

To: **South Tyneside Council**
From: **Iceni Projects Ltd (Transportation)**
Date: **9th March 2016**
Title: **ST/0955/15/FUL - Former Be Modern Premises, Western Approach, South Shields**

a. Introduction

1. Iceni Projects Ltd has been appointed by Travis Perkins (Properties) Ltd to provide highway advice in regard to the development of a Trade Park at the former Be Modern premises, Western Approach, South Shields. The proposal seeks to alter and change the use of the existing factory (Class B2) to a mix of commercial uses.
2. Planning application ref: ST/0955/15/FUL was validated on 24th November 2015 and a response on this was provided by the South Tyneside Council (STC) case officer via email dated 21st January 2016. A meeting was subsequently held with South Tyneside's Highways Officers on 4th February 2016 and a response to the comments dated 12th February 2016 sent to STC.
3. STC provided a further response via an email dated 3rd March 2016 and this Note provides a response to the additional comments made.

b. Response to STC Comments

4. Within this section STC's comments are in italics and Iceni Projects' response in normal text.

Harkers Coaches Access

5. *In relation to the manoeuvring of coaches to the adjacent Harkers site, a further vehicle tracking is required for a 12m long coach to demonstrate that a coach can access garages A and B (as referenced on your plans/transport note, - the two garages closest to the Travis Perkins yard) by using the turning head and then reversing into the bays (from the vehicle facing forwards toward the Tudor Road junction).*
6. Consideration has been given to this and there is no benefit to the coaches in using the turning head to reverse into the two doors closest to the turning head.
7. Ultimately, the fact remains that the development makes no difference to Harkers' ability to access the garages. If anything their access to the garages will be improved as the previous building was only about 13.5m from theirs and the fence currently surrounding the site is in a similar position. When the site is operational they will have much more room to manoeuvre than they ever have as even if their wheels do not drive onto the site they will have more open space opposite the garages within which the coaches can overhang when manoeuvring. The building will be about 17m further back than the widest part of the previous building (and current fence) and the only time their access will be impeded is the few times a day that an artic is servicing the units.

8. The existing bollards which are located within the existing footway will also be removed, again increasing the space in which coaches can manoeuvre.
9. As such, there is no basis for the objection to the proposals as the manoeuvrability of Harkers coaches will only be improved as a result of the development. The only way in which they will be affected is that there will be additional traffic using Wilson Street, but this is not the case, as evidenced in our Transport Statement. TP and the other units will also close at 5pm during the week and 12pm on Saturdays after which there will be no traffic at all and none on Sundays, substantially reducing the potential for conflict.
10. As such, given that the building will be some 17m further back than the fence is at the moment and there will be a maximum of 1 articulated lorry visiting the units opposite per day, the adjacent site owners will be rarely impeded from accessing the garages.
11. With regard to the ability for coaches to turn within the turning head to enable them to turn at the end of Wilson Street so they will not need to reverse along the road, a further swept path analysis has been undertaken to ascertain the extent to which the turning head would need to be extended. Drawing 15-T067_15A, included at Appendix A1, shows that by extending the turning head by 8m coaches will be able to turn around without encroaching onto the site enabling them to travel in both directions along Wilson Street in forward gear. This is betterment compared with their existing situation.

Proposed Fence Line

12. *The fence lines to the service yard to Travis Perkins and the paladine fence to the new turning head will need to be set back from the adopted highway by 0.5m. I append an extract from a plan that annotates the changes needed – (although please note this has not been accurately drawn).*
13. Drawing 15-T067_10C, included at Appendix A2, shows the revised fence line as requested.

Street Lighting Column

14. *The re-located lighting column to at the corner of Harkers will need to be positioned further along the adopted highway (see plan).*
15. The street lighting design was prepared by Balfour Beattie Living Places (BBLP) so they would need to confirm whether this could be relocated. It is unclear where STC want the column relocated to so this would need to be clarified.
16. ESP Ltd, Travis Perkins electrical consultants, have discussed this with Andrew Bosworth (BBLP) who confirmed they are happy to have a look over the proposals and advise if this can be accommodated. BBLP would require a marked-up drawing detailing the proposed location of the column to enable them to do this.
17. This is not considered critical as to whether the planning application is acceptable so as the precise location of the column could be amended if necessary it is suggested that this is revisited at the detailed design stage, which it will need to be in any case.

Servicing in Wilson Street

18. *The vehicle tracking still identifies that delivery vehicles (the cab) will overhang onto the adopted highway. We discussed this previously and advised that an overhang would not be acceptable. The service shutters should be recessed to allow the length of vehicle to be accommodated within your site.*
19. Drawing 15-T067_04C, included at Appendix A3, shows that by recessing the loading doors by 0.5m there will be sufficient space for all vehicles to wait off the highway with a 1m buffer from the

back of the carriageway. This is considered sufficient to ensure that service vehicles do not impede vehicles travelling along Wilson Street.

20. *Swept paths have not been produced for all units, can this be provided.*
21. Drawings showing the swept path for service vehicles servicing all units are included at Appendix A4. These show that all units can be accessed by the vehicles that will be servicing them even if a vehicle is parked at the adjacent loading door.
22. *The swept path produced for unit 2 shows that a 16.5m vehicle would need to use the Travis Perking yard (requiring the gates to be open). The analysis doesn't seem to make use of the turning head within the manoeuvre.*
23. The swept path for unit 2 has been redone utilising the turning head to manoeuvre. This is shown on the drawings included at Appendix A4.

Data Inconsistencies

24. *The transport note when referencing units, does not match with the planning application submission – it refers to articulated vehicles servicing different units (e.g. para 22).*
25. The information provided within the Transport Note dated 12th February 2016 should be considered accurate as this reflects changes to the specific land uses of each unit as agreed at the validation stage. The Transport Statement was submitted with the planning application at which time the proposed uses were slightly different, hence the inconsistency.
26. However, subsequent to the Note dated 12th February 2016 a further revision has been made to the use of one of the units. Following further separate discussions with both STC and the applicant it has been decided to amend Unit 8 from an A3 sandwich shop to a mixed B1(c)/B2/B8 use to reflect the employment focus of the development.
27. Table 1 below provides a breakdown of the unit sizes and parking requirements for each of the land uses being applied for, based on the amended use of Unit 8. As no parking standards are provided for sui generis builders' merchant and tile merchant uses, B8 standards have been used which is considered to be reasonable, given the similarity between the two uses. For the mixed use units, B1(c) standards have been used as this represents the worst case parking demand.

Table 1 Parking Requirements

Use	GFA	Cars @ 1:X sqm	Maximum	Cycles @ 1:X sqm	Minimum	Disabled	Disabled spaces	P2Ws	P2W spaces
Builders Merchant	1022	180	6	500	4	6%	0	5%	0
Tile Merchant	371	180	2	500	1	6%	0	5%	0
B1(c)	826	30	28	50	33	6%	4	5%	3
B8	1301	180	7	500	5	6%	1	5%	1
TP+B8+B1(c)	3428	-	43	-	44	6%	3	5%	2

28. The standards show that based on the amended land uses a maximum of 43 spaces would be permitted. It should be noted, however, that the B8 standards have been applied to the two sui generis units as guidance only. Travis Perkins typically require 15-20 spaces to accommodate staff and customers driving to the site and all B8 units, being trade counter uses, may also require more parking than a standard B8 unit would.

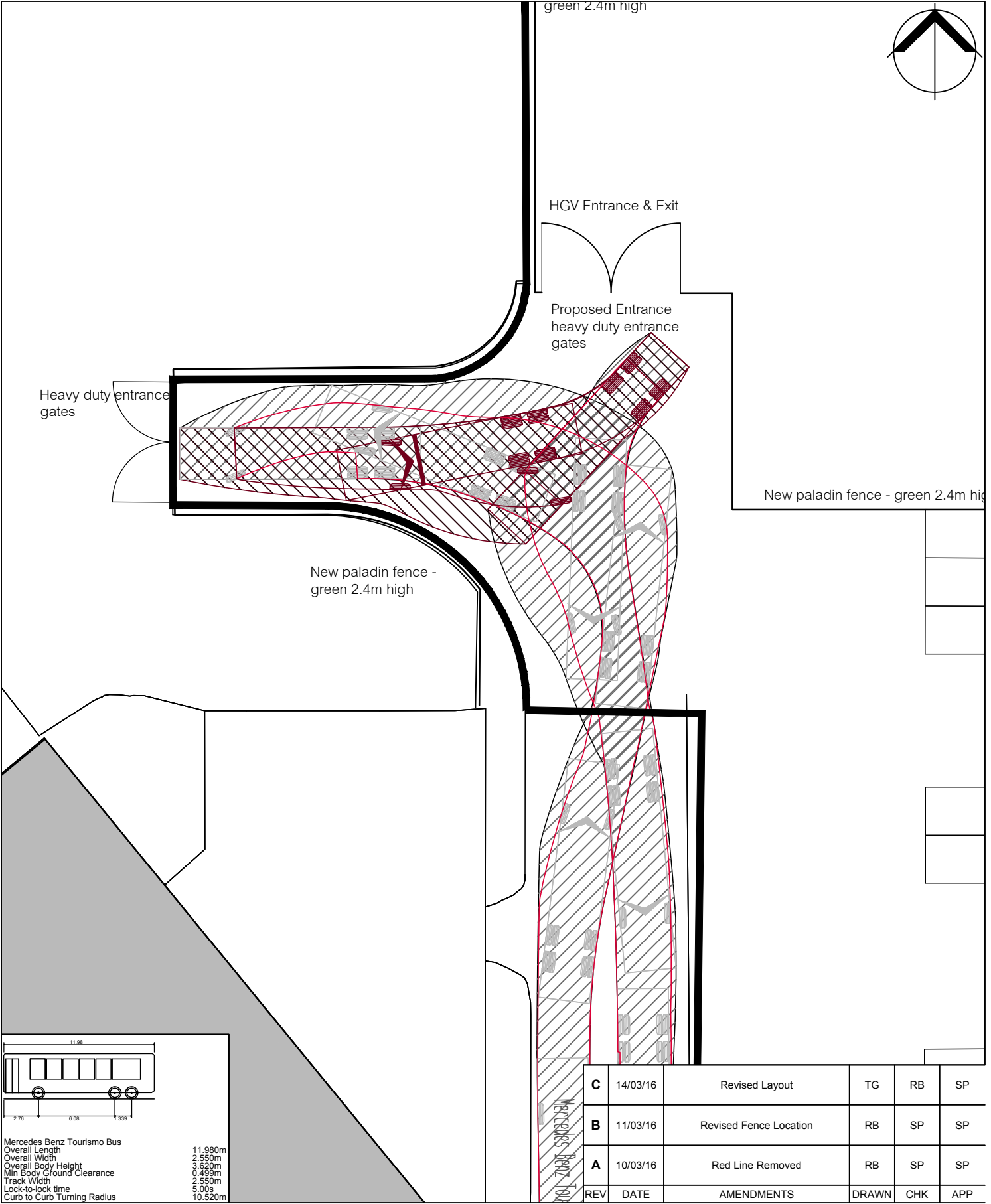
29. If, for example, it is assumed that Travis Perkins require 15-20 spaces, this would take the total permitted to 52-57 spaces, which accords well with the proposed 53 spaces at the site.
30. *There are inconsistencies within the transport note relating to car parking numbers and the proposed occupiers of units. Can this be reviewed and updated / corrected. (e.g. para 10 refers to Travis Perkins typically requiring 15-20 spaces – is this just for unit 1?)*
31. No parking spaces will be allocated to individual occupiers, this will operate as a trade park meaning that there will be a lot of linked trips between the different occupiers and some of these require very little parking. Travis Perkins and the tile merchant, being sui generis, are not covered by any parking standards and this information was included to justify the number of parking spaces being proposed. As identified in paragraphs 28 and 29 of this Note, the level of parking accords with parking standards and known requirements for the sui generis uses. Travis Perkins operate a number of similar trade parks across the UK and are content that the number of spaces provided is appropriate based on experience gained at similar sites. If customers could not park they would not come to the site meaning that it is not in Travis Perkins' interest to provide too few spaces.

c. Conclusion

32. Harkers Coaches will have better access to the garages as there will be more space to overhang the site when manoeuvring compared with the previous and current situation with the fence around the site. The turning head could be extended to enable them to turn round at the end of Wilson Street, enabling them to travel in forward gear in both directions along the road; this should be considered as betterment.
33. The proposed fence line around the turning head can be offset by 0.5m from the edge of the carriageway.
34. The proposed amended lighting column location could be reconsidered by Balfour Beattie on behalf of STC, but it is considered that this should wait until the detailed design stage.
35. All service vehicles servicing the units via Wilson Street can do so safely and without impeding vehicles travelling along the road.
36. Inconsistencies within the planning submission and the 12th February 2016 Transport Note relating to the types of vehicles utilising each unit are due to changes made at validation. The Transport Note should be considered as accurate in this respect.
37. Notwithstanding this, a subsequent amendment to the use of Unit 8 from A3 to B1(c)/B2/B8 has resulted in the parking requirements changing again. It has been demonstrated that the proposed parking provision is appropriate.
38. Perceived inconsistencies with regard to parking numbers are due to there being no parking standards for sui generis uses. Reference was made to typical Travis Perkins requirements, however, in the context of the trade park as opposed to a standalone branch, the requirements differ as there will be an element of linked trips between all units on the site, reducing the parking demand. Crucially, Travis Perkins is content based on experience of other similar sites that the proposed parking provision is appropriate.
39. Based on the foregoing it is considered that there are no highways reasons why the development should not be recommended for approval.

A1. COACH SWEEP PATH ANALYSIS

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.
 This drawing is based upon drawing number 6962P-21-P11 supplied by HSSP Architects and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



Mercedes Benz Turismo Bus	11.980m
Overall Length	2.550m
Overall Width	3.620m
Overall Body Height	0.499m
Min Body Ground Clearance	2.550m
Track Width	5.00s
Lock-to-lock time	10.520m
Curb to Curb Turning Radius	

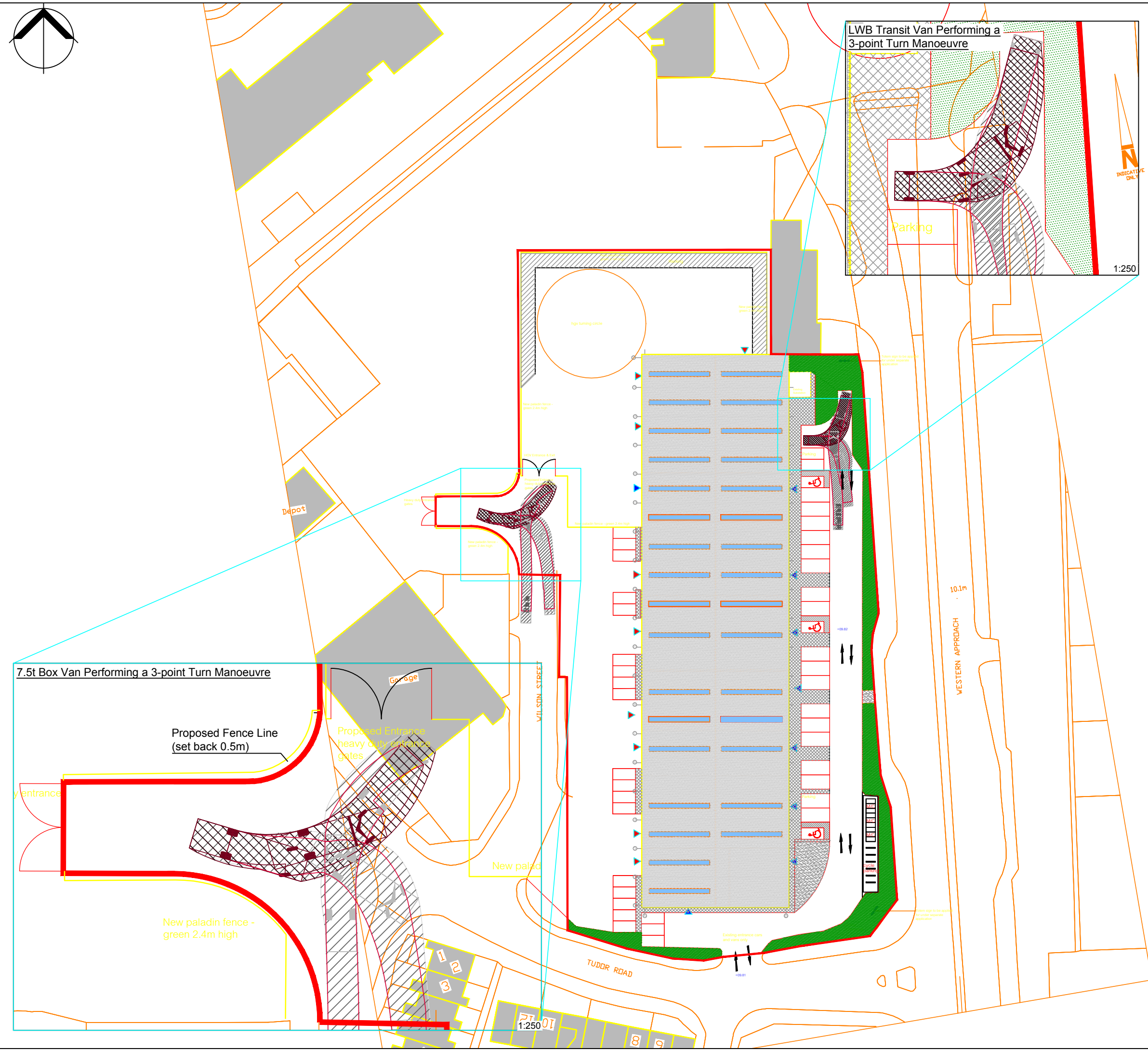
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C	14/03/16	Revised Layout	TG	RB	SP
B	11/03/16	Revised Fence Location	RB	SP	SP
A	10/03/16	Red Line Removed	RB	SP	SP

Client	Travis Perkins	Project No.	15-T067	Drawing No.	15C
Project	Western Approach, South Shields	Scale @ A4	1:250	Date	09/03/2016
Title	Swept Path Analysis	Drawn By	RB	Checked By	SP
		Approved By	SP		SP
			09/03/2016		09/03/2016

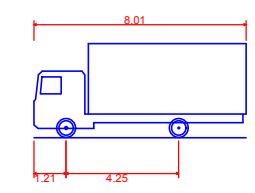
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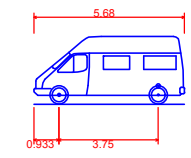
A2. PALADIN FENCE LOCATION



Notes;
 1. This drawing is based upon drawing number 6962P-21 P11 supplied by hssp Architects and Icen Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 7.400m



Ford Transit 300 Van LWB
 Overall Length 5.680m
 Overall Width 1.974m
 Overall Body Height 2.563m
 Min Body Ground Clearance 0.336m
 Max Track Width 1.975m
 Lock-to-lock time 4.00s
 Wall to Wall Turning Radius 7.150m

Rev	Date	Amendments	Drawn	Chk	App
E	14/03/16	Revised Layout	TG	RB	SP
D	11/03/16	Revised Fence Location	RB	SP	SP
C	10/03/16	Revised Layout	RB	SP	SP
B	04/03/16	Fence line added	RB	SP	SP
A	12/02/16	Revised Layout	RB	SP	SP

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Client: Travis Perkins

Project: Western Approach, South Shields

Title: Swept Path Analysis

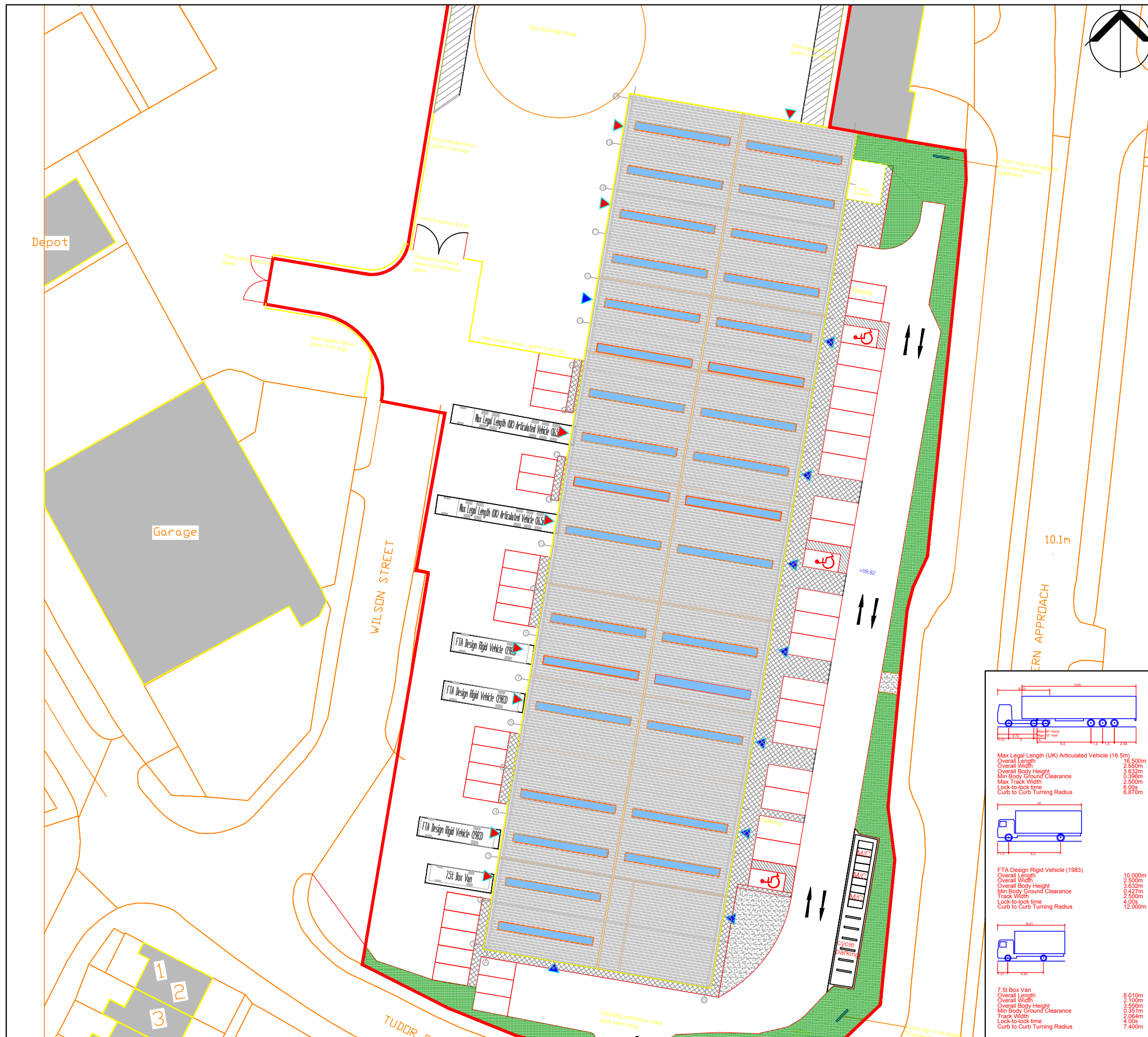
Drawn By RB	Checked By SP 09/02/2016	Approved By SP 09/02/2016
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Scale @ A3 NTS	Date 09/02/2016
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Project No. 15-T067	Drawing No. 10	Rev. E
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A3. HGV PARKING



Notes;
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Rev	Date	Amendments	Drawn	Chk	App
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D	11/03/16	Revised Fence Location	RB	SP	SP
C	10/03/16	Revised Layout	RB	SP	SP
B	07/03/16	Service position set back 1m from carriageway (minimum)	RB	SP	SP
A	01/02/16	Update Vehicles	RB	SP	SP

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Client

Travis Perkins

Project

Western Approach, South Shields

Title

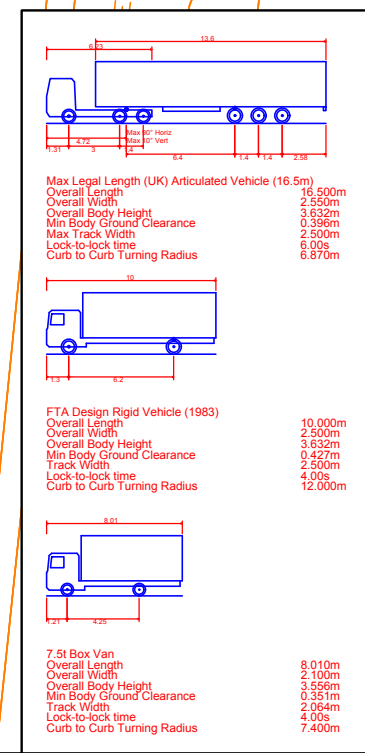
HGV Delivery/Service Locations

Drawn By RB	Checked By SP	Approved By SP
	28/01/2016	28/01/2016

Scale @ A3 1:500	Date 28/01/2016
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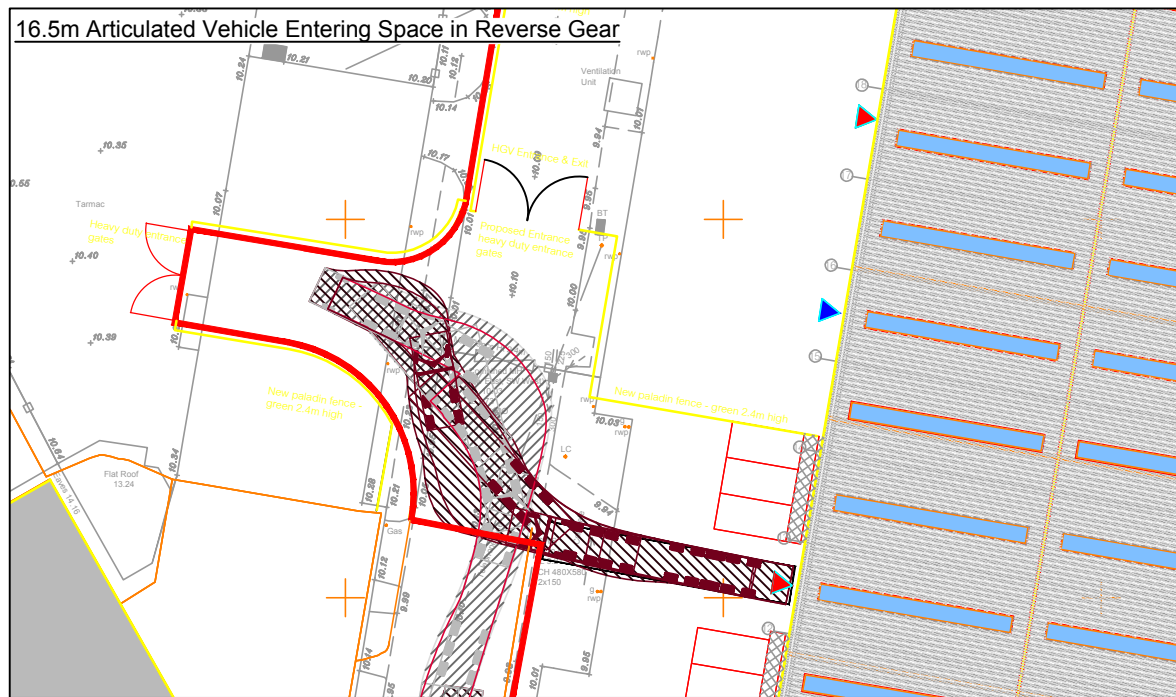
Project No. 15-T067	Drawing No. 04	Rev. E
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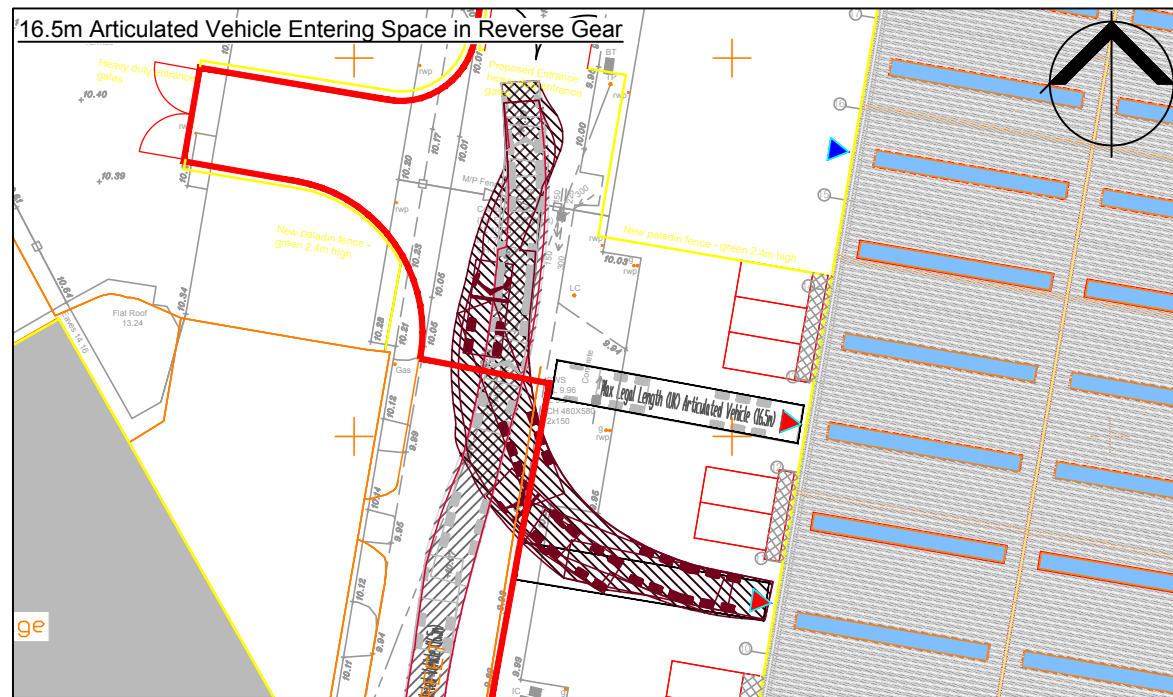


A4. HGV SWEPT PATH ANALYSIS

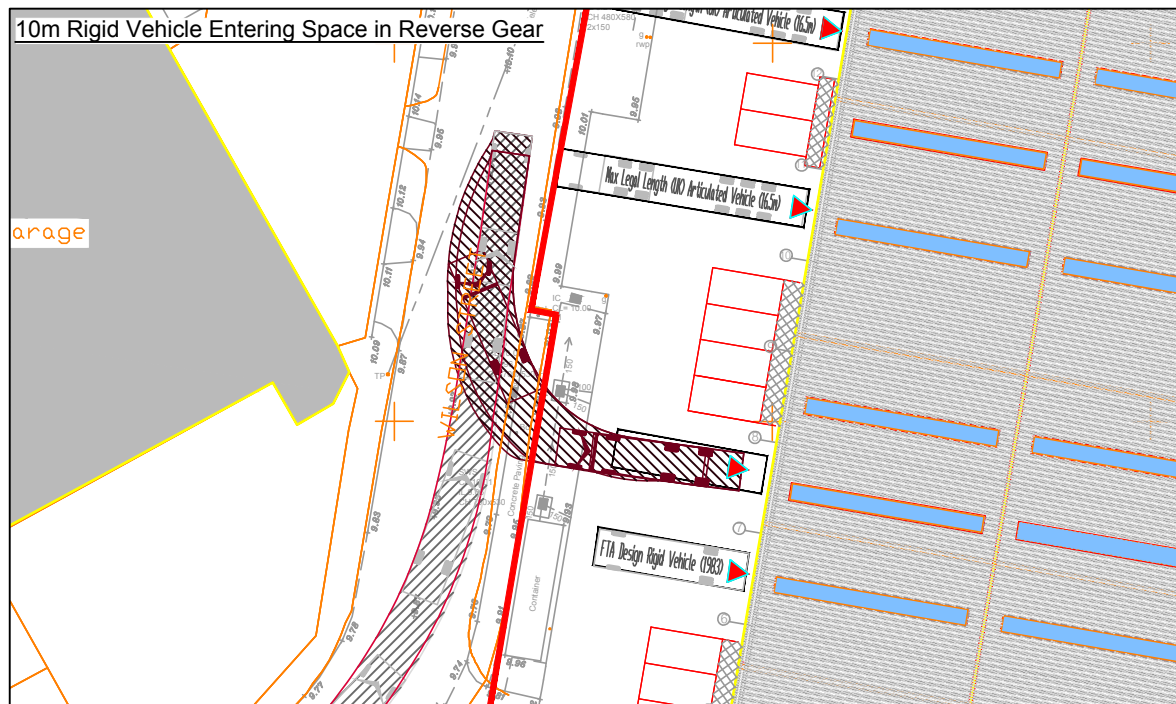
16.5m Articulated Vehicle Entering Space in Reverse Gear



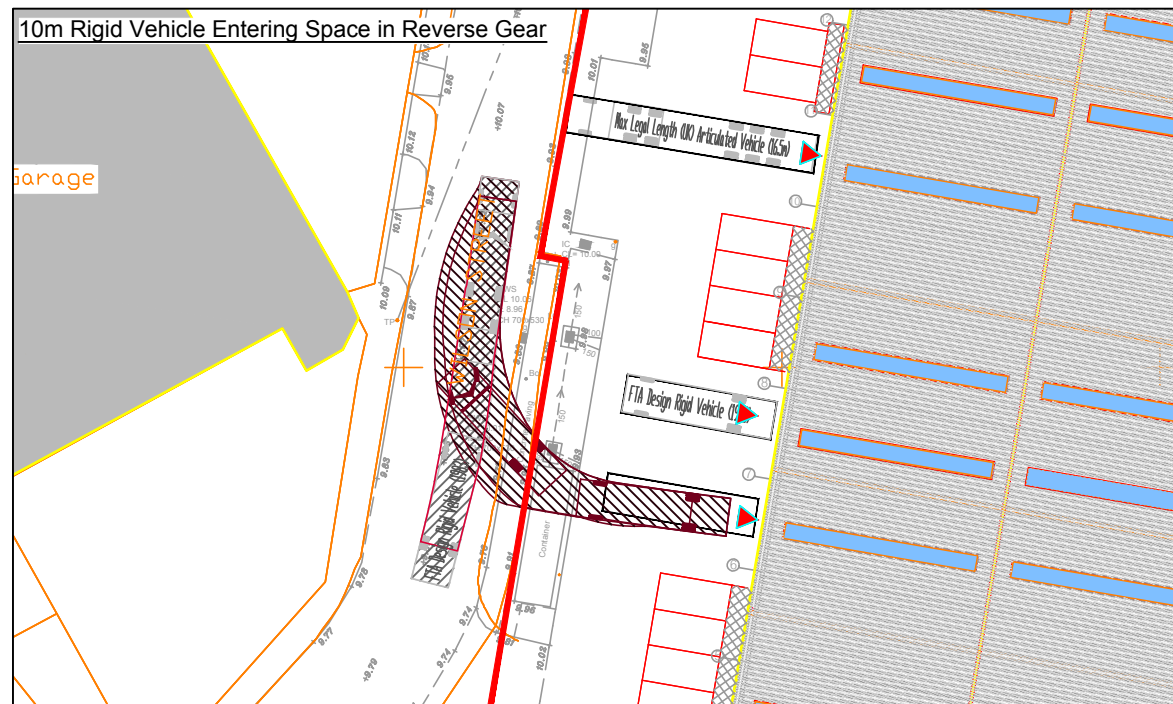
16.5m Articulated Vehicle Entering Space in Reverse Gear



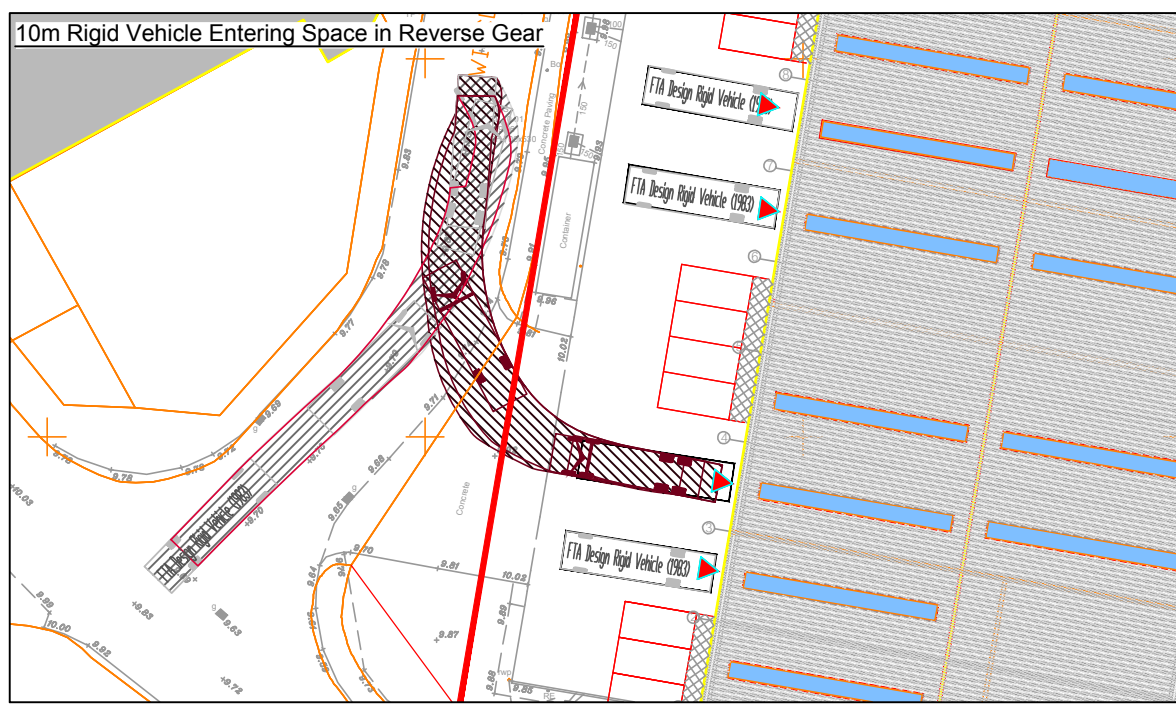
10m Rigid Vehicle Entering Space in Reverse Gear



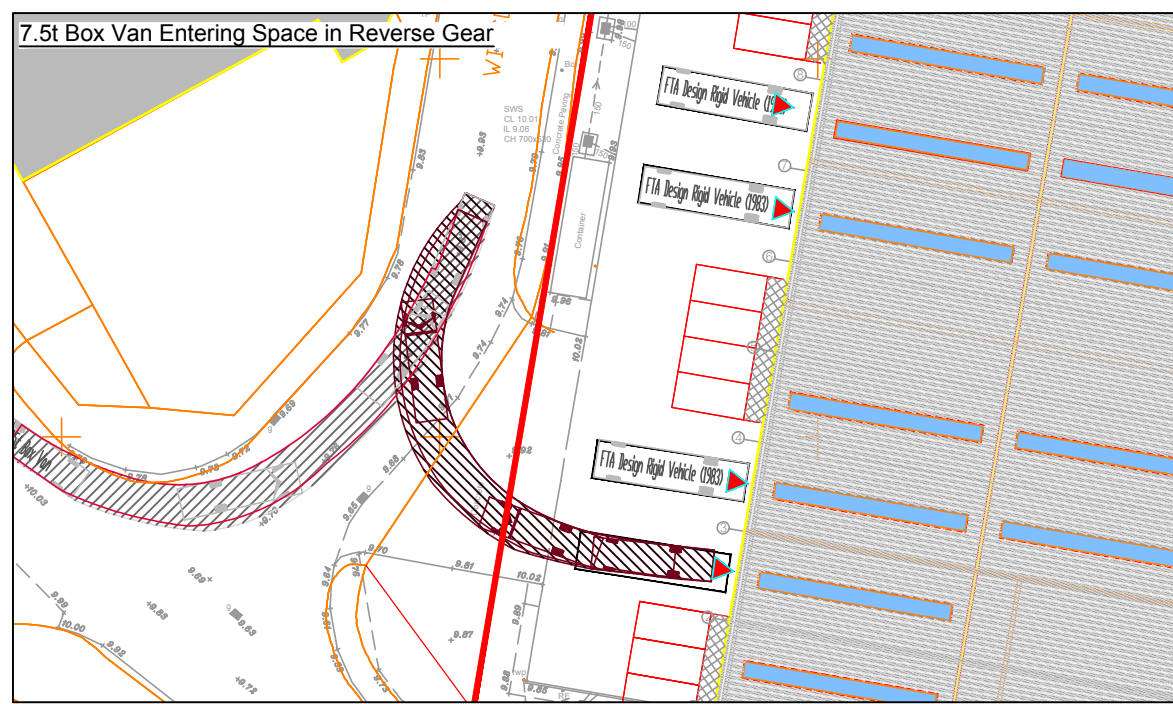
10m Rigid Vehicle Entering Space in Reverse Gear



10m Rigid Vehicle Entering Space in Reverse Gear

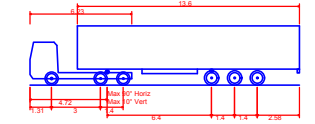


7.5t Box Van Entering Space in Reverse Gear

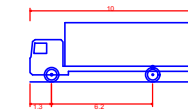


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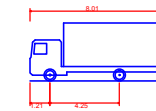
1. This drawing is based upon drawing number 6962P-21 P11 supplied by HSSP Architects and Icen Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.396m
 Max Track Width 2.500m
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 6.870m



FTA Design Rigid Vehicle (1983)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 12.000m



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.656m
 Min Body Ground Clearance 0.351m
 Track Width 2.054m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 7.400m

Rev	Date	Amendments	Drawn	Chk	App
E	14/03/16	Revised Layout	TG	RB	SP
D	11/03/16	Revised Fence Location	RB	SP	SP
C	10/03/16	Revised Layout	RB	SP	SP
B	04/03/16	Ameded Tracking	RB	SP	SP
A	08.02.16	Parked Heavy Goods Vehicles Added	TG	MG	SP

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Client _____

Travis Perkins

Project _____

Western Approach, South Shields

Title _____

Swept Path Analysis

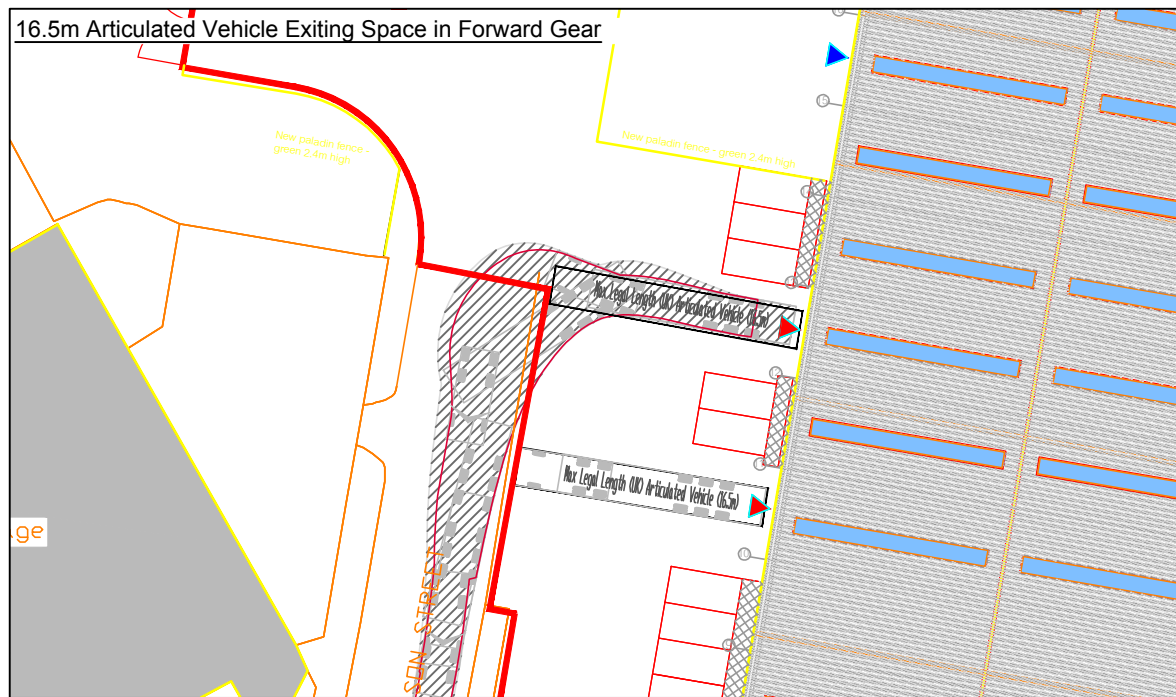
Delivery / Service Vehicles Entering

Drawn By RB	Checked By SP	Approved By SP
	01/02/2016	01/02/2016

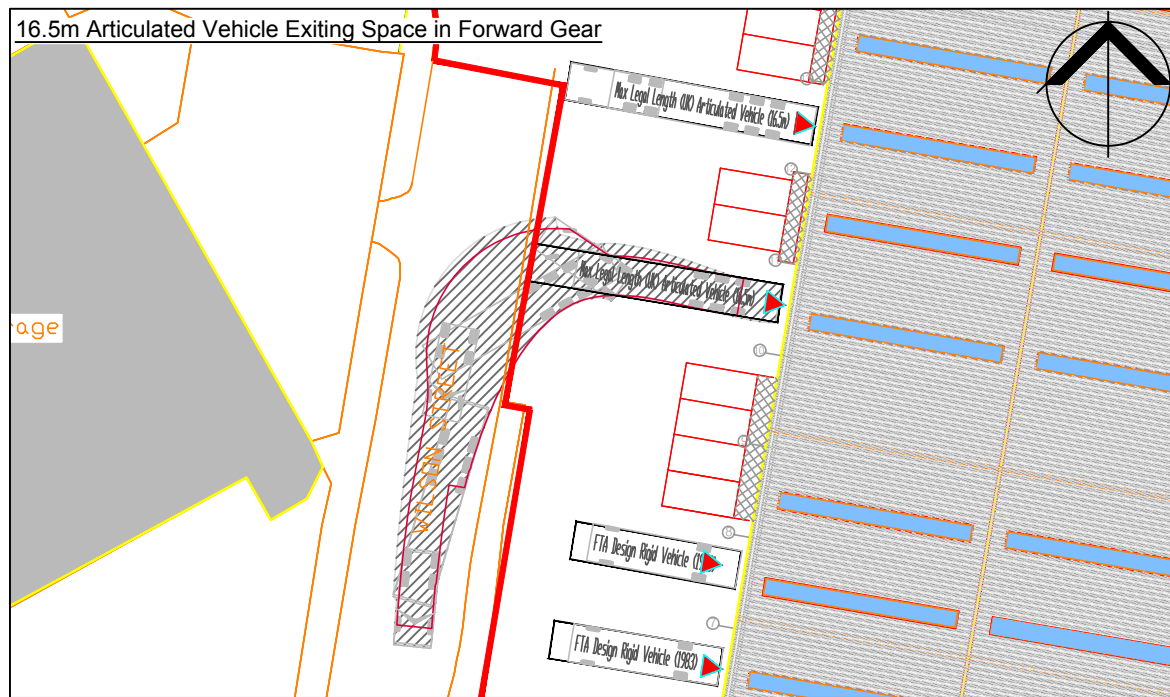
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Project No. 15-T067	Drawing No. 06.1	Rev. E
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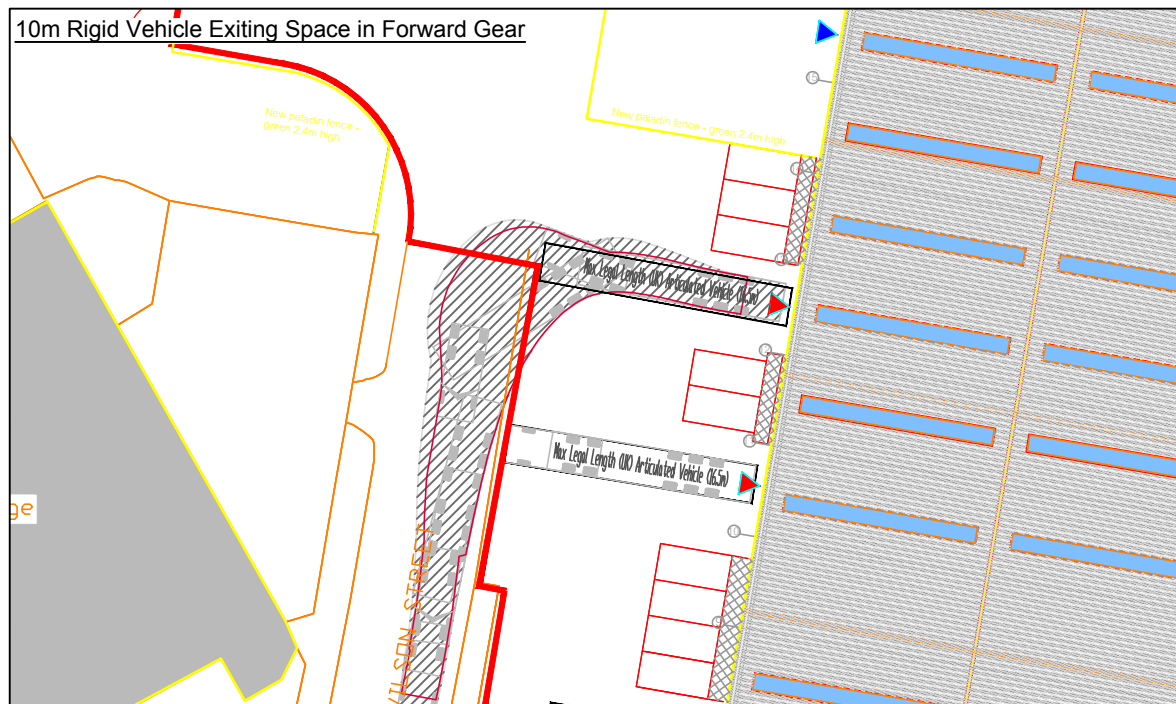
16.5m Articulated Vehicle Exiting Space in Forward Gear



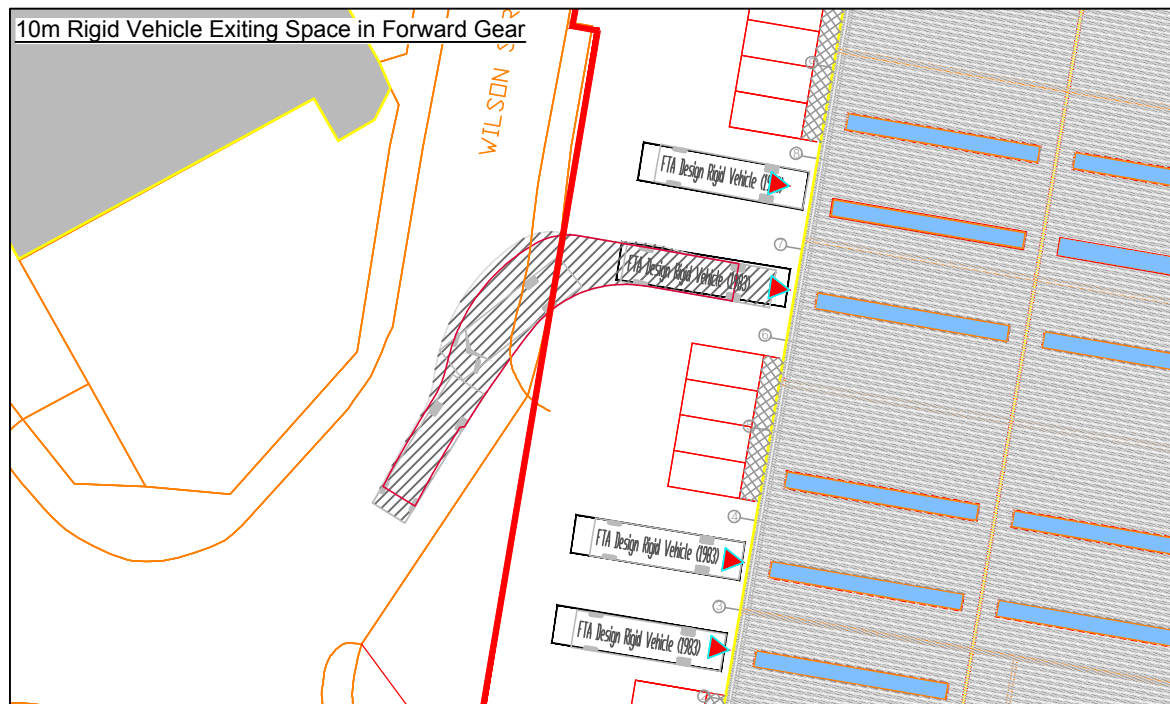
16.5m Articulated Vehicle Exiting Space in Forward Gear



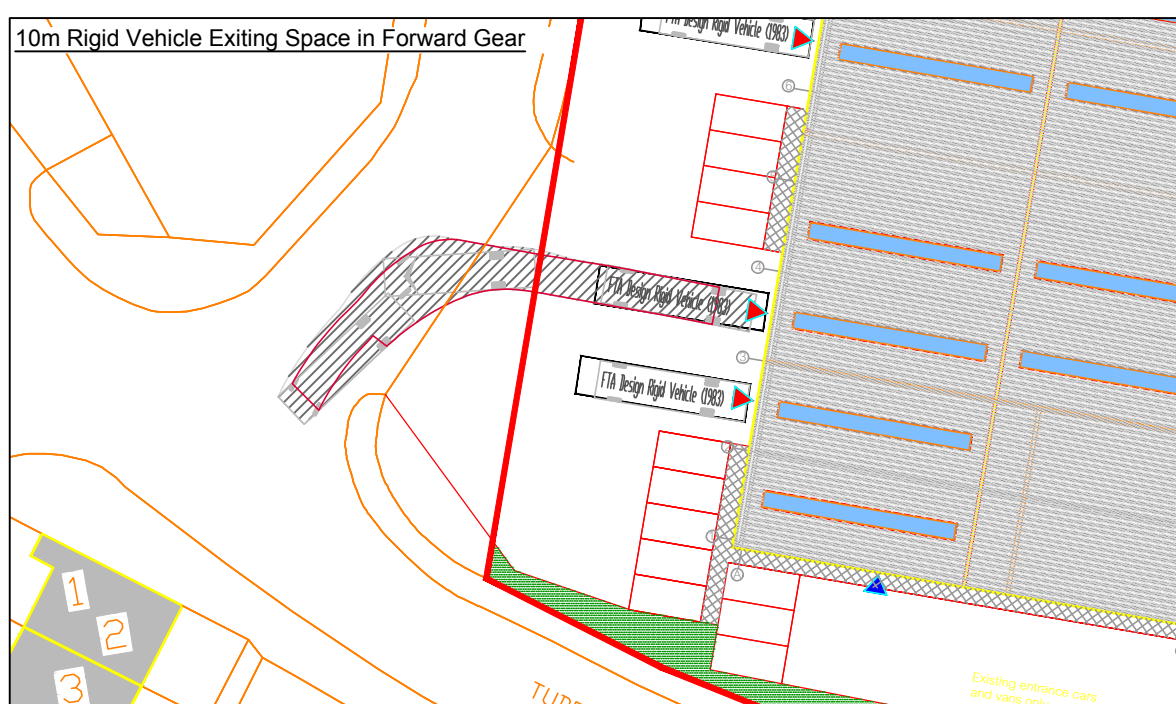
10m Rigid Vehicle Exiting Space in Forward Gear



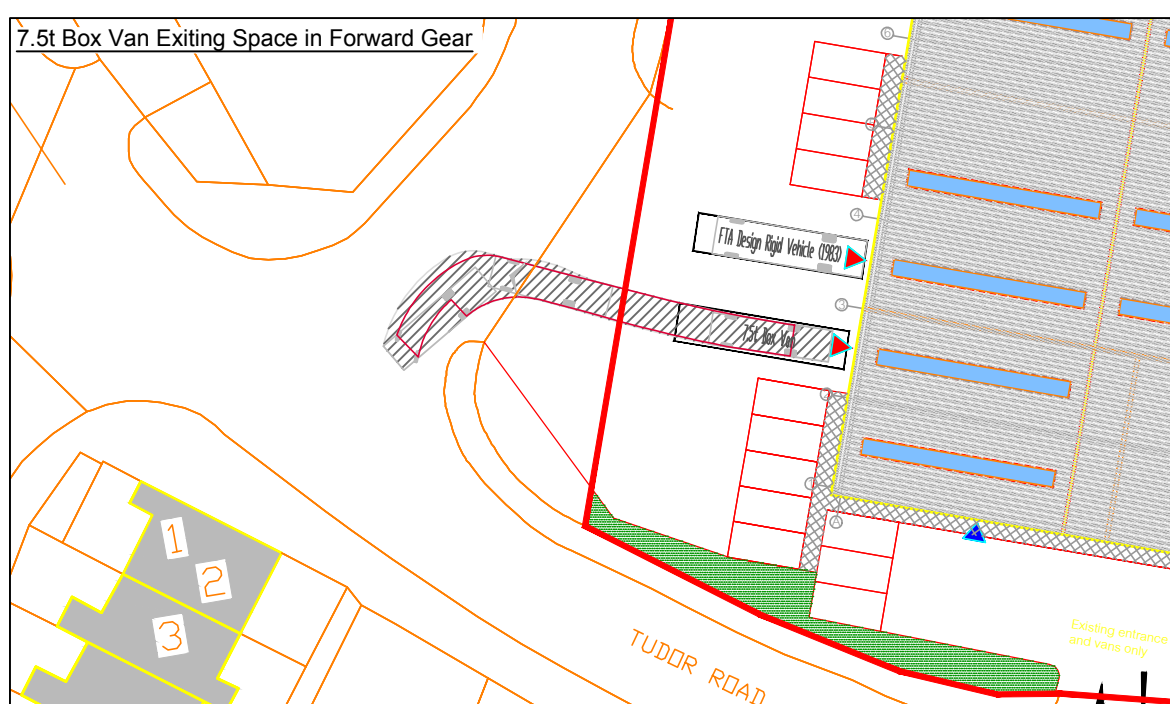
10m Rigid Vehicle Exiting Space in Forward Gear



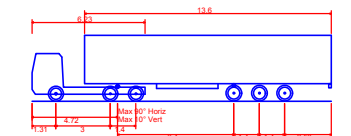
10m Rigid Vehicle Exiting Space in Forward Gear



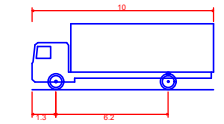
7.5t Box Van Exiting Space in Forward Gear



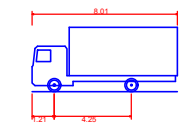
Notes;
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Max Legal Length (UK) Articulated Vehicle (16.5m)
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Overall Body Height 3.832m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 6.870m



FTA Design Rigid Vehicle (1983)
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Overall Width 2.500m
Overall Body Height 3.832m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 12.000m



7.5t Box Van
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Overall Width 2.100m
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B	10/03/16	Revised Layout	RB	SP	SP
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Client: Travis Perkins
Project: Western Approach, South Sheilds
Title: Swept Path Analysis
Delivery / Service Vehicles Exiting

Drawn By RB	Checked By SP	Approved By SP
Scale @ A3 1:500	Date 01/02/2016	Date 01/02/2016
Project No. 15-T067	Drawing No. 06.2	Rev. D

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