Former CEAG site Barnsley – Proposed car park

Drainage Statement

The exiting CEAG site is a mix of permeable and impermeable area with the surface water run off soaking away into the site naturally. A small amount of positive drainage exists connected to an existing Surface Water sewer.

The proposed car park shall be drained via a positive drainage system using traditional road gullies connected to a new surface water drainage system. This drainage will then pass through a petrol interceptor and into an attenuation tank before discharge into the existing public sewer system.

Traffic Statement

Introduction

The principal of a car park on the former CEAG site has been long established. The original application 2006/1082 proposed a multi storey car park with the access and egress point remaining in the same location as the existing site access.

A subsequent application 2011/0714 proposed a surface car park for 250 vehicles again using the same access and egress point as this proposal.

Both of these applications were approved for construction.

Proposal

The existing signalised access into the site is to be maintained for the new access proposals. This will ensure that the existing highway network will continue to operate within its capacity.

Provision of parking for approximately 173 vehicles with 152 car parking spaces, 7 disabled bays, 6 parent and child bays, 2 electric vehicle charging points and 2 minibus parking bays, 4 motorcycle spaces. Additionally, the scheme will provide 20 cycle parking spaces.

Traffic Assessment

In view of the fact that the proposal is for significantly fewer (higher quality) bays, then the additional traffic generated by this proposal is significantly less than the 2011/0714 application figure of 250 spaces. The trips model in the previous assessment showed that all of the junctions in the surrounding area would operate within capacity.

Highways comments on design

Access into the site will require widening to allow a central island for access control barriers (minimum 1m wide).

Turning movement into 1st parking area is not possible without encroachment into the opposite carriageway. Suggested top system is one-way out accessed via the second access road (road markings required) and additional narrowing of the first access.

The access walkway to the railway wall has a pinch point approximately 100m from the entrance where the proposed concrete wall would be 500mm offset from the existing boundary. Suggest possible 'v' in wall to maintain 1.8m clear access.

Access road widths to be 6.2m clear. This is from edge of marking to edge of marking. Parking bays to be 5m long from edge of road to kerb face or centre line of adjacent marking. Bay widths to be 2.75m from centre line of marking.

Turning from main access road running north south into cross carriageways cannot be made without encroaching into the opposite lane. Suggest either reduce the number of bays and provide markings on end to delineate (loss of 10 spaces) or accept the situation and allow vehicles to potential conflict areas in slow moving situations.