

Drive Thru, Centre 27 Business Park,
Birstall

10th Floor
3 Hardman Street
Manchester
M3 3HF

0161 302 3987
manchester@tpa.uk.com
www.tpa.uk.com

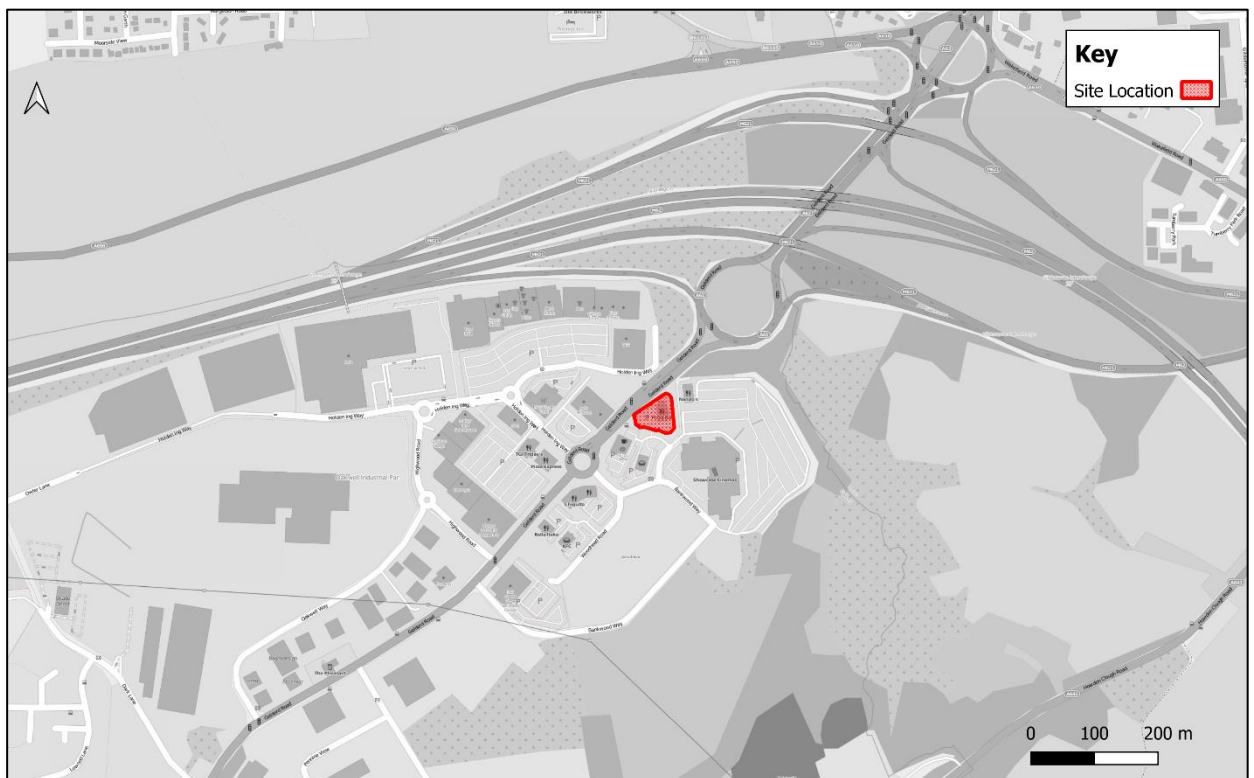
Project Reference: 2010-037/TN/01

Technical Note 1 – Transport Statement

1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Tim Hortons UK & Ireland Ltd to provide transport planning consultancy services in relation to the proposal to undertake works to convert an existing Pizza Hut restaurant with takeaway at Centre 27 Business Park, Birstall, into a Tim Hortons drive thru restaurant and café. The location of the site is shown in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors

- 1.2 The proposed development description is as follows:

Full planning permission for the installation of a drive-thru lane and associated engineering works, including alterations to car parking and servicing arrangements and associated changes to landscaping. Demolition of existing enclosed yard and provision of replacement bin store. Minor alterations to the building and elevations including recladding. Advertisement consent for replacement signage.

- 1.3 Tim Hortons is a relatively new entrant to the UK market and can best be described as a restaurant chain with a coffee and bakehouse offer. The Tim Hortons business will operate in much the same way as Pizza Hut has done, offering restaurant facilities with a take-away option from the existing restaurant unit. There is no change to the use of the building and planning permission is not required for the occupation of the unit. This planning application seeks to improve consumer choice on the site by providing a drive-thru facility for those seeking to purchase food and / or drink to take away.
- 1.4 The restaurant will operate in a similar way to existing coffee shops and restaurants with drive-thru facilities, although the nature of the Tim Hortons offer means that the business and usage is not directly comparable to that of any of the existing UK coffee shop or restaurant operators. This is because the offer is more varied, with both eat-in and drive-thru customers visiting for a meal or a snack at any time of the day. The nature of the Tim Hortons offer is one that is primarily aimed at daytime and evening trade, with more limited use of the existing units during the breakfast period.

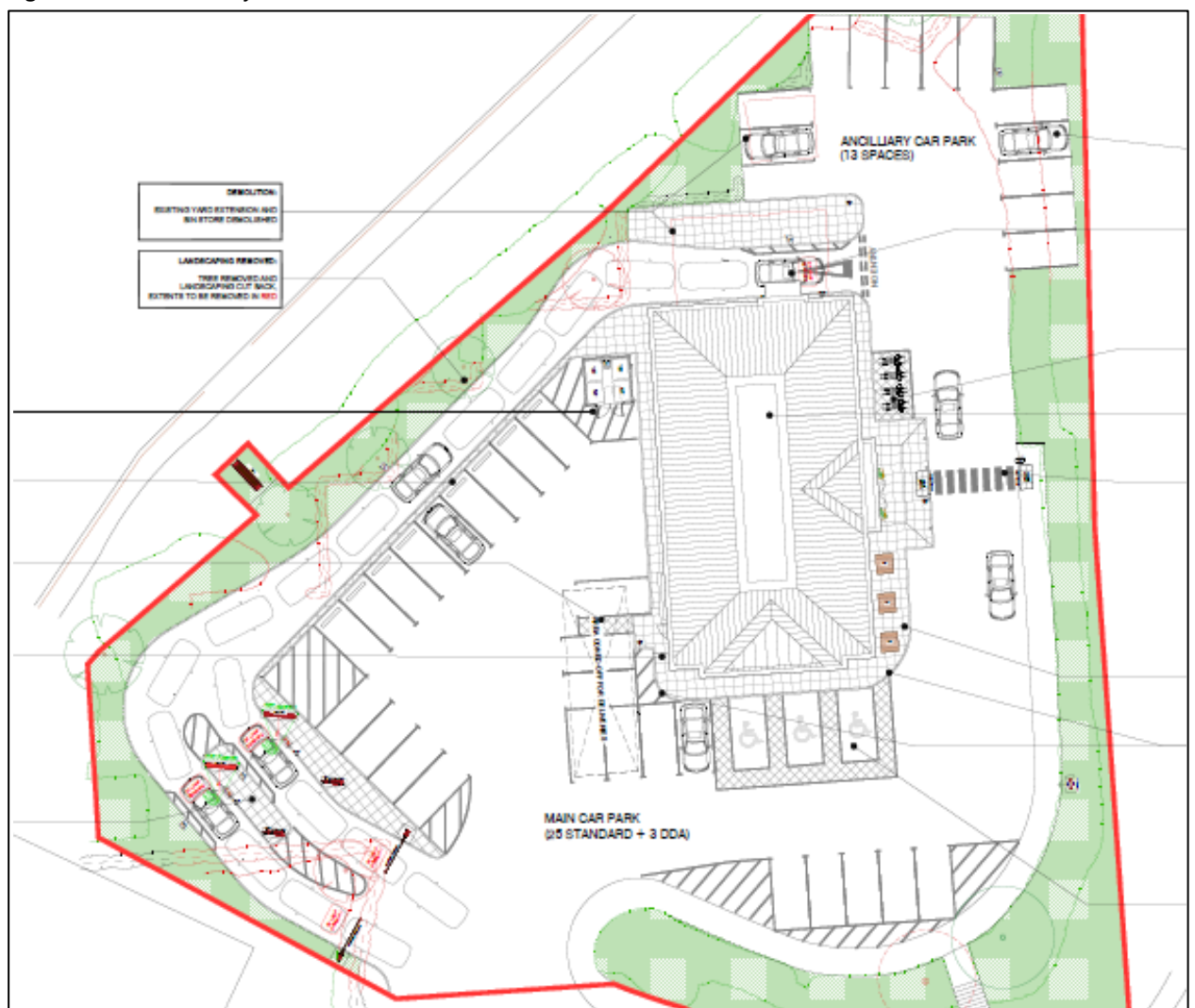
2 Baseline Conditions

- 2.1 The site previously operated as a Pizza Hut restaurant with takeaway facilities and has a Gross External Area (GEA) of 380 sq.m. A total of 38 parking spaces, inclusive of two accessible spaces, are currently provided on-site. There are no cycle parking spaces provided at present.
- 2.2 Pedestrian and cycle access is achieved from Bankwood Way from the south, with footways provided on both sides of the carriageway. A pedestrian access to the A62 Gelderd Road is also available via the fast food establishment to the south west. The nearest bus stops are on A62 Gelderd Road, adjacent to the site; these stops are serviced by four services per hour in each direction. Vehicular access is from Bankwood Way, via a priority T-junction arrangement, which is shared by other fast food establishments.
- 2.3 The site is situated in a sustainable location benefitting existing and future employees, with good access to bus services and opportunities to access the site by walking and cycling. It is also suitably located to accommodate linked trips with the wider Retail Park.

3 Development Proposals and Impact

- 3.1 The development proposals comprise the installation of a drive thru lane and associated engineering works, including alterations to car parking and servicing arrangements and associated changes to landscaping, as well as minor alterations to the building and elevations including recladding. It will also include the demolition of the existing enclosed yard and provision of a replacement bin store. The development proposals will reduce the building floor space by 58sqm to 322 sq.m GEA.
- 3.2 As part of the proposals, the existing car park will be rearranged to facilitate the drive thru facility, which will route around the western boundary of the site and northern side of the building, as shown in **Figure 3.1**. The order points are set back from the circulation of the car park by approximately 15m, which provides space for a total of four vehicles to queue before impacting on the car park, assuming a distance of 6m between the front of each vehicle. In reality, it is likely that vehicles would queue closer together than this, and there could be up to eight vehicles queuing before impacting on the car park, as shown in **Figure 3.1**.

Figure 3.1 Site Layout



Source: Beyond Architects drawing no. 7330-PS-01.5 Rev A

Accessibility

- 3.3 Pedestrian and cycle access to the site will be retained as existing. A new section of footway will also be provided alongside the carriageway at the eastern side of the site, with a pedestrian crossing to provide access to the building entrance. The site is located in a sustainable location, with good pedestrian infrastructure, access to cycle routes, and with bus services within a short walking distance.

Parking and Drive Thru

- 3.4 To accommodate the proposed drive thru lane, the layout of the existing shared car park will be rearranged slightly, resulting in an increase of three parking spaces. Overall, the area immediately adjacent to the building and within the redline boundary of the site will therefore include a total of 41 parking spaces. This will also include three accessible spaces, an increase of one space compared to the existing site.
- 3.5 The Kirklees Highway Design Guide SPD notes that there are no applicable local parking standards¹. It is therefore considered that the proposed parking provision is appropriate in comparison to the existing provision.
- 3.6 Four new cycle stands will be installed adjacent to the building, providing space for eight bicycles. This is an improvement in comparison to the existing cycle parking provision.
- 3.7 The proposed drive thru facility is provided around the western perimeter of the site and the northern side of the building. The proposed circulation, including swept path analysis of the drive thru lane for the largest anticipated vehicle, is shown in **Appendix A**.

Servicing and Refuse Collection

- 3.8 Servicing and refuse collection will be undertaken from within the bounds of the site, with vehicles entering and exiting in forward gear. Swept path analysis has been undertaken for deliveries and refuse collection and is shown in **Appendix B**. A total of five parking bays to the west of the main building will be coned off whilst servicing and refuse collection is taking place, as shown in **Figure 3.1**.
- 3.9 The scope and scale of the development is such that the proposed development will not be materially altered from that which is currently operational at the site. It is anticipated that there would be up to two deliveries and one refuse collection per week. Deliveries and refuse collection will be undertaken outside of peak trading hours, and the likelihood of any conflict with vehicles using the car park is therefore small.

¹ Kirklees Highway Design Guide SPD – Principle 20 (2019)

Trip Attraction

- 3.10 The proposed development does not change the use of the unit and there is an overall reduction in GEA. It is therefore considered that the proposals will not result in any significant change in primary trip attraction.
- 3.11 The existing choice of food and drink operators in the immediate vicinity also means that it is very likely that Tim Hortons' potential customers are already travelling on the road network. The proposed provision will therefore widen choice and lead to a number of trips to other outlets in the area being replaced by trips to Tim Hortons, or simply become a stop on the way to their end destination.

4 Conclusion

- 4.1 The site previously operated as a Pizza Hut restaurant with takeaway and the development proposals comprise the installation of a drive thru lane and associated engineering works, including alterations to car parking and servicing arrangements and associated changes to landscaping, as well as minor alterations to the building and elevations including recladding. It will also include the demolition of the existing enclosed yard and provision of a replacement bin store.
- 4.2 To accommodate the proposed drive thru lane, the layout of the existing shared car park will be rearranged slightly, resulting in an increase of three spaces. Four cycle stands will be installed, providing space for eight cycles.
- 4.3 It has been shown that appropriate delivery and servicing arrangements will be accommodated.
- 4.4 The proposed development does not change the use of the unit and there is an overall reduction in GEA. It is therefore considered that the proposals will not result in any significant change in primary trip attraction.
- 4.5 It is concluded that there are no transport or highways related reasons that should prohibit the development proposals from being granted planning permission.

Document Management

© 2020 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

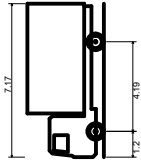
	Status	Author	Checker	Approver	Date
01	Draft	SG	AS	DE	12 02 21
-	Issue	AS	DE	DE	12 03 21
A	Revision ^b				
B	Revision ^c				

^b

^c

Appendix A

NOTES:



LUTON VAN
Overall Length 7.170m
Overall Width 2.500m
Height 2.500m
Min Body Ground Clearance 0.375m
Track Width 2.120m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 7.000m

C	12/03/21	Revised Masterplan	SG	AS	DE
B	15/03/21	Revised Masterplan	SG	AS	DE
A	12/02/21	Revised Masterplan	SG	AS	DE
Rev	Date	Details	Drawn by	Checked by	Approved by



Bristol
Cambridge
London
Manchester
Oxford
Weylyn Garden City

10th Floor
3 Hardman Street
Manchester
M3 3HF
0161 302 3987
www.tpa.uk.com

CLIENT:

TH UK & Ireland Ltd

PROJECT:

Drive thru,
Gelder Road,
Birstall

TITLE:

Drive Thru
Swept Path

STATUS:

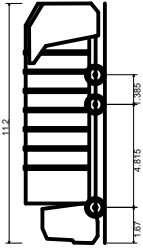
Information

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	02.02.21	SG	AS	DE
JOB NO:	DRAWING NO:	REVISION:		
2010-037	SP-02	C		



Appendix B

NOTES:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Height 3.500m
Min Wheelbase 3.000m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

C	12.03.21	Revised Masterplan	SG	AS	DE
B	10.03.21	Revised Masterplan	SG	AS	DE
A	12.02.21	Revised Masterplan	SG	AS	DE

Rev	Date	Details	Drawn by	Checked by	Approved by
-----	------	---------	----------	------------	-------------



Bristol
Cambridge
London
Manchester
Oxford
Welsyn Garden City

10th Floor
3 Hardman Street
Manchester
M3 3HF
0161 302 3987
www.tpa.uk.com

CLIENT:

TH UK & Ireland Ltd

PROJECT:

Drive thru,
Gelderd Road
Birstall

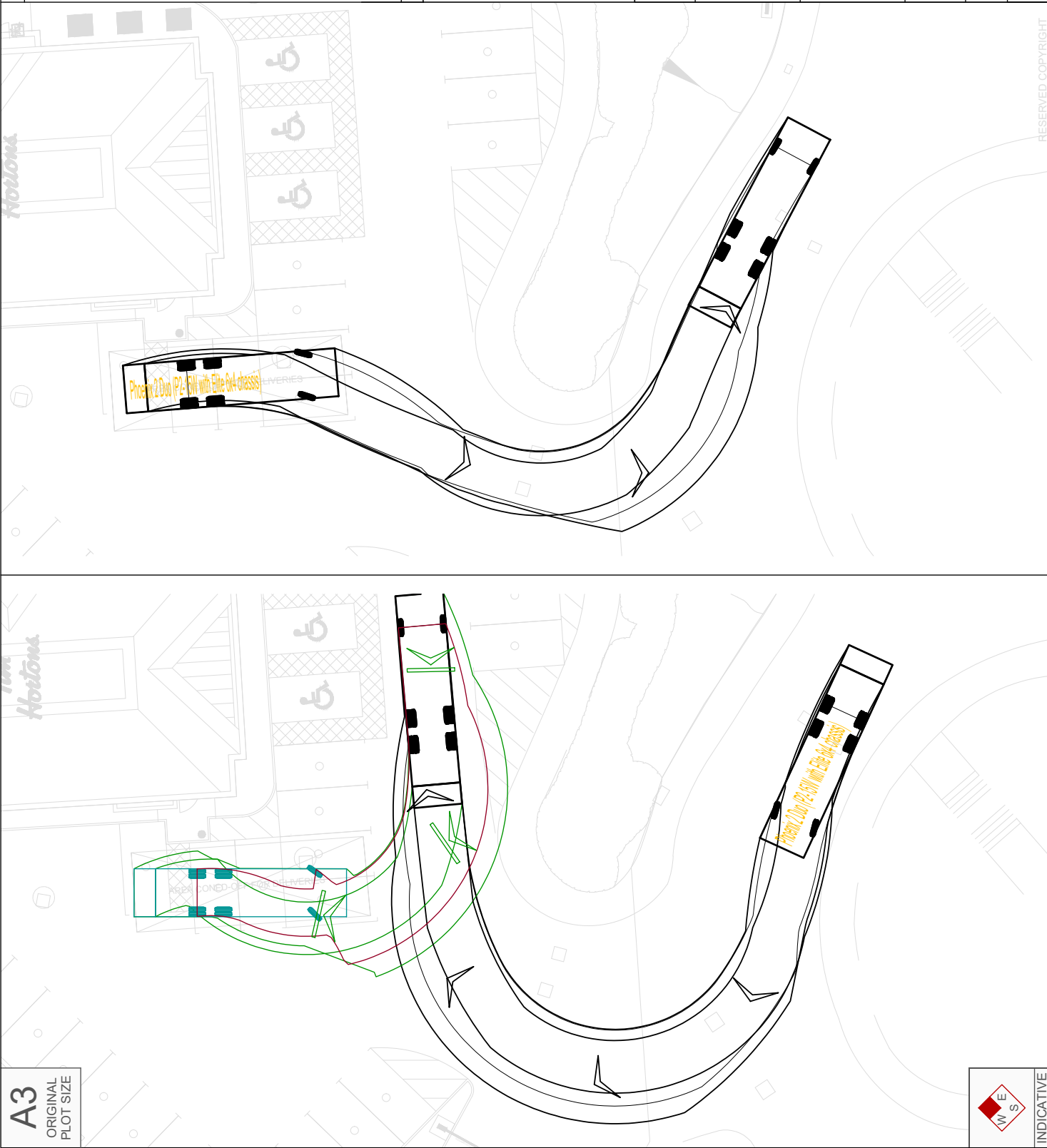
TITLE:

Refuse Vehicle
Swept Path

STATUS:

Information

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	02.02.21	SG	AS	DE
JOB NO:	2010-037	DRAWING NO:	SP-01	REVISION:
				C



A3

ORIGINAL
PLOT SIZE



INDICATIVE