

BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

Project Name:	Dearne Valley Parkway, Barnsley				
Client:	Gregory Property Group (GPG)				
Subject:	Response to Barnsley Highways Consultation Comments				
BGH Reference:	20-262-004.02				
Date:	05/09/2022				
Prepared by:	R. Donaldson	Checked by:	A. Bradley	Overview by:	M. Crabtree

Introduction

1. This Note has been prepared by Bryan G Hall (BGH) following the receipt of a second Highways consultation response from Barnsley Metropolitan Borough Council (BMBC) in August 2022, in relation to a Transport Assessment (TA) prepared by BGH in support of a planning application submitted for development on Land at Dearne Valley Parkway, Hoyland, Barnsley (planning application reference: 2021/0479). A copy of the BMBC response is provided at **Appendix BGH1**.
2. The planning application seeks permission for a B2/B8 industrial estate on land served from the A6195 Dearne Valley Parkway, Birdwell, Barnsley, South Yorkshire. Consultation comments were previously received from National Highways in June 2021, which were addressed in a previous Note prepared by BGH dated September 2021 (document reference 20-262-003.01). No further comments have been raised by National Highways.
3. Subsequently in March 2022, BMBC provided a Highways consultation response on the planning application. In response to BMBC's comments, the TA and Travel Plan were both updated and re-submitted.
4. A further BMBC Highways consultation response has been received, dated August 2022, which includes comments similar to the previous consultation response. This Note has therefore been prepared to respond to each of the August 2022 comments where necessary.
5. The proposed site layout plan has been revised in response to the August 2022 BMBC comments and is attached at **Appendix BGH2**. Two versions of the proposed site layout are attached, one which shows parking and larger service yards for B8 use of the units and one which shows additional parking in the service yards for B2 use. Further details on this are provided in the following responses to the BMBC comments.

Responses to BMBC August 2022 Consultation Comments

BMBC Comment 1

6. BMBC have raised a comment relating to swept path analysis of articulated HGVs:

"The Transport Assessment appendix BGH 9 provides swept path analysis but will not be acceptable. A revised swept path analysis will be required that shows 2 x 16.5m articulated HGVs passing which should include a turning head."

7. Updated swept path analysis of the revised proposed site layout has been undertaken, which shows that a 16.5m articulated HGV can access the site and pass another HGV on the main site access road and the access road to Unit 3. The swept path analysis has been undertaken based on the proposed site layout with additional parking in the service yards, to demonstrate that there is sufficient room in the service yards for HGVs to manoeuvre with the additional parking in place. This is included at **Appendix BGH3** and can be summarised as follows:

- 20/262/TR/001 Rev C – swept path analysis of a 16.5m articulated HGV accessing and egressing the site using the existing roundabout junction with Sheffield Road;
- 20/262/TR/002 Rev C – shows that 16.5m articulated HGVs can access and egress each of the proposed plots;
- 20/262/TR/003 Rev B – shows that two 16.5m articulated HGVs can pass on the proposed Unit 3 access road;
- 20/262/TR/004 Rev B – shows that a 16.5m articulated HGV can manoeuvre within the proposed Unit 3 service yard;
- 20/262/TR/005 Rev B – shows that a 16.5m articulated HGV can manoeuvre within the proposed Unit 2 service yard;
- 20/262/TR/006 Rev B – shows that a 16.5m articulated HGV can manoeuvre within the proposed Unit 1 service yard; and
- 20/262/TR/007 Rev A – shows that two 16.5m articulated HGVs can pass each other on the main access road through the site.

8. HGVs will be able to turn within the proposed service yards, therefore a separate turning head is not required. Should any vehicles enter the site mistakenly, which is unlikely, they can either turn around within one of the proposed service yards or an alternative turning facility would be available using the accesses to Units 2 and 3.

BMBC Comment 2

9. Another comment has been raised by BMBC on the widths of the proposed site access road and footway/cycleway provision:

“The application proposes to provide a 7m wide access road bounded by a 2m wide footway on the northern side and a 3m wide footway on the southern side which will not be acceptable as stated in previous highway comments that required the applicant to provide a 3m shared use link should along both sides of the access road to tie in with existing highway provisions which has not been provided and the amended proposal will therefore not be acceptable.”

10. The proposed site access road will be 7.3 metres wide, which is appropriate for an industrial development which is accessed by HGVs (also see the swept path analysis of two HGVs passing in response to the previous comment). The proposed site layout has been amended to provide a 3 metre wide shared footway/cycleway along both the northern and southern sides of the proposed site access road.

BMBC Comment 3

11. BMBC have requested that priority cycle crossings are provided at internal junctions:

“The applicant should also note that junctions pose the greatest risk of collisions to all road users and therefore priority cycle crossings across the junctions between Units 1-2 and the northern side of the access road and the junction between the main access road and the access road to Unit 3 will be required to comply with LTN 1/20 Figure 10.13: Priority Crossings of Cycle Tracks At Side Roads which should be shown on a revised drawing along with the 3m wide foot/cycleway on the northern side of the access road which should include a 3m wide foot/cycleway on the eastern side of the access road to the cycle parking and main entrance to Unit 3 with priority cycle crossings provided across the junctions of the access road with the car park access roads.”

12. Proposed pedestrian/cycle priority crossovers are now indicatively shown on the proposed site layout plans at each of the accesses into Units 1, 2 and 3. This arrangement is indicative only at this stage, based on guidance contained in LTN 1/20 for a priority crossing with no set back. The exact layout of the proposed pedestrian/cycle priority crossovers are to be agreed at the detailed design stage, noting that these will form part of the private site access road layout.

BMBC Comment 4

13. BMBC have queried the proposed car parking provision when compared to the local standards:

“The Barnsley Supplementary Planning Document (SPD) Parking (2019) Table 1 requires varying levels of parking for commercial development depending on the use. The Transport Assessment 5.4 states that parking will be provided to comply with the Parking SPD and Table 5.2: Car Parking Standards provides comparison between B2 and B8 car parking provision, however, the actual use cannot be guaranteed as all units may be occupied by B2 General Industry and therefore the worst case scenario must be applied.

The number of spaces used in the table is also incorrect as it includes disabled spaces which should be provided in addition to the standard. The Transport Assessment 5.5 states that ‘Given the likely mix of occupiers at the site, the proposed allocation of 166 spaces (1 space per 81m²) is considered appropriate’ which is unacceptable as disabled spaces have been included in the number of spaces provide and

therefore the actual average provision across the whole site is 1 space per 92m² which does not meet the standard for B2 General Industrial use which must be applied as future use of the development cannot be guaranteed.

The applicant will therefore be required to provide parking to comply with the requirements of the Parking SPD which recommends that 1 parking space per 30-50m² is provided for developments over 2500m²."

14. The proposed site layout has been amended to show how the proposed parking provision could be increased by providing additional car parking in each of the three service yards. This increases the total number of parking spaces from 166 spaces to 206 spaces (or 196 spaces not including disabled spaces, for comparison with BMBC's standards). Table 1 compares the updated total proposed parking provision, including the additional service yard parking but without disabled parking, against the BMBC recommended standards.

Table 1 – Increased Parking Provision Comparison with B2 & B8 Standards

Unit	GFA (m ²)	B2 Parking Standards Range		B8 Parking Standards*	Total Proposed Parking Provision including Service Yard Parking (minus disabled spaces)
		1 space per 50m ²	1 space per 30m ²		
1	2,522.30	50	84	22	39
2	5,517.50	110	184	42	96
3	3,994.80	80	133	32	61
All	12,035	241	401	96	196

*1 space per 60m² up to 300m² GFA, plus 1 space per 100m² up to 1,000m² GFA, plus 1 space per 150m² GFA thereafter

15. The total proposed car parking provision set out in Table 1 is only 45 spaces less than that recommended by BMBC for the 1 per 50m² standard for B2 use. By comparison, it is 100 spaces more than the recommended car parking provision for B8 use. Given that the proposal is for mixed B2/B8 use and these are only recommended parking standards, this is considered to provide an appropriate balance of parking provision for a mixed B2/B8 use on the site. A specific parking standard for mixed use B2/B8 is not provided, and the BMBC standards do state that:

"An application for a use not included in this table or below the stated threshold will be considered on its own merits."

16. B8 operation of the units would require larger service yards and less parking, whereas B2 operations would require smaller service yards and more parking. Allowing for additional

parking provision within the proposed service yards therefore provides flexibility for the use of the units under a mixed B2/B8 permission.

17. BMBC have requested that cycle parking is provided along with 3 metre wide footway/cycleways to both sides of the proposed site access roads and pedestrian/cycle priority crossovers at the proposed accesses to each of the three units. The site is located within an area which is in the process of significant redevelopment, including the provision of excellent quality pedestrian and cycle links. This will encourage journeys to and from the site on foot and by bike, thereby reducing the number of car trips to and from the site, which is also accessible by bus as demonstrated in the submitted TA and Travel Plan.
18. The implementation of the Travel Plan will also contribute to the reduction in single occupancy vehicle trips to and from the site, thereby reducing the parking requirement of the proposals.
19. Furthermore, Sheffield Road in the vicinity of the site has waiting restrictions in place, thereby preventing any overspill parking from occurring on the local highway network, which in any case is not predicted to occur.
20. It is therefore considered that the proposed number of car parking spaces is appropriate for the proposed mixed B2/B8 use on the site.

BMBC Comment 5

21. A comment is raised by BMBC regarding the proposed disabled parking provision:

“one space for every employee who is a disabled motorist, plus 5% of the total actual provision for visitors and customers plus a further 4% should be capable of enlargement or laid out as enlarged standard.
22. The revised site layout includes disabled parking provision based on 5% of the spaces proposed in the main parking areas, i.e. not including the additional parking spaces located in the service yards. This is because it would not be suitable to locate disabled parking spaces in the service yard due to the distance they would be from the building entrance.
23. The 5% provision has been calculated excluding the B2 additional service yard parking spaces, so as not to overprovide for the B8 parking provision in the main parking areas. The proposed number of disabled parking spaces for each unit are summarised in Table 2.

Table 2 – Proposed Number of Disabled Parking Spaces

Unit	GFA (m ²)	Number of Proposed Parking Spaces (without service yard parking)	5% Disabled Parking Requirement	Proposed Number of Disabled Parking Spaces
1	2,522.30	26	1	2
2	5,517.50	55	3	3
3	3,994.80	45	2	2
All	12,035	126	6	7

24. Table 2 shows that the proposed disabled parking provision is in line with standards based on the B8 parking provision in the main parking areas, with Unit 1 providing an extra disabled space in addition to the standard requirement. Should there be a specific future requirement to provide more disabled car parking spaces within the main parking areas once the units are operational, it will be possible to provide this in place of standard sized car parking spaces within the main parking areas.

25. This approach is considered suitable to maximise the proposed number of parking spaces on the site, given BMBC's comments on the number of proposed spaces, as providing more disabled parking spaces or wider spaces for future conversion from the outset would reduce the overall number of spaces.

BMBC Comment 6

26. BMBC have queried the cycle and motorcycle parking provision:

"Cycle Parking should be provided to comply with LTN 1/20 Cycle Infrastructure Design Table 11.1 which requires 1 cycle space per 1000m² for short stay space such as for visitors and 1 cycle space per 500m² for long term use.

The Motorcycles, scooters and mopeds provide environmental benefits and should be positively encouraged. 1 powered two wheeler space per 20 car parking spaces should be provided which should consist of secure anchor points."

27. The proposed number of cycle parking spaces have been updated to be in line with the standards in LTN 1/20, as requested by BMBC, as summarised in Table 3. All cycle parking spaces are to be provided in the form of secure and covered Sheffield cycle stands, as indicated on the proposed site layout plan.

Table 3 – Proposed Number of Cycle Parking Spaces

Unit	GFA (m ²)	LTN 1/20 – Employment – Industrial/Warehousing (B2/B8)			Number of Spaces Proposed
		Short Stay (1 per 1,000m ²)	Long Stay (1 per 500m ²)	Total	
1	2,522.30	3	5	8	8
2	5,517.50	6	11	17	18
3	3,994.80	4	8	12	12
All	12,035	13	24	37	38

28. Table 3 shows that the proposed number of cycle parking spaces is in line with the standards at Table 11.1 of LTN 1/20.
29. The proposed motorcycle parking provision has also been amended, as summarised in Table 4.

Table 4 – Proposed Number of Motorcycle Parking Spaces

Unit	Number of Car Spaces	Recommended Standard (1 per 20 car spaces)	Number of Spaces Proposed
1	41	2	2
2	101	5	4
3	64	3	3
Total	206	10	9

30. Table 4 shows that the proposed number of motorcycle parking spaces are in line with the BMBC recommended standard of 1 motorcycle space per 20 car parking spaces for Units 1 and 3, and just 1 space below the recommended provision for Unit 2. Given that the motorcycle parking provision has been robustly calculated based on the entire parking provision for B2 use on the site including the additional service yard spaces, the proposed motorcycle parking provision is considered to be appropriate.

BMBC Comment 7

31. A comment is raised by BMBC relating to the spacing of internal junctions:

“Junction/access spacing is slightly substandard providing 18m centre line to centre line between Unit 1 and Unit 3 and 38m between Units 1 and 2”

32. Whilst the proposed development is not residential, the South Yorkshire Residential Design Guide (2011) provides useful guidance on junction spacing and indeed the document is referred to in BMBC’s latest Highways consultation comments.

33. Paragraph B.3.1.1 of the Design Guide states:

“20mph and below streets - no minimum junction spacing will apply.”

34. Given the nature of the proposed site access road, which is short in length to the east of the roundabout junction with Sheffield Road, vehicle speeds will naturally be restricted to below 20mph. Therefore given this, and that visibility between the accesses to the proposed units is good, it is considered that the individual accesses to the three units are adequately spaced to enable safe access to and from the units.

BMBC Comment 8

35. BMBC have re-raised some comments on the Travel Plan, which were originally made by National Highways in their June 2021 consultation response. They asked for the following to be added to the Travel Plan:

- *“Firm financial commitments with regards to funding for the measures proposed*
- *Targets for vehicle trip generation, which should be the same as the vehicle trips assessed in the TA*
- *Monitoring strategy to confirm that vehicle trip targets are being met; and*
- *A plan should be provided detailing the proposals in the event that targets are not being met.”*

36. The Travel Plan was updated to include the above in response to the March 2022 BMBC Highways comments to address the above points. The following highlights where this has been provided in the Travel Plan (document reference 20-262-002.04):

- Firm financial commitments – paragraph 4.5 sets out that a dedicated budget will be made available to the Travel Plan Coordinator to cover the cost of implementing the measures outlined in the Travel Plan. This is to be quantified and provided by the occupier;
- Targets for vehicle trip generation – this is covered in Section 5.0 of the Travel Plan;

- Monitoring strategy for vehicle trip targets – it is stated at paragraph 5.5 of the Travel Plan that a travel survey will be undertaken; and
- Proposals in the event that targets are not met – paragraph 6.3 of the Travel Plan sets out the proposed remedial measures should targets not be met, which commits to identifying and agreeing suitable further measures with BMBC if necessary.

Summary and Conclusions

37. This Note has been prepared by BGH in response to the August 2022 BMBC Highways Consultation comments, relating to a planning application for a B2/B8 industrial estate on land served from the A6195 Dearne Valley Parkway, Birdwell, Barnsley, South Yorkshire (planning application reference: 2021/0479).
38. This follows previous BMBC Highways Consultation comments made in March 2022, in response to which the Transport Assessment and Travel Plan were updated, along with comments from National Highways in June 2021, which were addressed in a previous Note.
39. The proposed site layout plan has been amended in response to the August 2022 BMBC Highways comments and this note provides detailed responses to queries on HGV swept paths, pedestrian/cycle provision, parking, junction spacing and the content of the Travel Plan.
40. It is considered that sufficient detail has been provided in this Note to address the comments raised by BMBC Highways.

Appendices

Appendix BGH1 – BMBC Highways Consultation Comments (August 2022)

Appendix BGH2 – Revised Proposed Site Layout Plans

Appendix BGH3 – Updated Swept Path Analysis Drawings

APPENDIX BGH 1

Good morning Graham

The comments below were received this morning from highways in relation to the plans you send back in July. You might want to get your architects to consider the comments and make any necessary amendments before you issue the new plans

Good morning Elaine

Subject: Application 2021/0479

Description: Erection of 3no industrial/warehouse units totalling 13,169sqm floorspace and associated works including provision of access, parking and landscaping (Amended Plans)

Site Address: Land at Land at Dearne Valley Parkway, Hoyland, Barnsley S74 0QA

Many thanks for consulting Highways Development Control.

I refer to the above planning application ref 2022/0479 which was received on 08 July 2022 and previous highway comments dated 15 March 2022 which relate to Drawings 15315 - (P)114 Rev D Proposed Detailed Site Plan 1 and 15315 - (P)115 Rev D Proposed Detailed Site Plan 2.

Site Description

The site is located to the south of the Dearne Valley Parkway with access being gained from the existing stub off the eastern arm of the existing roundabout which connects to the A6195 Rockingham Roundabout providing onward travel to M1 Junction 36 which lies approximately 800m to the south east of the site. The site has been allocated under Barnsley Local Plan Site ES14 Rockingham 8.9 ha and is the Eastern Parcel of the allocation which requires that appropriate access is provide to employment site ES17 and housing site HS64.

Highway Capacity and Access

The application proposes to provide 3 x industrial units with associated highways, car, cycle and motorcycle parking as shown in Drawings 15315 - (P)114 Rev J Proposed Detailed Site Plan 1 and 15315 - (P)115 Rev H Proposed Detailed Site Plan 2. The highway layout of the revised drawings remains unchanged from previous drawings, however, the proposed industrial units will now provide 12035m² employment use which when compared to the previous submission for 13494m² employment use is a reduction of 1459m² and therefore the previous highway comments regarding the highway access and capacity which state that the proposals 'are therefore considered acceptable remain relevant and applicable to this submission' remain applicable. The proposal is therefore unlikely to create severe residual cumulative impacts on the highway network which will be acceptable.

The applicant should note that Tankersley CP Footpath 64 runs to the south west of the site forming a junction with the roundabout stub arm. The PROW officer should be consulted.

The applicant has included the Transport Assessment dated March 2022 with this submission which provides assessment of the previous application and therefore previous highway comments remain relevant to the highway layout, which is unaltered, as summarised below:

- Visibility will meet the minimum requirements of MfS which could be applied given the low traffic, no through road nature of the access road, however,
- The Transport Assessment appendix BGH 9 provides swept path analysis but will not be acceptable. A revised swept path analysis will be required that shows 2 x 16.5m articulated HGVs passing which should include a turning head.
- Junction/access spacing is slightly substandard providing 18m centre line to centre line between Unit 1 and Unit 3 and 38m between Units 1 and 2

Highways England have reviewed the proposed Travel Plan and have suggested that the content is largely acceptable but recommend that the following should be added:

- Firm financial commitments with regards to funding for the measures proposed
- Targets for vehicle trip generation, which should be the same as the vehicle trips assessed in the TA
- Monitoring strategy to confirm that vehicle trip targets are being met
- A plan should be provided detailing the proposals in the event that targets are not being met

Highway Layout

The application proposes to provide a 7m wide access road bounded by a 2m wide footway on the northern side and a 3m wide footway on the southern side which will not be acceptable as stated in previous highway comments that required the applicant to provide a 3m shared use link should along both sides of the access road to tie in with existing highway provisions which has not been provided and the amended proposal will therefore not be acceptable. The applicant should also note that junctions pose the greatest risk of collisions to all road users and therefore priority cycle crossings across the junctions between Units 1-2 and the northern side of the access road and the junction between the main access road and the access road to Unit 3 will be required to comply with LTN 1/20 Figure 10.13: Priority Crossings of Cycle Tracks At Side Roads which should be shown on a revised drawing along with the 3m wide foot/cycleway on the northern side of the access road which should include a 3m wide foot/cycleway on the eastern side of the access road to the cycle parking and main entrance to Unit 3 with priority cycle crossings provided across the junctions of the access road with the car park access roads.

Parking

The Barnsley Supplementary Planning Document (SPD) Parking (2019) Table 1 requires varying levels of parking for commercial development depending on the use. The Transport Assessment 5.4 states that parking will be provided to comply with the Parking SPD and Table 5.2: Car Parking Standards provides comparison between B2 and B8 car parking provision, however, the actual use cannot be guaranteed as all units may be occupied by B2 General Industry and therefore the worst case scenario must be applied. The number of spaces used in the table is also incorrect as it includes disabled spaces which should be provided in addition to the standard. The Transport

Assessment 5.5 states that 'Given the likely mix of occupiers at the site, the proposed allocation of 166 spaces (1 space per 81m²) is considered appropriate' which is unacceptable as disabled spaces have been included in the number of spaces provide and therefore the actual average provision across the whole site is 1 space per 92m² which does not meet the standard for B2 General Industrial use which must be applied as future use of the development cannot be guaranteed.

The applicant will therefore be required to provide parking to comply with the requirements of the Parking SPD which recommends that 1 parking space per 30-50m² is provided for developments over 2500m². The following table shows that car parking fails to meet the Parking SPD even if considering the lower range of parking provision of 1 parking space/ 50m² for all 3 units. The Parking SPD recommends the provision of between 240-401 car parking spaces. The site provides a total of 128 spaces which is only 53% of the minimum Parking SPD requirement which is unacceptable and raises an objection on highway grounds and a recommendation for refusal as failure to provide parking to comply with the Parking SPD would be likely to lead to indiscriminate parking on the access road causing obstruction to HGVs accessing the site from the adjacent roundabout and the local highway network that leads to M1 Junction 36 which would be detrimental to highway safety and could cause traffic to back up onto the local highway network, particularly any over flow parking from Unit 1.

Disabled Parking

British Standard, BS8300, "Code of Practice for the design of buildings and their approaches to meet the needs of disabled people", requires that commercial premises with designated off-street parking have one space for every employee who is a disabled motorist, plus 5% of the total actual provision for visitors and customers plus a further 4% should be capable of enlargement or laid out as enlarged standard. Disabled spaces must be provided in addition to the Parking SPD requirement for car parking therefore revised drawings will be required showing a minimum of 6 spaces for Unit 2 and 4 spaces for Unit 3 with 4% spaces capable of being enlarged.

Cycle Parking

Cycle Parking should be provided to comply with LTN 1/20 Cycle Infrastructure Design Table 11.1 which requires 1 cycle space per 1000m² for short stay space such as for visitors and 1 cycle space per 500m² for long term use. Short term spaces should be close to the main entrance which will generally provide good passive surveillance. Sheffield type cycle hoops would be acceptable and can accommodate 2 x cycles. Long term cycle spaces should be secure and undercover and should still be close to the main entrances and easy to access from the foot/cycleway. Wash and change facilities should be provided in each unit to encourage cycling as an alternative to the private motor car. The amended application proposes to provide 10 long term spaces/unit which will be acceptable for Unit1 and Unit 2. Unit 3 will require an additional long term space and the cycle parking should be relocated closer to the main entrance where passive surveillance will be provided. Revised drawings will be required.

Powered Two Wheeler Parking

Motorcycles, scooters and mopeds provide environmental benefits and should be positively encouraged. 1 powered two wheeler space per 20 car parking spaces should be provided which should consist of secure anchor points, be located

close to the entrance to be convenient to use, and be in an area which benefits from regular surveillance. Good quality storage lockers for equipment and clothing will also be required. Unit 1 will require 2-4 secure anchor points, Unit 2 will require 6-9 and Unit 3 will require 4-7 secure anchor points which should be shown on a revised drawing.

Recommendation

I would therefore offer an objection to this application on highway grounds and recommend refusal as the proposals fail to meet the requirements of:

South Yorkshire Residential Design Guide (2011)

Barnsley Supplementary Planning Document (SPD) Parking (2019)

NPPF (2021) 110 and 112

Barnsley Local Plan (2019) T3: New Development and Sustainable Travel and T4: New Development and Transport Safety

Barnsley Local Plan (2019) T4: New Development and Transport Safety

Barnsley Local Plan (2019) ES14: Site ES14 Rockingham 8.9 ha

However, should the applicant submit revised drawings addressing the above issues I would be prepared to revise this decision.

Yours sincerely

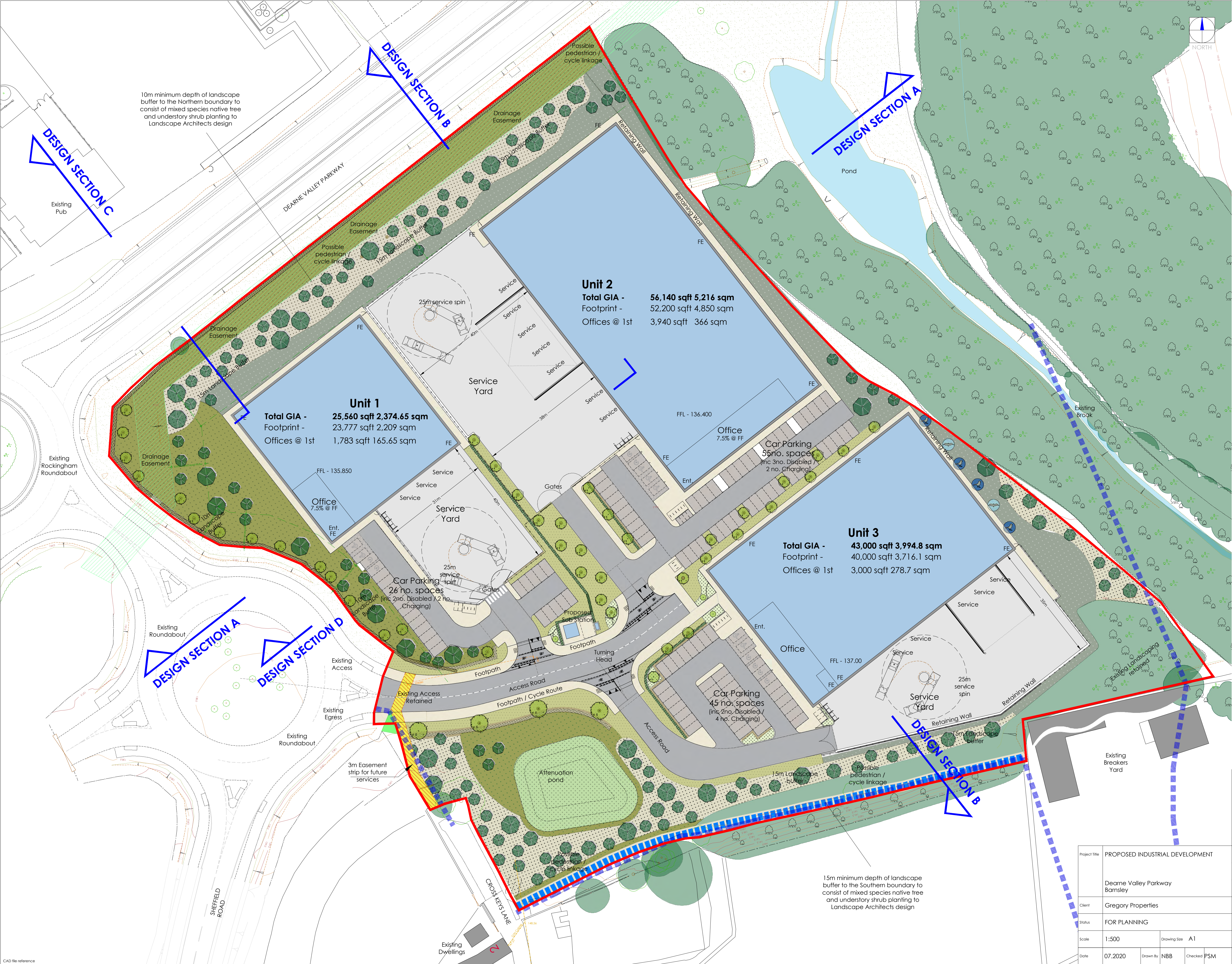
Ana Griffiths

Highways Development Control

Regeneration and Culture - Place Directorate

Barnsley Council

APPENDIX BGH 2



Public Rights of Way
Taken from Barnsley MBC Definitive Map

Note:
Information is based on OS map and received information and is subject to full topographical and building survey.
Assumed site boundary and site constraints subject to confirmation.
All Legal easements and extent of existing underground services locations are subject to confirmation.

0 5 10 15 20 25m
SCALE 1:500

AA	02.09.22	Updated Highways	GG	NBB
Z	12.08.22	Updated to suit comments received	NBB	PSM
Y	28.07.22	Unit 1 office rotated, Unit 2 car park amended	GG	NBB
X	20.07.22	Unit 1 and Unit 2 reduced footprints, amended layouts	GG	NBB
W	06.07.22	Updated inline with comments received	NBB	NBB
V	05.07.22	Updated inline with comments received	GG	NBB
U	27.06.22	Updated inline with comments received	GG	NBB
T	27.06.22	Updated inline with comments received	GG	NBB
S	09.06.22	Updated	GG	NBB
R	25.03.22	Landscape updated	GG	NBB
Q	19.03.22	Unit 2 reduced to 55k, Unit 1 reduced to 30k	GG	NBB
P	05.03.21	Unit 1 service doors updated	NBB	PSM
M	01.04.22	Updated in view of highways and urban design comments	NBB	PSM
L	25.03.21	Units office content amended	NBB	PSM
K	19.03.21	Cut and fill & Landscape Updated	NBB	PSM
J	12.03.21	Cut and fill Updated	NBB	PSM
I	04.03.21	Sub Station Added	NBB	PSM
H	25.02.21	Updated for planning submission	NBB	PSM
G	19.02.21	Updated inline with discussions	NBB	PSM
F	20.01.21	Redline adjusted & public footpaths added	NBB	PSM
E	16.11.20	Updated	NBB	PSM
D	02.11.20	Updated	NBB	PSM
C	20.10.20	Added side Road	AL	PSM
B	21.07.20	Updated	NBB	PSM
A	21.07.20	Updated	NBB	PSM

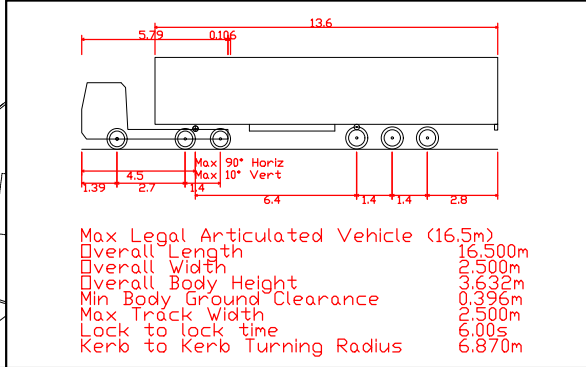
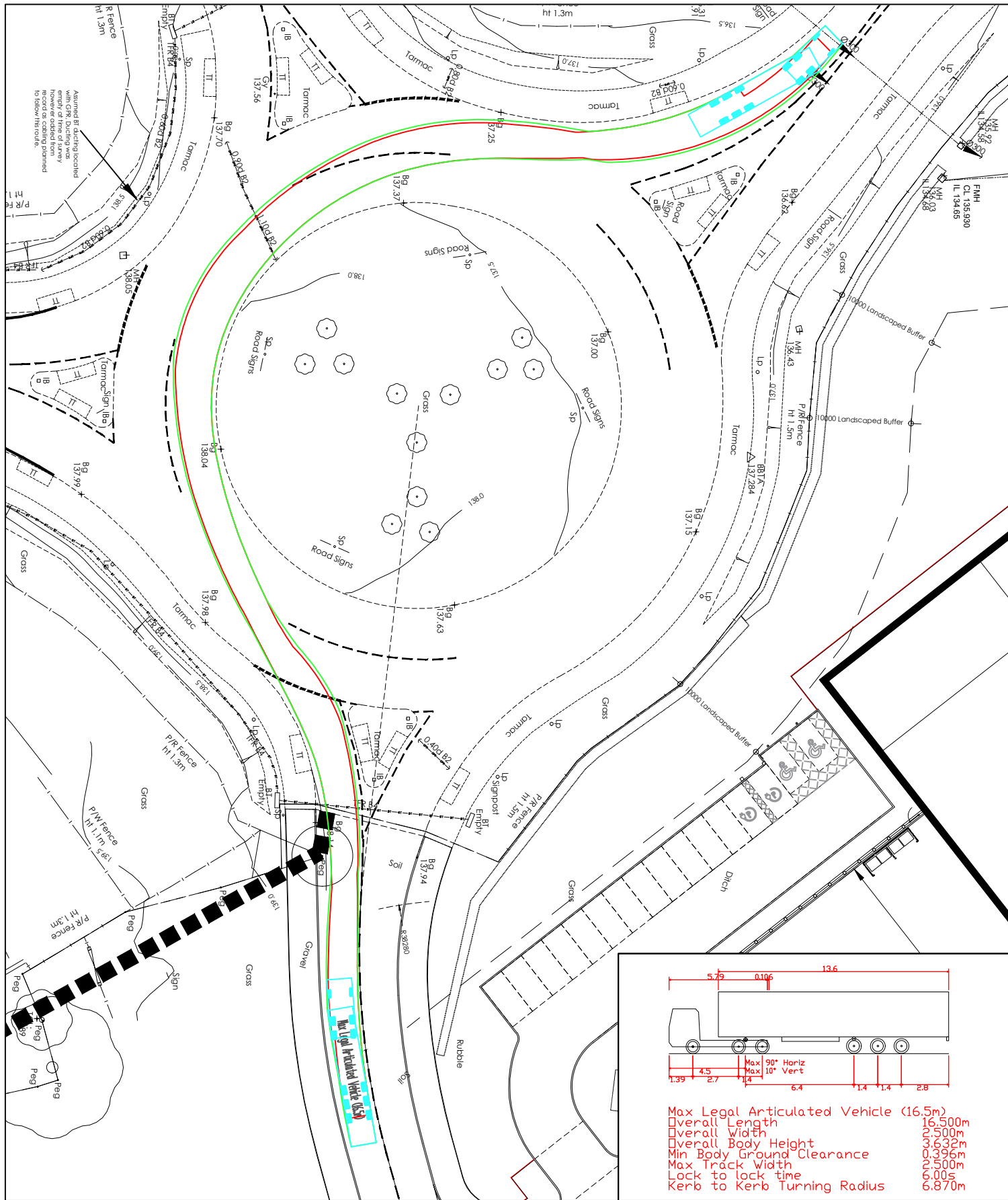
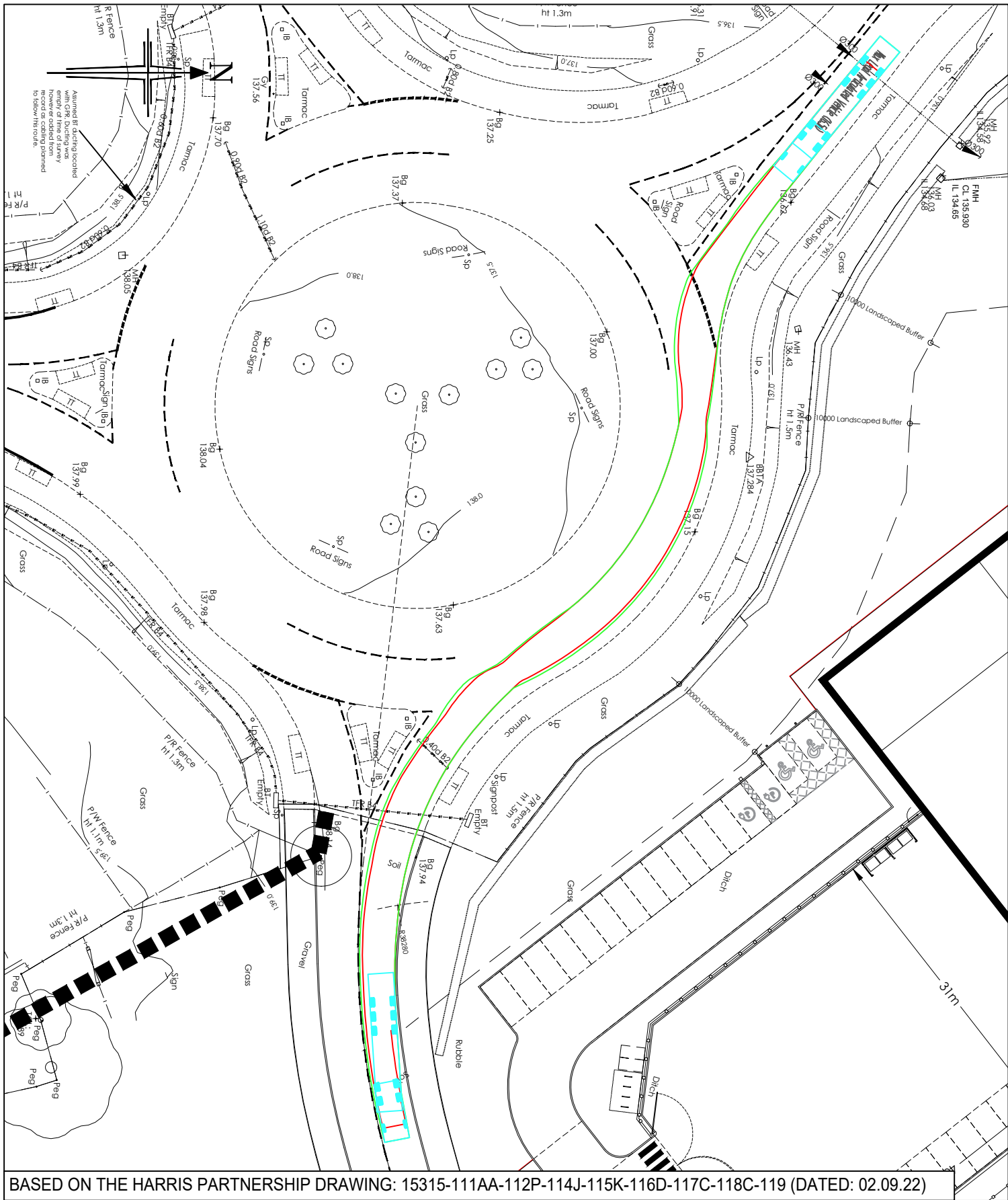
Rev	Date	Description	Rev	By	Chk'd By
1	07.2020	Proposed Site Plan	1	NBB	PSM

Project Title	PROPOSED INDUSTRIAL DEVELOPMENT		
Client	Gregory Properties		
Status	FOR PLANNING		
Scale	1:500	Drawing Size	A1
Date	07.2020	Drawn By	NBB
		Checked	PSM

Drawing Title	PROPOSED SITE PLAN		
Job-Dwg No	15315 - (P)111	Rev	AA
Client	2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800 Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388535 The Old Rectory, 79 High Street, Newport Pagnell, MK16 6AB t. 01908 211577 101 London Road, Reading, RG1 5BT t. 0118 9507700 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215		

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APPENDIX BGH 3



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Title: SWEPT PATH OF MAX LEGAL HGV USING EXISTING SITE ACCESS JUNCTION

Status: FOR INFORMATION

Scale: 1:500

Size: A3 - 420 x 297

LD RD MC

LD RD AB

Rev: Date: Amendment: DRN CHK APR

Client: GREGORY PROPERTY GROUP

Project: DEARNE VALLEY PARKWAY

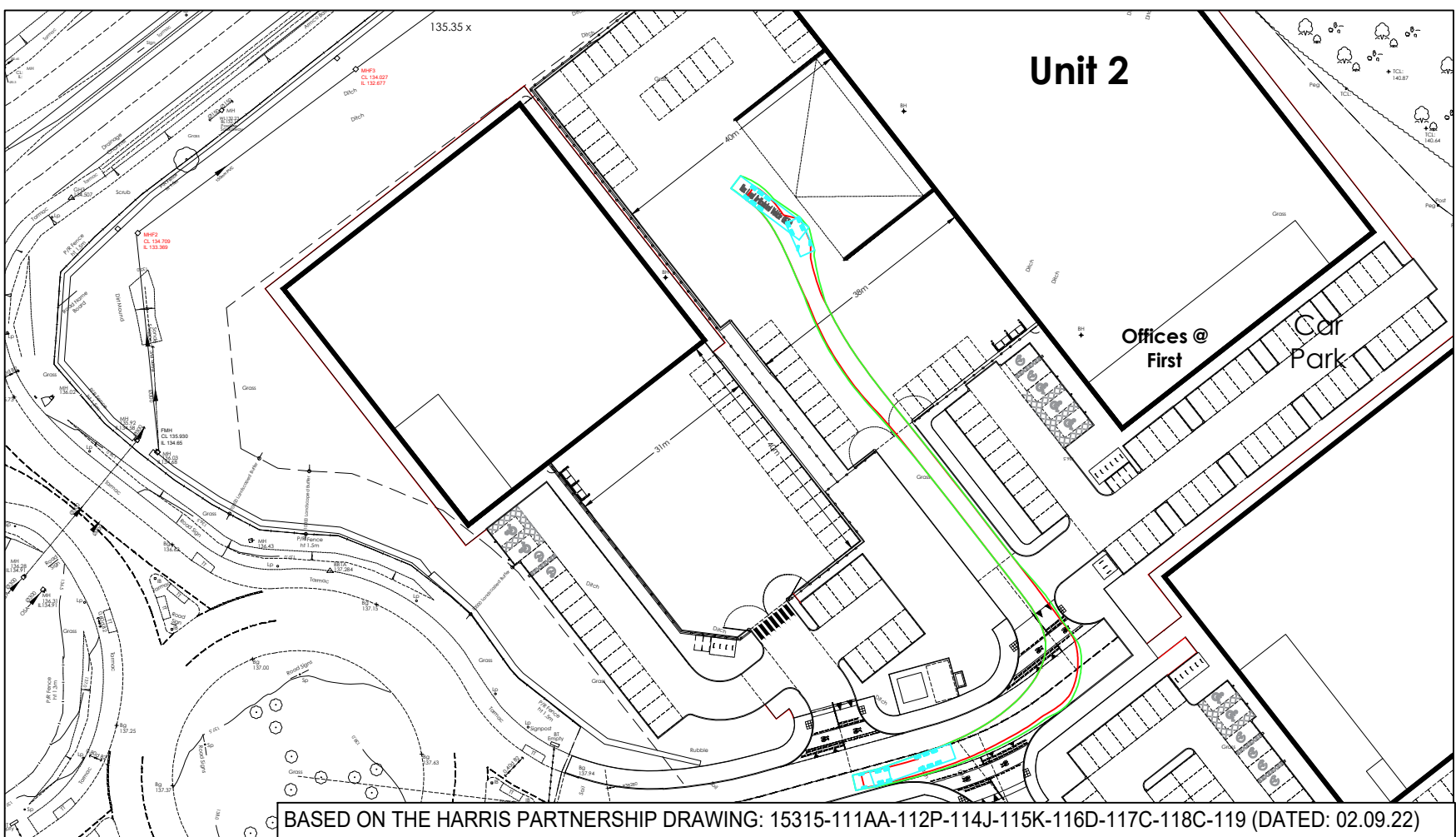
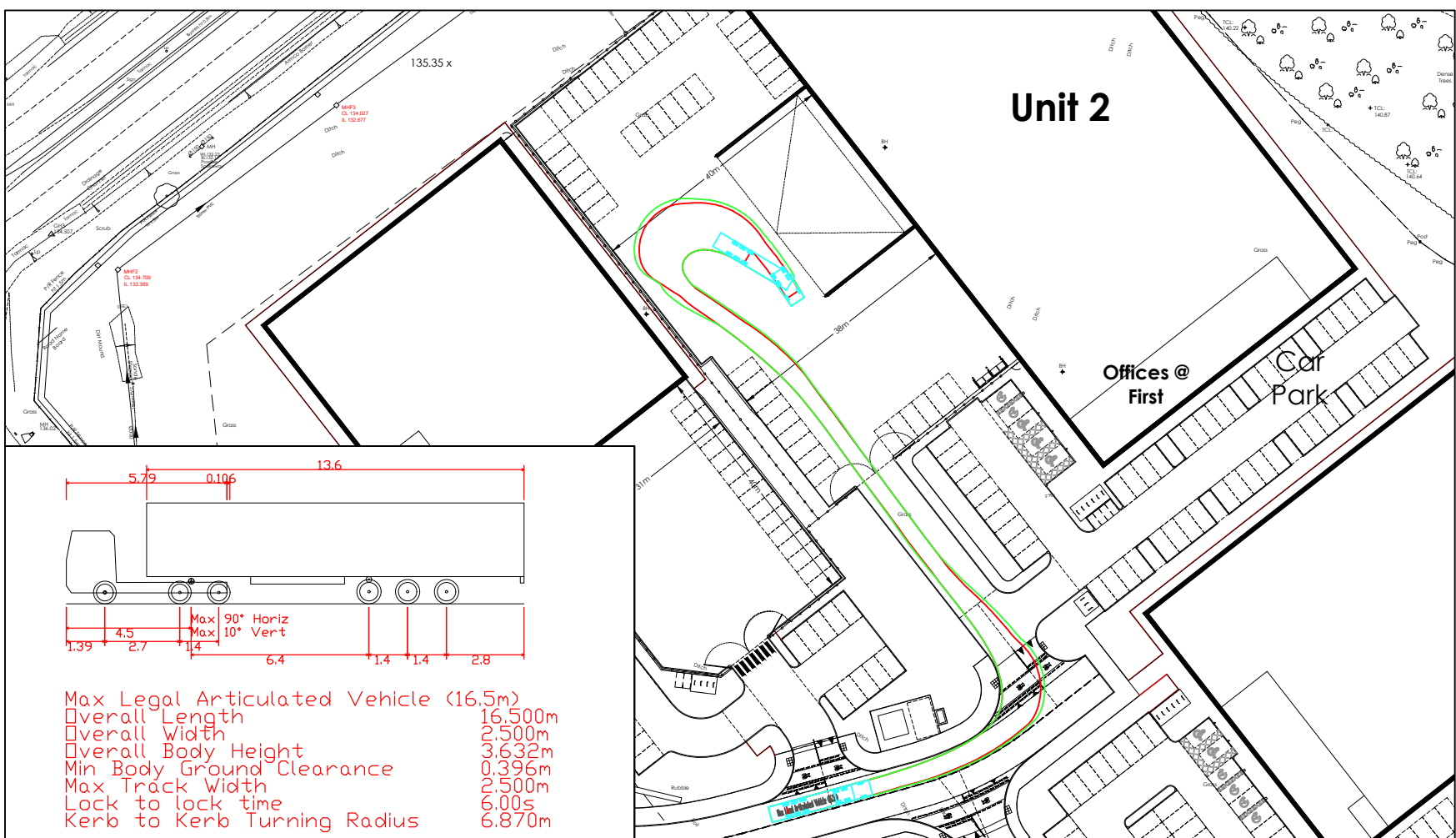
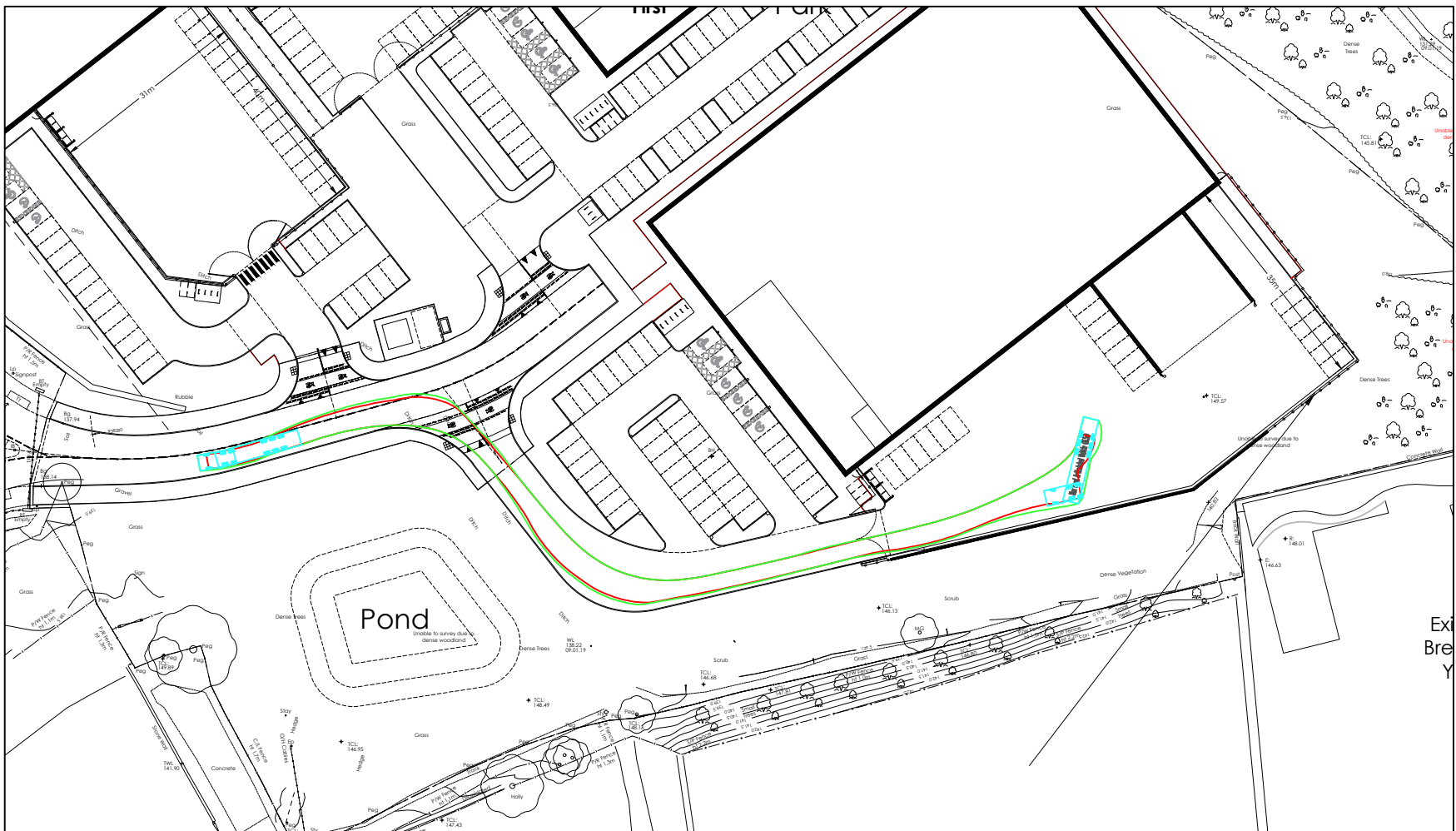
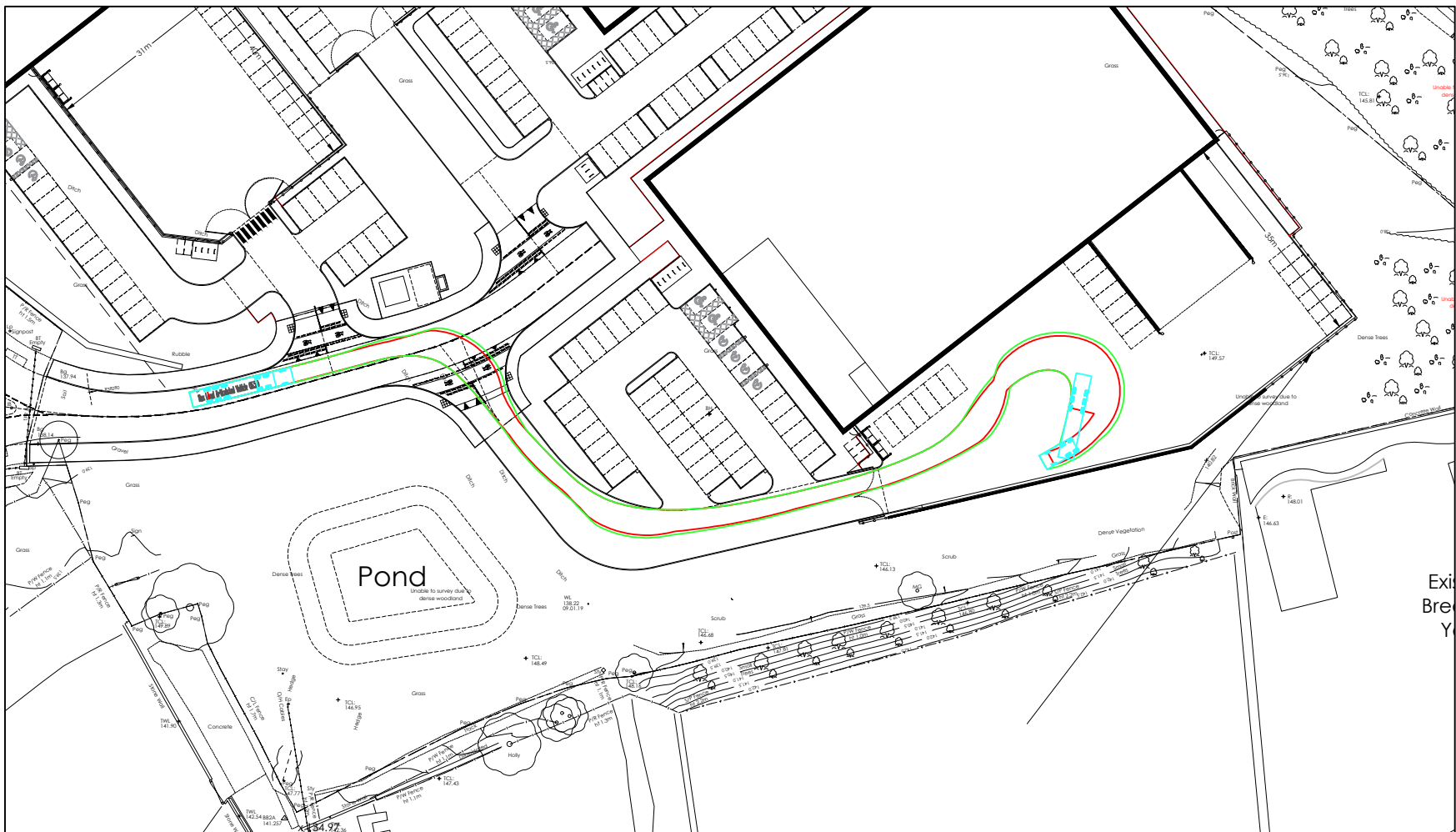
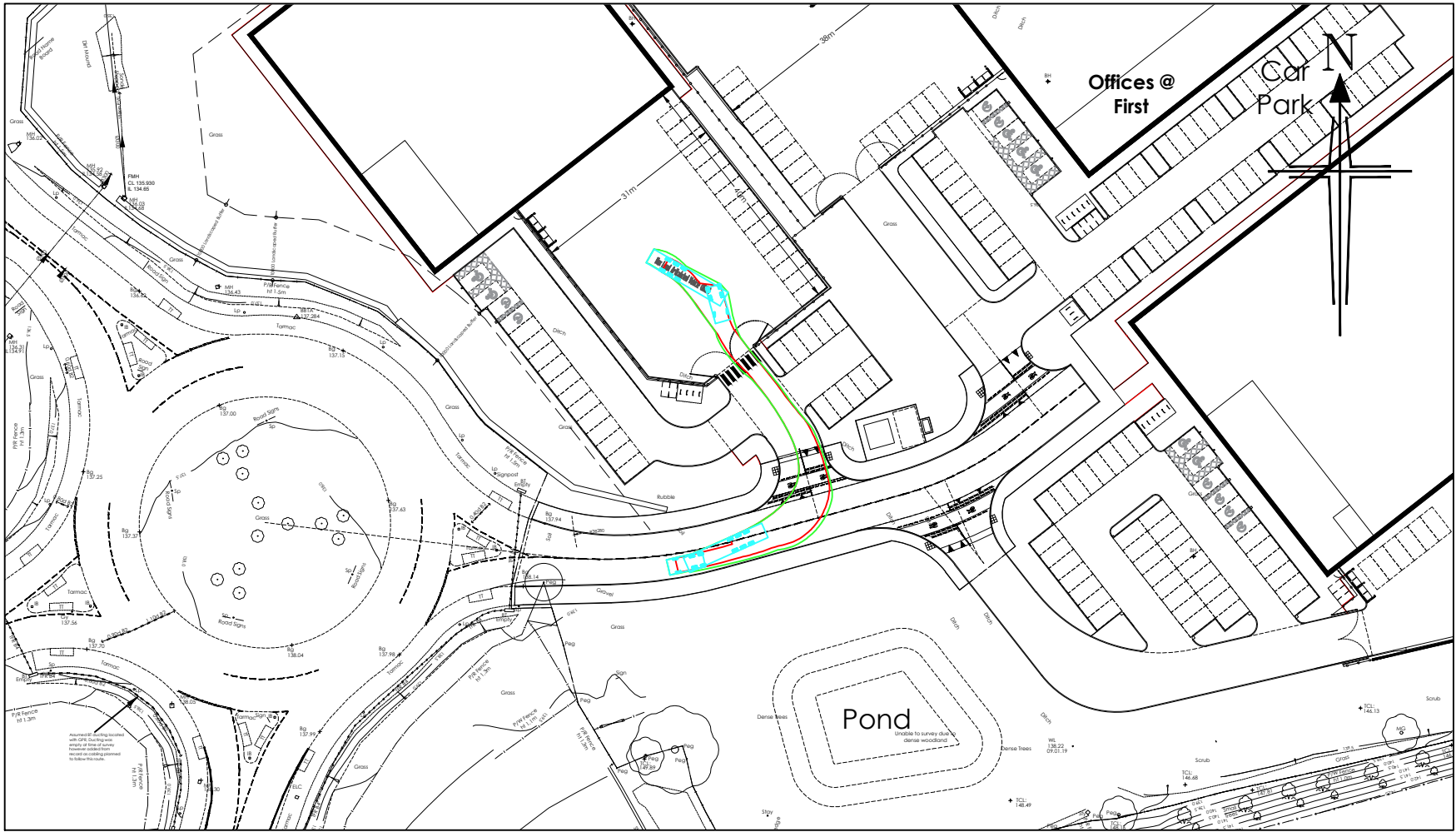
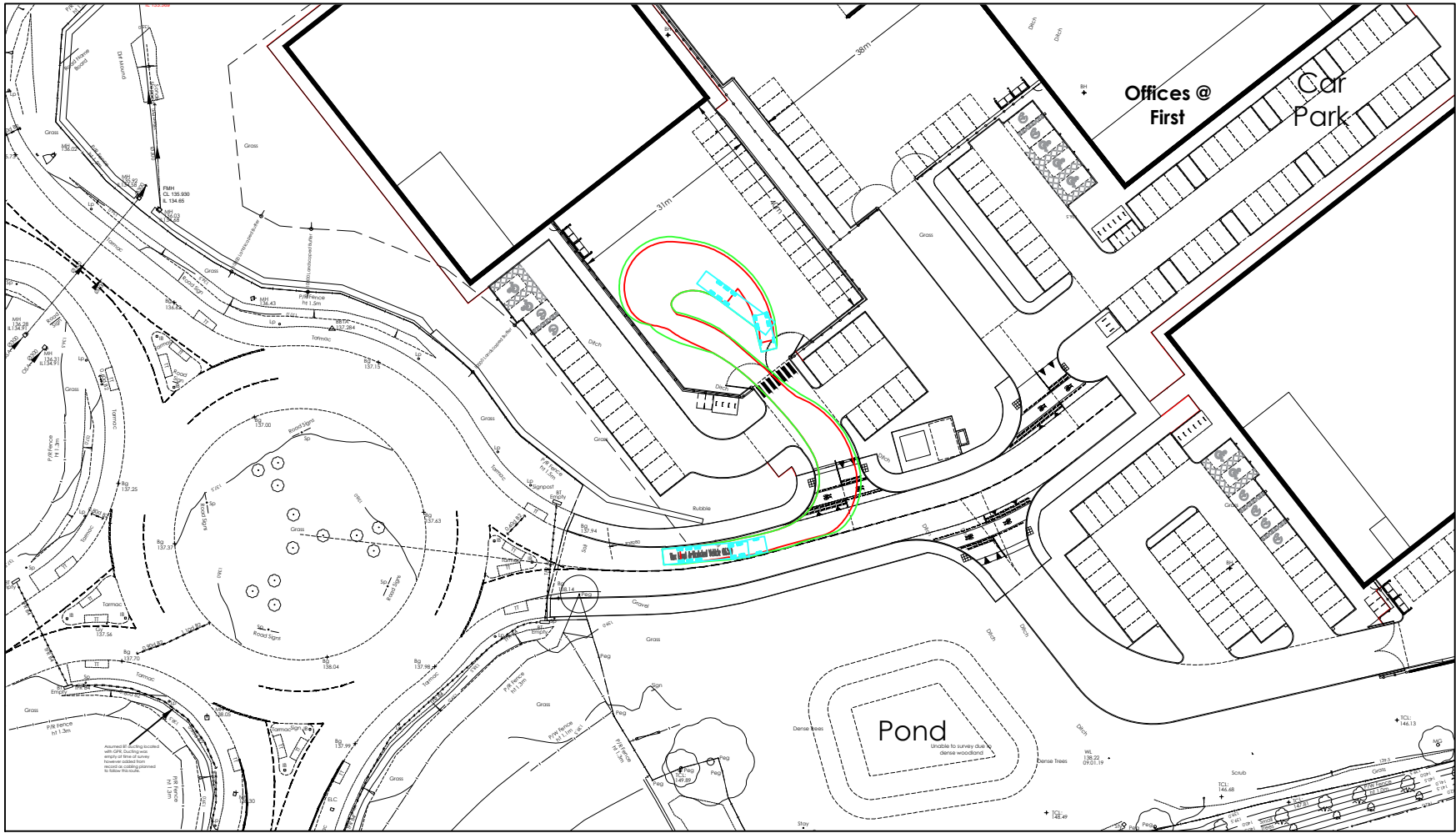
Drawing No: 20/262/TR/001

Job No: 20-262

Appvd: AC

Revision: C

Date: 03.03.2021



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C	05/09/22	Site layout updated as per email 02.09.2022	LD	RD	MC
B	31/08/22	Site layout updated as per email 30.08.2022	LD	RD	AB
A	29.03.21	Site layout updated as per email 25.03.2021	DG	AB	-
Rev:	Date:	Amendment:	DRN	CHK	APR

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E transportleeds@bryanghall.co.uk

Client: GREGORY PROPERTY GROUP

Status: FOR INFORMATION

Scale: 1:1000
Size: A2 - 594 x 420
Drawn: DM
Chkd: AB
Appvd: AC

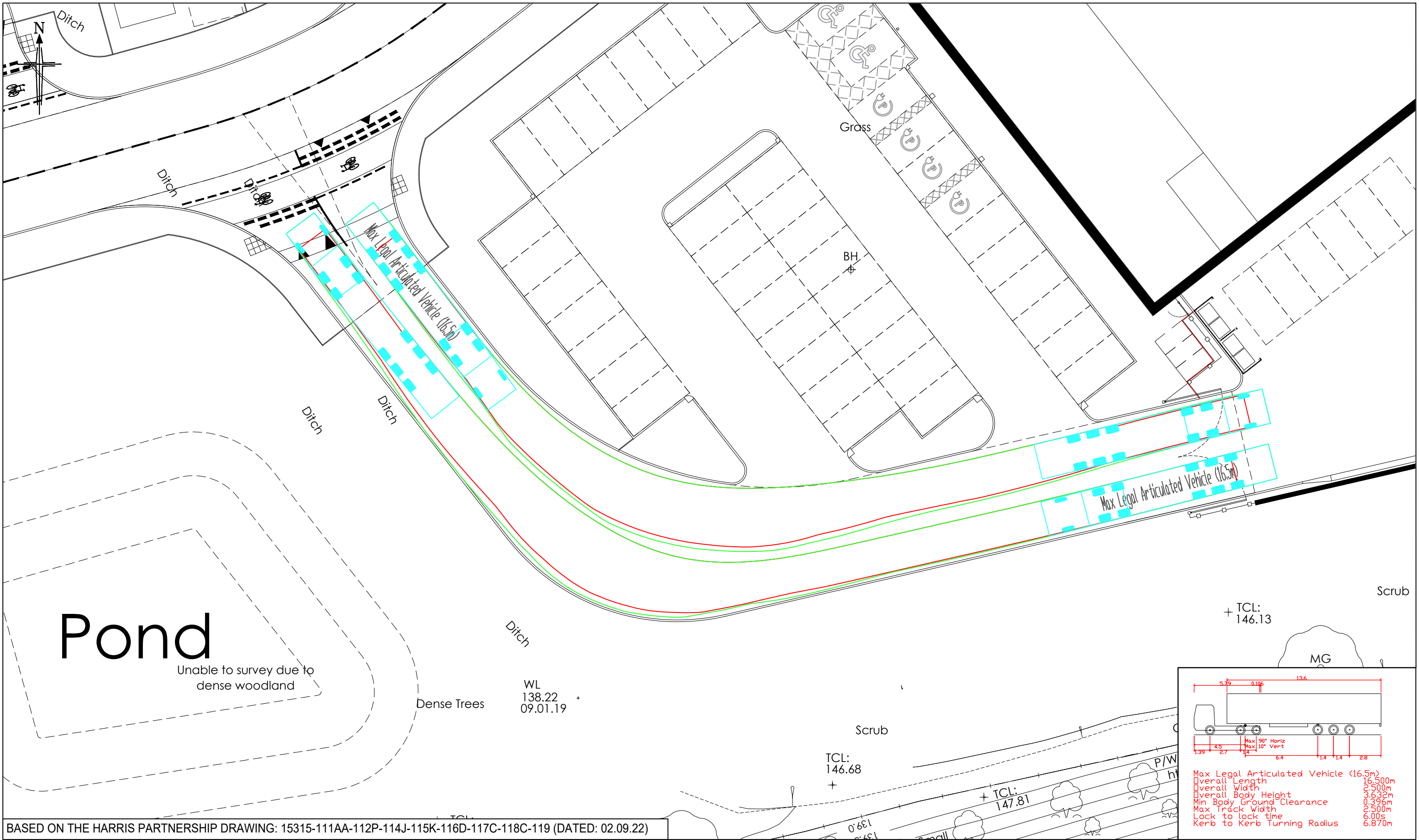
Project: DEARNE VALLEY PARKWAY

Title: SWEPT PATH OF MAX LEGAL HGV ACCESSING PLOTS

Drawing No: 20/262/TR/002
Job No: 20-262
Revision: C
Date: 03.03.2021

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Title: SWEPT PATH OF MAX LEGAL HGV ACCESSING UNIT 3

Status: FOR INFORMATION

Scale: 1:250

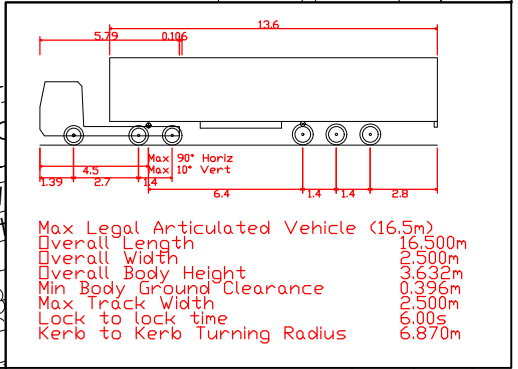
Size: A3 - 420 x 297

Drawn: DM

Chkd: AB

Appvd: MC

B	05/09/22	Site layout updated as per email 02.09.2022	LD	RD	MC
A	31/08/22	Site layout updated as per email 30.08.2022	LD	RD	AB
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:		GREGORY PROPERTY GROUP			
Project:		DEARNE VALLEY PARKWAY			
Drawing No:		20/262/TR/003		Revision: B	
Job No:		20-262		Date: 21.03.2022	





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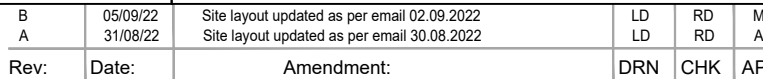
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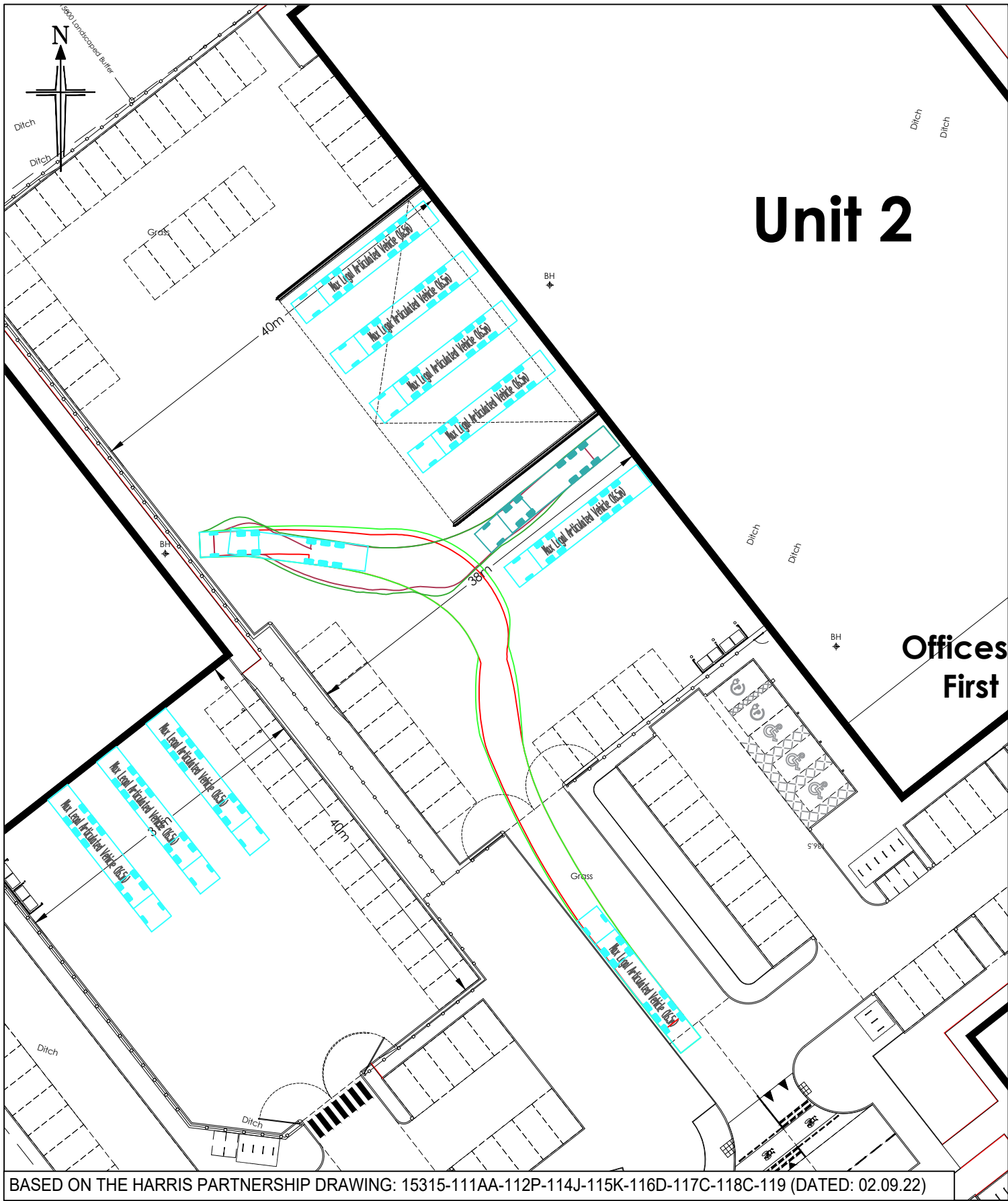
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Scale: 1:500	Drawn: DM	Chkd: AB	Appvd: I
Size: A3 - 420 x 297			



Project: DEARNE VALLEY PARKWAY

Drawing No:	20/262/TR/004	Revision:	B
Job No:	20-262	Date:	21.03.2022



BASED ON THE HARRIS PARTNERSHIP DRAWING: 15315-111AA-112P-114J-115K-116D-117C-118C-119 (DATED: 02.09.22)

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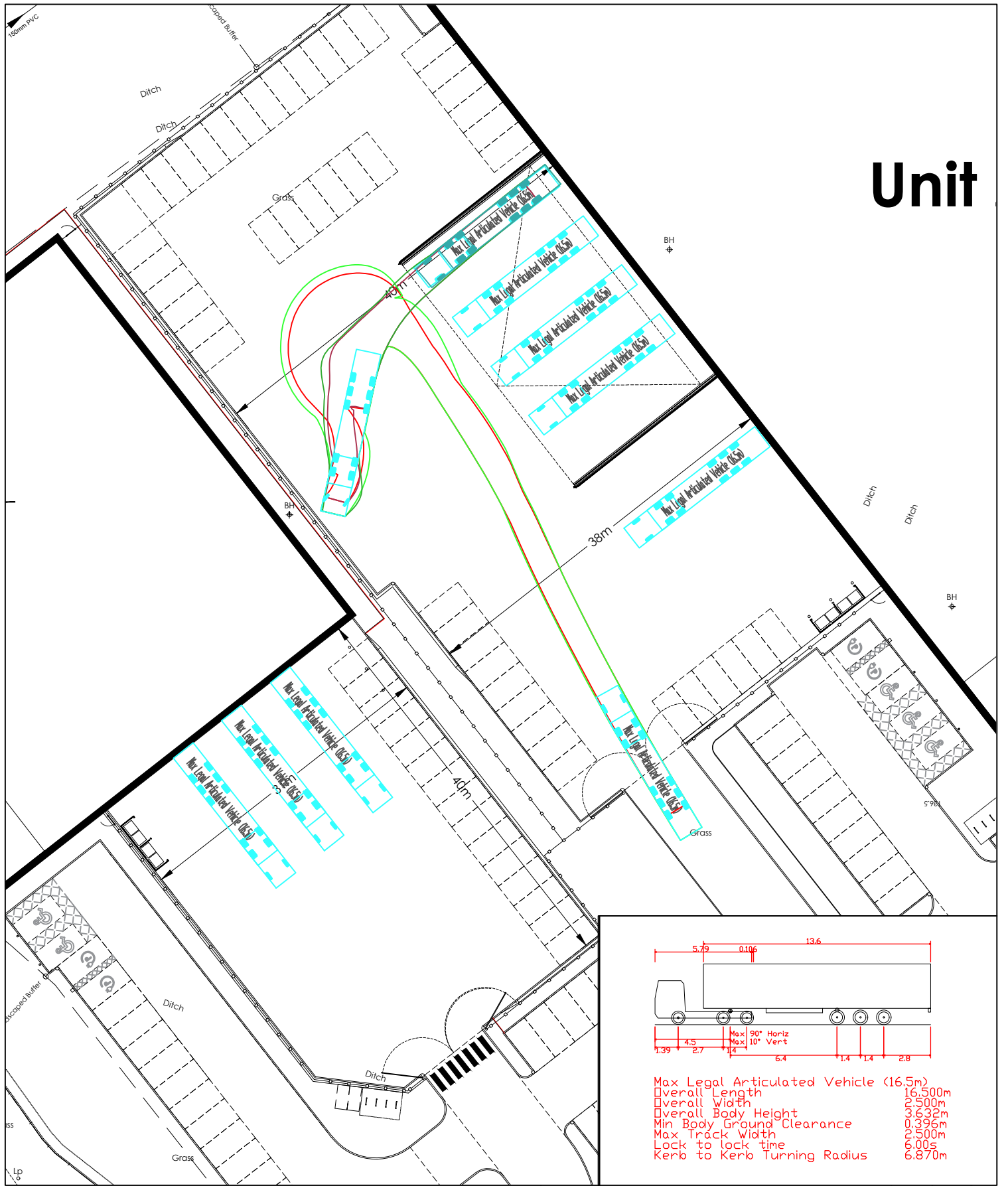
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Title: SWEPT PATH OF MAX LEGAL HGV SERVICING UNIT 2

Status: FOR INFORMATION

Scale: 1:500
Size: A3 - 420 x 297

Drawn: DM

Chkd: AB

Appvd: MC

B 05/09/22
A 31/08/22
Rev: Date:

Site layout updated as per email 02.09.2022
Site layout updated as per email 30.08.2022

Client:

GREGORY PROPERTY GROUP

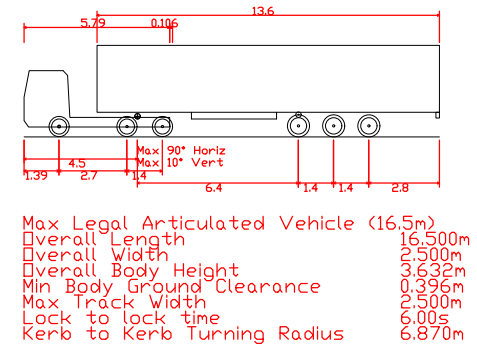
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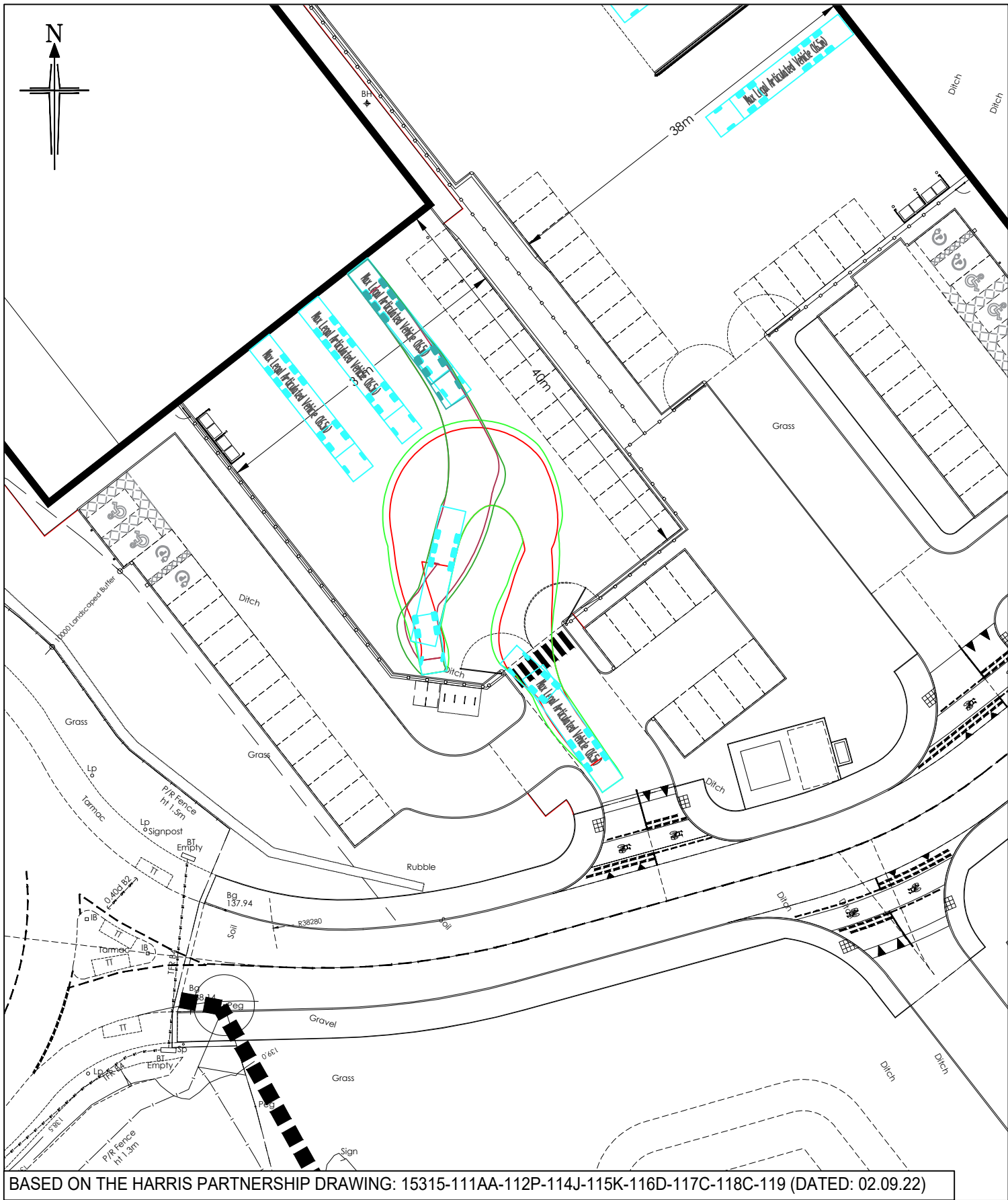
DEARNE VALLEY PARKWAY

Drawing No: 20/262/TR/005
Job No: 20-262

Revision: B
Date: 21.03.2022

LD RD MC
LD RD AB
Rev: Date: Amendment: DRN CHK APR





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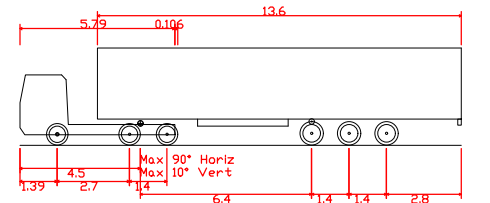
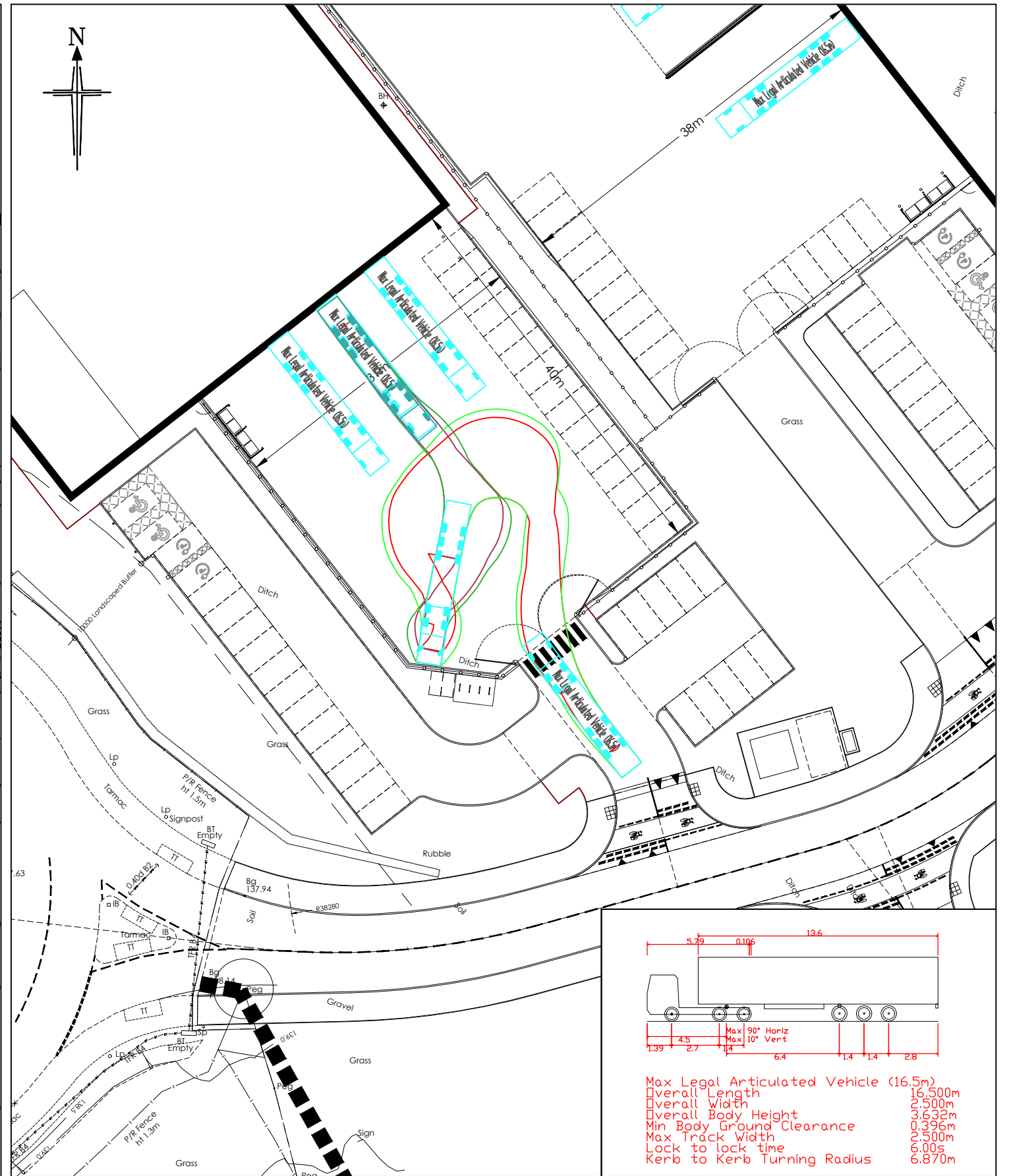
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Max Legal Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.500m
Overall Body Height 3.32m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.870m

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Title: SWEPT PATH OF MAX LEGAL HGV SERVICING UNIT 1

Status: FOR INFORMATION

Scale: 1:500
Size: A3 - 420 x 297

Drawn: DM

Chkd: AB

Appvd: MC

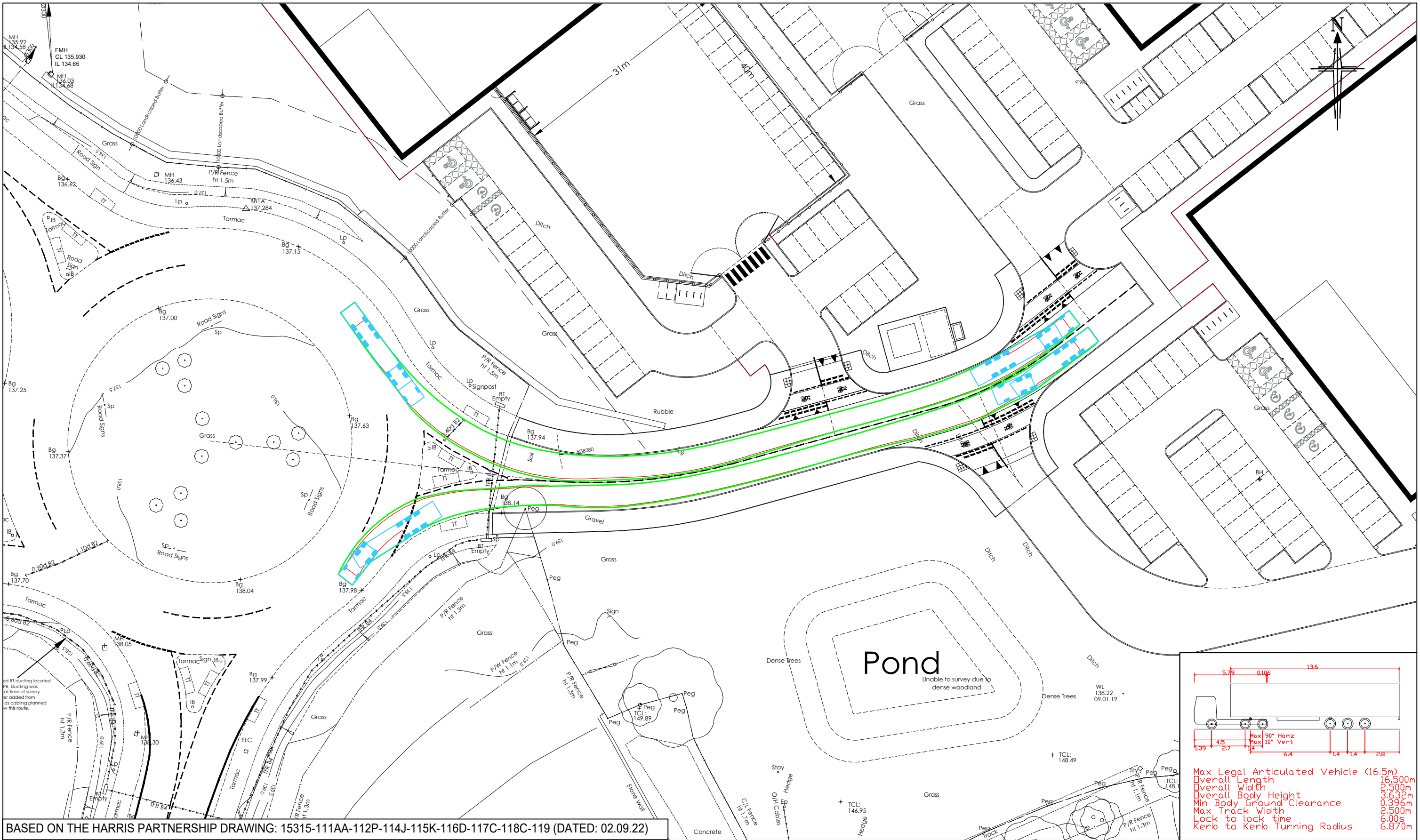
B	05/09/22	Site layout updated as per email 02.09.2022	LD	RD	MC
A	31/08/22	Site layout updated as per email 30.08.2022	LD	RD	AB
Rev:	Date:	Amendment:	DRN	CHK	APR

Client: GREGORY PROPERTY GROUP

Project: DEARNE VALLEY PARKWAY

Drawing No: 20/262/TR/006
Job No: 20-262

Revision: B
Date: 21.03.2022



BASED ON THE HARRIS PARTNERSHIP DRAWING: 15315-111AA-112P-114J-115K-116D-117C-118C-119 (DATED: 02.09.22)

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Title: SWEPT PATH OF MAX LEGAL HGV ALONG ACCESS ROAD

Status: PLANNING

Scale: 1:500
Size: A3 - 420 x 297

Drawn: LD Chkd: RD Appvd: AB

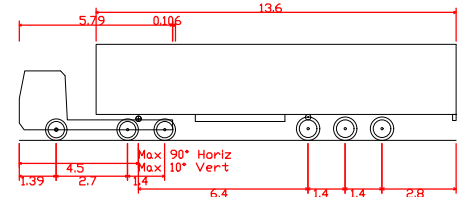
A	05/09/22	Site layout updated as per email 02.09.2022	LD	RD	MC
Rev:	Date:	Amendment:	DRN	CHK	APR

Client: GREGORY PROPERTY GROUP

Project: DEARNE VALLEY PARKWAY

Drawing No: 20/262/TR/007
Job No: 22-262

Revision: A
Date: 31/08/2022



Max Legal Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.500m
Overall Body Height 3.632m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.870m

Bryan G Hall Limited

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VAT No: 399 4601 07

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☎ London: 0203 553 2336

