

Rockingham Phase 2A – Proposed Commercial Development Reserved Matters
Application Ref: 2021/1007
Response to Comments Made by BMBC Highways dated 9th November 2021
Initial Issue – 29th November 2021
Our Ref: 21095/MOS/TS.

This brief Transport Statement has been prepared to provide a response to the enclosed comments made by BMBC highways following consultation of the Reserved Matters application at Rockingham Phase 2A in support of commercial development.

The comments received from BMBC highways are enclosed. The points addressed in this TS can be summarised as follows:

- A request for swept path analysis;
- A request for justification of B8 parking;
- Detail on junction spacing and visibility

Dealing with each of the above in turn.

Swept Paths

Swept path drawings are enclosed as listed below.

- 21095.ATR.02 HGV Egress and Internal Circulation
- 21095.ATR.03 HGV Ingress
- 21095.ATR.04 Large Car Two Way.

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 Units 2 and 3 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 below shows the parking that is applied for at Units 2 and 3.

It can be seen that Unit 2 has 7 additional spaces and that Unit 3 has an additional 9 spaces when combining standard and disabled parking spaces.

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 not have traffic generations that have created off site highway capacity implications;
- Larger units may operate shifts and therefore the additional parking will assist, if necessary, 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 double the required amount of EV charging points therefore enhancing the sustainable credentials of the site;
- The cycle parking required is 11 spaces. A total of 20 spaces are provided for Units 2 and 3 to ensure that quality cycle parking will encourage cycling to work;
- Motorcycle parking is double that required by the standards;
- The standard parking spaces across these units at 2 and 3 at Phase 2A represents 69.2% (81/117) of the total predicted staff numbers. This number matches well with the Travel Plan targets included in the outline approved which is for no more that 69.4% of staff to travel to work as a single car occupant.

Visibility and Junction Spacing

In the comments enclosed the highways officers has requested justification on the junction spacing and has questioned the standard that have been applied.

South Yorkshire and BMBC do not have junction spacing standards and therefore as part of the Rockingham Phase 1 development it was agreed that 30m separation of junctions from centreline to centreline are appropriate and this is the standard that has been applied at Rockingham Phase 2A.

The officer states that junction spacing must be such that it ensures that vehicles do not impede visibility from either access. It is assumed that this means that a vehicle waiting to exit one of the junctions should not block the visibility of a vehicle exiting the other junction.

It is not clear which standard is being referred to. It is not a standard that is quoted in South Yorkshire or BMBC guidance.

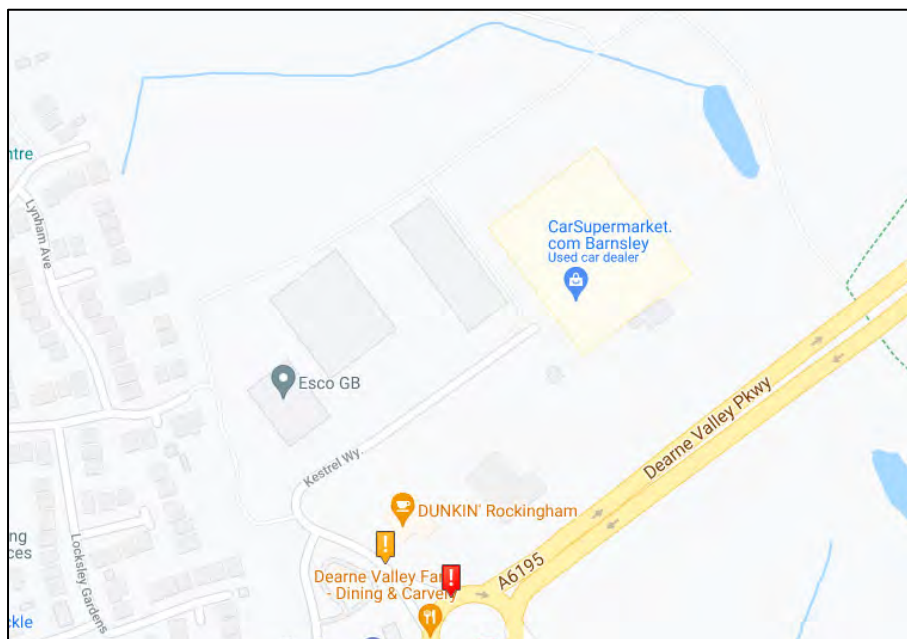
Notwithstanding this, Mosodi have prepared the enclosed drawing No. 21095.IN.01 that shows clearly that each junction does not impede visibility from the other. The enclosed drawing shows the following:

- When looking left from the car park access to the lane accommodating oncoming traffic that vehicles waiting to exit do not impede visibility. There is a splitter island that would prevent vehicles being on the wrong side of the road;
- When looking right from the Unit 1 access the splay when measured to a 1.0 off set from the channel line i.e. where the position of the nearside of a vehicle. It is clear that a vehicle would not impede visibility.

It should also be recognised that even if visibility was blocked it would be temporary and no different from a two lane exit of a priority junction where the bonnets of cars side by side impede visibility.

Drawing 21095.IN.02 shows visibility from all accesses proposed.

It should also be noted that there have not been any accidents at Rockingham Phase 1 associated with the junction spacing since first occupation as can be seen from the Crashmap extract below.



It is therefore concluded that the visibility and spacing between the junctions is appropriate.

The highway officer has also requested that vertical visibility is provided. Full detail of the access road is not available at this reserved matters application stage.

However, to provide comfort that maximum gradients will not be exceeded and that the visibility is achievable the enclosed RWO shown gradients in long section not exceeding 1 in 40. This is the maximum on the approach to the junction with gradients being much less (1 in 110) along the spine road. This provides comfort that the proposed road is flat and there will be no obstacles to visibility.

The visibility onto the link road is approved through the Section 278 agreement.

Summary

It should be recognised that the proposed development layout has followed the principles (parking, access provision and road geometries) that have previously been approved at the adjacent Rockingham Phase 1 development which operates without issue.

It should also be noted that there has been no change in applicable guidance. The parking SPD has been updated since the Rockingham Phase 1 approval but the actual parking guidance pertaining to B8 development has remained the same i.e. March 2012 B8 parking guidance is the same as the 2019 Parking SPD, meaning that Phase 1 is a like for like comparison.

Swept path drawings have been provided that demonstrate safe and efficient operation.

It has been demonstrated that appropriate visibility and junction spacing can be achieved.

It is therefore concluded that there are no highways or transportation reasons that should prevent this reserved matters application from being granted approval.

Enclosures

BMBC Comments
21095.ATR.02 HGV Egress
21095.ATR.03 HGV Ingress
21095.ATR.04 Large Car Two Way
Parking Schedule
21095.IN.01
21095.IN.02
RWO levels drawing

To: Ward , Elaine (SENIOR PLANNING OFFICER) <ElaineWard@barnsley.gov.uk>

Subject: 2021/1007 - Land to the north and south of Dearne Valley Parkway, Hoyland, Barnsley

Good morning Elaine,

Re: 2021/1007 - Erection of 3no. buildings for industrial (class E(g)(iii)/B2) or storage and distribution (class B8) use with associated spur road, yards, parking, landscaping and drainage infrastructure (Reserved matters of outline planning permission 2019/1573 for Phase 2A.1 seeking approval of appearance, landscaping, layout and scale)

Many thanks for consulting Highways Development Control in respect of this reserved matters application. Whilst there are no objections to the principle of the development proposal, as presented the application is viewed unfavourably from a highways perspective.

The site benefits from outline planning consent for the development of a maximum of 102, 193 m² of employment use floorspace of which a maximum of 75% may be B8 use. As part of the outline planning application the implications of the development proposal on the highway network was assessed through a Transport Assessment and a framework Travel Plan was agreed in order to ensure the site maximises sustainable travel opportunities. It is noted that the site is also bound by the requirements of the Hoyland North masterplan framework.

This reserved matters application is for the development of 10312m² for business and industrial floorspace, although this is speculative type development as specific occupiers are not known at the present time. However notwithstanding this, it is noted that the planning statement confirms that the layout has been designed to accommodate the operational requirements of a typical occupier of these types of units. In terms of the servicing of each plot, the service yard for units 1A – 1D is a combined service yard / car park and designed to enable a HGV to manoeuvre through the yard to the service doors whilst cars are parked. Units 2 and 3 have dedicated car parks and service yards which have been designed to have a depth of 40m which is consistent with industry standards enabling a full lock HGV 360 degree manoeuvre to be undertaken. In terms of pedestrian and cycle access the site benefits from a 3m shared footway / cycleway to the northern side of the access road and 2m footway to the southern side. It is noted that a temporary turning head is to be provided to the front / west of unit 3 as the access road will ultimately continue beyond this point to serve further development to the west of this application site.

However it is unclear what design standards have been adhered to for the access road and clarification is sought on this point. Separation of the main site access for units 1A-1D and car park for unit 2 is only 30metres and does not accord with standards that I am aware of. Separation is required to accord with the “Y” distance of the visibility splays to ensure vehicles do not impede visibility from either access. Please review and amend as appropriate. Furthermore longitudinal gradient for the access road needs to be clarified by the applicant (absolute max 1:12) and confirmation that the requisite visibility splays can be achieved in the horizontal and vertical plane. The splays are to be shown on plan.

Swept paths are required for all site accesses and service yards to ensure manoeuvres can be undertaken in a safe and satisfactory manner utilising the appropriate design vehicle – 16.5m articulated HGV and Large Car (2006) within the Autotrack software.

It is noted that the design and access statement states that car parking accords with the recommendations set out in the BMBC parking SPD with the proposed spaces and recommended spaces contained within the table in Section 5.3. The parking allowance for units 1A to 1D have been calculated based on B1c / B2 use and B8 use for units 2 and 3. However checks on the recommended requirements within the table for B8 does not appear to accord with the standards and therefore clarification is required to demonstrate the proposed number of spaces accords with the standard below:

(B8 - All developments over 1000m²) - 1 space per 60m² GFA up to 300m² then 1 space per 100m² up to 1000m² and 1 space per 150m² GFA thereafter.

Should the applicant wish to review the above and provide further detail, I will be only too happy to reassess and comment accordingly.



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. Vehicle tracking undertaken using a 16.5m Max Legal Articulated Vehicle.

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	2.550m
Min Body Ground Clearance	0.515m
Max Track Width	2.270m
Look to lock time	1.20s
Kerb to Kerb Turning Radius	6.550m

Rev:	29.11.21	INITIAL ISSUE	RAM
Date:	Status/Amendments:		By:

mobility solutions through design and innovation

Manchester 0161 413 5168 Leeds 0113 323 0854

Client:

HARWORTH

Project:

ROCKINGHAM PHASE 2A
RESERVE MATTERS APPLICATION

Drawing Title:

SWEPT PATH 16.5m MAX LEGAL HGV
EGRESS AND INTERNAL MOVEMENT

Drawn By:	Checked By:	Approved By:
KG	KG	RAM
Scale:	Paper Size:	Date Created:
1:1250	A3	29.11.2021
Drawing Number:	Drawing Revision:	
21095.ATR.02	-	



Notes:

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3. Vehicle tracking undertaken using a 16.5m Max Legal Articulated Vehicle.

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.90s
Kerb to Kerb turning Radius 5.900m

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Date:		Status/Amendments:	By:

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Leeds 0113 323 0854

Client:
HARWORTH

Project:
ROCKINGHAM PHASE 2A
RESERVE MATTERS APPLICATION

Drawing Title:
LARGE CAR
TWO WAY SWEEP PATH

Drawn By: KG	Checked By: KG	Approved By: RAM
Scale: 1:1250	Paper Size: A3	Date Created: 29.11.2021
Drawing Number: 21095.ATR.04	Drawing Revision: -	

Parking Provision at Phase 2a Rockingham

Project Name: Rockingham

Job Number:

Client: Harworth

Date: 29th November 2021

		Use Category	Floor space**	Staff No.*	What is Provided	Recommended Requirments	Difference	Notes
Standard Car Parking	Site 2	B8	4598	66	42	37	5	Standards Exclude Disabled Parking Spaces
	Site 3	B8	3576	51	39	30	9	
Disabled Parking	Site 2	B8	4598	66	5	4	1	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% = 1 + 3 = 4
	Site 3	B8	3576	51	4	4	0	
Total Parking	Site 2	B8	4598	66	47	41	6	
	Site 3	B8	3576	51	43	34	9	
Cycle Parking	Site 2	B8	4598	66	10	6	4	Standards are minimums
	Site 3	B8	3576	51	10	5	5	
EV Parking	Site 2	B8	4598	66	8	3	5	Standards are for 10% of total
	Site 3	B8	3576	51	4	3	1	
Motorcycle	Site 2	B8	4598	66	4	2	2	Standards are minimums
	Site 3	B8	3576	51	4	2	2	

*Employment densities taken HCA Employment Densities Guide. **Includes first floor office space



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- 29.11.21 INITIAL ISSUE

Rev:	Date:
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Status/Amendments

| RAM

By: _____

mosodi
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Manchester
0161 413 5168

Leeds
0113 323 0854

Client:

HARWORTH

Project:

ROCKINGHAM PHASE 2A
RESERVE MATTERS APPLICATION

Drawing Title:

JUNCTION INTER-VISIBILITY AND SPACING
2.4m x 43m SPLAYS SHOWN

Drawn By:

KG

Checked By:	
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KG

Approved By:

RAM

Scale:

1:500

	<i>Paper Size:</i>
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A3

	<i>Date Created:</i>
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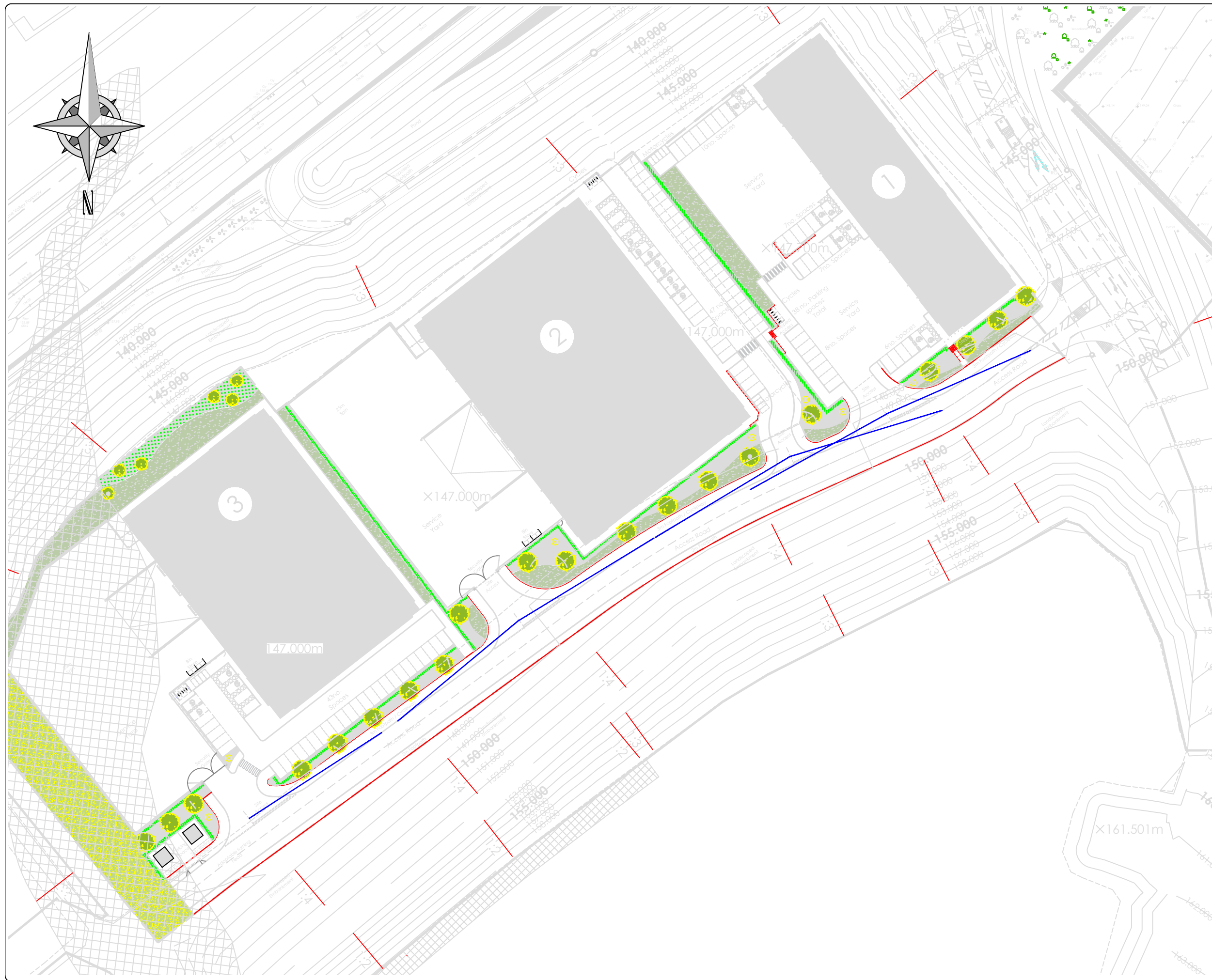
29.11.2021

Drawing Number:

21095.IN.01

	<i>Drawing Revision:</i>
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Date:	Status/Amendments:		By:



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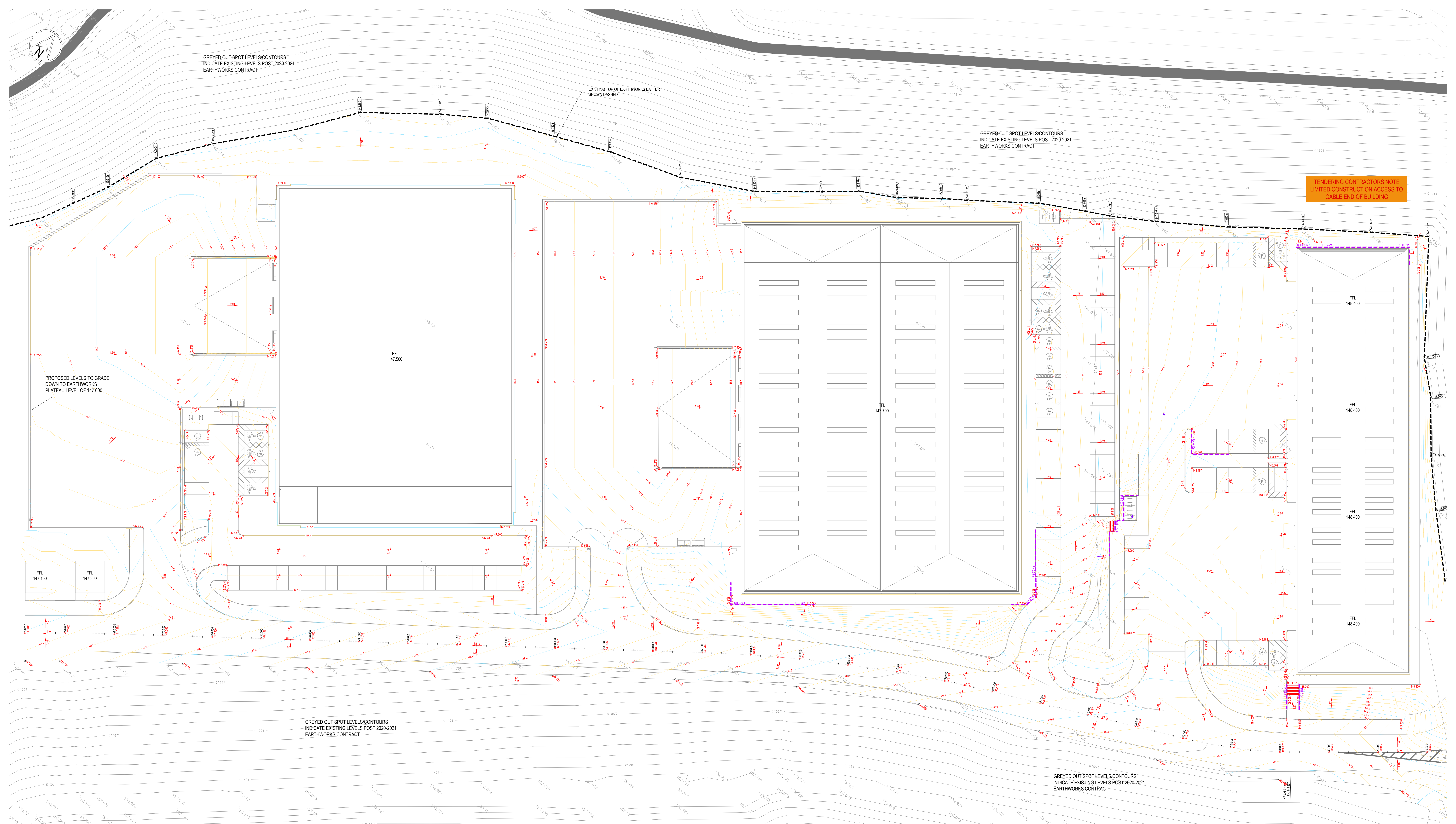
Project:

ROCKINGHAM PHASE 2A
RESERVE MATTERS APPLICATION

Drawing Title:

VISIBILITY 2.4m x 43m SPLAYS SHOWN

Drawn By:	Checked By:	Approved By:
KG	KG	RAM
Scale:	Paper Size:	Date Created:
1:1000	A3	29.11.2021
Drawing Number:	Drawing Revision:	
21095.IN.01	-	



GENERAL SAFETY NOTES:

- WHERE THE BASE (FROM BASE) HAS BEEN USED AS A TEMPORARY RUNNING SURFACE DURING THE CONTRACT, IT SHALL BE THOROUGHLY CLEANED AND POWER WASHED AS NECESSARY AFTER DRAINING AND IMMEDIATELY BEFORE THE BINDER COURSE IS LAID A THICK COAT OF BITUMEN EMULSION CLASS 41-45 OR 41-45 BINDER SHALL BE APPLIED AT A RATE OF 0.25-0.30 LITRES PER SQUARE METRE.
- ALL ROAD KERBS WITH A RADIUS OF 150 OR LESS SHALL BE FORMED WITH PROPRIETARY RADIUS KERBS.

HEALTH & SAFETY:

- CONTRACTOR SHOULD BE AWARE OF GENERAL CONSTRUCTION RISKS TO PREVENT SLIPS, TRIPS AND FALLS AND TAKE NECESSARY PRECAUTIONS WITHOUT SPECIAL INSTRUCTION.
- CONTRACTOR TO PROVIDE TRENCH SUPPORTS AS APPROPRIATE AND ENSURE THAT PLANT REMAINS A SAFE DISTANCE FROM TRENCHES PRIOR TO INSTALLING DRAINAGE.
- THE TIME THAT EXCAVATIONS ARE OPEN ON SITE SHOULD BE KEPT TO A MINIMUM AND ALL TRENCHES SHOULD BE SURROUNDED BY A BARRIER.
- CONTRACTOR TO TAKE NECESSARY MEASURES TO BE MADE BY APPROVED CONTRACTOR ONLY.
- CONTRACTOR TO HAVE OPERATED AREA OF ROAD TO BE CLOSED TO TRAFFIC TO HEALTH & SAFETY OF ALL PERSONS (CHILDREN) AND RECOMMENDED PRECAUTIONS. ADEQUATE WELFARE FACILITIES AND PROTECTIVE CLOTHING TO BE PROVIDED AS REQUIRED.
- UNFINISHED HANDLES MUST BE COVERED WITH LOAD BEARING MATERIALS AND SURROUNDED WITH BARRIERS.

PIERS & CABLES:

- CONTRACTOR TO OBTAIN ALL SERVICE RECORDS PRIOR TO WORKING COMMENCING.
- SERVICE RECORDS TO BE REFERRED TO PRIOR TO WORK COMMENCING. CONTRACTOR TO PROCEED WITH CAUTION AND SERVICES TO BE LOCATED BY HAND AND PROTECTED ACCORDINGLY.

EXCAVATION:

- CONTRACTOR TO ENSURE RELEVANT MEASURES ARE TAKEN TO KEEP PLANT AND PEOPLE A SAFE DISTANCE FROM STEEP SLOPES DURING THE WORKS.
- CONTRACTOR TO ENSURE THAT PROCEDURES ARE IN PLACE TO KEEP PEOPLE A SAFE DISTANCE FROM WORKING PLANT WHERE NECESSARY.
- CONTRACTOR TO REFER TO GEOTECHNICAL INVESTIGATION REPORT FOR CONTAMINATION TESTS AND TO PROVIDE ADEQUATE WELFARE FACILITIES AND PROTECTIVE CLOTHING AS REQUIRED.

DESIGN NOTES:

- ALL WORKS TO COMPLY WITH CURRENT VERSION OF THE FOLLOWING DOCUMENTS:
 - SECTION MANUAL FOR ROADS AND BRIDGES (SMRB)
 - SECTION MANUAL FOR HIGHWAY WORKING (SMHW)
 - LOCAL AUTHORITY DESIGN GUIDE AND SPECIFICATION
- PRIOR TO COMMENCING WORKS THE CONTRACTOR SHOULD INVESTIGATE AND LOCATE AS NECESSARY ANY EXISTING UTILITY UNDERGROUND EQUIPMENT WITHIN THE NEW ACCESS AND DISCUSS REQUIREMENTS FOR LOWERING/REVISION AND PROTECTION WITH THE RELEVANT UNDERTAKER.
- ALL WORKS WITHIN THE ROAD WIDENING SHALL BE SUBJECT TO CONFIRMATION OF OUR VALUES. CONTRACTOR TO ALLOW FOR LAB TESTS TO BE UNDERTAKEN IN AGREEMENT WITH LOCAL AUTHORITY HIGHWAY ENGINEER PRIOR TO WORK COMMENCING.
- PROPOSED LEVELS HAVE BEEN BASED ON THE EARTHWORKS CONTRACT PLATEAU LEVELS BY JPD GROUP DATE 01/01/2020.
- PROPOSED DRAWINGS BASED ON ARCHITECTURAL LAYOUT BY THE HARRIS PARTNERSHIP ARCHITECTS REF: 1288-01/11 RECEIVED APRIL 2020.
- SLOPES GREATER THAN 1 IN 6 MAY REQUIRE STABILISATION. GEOTECHNICAL ENGINEER TO BE CONSULTED TO CONFIRM REQUIREMENTS.

KEY:

- INDICATIVE SITE BOUNDARY
- RETAINED HEIGHT
- EXTERNAL STEPS
- MAJOR CONTOUR
- MINOR CONTOUR
- PROPOSED GRADIENT
- EXISTING LEVELS
- PROPOSED LEVELS

0 10 20 Metres

REVISIONS:

Date	Revised	Drawn	Checked	Rev
13.11.2021	UPDATED TO BUT LATEST UNIT LAYOUT	AMF	AMF	6
09.09.2021	PAST READY EARTHWORKS SPOT LEVELS ADDED	AMF	AMF	5
15.08.2021	UPDATED TO BUT LATEST SITE PLAN	AMF	AMF	4
14.05.2021	INFO ADDED TO BUT PLANNING CONSULTANTS COMMENTS	AMF	AMF	3
11.05.2021	LEVELS TO NORTHERN GABLE ENDS OF WINGS 130 REVISED	AMF	AMF	2
20.04.2021	FIRST ISSUE	AMF	AMF	1

Client: **HARWORTH GROUP**

Project: **ROCKINGHAM PHASE 2 BIRDWELL**

Title: **PHASE 2A.1 BUILT DEVELOPMENT AREA PROPOSED LEVELS PLAN**

DO NOT SCALE Scale @ A3: 1:200 Drawn: **AMF** Checked: **AMF** Date: 20/04/2021

Job No: **Y20112** Draw No: **D100** Rev: **6**

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