

# Report to Discharge Planning Condition 14 (27 September 2024)

## The Machine Store, TOVF

Prepared by Lichfields, Withers Design Associates and Alan Baxter Limited, for and on behalf of Crest Nicholson Operations Ltd.

### 1.0 Introduction

In October 2016 planning permission was granted for the Pressing Plant and Machine Store at The Old Vinyl Factory (ref. 59872/APP/2016/3454)

A s73 application was approved to allow a number of amendments to the design in March 2021 (ref. 59872/APP/ 2022/897). The planning conditions have been discharged on a phased basis to enable the Machine Store and Pressing Plant details to be discharged separately.

The approved Machine Store development comprises 81 residential units, a health centre, and retail units. The residential split is as follows:

- 1Bed = 46 units
- 2Bed = 31 units
- 3Bed = 4 units

The s73 application included some amendments to the car parking layout to identify the following approved provision:

- Ground floor car park= 30 spaces
- Basement car park = 27 spaces
- On-street (Pressing Lane) = 10 spaces
- Total = 67 spaces

The s73 approved drawings showing the overall car parking numbers are provided on drawings:

- 14805TA-HGP-Block A&B-GF & UGF-A-010 rev P4 - Proposed GA plan Ground & Upper Ground Floor); and
- 14805TA-HGP-Block A&B-B1-A-009 rev P2 - Proposed GA plan Basement Floor

A copy of these drawings is provided at Appendix A.

The Machine Store building is completed and part occupied and the majority of planning conditions have been discharged. This report is with regards to the discharge of Condition 14. A description of the various elements as requested by the condition is provided herein, with drawings contained in appendices.

### 2.0 Condition 14 Requirements

Planning condition 14 requires the following:

*Before the development reaches damp proof level details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and*

*means of surfacing for the relevant building) have been submitted to and approved in writing by the Local Planning Authority. Car Parking Layouts shall demonstrate that 15 spaces shall be equipped with active Electric Vehicle Charging (EVC) points and an additional 15 spaces with passive EVC points. Detailed design drawings, based on the use of swept paths with a 300mm error margin, to ensure sufficient manoeuvrability and adequate road safety, shall also be submitted.*

*Each individual building shall not be occupied until all such approved works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.*

### **3.0 Previous Submissions to Discharge Condition 14**

The details of the Electric Vehicle Charging (EVC) points for the Machine Store have already been approved (ref. 59872/APP/2021/2456, approved in August 2021). This submission was made as a partial discharge of Condition 14. This approved the following drawings (copies of these drawings are provided at Appendix B):

- Drawing ref. 14805TA-HGP-Block A-B1-A-1001 rev C7, Block A Basement General Arrangement
- Drawing ref. 14805TA-HGP-Block A-GF&UGF-A-1011 rev C6, Block A Ground Floor & Upper Ground Floor General Arrangement
- Drawing ref. 14805TA-HGP-Block B-B1-A-1002 rev C5, Block B Basement General Arrangement
- Drawing ref. 14805TA-HGP-Block B-GF&UGF-A-1012 rev C6, Block B Ground Floor & Upper Ground Floor General Arrangement

With Condition 14 partially discharged for the Machine Store, this application seeks approval of the remaining elements for the Machine Store, in particular the detailed parking layout. For completeness the approved EVC details are also set out with this submitted application.

### **4.0 Summary of Arrangements**

#### **Site Access**

The Machine Store is one building within the wider Old Vinyl Factory masterplan. The main access to the Machine Store is from Pressing Lane which is located to the west of the Machine Store, and connects the site to Blyth Road to the north. Beyond Pressing Lane to the west are the Boiler House and Material Store buildings, which are also completed developments accessed via another internal road known as Powerhouse Lane. Drawing 14805TA-HGP-Block A&B-B1-A-008\_Proposed Site Plan (in Appendix A) indicates the extent of works by our client (primarily being the Machine Store building itself and some external landscaping). Other elements have been or are to be completed by others.

#### **Internal Roads**

The internal roads were constructed as part of the initial phases of the TOVF development, and were constructed by others. As previously approved by the Council the internal roads have the following specifications:

The roads surrounding the Machine Store Buildings have a flush carriageway and footway. This was part of the wider design approach for the public realm to deliver a high quality scheme with a focus on

pedestrian priority. The carriageways are primarily two-way, having a width of 4.8-5.5m, in accordance with the minimum as recommended by Manual for Streets (Pressing Lane is 4.8m width). Given that speeds will be low and expected to be between 10mph and 20mph in an environment designed for pedestrian priority, two cars can pass each other comfortably. There are a few areas of the wider TOVF site designed for single way traffic only, which are located further west of the Machine Store building.

Given the internal roads were already designed in consultation with the Council and constructed by others and had been in use for a number of years to serve the site, these traffic arrangements are considered to have been previously approved, and it is not considered necessary to provide any additional information on these elements in this report. The submission therefore primarily focuses on the Machine Store building and its parking.

### **Car Parking:**

Drawings 14805TA-HGP-Block A&B-B1-A-009\_Proposed GA plan Basement Floor and 14805TA-HGP-Block A&B-GF & UGF-A-010\_Proposed GA plan Ground & Upper Ground Floor (in Appendix A) show the implemented layout for the Machine Store car parking.

The internal car park is located at the basement and ground floor levels of the Machine Store, and is accessed via ramps from Pressing Lane to the south of the building. The ramps have a gradient of 1:8 with 1:12 transitions, in accordance with the document "Design recommendations for multi-story and underground car parks" by the Institute of Structural Engineers. The access is secure by design compliant, SR2 rated, with roller shutters controlled by fob access.

In addition there is on-street parking located along the eastern edge of Pressing Lane.

There are 67 car parking spaces in total; 57 standard spaces and 10 accessible spaces. The table below provides a detailed breakdown of the car parking by location and space type:

	<b>Basement</b>	<b>Ground Floor</b>	<b>On Street</b>	<b>Total</b>
<b>Standard</b>	23 spaces	27 spaces	7 spaces	57 spaces
<b>Accessible</b>	4 spaces	3 spaces	3 spaces	10 spaces
<b>Total</b>	27 spaces	30 spaces	10 spaces	<b>67 spaces</b>

With regards to the Machine Store's usage, the car parking spaces have been allocated as follows:

- Health Centre: 8 spaces (G19 – G20 & G24 - G29)
- Residential: 47 spaces (G01 – G18, G23, G30, B1 – B27)
- Visitors: 12 spaces (10 spaces on-street (E01-E10) and 2 spaces in the Machine Store Car Park (G21 & G22))

The location of each allocated parking space along with designation (G19 etc.) is shown on the plans in Appendix A.

All standard spaces within the internal car park meet the requirements for car parking spaces in a perpendicular orientation, being 2.4 metres by 4.8 metres.

On Street parking spaces meet the requirements for parallel parking spaces, being 2 metres by 6 metres.

Of the 67 spaces there are 10 accessible spaces. As required by the planning condition the accessible spaces include an additional hatched/unloading area. The seven perpendicular spaces in the internal car park measure 4.8m long by 3.6m wide, or 4.8m long by 3m wide if two accessible spaces share an

unloading area. Similarly, the three parallel spaces on Pressing Lane include an additional 1.2m as an unloading area.

### **Electric Vehicle Charging (EVC)**

As approved under application ref 59872/APP/2021/2456, 15 of the spaces are active EVC and 17 spaces have provision for passive/future EVC. A breakdown by location and type (standard or accessible spaces) is provided below:

	<b>Basement</b>	<b>Ground Floor</b>	<b>Total</b>
<b>Active Electric Vehicle Charging</b>	7 spaces (of which 2 are accessible spaces)	8 spaces (of which 3 are accessible spaces)	15 spaces
<b>Future Electric Vehicle Charging (passive)</b>	8 spaces (of which 1 is accessible)	9 spaces	17 spaces
<b>Total</b>	<b>15 spaces</b>	<b>17 spaces</b>	<b>32 spaces</b>

The location of these spaces is shown in plans in Appendix B. Active spaces are denoted as “EC” on plans, with passive spaces denoted “FEC”. Additionally, this notation has been included on the plans in Appendix A.

### **Motorcycle parking**

There are 4 motorbike parking spaces in total – these are located as follows:

- Ground floor car park = 3 spaces
- Basement car park = 1 space

All motorcycle parking measures 2.1m by 1.4m.

### **Cycle Parking**

The proposed cycle parking includes 116 spaces within two cycle stores accessed via the building's internal car park. 58 cycle spaces are located in the basement and 58 spaces in the mezzanine. These stores include double stackers & vertical racks. The cycle stores are shown on the plans in Appendix A.

Additionally, as part of the original planning application (which included both the Machine Store and Pressing Plant buildings), there are to be 14No. external visitor cycle spaces on Sheffield Stands in the public realm to north of the Machine Store. These are short stay/visitor spaces that are primarily for the usage of the Pressing Plant (visitors to the cinema). This area of public realm, and these short stay cycle spaces, will be delivered along with the Pressing Plant building and will be by others. In the interim, there are 12 short stay cycle spaces in nearby Material Walk which will be available for Machine Store users.

### **Servicing and Loading**

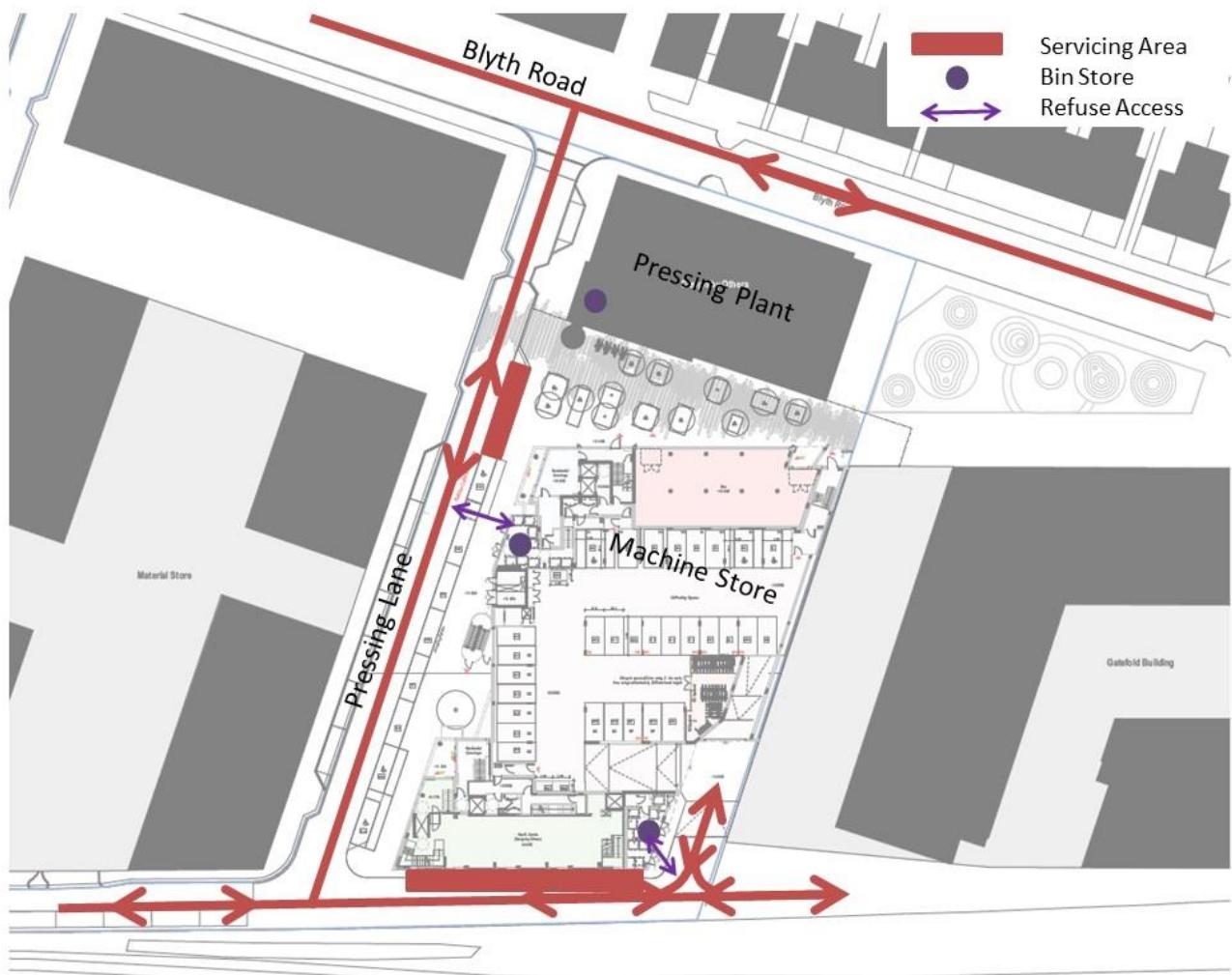
In accordance with the planning application for the Machine Store and Pressing Plant (ref: 59872/APP/2016/3454), the servicing strategy was to not necessarily provide designated loading bays, but to have several areas available for servicing to take place. For the Machine Store, this includes the area to the south of the building outside of the medical centre (30m length), as well as the use of two

oversize visitor parking spaces E01 and E02 on Pressing Lane to the north of the Machine Store (14m length). Note that the latter area was to be shared with the Pressing Plant building, once delivered. These servicing areas would be adequate for the estimated ~4 deliveries a day for the Machine Store building.

In terms of refuse collection, the Machine Store has two bin stores located at the northwest and southeast corners of the building. A specific loading area was not deemed to be necessary due to the infrequent nature of refuse collection; however a gap between parking spaces for access by refuse staff, as well as turnaround space for the vehicle, has been provided.

These arrangements are summarised in Figure 4-1 below.

Figure 4-1: Servicing and Refuse



### Swept Path Analysis

Drawings for swept path analysis are included in Appendix C. These include a large car accessing various parking spaces within the basement and ground floor, a fire tender turning around on Pressing Lane, and a refuse vehicle and rigid vehicle turning around on Pressing Lane. Note that no tracking of

the fire tender in the internal car park was undertaken, because as part of the building's fire strategy fire appliances are not required to access these areas.

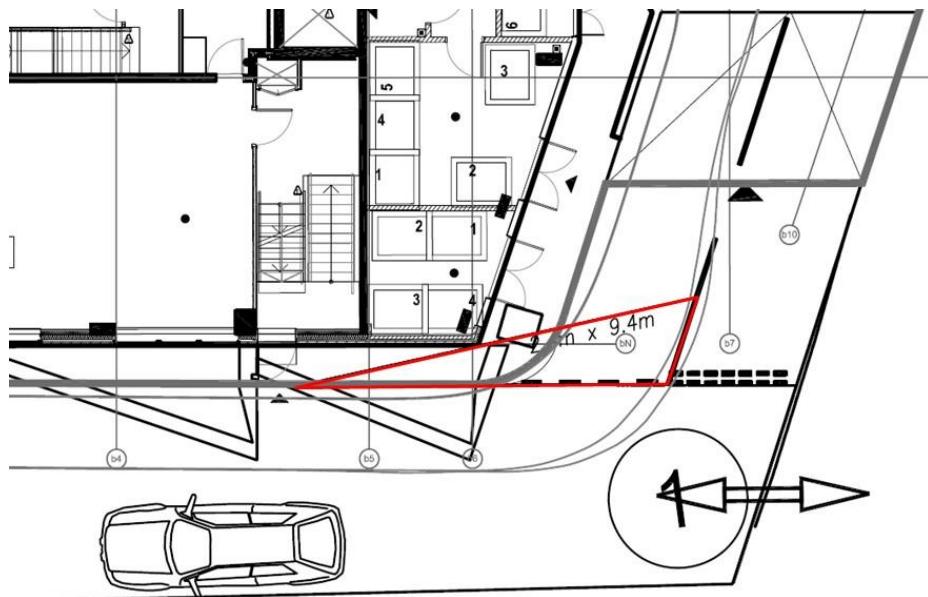
As discussed with the Council during the planning determination phase, a 300mm buffer was added to the swept path analysis of the refuse vehicle and rigid vehicle. The manoeuvre of the fire tender also includes this. However, within the car park, the swept path analysis didn't include a 300mm buffer as this had otherwise not been included for other reserved matters applications at TOVF. Instead, a "large car" was tracked as a robust larger vehicle that might be used by residents, with the swept path analysis showing that it could access the various parking spaces.

## Visibility Splays

As the Machine Store is one building within the wider TOVF masterplan, and the internal roads were previously approved by the Council and constructed by others, it is assumed that visibility splays for Pressing Lane were similarly approved. However, visibility splays are included for the car park entrance. A junction visibility splay is shown on tracking drawings in Appendix C (on 14805TA-3810 T2 Upper Ground Floor Vehicle Tracking Sheet 1 of 2 A1, and 14805TA-3811 T2 Upper Ground Floor Vehicle Tracking Sheet 2 of 2 A1), and for clarity also shown in Figure 4-2 below. A forward visibility splay is shown in Appendix D.

Assuming a speed of 10mph approaching the car park entrance, the DfT's document "Manual for Streets" recommends a stopping sight distance of 9m. This is achieved for both splays.

Figure 4-2: Junction Visibility Splay



## 5.0 Summary

The submitted information summarises traffic arrangements, sets out the proposed parking layout, and summarises how the building connects to the previously constructed internal road network within TOVF. The details demonstrate the proposed layout provides sufficient manoeuvrability and adequate road safety. We therefore request that condition 14 is approved in full with respect to the Machine Store.

Should officers have any queries the applicant would be pleased to discuss further / meet with officers.

**APPENDICES:**

<b>Appendix A: Approved Plans</b>		
<b>Drawing Title</b>	<b>Drawing Number</b>	<b>Drawn by (status)</b>
Site Plan	14805TA-HGP-Block A&B-B1-A-008 Rev P1	HGP Architects
GA plan Basement Floor	14805TA-HGP-Block A&B-B1-A-009 Rev P2	HGP Architects
GA plan Ground & Upper Ground Floor	14805TA-HGP-Block A&B-GF & UGF-A-010 Rev P4	HGP Architects

<b>Appendix B: EVC Condition Plans (approved)</b>		
<b>Drawing Title</b>	<b>Drawing Number</b>	<b>Drawn by (status)</b>
Block A Basement General Arrangement	14805TA-HGP-Block A-B1-A-1001 rev C7	HGP Architects
Block B Basement General Arrangement	14805TA-HGP-Block B-B1-A-1002 rev C5	(approved under ref. 59872/APP/2021/2456, approved in August 2021)
Block A Ground Floor & Upper Ground Floor General Arrangement	14805TA-HGP-Block A-GF&UGF-A-1011 rev C6	
Block B Ground Floor & Upper Ground Floor General Arrangement	14805TA-HGP-Block B-GF&UGF-A-1012 rev C6	

<b>Appendix C: Tracking</b>		
<b>Drawing Title</b>	<b>Drawing Number</b>	<b>Drawn by (status)</b>
Vehicle Tracking Lower Ground Floor (Level 01) – Sheet 1 of 2	14805TA-3800 Rev T2	Withers Design Associates
Vehicle Tracking Lower Ground Floor (Level 01) – Sheet 2 of 2	14805TA-3801 Rev T2	(Submitted for approval)
Vehicle Tracking Upper Ground Floor (Level 01) – Sheet 1 of 2	14805TA-3810 Rev T2	
Vehicle Tracking Upper Ground Floor (Level 01) – Sheet 2 of 2	14805TA-3811 Rev T2	
Vehicle Tracking Lower Ground Floor (Level 01)	14805TA-3812 Rev T1	
Vehicle Tracking Upper Ground Floor (Level 01)	14805TA-3813 Rev T1	
Fire Tender Access	14805TA-3820 Rev C3	
Tracking Ground Floor Refuse Vehicle	1615-240-400 Rev A	Alan Baxter Limited
Tracking Ground Floor 10m Rigid Vehicle	1615-240-401 Rev A	(Submitted for approval)

<b>Appendix D: Visibility Splay</b>		
<b>Drawing Title</b>	<b>Drawing Number</b>	<b>Drawn by (status)</b>
Visibility at Car Park Entrance 1 of 2	1615/240/SK10/ Rev A	Alan Baxter limited (Submitted for approval)