Gateway 36, Phase 2, Unit 4 – Proposed Commercial Development Reserved Matters Application
Outline Approval Reference: Ref: 2019/1573
Initial Issue – 7th December 2022
Our Ref: 21095/22086/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.

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 reserved matters application 2021/1007.

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

- swept path analysis;
- 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.

- 22086.ATR.05 Rev A

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 width 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

It is acknowledged that the parking that is shown on the enclosed masterplan for Unit 4 exceeds the standards set out for B8 as set out in Barnsley's Parking SPD (adopted 2019). 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 which states that maximum employment density for B8 use class 1 member of staff per 70 sqm.

The table enclosed shows the parking that is applied for Unit 4.

It can be seen that in total Unit 4 has 63 more standard parking spaces that the Barnsley Council Parking SPD suggests is appropriate for B8.

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;
- Larger units 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 committed to providing an increased number of EV charging points therefore enhancing the sustainable credentials of the site;
- The cycle parking required is 14 spaces. A total of 16 spaces are provided to ensure that a lack of quality 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

  Additional cycle parking for up to 28 bicycles can be accommodated in the future in the red boxed areas shown on the enclosed plan 22086.ATR.05 Rev A
- Motorcycle parking is triple that required by the standards.

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 and early Phase 2 developments and as such there are no highways or transportation reasons that the proposed Unit 4 development should not be granted planning approval.

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Swept Path Drawing 22086.ATR.05 Rev A
Parking Schedule
Architects Masterplan



Notes:

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2. Do not scale this drawing - check all dimensions on site.
3. Tracking undertaken using a 16.5m articulated vehicle.

Rev:	Date:	Status/Amendments:	By:
A	06.12.22	BASE PLAN UPDATED	RAM
-	09.11.22	INITIAL ISSUE	RAM

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Client: HARWORTH

Project: ROCKINGHAM

Drawing Title: SWEPT PATH ANALYSIS

Drawn By:	Checked By:	Approved By:
RAM	KG	RAM
Scale: 1:500	Paper Size: A2	Date Created: 09.11.22
Drawing Number: 22086.ATR.05		Drawing Revision: A

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Parking Comparison

Project Name: Rockingham
Job Number:
Client: Harworth
Date 7th November 2022

		Use Category	Floor space**	Staff No.*	What is Provided	Recommended Requirements	Difference	Notes
Standard Car Parking	Unit 4	B8	12896	184	155	92	63	Standards Exclude Disabled Parking Spaces 1 space per 3 staff or 1 space per 60m2 gross floor area up to 200m2 then 1 space per 100m2 gross floor area up to 1000m2 and 1 space per 150m2 gross floor area thereafter. Includes EV spaces
Disabled Parking	Unit 4	B8	12896	184	8	8	0	Standards one space per disabled person plus 5% in addition to Standard Car Parking and 4% to be covertible. Allowance for min 1 staff member plus 5% and 4%. 8 spaces includes 4 EV disabled spaces
Total Parking	**Unit 4**	B8	**12896**	**184**	**163**	**100**	**63**	
Cycle Parking	Unit 4	B8	12896	184	16	14	2	Standards are minimums
EV Parking	Unit 4	B8	12896	184	22	16	7	Standards are for 10% of total - of which 4 are EV disabled spaces
Motorcycle	Unit 4	B8	12896	184	4	2	2	Standards are minimums

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(Under Construction)

Existing Unit
(Under Construction)

Existing Unit
(Under Construction)

Security Gate

Parking Space

Gas Kiosk location

Sub station location

Site Access

43no. Spaces

3m Footpath / Cycleway

Adoptable turning head

Access Road

2m Footpath

Stepped Access

Service Yard

Landscaped Embankment

Service Yard

25m Service Spin

25m Service Spin

50m

Security Gate

Cycles Storage 16no. spaces

Bin store

Fire Exit

Fire Exit

Fire Exit

Fire Exit

Fire Exit

FFL 157.750

FFL 157.750

FFL 157.750

FFL 157.750

12 no. Loading Docks

2 no. Level access doors

Proposed Unit 4
138,815 sqft / 12,896.4 sqm GIA
All Area are quoted as gross internal area

Fire Track

Turning facity for Fire appliance

Car Park
99 no. spaces

Retaining Wall

Landscaped Embankment

Car Park
64 no. spaces

Sub station location

Parking Space

Visibility Splay

Site Access

Pedestrian Crossing

Motorcycle Parking 16no. spaces

Landscaped screening bund

Landscaped screening bund

Embankment

Access Road

Key

Red Line Site Area
13.10 acres / 5.30 hectares

Parking Schedule

Total Car Parking	163
Including	
Disabled Spaces	8
Future Disabled Spaces	7
Car Share Spaces	12
EV Spaces (Disabled EV)	18 (+4)
Total Motorcycle Parking	4
Total Cycle Parking	16

0 5 10 15 20 25m
SCALE 1:500

NORTH

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.

Rev	Date	Description	Rev By	Chk'd By
C	06.12.22	Hard surfaces updated	NBB	JMR
B	05.12.22	Updated for planning submission	NBB	JMR
A	15.11.22	Client name updated	NBB	JMR

Project Title	PROPOSED INDUSTRIAL DEVELOPMENT PHASE 2B - UNIT 4 Dearne Valley Parkway Rockingham Barnsley
Client	EOS INC. LTD
Status	PLANNING
Scale	1:500
Drawing Size	A1
Date	10.2022
Drawn By	NBB
Checked	JMR

Drawing Title	PROPOSED SITE PLAN
Job-Dwg No	12006-4-111
Rev	B

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CAD file reference J:\12001-13000\12006-4 - Gateway 36 - Unit 4\17.0 Drawings\100 Series Planning