

Billington Structures Ltd Staff Car Park Alterations/Extension Planning Application September 2018

Design and Access Statement

Introduction

Billington Structures Ltd is a successful constructional steel fabricator located on the outskirts of Wombwell, near Barnsley. For a number of years, and since the end of the last recession, the company's annual turnover has been increasing year on year. The company has two other facilities, one in Yate near Bristol and a recently acquired site nearby in Shafton. The number of office staff and factory workers at all three sites has increased in parallel with the company's growth.

The car park at Wombwell serves both office staff and factory workers and was laid out in its existing form with future expansion in mind when the offices were extended over 10 years ago. Over the last couple of years, use of the car park, which is predominantly for Billington Employees but with a regular small number of visitors, has risen above the number of formal marked out spaces. Cars regularly park in the generous circulation space around the marked-out spaces and although this has generally not caused difficulty, on occasion when there have been an unusually large number of external visitors, double parking has been necessary, and access generally has become less than ideal. It was therefore determined that there was a clear necessity to maximise use of the existing car park space in a formal marked out manner and provide some additional spaces where easily achievable.

The detail of the planning application that this statement accompanies is the result of a study in to how to best layout the existing car park to maximise useful parking space, together with incorporation of any additional space that could be achieved with minimal visual, environmental and cost impact.

Car Park Numbers

The existing car park has dedicated space for 13 cycles and 2 motorcycles and a total of 85 marked out car parking spaces, including 3 with disabled access.

There are currently 138 full-time and 5 part-time staff working at the site, who use a variety of transport options including motor car, motorcycle, bicycle, public transport and foot. No staff are registered disabled blue card holders.

The current maximum number of formal and informal parking spaces regularly used within the car park curtilage is 95. The proposed scheme formalises the existing 95 spaces as well as adding a further 15 spaces by the extension of the hardstanding into existing grassed areas within the site boundary, making a total of 110 spaces.

Due to the lack of use of the current disabled spaces, it is proposed to reduce the number from three to two. However, these spaces will be located closer to the building entrance and there will be two additional spaces that will be 'disabled access ready' that could be designated as disabled spaces in future if required.

Design

The existing car park is part concrete and part tarmacadam with standard HB2 kerbing to the perimeter and extending right up to the building external walls. The car park is laid with a consistent fall of around 1 in 40 from the southern to the northern corner and is served by a number of road gullies located around the perimeter and within the bounds of the car park. These gullies generally discharge via a petrol interceptor located in the northern corner of the car park, into a surface water drain that discharges into the adjacent disused Dearne and Dove canal which runs beyond the north-eastern boundary.

The areas of new car park will be tarmacadam laid to the same falls for consistency, with HB2 kerbing to the perimeter. This will also generally ensure that the new areas are consistent with existing ground levels for the most part. The small length of low retaining wall required in the southern corner will be finished in red engineering brick to reflect the existing building construction.

Where required excavated subsoil will be laid and new topsoil imported to trim the levels of the existing verges back into the new kerbing. This will be seeded with grass to match the existing verges, timing subject to season.

Drainage

The new areas of tarmacadam hardstanding (0.02375 Ha) will fall towards the existing car park and surface water will therefore run across the existing car park and into the existing gullies.

The surface water drain taking discharge from the car park takes total discharge from approximately 70% of the entire site ($0.7 \times 2.71 \text{ Ha} = 1.90 \text{ Ha}$) Therefore the increase in discharge to this drain is of the order of 1.25% which is considered insignificant. It is also noted that all the new areas are situated at the limits of the existing drained area and so time of entry into the drainage system will be significantly delayed and it is felt that short term storm events will therefore not be significantly affected by the small area of new hardstanding.

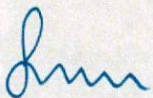
Hence no significant alterations to existing drainage are envisaged other than minor re-alignment of gullies where deemed appropriate.

Access

The car park is currently served by level access from the public highway and public footpath. The car park itself is laid to maximum 1 in 40 falls between the vehicular entrance, pedestrian entrance and the building entrance. The new areas of car park maintain the existing falls and are therefore equally accessible from the public highway and the building itself.

Historically, there has been very little demand for the three disabled parking spaces that were provided, and due to the lack of general spaces, these were often used by non-disabled car owners. The new car park layout provides for two disabled spaces much closer to the building entrance, and two further accessible spaces that could be marked as disabled only in the future if the need arises. In the meantime, with the larger number of general spaces available, the initial two marked out disabled spaces will be maintained strictly for disabled car owners only. The new layout also allows for dedicated visitor spaces, again close to the building entrance. This is something that was not practical previously and will increase accessibility to the building for those not familiar with the site and its layout.

S Thrift

A handwritten signature in blue ink, appearing to be "S Thrift".

For and on Behalf of Billington Structures Ltd

18/09/18