

HIGHWAYS TECHNICAL NOTE

LOCATION:

Plot 2, Carlton Industrial Estate, Industry Road, Carlton

CLIENT:

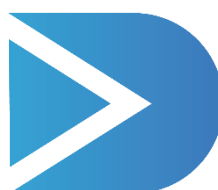
White Argus

DOCUMENT REF:

24663-DR-C-0100

DATE:

December 2024



DART
ENGINEERS LTD
CIVIL AND STRUCTURAL
ENGINEERING

CONTENTS & AMENDMENT HISTORY

Revision	Description	Date	Author	Checked
A	First Issue	Dec 2024	A Dyson	R Thacker

1.0 INTRODUCTION

The Highways Technical Note has been produced by Dart Engineers to outline responses to the Highway Authority comments used relating to Planning Application Reference 2024/0668 for the site below:

LOCATION	Shining Stars - Plot 2, Carlton Industrial Estate, Industry Road, Carlton, Barnsley, S71 3PQ
DESCRIPTION	Change of use of existing unit to nursery (Use Class E(f))

2.0 HIGHWAY AUTHORITY COMMENTS WITH DART ENGINEERS RESPONSES IN RED

Thank you for re-consulting Highways Development Control following the submission of amended plans and additional information by the applicant.

Having reviewed the revised site layout plan, I must highlight several concerns regarding the proposed development.

The site layout indicates a proposed in/out arrangement, with access at the upper end of the site and egress at the lower end. While this type of configuration is not uncommon, it can be challenging to enforce in practice. Additionally, the capacity of the proposed access arrangements appears insufficient to accommodate the volume of vehicles expected during peak drop-off and pick-up times.

Nursery drop-off and pick-up routines typically take time, especially during pick-up periods when parents or guardians often receive a summary of their child's day. With limited stacking space on-site, there is a significant risk of vehicles queuing along the site access road. This issue is further compounded by the proximity of the site to the junction of Industry Road and Carlton Road, where queuing vehicles could disrupt the free flow of traffic on the surrounding highway network.

It is accepted that the arrangement is not uncommon for the proposed use of the unit. The arrangement has capacity internally within site for 6-7 no. vehicles without impacting the adopted highway. As this will be a managed and monitored arrangement it is anticipated that this will be adequate and flow of vehicles will be maintained to ensure flow of traffic.

The proposal to use the drop-off and collection zone as a secured play area for the nursery raises practical concerns. If gates are required to secure this area, the applicant should clarify the arrangements for unplanned vehicle access, such as when a child needs to be collected during the day due to illness or other unforeseen circumstances. The feasibility of accommodating such scenarios while maintaining safety and functionality has not been adequately addressed.

As noted the gates will only be opened in pick up and drop off times at the start and end of the day. They will be locked in all other times. The parking arrangement have been modified on DART Engineers drawing 246633-DR-C-0100 so two pick up drop off spaces are provided to the north of the site for use during day time hours and these can be accessed and existed in isolation as shown.

The proposed parking layout for the site also raises significant concerns. The proposed longitudinal parking spaces lack sufficient room for vehicles to manoeuvre and exit without reversing the entire length of the site. This parking area is also identified as a shared access route to an adjacent unit, which the site plan notes is used primarily at weekends. However, such access cannot be guaranteed, and the proposed parking layout obstructs this route. Highways Development Control cannot support a proposal that compromises access for neighbouring units.

In relation to the echelon parking spaces proposed to the south of the site, they are located within, what appears to be, a shared area presumably used by adjacent units. Evidence from recent street view imagery (July 2024) indicates that this area is already utilised for vehicle parking, with container units also present, suggesting it cannot be solely relied upon as parking for the nursery.

Notwithstanding this, echelon parking should be designed to ensure that vehicles can reverse into the space however, the design of the echelon parking spaces does not allow for vehicles to reverse into them and given that there is inadequate manoeuvring space, this will likely result in vehicles reversing the entire length of the site to exit. This presents serious safety concerns, particularly given the presence of young children in the vicinity.

As noted above – the northern section has been amended to have 2 no. pick up and drop of spaces for use in the day only. The southern area has been revised to provide 5x3m standard head on spaces which can be accessed and existed as shown.

The existing access to the unit on the north is only used for weekend deliveries and access is not required during the weekday operation of the Nursery.

I am also concerned about the potential impact on Industry Road, particularly due to the risk of overspill parking from the application site or vehicles queuing. Although I do not have specific data on the capacity of Industry Road, the industrial estate is clearly busy and heavily trafficked, as evidenced during site visits and by aerial and street view images. There is a real possibility that HGV access could be hindered by poor parking or an increase in on-street parking, further affecting the free flow of traffic on the highway network. Additionally, if deliveries or HGV access are needed for the adjoining units on the site, the proposed layout could significantly obstruct this, raising further safety concerns if an HGV were to enter the site and have to reverse out.

In summary, the proposed site layout fails to provide safe and functional arrangements for access, parking, and drop-off/collection. These shortcomings present risks to both traffic flow on the highway network and the safety of site users, particularly children, and as such I must offer objection to the application.