**THE KAY GROUP (UK) LTD**

# CAR PARK MANAGEMENT PLAN

## Application:

Discharge of condition 10 attached to approval reference 2017/1094
Land off Dearne Valley Parkway.

## Site:

Plot A & B,
Land off Dearne Valley Park Way
Birdwell
Barnsley

## Applicants:

The Kay Group (UK) Ltd

# CAR PARK MANAGEMENT PLAN

## PROPOSED FUEL/SERVICE STATION AND DRIVE THRU COFFEE SHOP

## THE KAY GROUP (UK) LTD

This statement is to accompany the confirmation of compliance of condition application and refers to the following drawings:

| | |
|---|---|
| M17-08-01 | Location plan |
| M17-08-06 Rev 08 | Proposed site plan |

## INTRODUCTION

A planning application for the erection of a petrol filling station Sui Generis and shop A1, together with a drive through restaurant facility A3 was approved on 9th February 2018.

The purpose of this document is to provide detailed operational standards for the public parking areas within each of the uses described above.

The compliance and management of this plan will be the responsibility of the Kay Group and Costa.

Access to both facilities will be via the yet to be adopted service road off the Rockingham roundabout from the Dearne Valley Parkway.

## VEHICLE PARKING

The proposed development site falls within plot A & B of the Dearne Valley Parkway development.

The site sits within an area of Industrial, commercial retail and residential use.

The layout of the site has been designed to form clear and easy access for the customers and staff with adequate parking for each.
The relationship between buildings and open space is set out to its maximum potential within the site surroundings and circulation space.
The open space is designed to create a mix of hard to soft landscaping and to maintain the existing ecological landscaped buffers to the perimeter of the site.

All parking areas within the site are in open spaces with adequate natural surveillance and close to the main building facilities. All landscaping around parking and circulation routes will be low level type to maintain open aspect views and surveillance.

There is to be inward looking CCTV covering the external areas of the site.

The customer parking with disabled space will sit adjacent to the main entrance. The gradients of the access routes are generally level and well exceed the 1:20 gradients for access.

Parking spaces for customer use and the main entrance into the building are covered by the site wide way-finding signage and entrance statement to the building facade.

The number of parking bays meets the requirements of the parking supplementary document contained within the LDF and is guided by previous Kay Group sites and experience, to ensure that customer parking is always available for the volume of trade.

The site is set out to provide customer and staff parking within the site boundaries.

The overall site is set out to adequately allow for the parking and turning of all vehicles as well as refuse/waste and recycling collection. Neither of these function impact nor hinder the continued operation of the others as space is adequately provided within separate zones of the site.

**PFS**

The parking areas and numbers are set out on the planning approved layout plan around the perimeter of the site. The parking bays include a disabled bay adjacent to the main shop entrance, future provision of hybrid electric vehicle charging bays, the civils work and infrastructure is in place for these when future demand dictates.
There are four bays set aside for staff parking as well as stands available for cycle parking.
All the parking bays are accessible at all times and will not be restricted during delivery of good and fuel to the site as the turning and loading takes place elsewhere within the site as demonstrated on the approved plan.

**COSTA**

Again the bays and numbers are set out on the approved plan and include two disabled bays adjacent to the primary entrance as well as customer waiting bays for large order sales. There is the provision for separate staff parking and future hybrid electric vehicle charging bays.
Although deliveries will drop off within the primary parking area, these will be carried out during operating hours and as such will be managed by staff so as not to impact on general parking use, in general, these deliveries will take only 15 minutes.

Staff parking is provided within the curtilage away from the main customer parking zone