TECHNICAL NOTE
March 2019

Introduction

This technical note is produced in response to the highways comments received on the change of use application (ref 2019/0104). The purpose of the note and the accompanying drawing 01, is to set out the parking requirements based on adopted standards and propose an option for improving the parking provision in the site.

Parking Requirements

The marketing literature for the site refers to a unit area of 3,814sqm and so the parking standards have been applied to this area. The site is understood to have 61 spaces and no specific servicing facility.

The parking standards for Barnsley are contained in a supplementary planning document (Parking) of the Local Development Framework.

Parking Standards for B8

The parking standards for B8 are:

- 1 space per 3 staff; or
- 1 space per 60 sqm gross floor area up to 300 sqm, then 1 space per 100 sqm up to 1,000sqm and 1 space per 150 sqm thereafter.

The parking requirement for full B8 use would therefore be 5 + 7 + 19 = 31 spaces (or 1 space per 3 staff)

Whilst the parking standards do not outline any requirements for servicing, the local highway authority, in its response to the proposed change of use has specified the requirement to provide some level of servicing.

The existing parking provision is assumed to be acceptable in terms of parking and this has been indicated as bring so by the local highway authority. However, a servicing bay would need to be introduced to comply with the council's request.

Parking Spaces for B1c

The parking standard for B1 is:

1 space per 30 sqm.

The parking requirement for full B1 use would therefore be 3,814/30 = 127 spaces. The parking standards do not differentiate between sub-use classes. The car parking spaces would therefore need to increase by 100% to support full B1 use.

However, the change of use is for B8/B1c and B1c would have far less parking demand than for B1.

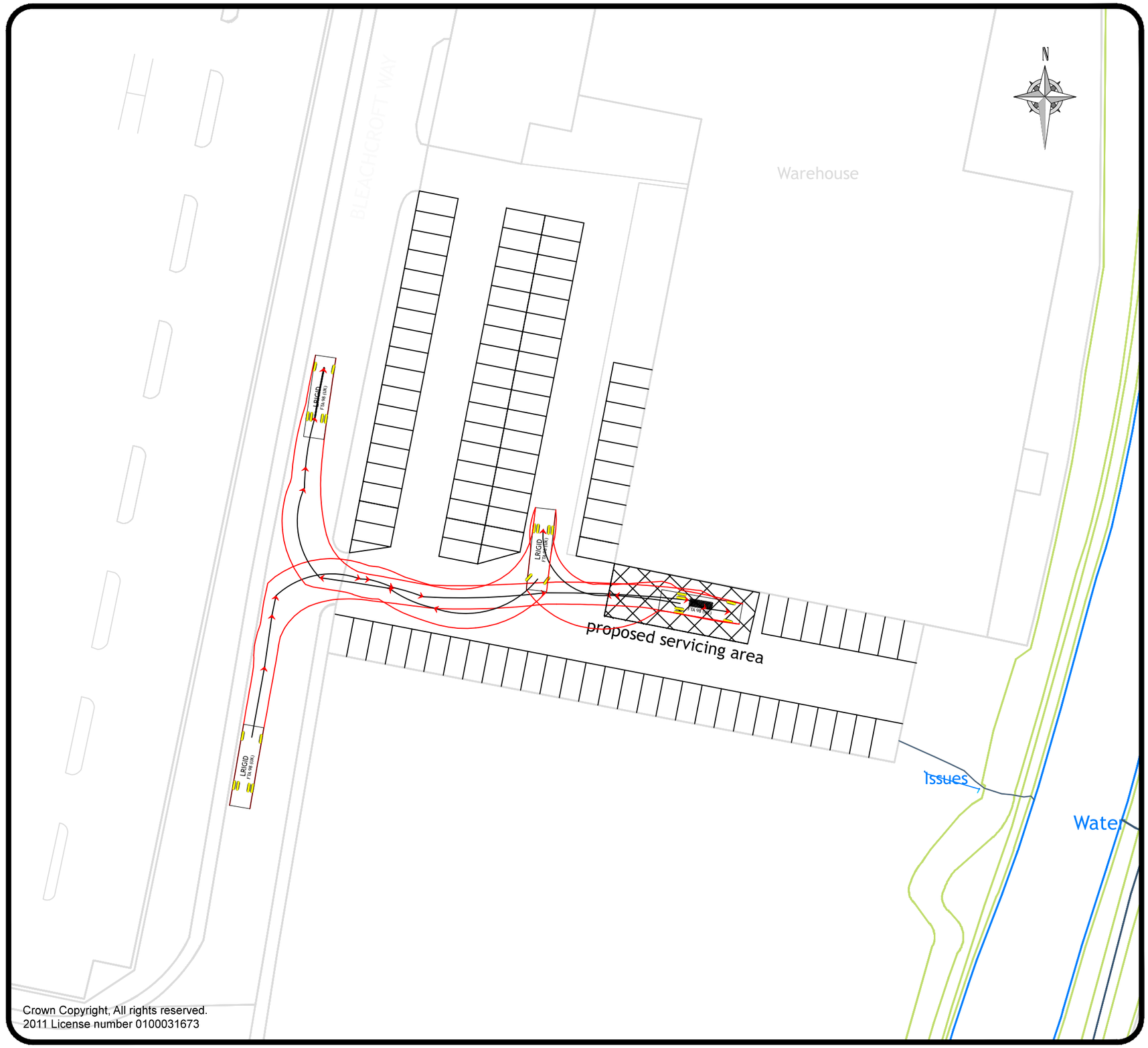
Potential for Increasing Parking on the Site

Consideration has been given to the potential for increasing the number of parking spaces on the site. To maximise the potential for parking, alterations would be required to the car park layout as shown on the enclosed drawing 01. The alterations would allow 100 parking spaces plus some space for servicing.

Given that B1c would generate less demand for parking than B1, it is considered that 100 parking spaces would be sufficient.

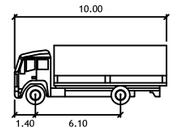
Conclusions

- The site could support full B8 use as long as some servicing is provided.
- The site could support B1c use provided that the number of parking spaces is increased as shown on drawing 01 and a servicing facility is provided.
- Based on the number of parking spaces that could potentially be introduced on the site, it is considered that a mix of B8/B1c could be accommodated.



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Notes



LRIGID
meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

No.	Revision/Issue	Date

Client

blakemore property

DW Transportation Limited
9 Baron Road
Penarth
Vale of Glamorgan
CF64 3UD
T 07976 219322
www.dwtransportation.com

Project

UNIT 4 BLEACHCROFT WAY
BARNSLEY

Drawing

INDICATIVE PROPOSED CHANGES
TO CAR PARK
(FOR DISCUSSION)

Project No	Drawing No.
DWT179	01
Date: 08.03.2019	
Scale: 1:500@A3	