

**Gateway 36, Phase 2, Unit 7 – Proposed Commercial Development Reserved Matters  
Application  
Outline Approval Reference: 2019/1573  
Initial Issue – 18<sup>th</sup> October 2024  
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.

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;
- 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
- 24096.ATR.02

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 7 is marginally higher than the standards set out for B8 as set out in Barnsley's Parking SPD (adopted 2019) by two spaces which are disabled spaces. 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 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 25 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*

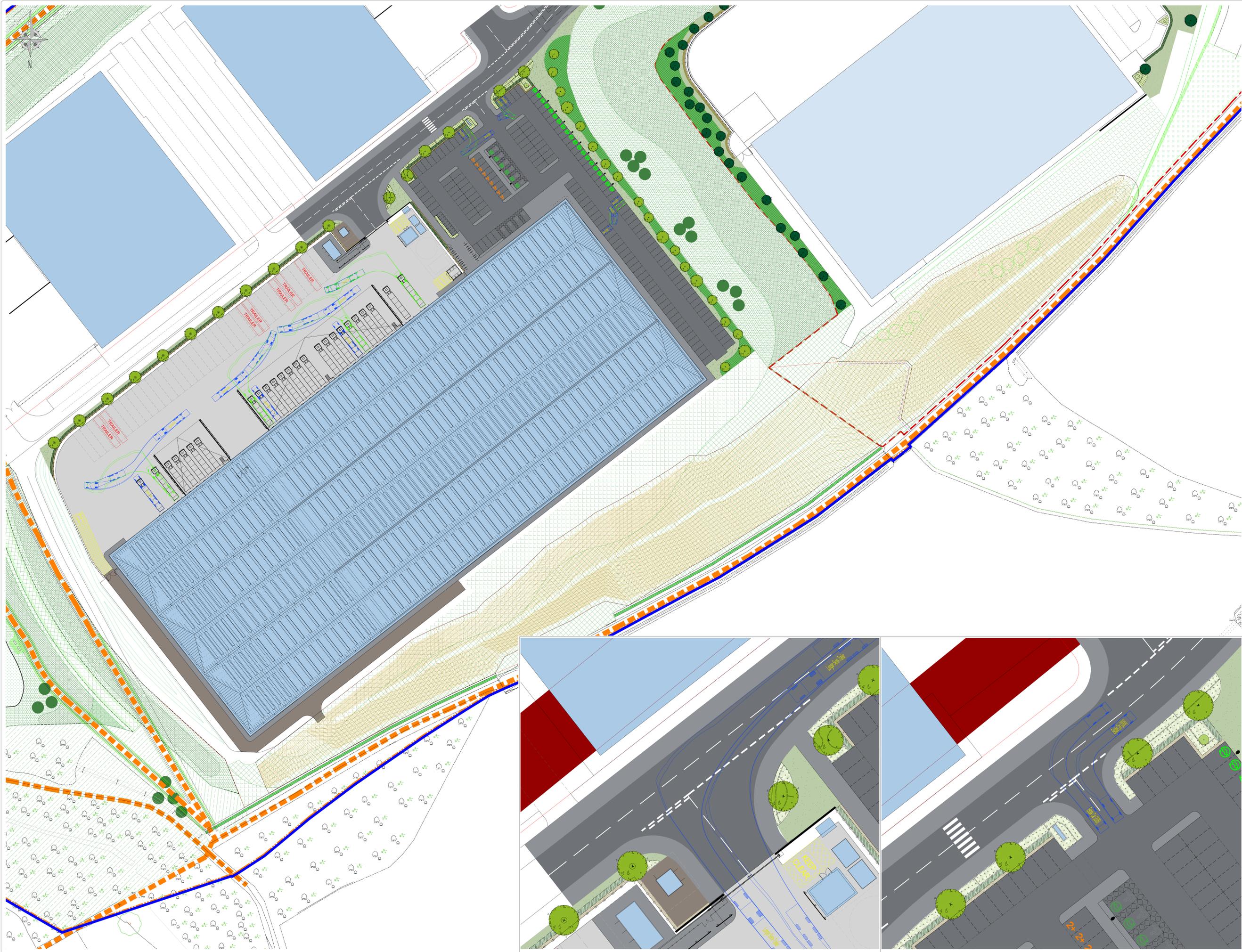
- Motorcycle parking has been provided and meets the standards requirements of nine spaces.

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



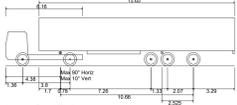
**Notes:**

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.
3. 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:**

**Estate Car (2006)**

Overall Length	4.710m
Overall Width	1.940m
Overall Body Height	1.542m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



**Longer Semi-Trailer**

Overall Length	18.330m
Overall Width	2.550m
Overall Body Height	3.370m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.000m

B	30.10.24	UPDATED LAYOUT	LG
A	25.10.24	MINOR AMENDS	SJP
Rev	17.10.24	INITIAL ISSUE	LG
Date		Status/Amendments	By

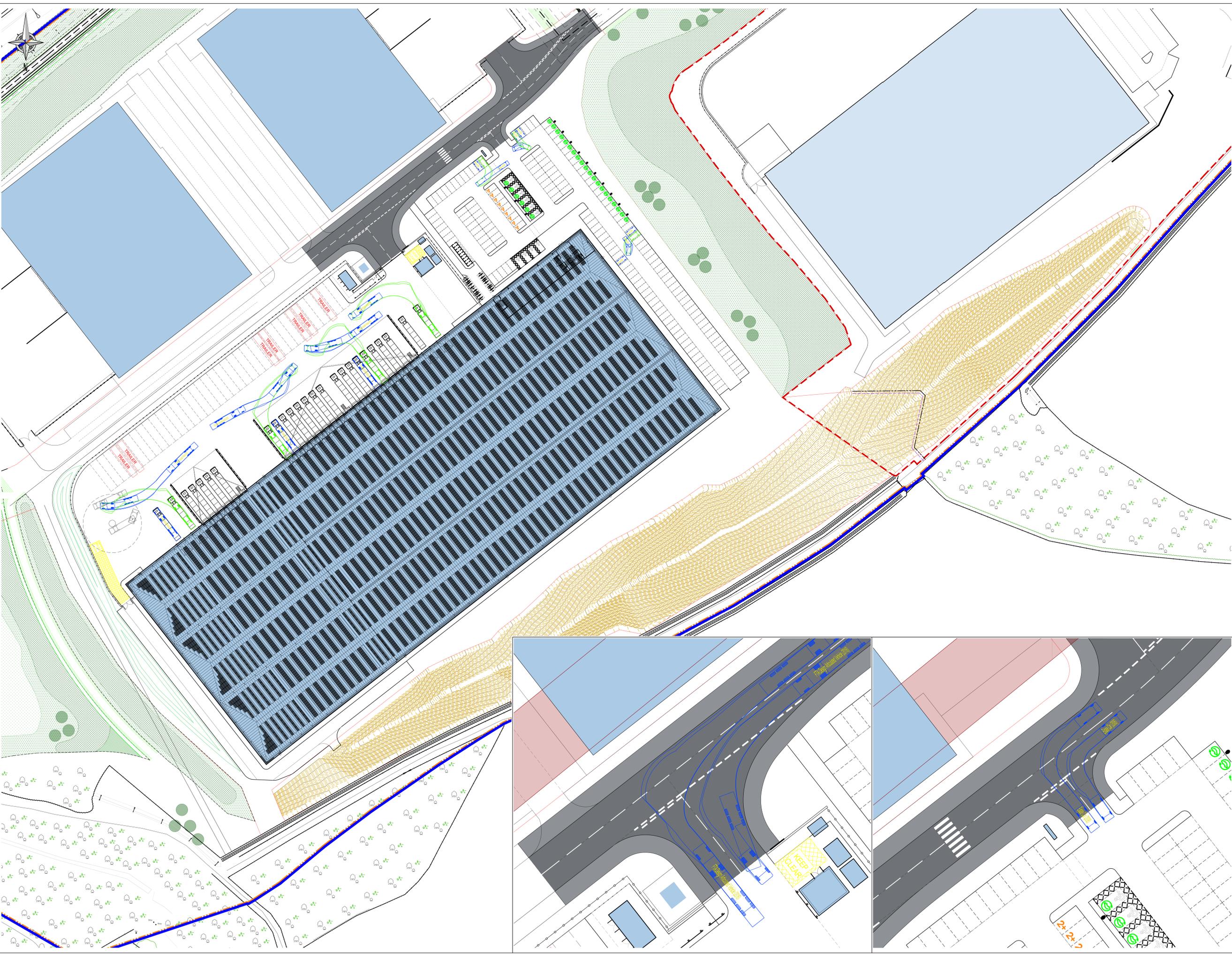
**mosodi**  
 Manchester Leeds  
 0161 413 5168 0113 303 9854

**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:	B		



Notes:

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- The following vehicle tracking is based on Harts Partnerships layout in Drawing No: 1004-S-TRF-XXX-02-A-1010-1011-1012\_Proposed

Key:

Estate Car (2006)

Overall Length	4.710m
Overall Width	1.844m
Overall Body Height	1.442m
Min Body Ground Clearance	0.917m
Max Track Width	1.756m
Lock to lock time	4.60s
Kerb to Kerb Turning Radius	5.950m

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.90s
Kerb to Kerb Turning Radius	6.600m

18.10.24	INITIAL ISSUE	LG
Date	Issue	By
Manchester Leeds 0161 413 5168 0113 323 9854		
Client: <b>HARWORTH</b>		
Project: <b>ROCKINGHAM, UNIT 7</b>		
Drawing Title: <b>VEHICLE TRACKING OF PROPOSED UNIT 7 LAYOUT</b>		
Drawn By: <b>LG</b>	Checked By: <b>RAM</b>	Approved By: <b>RAM</b>
Scale: <b>NTS</b>	Paper Size: <b>A0</b>	Date Created: <b>18.10.24</b>
Drawing Number: <b>24096.ATR.02</b>		Drawing Revision: <b>-</b>



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### Parking Comparison

Project Name: Rockingham  
 Job Number: 24096  
 Client: Harworth  
 Date: 17-Oct-24

Revision: 2

		Use Category	Floor space**	Staff No.*	What is Provided	Recommended Requirements	Difference	Notes
Standard Car Parking	Unit 7	B8	23969	342	166	166	0	Standards Exclude Disabled Parking Spaces 1 space per 3 staff or 1 space per 60m2 gross floor area up to 300m2 then 1 space per 100m2 gross floor area up to 1000m2 and 1 space per 150m2 gross floor area thereafter. Includes EV spaces and Car Share
Disabled Parking	Unit 7	B8	23969	342	10	8	2	Standards one space per disabled person plus 5% in addition to Standard Car Parking and 4% to be convertible. Allowance for min 1 staff member plus 5% and 4%. 8 spaces includes 4 EV disabled spaces
<b>Total Parking</b>	<b>Unit 7</b>	B8	23969	<b>342</b>	<b>176</b>	<b>174</b>	<b>2</b>	
Cycle Parking	Unit 7	B8	23969	342	36	25	11	Standards are minimums
EV Parking	Unit 7	B8	23969	342	26	18	8	Standards are for 10% of total . 6 of the spaces shown are disabled
Motorcycle	Unit 7	B8	23969	342	9	9	0	Standards are minimums