

**FULL PLANNING APPLICATION FOR BUILDING ALTERATIONS, NEW DRIVE-THRU
LANE, AND ASSOCIATED CAR PARK LAYOUT ALTERATIONS**

UNIT 9

THE PEEL CENTRE, BARNSELEY

TRANSPORT STATEMENT

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TTHC Ref: M20064-01B
Date: March 2021

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by TTHC Ltd on behalf of Peel Developments (UK) Limited ('Peel') in support of their current proposals at Peel Centre Retail Park in Barnsley, hereinafter referred to as 'the Peel Centre'.
- 1.2 This report has been prepared in conjunction with a planning application for Unit 9 at the Peel Centre. This now vacant unit was formerly occupied by Pizza Hut. It is a standalone unit which sits at the western side of the retail park. It has a Gross Internal Floor Area (GIFA) of 332 m².
- 1.3 In order to accommodate new tenants for the unit, the proposals include subdivision and minor alterations to the building, a small extension, the provision of a drive-thru lane and service booths, and alterations to the car park. The subdivided unit is intended to be occupied as a restaurant / drive-thru of 264 m² GIFA known as Unit 9B, with a secondary commercial unit measuring 106m² GIFA known as Unit 9A. The resulting total increase in floorspace of Unit 9 is around just 40m² GIFA.
- 1.4 Pizza Hut operated as both a sit-in restaurant and a takeaway. Following changes to the Use Classes (2020), Barnsley Metropolitan Borough Council issued a Certificate of Lawful Use for Unit 9 on 22 January 2021 for any purpose within the new Class E. Class E(a) to (g) now covers a large range of commercial, business and service uses, including the existing restaurant use.
- 1.5 The addition of the drive-thru facility which is being proposed is classed under the Sui Generis hot food takeaway category.
- 1.6 The existing Peel Centre has a total of 13 units, but with limited hot food & drink offering for shoppers on site; currently there is only Subway which provides

such services. With the exception of DW Sports gym and pool facilities, all the other units are in retail use. The proposed new uses would therefore complement the existing retail park offering, and the proposed layout of the car parking area and pedestrian routes will ensure that the unit is integrated with the existing retail park.

1.7 Given the potential range of uses which could lawfully re-occupy Unit 9 under Class E (including retail, restaurant, financial and professional services, indoor sport, health services, nursery, day centre, or office), in respect of traffic impact, the only real change is the addition of circa 40m² floorspace plus the addition of the drive-thru lane which is a functional change considered in respect of queuing traffic. It is not however expected to result in any material change in trip generation relative to the previous use, as it was also a restaurant / takeaway. Furthermore, owing to the ancillary nature of the restaurant / drive-thru use, such facilities in retail park sites generally generate minimal new trips, with the majority of customers being existing retail park customers ('linked trips'), or calling in as they drive past on route elsewhere ('pass-by trips').

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

- **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.

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1.9 In respect of the current application, the restaurant / drive-thru permitted through appeal is of particular interest. It is noted that the Council's overturned refusal reasons were not highways related. The highways consultation response did not raise any issues with the application other than the request for a planning condition relating to servicing. With regards to traffic impact, it stated:

"The proposed development is unlikely to have any significant adverse impact on the surrounding highway network, as many people using the facility will already be at the retail park for other reasons."

1.10 Of course, the consented application was for a new unit, whereas the current application is for the reuse of an existing building and therefore it is only the net change in traffic associated with the unit which is relevant to this application.

1.11 The appealed scheme (which is to be occupied by Starbucks) is planned to be implemented in the next 12 months. This TS considers the cumulative impact of Unit 9.

1.12 Further information on the proposals is provided under the following headings:

- Site Location & Accessibility;
- Development Proposals;
- Travel Demands;
- Conclusion

2.0 SITE LOCATION & ACCESSIBILITY

- 2.1 The Peel Centre is located some 700 metres north east of the centre of Barnsley. It is accessed via a signalised junction onto Harborough Hill Road (A61) where it connects with A635 at a gyratory junction. The location of the Peel Centre on Harborough Hill Road is indicated in **Figure 1**, and this also marks the location of the application site within it. This is indicated in more detail in **Appendix A**.
- 2.2 The Peel Centre access road is called Dryden Road, which provides access to the retail park car park, and also beyond to the service yards that are located to the rear of the main retail terrace.
- 2.3 Unit 9 is accessed from the main car park which has separate in and out access arrangements off Dryden Road. Unit 9 sits on the left-hand side of the entry route into the car park.
- 2.4 An array of retail interests are located within the vicinity of the A61/A635 Harborough Hill gyratory, which makes for easy trip linkages. In addition to the Peel Centre, there is also: Asda, Twibell Street retail/trade park and JD Gyms, B&M Bargains and Magnet Trade, and just over Old Mill Lane Bridge to the north is Aldi and Wickes, as well as some other smaller units.
- 2.5 To the east is open countryside and the River Dearne, but a large residential population sits immediately to the west and north over the River Dearne into Monk Bretton and beyond.

Local Highway Network

- 2.6 As discussed, the Peel Centre is accessed via a signalised junction onto Harborough Hill Road (A61). The Peel Centre's junction sits at the southern corner of Harborough Hill gyratory, which provides a junction between the A61 and A635, before the A61 crosses over the River Dearne at Old Mill Lane.

- 2.7 Harborough Hill Road leads south and provides one of several routes via which access into the town centre can be gained.
- 2.8 The gyratory is a multiple lane arrangement with three signalised entries for A61 and A635 approaches. The A61 approach from the south incorporates Dryden Road (access to the Peel Centre) into the signals arrangement. The A61 signals arrangement from the north incorporates a bus gate. There are a number of priority controlled access points within the gyratory, namely Twibell Street, Meadow Street, Canal Way, and lastly access to B&M Bargains on the island in the centre of the gyratory. There are several controlled pedestrian crossing points, including at the Peel Centre's access junction.
- 2.9 The Peel Centre location at such a key highway node facilitates linked trips with other retail destinations around the area and with the town centre just to the south. Such combined journey purposes can easily be catered for by drivers simply turning off into the Peel Centre on route elsewhere. Such trips are referred to as pass-by trips, and at a location on two key corridors, these would be expected to form a significant proportion of visitors to the Peel Centre, and to the proposed restaurant / drive-thru element of the application.

Walk & Cycle Links

- 2.10 All roads in the area surrounding the Peel Centre have footways on both sides and are lit, with green man pedestrian crossing facilities provided on the gyratory including at the Peel Centre access junction. These crossing facilities provide a safe walk route between the Peel Centre and the bus stops.
- 2.11 Wide footways are provided on the bridge over the River Dearne providing a connection to/from the residential area to the north. To the west, pedestrians can route via quieter residential streets to reach Barnsley Interchange (approximately 600 metres – around 8 minutes' walk) and the town centre just beyond (around 800 metres – 10 minutes' walk), and the nearby residential area of Honeywell.

- 2.12 The Peel Centre's accessibility has been examined with reference to walking journey distances.
- 2.13 The Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles).
- 2.14 This guidance also provides 'suggested acceptable walking distances'. The walking thresholds presented in **Table 1** overleaf are suggested:

Suggested Acceptable Walking Distances		
	Commuting, school & Sightseeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1000	800
Preferred maximum	2000	1200

Table 1

- 2.15 For staff at the site, a commuting walk catchment of up to 2 km takes in some large residential areas both north and south of the River Dearne, such that there is the opportunity for staff to live within walking distance of the Peel Centre.
- 2.16 Cycling can substitute car trips, particularly for journeys under 5km, and such a cycle catchment area takes in all of Barnsley, although in practice this may be more limited by the local topography.

Public Transport Links

- 2.17 **Figure 2** shows the local bus services that route within the vicinity of the Peel Centre with numerous services north of the River Dearne using the Old Mill Lane bridge crossing, and thus passing through the Harborough Hill Road gyratory.

- 2.18 As such, Old Mill Lane, A635 and Eldon Street North (into the town centre and Barnsley bus & rail transport interchange) is a major bus route which passes close to the Peel Centre and provides good access to Barnsley town centre and to onwards connections at the transport interchange. Northbound bus services provide regular access to Staincross, Athersley, Wakefield and Royston.
- 2.19 Sheltered bus stops are located at the gyratory (southbound on the eastern side adjacent to Twibell Street retail/trade park, and northbound immediately north of the gyratory). The walk distances from the Peel Centre to these bus stops are approximately 320 metres for the northbound direction and 200 metres for the southbound direction. Conveniently located green man pedestrian crossings are provided.
- 2.20 A walk distance of 400 metres is generally considered to represent a 'reasonable' walk distance to a bus stop, and therefore the above walk distances make bus an easy mode of access.
- 2.21 At the time of writing, bus service frequencies are temporarily curtailed under Covid-19 lockdown conditions. However, **Table 2** provides details of the position in Autumn 2018, and the same bus numbers and routes remain running in 2021 (it is only the frequencies and hours of coverage which have changed). The 2018 position is considered likely to be more representative of the future position.
- 2.22 All buses route into Barnsley bus and rail transport interchange which allows for easy connections to the rest of Barnsley and beyond.
- 2.23 **Table 2** shows that the Peel Centre is served by numerous regular bus services. In particular, the No. 1 and 11 services each operate on a 12 minute frequency. In total, the Peel Centre is served by 19 buses per hour in each direction.

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Bus Service Frequency									
		Weekdays				Saturday		Sunday	
Bus No:	Description	First Bus	Last Bus	Daytime Freq (mins)	Total	Daytime Freq (mins)	Total	Daytime Freq (mins)	Total
1	Barnsley – Staincross	0700	2308	12	65	15	59	30	22
1	Staincross - Barnsley	0606	2317	12	65	15	59	30	22
11	Barnsley – Athersley - Barnsley Circular	0520	2315	12	66	12	58	30	21
36	Barnsley – South Elmsall	0827	1455	60	8	120	3	NS	NS
36	South Elmsall - Barnsley	0835	1540	60	9	120	3	NS	NS
37	Barnsley - Grimethorpe	0943	1550	60	7	NS	NS	NS	NS
37	Grimethorpe - Barnsley	0913	1513	60	7	NS	NS	NS	NS
57	Barnsley – Royston	0720	1840	15	39	15	40	NS	NS
57	Royston – Barnsley	0526	1905	15	47	15	42	NS	NS
59	Barnsley – Wakefield	0520	2340	30	24	60	20	30	23
59	Wakefield - Barnsley	0615	2320	30	23	60	21	30	21
59A	Barnsley – Wakefield	0950	1350	60	6	60	8	NS	NS
59A	Wakefield-Barnsley	1021	1421	60	5	60	7	NS	NS

Table 2

2.24 Peel Centre is also accessible by rail. It lies approximately 600 metres walk distance from Barnsley Interchange. A walk distance of around 800 metres is generally considered to represent a ‘reasonable’ walk distance to a rail station, and therefore the site can also be considered as easily accessible by rail.

2.25 Overall, the Peel Centre is considered to have a good level of non-car accessibility, particularly given its location adjacent to a major bus corridor and within walking distance of the town centre and Barnsley Interchange.

3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposals are for subdivision of the existing unit to provide a restaurant of 264 m² GIFA with associated drive-thru lane and facilities, and a separate unit of 106m² GIFA. The proposals include amendments to the car park, the revised alignment to part of the entry road off Dryden Road into the car park, and additional pedestrian provision. **Appendix B** shows the detailed layout of the development proposals.
- 3.2 The revised layout provides for 6 parking spaces (including 2 disabled spaces) immediately adjacent to Unit 9, although the wider retail park car park is also available for customers of Unit 9.
- 3.3 The proposals include for the realignment of the entry road to accommodate this small car park and the drive-thru lane. This realignment of the route uses land which is part landscaping and part parking. The net change in overall parking provision as a consequence of the new layout is a loss of 15 spaces.
- 3.4 The entry road has been designed to provide additional stacking space beyond the drive-thru lane. This is to cater for any unusual peaks in demand and to maintain free flow conditions for other traffic accessing the main car park. In addition to vehicles waiting at the two drive-thru windows a further 4 or 5 vehicles could be accommodated within the drive-thru lane, and a further 5 or 6 on the entry route (between the give way markings and the Keep Clear markings at the drive-thru exit).
- 3.5 The drive-thru lane would exit on to the main entry route with the alignment (and signage) directing traffic to turn left, and with suitable visibility towards oncoming traffic from Dryden Road. **Appendix C** contains swept path analysis for the drive-thru lane.
- 3.6 New enhanced signage would be provided as indicated to emphasise the existing one way arrangements.

- 3.7 Customer access to the two sub-units will be on the southern frontage of the building, as at present. The existing main footway into the retail park passes in front of Unit 9, from where zebra crossings connect across the Peel Centre car park entry and exit roads to reach the main retail terrace. The existing zebra crossing would be relocated to the west side of the drive-thru exit lane for safe passage of pedestrians, and a further zebra crossing would be provided across the drive-thru exit lane to connect pedestrians approaching from the small car park to the building entrances. Additional new footway provision is also made for pedestrians approaching from nearby parking spaces on the south side, as indicated in the layout plan.
- 3.8 Four new Sheffield cycle stands would be provided on the island opposite the building, which provides a clear enhancement as there are currently no stands in this corner of the retail park. The Sheffield cycle stands would provide 8 no. cycle spaces in total.
- 3.9 The bin storage area is located next to the small car park, and this and the building would be serviced from within this car park. The type of service vehicles used are not known, but the design has catered for larger 16.5m articulated vehicles should they be required. Larger service vehicles would reverse in with the aid of banksmen. Of course, HGV servicing of such small units is an infrequent activity (just a few days a week). Overrun areas are provided at the give way junction to provide for the manoeuvring of articulated vehicles.
- 3.10 Swept path analysis is provided at **Appendix C** to demonstrate that such service manoeuvres can be accommodated. As shown in the layout plan, a minor kerbline amendment is also proposed on the exit route to accommodate the swept path of an articulated vehicle.

4.0 TRAVEL DEMANDS

- 4.1 The travel demands of the site are not expected to change perceptibly as a consequence of the development proposals for Unit 9. In planning terms, the test of traffic impact is against what the unit might generate under reoccupation under its extant consent (Class E) i.e. without the need for planning permission.
- 4.2 The proposals are for the conversion and sub-division of an existing unit of 332m² GIFA restaurant / takeaway use, to provide two units totalling 370m² GIFA including a minor extension. These units would be 264 m² restaurant / takeaway use (albeit with a drive through lane) plus 106 m²
- 4.3 In respect of the increase in floorspace, this is a minimal uplift of circa 40m² GIFA (part of which is operational space for the provision of the drive-thru service booths) and would make no perceptible difference to trip generation. In respect of the addition of the drive-thru lane, it is a functional element: the main change relating to traffic queuing in the drive-thru lane, as opposed to customers parking up and going inside to collect their food. As discussed in chapter 3, the proposed layout provides for up to 11 cars in addition to those at the drive-thru windows to queue without blocking, which exceeds the anticipated normal variations in demand.
- 4.4 Irrespective of the above considerations, it must also be remembered that, owing to the ancillary nature of the restaurant / drive-thru use within the retail park, such facilities generally generate minimal new trips, with the majority of customers being existing retail park customers ('linked trips'), which was recognised by Barnsley MBC Highways department in their consultation response on application 2018/1308, or they may be customers calling in as they drive past on route elsewhere ('pass-by trips').
- 4.5 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. Existing parking provision within the main car park is 539 spaces, which would reduce to 489 spaces when the 2018/1308 consent

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is implemented. The current proposals would then reduce the car park by a further 15 spaces to 474 spaces. Car park demand data for Autumn 2018 (pre-Covid-19 'normal' demands) indicates a peak demand of up to 330 spaces, so there is ample spare supply.

- 4.6 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.

5.0 CONCLUSION

- 5.1 This Transport Statement (TS) has been prepared in conjunction with a planning application for changes to Unit 9 at Peel Centre retail park, Barnsley. The proposals are to subdivide the standalone unit (formerly occupied by Pizza Hut) with a minor extension to meet the requirements of new occupants. These changes would provide a smaller restaurant /takeaway unit (264m² GFA) with the addition of a drive-thru lane, with the remaining floorspace being a separate commercial unit (106m² GFA). The proposals include modifications to the car park layout to facilitate the drive-thru lane.
- 5.2 The existing Peel Centre has limited hot food & drink offering, even taking account of the consented new-build unit for a café/restaurant drive-thru. The proposed development would therefore complement the existing retail park offering. It would be ancillary to the retail park, serving existing shopping activity. This function was recognised by Barnsley MBC Highways in their consultation response for the consented unit, where they went on to conclude that it was unlikely to have any significant adverse impact on the surround highway network.
- 5.3 The consented application was for a new unit, whereas the current application is for changes to an existing unit of Class E lawful use, and therefore it is only the net change in traffic associated with the unit which is relevant to the application. Consideration of the trip generating potential of this change of use has concluded that any potential increase in traffic would not perceptible.
- 5.4 The Peel Centre is considered to have a good level of non-car accessibility, given its location adjacent to a major bus corridor and within walking distance of the town centre and Barnsley Interchange.
- 5.5 The provision of the drive-thru lane and the resulting proposed amendments to the car park layout have been designed with particular consideration to pedestrian movements, and new conveniently located cycle parking facilities are included. Consideration has also been given to servicing arrangements,

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vehicle circulation routes, and maintaining the free flow of traffic, and the entry road has been designed to provide additional stacking space beyond the drive-thru lane.

- 5.6 Overall, the proposals would result in the loss of just 15 spaces from the Peel Centre car park. Consideration has been given to the supply and demand of parking provision, and ample spare car park capacity would remain.
- 5.7 This is a sustainable development and it has 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.