

Technical Note - Car Parking

14 August 2019
Version 2.0
Issue



1 Background

Fore Consulting Limited (Fore) has been commissioned by Newcore Capital Management to assess the revised development proposals in relation to the redesigned ramp and car park deck structure at the existing car park at One Capitol Court, Barnsley.

Newcore Capital Management are in the process of resubmitting the planning application to Barnsley Metropolitan Borough Council (BMBC) after it was found that the ramp on the previous design was not feasible in its proposed location. This version of the note has been amended to take account of the new development proposals.

2 Existing Situation

2.1 The Site

One Capitol Court sits within Capitol Park, which in turn is an established business park located off Junction 37 of the M1, approximately 3.5km west of Barnsley town centre. One Capitol Court itself comprises a three storey Grade A office block to the east of the wider Capitol Park site, immediately north east of the A628 Whinby Road / Capitol Close roundabout. From the A628 Whinby Road, the site is accessed via Capitol Close and Capitol Court.

The building comprises a gross internal area of 3,279 m², and is currently occupied at first and second floor level only. The ground floor accommodation and associated parking spaces are not currently in use.

113 car parking spaces are currently provided, including dedicated spaces for visitors plus disabled staff and visitors.

2.2 Accessibility

It is noted that One Capitol Court is located within a walk of 400m (equating to approximately 5 minutes) of existing bus stops on the B6449 Barnsley Road, which provide frequent services to Barnsley town centre, as well as regular local services to the west of Dodworth, including Penistone, Cubley, Gilroyd, Millhouse Green and Silkstone. However,

whilst the nearest bus stops are within 400m, it is not considered to be a particularly pleasant walk to/from them. The topography is not level and the walk is along a busy road corridor with roundabouts to negotiate.

The site is located a walk of 1.3km from Dodworth rail station, which is served by rail services on the Penistone Line between Sheffield and Huddersfield, generally on an hourly frequency in both directions. The walk of 1.3km to the rail station is not particularly attractive.

3 Planning History and Relevant Planning Policy

Outline planning consent for the wider Capitol Park Business Park was granted on 23 February 2005¹ under reference B/04/1998/DO. Reserved matters consent for Class B1 uses under reference 2005/1851 was approved in January 2006, which specifically relates to One Capitol Court.

Barnsley Council is currently producing a Local Plan which will replace the Core Strategy and the Unitary Development Plan. Inspector's hearings are ongoing into the Local Plan, and the current estimated timescale for the adoption of the Local Plan is at a point later in 2018. The Barnsley Development Plan comprises saved sections from the Unitary Development Plan (adopted in December 2000) and the LDF Core Strategy (adopted in September 2011). A Supplementary Planning Document (SPD) for parking was adopted in March 2012.

Policy CSP25 states that new development will be expected to provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and not provide more than the maximum number of car parking spaces set out in the parking SPD. In accordance with the advice provided in PPG², maximum parking standards can lead to poor quality development and congested streets, therefore local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.

In turn, the Barnsley parking SPD highlights the standards are based on the accessibility by all modes of transport and guidance in the (now withdrawn) Regional Spatial Strategy for the Yorkshire and the Humber. This states that restriction and control of parking should form part of a comprehensive transport strategy for development proposals.

It is noted that *Planning Practice Guidance*, which was subsequently published by the Government in March 2014, highlights that maximum parking standards can lead to poor quality development and states that “...local planning authorities should seek to ensure

¹ Barnsley Metropolitan Borough Council planning application reference: B/04/1998/DO, ‘Employment Development Proposal comprising Class B1, B2 and B8 Uses, Hotel, Park and Ride and associated works, with Environmental Impact Assessment’.

² Paragraph: 008 Reference ID: 42-008-20140306

parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable”³.

Furthermore it is noted that in the current proposed revisions to the NPPF at Para 107, which are a material consideration even though they are still out to consultation, there now appears to be discouragement for use of maximum parking standards unless there is clear and compelling justification that they are necessary. This shows the direction of travel of national policy - it's also possible that the NPPF revisions will be adopted in any event by the time an application is determined.

Notwithstanding the national guidance, the site is located within the urban Barnsley area, as defined in the Core Strategy, therefore in accordance with current local policy the maximum number of car parking spaces permitted is 1 space per 30m² GFA. At 113 spaces, the existing car parking provision therefore broadly complies with the Council's standards.

4 Development Proposals

4.1 Background

The ground floor has been vacant for 13 months and whilst it has been marketed to let during this time, there has been limited interest due to the location of the site, and the level of car parking which is perceived by occupiers to be less than required.

It is understood that a local occupier (known as PSG Connect) has expressed interest in relocating to One Capitol Court from existing premises within the Barnsley district, to accommodate plans for expansion. It is understood that the potential occupier currently has 46 existing members of staff, 38 of which currently drive to work from Wombwell, Hoyland, Rotherham, and surrounding areas, plus Huddersfield, Holmfirth and Coventry. Crucially, PSG have plans to add 35 more staff to their workforce over the next 24 months, which equates to a total of 81 staff. With increasing staff numbers, the occupier is intending to increase the number of company cars available to staff, which currently stands at 13.

The specific nature of the occupier's business (specialist searches in relation to residential and commercial properties) is such that although staff are generally office-based, they also need to be able to travel by car to respective sites when necessary.

There is scope for some car sharing to take place at the site, and for pool cars for essential business trips. However, given the relatively dispersed staff catchment and differing working arrangements, car sharing is not necessarily always possible. In addition, although opportunity exists for staff to use public transport, most staff will need to interchange (at Barnsley or elsewhere) to travel to One Capitol Court. Combined with the nature of the

³ Paragraph reference ID: 42-008-20140306

occupier's operational requirements, it is unlikely that in practice public transport will be a realistic option for a significant number of staff to commute or travel for business purposes.

The planning application is now being resubmitted to reflect the updated design proposals. The ramp on the previous design was not feasible in its proposed location and has therefore been moved to the opposite side of the car park structure as shown on the drawings appended to this note.

4.2 Proposed Car Parking

Given the above, Newcore Capital Management submitted a planning application to provide additional parking spaces at the site. This comprised the provision of a structural deck over part of the existing surface car park, which resulted in the provision of a net additional 29 car parking spaces. This brought the total parking provision at the site to 142 spaces, of which 65 is allocated for use by staff and visitors associated with the proposed occupier of the ground floor unit. No changes were proposed to the parking arrangements of the other occupiers within One Capital Court.

No changes are proposed to the overall parking provision in the new layout appended to this note.

It is acknowledged that the provision of the additional 29 parking spaces would lead to the Council's maximum parking standards being exceeded. However, in accordance with the advice provided in PPG as set out above, it is considered that the proposed level of parking provision is appropriate given the specific needs of the development - essentially a combination of the site's location and the operational requirements of the potential occupier. It is considered unlikely that the operation of the proposed additional parking spaces would lead to any significant impact in terms of the operation of the wider local network.

4.3 Proposed Alterations to the Ramp and Car Park Deck Structure

As can be seen on the attached drawings, the ramp now sits at the opposite site of the deck structure. The revised swept path analysis shown on Fore Drawing 3671 SK001 02 demonstrates that large cars can access the decked car park using the ramp satisfactorily and manoeuvre and park adequately.

4.4 Impact on the Highway Network

It is anticipated that approximately 50% of the proposed additional car parking provision would be used by staff arriving during the morning peak hour. Assuming the car park extension is fully occupied, 50% of the additional spaces equates to around 15 trips during the morning peak hour. This does not represent a material impact on the surrounding

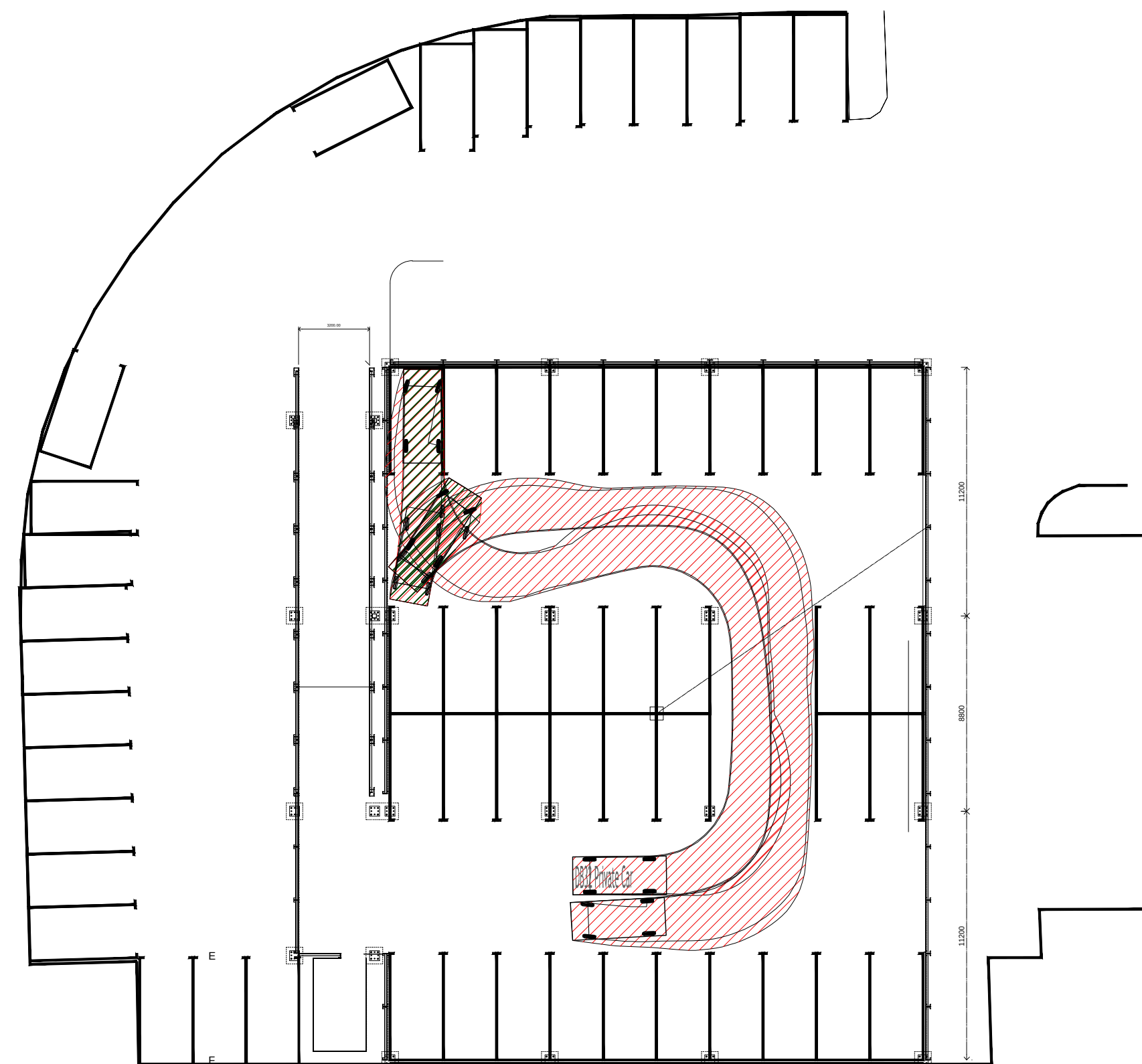
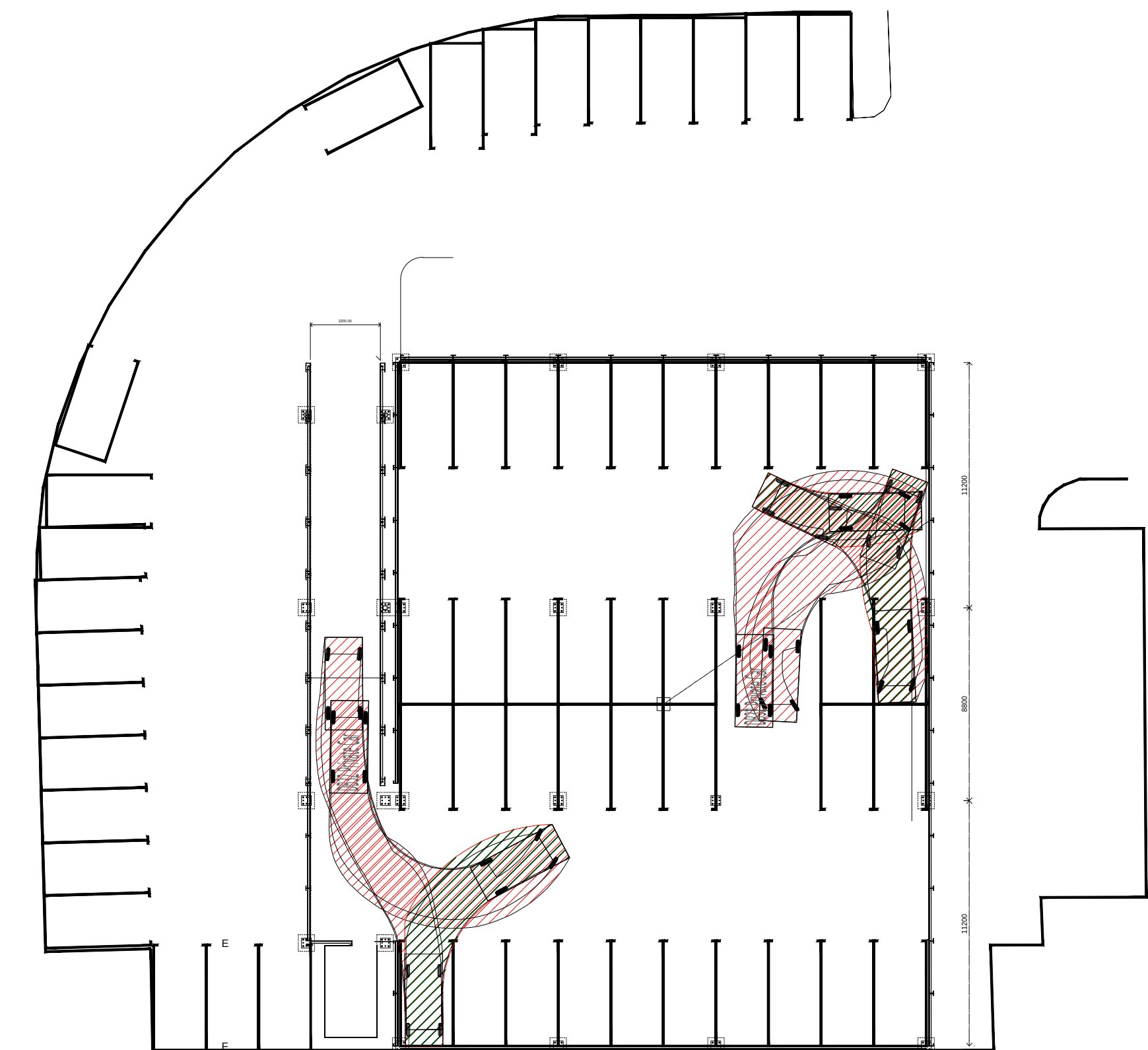
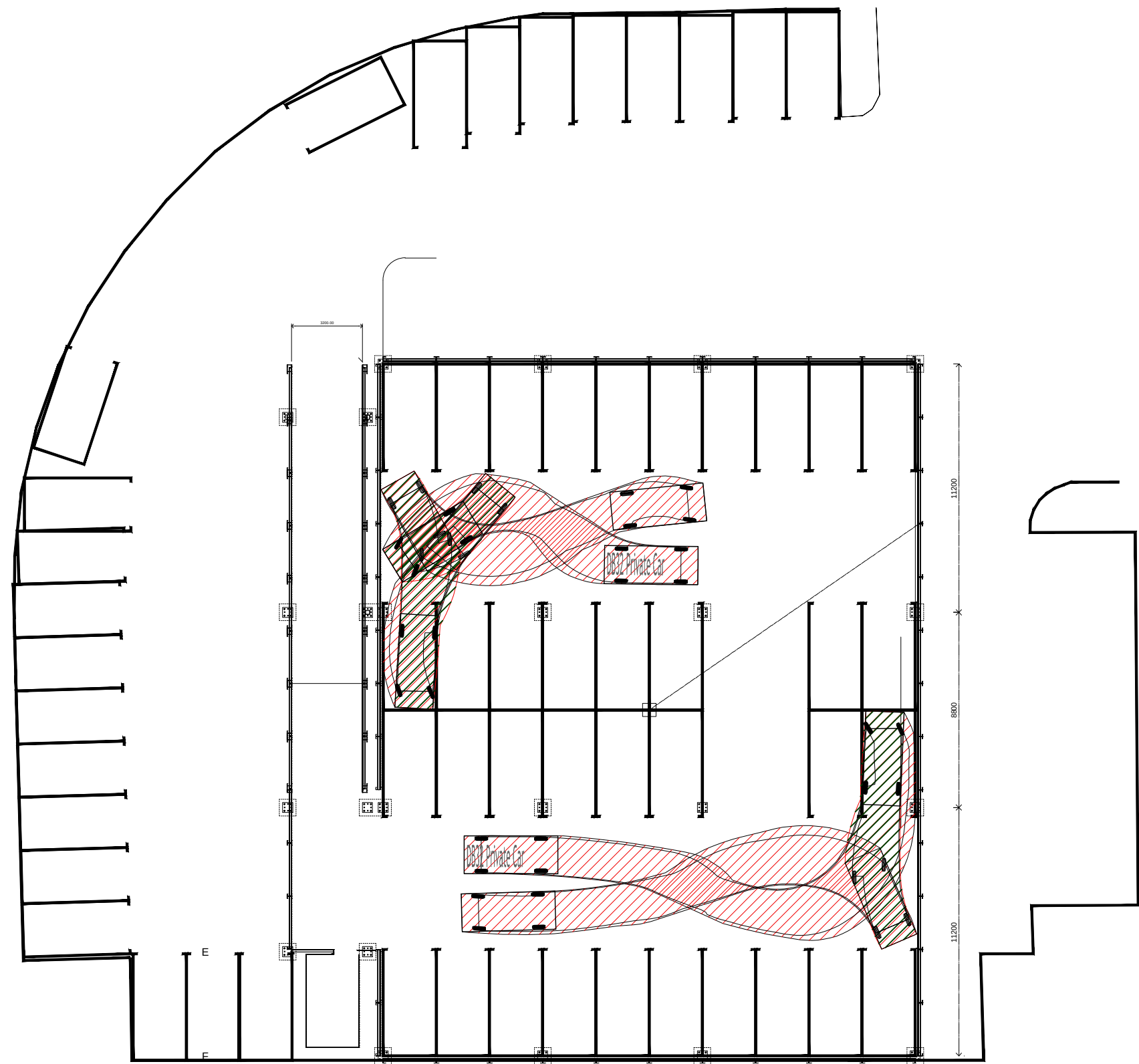
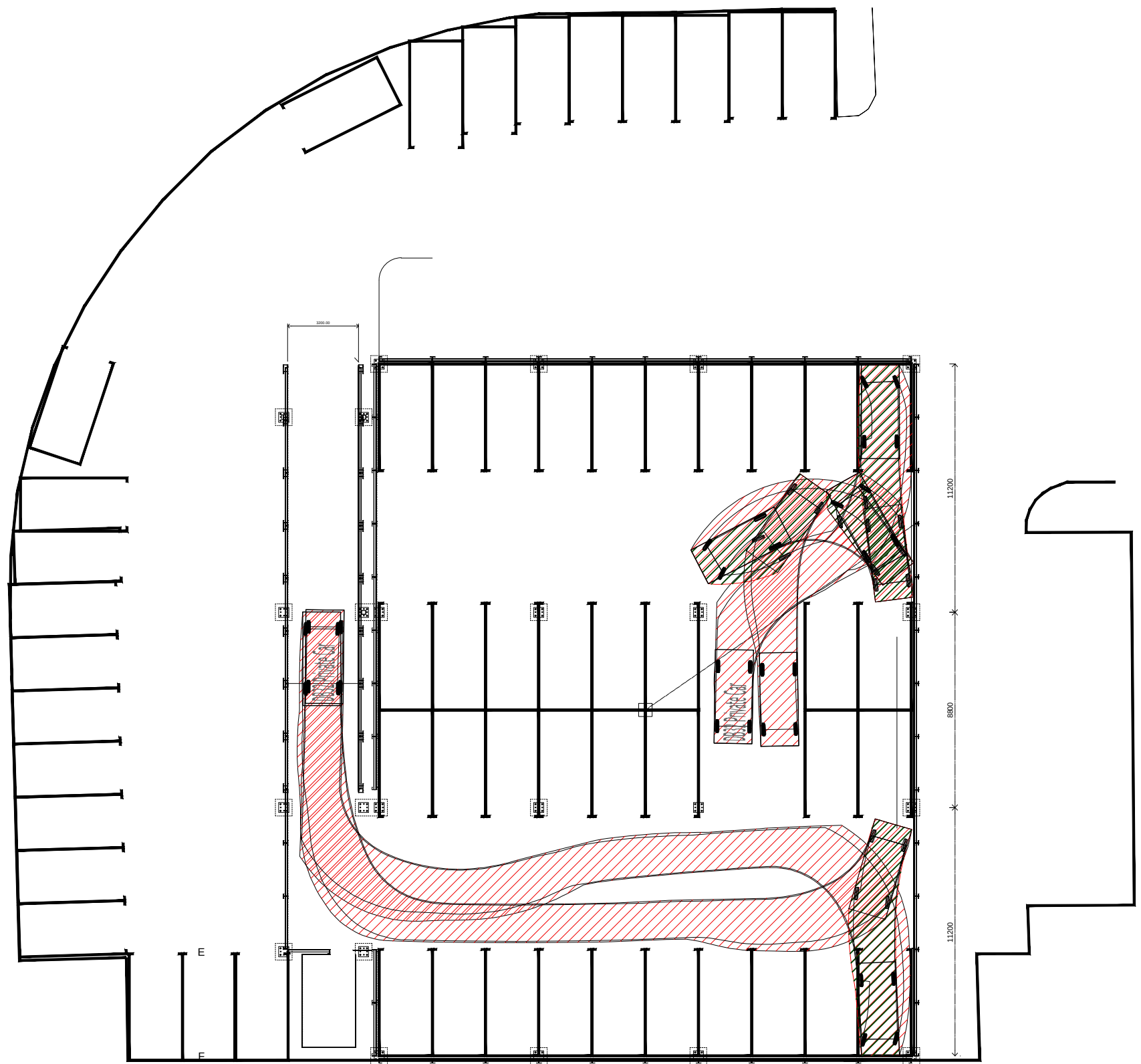
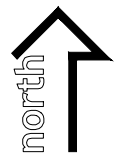
highway network (including Junction 37 of the M1), and therefore no detailed assessment is considered necessary.

5 Summary

This technical note has been updated to reflect the new development proposals, specifically the redesigned ramp which has been repositioned at the opposite side of decked car park. The proposal comprises the provision of a deck over part of the existing car park to provide 29 additional car parking spaces. This would accommodate the requirements of a specific potential occupant of the ground floor of the building, which has been vacant for a period of over 13 months.

It is acknowledged that the additional parking would exceed the Council's current maximum parking standards. However, in accordance with the advice provided in PPG, it is considered that the proposed level of parking provision is appropriate given the specific needs of the development and to meet the requirements of the specific occupier.

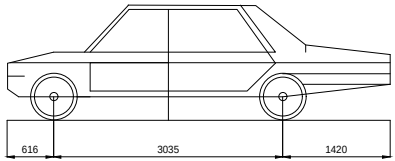
It is considered unlikely that the proposals would lead to any significant impact in terms of the operation of the wider highway network.



DO NOT SCALE

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO FULL TOPOGRAPHICAL SURVEY & DETAILED DESIGN INCLUDING CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH, DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECTS, ENGINEERS & SPECIALISTS DRAWINGS AND SPECIFICATIONS.



LARGE CAR (2006)

OVERALL LENGTH	4.80m
OVERALL WIDTH	1.80m
OVERALL BODY HEIGHT	1.525m
MIN BODY GROUND CLEARANCE	0.310m
MAX TRACK WIDTH	1.831m
LOCK TO LOCK TIME	4.00S
KERB TO KERB TURNING RADIUS	5.900m

REV	DESCRIPTION	DATE	BY
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CLIENT:
NEWCORE CAPITAL MANAGEMENT

PROJECT
ONE CAPITOL COURT, BARNLEY

DRAWING TITLE
AUTOTRACK ANALYSIS

PRELIMINARY

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www.foreconsulting.co.uk



Drawn by	Checked by	Date	Scale	Format
PJ	PI	30/07/19	1:500	A1
Job Number	Drawing Number	Revision		
3671	3671 SK001 02	-		

Car park boundary
Spaces to edge reconfigured

Ramp Up

Deck outline

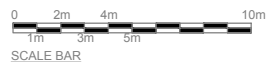
5m min drive aisle
Block pavers to be
reinstated after installation

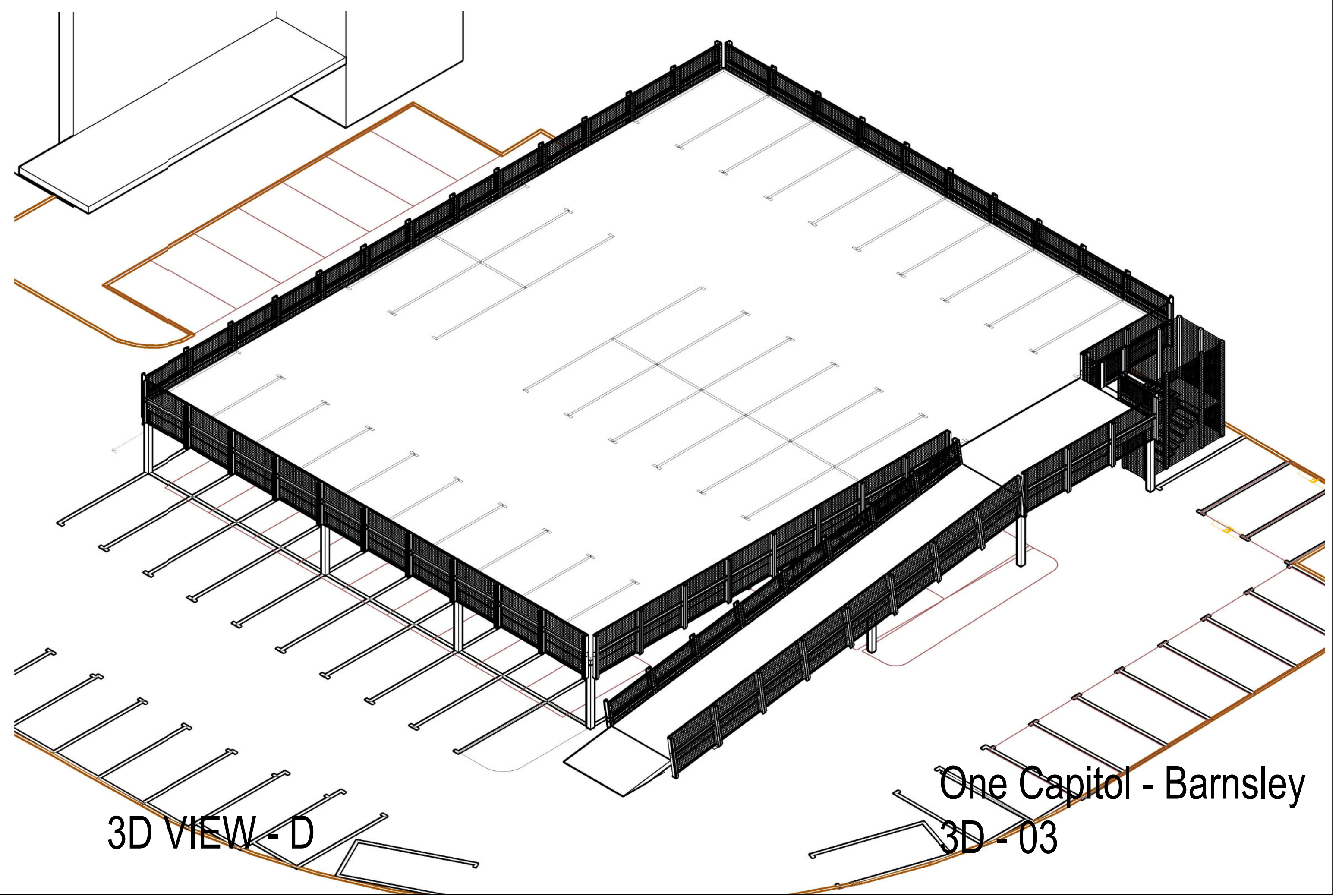
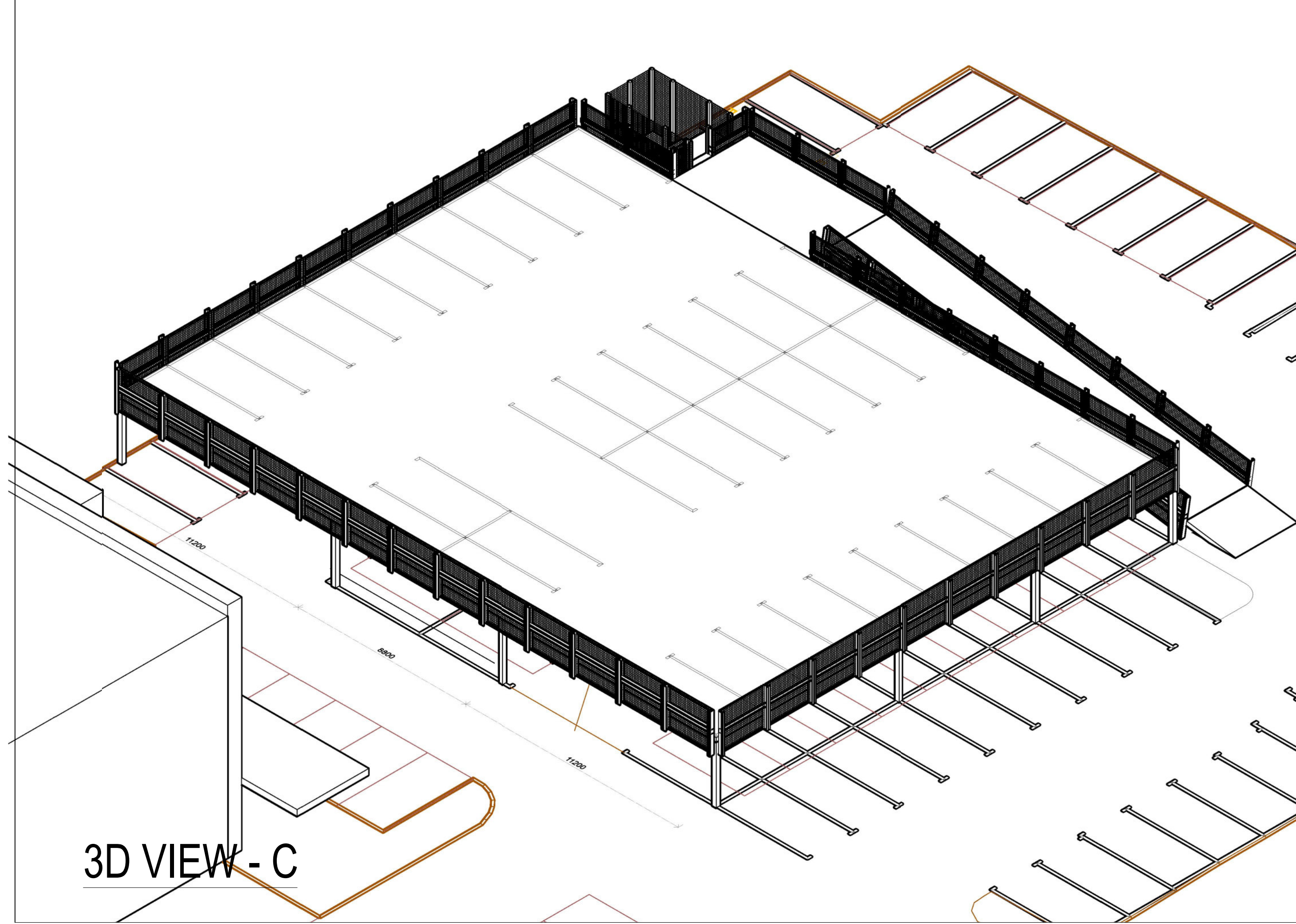
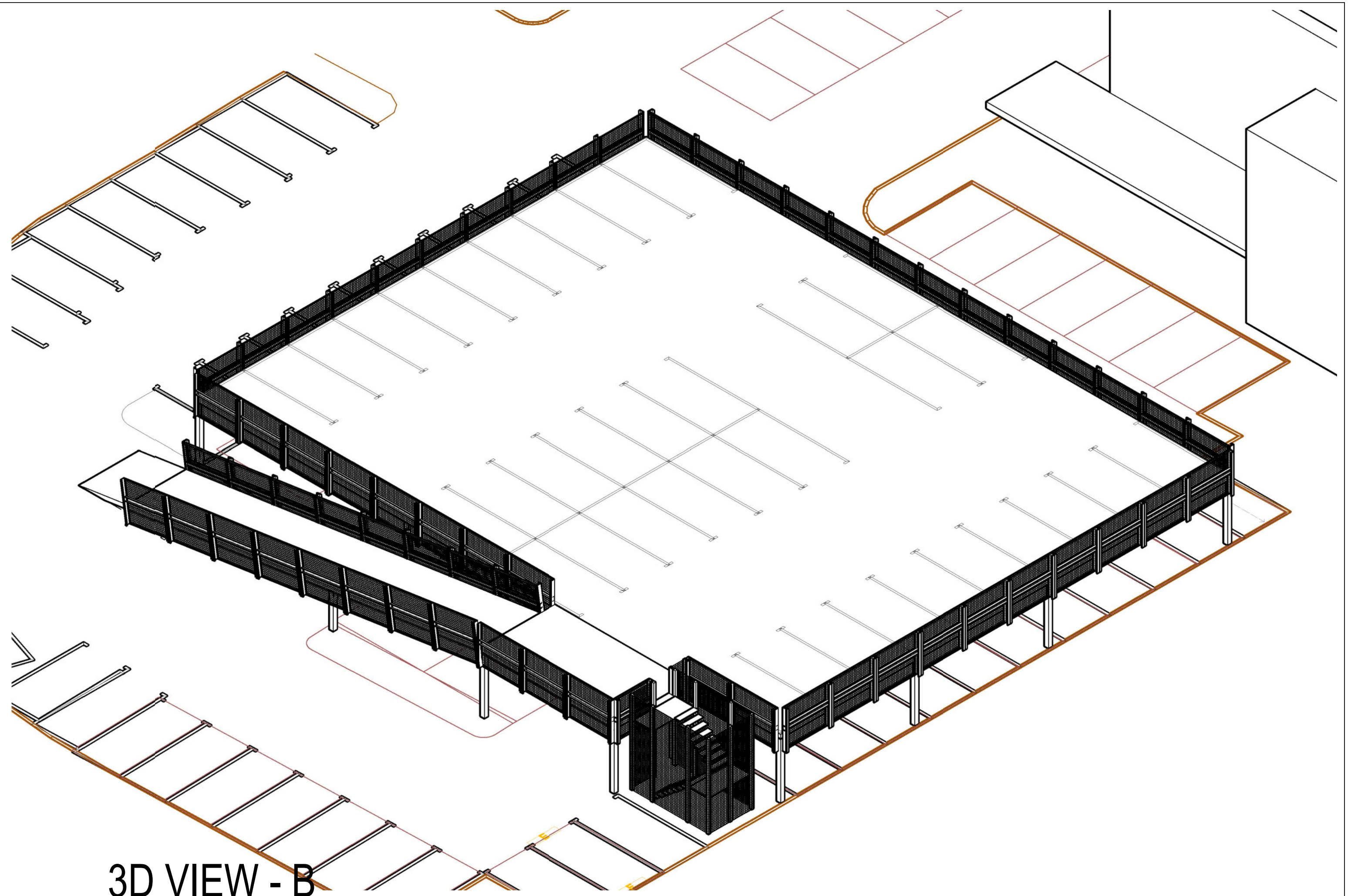
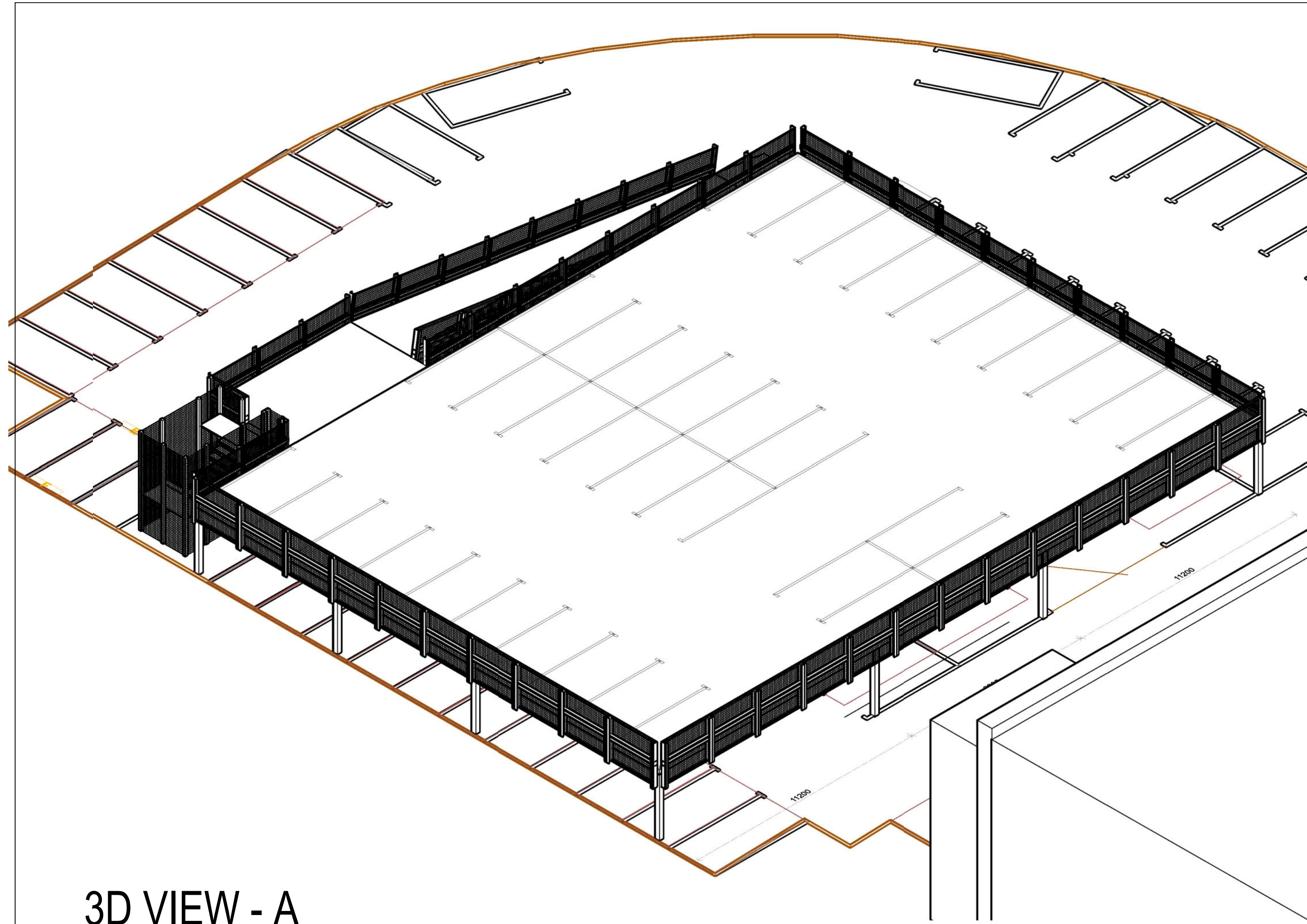
existing
bike shed

External escape stairs
GRP nosings

Ground Floor Plan
(with new deck overlay)

ONE CAPITOL
BARNESLEY
DRG No 1.01



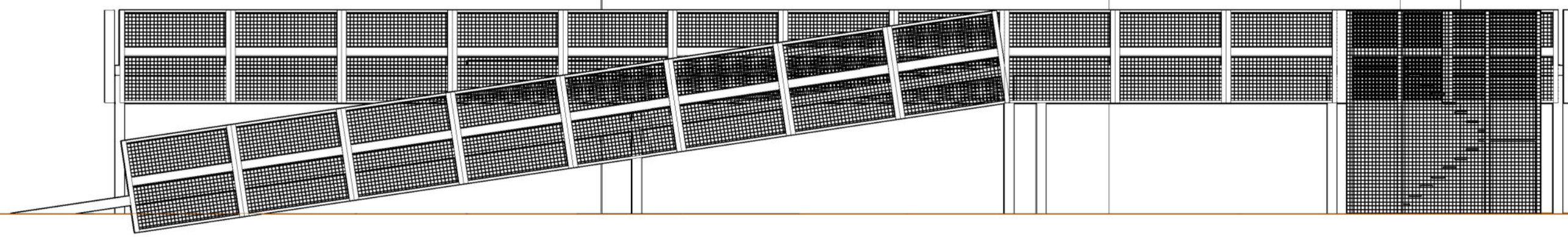


3D VIEW - A

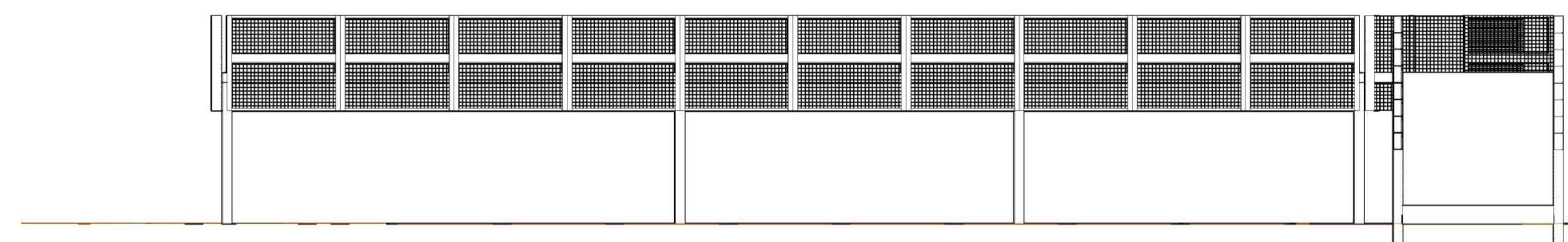
3D VIEW - B

3D VIEW - C

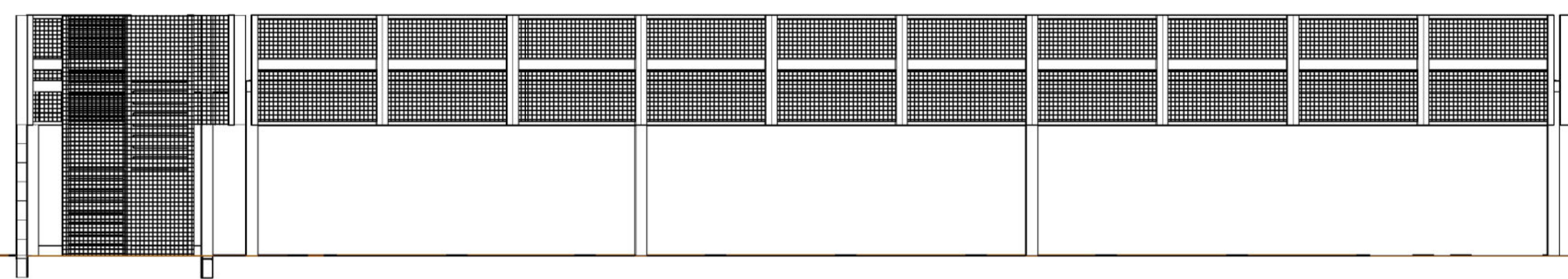
3D VIEW - D



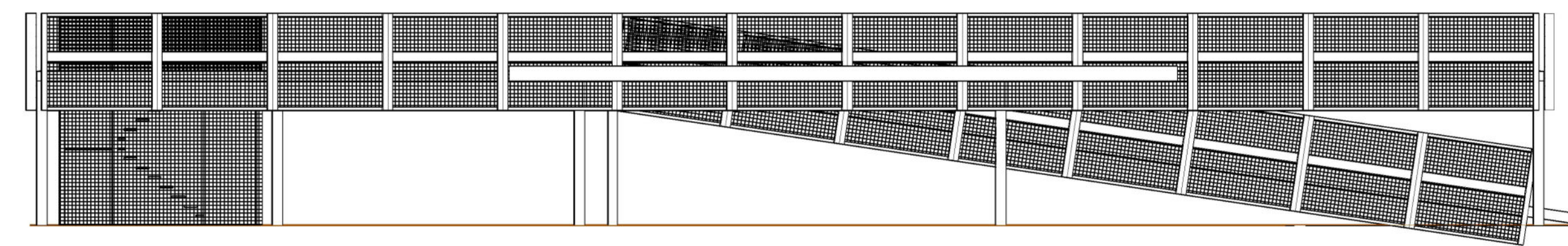
Elevation A



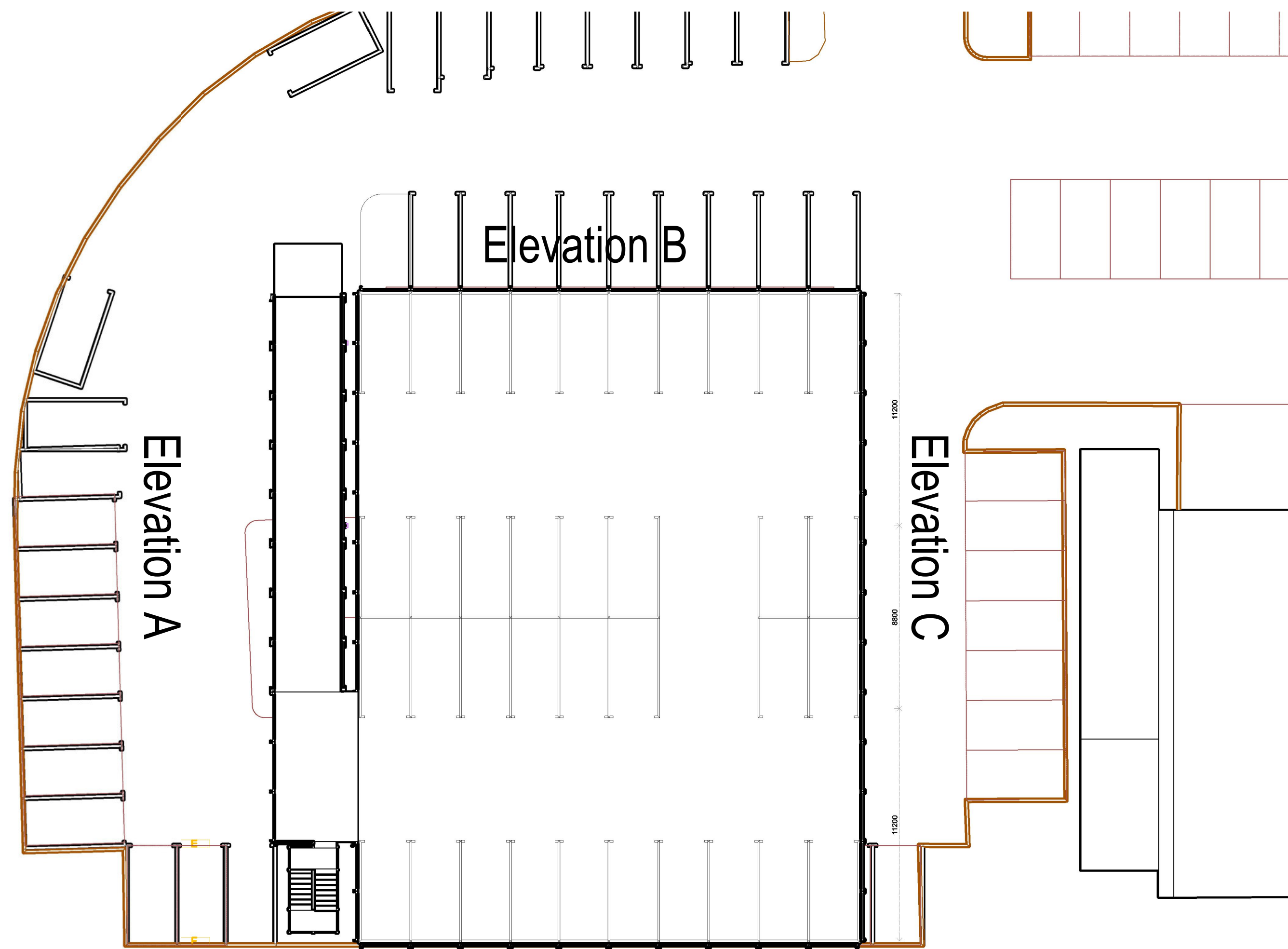
Elevation B



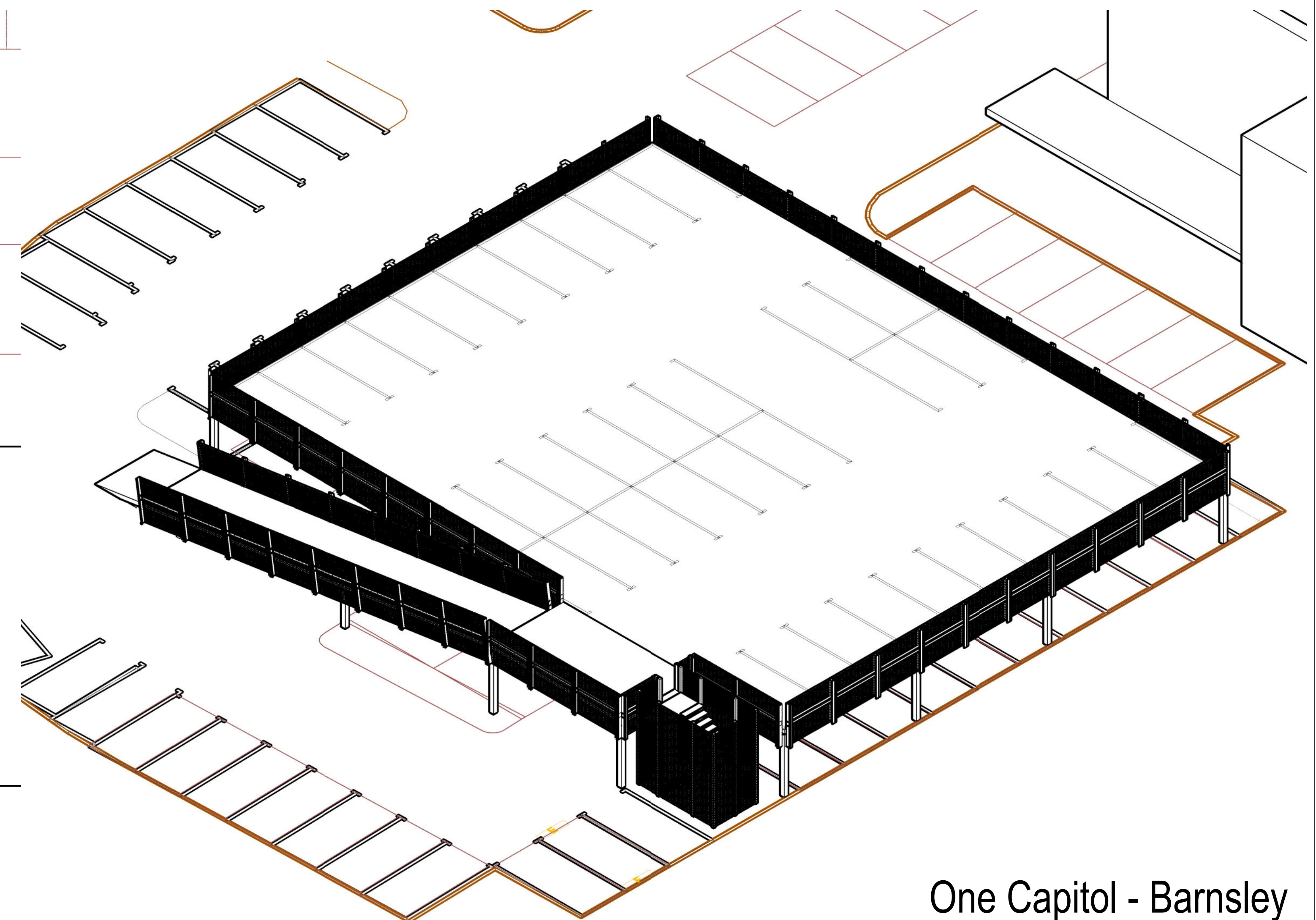
Elevation D



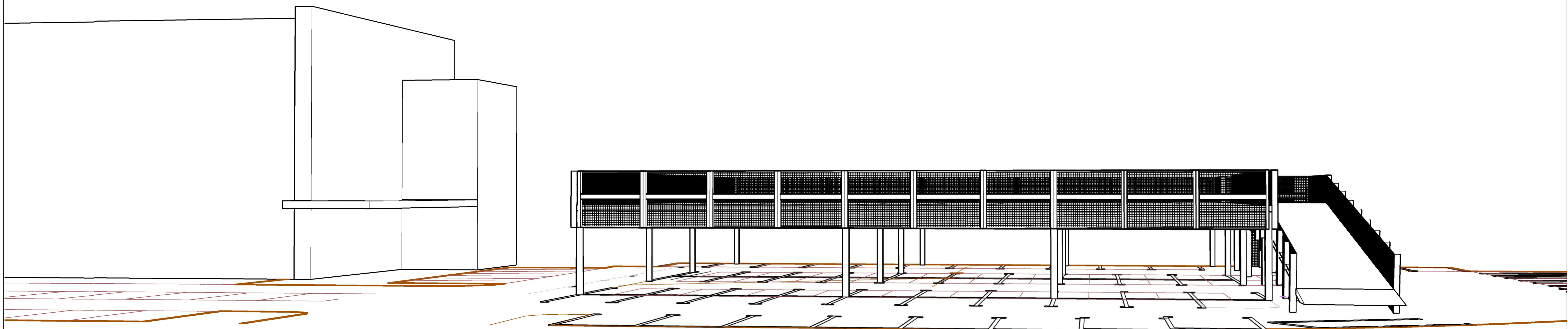
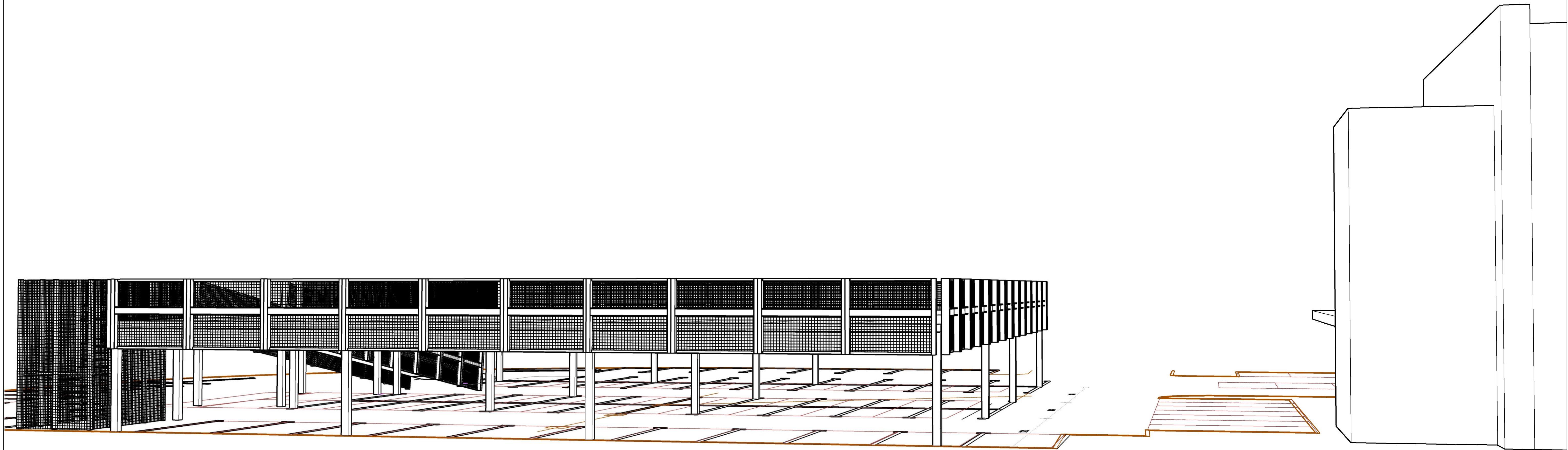
Elevation C



Elevation D
PLAN VIEW



3D VIEW



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