


6740 – Planning, Design and Access Statement

# CEAG  car park, Barnsley

Submitted to Barnsley Metropolitan Borough Council by IBI Group (UK)

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# Introduction




## Executive Summary

This Planning, Design and Access Statement has been prepared by IBI Group ('The Agent') in support of a full planning application made by Barnsley MBC ('The Applicant') for the development of a new surface car park at the site of the former CEAG building.

## Format

This statement comprises a Design and Access Statement and a Planning Statement. It explains the background to the proposed development and the planning context. It should be read in conjunction with other accompanying supporting documents. The Statement covers the following aspects:

- Planning Statement
- Design process
- Development proposals
- Landscape
- Access statement
- Transport statement
- Statement of community involvement
- Conclusion

This statement should be read in conjunction with the following supporting documents:

- Application forms and certificates
- Drawings Package
- Statement of Pre-application Consultation
- Transport Statement
- Flood Risk Assessment
- Tree Survey

# Development description

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## Development Description

This application is in full detail and is for consent for development of a surface car park for up to 173 vehicles, with associated boundary treatments, lighting, CCTV, access and landscaping. It also includes a dramatic new light feature to the fly-over retaining wall.

The proposal is a permanent, long term solution for visitor parking in the town centre. It is part of the 'Better Barnsley' town centre regeneration project which aims to significantly transform the town centre into a new thriving, dynamic place. The new parking on the former CEAG site is intended as the first phase of new parking provision that will eventually replace the multi-storey car park currently identified for demolition (subject to statutory approvals) in 2016.

Although excluded from this application it is the intention of the council, in partnership with Network Rail, to construct a new pedestrian bridge across the railway line. The proposed layout described within this document has been designed to accommodate the bridge. The bridge and associated amendments to the car park layout will be subject to a separate planning application.

## Site location

The site location is the former CEAG site, Kendray Street, Barnsley. The site area is 7577m2 and bounded by Kendray Street to the north, a railway line to the west and Harborough Hill Road to the east. The Jumble Lane crossing is also to the north of the site. The site is currently empty following the demolition of the CEAG building although there are a number of mature trees to the north east of the site adjacent to the Harborough Hill Road slip road where it meets Kendray Street.

## Access and security

There is currently no vehicular or pedestrian access to the site. It is secured by a wall with railings and locked metal gates to the north, an existing stone wall to the railway to the west and the retaining wall to the flyover to the south and east.

## Site photographs

1. View towards Jumble Lane crossing from Kendray St.
2. Jumble Lane crossing
3. The existing entrance ot the CEAG site
4. Stone wall boundary to Network Rail land
5. Corrogated metal boundary fence to Network rail land
6. Route beneath the underpass towards the east

# Background to the proposal

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## Better Barnsley masterplan

BMBC commissioned NPS and IBI Group in 2014 to prepare a masterplan of the town centre retail core around the markets. The preparation of this masterplan comprised an extensive period of consultation and workshops with the various town centre stakeholders. It culminated in a masterplan design and investment prospectus issued in late summer 2014.

The design and development process included a series of assessments in relation to car parking provision including;

- Assessing the ownership, nature, quality and suitability of existing open spaces in the town centre for surface car parking;
- Assessing other open space facilities in the area, and their potential for taking on parking demand created by likely loss of the Metropolitan Centre multi-storey;
- Providing indicative design options for development of the site for surface car park use;
- Exploring options for integrating art work and sustainability measures
- Identifying outline construction costs

## Jumble Lane level crossing

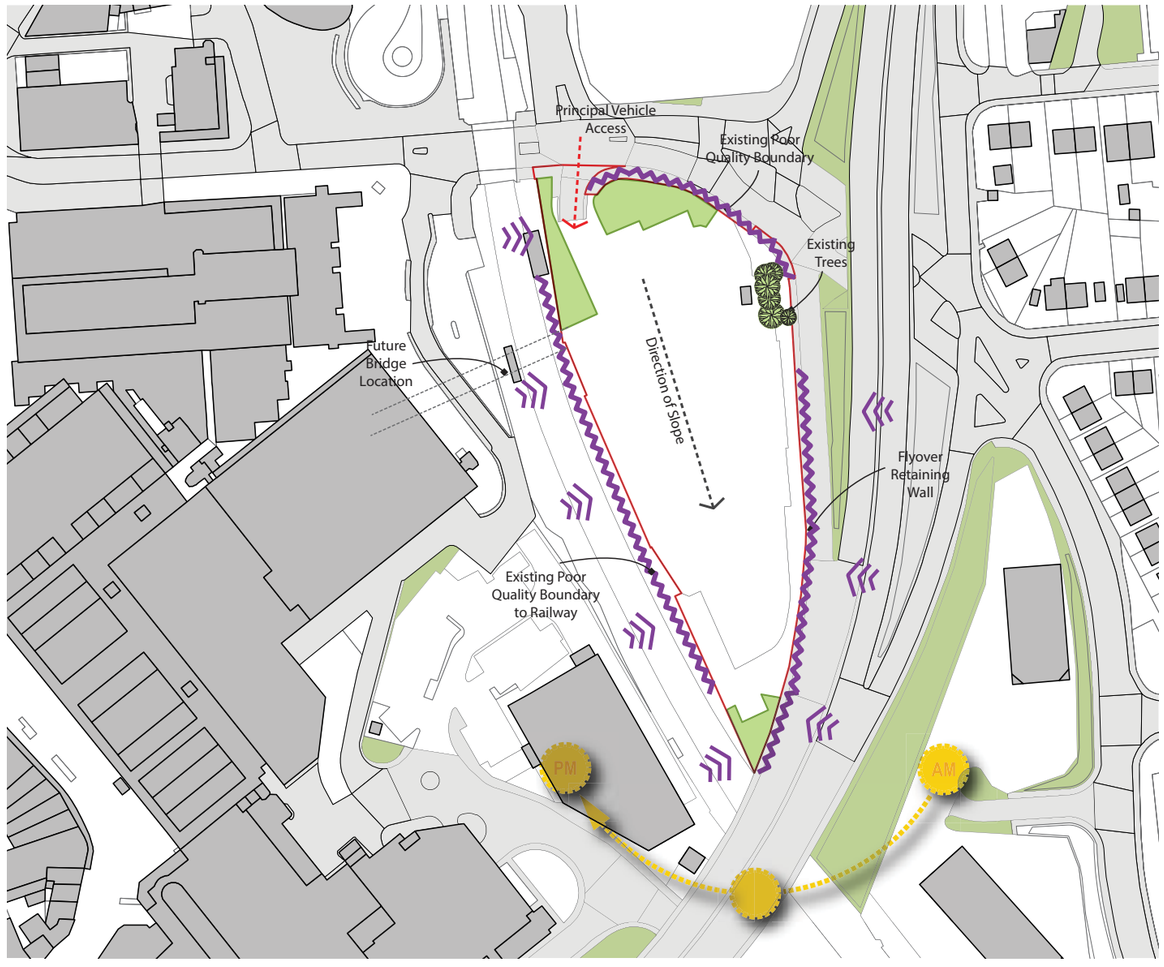
The former CEAG site is cut off from the town centre by the railway line and pedestrians are required to use the Jumble Lane level crossing to travel east – west. Jumble Lane crossing is ranked 17th most dangerous in the country and Network Rail approached Barnsley MBC in 2013 to discuss how this might be addressed. Initial discussions between Network Rail and Barnsley MBC have already taken place and there is consensus on the idea of a new pedestrian bridge over the railway line as identified within the masterplan. Negotiations on the delivery of the bridge are now progressing on the basis of connecting the bridge into the proposed car park and enhancing the possibility of safe east west pedestrian travel across the town.

## Conclusion

Both the assessments undertaken during the development of the masterplan and the necessity to address safety concerns with Jumble Lane crossing led the council to identify the council-owned former CEAG site as the preferred location for new high quality surface car parking to serve the town centre.

# Site Context and Assessment

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## Introduction

This section describes the site context and analysis of its current situation. This analysis has been used to inform the design process.

## Site Location and Description

The former CEAG site is located at Kendray Street, Barnsley and covers an area of approximately 7576m2. It is bounded by Kendray Street to the north, a railway line to the west and Harborough Hill Road to the east. The Jumble Lane crossing is also to the north of the site.

## Topography

The site is largely flat with a gentle fall from the north to the south. There is also a localized sunken area to the south east next to the boundary to the railway line.

## Access, security and safety

There is currently no vehicular or pedestrian access to the site. It is secured by a wall with railings, locked metal gates to the north, an existing stone wall with metal railings to the railway to the west and a concrete retaining wall to the flyover to the south and east. The site is very open and its boundaries afford clear views across its extent. There is currently no external lighting provision within the site demise but there are some street lamps on its edge.

## Cleanliness and Maintenance

The site is currently empty following the demolition of the CEAG building and appeared largely clean and free from litter at the time of our site survey with only small, isolated incidences of graffiti noted.  However, the eastern boundary to the railway track (metal railings and stone walls) is in poor condition likely due to a lack of maintenance. The surface is predominantly degrading tarmac, concrete and rubble fill from the demolition of the the CEAG building. There was no adverse noise or undesirable smells at the time of our visit that would impact on the provision of car parking.

## Ecology, trees and landscaping

There are only a small number of trees on site, grouped at the north east boundary adjacent to the Harborough Hill Road slip road where it meets Kendray Street. A tree survey has been undertaken by Barnsley Metropolitan Borough Council and is appended to this document.The surface of the site has areas of general weeds and grass.

## Coal mining risk assessment

A Mining Report has been undertaken by Barnsley Metropolitan Borough Council and is appended to this document.

## Contamination

A contamination Report has been undertaken by Abbeydale Building Environmental Consultants and is appended to this document.

## Drainage

A Drainage Statement has been undertaken by Barnsley Metropolitan Borough Council and is appended to this document.

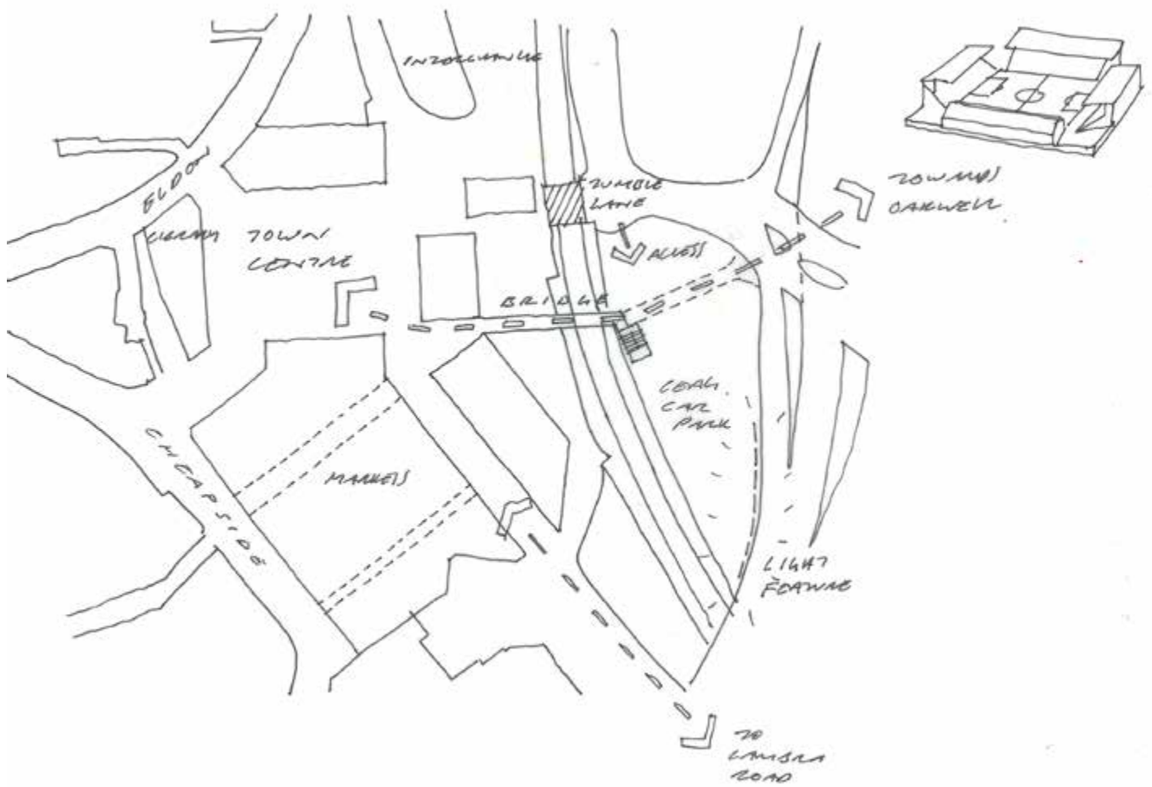
## Traffic and Highways Statement

A Traffic and Highways Statement has been undertaken by Barnsley Metropolitan Borough Council and is

appended to this document.

# Design Process

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## Introduction

This section sets out the design parameters and principles that have informed the detailed design development.

## Vision and Objectives

The brief for the development of the car park was to;
- Provide a new high quality surface car park to serve the town centre retail core and form part of a new parking strategy following the proposed demolition of the Metropolitan Centre multi-storey car park.
- Provide large 'shopping' bays of 5 x 2.75m rather than the standard 4.8x2.4m.
- Maximise the number of parking bays to provide approximately 170 spaces.
- Employ high quality materials.
- Provide parking options for a wide demographic of shoppers including the elderly, disabled, parents with children and those who arrive from outside the town in minibuses.
- Employ appropriate sustainable principles to include the provision of electric parking bays and the potential to employ solar technologies.
- Ensure a safe and accessible environment that can be used throughout the day and night employing appropriate lighting and natural surveillance strategies.
- Consider and facilitate the possibility for a bridge link over the railway line and the closure of Jumble Lane level crossing.
- Improve the east west connectivity within the town including safer passage of pedestrian movement from the town centre to the Oakwell football ground.
- Include a lighting feature to improve the retaining wall to the Harborough Hill Road flyover.
- Consider incorporating seating and covered walkways.
- Employ hard wearing materials that will wear and weather well requiring minimal maintenance
- Improve the boundary to the railway line.
- Retain as much existing vegetation and mature trees as possible but minimize the planting of new due to maintenance issues.
- To provide pay on exit barrier to encourage dwell time in town centre.

## Design Response

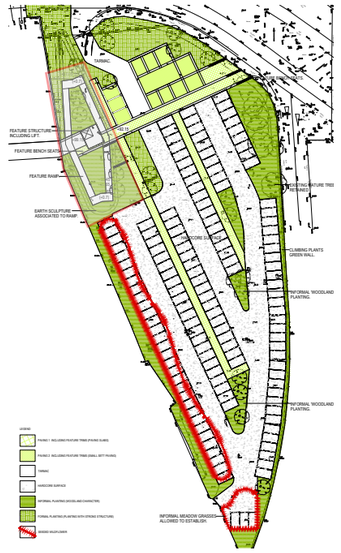
The design principles for the proposed development have been developed through a thorough analysis and understanding of the opportunities and constraints of the site as illustrated in the previous section of this report and on the concept sketch opposite.

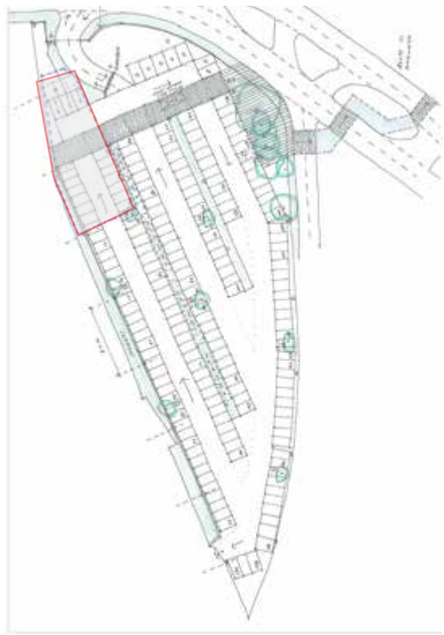
The planning policy guidance, as detailed in Section 8 has also been fully considered. Consultations with the Council, the Local Planning and Highways Authority and specialist consultants have also informed the process of refining the proposed development.

## Design Guidance and Consultation

The following have been taken into account, although this list is not exhaustive:
- Barnsley Town Centre, Public Spaces Strategy (September 2010)
- By Design (Department for the Environment, Transport, and the Regions) – urban design guidance
- Towards an Urban Renaissance (the final report of the Urban Task Force, 1999) - urban design.
- Places, Streets and Movement -a companion guide to Design Bulletin 32 Residential roads and footpaths (ODPM, 1998) - advice for the design of residential areas
- Urban Design Guide Supplementary Planning Document

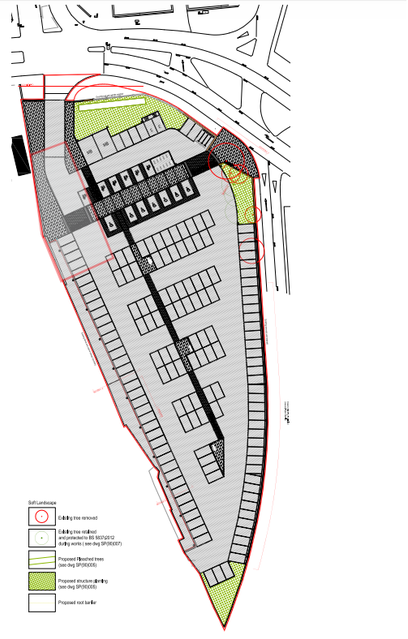











## Design Evolution

To understand the capacity of the site for use as a surface car park, a series of sketch options were prepared, discussed with the Council and refined against their requirements to arrive at a preferred solution. In each solution a sacrificial area (outlined in red) has been identified to accommodate the proposed new pedestrian bridge in a later phase of works.

The key refinement was to reorientate the parking spaces to create shorter roads. This layout ensures a greater level of traffic management - vehicle speeds are reduced as a result of the shorter roads and pedestrian safety is therefore improved.

- Option 1 explored an organic arrangement of spaces that follows the form of the site and included extensive new planting. It also included an east west connection from the proposed bridge landing onto Kendray Street at the north of the site. Total parking space – 176

- Option 2 SP(90)01 explored a more linear arrangement incorporating pedestrian footpaths between the parking spaces running north south and began to explore a material palette. Total parking spaces – 167

- Option 3 SK(90)001 developed the linear option further reinforcing the east west connection and the retention of the existing site access adjacent to the Jumble Lane crossing. Consideration was also given to how the pedestrian route could connection to the existing crossing towards Oakwell. Total parking spaces 180

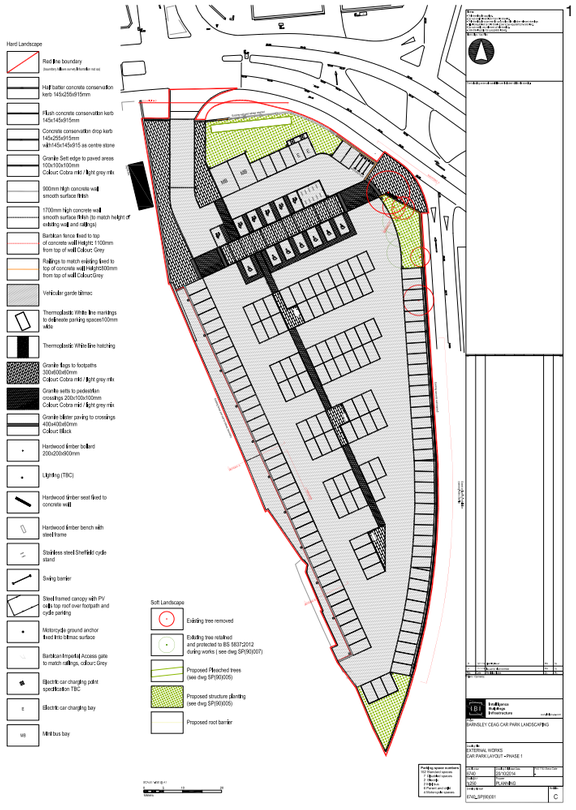
- Option 4 SK(90)003 widen the pedestrian route proposing it as a shared surface. Total parking spaces 180

- Option 5 SK(90)004 addressed concerns about traffic management and a perceived lack of clarity between pedestrian and vehicular spaces. The central bays were turned 90 degrees affording the design greater clarity of movement. Total parking spaces 155

- Option 6 reinstated pedestrian routes north south between parking bays and reduced the number of proposed tree in response to maintenance concerns. The existing trees are also largely retained. Total parking spaces 168.

# Development Proposals

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1. The proposed layout
2. Photo voltaic cells on canopies
3. An example of a high quality, well lit car park in an urban location
4. An example of the proposed pleached trees
5. An illustration of the type of timber bench proposed

## Introduction

This section sets out the planning and design details of the proposal.

## Use and Quantum of Development

The proposal is for development of a surface car park for up to 173 motor vehicles and 20 bicycles as follows;

| Type | Number |
|---|---|
| Parking bays (2.75 x 5m) | 152 |
| Disabled bays | 7 |
| Parent and child spaces | 6 |
| Electric car bays (with charging points) | 2 |
| Minibusbays | 2 |
| Motorcycles | 4 |
| Total | 173 |
| Secure cycle parking | 20 |

The car park will be used by visitors to the town centre. The car park will be in use 24 hours a day, 7 days a week it will have CCTV and lighting in order that it is safe and secure for users.

## Layout

The proposed car park is accessed from the existing site access from Kendray Street to the north. Pedestrian access is also provided on both sides of the vehicular access road. The access barrier is located 5 car lengths from the junction on Kendray Street as required by BMBC Highways department.

The car park will be laid out with parking bays arranged perpendicular to the edge of the site and the remaining space filled with back to back bays. All are served by a 6.2m wide access road. Disabled, Parent and Child, electric and minibus parking is located to the north of the site adjacent to the access points and future bridge connection and so have the shortest travel distances.

Hard landscaped pedestrian routes are provided east west and north south through the car park to ensure safe passage. A canopy is proposed on the east west route with bench seating. These will contribute to visually breaking up the car park, so that it does not appear as a sea of cars. Wherever possible the existing trees will be retained, but where trees are lost, new trees will be planted within the soft landscaped parts of the site. A pedestrian footpath from the car park to Kendray Street will be provided at the north west corner on both sides of the access road.

## Scale and Massing

The car park will be at existing surface level at the Kendray Street and slope gently towards the south. Boundary fencing of up to 2.0m in height will surround the perimeter of the car park to balance security and an attractive appearance.

## Appearance

The car park has been carefully designed to avoid looking like a standard surface car park. These include the provision of high quality boundary treatments, a light feature to the flyover retaining wall, the retention of many existing trees and the provision of pedestrian routes.

The car park will be hard surfaced, and be of a suitable durability and construction for car parking.

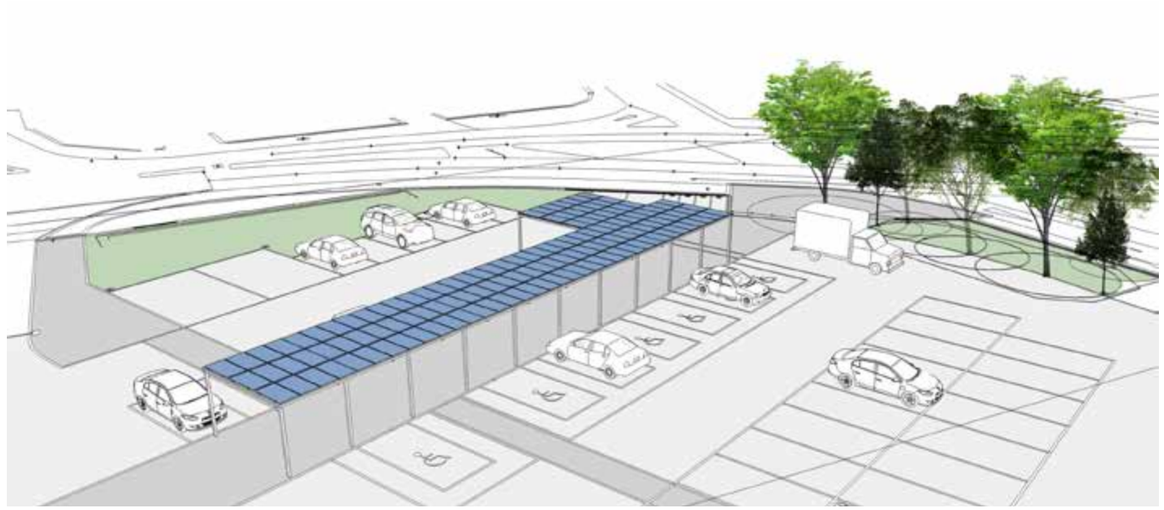
Where possible existing boundary treatments have been retained, new boundary treatments will complement existing whilst creating a more contemporary feel. A new concrete wall and railings running along the railway line side of the site will give the site a more defined edge and will clearly demarcate the railway line from the car park, whilst the use of railings will create a more permeable boundary allowing views in and out of the site. The northern boundary will be retained where possible, existing railings and brick work will be ‘made good’ where required, further concrete walls and railings will be used to tie in to this existing boundary.

Entrance points are to be clearly marked with concrete walls to match the height of existing boundaries. Lettering is to be acid etched into the wall to clearly mark each entrance. The east entrance opens out into a pedestrian space where a timber bench fixed into the wall and natural stone paving creates a space for people to meet.

## Landscape

The landscape proposals clearly set out designated routes for vehicular and pedestrian circulation.

Where possible, existing trees have been retained. The planting palette for the scheme has been chosen for seasonal interest, and strong form ensuring there will be colour and texture all year round, with focus on a row of pleached hornbeam to the north which provides the illusion of a floating hedge running along the northern boundary.













## Covered walkways and photovoltaics

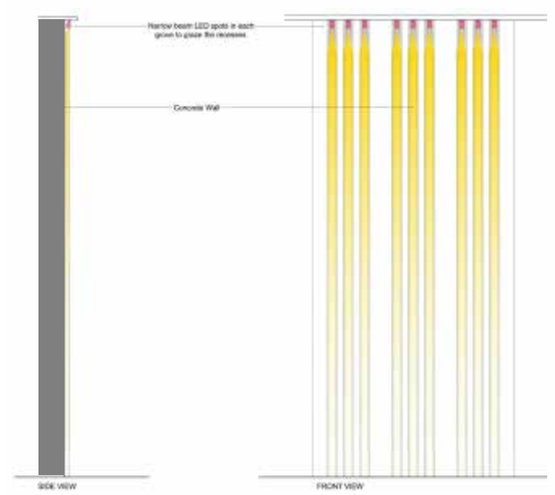
An important aspect of the proposed design is a canopy structure on the east-west pedestrian route. This performs a number of important tasks;

- It reinforces the important east west connection within the town
- It provides cover on the pedestrian route for shoppers and would include appropriate bench seating and robust lighting powered by the photovoltaics.
- It provides a frame for photovoltaic cells to be safely mounted on the roof. These PV cells will provide much of the energy used on the car park - including general lighting, the light feature on the fly over retaining wall and the electric car charging points.
- The structure will be at least 3m tall to minimise the opportunities for anti-social elements to gain access.

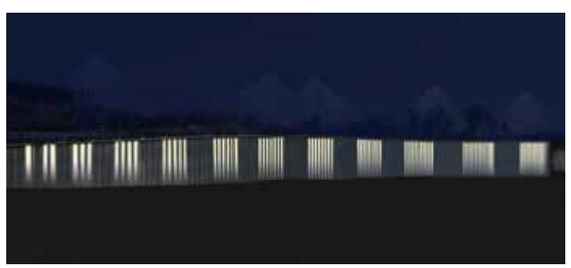
The images on this page are a selection of those prepared during the development of the design and serve to illustrate the covered canopy on the east west link.













## Light feature

A key component of the proposed car park is the installation of a dynamic light feature on the existing concrete retaining wall beneath the fly-over.

The installation of a light feature in this location engages with the history of the site - it is the former home to the CEAG lighting company who produced light fittings for the mining industry.

The proposed design is intended to have a dramatic effect on this part of the site and greatly enhance the sense of arrival into the town by train. In addition it will provide significantly enhanced lighting levels, and therefore security, in this part of the site.

Low energy LED down lights will be set within the grooves cast into the concrete retaining wall at high level. These lights can be controlled so that they can change in intensity or pattern - they could for example dynamically track the movement of cars on the road above.

It could also be in a range of colours although discussions with Network Rail have suggested that the use of red or green may be problematic due to potential confusion with signalling lights. To further mitigate any perceived issues with Network Rail we also propose that the lights will start at an agreed distance away from the railway tunnel.

The adjacent images document the process of testing the installation that has been undertaken by the design team towards maximising its impact.

# Access and Movement

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## External Access and Movement

The proposed car park is accessed from the existing site access from Kendray Street to the north. Pedestrian access is also provided on both sides of the vehicular access road. The access barrier is located 5 car lengths from the junction on Kendray Street as required by BMBC Highways department. There will be no access for cars from any other direction. An existing access gate to the south west of the site to Network Rail land will be retained.

Vehicular routes have been designed to local authority standard dimensions for parking spaces and road widths, to allow a good flow of two way traffic around the whole site. Parking numbers for disabled, parent and child, motorcycle and electric charge points are set out to local authority standards.

Pedestrian routes are clearly defined through the use of contrasting materials chosen to compliment material pallets sets out in the Barnsley Town Centre Public Space Strategy document (September 2010). A central pedestrian route runs across the site from west to east servicing the two entrance and exit points. This route is flush with the car park surface enabling good access from disabled and parent and child spaces.  Further use of these materials is continued north to south linking all parking spaces with the central route.

## Safety and Security

The proposals will be surrounded by a perimeter fence and vehicular access controlled by an automatic barrier to prevent unauthorised access. It will include lighting and CCTV for safety and security.

The boundary fence will be visually permeable to allow for natural surveillance between the car park and surrounding areas including the railway line. New bollards are proposed at the existing gate to Network Rail land to ensure their security requirements are met.

## Access for All

7no. parking spaces for people with disabilities has been provided at the north of the site, which is the closest part of the car park to the town centre, and has the most level access to it.

# Statement of Community Involvement





## Community Consultation

A extensive process of consultation has been undertaken throughout 2014 and is ongoing as the project progresses. Consultation events have been designed to facilitate and encourage all town centre stakeholders to contribute to the design process so it evolves in an iterative way that best serves their needs.

- Equality Conference Consultation Comments
21.06.2014

- Equality Forum
07.07.2014

- All Members Briefing
17.07.2014

- Staff Briefing Sessions
05.09.2014 / 16.09.2014 / 23.09.2014

- West Meadows Primary
19.09.2014

- Disability Equality Forum
30.09.2014

- Market Traders Design Workshop
02.10.2014

- Civic Trust Consultation
16.10.2014

- Retailer Consultation
22.10.2014

- Tour De France Legacy Group
15.01.15

- Barnsley Rockley Rotary Club
28.01.15

- Better Barnsley Consultation shop
Ongoing

The council has also held discussions with the Council's Neighbourhood Manager and the Planning Officers responsible for Open Space policy planning. It was the view of Officers that the former CEAG site was a suitable location for surface car parking and supported how the design contributed to improving the east west connectivity of the site.

# Planning statement



## Introduction

The purpose of this Planning Statement is to review national and local planning policy relevant to the development of the site, and to assess the scheme in the light of these policies. The policies relevant to this proposal include:

National policies – contained within the National Planning Policy Framework (NPPF).

The NPPF was published in March 2012. It provides a new national framework different to the previous Planning Policy Statements and Planning Policy Guidance Notes, which should guide the determination of applications and the preparation of Development Plans across England.

Local Policies – contained within the:

- Barnsley Core Strategy (2011) – was adopted by Barnsley Council on in September 2011 and now forms part of the statutory development plan, setting out the council's vision for the future development of Barnsley over the next 15 – 20 years
- Saved policies from the Barnsley Unitary Development Plan
- Barnsley SPD – Parking (2012)

The Council are also preparing a new Local Plan, which will replace the Core Strategy and UDP Saved Policies. Whilst at an early stage, this sets out proposals for 'Better Barnsley', which include proposals for this site.

## Planning history

The principle of a car park on the former CEAG site has been long established. There have been two approved car park planning applications on this site:

- 2006/1082 application proposed a multi storey car park with the access and egress point remaining in the same location as the existing site access;
- 2011/0714 a subsequent application proposed a surface car park for 250 vehicles again using the same access and egress point as this proposal.

## Principle of development

The NPPF supports improvements in the quality of parking in town centres so that is convenient, safe and secure, including appropriate provision for motorcycles (NPPF, p. 11).

The Core Strategy acknowledges the contribution car parking makes to an integrated transport system (Vision). The Core Strategy Policy CSP8 gives priority for the location of growth to Urban Barnsley – it will be expected to accommodate significantly more growth than any individual Principal Town to accord with its place in the settlement hierarchy. Policy CSP 29 (Parking Strategy) notes that the number and location of short and long term car parking spaces, taking into account of development proposals in Barnsley Town Centre.

The site is largely undesignated in the UDP Proposals map. It sits within the town centre. One small part of the site is identified for office use as at the time it had an extant approval (TC58/7). The Saved UDP policies promote high quality town centre development, with quality landscaping (including TC21). Pedestrian routes into the town centre are also important (TC25). Schemes should also take into account the needs of disabled and mobility impaired groups (Policy TC27).

The UDP provides a commentary on car parking. It notes that a range of issues must be considered including ease of access at entry points, providing parking on principal circulation routes, does not penetrate the central streets and generate conflict and demand is not deflected to residential areas. Policy TC36 notes that where development proposals arise that affect the current level of parking provision, suitable alternative provision should be made.

It is important to recognise the contribution that this new car parking provision will make to enabling the transformation of the town centre through a number of development and public realm projects proposed as part of the Masterplan for the town centre ('Better Barnsley'). Policy TC38 also states that the Council will consider proposals for further public car parking provision outside the pedestrian zone.

## Sustainability

Planning policy at all levels supports sustainability and sustainable development. The NPPF and Core Strategy supports developments on brownfield sites, in accessible locations thus making efficient use of land and infrastructure.

Policy CSP 1 states that the Local Authority will take action to adapt to climate change by giving preference to development of previously developed land in sustainable locations and promoting green infrastructure to promote and encourage biodiversity gain.

The scheme is sustainable, utilising brownfield land and the retained and new landscaping proposed will make a positive contribution greening the site and biodiversity gain. Furthermore, the proposal will improve local landscape and new pleached trees will be planted. The scheme supports reduction of carbon emissions and provides electric parking bays and the potential to employ solar technologies.

## Design quality

National and local policies promote high quality development (NPPF, Core Strategy Policy CSP 26; CSP29). They encourage:

- An appreciation of character and distinctiveness;
- Safe and accessible environments and access for all road users;
- An understanding of the setting and local vernacular;
- Responding to local character and materials while not preventing or discouraging appropriate innovation;
- Contribute to place making to be of a high quality, that contributes to a healthy, safe and sustainable environment.

The aspiration for this development is to achieve a good quality car park, with high quality materials.

The access road is of tarmacadam while pedestrian routes are of stone pavers, providing a clear delineation between pedestrian and vehicular areas. The high quality boundary treatments will also present a positive gateway into this part of the town centre. The addition of robust pleached street trees and benches will also significantly enhance this entrance point.

The car park is safe and accessible, as the boundary to the railway line is improved and made of pre-cast concrete 'L' shaped sections with a corrugated texture to deter graffiti, behind this is a tall palisade type fence. There is lighting feature to improve the retaining wall to the Harborough Hill Road flyover.

Although excluded from this application it is the intention of the council, in partnership with Network Rail, to construct a new pedestrian bridge across the railway line. The proposed layout described within this document has been designed to accommodate the bridge. The bridge and associated amendments to the car park layout will be subject to a separate planning application.

CSP 3 Sustainable Drainage Systems (SuDS)
All development will be expected to use Sustainable drainage systems (SuDS). Only in exceptional circumstances, where it can be demonstrated that all types of SuDS are impractical, will other drainage management systems be permitted. Planning applications must include an assessment to show that SuDS will work and be maintained. Measures should be taken to avoid water contamination and safeguard groundwater supply. Developers will be required to contribute to the maintenance of SuDS.

CSP 5 Including Renewable Energy in Developments.
All development (either new build or conversion) of 10 or more dwellings or 1000sqm of non residential floorspace will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015, rising to 20% for applications submitted thereafter subject to such measures being practicable and not unacceptably prejudicing the viability of the development. Where it is not appropriate to incorporate such provisions within the development, an off site scheme, or contribution to such may be acceptable.

## Transport and accessibility

National and local policy support accessible development which allow for the safe movement of pedestrians and vehicles and minimise the need to travel. Core Strategy Policy (Transport) Point 10.10 states that 'in order to make the travel and station experience sustainable and more attractive there will be improved access to railway stations for pedestrians, cyclists, and bus users together with increased car parking'.

The scheme is accessible and focuses on safe movement of pedestrians and vehicles. The existing signalised access into the site is maintained for the new access proposals. This ensures that the existing highway network continues to operate within its capacity and car park will have small impact on traffic flow.

The proposed car park makes sustainable travel more attractive as it is located within less than 5 min walk from the Barnsley train station.

Furthermore, there will be a new pedestrian bridge placed over the railway tracks. The bridge will provide safe pedestrian connection between the new car park and town centre and replace the current unsafe Jumble Lane level crossing.

Barnsley SPD –Parking (2012) requires new non-residential parking bays to follow set guidance:

- Parking bays should be 5m long and 2.5m wide, with a 6m aisle width
- Each bay must be clearly marked and defined using appropriate permanent marking material.

The proposed car park meets these requirements and provides large clearly marked 'shopping' bays of 5 x 2.75m.

# Conclusion

Summary

- The principle of car park use on the site is established through previous approvals and is in accordance with the development plan;
- The proposal will improve pedestrian safety, local landscape and access to town centre and transport interchange;
- The scheme demonstrates high quality, sustainable urban design and material quality, responding positively and appropriately to policies requirements;
- The development provides for town centre visitors and will therefore not result in a significant increase in traffic movements;
- The car park is a fundamental part of the wider town centre redevelopment strategy.

It is therefore considered that the application should reasonably be approved.

# Appendices

Summary

The following section contains the drawings that support the application

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