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GVA Grimley

Our ref: 05A614124

Your ref:

8th December 2008

Barnsley Metropolitan Borough Council
09 DEC 2008
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Dear Keiron

APPLICATION FOR IMPROVED ACCESS AND SERVICE ROAD, CAR PARKING AND ASSOCIATED ENGINEERING WORKS AT THE PEEL CENTRE RETAIL PARK, BARNSLEY

This planning application has been submitted by GVA Grimley on behalf of Peel South East Limited. The planning application is for improvements to the existing access and service road with associated engineering works at the Peel Centre Retail Park, Barnsley.

The applicant owns all of the land to which the application relates as well as the entirety of the Peel Centre retail park. Additional notice has therefore not been served.

Please find enclosed planning application fee of £170 and three copies of the following:

- Planning application form
- Site Application Plan (Red line drawing) – Drawing Number M06011-A-021
- Proposed Site Plan – Drawing number M06011-A-018 Rev A
- Design and Access Statement
- Transport Statement - Reference M06011-02B

Development Proposals

The main access to the Peel Centre is currently taken from a signal controlled gyratory on Harborough Hill Road. At present both customer and service vehicles use this access, sharing a four-directional junction at the entrance to the site and resulting in the potential for conflict between service vehicles and customer traffic and pedestrians. The current access arrangements are presented in drawing no. M06011-A-020 (Figure 3) within the Transport Statement).

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The application proposes a dedicated access and egress for servicing of existing retail units at the Peel Centre. This would be achieved by improving an existing access off Harborough Hill Road immediately to the south of the Halfords unit. An additional length of service road would link the existing service road to Harborough Hill Road. This alternative arrangement separates customer and service vehicles, reducing potential conflict between HGVs and pedestrians.

The proposals will provide significant improvements to an existing access, replacing the dropped-kerb driveway style arrangement with a full kerb radii junction with a deceleration lane into and an acceleration lane out the site. Pedestrians will be catered for by the provision of dropped kerbs. Provision of acceleration and deceleration lanes will reduce the potential for vehicles standing or travelling at very low speeds on the highway, reducing potential highway safety concerns. The access will still provide for left-in/left-out turning movements but from a much improved engineered layout.

The proposed improvements to the existing access arrangements are presented in drawing no. M06011-A-018 Rev A and are considered in more detail in the Transport Statement accompanying the application.

Formation of the deceleration lane requires the relocation and realignment of the retaining wall which currently runs alongside Harborough Hill Road, resulting in the loss of 11 car parking spaces. The retaining wall will be replaced on a like for like basis and there will be no material change to its appearance. Additional compensatory parking will be provided in the retail park between units 1 and 2.

Local Plan Policy

The application site is allocated as an Employment Area under Policy BA39/3 (Harborough Hill Road / Dryden Road) of the Barnsley Unitary Development Plan (2000). This policy states that:

"Proposals for further development or change of use of these premises will be considered in terms of their access to the strategic highway and their close relationship to adjoining residential and retail uses."

Applications relating to the creation of new roads are dealt with under Policy T2A which states that:

a) *"All roads, footways, private drives, vehicle manoeuvring areas and points of access serving development must be designed and constructed in accordance with the appropriate standards of the Borough Council.*
b) *Carriageways and footways should be constructed so as to be useable in a safe and convenient manner before the use of the building which they serve commences."*

Since the application improves an existing access and links to an established service road, the proposals pose no conflict with adjoining residential and retail uses. The road and footways will be designed and constructed in accordance with Barnsley's standards and since the access onto the strategic highway is existing, and intensification of its use to accommodate service activity for the Peel Centre has been shown to be immaterial (see accompanying Transport Statement), the proposed access arrangement is not contrary to Policy BA39/3 and is in accordance with Policy T2A.

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Car Parking

In order to accommodate the acceleration and deceleration lanes, the proposals result in the loss of 11 existing car parking spaces adjacent to the Halfords unit. To compensate for this a new area of replacement parking is proposed creating 8 additional spaces and accompanying on-site footway improvements within the retail park between the existing Halfords and Focus units. This results in a net loss of only 3 car parking spaces. Overall parking numbers at the Peel Centre are within Barnsley MBC's parking standards, as set out in Supplementary Planning Document 32, expressed as a maximum as specified in PPG13: Transport (2001). This loss of car parking is therefore immaterial.

Please see Drawing Numbers M06011-A-021 and M06011-A-018 Rev A indicating the on-site revisions to parking.

Highway Safety Issues

The Transport Statement considers current service activity at the site (based on Automated Traffic Counts). Taking account of the number, size and type of vehicles serving existing units at the retail park, the number of vehicles accessing the service yard via the improved junction will be extremely small, and would be imperceptible in practice when considering total activity on Harborough Hill Road.

Despite the minimal number of large HGV movements resulting from the proposals, the service junction 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. TRACK plots showing the respective manoeuvres and a plot showing the position of the largest HGVs off the mainline carriageway (Drawing no. M06011-019 Rev A) are included in Appendix 3 of the Transport Statement. These demonstrate that the slowest part of the turning manoeuvres can be made off-carriageway to minimise any impedance of main line traffic, reducing the potential for vehicles standing or travelling at very low speeds on the highway.

As such it is concluded that intensification of use of the existing access to accommodate service activity for the Peel Centre is immaterial and would have no detrimental implications on highway safety or the operational performance of this route.

Potential service activity and the resultant impact on Harborough Hill Road are considered in more detail in the Transport Statement prepared by TTHC and submitted alongside the application.

Retaining Wall

Whilst the retaining wall to Halfords will need to be realigned to accommodate the deceleration lane, the height of the wall is unlikely to change given the need to retain the gradient of Harborough Hill Road. The only alterations to the wall affect the plan form (as indicated on drawings M06011-A-021 and M06011-A-018 Rev A) and not the elevation, with no impact on the street scene as viewed directly onto Harborough Hill Road. An elevation to Harborough Hill Road has therefore not been provided.

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Deceleration and Acceleration Lane

Since the bell mouth of the proposed access arrangement will become part of the highway, the construction of the proposed deceleration lane will be in accordance with the *'South Yorkshire Design Guide Part 2: Specification of Construction Materials and Standard Construction Details'*. The type of road construction should be as the 'Type 2 Industrial Road' as per the South Yorkshire Design Guide and will therefore comprise the following dimensions:

Surface Course	40mm SMA
Binder	70mm DBM
Base	120mm DBM
Sub-Base (based on 2% CBR)	470mm MoT Type 1

Drawing number M06011-A-016 Rev B (Figure 5) in the Transport Statement indicates the extent of construction up to the limit of adoption and includes some additional construction information.

Summary

In summary, the development proposes an improved arrangement to an existing access, separating service and customer traffic to the Peel Centre to effectively address potential conflicts between pedestrians and service vehicles, improving safety at the site. Since the proposals improve an existing access and link to an established service road, the application poses no conflict with adjoining residential and retail uses. The road and footways will be designed and constructed in accordance with Barnsley's standards and allow for adequate servicing and allocated parking which contain all vehicles safely within the site. Intensification of the existing access to accommodate service activity for the Peel Centre has been shown to be immaterial and would have no detrimental implications on highway safety or the operational performance of Harborough Hill Road. As such the proposal fully accords with adopted Local Plan policy and planning permission should be duly granted in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

We trust that this information is sufficient for you to register and positively determine this application. Should you have any queries, however, please do not hesitate to contact me on 0113 280 8049.

Yours sincerely

[redacted]

SUZANNE PHILLIPSON
For and on behalf of GVA Grimley Ltd
Planning, Development and Regeneration

Cc Gareth Finch Peel Holdings Ltd
Cc Mike Hibbert TTHC