



PLANNING

DESIGN AND ACCESS STATEMENT

PROPOSED CAR PARKING FACILITY

PARK SPRING ROAD, GRIMETHORPE, BARNSELY

FOR



aja architects llp
1170 Elliott Court
Herald Avenue
Coventry Business Park
Coventry CV5 6UB

1. Existing Site:

The existing site of the proposed Car park is currently an unused open area of “Brown Field” made up ground that was formerly the railway cuttings and sidings associated with the old Houghton Main Colliery that closed in 1993. Further details on the history of the site can be found in the Mining Assessment Report compiled by Coffey and submitted in support of this planning application.

As the site is over one hectare in area it requires a Flood Risk Assessment (FRA) to accompany the planning application. An FRA has been produced by RPS Consultants and is submitted in support of this application.

2. Existing Access:

The site of the proposed carpark is accessed from a turn-off to the existing roundabout on Park Spring Road that has the access to the main ASOS facility on the opposite side. Pedestrian access is via the existing footway that circumnavigates the roundabout.

3. Existing Boundary Features:

The Eastern and Southern boundaries to Park Spring Road and the turn-off from the roundabout has a hedge with a drainage ditch on the road facing side; these are features that will be retained. The Northern and Western boundaries are currently demarcated by a series of wooden marker pegs to delineate the application area from the rest of the otherwise open site. Further details of the existing site can be found in the Landscape & Visual Appraisal of the Site document prepared by JB Landscape Associates and submitted in support of this application.

4. Ecology

A Full Ecology Report is currently being compiled by The Ecology Practice that outlines the existing flora and fauna together with suggested measures to protect, preserve or otherwise encourage wildlife species to the site.

5. Proposed Site:

It is proposed to provide additional parking for ASOS to use at peak times such as those experienced at shift changeover whereby keeping incoming and outgoing shift workers separate in order to speed up the changeover process and reduce the incoming and outgoing queues to the ASOS site.

6. Proposed Access:

The existing turn-off road from the roundabout is to be widened appropriately from the end of the highways section to form a new shared entrance with the existing gas monitoring site and into the new car parking facility. The pedestrian footway likewise will be extended from end of the highway section running alongside the new entrance road and into the new car parking facility.

7. Transport Statement

A Transport Statement (TS) has been produced by RPS Consulting to demonstrate the primary use of the car park is for ASOS operational needs only and that staff numbers, shift patterns and hence traffic generation would not change and the impact on the greater road network will be neutral.

8. Proposed Parking Layout:

The layout of the parking bays has been specifically designed to create the most efficient site by providing a long internal queuing lane to exit the site.

The proposed facility will have 370 spaces as per the submitted layout plan of 2.4 by 4.8m size with 6m wide circulation lanes that will be provide adequate manoeuvring space. Pedestrian access and egress will be provided by a two metre wide footway adjacent to the access road. All hard surfaces are to be paved with tarmacadam and delineated with a thermoplastic road marking. All materials used will be appropriate both for aesthetics and performance for such usage.

9. Proposed Boundaries and Soft Landscaping:

Apart from the existing hedge to the Eastern and Southern boundaries that are to be retained, please refer to the JBLA's drawings for all details appertaining to Soft Landscaping and Boundary Treatments and the Landscape & Visual Appraisal of the Site document prepared by JB Landscape Associates and submitted in support of this application.

10. Proposed Carpark Lighting:

The proposed car park will be covered by an external lighting matrix designed by a specialist lighting subcontractor as per the submitted drawing to provide a light level of lux commensurate with safe night time operation. The external light matrix shall be designed so as to cause minimal light pollution above the horizontal plane and outside the boundaries of the site.

11. Summary:

The proposed car parking facility is intended to relieve the periodic short term vehicle congestion experienced during peak staff changeover events by providing a means of separating the shift pattern of arriving vehicles from the main carpark allowing the previous shift's vehicles to depart with minimal congestion. In turn the next shift will use the main car park whilst the new proposed carpark full of the previous shift workers are intended to discharge with minimum congestion.