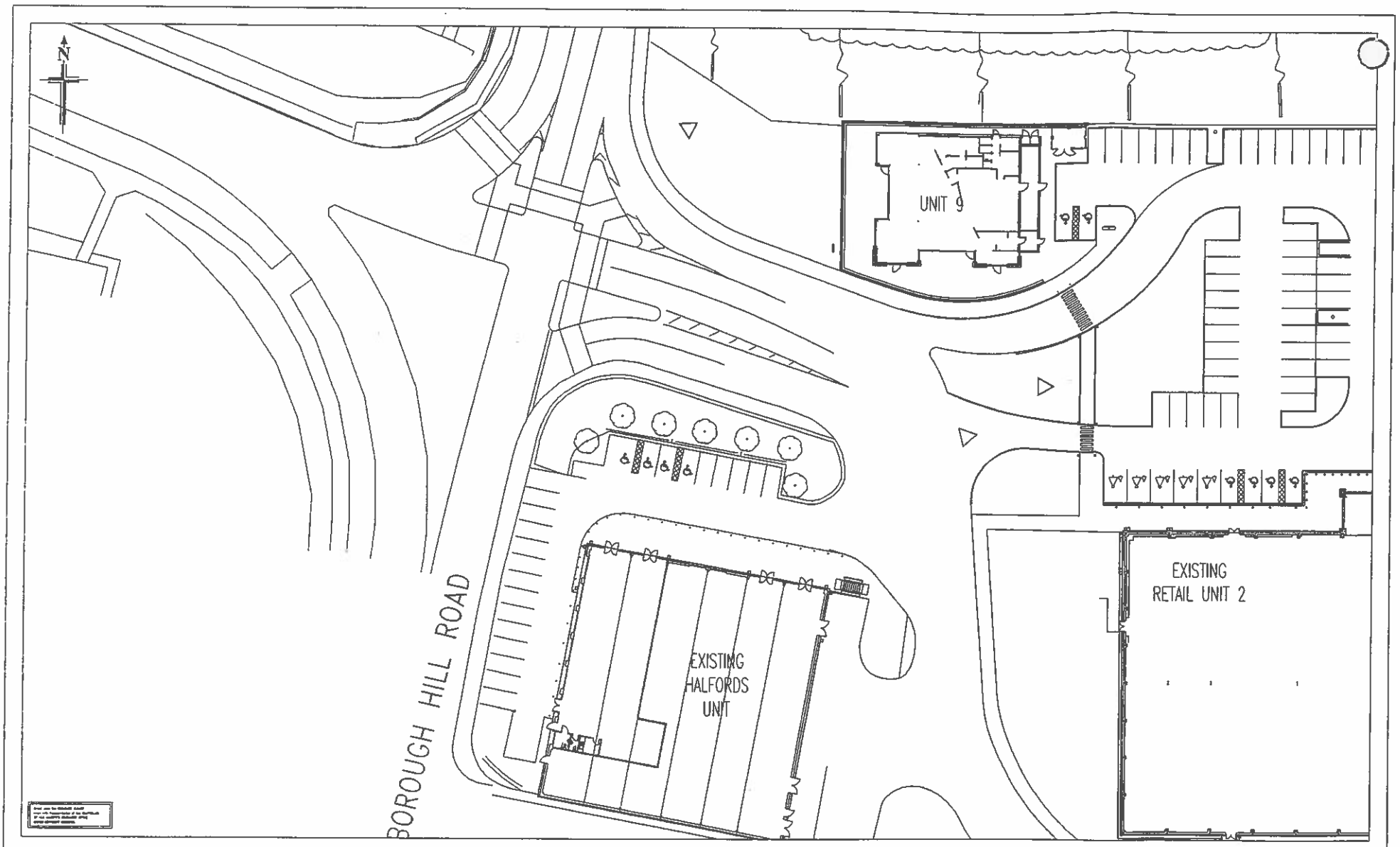
FIGURES



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

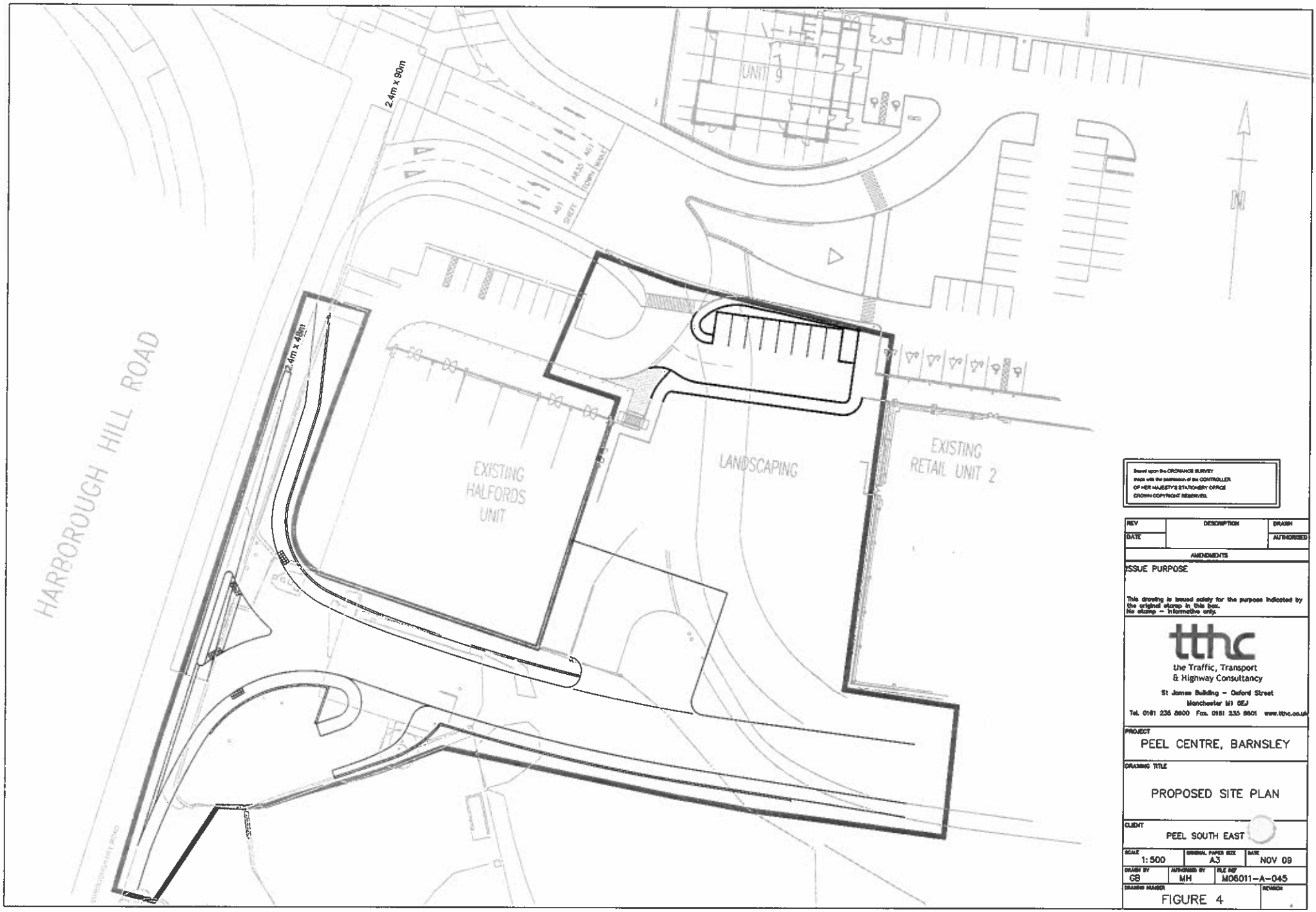


tthc the Traffic, Transport & Highway Consultancy	Drawing No: M06011-C-002	Rev:	PEEL CENTRE, BARNSLEY	
	Date: MAY 2007	Rev Date:	LOCAL AREA PLAN	
	Drawn By: AH	Authorised: MAW	Scale: NTS	FIGURE 2



the Traffic, Transport & Highway Consultancy

Drawing No. M06011-A-020	Rev		PEEL CENTRE, BARNSLEY
Date NOV 08	Rev Date		EXISTING ACCESS ARRANGEMENT
Drawn By UD	Authorised MH	Scale 1:500@A3	FIGURE 3



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PROJECT
PEEL CENTRE, BARNSLEY

DRAWING TITLE
PROPOSED SITE PLAN

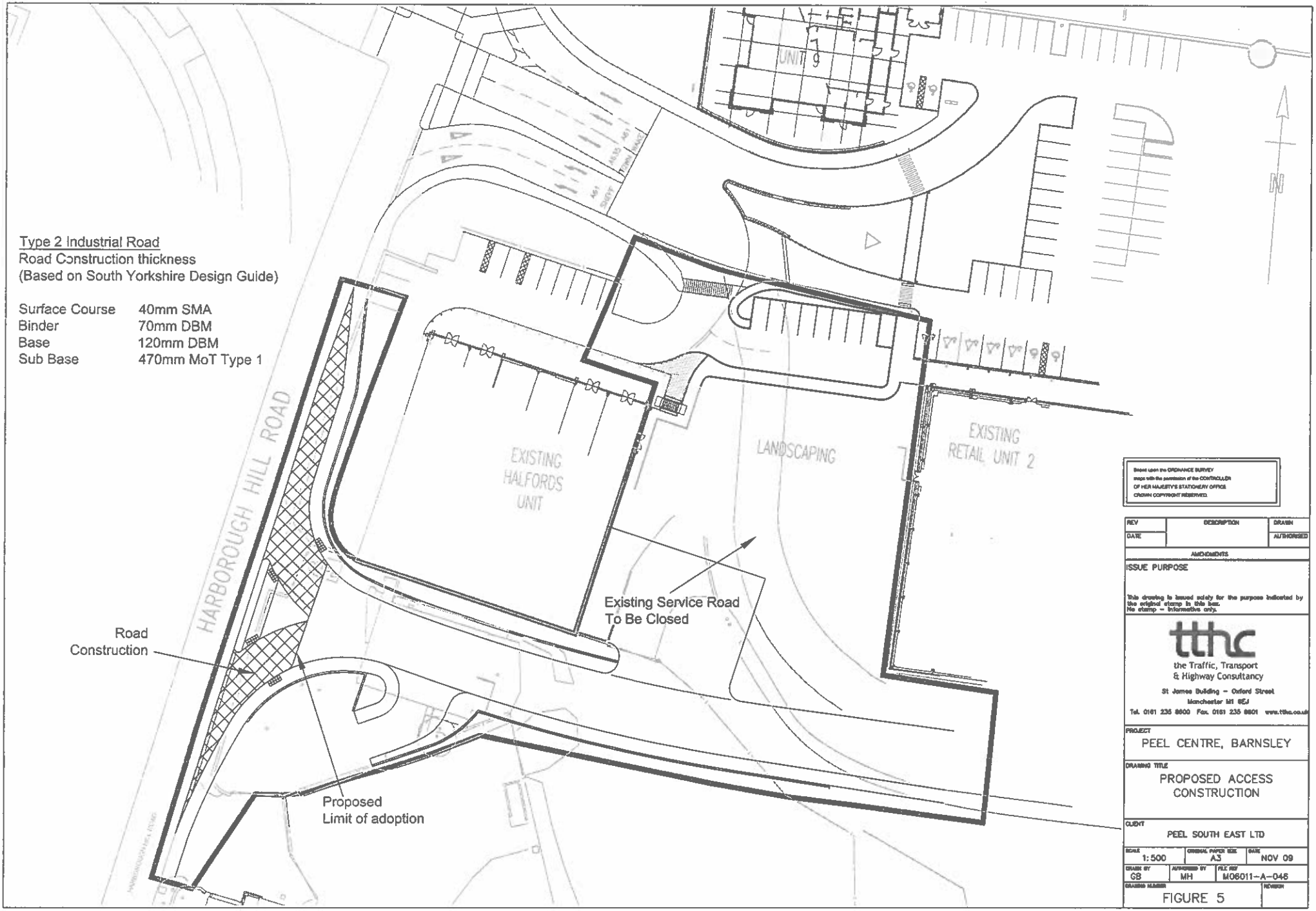
CLIENT
PEEL SOUTH EAST

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1:500	A3	NOV 09

DRAWN BY	AUTHORISED BY	FILE REF
GB	MH	M06011-A-045

DRAWING NUMBER
FIGURE 4

REVISION


Type 2 Industrial Road
Road Construction thickness
(Based on South Yorkshire Design Guide)
Surface Course 40mm SMA
Binder 70mm DBM
Base 120mm DBM
Sub Base 470mm MoT Type 1
HARBOROUGH HILL ROAD
EXISTING HALFORDS UNIT
LANDSCAPING
EXISTING RETAIL UNIT 2
UNIT 9
N
Existing Service Road To Be Closed
Road Construction
Proposed Limit of adoption
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REVISION

APPENDIX A



tthc the Traffic, Transport & Highway Consultancy	Drawing No. M06011-A-047	Rev	PEEL CENTRE, BARNSLEY	
	Date NOV 09	Rev Date	SWEPT PATH ANALYSIS 1 OF 3	
	Drawn By GB	Authorised	Scale 1:500@A3	**APPENDIX A**



tthc the Traffic, Transport & Highway Consultancy	Drawing No. M06011-A-047	Rev	PEEL CENTRE, BARNSLEY
	Date NOV 09	Rev Date	SWEPT PATH ANALYSIS 2 OF 3
	Drawn By GB	Authorised	Scale 1:500@A3 — **APPENDIX A**



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	Date NOV 09	Rev Date	SWEPT PATH ANALYSIS 3 OF 3	
	Drawn By GB	Authorised	Scale 1:500@A3	**APPENDIX A**

GVA Grimley

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

Design and Access Statement

Peel South East Limited

November 2009

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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 in **Appendix 1**. Its location in a local context is shown in **Appendix 2**.

1.3 The current main access to the Peel Centre is taken from a signal controlled gyratory on Harborough Hill Road which provides access for both customer and service vehicles. At present customer and service vehicles meet at this four directional junction.

1.4 The application proposes improvements to two existing accesses off Harborough Hill Road to provide a dedicated access for servicing of existing retail units at the Peel Centre. The existing service road will be re routed to join with Harborough Hill Road to the rear of Halfords. This new arrangement separates customer and service vehicles in accordance with best practice.

1.5 Following discussions with the Local Highways Authority, the improved service access junction has been amended to provide a deceleration lane into and a taper 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 demonstrates no change to its appearance in plan form. Additional compensatory parking will be provided in the retail park.

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. 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-045). 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 taper lanes. This new design will still operate as a left-in/left-out junction but from a much improved engineered layout. A proposed site layout plan has been submitted as part of the planning application (Drawing number M06011-A-045).

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 proposed site layout plan submitted alongside the application (Drawing no. M06011-A-045) 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 comprises 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 deceleration and taper lanes and adjoining pavements will be constructed to adoptable standards. Please see Figure 5 of 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.

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.

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 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 retrospective 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 made by HGVs entering the site can be made off-carriageway (via the proposed deceleration lane) to minimise any impedance of main line traffic. Vehicles egressing the service yard will do so via a dedicated taper lane, providing improved visibility for drivers to enable them to take advantage of the breaks in traffic produced by the traffic signals at the customer access to the Retail Park, further reducing highways safety issues.

3.4 The deceleration and taper lanes and adjoining pavements will be constructed to adoptable standards. Please see Figure 5 in the Transport Statement indicating the limit of adoption.

3.5 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 deceleration and taper lanes. This will be 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 accessibility.

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.