

**Gateway 36, Phase 2, Unit 7 – Proposed Commercial Development Reserved
Matters Application**

Outline Approval Reference: 2019/1573

Initial Issue – 18th October 2024

Revision 1 – 22nd August 2025

Our Ref: 24096/MOS/TS

This brief Transport Statement (TS) has been prepared to provide highway officers comfort that the proposed development can be safely and efficiently accessed and that the parking levels proposed are appropriate. This revision supports the proposals for reduced ground floor area compared to the original document dated October 2024.

The scope of this note has been fixed based on discussions previously held with BMBC regarding reserved matters applications for earlier phases of the Rockingham Development including application 2021/1007.

Matters covered in this this TS can be summarised as follows:

- Swept path analysis; and
- Commentary on appropriateness of the level of parking.

Dealing with each of the above in turn.

Swept Paths

Swept path drawings are enclosed as listed below.

- 24096.ATR.01 Rev E
- 24096.ATR.02 Rev B

It can be seen from the attached drawings that the highway design is appropriate and allows the satisfactory tracking of the vehicles that will serve the Site. It should be noted that the car parks have minimum aisle widths of 6.0m.

Should the reserved matters application be approved there will be a planning condition that will require the detailed design to follow the principles of the layout shown on the enclosed swept paths.

B8 Parking Provision

The enclosed masterplan shows a total of 148 proposed car parking spaces for Unit 7 inclusive of 8 disabled spaces. It is acknowledged that that this is higher than the standards set out for B8 as set out in Barnsley's Parking SPD (adopted 2019) by 38 standard spaces and 1 disabled space. However, the parking has been set at a level that reflects what is demanded by tenants and is appropriate for the use class when consideration is given to the expected number of staff that work at B8 commercial development.

The staff numbers included within the HCA Employment Densities Guide Edition 3 state that the maximum employment density for B8 use class is 1 member of staff per 70 sqm.

The table enclosed shows the parking that is applied for Unit 7.

This level of parking is deemed appropriate for the proposed development;

- It is in keeping with the adjacent Rockingham Phase 1 development which has been shown to operate without overspill parking onto the spine road but also having traffic generations that have not created off site highway capacity implications;
- The larger developments are likely to operate shifts and therefore the additional parking will assist with shift change over operation and prevent shift arrivals having to park in areas not marked out;
- It is the intention in the future that the public transport provision will be enhanced but in the interim period before the buses are increased it is important to ensure that no overspill parking occurs;
- The developer has provided an additional number of EV charging points therefore enhancing the sustainable credentials of the site;
- The cycle parking required is 20 spaces. A total of 36 spaces are provided to ensure that a lack of quality cycle parking will not be a barrier to cycling to work;
- The Framework Travel Plan that supported the outline planning approval specified that cycle parking will not be limited and that additional spaces can and will be provided should the travel surveys identify additional need.
- This is set out at bullet 3 of paragraph 6.2.3 which states:

“High quality cycle parking provided at convenient locations. Cycle parking will be provided at a level agreed through the planning process for each individual plot. Numbers will never be capped therefore as occupants complete their travel surveys there will be a requirement to reassess the level of cycle parking.” Mosodi Framework Travel Plan Rockingham Phase 2 and 3 – June 2020

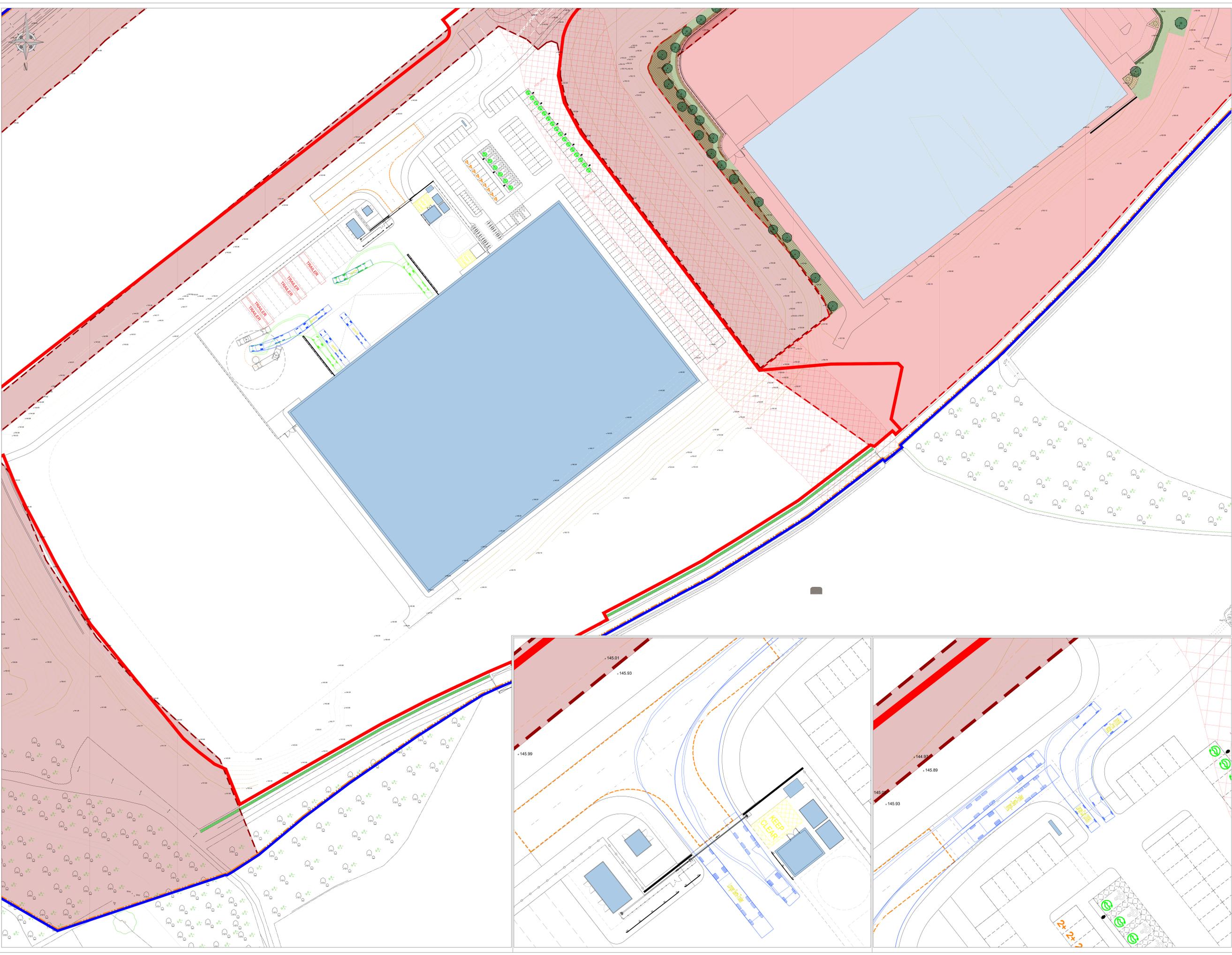
- Nine motorcycle parking spaces have been provided which exceeds the standard requirements of seven spaces.

Summary

It should be recognised that the proposed development layout has followed the principles that have previously been approved at the adjacent Rockingham Phase 1 development.

Encs

Swept Path Drawing 24096.ATR.01 Rev E – Longer Semi Trailer
Swept Path Drawing 24096.ATR.02 Rev B– 16.5m Articulated Vehicle
Parking Summary Table



Notes:

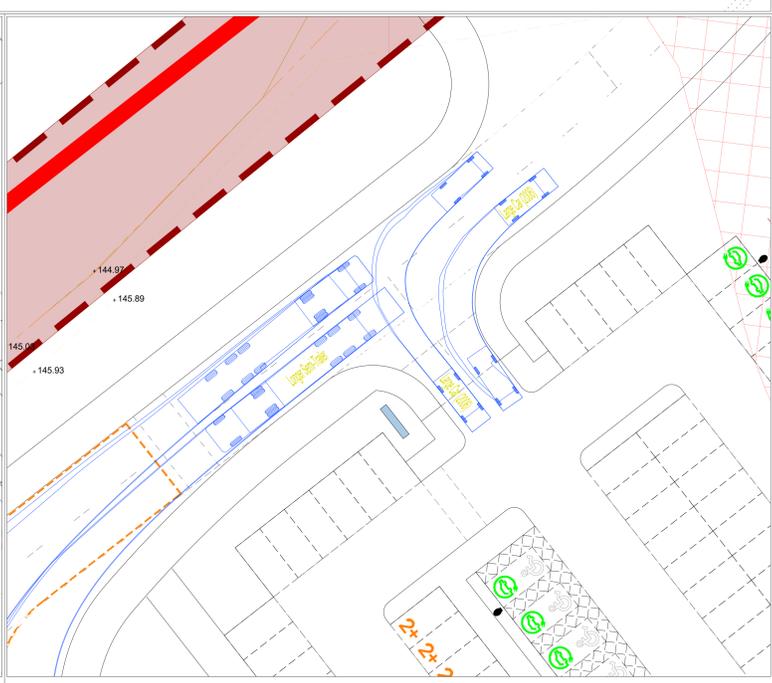
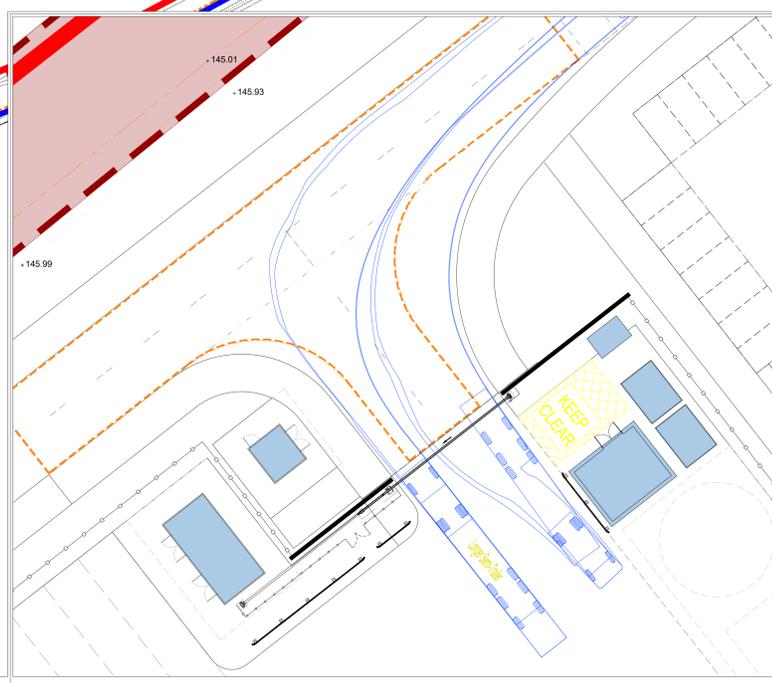
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- The following vehicle tracking is based on Harris Partnerships layout in Drawing No: 12004-S-THP-XX-XX-DR-A-1010(P02)-1011(P02)-1012(P02)-1013(P02)-1015(P02)-1016(P02)-1017(P02)-1018(P02)_Proposed

Key:

0819-3.035

Large Car (2009)

Overall Length	5.079m
Overall Width	1.972m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.50s
Kerb to Kerb Turning Radius	5.900m



E	20.08.25	LAYOUT UPDATED	AE
D	13.09.25	TRACKING AMENDS	AE
C	23.05.25	TRACKING AMENDS	FD
B	30.10.24	UPDATED LAYOUT	LG
A	25.10.24	MINOR AMENDS	SJP
	17.10.24	INITIAL ISSUE	LG
Rev	Date	Draw/Amendments	By

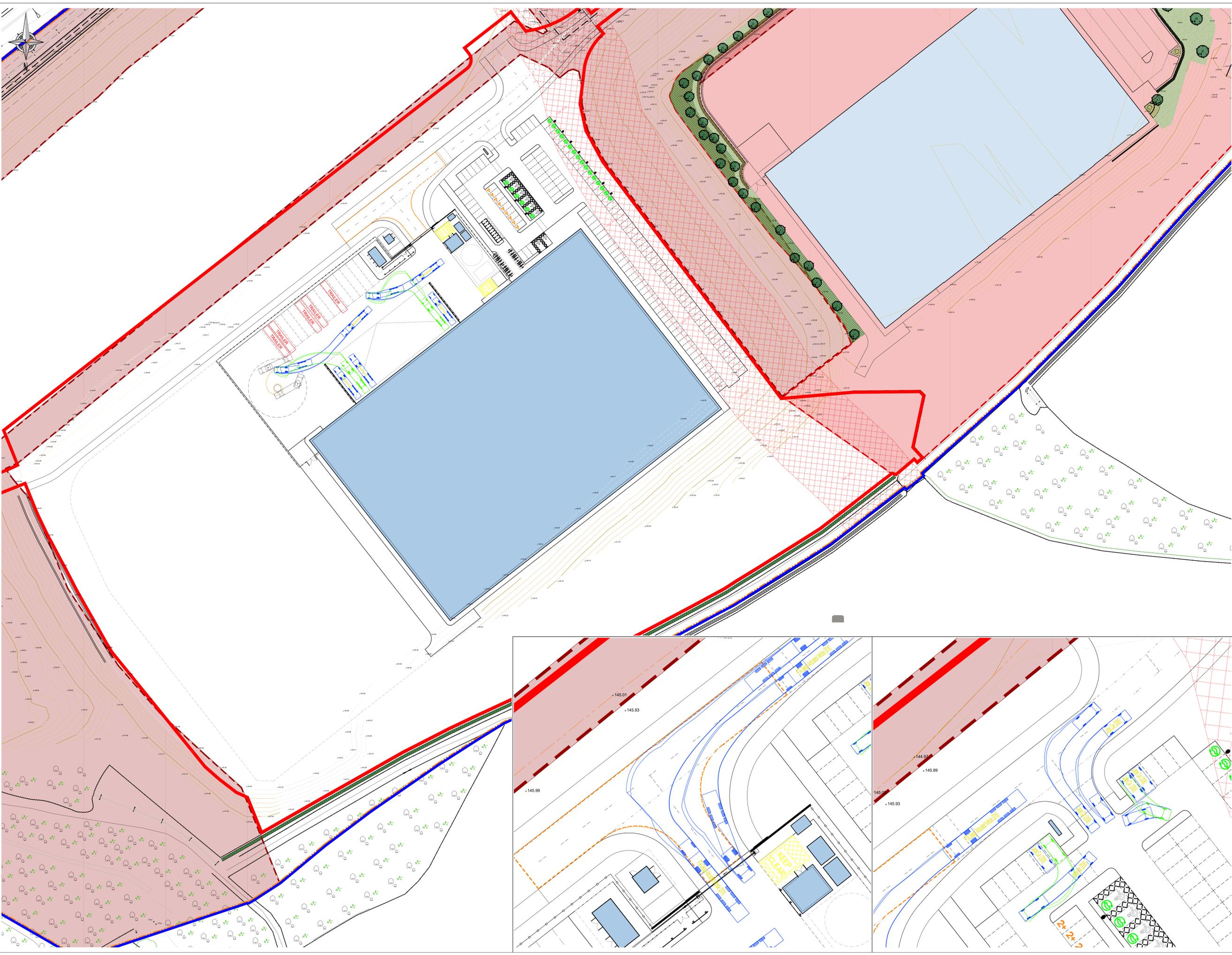
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Client: **HARWORTH**

Project: **ROCKINGHAM, UNIT 7**

Drawing Title: **VEHICLE TRACKING OF PROPOSED UNIT 7 LAYOUT**

Drawn By:	LG	Checked By:	RAM	Approved By:	RAM
Scale:	NTS	Paper Size:	A0	Date Created:	17.10.24
Drawing Number:	24096.ATR.01	Drawing Revision:	E		



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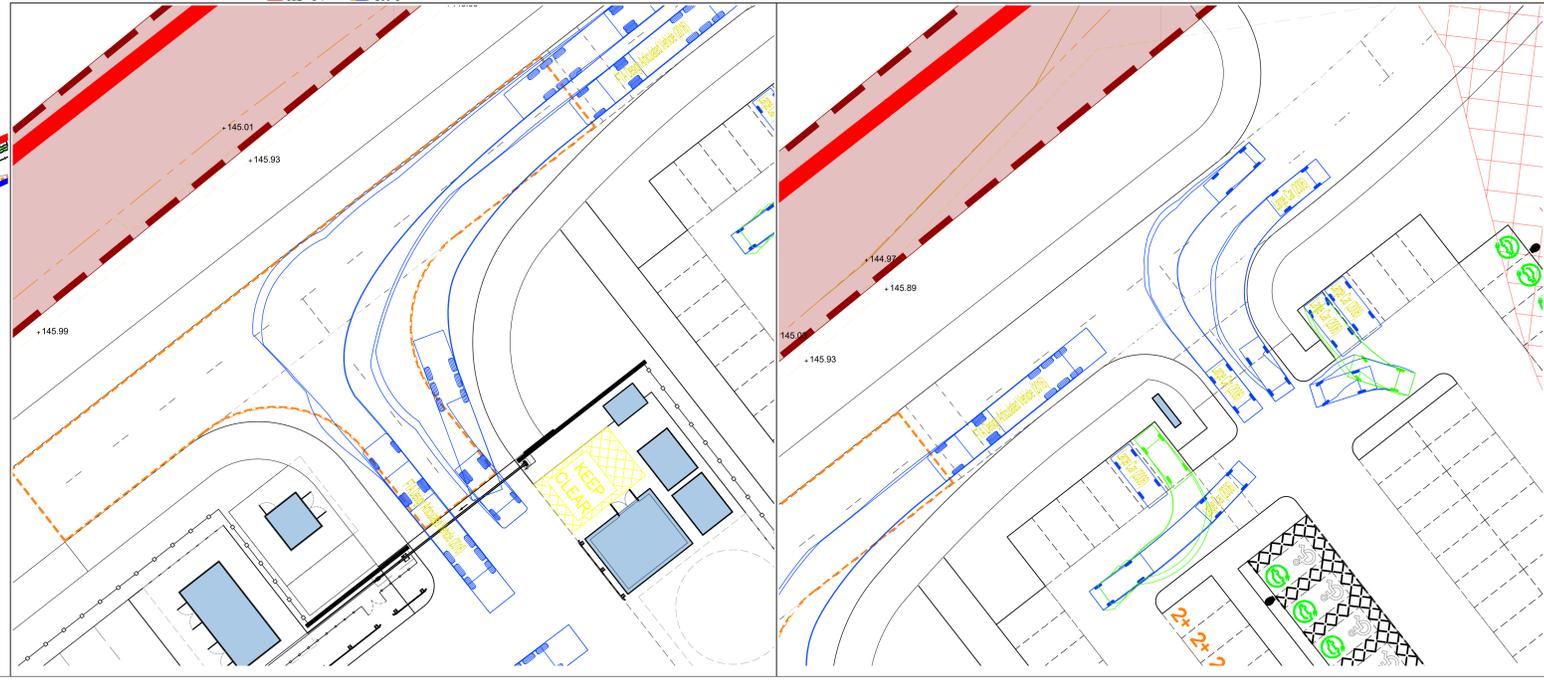
Key:

Large Car (2006)

- Overall Length: 5.07m
- Overall Width: 1.87m
- Overall Body Height: 1.52m
- Min Body Ground Clearance: 0.31m
- Max Track Width: 1.81m
- Lock to lock time: 4.00s
- Kerb to Kerb Turning Radius: 5.90m

FTA Design Articulated Vehicle (2016)

- Overall Length: 16.48m
- Overall Width: 2.50m
- Overall Body Height: 3.87m
- Min Body Ground Clearance: 0.51m
- Max Track Width: 2.47m
- Lock to lock time: 3.00s
- Kerb to Kerb Turning Radius: 6.60m



B	20.08.23	LAYOUT UPDATED	AE
A	23.05.23	MINOR AMENDS	FD
	18.10.24	INITIAL ISSUE	LG
Rev	Date	Drawn/Amendments	By

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Drawing Number: 24096.ATR.02		Drawing Revision: B