

## **DESIGN & ACCESS STATEMENT FOR PLANNING APPLICATION FOR EXTENSION TO CAR PARK, KDA WHOLESale, DODWORTH, BARSLEY S75 3LS**

1. This Design & Access Statement is in support of a full planning application for an extension to the existing car park to provide improved parking facilities with 2no. 4m floodlights at KDA Wholesale, Unit 4, Fallbank Industrial Estate, Dodworth, Barnsley.
2. Planning approval was granted in 2012 (ref. 2012/0852) for the change of use of the premises from B1/B2 and B8 use to use as a trade warehouse, Sui Generis use. A subsequent planning approval (ref. 2015/0203) consented revised access and servicing arrangements and an extension to the original car park.
3. As approved, the trade warehouse use was limited by planning condition to no more than 20% retail sales to the public. A subsequent Certificate of Lawfulness approved the use of the premises in breach of this limitation, thereby enabling unrestricted sales to the public. The needs of the current trade warehouse use are therefore significantly different to the original approved use and recent years of trading has highlighted the need to consider the proposed car park extension to accommodate peak times when the current provision is inadequate.
4. Therefore, this planning application proposes the use of an existing area of hardstanding to provide 79 additional parking spaces.
5. 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.
6. 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.
7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

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

## **SCALE**

14. Scale is not relevant to this application.

## **LANDSCAPING**

15. No additional landscaping is proposed.

## **APPEARANCE**

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

## **ACCESS**

17. Access to the premises is to remain as existing.

18. The key consideration in the assessment of this planning application is that of highway safety and provision of an appropriate level of parking. 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 as a result.

19. 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.