

Applicant's Response to Barnsley Metropolitan Borough Council Highways Comments

Barnsley Metropolitan Borough Council Applications Reference: 2023/0753

Land to the east of Sheffield Road, Hoyland Common, Barnsley

15 September 2023

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Response in relation to the above planning application for the development of a community sports facility, including singlestorey multi-use building, all weather sports pitch with floodlights, two temporary storage containers and associated car parking and landscaping on land to the east of Sheffield Road, Hoyland.

Comments were provided by the Local Highway Authority (LHA), Barnsley Metropolitan Borough Council (BMBC) in September 2023. The full consultation response is included at **Appendix A**.

This report will address the comments provided, and is supported by the following figures and appendices:

- **Appendix A** BMBC Consultation Response;
- Appendix B Updated Access Design;
- Appendix C Swept Path Analysis.

Parking Provision

The comments provided by the LHA primarily related to the proposed level of parking at the site and whether this will be sufficient to meet the anticipated demand. This section of the Response will seek to provide further information to that provided in the submitted Transport Statement (TS) to demonstrate the proposed level of parking is sufficient.

Planning History

It is important to note that planning permission was granted at the site in 2021 (2020/0999) for earthworks to create plateaus for the creation of football pitches and an archery range and associated changing facilities, vehicular access, car parking, drainage works and boundary treatments.

That application proposed 20 parking spaces to serve the football pitches and archery range, which the Transport Statement prepared by Fore Consulting determined was in line with the existing provision. No objections were raised on highway grounds.

The key difference between the current proposals and those permitted in 2021 is the addition of the community building, as well as a notable uplift in parking provision. It is considered that the additional 74 parking spaces at the site compared with the previous permission are more than sufficient to accommodate the demand for parking generated by the community building. This is further demonstrated below.

Existing Rockingham Centre

The proposals seek to replace many of the facilities currently provided at The Rockingham Centre, which are to be lost as a result of development associated with the Hoyland West Masterplan.



The Rockingham Centre provides a cricket pitch, football pitch, archery range and community building. The community building incorporates a function room, bar / kitchen and changing rooms among other elements and currently caters for functions (including parties and weddings), fitness classes and provides a space for meetings for local community groups. The existing facility is provided with 27 parking spaces.

The proposed development incorporates a football pitch, archery range and community building, but not a cricket pitch. It is considered that the proposed community building will offer improved facilities but will largely accommodate similar uses to the existing centre.

The proposals offer over three times the level of parking as the existing facility. It is therefore considered that the proposed development offers significant benefits when compared with the existing facility when it comes to on-site parking provision.

Accumulation Assessment

It is considered that the proposed facility is unique in its offer, particularly in the local area. It is therefore not considered that there are any other comparable sites at which surveys could be undertaken and the TRICS database offers the best method for assessing vehicle trips and parking accumulation by taking an average of a range of different sites.

The parking accumulation assessment submitted as part of the TS demonstrated that the maximum parking accumulation on a Saturday for the football pitches and community facility was expected to be 37 vehicles. However, it is acknowledged that this was based on the weekday trip profile of a community centre based on a lack of weekend surveys in TRICS.

The football facility alone is expected to lead to a maximum accumulation of 27 cars on a Saturday.

The maximum capacity of the archery range is expected to be 30 participants. If it is assumed robustly that 50% of participants drive (accounting for car sharing and travel by sustainable modes), this would add a further 15 cars to the site.

Assuming therefore that 42 spaces were occupied by vehicles associated with the football and archery uses, that would leave 52 spaces available to serve the community building.

The weekday trip data for the community centre suggests that the maximum accumulation would be 12 vehicles. Therefore, even if the community centre were to operate four times busier on a Saturday when compared with a weekday, there would still be sufficient space within the site to accommodate all vehicles.

This also assumes a worst-case scenario whereby the capacity of all three uses is reached at the same time, rather than being spread more evenly across the day.

Travel Plan / Sustainability

The proposals have been developed to meet a local need and as such, it can be expected that many users will live locally and travel sustainably, particularly those making use of the community facility.

As was set out in the TS and Travel Plan (TP) accompanying the application, the site is well located to encourage travel by non-car modes. The proposed development site is more sustainably located than The Rockingham Centre by virtue of its proximity to a higher level of residential development.

High quality pedestrian and cycle infrastructure is provided within the vicinity of the site, and within the proposed development site itself. Two secure sheltered cycle storage spaces are proposed for staff members, in addition to eight covered Sheffield stands catering for 16 cycles. Additional cycle parking will be provided close to the football pitches.



In addition, the site is well served by local bus routes, with an average frequency of 3-4 buses per hour calling at bus stops within a 400m walk of the site.

It is therefore considered that visitors and staff will have good opportunity to travel without reliance on the private car.

Travel to the site by sustainable modes will be promoted by a range of measures set out in the Travel Plan, which targets a 10% reduction in single occupancy car trips amongst staff and a 10-percentage point increase in travel by sustainable modes by visitors. This will further reduce demand for parking at the site.

<u>Summary</u>

As noted within the highway comments, the local parking standards are not considered directly applicable to the site given its hybrid nature. Nevertheless, the standards set out by Barnsley Council are maximum standards, which can be reduced based on the specific requirements of development sites and their sustainability.

It is considered that the information presented within this Response, and within the Transport Statement, demonstrate that the level of parking proposed is suitable to meet the demands of the site. It is therefore considered that the proposals accord with local and national transport planning policy and will not result in overspill parking on the local highway network.

Site Access Proposals

The width of the proposed access has been narrowed to match the access which has already been constructed at the site. In addition, an uncontrolled dropped kerb crossing with tactile paving has been incorporated into the access design. The updated access drawing is included at **Appendix B**.

Updated swept path analysis drawings are included at **Appendix C**, which demonstrate that the proposed access is suitable to accommodate vehicles associated with the proposed development.

Conclusion

It is considered that the information contained in this response should provide sufficient detail for the LHA to be able to make a positive recommendation to this application.



Appended Documents

Appendix A – LHA Consultation Response Appendix B – Updated Access Design Appendix C –Swept Path Analysis



Appendix A

LHA Consultation Response

From: Sent: To: Subject:

15 September 2023 16:06

FW: 2023/0753 Highways consultation comments Parkside community centre proposal - Sheffield Road, Hoyland Common

Hi Elaine,

Please see below the formal response from HDC regarding this application:

APPLICATION NO: 2023/0753

DESCRIPTION: Proposed Community Sports Facility including single storey multi use building, all weather sports pitch with floodlights, two no. temporary storage containers and associated car parking and landscaping LOCATION: Land to the east of Sheffield Road, Hoyland Common, Barnsley

The site was identified as a new location for the Rockingham Sports Centre, which sits within the employment allocation outlined under planning policy ES13 in the Barnsley Local Plan. The provision of the new sports facility was agreed following consultation with BMBC in planning application no. 2020/0647 for the large-scale employment development to the west of Sheffield Road.

Application no. 2020/0999 was approved for the works to form the new sports facility on the Sheffield Road site including access from the public highway. The application also included the provision of level plateaux to accommodate new grass football pitches and a grassed archery range. Provision for temporary welfare, changing and car parking facilities were contained within the scheme.

This application proposes permanent facilities on the 4.3-hectare site, providing external sports pitches, an archery range, and a multi-use building providing a variety of spaces for use by community groups and external clients as well providing welfare and changing facilities for the sports users.

The main car park will provide 64 spaces, 6 of which will be allocated for blue badge holders. There will also be an allocation of electric vehicle charging spaces and motorcycle parking. A further overspill car park will be provided to the south of the site adjacent to the archery range. This will provide an additional 30 spaces for users of the sports pitches and archery range during peak times. The overspill car park will have a barrier to allow the car park to be closed off when not in use.

Section 4.3 of the Transport Statement produced by Andrew Moseley Associates attempts to justify the parking provision of the development by way of using the TRICS database. Given the square metreage of the site, the proposals would be significantly under the recommended provision for a sports facility and assembly and leisure use. However, it is acknowledged that this hybrid use could generate significantly less parking demand that the council's Parking SPD would suggest.

The fact there is no weekend data on the TRICS database for community centre use is addressed by using the weekday figures to calculate total Saturday parking accumulation. It can be anticipated that the community centre will generate a meaningful level of parking demand on a Saturday afternoon, and that this may outweigh the weekday requirements. Furthermore, no uplift has been put onto the figures from the archery use due to there being no information available on TRICS. In both instances, HDC would require more assurance that the projected parking numbers have been rigorously considered and all uses included in the final figures. As TRICS data is unavailable, the consultant should consider a weekend survey of a similar facility to ascertain actual parking numbers.

The submitted layout drawing shows the access having a width of 6.0m. However, the built access presently only measures 5.6m in width. As such, amendments to the existing junction will be required for the scheme to be constructed as per the submitted layout.

The proposed pedestrian route into the facilities anticipates that foot traffic using Sheffield Road will cross the access to enter the site. To the north-west of the site, the spur off the roundabout benefits from dropped kerbs and tactile paving to provide a high specification crossing point. Highways DC officers would expect the same standard of crossing facility across the site access to be included in the scheme.

Highways DC officers would ask for the following information before giving final comment:

- Dropped kerb and tactile paving added to the site entrance to assist pedestrian movement.
- An independent survey of a comparable, nearby sports/community facility to ascertain likely weekend parking numbers.

Kind Regards,

Senior Engineer - Highways Development Control Transport Growth and Sustainability Barnsley Council

Email: Mail: PO Box 634, BARNSLEY. S70 9GG

*Sat Nav reference: S70 2DR



Appendix B

Updated Access Design





Appendix C

Swept Path Analysis



