

TRANSPORT, HIGHWAYS AND PARKING STATEMENT FOR PLANNING APPLICATION FOR EXTENSION TO CAR PARK, KDA WHOLESale, DODWORTH, BARNsLEY S75 3LS

Background

1. This highway statement is submitted in support of a full planning application for an extension to the existing car park to provide improved parking facilities at KDA Wholesale, Unit 4, Fallbank Industrial Estate, Dodworth, Barnsley.
2. The site and is situated around 4km west of Barnsley Centre and 1.2km west of M1 Junction 37.
3. In recent months the permitted use of the site has changed from a limited 20% retail use to the public to a 100% retail use.
4. The main purpose of this section is to justify the planning application to increase car parking numbers at the site following these permitted changes from 127 spaces to 206 spaces. This represents an increase of 79 new car parking spaces.

Surrounding Road Network

5. In its wider context the development site is well located in relation to the strategic road network. It lies in close proximity to the A628, which provides direct access to Junction 37 of the M1, which is located 1.2km east of the site. Access to both the M1 North and M1 South is possible from Junction 37.
6. In its local context, the site lies within Fall Bank Industrial Estate which is situated 4km west of Barnsley centre in Dodworth. Access to the site is via Fall Bank Crescent which joins Station Road B6099 100m east of the site access and Barnsley Road, A628 300m northwest of the site access.

Fall Bank Crescent

7. Fall Bank Crescent is an industrial estate road with the following characteristics:
 - Typically 6.75m wide;
 - 2.0 metre footway to both sides of the road;
 - A 40 mph speed limit with streetlighting; and
 - A Bus Route.

Road Safety

8. Road safety collision statistics have been obtained from the National Statistics Authority for the last five year period January 2019 to December 2023 inclusive using the Crashmap website (www.crashmap.co.uk).

9. The data obtained relates to those collisions that resulted in a personal injury and which were reported to the police. This data (known as STATS19 statistics) is generally recognised to be the most complete record of road collisions occurring on the local highway network. For the avoidance of doubt, and as is normal practice, they do not include statistics from all collisions resulting in “damage-only” to vehicles.

10. Each collision resulting in a personal injury is classed as either ‘Slight’, ‘Serious’ or ‘Fatal’ by the police depending on the most serious injury resulting from the collision (i.e. a collision resulting in two ‘Slight’ injuries and one ‘Serious’ injury would be classed as a ‘Serious’ collision).

11. The accident analysis shows there have been no personal injury accidents recorded anywhere around the site. The nearest location for a slight accident was at the A628 roundabout with B6009

12. It is therefore concluded that given there have been very few recorded personal injury accidents in the vicinity of the site, and taking into account the fact that the traffic is unlikely to change significantly as a result of the increased parking spaces there would no change in road safety overall resulting from the proposals.

Current use and Operation

13. Details of the current operation at Unit 4 Fall Bank Industrial estate are as follows;

Floor space

- Gross Floor Area (GFA) - 6,017sq.m (inc Office & Café)
- Retail Floor Area (RFA) -2,780sq.m

Car Parking

There are 127 existing car parking spaces including 4 disabled spaces.

Cycle Parking

- Secure cycle parking is provided.

Justification of increase in Car Parking

14. The recent grant of a Certificate of Lawfulness permits the continued use of the premises in breach of a planning condition which hitherto limited retail sales to the public to 20%. This change has resulted in a change in the nature of customers and more demand for car parking within the site. At the time of the original planning permission a figure of 127 car parking spaces was provided and this was considered a conservative number based on historic use and was well below the car parking standard which would have equated in around 200 spaces.

15. The recent increase in allowable retail use to 100% has resulted in a greater demand for car parking and the existing car park now suffers from congestion at peak times as a result, particularly at the weekends.

16. Barnsley MBC car parking standards are currently provided in the Supplementary Planning Document "Parking" adopted in November 2019. In "Table 1 – Car Parking Standards" of this document, for Non-food Retail the following maximum car parking standards are stated

- Non Food Retail - 1 space per 20-30sq.m

Applying this rate to the existing GFA of 6017sq,m would result in the provision of a car parking of between 201 and 301 spaces. The application to increase parking to 206 spaces therefore falls at the lower end of Barnsley MBC car parking standards.

Summary

17. It is considered that the application to increase parking should be approved as it :-

- represents the correct number of spaces for the now current 100% potential retail use to the public;
- would improve the efficiency of the existing car park at peak times which now suffers from congestion and drivers struggling to find free spaces;
- reflects the location of the site with regard to accessibility by other modes of transport.; and

- complies with Barnsley MBC car parking standards for the approved Non-food Retail use of the premises.