

**KDA WHOLESALE LTD.
UNIT 4, FALL BANK INDUSTRIAL ESTATE, DODWORTH**

**Design & Access Statement for Planning Application
Formation of new access and extension to car park**

KDA Wholesale Ltd

BRADLEY STANKLER PLANNING

Design & Access Statement

Project Title:	Formation of new access and extension to car park, KDA Wholesale Ltd. to Unit 4, Fall Bank, Dodworth, Barnsley
Report Title:	Design & Access Statement
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INTRODUCTION & BACKGROUND

1. This Design & Access Statement is in support of a full planning application for improved access and parking facilities at KDA Wholesale, Unit 4, Fallbank Industrial Estate, Dodworth.
2. Planning consent for the conversion of Unit 4 was granted in September 2012 and the wholesale warehouse commenced trading in February 2013.
3. The current proposal is to provide much improved access, parking and circulation within the site. The former, industrial use relied on a single, combined access serving the service loading bays fronting Fallbank Crescent and a concrete hardstanding for staff and visitor parking and container storage. At present there is no formal parking or circulation laid out.
4. The needs of the current wholesale warehouse use are significantly different to the previous industrial/warehouse use and the last two years of trading has highlighted the need to provide the proposed improvements.
5. Therefore, this planning application proposes;
 - Creation of a new access to Fallbank Crescent, to the east of the existing access to provide a combined access/egress for staff and customers.
 - Retention of the existing access and use only for servicing the building.
 - Extension of the existing hardstanding area, resurfacing and formal laying out of the car park and circulation.
6. Planning consent was previously granted for the creation of a new access/egress to fall Bank Crescent as currently proposed, under application ref. B/04/1058/DO. That permission has now expired.
7. This report addresses design and access considerations and satisfies the provisions of the Planning and Compulsory Purchase Act 2004 which require applicants to submit Design and Access Statements to demonstrate

how they have taken into account urban design and access considerations in their development proposals and that regard has been had to relevant development plan policies and supplementary planning guidance.

8. The report is to be read in conjunction with the supporting information submitted as part of the planning application.

THE SITE

9. KDA Wholesale occupies an extensive site, extending to some 2.15ha of land on the Fall Bank Industrial Estate close to the junction of Fall Bank Crescent and Station Road.
10. The site comprises an existing industrial unit (Unit 4) with associated land including parking areas. Access is taken from Fall Bank Crescent along the northern site boundary. The existing building sits in the western part of the site with parking and circulation areas to the east, north and south. The building sits at a slightly lower level to other development to the west. Fall Bank Crescent rises gradually as it passes the site to the west.
11. In its wider context the 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.
12. 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.
13. A number of bus services currently route close to the site on Station Road, B6099 and Dodworth Rail Station is located within an easy walk being just 300m south of the site.

AMOUNT OF DEVELOPMENT

14. The planning application proposes 123 parking spaces for customers and staff and a further 4 disabled spaces.
15. The current Barnsley Council Car Parking standards are contained in Barnsley Council's *Supplementary Planning Document; Parking (March 2012)*. This SPD supplements the *Core Strategy Policy CSP 25 New Development and Sustainable Travel* by setting out the parking standards that the Council will apply to all new development.
16. The vehicle parking standards for Sui Generis are not specified for a use such as the KDA wholesale operation. The SPD does however include a standard for car sales which is a maximum car parking standard of 1 space per 50 m². This would result in a maximum car parking requirement of 130 car parking spaces if applied to the proposed size of the KDA Unit 4.
17. The car parking standards contained in the SPD for non food retail use are 1 space per 20-30m². Applying this standard would result in a maximum car parking requirement of 200 car spaces for the proposed KDA use.
18. Based on the previous operation at Unit 8 it is considered that 127 car parking spaces will be sufficient for the relocated operation at Unit 4. This is below the current Barnsley Council maximum car parking standards, and therefore complies with the advice in *SPD; Parking (2012)* which states that "*Developers will be expected to reduce the levels of car parking provided where there are more sustainable transport options*".
19. Therefore, 123 standard spaces are proposed together with an additional further 4 spaces will allocated for Disabled Use in accordance with *SPD: Parking (2012)*. These spaces will be located close to the main entrance and have dimensions of at least 3.6m in width.

USES PROPOSED

20. No change is proposed in the approved use of the premises or site.

LAYOUT

21. The submitted layout shows formation of a new access to Fall Bank Crescent as previously approved, together with the retention of the existing access for service vehicles only.

SCALE

22. Scale is not relevant to this application.

LANDSCAPING

23. No additional landscaping is proposed.

APPEARANCE

24. It is proposed to finish the car park with a tarmac surface.

ACCESS

25. As previously described a new access to the car park for customers and staff is proposed to be formed as approved under application ref. B/04/1058/DO.

APPRAISAL

26. The key consideration in the assessment of this planning application is that of highway safety and provision of an appropriate level of parking. 127 spaces proposed meets the requirements of the council's parking SPD as set out above.
27. The proposal does not involve any intensification of the approved use of the premises and it is not anticipated that additional vehicles will be

attracted to it.

28. It is considered that benefits in highway safety will arise through the separation of service vehicles from customers and staff vehicles through removal of the conflicting movements that arise through the sue one the single combined access/egress at present. The formation of the proposed customer and staff access further east along the Fall Bank Crescent frontage is as previously approved and this provides good visibility in this location and an appropriate 'stagger' distance between accesses.
29. Accordingly it is considered that the key requirements of Barnsley Local Development Framework Core Strategy Policy CSP25 is met in that the minimum level of parking is proposed in accordance with the floorspace of the existing building and no harm to highway safety arises.

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